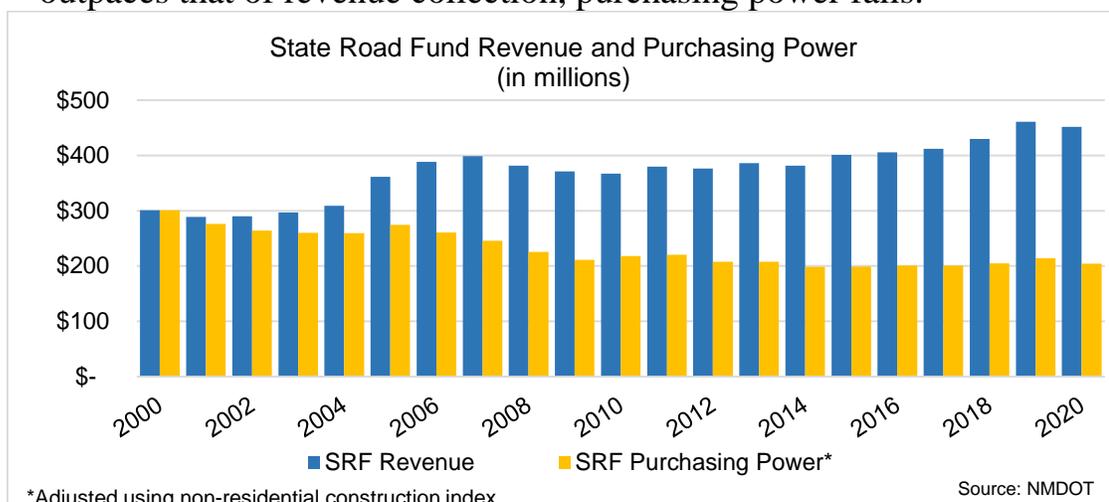


Transportation Project Report

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Prepared By: Connor Jorgensen

- For FY22, the New Mexico Department of Transportation (NMDOT) was appropriated a budget of \$1.015 billion comprised of \$520 million from the State Road Fund (SRF), \$404 million from federal funds, and \$91 million from other sources (including the local government road fund and the highway infrastructure fund). The FY22 budget is \$57.5 million, or 6 percent, higher than the FY21 approved budget.
- The SRF receives the majority of its revenue from taxes on fuel, fees on commercial trucking, vehicle registrations, and sales tax on vehicles. For FY22, these taxes and fees are projected to generate approximately \$423 million. *See attachment A for SRF by source.*
- The Covid-19 pandemic did not have the negative impact on revenue initially feared. In January 2020, before the pandemic began, NMDOT estimated recurring SRF revenue of \$511.2 million. The department currently anticipates revenue between \$508 million and \$513 million.
- Growth in the SRF and federal appropriations for roadway preservation have not kept pace with construction cost increases. Since the year 2000, the purchasing power of the SRF has fallen by a third even while revenue increased.
 - Purchasing power is determined by adjusting the amount of SRF revenue by the rate at which construction prices increase. When the rate of cost increases outpaces that of revenue collection, purchasing power falls.



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- The reduction in SRF purchasing power is largely attributable to stagnation in fuel tax revenue. The base gas tax of 17 cents per gallon is among the lowest in the nation and has not increased since 1995. The tax on diesel fuel of 21 cents per gallon is also lower than the national average (See attachment B).
 - In 2019, the Legislature increased the motor vehicle excise tax from 3 percent to 4 percent and directed the additional revenue, estimated at \$56 million per year, to NMDOT for repairs to oil roads in transportation district 2. Beginning in FY22, the distribution to the general fund will fall from 3 percent to 2.5 percent and the distribution for roads will increase from 1 percent to 1.5 percent and be split equally between the state and local governments. In FY22, NMDOT anticipates receiving \$48 million from this source.
 - NMDOT estimates the additional funding needed annually for maintenance activities to be \$315.6 million. The largest cost of maintenance activities is pavement preservation such as fog and crack sealing and resurfacing. The estimate is based on the cost of performing this preventative maintenance on 2,550 lane miles per year.
 - The additional need for construction funds to be \$253.2 million annually. NMDOT estimates roadway reconstruction and rehabilitation alone will total \$15 billion over the next 20 years.
 - Costs to maintain roads increase dramatically when maintenance is delayed; a road in good condition costs approximately \$16 thousand per lane mile to maintain, a road in fair condition around \$180 thousand, and a road in poor condition can cost between \$500 thousand and \$1.5 million per mile.
 - Recognizing the need for additional transportation funding, the Legislature appropriated \$819 million from the general fund to the NMDOT for state and local road projects since 2018. In addition to this amount, the Legislature provided the department the authority to issue \$234 million in transportation bonds during the 2021 session.
 - The additional appropriations were directed to maintenance projects as well as larger major investment projects. In general, appropriations for maintenance projects are spent faster than those for construction projects, because maintenance projects require less time for planning and design and may often be completed using pre-approved pricelists rather than needing to go through a request for proposal (RFP) bid process.
 - Of the \$171.5 million appropriated in 2019 for major investment projects, only 16 percent has been expended while 80 percent of the \$100 million appropriated for maintenance projects in that same year has been expended (See page 3 attachment C, NMDOT report card).
 - In addition to the nonrecurring funding appropriated by the Legislature, NMDOT received \$82 million in nonrecurring surface transportation block grant funding from the federal government from Covid recovery legislation.

