New Mexico DEPARTMENT OF TRANSPORTATION

MOBILITY FOR EVERYONE

Transportation Infrastructure Revenue Subcommittee

Presented by NMDOT

Cabinet Secretary Tom Church

June 10, 2014

About the Department

Brief History

- Territorial Roads Commission created in 1909.
- State Highway Commission created in 1912 after New Mexico achieved statehood.
- Tentative system of highways created in 1913.
- New Mexico State Highway and Transportation Department created in 1987.
- Name changed to Department of Transportation in 2003.

Organization

- State Transportation Commission
  - 6 Commissioners appointed by Governor
- Cabinet Secretary
  - Programs & Infrastructure – Deputy Secretary
  - Highway Operations – Deputy Secretary
  - Business Support – Deputy Secretary
- FY15 Operating Budget - $862.1 million
  - State Revenues – $418.6 million
  - Fund Balance - $34.9 million
  - Federal Revenues - $408.6 million
  - 2,487.5 authorized FTE

Programs & Infrastructure: Program Management, North/Central/South Region Design, Pavement Design, Bridge Design, Drainage Design, Survey and Lands, Right-of-Way, Traffic Tech Support, Environmental Design, Engineer Licensure, Aviation, Planning, Transit & Rail, Traffic Safety, and Funding Control.

Highway Operations: Business Operations, State Maintenance, State Construction, State Materials, Fleet Management, Intelligent Transportation Systems, District 1 (Deming), District 2 (Roswell), District 3 (Albuquerque), District 4 (Las Vegas), District 5 (Santa Fe) and District 6 (Milan).

Business Support: General Counsel, Government Affairs, Community Relations & Marketing, Inspector General, Equal Opportunity, Accounting Services, Financial Control, Information Technology, Risk Management, Human Resources, Procurement Services and General Services.

Strategic Plan & Transportation Infrastructure

Strategic Plan

Goals (National Goals-Performance Management)

- Safety
- Infrastructure Preservation
- Program Delivery
- Mobility & Access
- Fiscal Responsibility

Vision

- Set the standard for a safe, reliable and efficient transportation system.

Mission

- Provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico.

Values

- Safety, Accountability, Customer Service, Integrity, Team Work and Communication.

Transportation Infrastructure

- 10,000 miles of state highways
- 33,000 lane miles
- 981 miles of interstate corridors
- 3,424 miles of US routes
- 5,595 miles of state roads
- 265 non right-of-way parcels (649 acres of land)
- 74 airspace agreements
- 31 rest areas
- 82 patrol yards
- 38 project offices
- 1,509 state-owned bridges
- 91 closed circuit televisions
- 72 dynamic message signs
- 43 traffic sensors
- 2 roadside weather information systems
- 7 highway advisory radio systems

Estimated depreciable value of all highway infrastructure - **$14 billion**

Challenges

Financial

- Limited growth in State Road Fund revenues (FY07 peak not expected until FY18)
- Inflation compared to revenue growth
- All revenues constrained based on per unit volume rather than value based
- Vehicles are expected to become more fuel efficient placing downward pressure on our long-term forecast
- Population growth in New Mexico is expected to slow and continue the shift from rural to urban
- A clear downward trend in the number of vehicle miles driven per person has emerged
- Long-term debt obligations
- Uncertainty with regard to the receipt of federal funds
- MAP-21 performance based management

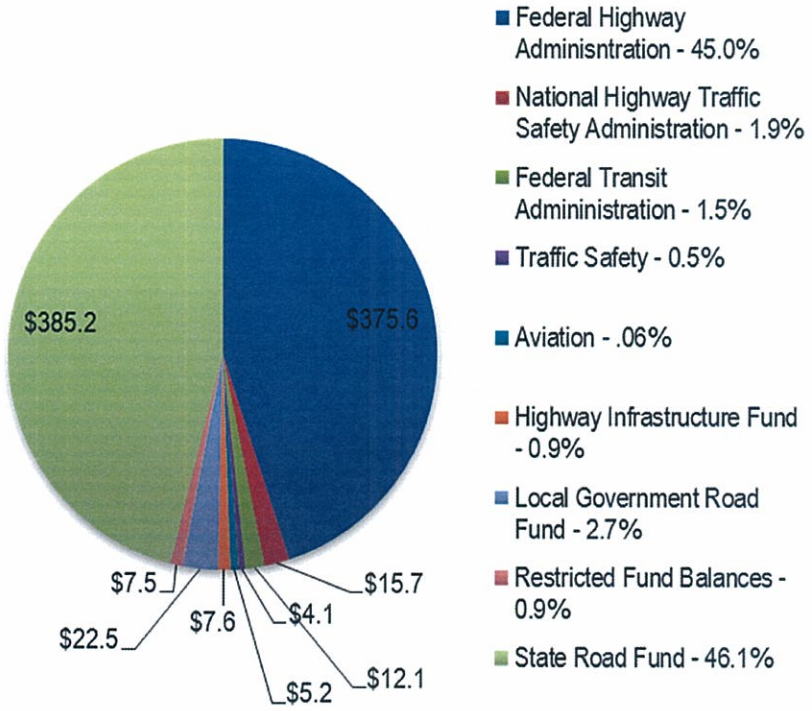
Human Capital & Infrastructure

- Ability to recruit and retain qualified individuals to serve in positions that require a CDL or other specialized training
- Timeline associated with the recruitment process these positions
- The growing number of roadway miles and bridges in need of extensive repair
- The accelerated rate of deterioration to existing roadways from heavy truck use is expected continue
- Environmental conditions
  - Lack of moisture under highway infrastructure
  - Erosion
  - Oxidation of road surfaces
  - Heavy snow in certain parts of the state
  - Floods

NMDOT Funding

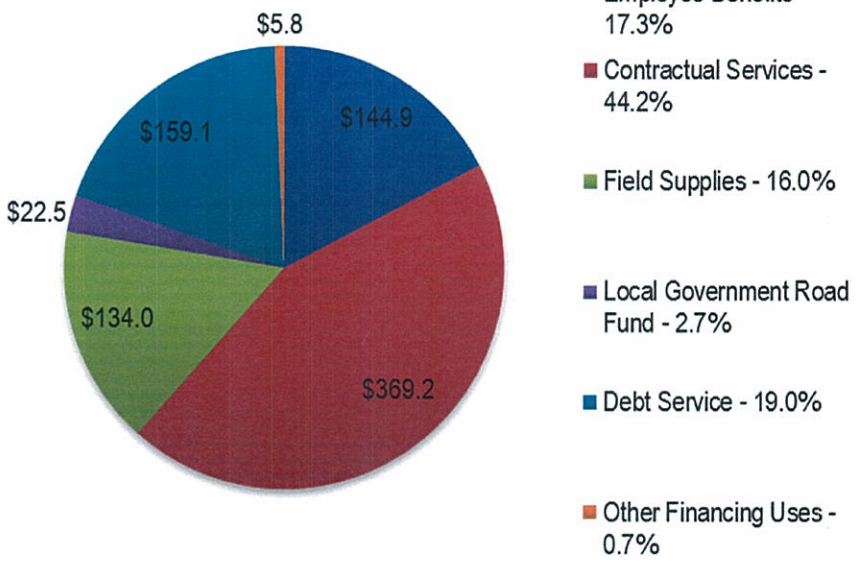
Revenue

Budget/Revenue Sources for 2013
(dollars in millions)



Expenditures by Category

How we used our resources in 2013
(dollars in millions)



January 2014 Road Fund Forecast

NMDOT State Revenue Sources - Fiscal Years 2007 thru 2018

Table 1

(Dollars in thousands)

