

NMDOT Overall Budget | \$1,825,775,204.00

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| ↓ | | • | |
| State Road Fund (recurring Salaries \$183,123,000.00 Maintenance \$124,498,700.00 Construction \$125,175,800.00 Equipment \$15,058,300.00 Operations \$64,107,200.00 GSD/DoIT \$12,566,000.00 Grants \$2,052,000.00 Contracts \$28,101,100.00 Debt Service \$43,059,500.00 | National H Federal Tra Federal Hi American *Federal Fis | Federal Funds (recurring) \$703,446,600.00 National Highway Safety Traffic Administration (NHT Federal Transit Administration (FTA) \$19,342,500.0 Federal Highway Administration [FHWA (BIL)]* \$49 American Rescue Plan Act (ARPA) \$172,500,000.0 *Federal Fiscal October 1st, the amount is a projection | |
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| State Restricted Funds (recurring) \$91,084,000.00 | Severance Tax Bonds (non recurring) \$60,003,0 | 004.00 General Fun | |
| Highway Infrastructure Fund (debt service) \$8,776,000.00 | Bond Series 2022 \$60,003,004.00 | Essential Air | |
| Local Government Road Fund \$27,560,000.00 | | I-40 & I-10 Pla | |
| Transportation Project Fund \$46,820,000.00 | | Upgrades to R | |
| Aviation Fund \$5,879,000.00 | | Equipment Pu | |
| Traffic Safety Fund \$2,049,000.00 | | Transportation | |
| | | Construction | |

- Wildlife Corridors | \$2,000,000.00

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IHTSA) | **\$15,884,100.00** 0.00 495,720,000.00 0.00

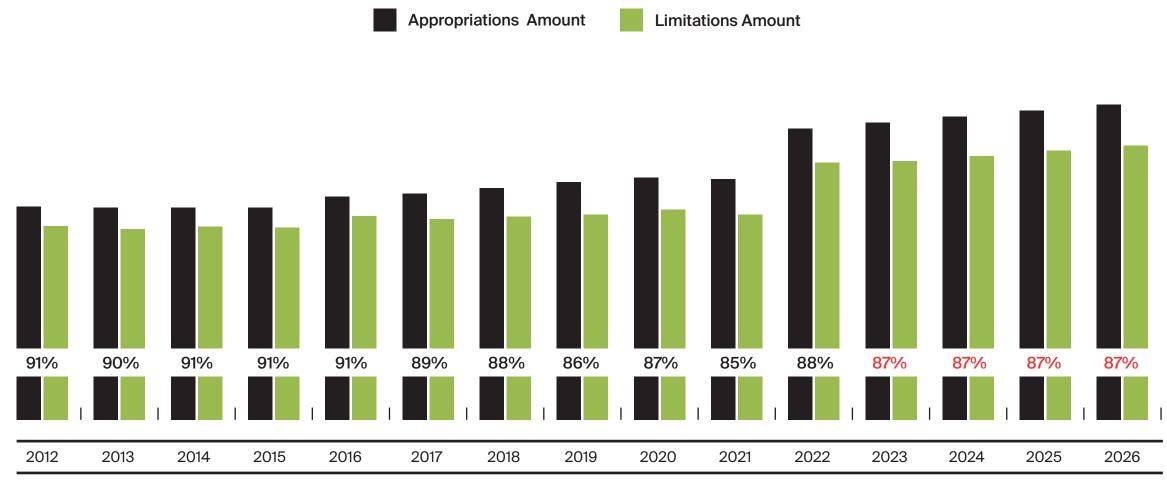
und (non recurring) | \$373,500,000.00

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- r | \$5,000,000.00
- Planning | **\$25,000,000.00**
- Regional Airports Statewide | \$5,000,000.00
- Purchases | **\$9,000,000.00**
- tion Project Fund | **\$60,000,000.00**

- Construction, Maintenance, Bridge, Overruns | \$247,500,000.00
- Rest Area Improvements | \$20,000,000.00

USDOT Federal Highway Administration Formula Funding



| BILL | YEAR | Appropriations | Limitations Amount | Obligation Limit |
|----------|------|------------------|--------------------|-------------------------|
| MAP-21 | 2012 | \$355,764,458.00 | \$323,523,257.00 | 91% |
| MAP-21 | 2013 | \$354,145,060.00 | \$318,311,999.00 | 90% |
| MAP-21 | 2014 | \$354,439,590.00 | \$322,855,350.00 | 91% |
| MAP-21 | 2015 | \$354,439,590.00 | \$320,796,340.00 | 91% |
| FAST ACT | 2016 | \$372,498,916.00 | \$340,020,446.00 | 91% |
| FAST ACT | 2017 | \$377,737,782.00 | \$335,484,508.00 | 89% |
| FAST ACT | 2018 | \$386,545,823.00 | \$339,532,375.00 | 88% |
| FAST ACT | 2019 | \$396,589,381.00 | \$342,265,520.00 | 86% |
| FAST ACT | 2020 | \$404,542,676.00 | \$351,089,803.00 | 87% |
| FAST ACT | 2021 | \$402,013,746.00 | \$342,567,149.00 | 85% |
| BIL | 2022 | \$486,501,632.00 | \$429,593,136.00 | 88% |
| BIL* | 2023 | \$496,231,664.64 | \$431,721,584.00 | 87% took 5 year average |
| BIL* | 2024 | \$506,156,297.93 | \$440,355,979.00 | 87% took 5 year average |
| BIL* | 2025 | \$516,279,423.89 | \$449,163,098.79 | 87% took 5 year average |
| BIL* | 2026 | \$526,605,012.37 | \$458,146,360.00 | 87% took 5 year average |