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- In the 5 years from FY15 through FY20, total construction costs have increased by 23 percent, however, the changes have not been uniform. For example, base course costs increased by 53 percent and structural concrete increased by 50 percent, but hot mix asphalt only increased by 3 percent. NMDOT must continue monitoring costs to ensure the state is maximizing the amount of work it can accomplish without bidding up prices.
 - The FY21 third quarter report shows NMDOT on pace to vastly exceed the target for roadway preservation due to a combination of increased legislative appropriations and the effects of a mild winter, which allowed maintenance activities to continue longer.
 - Out of the \$405 million in nonrecurring appropriations made to the department in 2019 and 2020, 40 percent has been expended.
 - While approximately 40 percent of the funding appropriated in 2019 and 2020 has been expended to date, the distribution has been uneven; 58 percent of funding designated for maintenance projects has been expended while 16 percent of funding for major projects has been expended. Maintenance funds are expended faster than funding for major investment projects because maintenance projects require less planning and design and are often completed using existing price agreements rather than requiring a more complex bid process necessary for major projects

NMDOT State Revenue Sources - Fiscal Years 2015 thru 2025

Table 1

(Dollars in thousands)

	F	G	H	I	J	K	L	M	N	O	(O-L)	(O-L/L)	P	Q	R
	FY15	FY16	FY17	FY18	FY19	FY20	FY21		FY22		FY21 to FY22		FY23	FY24	FY25
							Jan-20	Jan-21	Jul-20	Jan-21	Budget Growth		Jan-21	Jan-21	Jan-21
	Actual	Actual	Actual	Actual	Actual	Actual	Leg. Bud. Estimate	Revenue Update	Bud. Req. Estimate	Leg. Bud. Estimate	\$ Change	% Diff	Long Run Estimate	Long Run Estimate	Long Run Estimate
Road Fund:															
Road Fund -- Ordinary Revenue:															
1 Gasoline Tax	110,672	110,892	113,022	116,147	117,365	111,778	119,100	110,100	113,500	113,500	(5,600)	-4.7%	113,400	113,800	114,000
2 Special Fuel Tax	97,566	97,341	100,066	108,141	113,383	118,279	115,400	118,300	110,100	118,400	3,000	2.6%	121,400	125,200	129,200
3 Weight/Distance	79,985	82,990	84,008	86,278	94,016	92,251	96,800	93,600	92,600	95,600	(1,200)	-1.2%	98,500	101,600	104,800
4 Vehicle Registration	75,455	80,774	79,232	80,204	82,453	79,312	83,880	82,610	80,570	81,150	(2,730)	-3.3%	82,990	84,750	86,660
5 Trip Tax	5,232	5,973	5,951	6,124	6,758	6,227	7,190	7,500	5,410	7,600	410	5.7%	7,700	7,700	7,700
6 Driver's License	4,158	3,841	3,816	4,191	4,117	4,028	4,240	4,300	4,170	4,330	90	2.1%	4,410	4,490	4,570
7 Oversize/Overweight	5,229	4,997	5,104	6,412	7,225	7,173	7,300	6,920	6,730	7,490	190	2.6%	7,600	7,650	7,750
8 Public Regulatory Commission Fees (UCR)	3,362	3,403	3,291	3,359	5,891	2,933	3,300	3,300	3,300	3,300	-	0.0%	3,300	3,300	3,300
9 MVD Miscellaneous	3,509	5,426	5,260	6,322	6,407	5,510	6,450	4,200	6,200	6,000	(450)	-7.0%	6,300	6,400	6,400
10 Vehicle Transaction	1,173	1,298	1,158	1,153	1,148	1,003	1,190	1,000	1,130	1,130	(60)	-5.0%	1,130	1,130	1,130
11 Motor Vehicle Excise Tax*	-	-	-	-	6,562	5,934	6,580	6,760	42,180	47,960	41,380	628.9%	49,550	51,600	53,450
12 Subtotal Ordinary Income	386,340	396,935	400,910	418,330	445,325	434,428	451,430	438,590	465,890	486,460	35,030	7.8%	496,280	507,620	518,960
Road Fund -- Extraordinary Income:															
13 All Other (Reimbursements, Asset Sales, etc.)	12,365	5,442	5,594	6,094	8,651	8,493	2,200	2,200	2,200	2,200	-	0.0%	2,200	2,200	2,200
14 Rail Runner Track Maintenance Fees	2,143	3,031	4,989	4,202	2,938	3,229	2,000	2,000	2,000	2,000	-	0.0%	2,000	2,000	2,000
15 Road Fund Interest	39	133	310	1,037	4,222	6,316	2,730	1,610	2,580	2,580	(150)	-5.5%	2,840	2,840	2,840
16 Subtotal Extraordinary Income	14,547	8,607	10,893	11,333	15,811	18,037	6,930	5,810	6,780	6,780	-150	-2.2%	7,040	7,040	7,040
17 TOTAL (Recurring) ROAD FUND	400,887	405,542	411,803	429,663	461,136	452,465	458,360	444,400	472,670	493,240	34,880	7.6%	503,320	514,660	526,000
18 WIPP Settlement (Nonrecurring)		7,200	-	26,800	-	-	-	-	-	-	-	-	-	-	-
19 Motor Vehicle Excise Tax to D2 (1% point)		-	-	-	-	47,591	52,910	54,350	-	-	(52,910)	-100.0%	-	-	-
20 TOTAL ROAD FUND	400,887	412,742	411,803	456,463	461,136	500,056	511,270	498,750	472,670	493,240	(18,030)	-3.5%	503,320	514,660	526,000