		A	B	C	D	E	F	G	H	I	J	K	(K - H)		(K-J)				
		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14		FY15		FY14 to FY15		FY15 Est. Change		FY16	FY17	FY18
		Actual	Actual	Actual	Actual	Actual	Actual	Prelim. Actual	Jan-13 Leg. Bud. Estimate	Jan-14 Revenue Update	Jul-13 Bud.Req. Estimate	Jan-14 Leg.Bud. Estimate	Budget Growth $ Change	% Diff	$ Change	% Diff	Jan-14 Long Run Estimate	Jan-14 Long Run Estimate	Jan-14 Long Run Estimate
	Road Fund:																		
	Road Fund -- Ordinary Revenue:																		
1	Gasoline Tax	114,577	107,671	108,125	109,163	109,282	104,987	111,795	110,000	108,100	111,800	108,200	(1,800)	-1.6%	(3,600)	-3.2%	108,500	108,400	108,300
2	Special Fuel Tax	97,008	101,483	85,559	88,029	91,078	92,326	92,563	97,000	93,700	96,000	94,800	(2,200)	-2.3%	(1,200)	-1.3%	97,600	100,400	102,900
3	Weight/Distance	88,365	77,424	75,485	69,598	74,916	72,786	73,489	75,000	76,000	77,900	76,700	1,700	2.3%	(1,200)	-1.5%	79,600	82,800	85,500
4	Trip Tax	7,557	4,904	5,776	5,488	5,973	5,689	5,045	5,800	4,900	5,300	5,100	(700)	-12.1%	(200)	-3.8%	5,200	5,400	5,600
5	Vehicle Registration	73,512	73,679	72,190	72,863	73,445	75,626	74,135	76,200	76,000	74,600	74,900	(1,300)	-1.7%	300	0.4%	76,800	76,100	78,100
6	Vehicle Transaction	1,191	1,165	1,070	1,041	1,065	1,114	1,163	1,100	1,150	1,100	1,150	50	4.5%	50	4.5%	1,150	1,150	1,150
7	Driver's License	4,329	4,738	4,622	4,493	4,718	4,424	4,227	4,200	4,250	4,250	4,260	60	1.4%	10	0.2%	4,590	4,400	4,200
8	Oversize/Overweight	4,590	4,961	4,539	3,778	4,687	4,820	4,805	4,700	4,800	4,700	4,800	100	2.1%	100	2.1%	4,800	4,800	4,800
9	Public Regulatory Commission Fees (UCR)	377	866	2,286	1,420	2,740	881	3,191	2,800	3,690	2,700	2,700	(100)	-3.6%	-	0.0%	2,800	2,900	3,000
10	MVD Miscelleneous	2,452	2,570	2,569	2,735	2,725	2,991	3,100	3,000	3,100	3,000	3,100	100	3.3%	100	3.3%	3,100	3,100	3,100
11	**Subtotal Ordinary Income**	**393,958**	**379,461**	**362,221**	**358,609**	**370,629**	**365,645**	**373,513**	**379,800**	**375,690**	**381,350**	**375,710**	**(4,090)**	**-1.1%**	**(5,640)**	**-1.5%**	**384,140**	**389,450**	**396,650**
	Road Fund -- Extraordinary Income:																		
12	Asset Sales	950	720	484	9	260	296	1,290	700	790	600	650	(50)	-7.1%	50	8.3%	700	700	700
13	"Logo" Signage Revenue	800	650	700	500	550	1,072	598	900	600	1,000	700	(200)	-22.2%	(300)	-30.0%	700	700	700
14	Other (Project Reimbursement) Revenue	2,390	870	3,574	6,059	5,774	9,007	8,466	1,000	1,000	1,000	1,000	-	0.0%	-	0.0%	1,000	1,000	1,000
15	Rail Runner Maintenance Fees			4,080	2,000	2,350	17	2,014	2,100	2,000	2,000	2,000	(100)	-4.8%	-	0.0%	2,000	2,000	2,000
16	Road Fund Interest	708	-	19	16	95	108	209	192	111	211	142	(50)	-26.0%	(69)	-32.7%	709	1,951	2,446
17	**Subtotal Extraordinary Income**	**4,848**	**2,240**	**8,857**	**8,584**	**9,029**	**10,500**	**12,576**	**4,892**	**4,501**	**4,811**	**4,492**	**(400)**	**-8.2%**	**(319)**	**-6.6%**	**5,109**	**6,351**	**6,846**
18	**TOTAL ROAD FUND**	**398,806**	**381,701**	**371,080**	**367,193**	**379,658**	**376,145**	**386,089**	**384,692**	**380,191**	**386,161**	**380,202**	**(4,490)**	**-1.2%**	**(5,959)**	**-1.5%**	**389,249**	**395,801**	**403,496**

- This January 2014 forecast update reduces FY 2015 Road Fund revenues by $6 million from the prior estimate published in July 2013 (a reduction of 1.5%). Overall NMDOT state revenues (all funds) are $7.1 million lower than the prior estimate (a reduction of 1.7%).
- FY 2014 Road Fund revenue is also expected to be $4.5 million below the January, 2013 legislative budget estimate (1.2% lower).
- The reductions in revenues are due to:
  - Lowered expectations for New Mexico's economy.
  - Mixed national economic news with an overall net negative impact.
  - Lower than expected revenues at the end of FY 2013 and YTD in FY2014.
  - A significant increase in tribal gasoline sales. This reverses the recent trend.
- In FY2015 the Road Fund forecast remains significantly lower than its peak at the height of the US housing bubble. The Road Fund is expected to be $18 million below its peak FY 2007 level.
- Overall growth rates h are expected to stay below historic Road Fund trends. Road Fund growth now only averages around one-to-two percent a year instead of the two-to-three percent growth observed historically.

NMDOT State Revenue Sources - Fiscal Years 2007 thru 2018

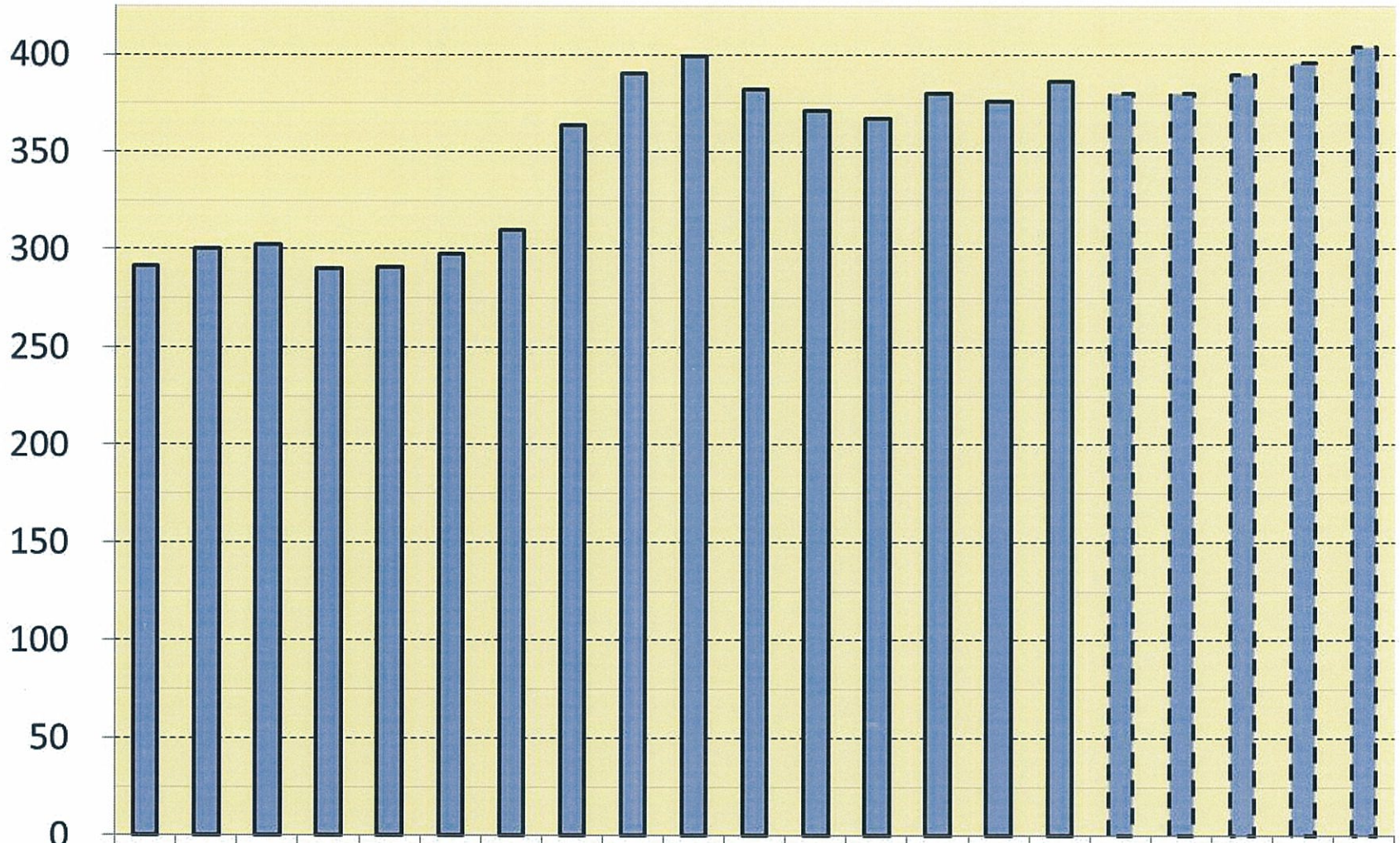
Table 2

(Dollars in thousands)

