

HOUSE BILL 3

57TH LEGISLATURE - STATE OF NEW MEXICO - SECOND SESSION, 2026

INTRODUCED BY

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AN ACT

MAKING GENERAL APPROPRIATIONS AND AUTHORIZING EXPENDITURES BY STATE AGENCIES REQUIRED BY LAW.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. SHORT TITLE.--This act may be cited as the "Department of Transportation Appropriation Act of 2026".

SECTION 2. DEFINITIONS.--As used in the Department of Transportation Appropriation Act of 2026:

A. "agency" means an office, department, agency, institution, board, bureau, commission, court, district attorney, council or committee of state government;

B. "explanatory" means information that can help users to understand reported performance measures and to evaluate the significance of underlying factors that may have affected the reported information;

C. "federal funds" means any payments by the United States government to state government or agencies except those payments made in accordance with the federal Mineral Leasing Act;

D. "general fund" means that fund created by Section 6-4-2 NMSA 1978 and includes federal

1 Mineral Leasing Act receipts and those payments made in accordance with the federal block grant and the
2 federal Workforce Investment Act of 1998 but excludes the general fund operating reserve, the appropriation
3 contingency fund, the tax stabilization reserve and any other fund, reserve or account from which general
4 appropriations are restricted by law;

5 E. "interagency transfers" means revenue, other than internal service funds, legally
6 transferred from one agency to another;

7 F. "internal service funds" means:

8 (1) revenue transferred to an agency for the financing of goods or services to another
9 agency on a cost-reimbursement basis; and

10 (2) balances in agency internal service fund accounts appropriated by the
11 Department of Transportation Appropriation Act of 2026;

12 G. "other state funds" means:

13 (1) nonreverting balances in agency accounts, other than in internal service fund
14 accounts, appropriated by the Department of Transportation Appropriation Act of 2026;

15 (2) all revenue available to agencies from sources other than the general fund, internal
16 service fund accounts, interagency transfers and federal funds; and

17 (3) all revenue, the use of which is restricted by statute or agreement;

18 H. "outcome" means the measure of the actual impact or public benefit of a program;

19 I. "output" means the measure of the volume of work completed or the level of actual services
20 or products delivered by a program;

21 J. "performance measure" means a quantitative or qualitative indicator used to assess a
22 program;

23 K. "quality" means the measure of the quality of a good or service produced and is often an
24 indicator of the timeliness, reliability or safety of services or products produced by a program;

<u>Item</u>	<u>General Fund</u>	<u>Other State Funds</u>	<u>Intrnl Svc Funds/Inter-Agency Trnsf</u>	<u>Federal Funds</u>	<u>Total/Target</u>
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1 L. "revenue" means all money received by an agency from sources external to that agency, net of
 2 refunds and other correcting transactions, other than from issue of debt, liquidation of investments or as
 3 agent or trustee for other governmental entities or private persons; and

4 M. "target" means the expected level of performance of a program's performance measures.

5 **SECTION 3. FORMAT.**--The general format of the appropriations set forth in the Department of
 6 Transportation Appropriation Act of 2026 with respect to symbols used, column headings and stating of
 7 amounts is that used in the General Appropriation Act of 2025.

8 **SECTION 4. FISCAL YEAR 2027 APPROPRIATIONS.**--

9 **DEPARTMENT OF TRANSPORTATION:**

10 (1) **Project design and construction:**

11 The purpose of the project design and construction program is to provide improvements and additions to the
 12 state's highway infrastructure to serve the interest of the general public. These improvements include
 13 those activities directly related to highway planning, design and construction necessary for a complete
 14 system of highways in the state.

15 **Appropriations:**

16 (a) Personal services and				
17 employee benefits	36,358.3		1,873.3	38,231.6
18 (b) Contractual services	3,294.6			3,294.6
19 (c) Other	1,511.1			1,511.1
20 (d) Plan, study, design, right-				
21 of-way acquisition, road				
22 construction and				
23 rehabilitation	93,802.9		462,563.3	556,366.2
24 (e) Transportation project				
25 fund	55,790.0			55,790.0

underlined material = new
 [bracketed material] = deletion

underscored material = new
[bracketed material] = deletion

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1	(f) Local governments road fund		28,965.0			28,965.0
2	(g) Debt service		53,385.3	69,703.4		123,088.7
3	Subtotal		273,107.2		534,140.0	807,247.2
4	Performance measures:					
5	(a) Outcome: Percent of projects in production let to bid as scheduled					75%
6	(b) Quality: Percent of final cost-over-bid amount, less gross receipts					
7	tax, on highway construction projects					3%
8	(c) Outcome: Percent of projects completed according to schedule					88%
9	(2) Highway operations:					
10	The highway operations program is responsible for maintaining and providing improvements to the state's highway infrastructure that serve the interest of the general public. The maintenance and improvements include those activities directly related to preserving roadway integrity and maintaining open highway access throughout the state system. Some examples include bridge maintenance and inspection, snow removal, chip sealing, erosion repair, right-of-way mowing and litter pick up, among numerous other activities.					
11	Appropriations:					
12	(a) Personal services and employee benefits		164,545.2		3,000.0	167,545.2
13	(b) Contractual services		1,647.4			1,647.4
14	(c) Other		42,103.9			42,103.9
15	(d) Roadway maintenance contracts		61,602.3			61,602.3
16	(e) Roadway maintenance supplies and materials		38,394.2			38,394.2
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1	(f) Equipment purchases		10,043.3			10,043.3
2	Subtotal		318,336.3		3,000.0	321,336.3
3	Performance measures:					
4	(a) Output: Number of statewide pavement lane miles preserved					3,500
5	(b) Outcome: Percent of interstate lane miles rated fair or better					91%
6	(c) Outcome: Number of combined systemwide lane miles in poor condition					4,000
7	(d) Outcome: Percent of bridges in fair, or better, condition based on					
8	deck area					95%
9	(3) Program support:					
10	The purpose of program support is to provide management and administration of financial and human resources, custody and maintenance of information and property and the management of construction and maintenance projects.					
11	Appropriations:					
12	(a) Personal services and					
13	employee benefits		37,759.1			37,759.1
14	(b) Contractual services		1,800.0			1,800.0
15	(c) Other		16,223.2			16,223.2
16	Subtotal		55,782.3			55,782.3
17	Performance measures:					
18	(a) Explanatory: Vacancy rate of all programs					
19	(4) Modal:					
20	The purpose of the modal program is to provide federal grants management and oversight of programs with dedicated revenues, including transit and rail, traffic safety and aviation.					
21	Appropriations:					
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1 (a) Personal services and employee benefits		3,949.7	7,180.0	1,858.3	12,988.0
2 (b) Contractual services		20,026.2	700.0	12,712.9	33,439.1
3 (c) Other		2,345.7	1,120.0	5,108.5	8,574.2
4 (d) Air service assistance program		9,785.6			9,785.6
5 (e) Transit grants				33,226.3	33,226.3
6 Subtotal	36,107.2	9,000.0	52,906.0	98,013.2	
7	The internal service funds/interagency transfer appropriations to the modal program of the department of transportation include eight million seven hundred thousand dollars (\$8,700,000) from the weight distance tax identification permit fund.				
8	Performance measures:				
9 (a) Outcome: Number of traffic fatalities					400
10 (b) Outcome: Number of alcohol-related traffic fatalities					140.
11 TOTAL TRANSPORTATION	683,333.0	9,000.0	590,046.0	1,282,379.0	