* 0.12% points till FY21; 0.87% points in FY22 and thereafter

NMDOT State Revenue Sources - Fiscal Years 2015 thru 2025

Table 2

	F	G	H	I	J	K	L	M	N	O	(O-L)	(O-L/L)	P	Q	R
	FY15	FY16	FY17	FY18	FY19	FY20	FY21		FY22		FY20 to FY21		FY23	FY24	FY25
							Jan-20	Jan-21	Jul-20	Jan-21	<u>Budget Growth</u>		Jan-21	Jan-21	Jan-21
	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	Leg. Bud. Estimate	Revenue Update	Bud. Req. Estimate	Leg. Bud. Estimate	\$ Change	% Diff	Long Run Estimate	Long Run Estimate	Long Run Estimate
Other Funds:															
Highway Infrastructure Fund:															
21 Leased Vehicle Gross Receipts	5,773	5,949	5,964	6,220	6,760	5,345	6,790	3,700	5,350	4,400	(2,390)	-35.2%	4,500	4,800	4,800
22 Tire Recycling Fees	1,810	1,943	1,868	1,878	1,910	1,849	1,960	1,900	1,895	1,900	(60)	-3.1%	1,925	1,970	1,970
23 Interest	6	13	11	13	74	94	40	20	30	30	(10)	-25.0%	30	30	30
24 Total Highway Infrastructure Fund	7,589	7,905	7,842	8,111	8,744	7,288	8,790	5,620	7,275	6,330	(2,460)	-28.0%	6,455	6,800	6,800
25 Total State Infrastructure Bank	17	45	105	177	527	328	160	80	130	130	(30)	-18.8%	140	140	140
Local Governments Road Fund:															
26 From Interest	19	50	115	208	782	908	410	230	460	320	(90)	-22.0%	700	700	700
27 From Special Fuel	10,218	10,185	10,478	11,301	11,830	12,341	12,065	12,370	11,510	12,380	315	2.6%	12,690	13,100	13,510
28 From PPL Fee	6,986	7,000	7,165	7,485	7,651	7,561	7,770	7,500	7,420	7,630	(140)	-1.8%	7,710	7,820	7,940
29 From DWI reinstatement fees & ID cards	896	919	783	787	795	727	795	650	795	730	(65)	-8.2%	730	730	730
30 From Gasoline Tax (MAP)	2,174	2,178	2,218	2,277	2,300	2,195	2,332	2,165	2,227	2,230	(102)	-4.4%	2,225	2,235	2,240
31 Leased Vehicle Gross Receipts	1,924	1,983	1,988	2,073	2,253	1,782	2,260	1,200	1,780	1,500	(760)	-33.6%	1,500	1,600	1,600
32 Motor Vehicle Excise Tax (0.75% points)						0	-	-	36,180	41,130	41,130	-	42,500	44,260	45,850
33 Total Local Governments Road Fund	22,217	22,314	22,748	24,130	25,611	25,514	25,632	24,115	60,372	65,920	40,288	157.2%	68,055	70,445	72,570
Aviation Fund:															
34 Gasoline Taxes (Aviation)	392	393	400	411	415	396	421	391	402	402	(19)	-4.5%	402	403	404
35 Aviation Jet Fuel	1,243	661	639	1,042	1,002	690	870	240	700	810	(60)	-6.9%	950	960	1,000
36 Aircraft License Fees	48	64	50	52	56	54	55	50	50	50	(5)	-9.1%	55	55	55
37 0.046% General Fund GRT (Air Service)	1,009	931	951	1,103	1,284	1,430	1,380	1,195	1,190	1,250	(130)	-9.4%	1,320	1,340	1,390
38 General Fund (2007 Enhancement)	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	-	0.0%	3,000	3,000	3,000
39 Aviation Fund Interest Earnings	14	31	56	98	409	493	220	130	200	210	(10)	-4.5%	230	230	230
40 Total Aviation Fund Income	5,707	5,080	5,097	5,706	6,166	6,063	5,946	5,006	5,542	5,722	(224)	-3.8%	5,957	5,988	6,079
Transportation Fund:															
41 Motorcycle Registration (Fund 20600)	135	133	114	127	123	115	125	125	125	125	-	0.0%	125	125	125
42 Motorcycle Train. Fund Interest (20600)	0	0	0	0	0	1	-	-	-	-	-	-	-	-	-
43 Driver Improvement Fees (10020)	274	256	226	243	222	182	200	200	200	200	-	0.0%	200	200	200
44 DWI Prevention (20700)	487	472	421	434	446	368	460	400	435	435	(25)	-5.4%	435	435	435
45 Traffic Safety Fees (Fund 20800)	404	1,090	632	640	601	460	550	380	530	530	(20)	-3.6%	530	530	530
46 Traffic Safety Fees Interest (20800)	0	2	7	11	51	62	33	20	20	30	(3)	-9.1%	30	30	30
47 Community DWI Prevention Fee (20800)	426	513	375	363	360	337	350	300	350	350	-	0.0%	350	350	350
48 Red Light Fees (from AOC) (20800)	109	0	0	0	0	0	-	-	-	-	-	0.0%	-	-	-
49 Traffic Safety - Interlock Device (82600)	777	755	704	415	426	352	465	390	425	425	(40)	-8.6%	425	425	425
50 Total Transportation Fund Income	2,611	3,221	2,480	2,233	2,228	1,878	2,183	1,815	2,085	2,095	(88)	-4.0%	2,095	2,095	2,095
51 TOTAL Restricted Funds Revenue	38,141	38,564	38,271	40,357	43,276	41,071	42,711	36,636	75,404	80,197	37,486	87.8%	82,702	85,468	87,684
52 TOTAL (Recurring) NMDOT Revenue	439,028	444,106	450,074	470,020	504,412	493,536	501,071	481,036	548,074	573,437	72,366	14.4%	586,022	600,128	613,684
53 WIPP Settlement (Nonrecurring)		7,200	-	26,800	-	-	-	-	-	-	-	0.0%	-	-	-
54 Motor Vehicle Excise Tax to D2 (1% point)		-	-	-	-	-	52,910	54,350	-	-	(52,910)	-100.0%	-	-	-
55 TOTAL NMDOT STATE REVENUES	439,028	451,306	450,074	496,820	504,412	541,126	553,981	535,386	548,074	573,437	19,456	3.5%	586,022	600,128	613,684