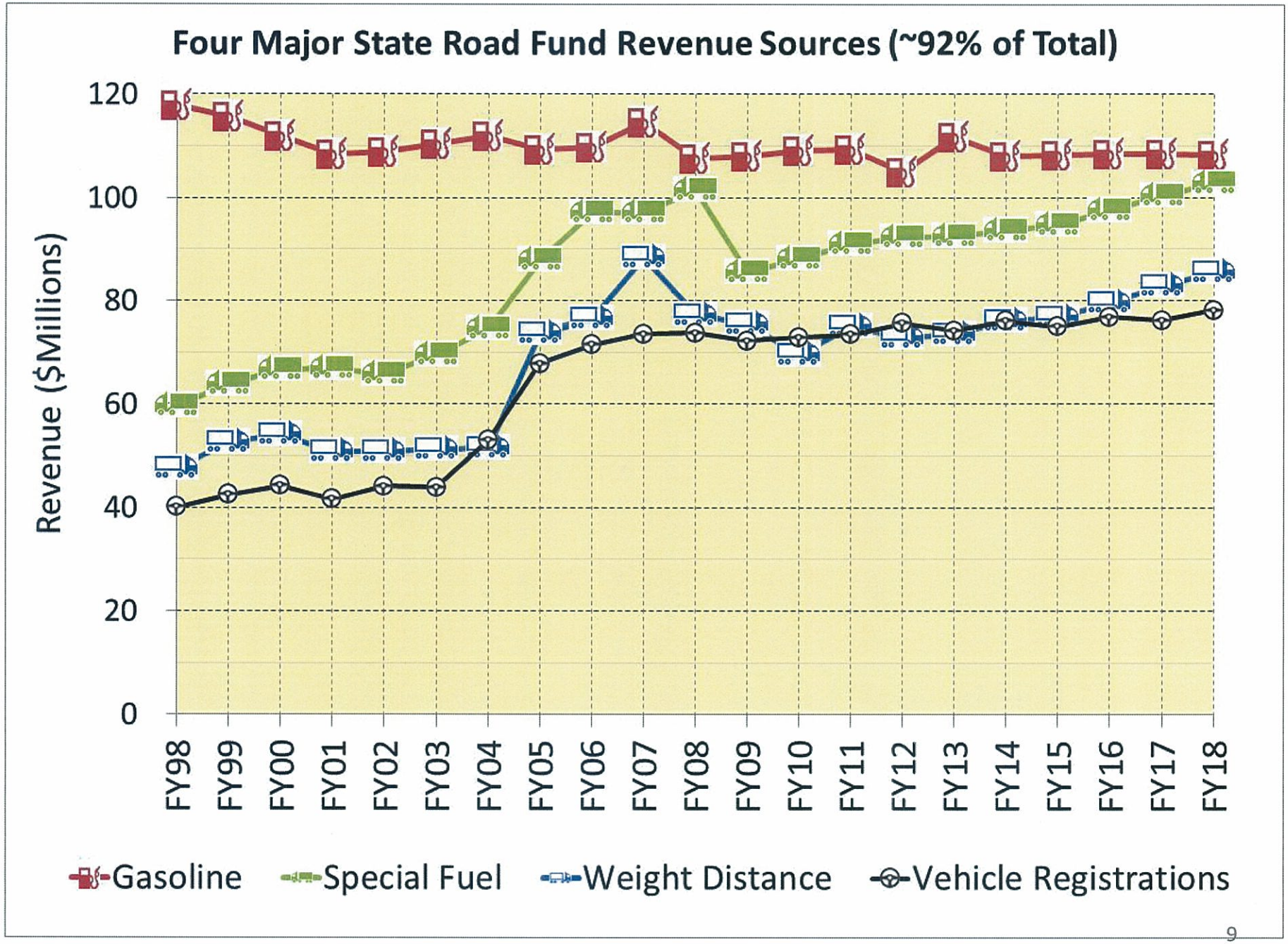
		A	B	C	D	E	F	G	H	I	J	K	(K - H)		(K-J)				
		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14		FY15		FY14 to FY15		FY15 Est. Change		FY16	FY17	FY18
		Actual	Actual	Actual	Actual	Actual	Actual	Prelim. Actual	Jan-13 Leg. Bud. Estimate	Jan-14 Revenue Update -1.2%	Jul-13 Bud.Req. Estimate	Jan-14 Leg.Bud. Estimate	Budget Growth $ Change	% Diff	$ Change	% Diff	Jan-14 Long Run Estimate	Jan-14 Long Run Estimate	Jan-14 Long Run Estimate
	Other Funds:																		
	Highway Infrastructure Fund:																		
19	Leased Vehicle Gross Receipts	4,844	6,963	5,444	5,397	5,657	5,731	5,214	5,790	5,470	5,710	5,550	(240)	-4.1%	(160)	-2.8%	5,650	5,750	5,850
20	Tire Recycling Fees	1,758	1,782	1,604	1,791	1,806	1,831	1,807	1,840	1,800	1,810	1,770	(70)	-3.8%	(40)	-2.2%	1,810	1,770	1,820
21	Interest	164	164	99	18	16	16	25	26	14	29	18	(8)	-30.8%	(11)	-37.9%	90	251	316
22	**Total Highway Infrastructure Fund**	**6,766**	**8,909**	**7,147**	**7,206**	**7,479**	**7,579**	**7,047**	**7,656**	**7,284**	**7,549**	**7,338**	**(318)**	**-4.2%**	**(211)**	**-2.8%**	**7,550**	**7,771**	**7,986**
23	**Total State Infrastructure Bank**	**540**	**135**	**300**	**597**	**83**	**29**	**45**	**51**	**37**	**50**	**47**	**(4)**	**-7.8%**	**(3)**	**-6.0%**	**236**	**650**	**815**
	Local Government Road Fund:																		
24	From Interest	966	243	143	24	33	30	46	53	39	51	51	(2)	-3.8%	-	0.0%	253	697	873
25	From Special Fuel	10,105	10,489	8,980	9,200	9,546	9,659	9,709	10,200	9,800	10,100	10,000	(200)	-2.0%	(100)	-1.0%	10,200	10,500	10,800
26	From PPL Fee	7,073	6,936	6,711	6,725	6,775	6,612	6,926	6,960	6,800	6,990	6,830	(130)	-1.9%	(160)	-2.3%	6,910	6,980	7,050
27	From DWI reinstatement fees & ID cards	1,068	1,113	1,129	784	1,015	971	929	1,000	950	1,000	950	(50)	-5.0%	(50)	-5.0%	950	950	950
28	From Gasoline Tax (MAP)	2,248	2,116	2,126	2,145	2,147	2,066	2,195	2,170	2,130	2,200	2,140	(30)	-1.4%	(60)	-2.7%	2,140	2,140	2,140
29	Leased Vehicle Gross Receipts	1,615	2,321	1,815	1,799	1,886	1,910	1,738	1,930	1,820	1,890	1,850	(80)	-4.1%	(40)	-2.1%	1,880	1,920	1,950
30	**Total Local Government Road Fund**	**23,075**	**23,218**	**20,903**	**20,677**	**21,402**	**21,249**	**21,543**	**22,313**	**21,539**	**22,231**	**21,821**	**(492)**	**-2.2%**	**(410)**	**-1.8%**	**22,333**	**23,187**	**23,763**
	Aviation Fund:																		
31	Gasoline Taxes (Aviation)	406	382	384	387	387	372	395	392	385	395	385	(7)	-1.8%	(10)	-2.5%	385	385	385
32	Aviation Jet Fuel	826	932	1,314	1,852	1,667	2,808	1,952	2,200	1,850	2,200	1,800	(400)	-18.2%	(400)	-18.2%	1,800	1,800	2,400
33	Aircraft License Fees	74	75	73	74	66	68	60	70	60	70	60	(10)	-14.3%	(10)	-14.3%	60	60	60
34	0.046% General Fund GRT (Air Service)	883	891	783	779	855	747	*0*	*sunset*	1,081	988	973	973	N/A	(15)	-1.5%	1,021	1,075	1,120
35	General Fund (2007 Enhancement)		960	1,917	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	-	0.0%	-	0.0%	3,000	3,000	3,000
36	Aviation Fund Interest Earnings		107	34	8	16	20	36	36	29	37	37	1	2.8%	-	0.0%	184	508	637
37	**Total Aviation Fund Income**	**2,189**	**3,347**	**4,504**	**6,100**	**5,991**	**7,016**	**5,443**	**5,698**	**6,405**	**6,690**	**6,255**	**557**	**9.8%**	**(435)**	**-6.5%**	**6,450**	**6,828**	**7,602**
	Transportation Fund:																		
38	Motorcycle Registration (Fund 20600)	93	120	131	130	135	138	135	130	135	130	135	5	3.8%	5	3.8%	135	135	135
39	Motorcycle Train. Fund Interest (20600)	5	9	2	1	0	0	0	0	0	0	0	0	50.0%	-	0.0%	1	4	5
40	Driver Improvement Fees (10020)	205	208	193	331	349	340	314	330	330	330	330	-	0.0%	-	0.0%	330	330	330
41	DWI Prevention (20700)	282	331	458	650	486	530	513	500	500	500	500	-	0.0%	-	0.0%	500	500	500
42	Traffic Safety Fees (Fund 20800)	412	474	473	469	446	419	390	450	370	450	370	(80)	-17.8%	(80)	-17.8%	370	370	370
43	Traffic Safety Fees Interest (20800)	92	95	35	3	3	2	2	4	2	3	3	(1)	-25.0%	-	0.0%	13	37	46
44	Community DWI Prevention Fee (20800)	700	1,021	1,150	1,000	1,017	838	789	900	750	900	750	(150)	-16.7%	(150)	-16.7%	750	750	750
45	Red Light Fees (from AOC)						144	153	-	150	-	150	150		150		150	150	150
46	Traffic Safety - Interlock Device (82600)	900	775	854	700	2,029	1,167	1,054	800	750	800	750	(50)	-6.3%	(50)	-6.3%	750	750	750
47	**Total Transportation Fund Income**	**2,690**	**3,033**	**3,296**	**3,284**	**4,466**	**3,578**	**3,351**	**3,114**	**2,987**	**3,113**	**2,988**	**(126)**	**-4.0%**	**(125)**	**-4.0%**	**2,999**	**3,026**	**3,036**
48	**TOTAL NMDOT STATE REVENUES**	**434,066**	**420,343**	**407,229**	**405,056**	**419,079**	**415,595**	**423,518**	**423,524**	**418,443**	**425,794**	**418,651**	**(4,873)**	**-1.2%**	**(7,143)**	**-1.7%**	**428,817**	**437,263**	**446,698**

- All other restricted NMDOT state Funds have been revised downward for a total NMDOT state revenue reduction of $7.1 million from the previous estimate for FY 2015.
  - Changes in restricted funds mirror the changes in the Road Fund for gasoline and special fuel revenues received by the Local Government Road Fund and the Aviation Fund.
  - In addition expectations for both the leased vehicle gross receipts tax and aviation jet fuel based revenues are lower. Their recent performance has been below expectations and no other information indicates offsetting future strength.
    - Restrictions imposed under the federal Wright Amendment of 1979 expire in October, 2014. This will likely lower traffic at the Albuquerque Sunport, contributing to a decline in jet fuel based revenues to the Aviation Fund.

Total State Road Fund Revenue (millions $)

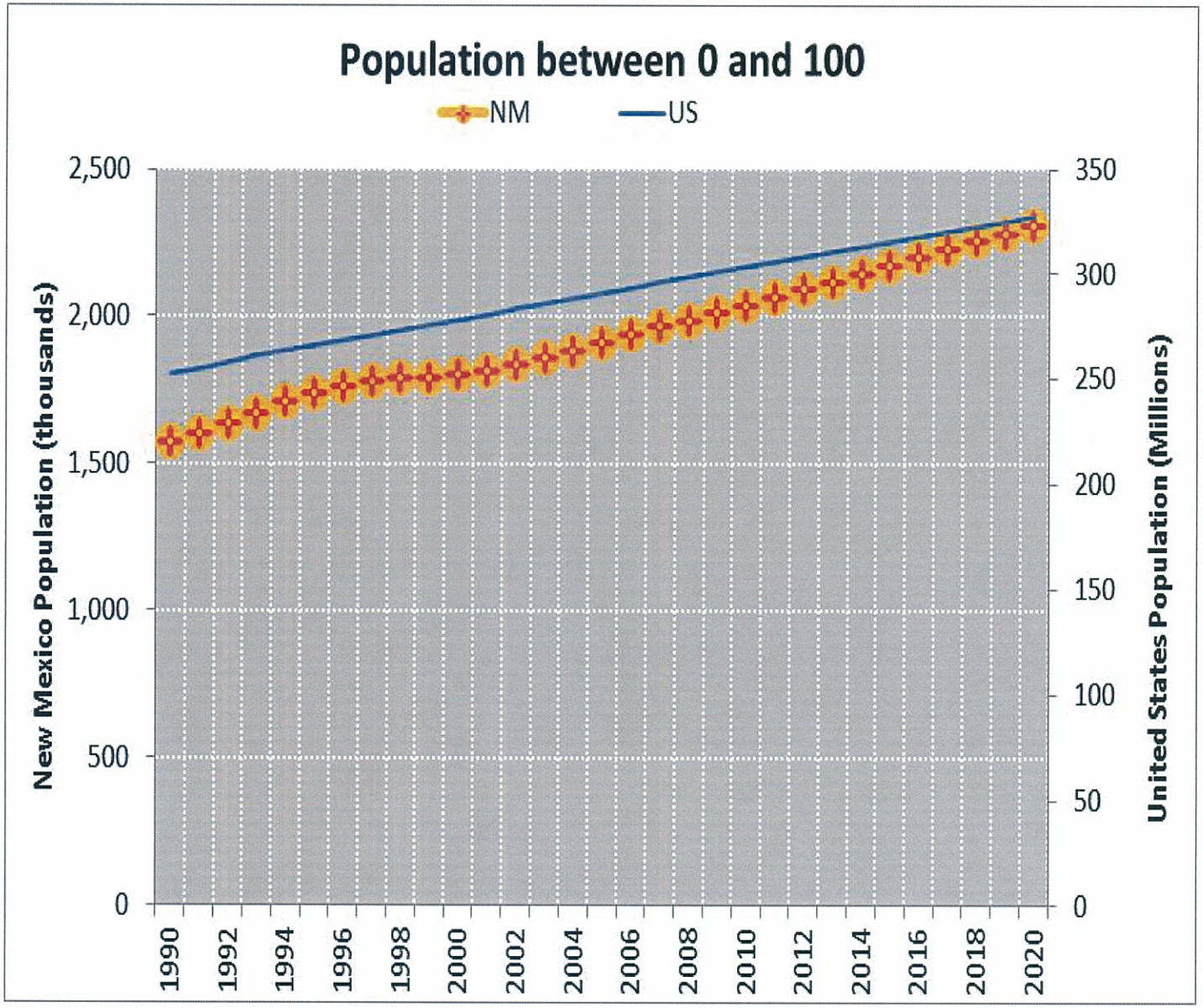


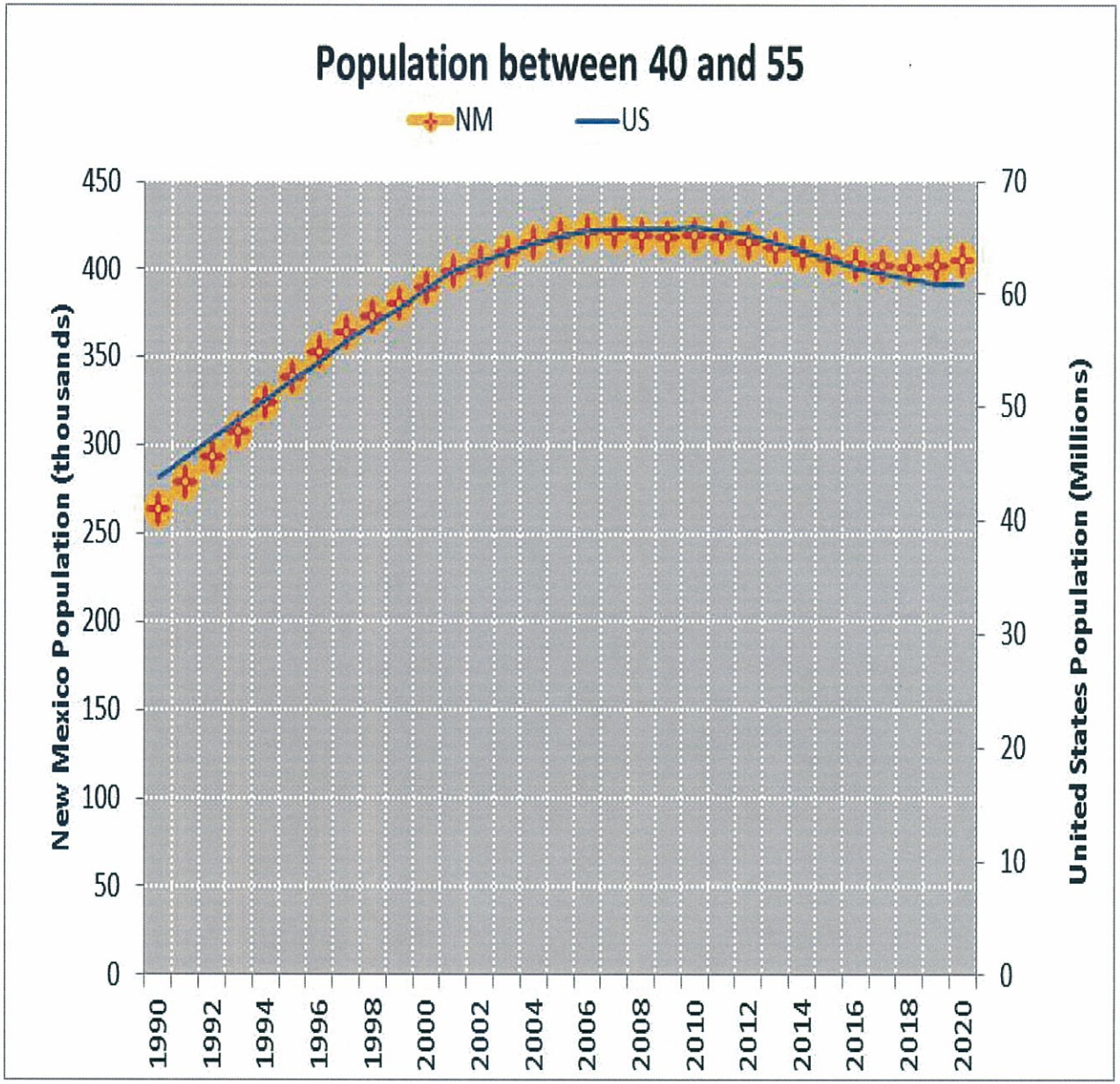
FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18
291	300	303	290	291	298	310	364	390	399	382	371	367	380	376	386	380	380	389	396	403