Distribution of State Road User Revenues

January 2021 Forecast

(\$ Millions)

% of total (FY 2021)



Gasoline Tax
(17.0 cents / gallon)

- 5.76% to County Government Road Fund
- 0.13% to Motorboat Fuel Tax Fund
- 0.26% to State Aviation Fund
- 10.38% to Municipalities and Counties
- **76.27% to State Road Fund - (~13 cents per gallon)**
- 5.76% to Municipalities
- 1.44% to Municipal Arterial Program (MAP - Local Governments Road Fund)

2019	2020	2021	2022
9.2	8.8	8.7	8.9
0.2	0.2	0.2	0.2
0.4	0.4	0.4	0.4
16.4	15.6	15.6	16.1
117.4	111.8	110.1	113.5
9.2	8.5	8.3	8.9
2.3	2.2	2.2	2.2

Road Fund	VMDOT State Rev
24.8%	22.9%



Special Fuel (Diesel) Tax
(21.0 cents/gallon -- effective 7/1/2004)

- **90.48% to State Road Fund - (19 cents per gallon)**
- 9.52% to Local Governments Road Fund

2019	2020	2021	2022
113.4	118.3	118.3	118.4
11.8	12.3	12.4	12.4

26.6%	24.6%
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Petroleum Products Loading Fee
(1.875 cents/gallon)

- 26.67% to Local Governments Road Fund
- 73.33% to Corrective Action Fund (NM Environment Department)

2019	2020	2021	2022
7.7	7.6	7.5	7.6
21.0	20.8	20.6	21.0



Weight Distance Tax (1¢-4¢/mile)

- **100% to State Road Fund**

2019	2020	2021	2022
94.0	92.3	93.6	95.6

21.1%	19.5%
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Trip Tax (7¢-16¢/mile)

- **100% to State Road Fund**

2019	2020	2021	2022
6.8	6.2	7.5	7.6

1.7%	1.6%
------	------

Oversize / Overweight Fees

- **100% to State Road Fund**

2019	2020	2021	2022
7.2	7.2	6.9	7.5

1.6%	1.4%
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Motor Trans. Regulatory Fees

- **100% to State Road Fund**

2019	2020	2021	2022
5.9	2.9	3.3	3.3

0.7%	0.7%
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Vehicle Registration Fees
(\$21-\$172/year)