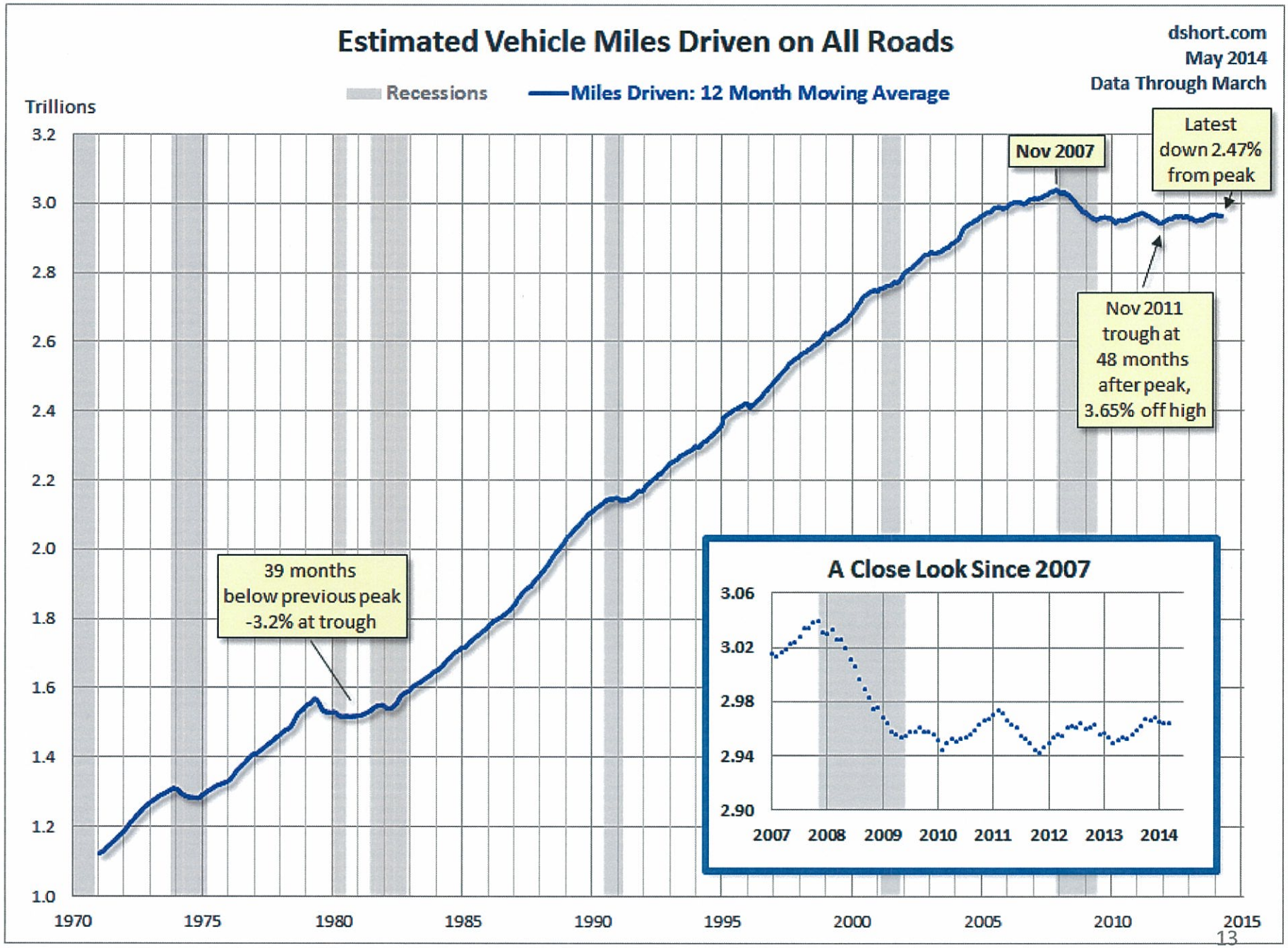

Four Major State Road Fund Revenue Sources (~92% of Total)
Revenue ($Millions)
120
100
80
60
40
20
0
FY98
FY99
FY00
FY01
FY02
FY03
FY04
FY05
FY06
FY07
FY08
FY09
FY10
FY11
FY12
FY13
FY14
FY15
FY16
FY17
FY18
Gasoline
Special Fuel
Weight Distance
Vehicle Registrations

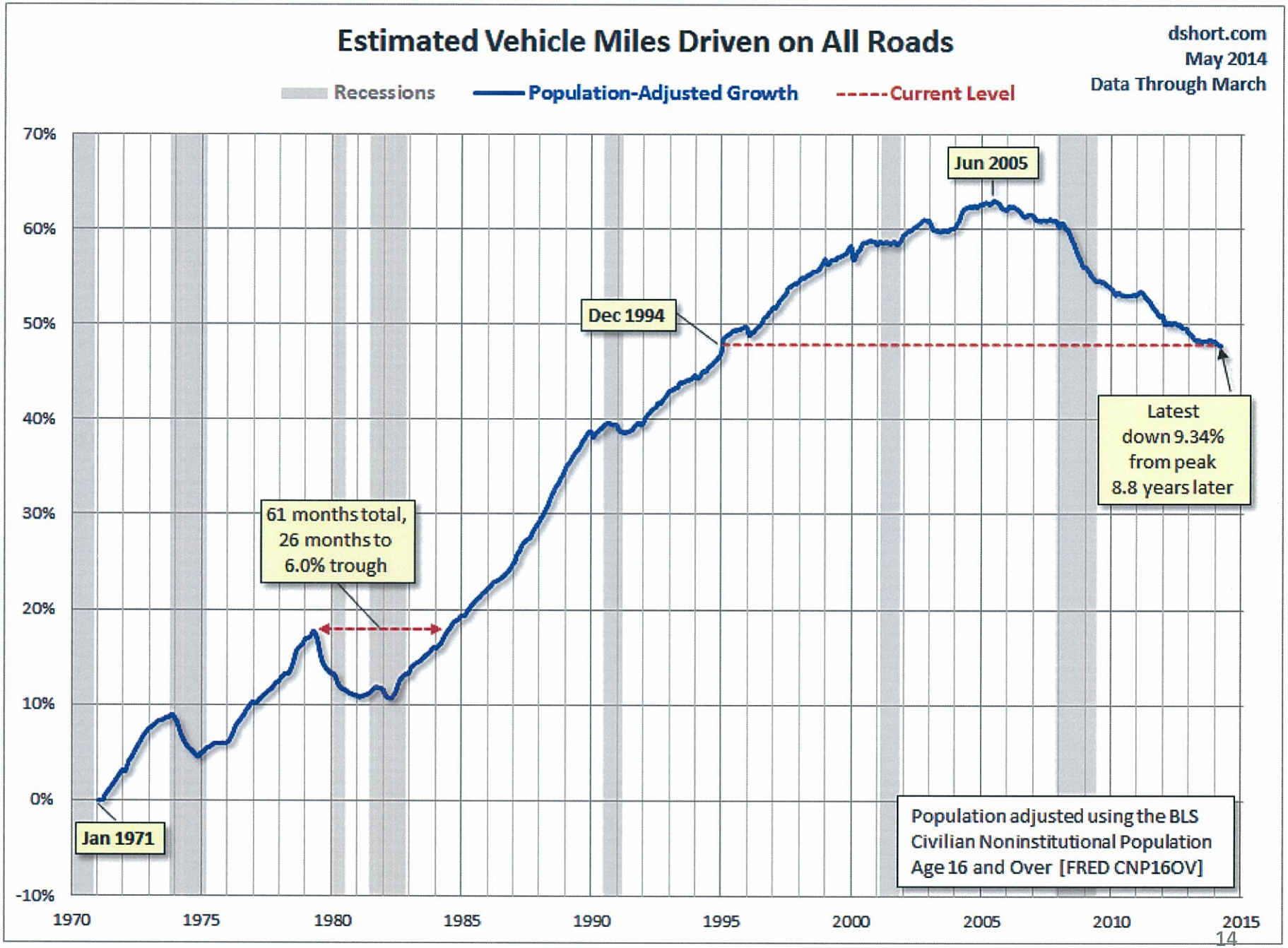
Distribution of State Road User Revenues

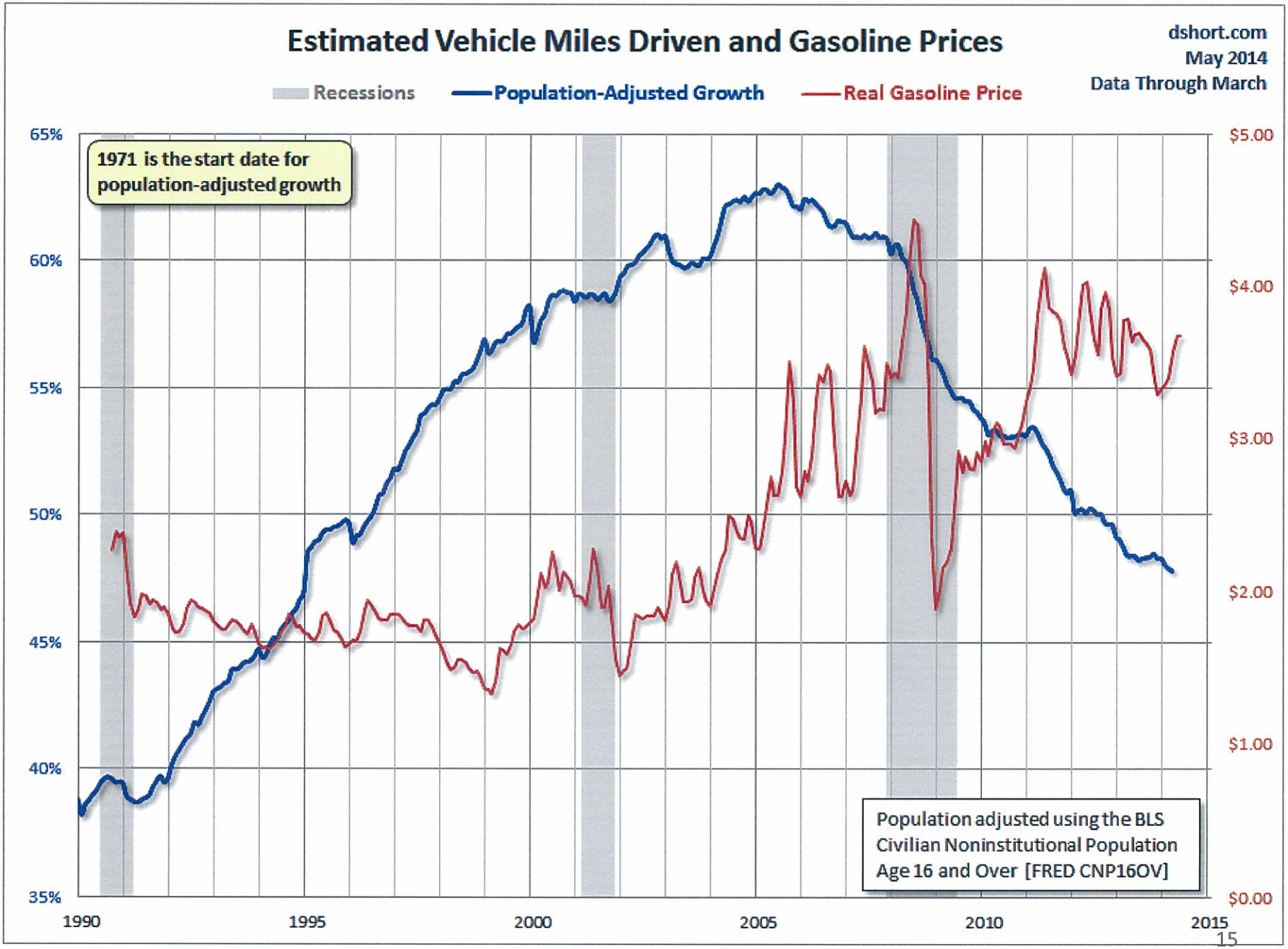
			January, 2014 Forecast							
			Revenue to Road Fund by Fiscal Year ($ Million)						% of total (FY 2015)	
			2010	2011	2012	2013	2014	2015	Road Fund	NMDOT State Rev
Gasoline Tax (17.0 cents / gallon)	→	5.76% to County Government Road Fund								
	→	0.13% to Motorboat Fuel Tax Fund								
	→	0.26% to State Aviation Fund								
	→	10.38% to Municipalities and Counties								
	→	76.27% to State Road Fund - (~13 cents per gallon)	109.2	109.3	105.0	111.8	108.1	108.2	28%	26%
	→	5.76% to Municipalities								
	→	1.44% to Municipal Arterial Program (MAP)								
Special Fuel (diesel) Tax (21.0 cents/gallon -- effective 7/1/2004)	→	90.48% to State Road Fund - (19 cents per gallon)	88.0	91.1	92.3	92.6	93.7	94.8	25%	23%
	→	9.52% to Local Governments Road Fund								
Petroleum Products Loading Fee (1.875 cents/gallon)	→ =	26.67% to Local Government Road Fund								
	→ =	73.33% to Corrective Action Fund								
Weight Distance Tax (1¢-4¢/mile)	→ =	100% to State Road Fund	69.6	74.9	72.8	73.5	76.0	76.7	20%	18%
Trip Tax (7¢-16¢/mile)	→ =	100% to State Road Fund	5.5	6.0	5.7	5.0	4.9	5.1	1%	1%
Oversize / Overweight Fees	→ =	100% to State Road Fund	3.8	4.7	4.8	4.8	4.8	4.8	1%	1%
Motor Trans. Regulatory Fees	→ =	100% to State Road Fund	1.4	2.7	0.9	3.2	3.7	2.7	1%	1%
Vehicle Registration Fees ($21-$172/year) and **Miscellaneous Motor Vehicle Fees**	→ =	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 Penalty Assessment 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								
		Effective March 1, 2004 remaining revenues go to:								
	→ ~	74.65% to State Road Fund	72.9	73.4	75.6	74.1	76.0	74.9	20%	18%
	→	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)								
Transaction Fees ($3 per Title or Registration)	→	$5 OR $6 to Municipal, County OR Fee AGENTS								
		Remaining revenues from Transaction Fees go to:								
	→ 50%	50% to State Road Fund	1.0	1.1	1.1	1.2	1.2	1.2	0%	0%
	→ 50%	50% to County Road Fund (allocated by miles of public roads maintained)								
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	4.5	4.7	4.4	4.2	4.3	4.3	1%	1%
	→ =	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								
		Total of Gasoline, Diesel, W/D & Registrations	$340	348.7	345.7	352.0	353.8	354.6	93%	85%
		Total State Road Fund Revenues	$367	379.7	376.1	386.1	380.2	380.2	100%	91%
		Total NMDOT State Revenues	$405	419.1	415.6	423.5	418.4	418.7	NA	100%


Population between 0 and 100
NM
US
New Mexico Population (thousands)
United States Population (Millions)
2,500
2,000
1,500
1,000
500
0
350
300
250
200
150
100
50
0
1990
1992
1994
1996
1998
2000
2002
2004
2006
2008
2010
2012
2014
2016
2018
2020


Population between 40 and 55
NM
US
New Mexico Population (thousands)
United States Population (Millions)
450
400
350
300
250
200
150
100
50
0
70
60
50
40
30
20
10
0
1990
1992
1994
1996
1998
2000
2002
2004
2006
2008
2010
2012
2014
2016
2018
2020

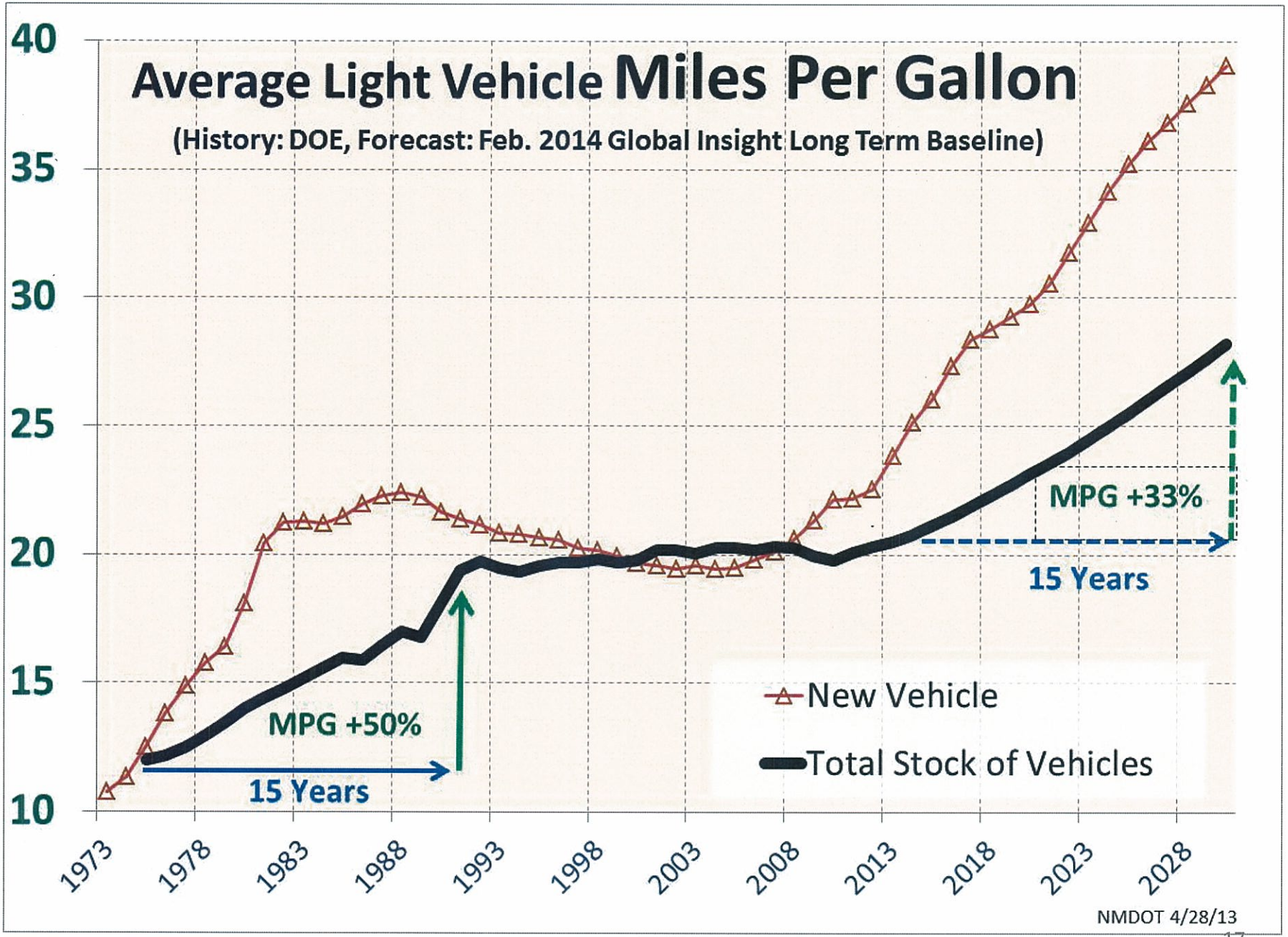

Estimated Vehicle Miles Driven on All Roads
dshort.com
May 2014
Data Through March
Recessions
Miles Driven: 12 Month Moving Average
Trillions
3.2
3.0
2.8
2.6
2.4
2.2
2.0
1.8
1.6
1.4
1.2
1.0
1970
1975
1980
1985
1990
1995
2000
2005
2010
2015
Nov 2007
Latest down 2.47% from peak
Nov 2011 trough at 48 months after peak, 3.65% off high
39 months below previous peak -3.2% at trough
A Close Look Since 2007
3.06
3.02
2.98
2.94
2.90
2007
2008
2009
2010
2011
2012
2013
2014