- 50 cents on Each Registration to Beautification Fund
- \$2.00 of each Motorcycle Registration to Motorcycle Training Fund
- \$2.00 of each Motorcycle Registration to the Taxation & Revenue Department
- 100% of Placard Fees to Taxation and Revenue Department
- 100% of Traffic Safety Training Fee (from Penalty Assessments) and Amateur Radio Fees to State Road Fund
- Tire Recycling Fee (effective 7/1/2003):

\$ 1.00 Each Motorcycle	→ 50% to Highway Infrastructure Fund
\$ 0.50 per wheel of each bus	→ 50% to Tire Recycling Fund
\$ 1.50 each car or light truck	→ \$1.00 to Highway Infrastructure Fund
\$ 1.50 each heavy truck	→ \$0.50 to Tire Recycling Fund

A similar distribution applies to many **Miscellaneous Motor Vehicle Fees** (but only Vehicle Registration Fee revenue amounts are shown in revenue table)

Effective March 1, 2004 remaining revenues go to:

- **74.65% to State Road Fund**
- 7.60% to County General Funds (allocated by Registration Fees on Vehicles in Each County)
- 7.60% to County Road Funds (allocated by miles of public Roads maintained)
- 4.06% to Municipal Street Funds (allocated by property Tax net Taxable value)
- 6.09% to County and Municipal General Funds (allocated by property Tax amounts due)

2019	2020	2021	2022
82.5	79.3	82.6	81.2
8.4	8.1	8.4	8.3
8.4	8.1	8.4	8.3
4.5	4.3	4.5	4.4
6.7	6.5	6.7	6.6

18.6%	17.2%
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Motor Vehicle Excise Tax
(from 3.0% to 4.0% on July 1, 2019)

- **3.11% to State Road Fund in FY20 & FY21 and 21.86% beginning in FY22**
- 25.00% to District 2 in FY20 & FY21
- 18.75% to Local Governments Road Fund beginning in FY22
- 71.89% to State General Fund in FY20 & FY21 and 59.39% beginning in FY22

2019	2020	2021	2022
6.6	5.9	6.8	48.0
	47.6	54.4	
			41.1
152.0	137.1	156.3	130.3

1.5%	1.4%
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Transaction Fees
(\$3 per Title or Registration)

- \$5 or \$6 to Municipal, County or Fee AGENTS
- *Remaining revenues from Transaction Fees go to:*
- **50% to State Road Fund**
- 50% to County Road Fund (allocated by miles of public roads maintained)

2019	2020	2021	2022
1.1	1.0	1.0	1.1
1.1	1.0	1.0	1.1

0.2%	0.2%
------	------

Driver License Fees
(\$10 per 4 year period + \$3 EDL + \$3 Driver Safety)

- \$6 or \$7 per License to Municipal, County or Fee Agents
- **100% of Remaining Drivers License Fee to S Road Fund**
- 100% Limited License Fees to DWI Prevention and Education Fund
- 100% DWI Reinstatement Fees and remainder of ID Cards to Local Gov. Road Fund
- 100% Enhanced Drivers License Fee (\$3) to Taxation & Revenue Department
- 100% Driver Safety Fee (\$3) to public schools for DWI education

2019	2020	2021	2022
4.1	4.0	4.3	4.3
0.4	0.4	0.4	0.4
0.8	0.7	0.7	0.7
2.1	1.9	*	*
1.6	1.5	*	*

1.0%	0.9%
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* no estimates available

Total Local Governments Road Fund 25.6 25.5 24.1 65.9
Total Amount Distributed to Local Governments & other Recipients 263.9 245.5 261.8 278.5

Total of Gasoline, Diesel, W/D & Registrations NMDOT	407.2	401.6	404.6	408.7	91.0%	84.1%
Total State Road Fund Revenues	461.1	452.5	444.4	493.2	100.0%	92.4%
Total NMDOT Recurring (1) State Revenues	504.4	493.5	481.0	573.4	NA	100%

Comparison of Gas and Diesel Taxes By State

		Gasoline Storage			Diesel Storage			
		Excise	Tank Fee	Total	Excise	Tank Fee	Total	
Federal		\$0.183	\$0.001	\$0.184	Federal	\$0.243	\$0.001	\$0.244