Estimated Vehicle Miles Driven on All Roads
dshort.com
May 2014
Data Through March
Recessions
Population-Adjusted Growth
Current Level
70%
60%
50%
40%
30%
20%
10%
0%
-10%
1970
1975
1980
1985
1990
1995
2000
2005
2010
2015
Jun 2005
Dec 1994
Latest
down 9.34%
from peak
8.8 years later
61 months total,
26 months to
6.0% trough
Jan 1971
Population adjusted using the BLS
Civilian Noninstitutional Population
Age 16 and Over [FRED CNP16OV]

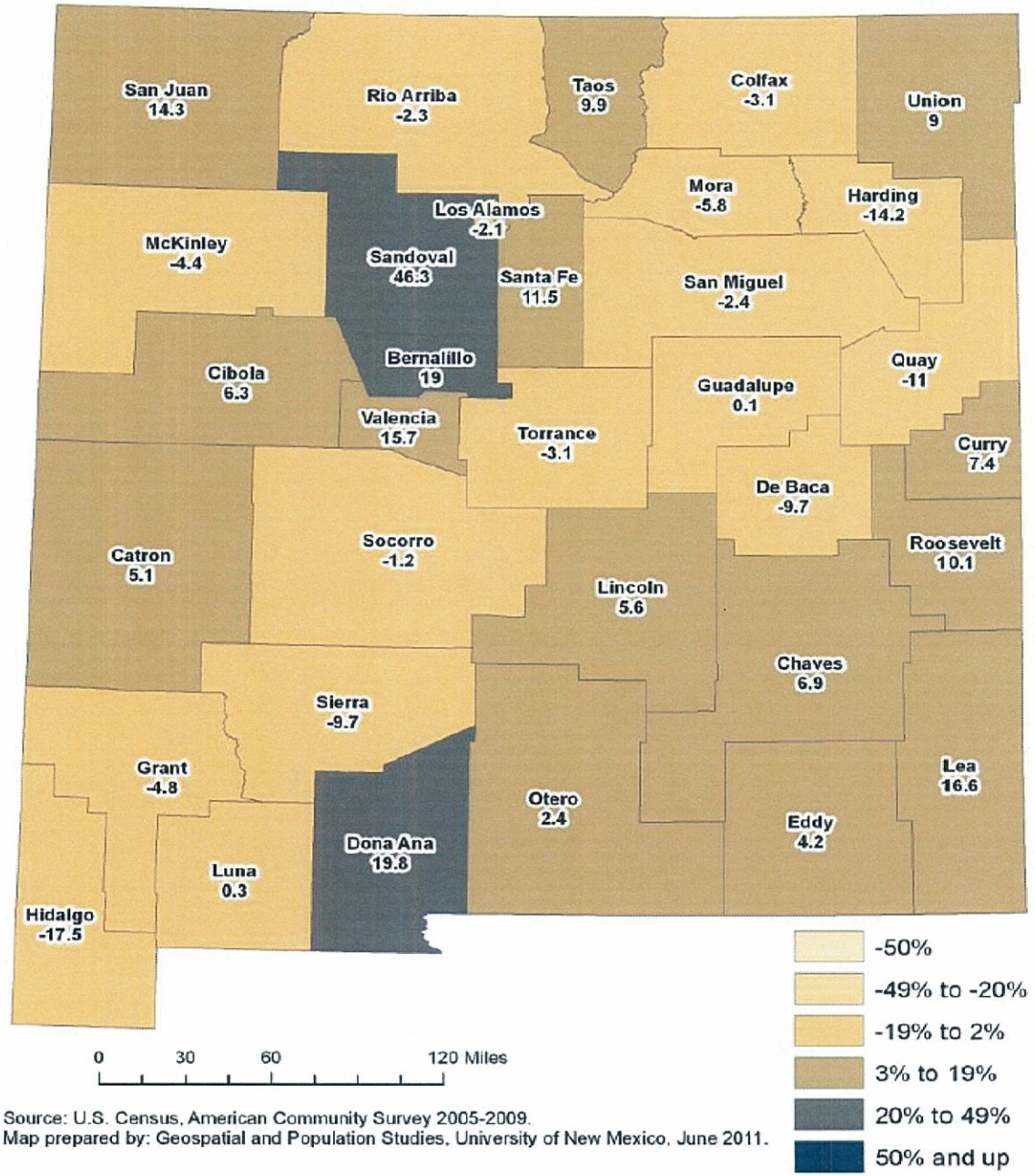

Estimated Vehicle Miles Driven and Gasoline Prices
dshort.com
May 2014
Data Through March
Recessions
Population-Adjusted Growth
Real Gasoline Price
1971 is the start date for population-adjusted growth
Population adjusted using the BLS Civilian Noninstitutional Population Age 16 and Over [FRED CNP16OV]
65%
60%
55%
50%
45%
40%
35%
$5.00
$4.00
$3.00
$2.00
$1.00
$0.00
1990
1995
2000
2005
2010
2015

Federal CAFE Standards

Model Year	Passenger Cars				Light Trucks			
	"footprint": 41 sq ft (3.8 m^2) or smaller (e.g. 2011 Honda Fit)		"footprint": 55 sq ft (5.1 m^2) or bigger (e.g. Mercedes-Benz S-Class)		"footprint": 41 sq ft (3.8 m^2) or smaller (e.g. Nissan Juke)		"footprint": 75 sq ft (7.0 m^2) or bigger (e.g. Ford F-150)	
	CAFE	EPA Window Sticker	CAFE	EPA Window Sticker	CAFE	EPA Window Sticker	CAFE	EPA Window Sticker
2012	36	27	28	21	30	23	22	17
2013	37	28	28.5	22	31	24	22.5	17
2014	38	28	29	22	32	24	23	18
2015	39	29	30	23	33	25	23.5	18
2016	41	31	31	24	34	26	24.5	19
2017	44	33	33	25	36	27	25	19
2018	45	34	34	26	37	28	25	19
2019	47	35	35	26	38	28	25	19
2020	49	36	36	27	39	29	25	19
2021	51	37	38	28	42	31	25	19
2022	53	38	40	30	44	33	26	20
2023	56	40	42	31	46	34	27	21
2024	58	41	44	33	48	36	28.5	22
2025	61	43	46	34	50	37	30	23

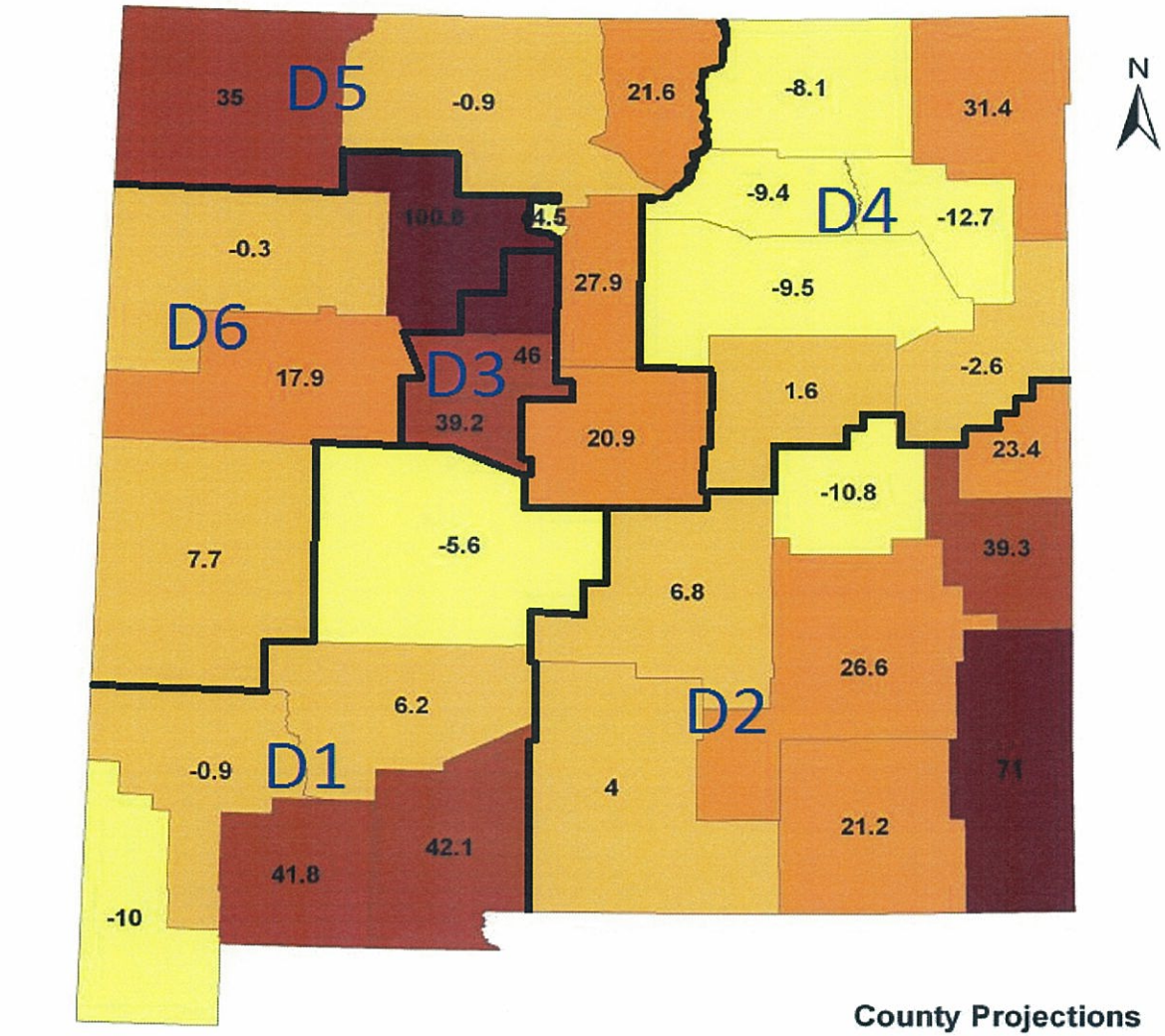

Average Light Vehicle Miles Per Gallon
(History: DOE, Forecast: Feb. 2014 Global Insight Long Term Baseline)
40
35
30
25
20
15
10
1973
1978
1983
1988
1993
1998
2003
2008
2013
2018
2023
2028
MPG +50%
15 Years
MPG +33%
15 Years
New Vehicle
Total Stock of Vehicles
NMDOT 4/28/13