#	State	Gasoline Other taxes & Fees			State	Diesel Other taxes & Fees		
		State tax	Fees	Total State		State tax	Fees	Total State
1	Pennsylvania	0.576	0.011	0.587	Pennsylvania	0.741	0.011	0.752
2	California	0.505	0.0716	0.5766	California	0.385	0.2816	0.6666
3	Washington	0.494	0.0281	0.5221	Illinois	0.462	0.121	0.583
4	Illinois	0.387	0.121	0.508	New Jersey	0.135	0.4425	0.5775
5	New Jersey	0.105	0.4025	0.5075	Washington	0.494	0.0281	0.5221
6	Indiana	0.31	0.112	0.422	Indiana	0.51	0.01	0.52
7	Ohio	0.385		0.385	Ohio	0.47		0.47
8	Michigan	0.263	0.109	0.372	Connecticut	0.29	0.156	0.446
9	Maryland	0.267	0.0979	0.3649	Michigan	0.263	0.13	0.393
10	North Carolina	0.361	0.0025	0.3635	Maryland	0.2745	0.0979	0.3724
11	Oregon	0.36		0.36	North Carolina	0.361	0.0025	0.3635
12	West Virginia	0.205	0.152	0.357	Oregon	0.36		0.36
13	Rhode Island	0.34	0.0112	0.3512	West Virginia	0.205	0.152	0.357
14	Florida	0.04	0.307	0.347	Florida	0.04	0.3157	0.3557
15	Idaho	0.32	0.01	0.33	Rhode Island	0.34	0.0112	0.3512
16	New York	0.08	0.2498	0.3298	Idaho	0.32	0.01	0.33
17	Wisconsin	0.309	0.02	0.329	Georgia	0.322	0.0075	0.3295
18	Montana	0.32	0.0075	0.3275	Wisconsin	0.309	0.02	0.329
19	Utah	0.314	0.0065	0.3205	Iowa	0.325		0.325
20	Maine	0.3	0.014	0.314	Utah	0.314	0.0065	0.3205
21	Minnesota	0.285	0.021	0.306	Vermont	0.28	0.04	0.32
22	Vermont	0.121	0.1836	0.3046	Maine	0.312	0.0067	0.3187
23	South Dakota	0.28	0.02	0.3	New York	0.08	0.2318	0.3118
24	Iowa	0.3		0.3	Minnesota	0.285	0.021	0.306
25	Nebraska	0.287	0.009	0.296	Montana	0.2945	0.0075	0.302
26	Georgia	0.287	0.0075	0.2945	South Dakota	0.28	0.02	0.3
27	District of Columbia	0.235	0.053	0.288	Nebraska	0.287	0.003	0.29
28	Tennessee	0.26	0.014	0.274	Arkansas	0.285	0.003	0.288
29	Alabama	0.26	0.01	0.27	District of Columbia	0.235	0.053	0.288
30	Massachusetts	0.24	0.029	0.269	Alabama	0.27	0.0175	0.2875
31	Kentucky	0.246	0.014	0.26	Tennessee	0.27	0.014	0.284
32	Kansas	0.24	0.0103	0.2503	Nevada	0.27	0.0075	0.2775
33	Connecticut	0.25		0.25	Kansas	0.26	0.0103	0.2703
34	Arkansas	0.245	0.003	0.248	Massachusetts	0.24	0.029	0.269
35	South Carolina	0.24	0.0075	0.2475	South Carolina	0.24	0.0075	0.2475
36	Wyoming	0.23	0.01	0.24	Wyoming	0.23	0.01	0.24
37	New Hampshire	0.222	0.0163	0.2383	New Hampshire	0.222	0.0163	0.2383
38	Nevada	0.23	0.0081	0.2381	North Dakota	0.23	0.0003	0.2303
39	Colorado	0.22	0.0156	0.2356	Kentucky	0.216	0.014	0.23

#	State	Gasoline			State	Diesel		
		State tax	Other taxes & Fees	Total State		State tax	Other taxes & Fees	Total State
40	North Dakota	0.23	0.0003	0.2303	New Mexico	0.21	0.0188	0.2288
41	Delaware	0.23		0.23	Colorado	0.205	0.0156	0.2206
42	Virginia	0.212	0.006	0.218	Delaware	0.22		0.22
43	Louisiana	0.2	0.0093	0.2093	Louisiana	0.2	0.0093	0.2093
44	Oklahoma	0.19	0.01	0.2	Virginia	0.202	0.006	0.208
45	Texas	0.2		0.2	Oklahoma	0.19	0.01	0.2
46	Arizona	0.18	0.01	0.19	Texas	0.2		0.2
47	New Mexico	0.17	0.0188	0.1888	Arizona	0.18	0.01	0.19
48	Hawaii	0.16	0.025	0.185	Hawaii	0.16	0.025	0.185
49	Mississippi	0.18	0.004	0.184	Mississippi	0.18	0.004	0.184
50	Missouri	0.17	0.0042	0.1742	Missouri	0.17	0.0042	0.1742
51	Alaska	0.08	0.0095	0.0895	Alaska	0.08	0.0095	0.0895
	Average State	0.2573	0.0503	0.3016	Average State	0.2726	0.0528	0.3202

Source: EIA



PERFORMANCE REPORT CARD

Department of Transportation

Third Quarter, Fiscal Year 2021

ACTION PLAN

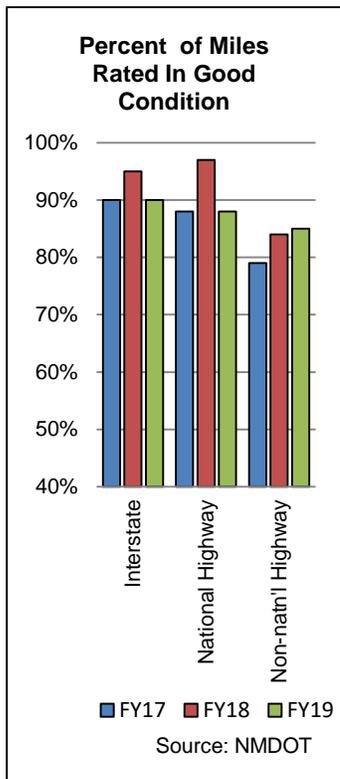
Submitted by agency?	Yes
Timeline assigned?	No
Responsibility assigned?	No

Department of Transportation

The Department of Transportation (DOT) reports that, despite challenges brought on by the Covid-19 pandemic, projects are being completed on time and maintenance activity has continued at a pace sufficient to meet performance targets.

Project Design and Construction

For the past several years, the department has done well in completing construction on time and within budget, though project preparation has been a concern. In the third quarter of FY21, the department put 6 of 8 projects out to bid according to schedule. The department reports the six projects completed during the quarter came in a combined \$1.7 million, or 4.3 percent, under the bid amount.



	FY19 Actual	FY20 Actual	FY21 Target	FY21 Q1	FY21 Q2	FY21 Q3	Rating
Budget: \$619,589.9 FTE: 368							
Projects completed according to schedule	97%	92%	>88%	91%	100%	100%	G
Projects put out for bid as scheduled	35%	75%	>67%	56%	100%	75%	G
Final cost-over-bid amount on highway construction projects	0.2%	1%	<3%	7.1%	1.7%	-4.3%	G
Program Rating	Y	G					G

Highway Operations

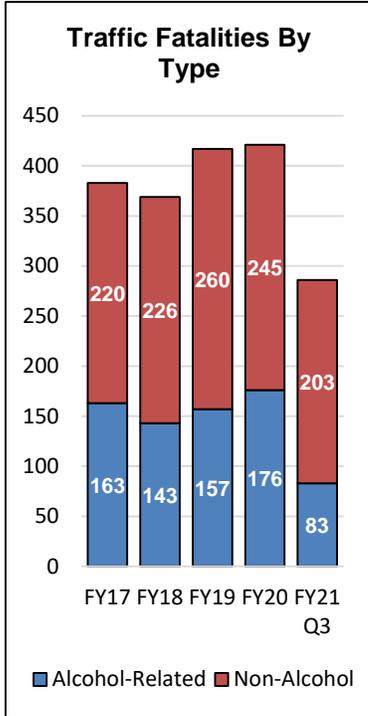
Maintenance crews are on-pace to meet the FY21 target for roadway preservation and have completed 95 percent of the annual maintenance goal in the first three quarters. Maintenance activity typically slows during the winter months as crews transition to cold-weather operations. However, a mild winter and an increase in non-recurring funding provided by the Legislature may allow the department to significantly exceed the target for pavement preservation in FY21.

Road condition data suggests New Mexico roadways have deteriorated significantly from the prior year. However, it is likely that FY18 survey data, which showed dramatic year-over-year improvements in road condition, was influenced by a change in technology as well as the temporary impact of minor road repairs. Recognizing this, DOT partnered with other state DOTs in FY19 to pilot the use of new condition assessment technology to better determine pavement distress.

	FY19 Actual	FY20 Actual	FY21 Target	FY21 Q1	FY21 Q2	FY21 Q3	Rating
Budget: \$250,882.6 FTE: 1,829							
Statewide pavement miles preserved	3,143	3,970	>3,000	1,418	1,040	385	G
Bridges in fair condition or better, based on deck area	96%	96%	>90%	96%	96%	96%	G
Program Rating	G	G					G

	FY16 Actual	FY17 Actual	FY18 Actual	FY19 Target	FY19 Actual	Rating
FY19 Road Condition Survey						
Interstate miles rated fair or better	95%	93%	95%	>90%	90%	G
National highway system miles rated good	91%	89%	97%	>86%	88%	G
Non-national highway system miles rated good	81%	79%	84%	>75%	85%	G

Lane miles in deficient condition 4,515 4,606 3,783 <5,500 4,420 **G**
Program Rating **G** **G** **G** **G**

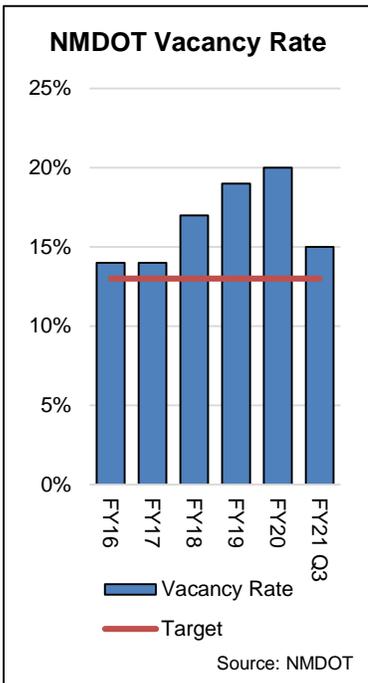


Modal

Total fatalities were down 11.7 percent from the third quarter of FY20 to the third quarter of FY21. The reduction is likely attributable to decreased traffic related to Covid-19 restrictions. Alcohol-related fatalities are down, however fatalities are often revised upward as medical reports are received making it difficult to draw conclusions from current year data. Park and ride and rail runner service was curtailed in the first two quarters of FY21, but passenger service resumed in the third quarter. However, no return to office guidance has been issued and state employees continue working remotely resulting in fewer passengers utilizing transportation services.

	Budget: 74,251.2	FTE: 126	FY19 Actual	FY20 Actual	FY21 Target	FY21 Q1	FY21 Q2	FY21 Q3	Rating
Traffic fatalities			417	424	<357	104	95	87	G
Alcohol-related traffic fatalities			157	176	<125	36	30	17	G
Non-alcohol-related traffic fatalities			260	248	<232	68	65	70	Y
Occupants not wearing seatbelts in traffic fatalities			134	157	<133	42	39	38	Y
Pedestrian fatalities			83	83	<72	12	25	21	Y
Riders on park and ride, in thousands			230	175	235	15	11	11.4	
Riders on rail runner, in thousands*			761	516	N/A	0	0	4.6	
Program Rating			Y	R					Y

*Measure is classified as explanatory and does not have a target.



Program Support

The department received exemptions from the statewide hiring freeze and was able to lower the vacancy rate from 20 percent at the close of FY20 to 15 percent in the third quarter. The majority of positions were related to road maintenance including highway maintainers and mechanics.

	Budget: \$44,606.7	FTE: 252.8	FY19 Actual	FY20 Actual	FY21 Target	FY21 Q1	FY21 Q2	FY21 Q3	Rating
Vacancy rate in all programs			18.3%	20.4%	<13%	17.4%	17.5%	15%	Y
Employee injuries			72	54	<90	8	6	9	G
Percent of invoices paid within 30 days			94%	93%	>90%	92%	91%	91%	G
Employee injuries occurring in work zones			27	13	<35	3	0	2	G
Program Rating			G	G					G

Nonrecurring Appropriation Tracking

The Legislature recognizes that growth in the State Road Fund and in federal funding available for roads have not kept pace with construction cost increases, resulting in deteriorating infrastructure statewide. To address this, the Legislature has increased both recurring and non-recurring revenue to DOT. It is the intent of the Legislature that the funds appropriated be expended quickly to both rebuild infrastructure and to provide economic development in surrounding communities.

In the 2019 and 2020 sessions, approximately \$410 million was appropriated for state road projects. Of this amount, approximately \$5 million was held back to address contingencies and \$405.7 million was budgeted. The table below shows the progress DOT has made in expending these funds.

History of Nonrecurring General Fund Road Appropriations (in millions)

Year	Amount	Description
2018	\$ 44.0	for state roads
2018	\$ 20.0	for local roads
2018	\$ 4.0	for rest areas
2019	\$ 250.0	for state roads, MIPS
2019	\$ 100.0	for state roads, maintenance
2019	\$ 50.0	for local roads
2020	\$ 180.0	state roads
2020 SS	\$ (75.0)	rescission of 2019 Section 9 monies
2020 SS	\$ (45.0)	rescission of 2020 Section 9 monies
2021	\$ 170.0	for state roads, MIPS
2021	\$ 121.0	for local roads
Total	\$ 819.0	

District	Budget	Expended	Percent Expended	Encumbered	% Encum.	Remaining Balance	Percent Remaining
D1	61,986,666	33,556,781	54%	17,629,052	28%	10,800,833	17%
D2	83,000,878	33,656,856	41%	49,344,022	59%	0	0%
D3	54,666,666	20,482,039	37%	17,849,778	33%	16,334,849	30%
D4	63,539,654	19,539,498	31%	32,429,618	51%	11,570,538	18%
D5	47,886,658	27,267,727	57%	17,419,569	36%	3,199,361	7%
D6	79,638,709	22,218,140	28%	50,442,282	63%	6,978,286	9%
GO	15,000,000	6,513,393	43%	7,833,607	52%	653,000	4%
Total	405,719,230	163,234,434	40%	192,947,928	48%	49,536,869	12%

While approximately 40 percent of the funding appropriated in 2019 and 2020 has been expended to date, the distribution has been uneven; funding designated for maintenance projects has been expended faster than funding for major investment projects. This is likely because maintenance projects require less planning and design and are often completed using existing price agreements rather than requiring a more complex bid process necessary for major projects.

Nonrecurring Appropriations By Year and Type

Year	Project Type	Budget	Expended	Percent Expended	Remaining	Percent Remaining
2019-2024	Major Investment	171,496,015	27,144,386	16%	144,351,630	84%
2019-2024	Maintenance	99,535,681	79,857,516	80%	19,678,165	20%
2020-2025	Maintenance	134,687,534	56,232,532	42%	78,455,002	58%
	Total	405,719,230	163,234,434	40%	242,484,797	60%