2000-2010 New Mexico Percentage Change: Total Population by County

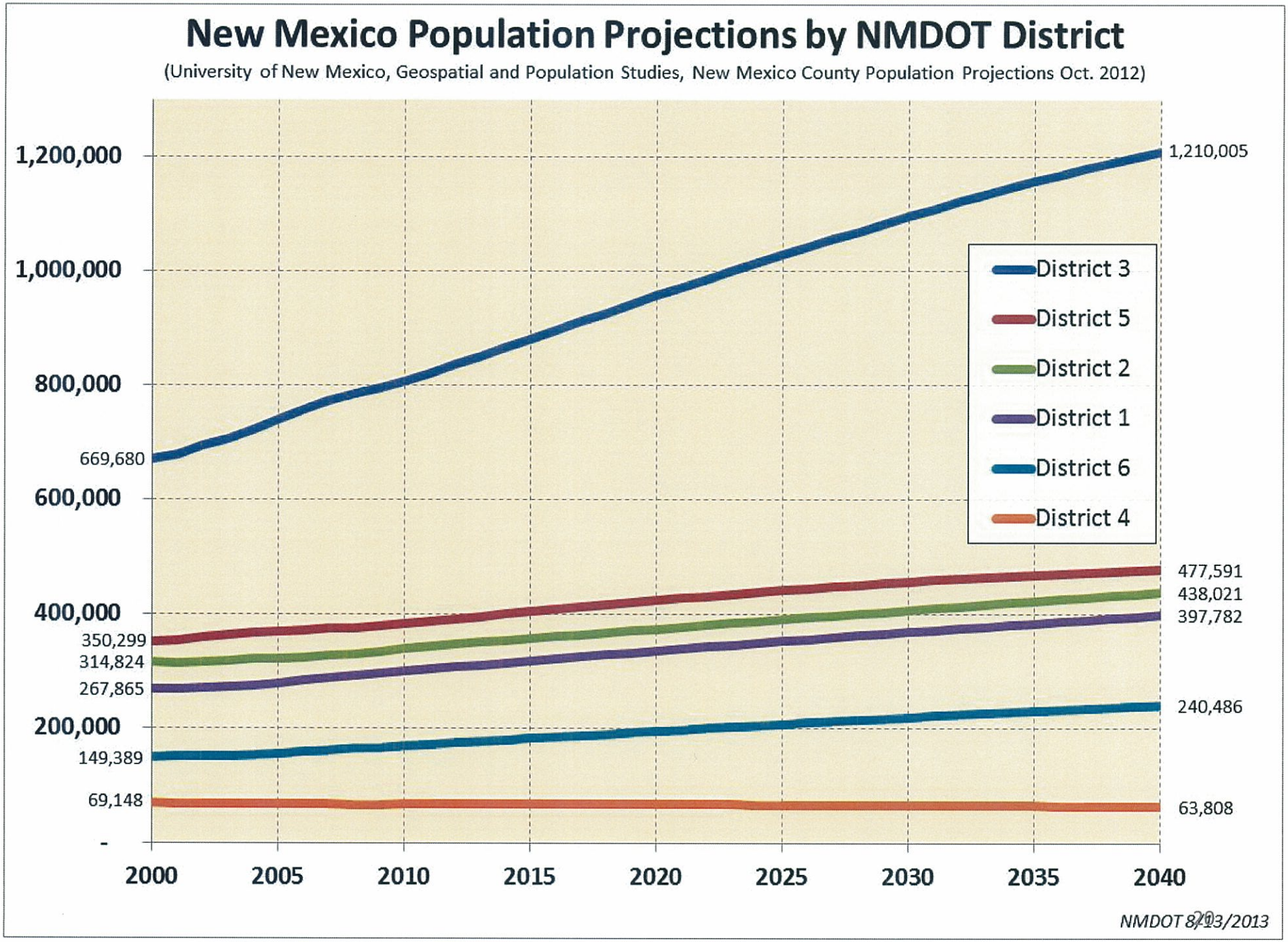


Source: U.S. Census, American Community Survey 2005-2009.
Map prepared by: Geospatial and Population Studies, University of New Mexico, June 2011.

New Mexico Percentage Change
2010 - 2040



Geospatial and Population Studies
University of New Mexico


New Mexico Population Projections by NMDOT District
(University of New Mexico, Geospatial and Population Studies, New Mexico County Population Projections Oct. 2012)
1,200,000
1,000,000
800,000
600,000
400,000
200,000
-
669,680
350,299
314,824
267,865
149,389
69,148
1,210,005
477,591
438,021
397,782
240,486
63,808
District 3
District 5
District 2
District 1
District 6
District 4
2000
2005
2010
2015
2020
2025
2030
2035
2040
NMDOT 8/13/2013

NMDOT State Revenue Sources - Growth Rates

		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	(Dollars in thousands)								Jan-14	Jan-14	Jan-14	Jan-14	Jan-14
	Road Fund:							Prelim.	Revenue	Revenue	Revenue	Revenue	Revenue
	Road Fund -- Ordinary Revenue:	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Update	Update	Update	Update	Update
1	Gasoline Tax	4.4%	-6.0%	0.4%	1.0%	0.1%	-3.9%	6.5%	-3.3%	0.1%	0.3%	-0.1%	-0.1%
2	Special Fuel Tax	-0.1%	4.6%	-15.7%	2.9%	3.5%	1.4%	0.3%	1.2%	1.2%	3.0%	2.9%	2.5%
3	Weight/Distance	15.6%	-12.4%	-2.5%	-7.8%	7.6%	-2.8%	1.0%	3.4%	0.9%	3.8%	4.0%	3.3%
4	Trip Tax	-11.9%	-35.1%	17.8%	-5.0%	8.8%	-4.7%	-11.3%	-2.9%	4.1%	2.0%	3.8%	3.7%
5	Vehicle Registration	2.9%	0.2%	-2.0%	0.9%	0.8%	3.0%	-2.0%	2.5%	-1.4%	2.5%	-0.9%	2.6%
6	Vehicle Transaction	-26.0%	-2.2%	-8.2%	-2.7%	2.3%	4.6%	4.4%	-1.1%	0.0%	0.0%	0.0%	0.0%
7	Driver's License	9.8%	9.4%	-2.4%	-2.8%	5.0%	-6.2%	-4.5%	0.6%	0.2%	7.7%	-4.1%	-4.5%
8	Oversize/Overweight	4.6%	8.1%	-8.5%	-16.8%	24.0%	2.8%	-0.3%	-0.1%	0.0%	0.0%	0.0%	0.0%
9	Public Regulatory Commission Fees	-89.7%	129.7%	164.0%	-37.9%	92.9%	-67.9%	262.2%	15.6%	-26.8%	3.7%	3.6%	3.4%
10	MVD Miscelleneous	3.3%	4.8%	-0.1%	6.5%	-0.4%	9.8%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%
11	**Subtotal Ordinary Income**	3.9%	-3.7%	-4.5%	-1.0%	3.4%	-1.3%	2.2%	0.6%	0.0%	2.2%	1.4%	1.8%
	Road Fund -- Extraordinary Income:												
12	Asset Sales	10.3%	-24.2%	-32.8%	-98.1%	2788.9%	13.8%	335.7%	-38.7%	-17.7%	7.7%	0.0%	0.0%
13	"Logo" Signage Revenue	9.6%	-18.8%	7.7%	-28.6%	10.0%	94.9%	-44.2%	0.3%	16.7%	0.0%	0.0%	0.0%
14	Other (Project Reimbursement) Revenue	-65.8%	-63.6%	310.8%	69.5%	-4.7%	56.0%	-6.0%	-88.2%	0.0%	0.0%	0.0%	0.0%
15	Rail Runner Maintenance Fees				-51.0%	17.5%	-99.3%	11745.4%	-0.7%	0.0%	0.0%	0.0%	0.0%
16	Road Fund Interest	-65.5%	-100.0%		-18.3%	505.9%	13.9%	92.7%	-46.8%	27.9%	399.3%	175.2%	25.4%
17	**Subtotal Extraordinary Income**	-54.4%	-53.8%	295.4%	-3.1%	5.2%	16.3%	19.8%	-64.2%	-0.2%	13.7%	24.3%	7.8%
18	**TOTAL ROAD FUND**	**2.3%**	**-4.3%**	**-2.8%**	**-1.0%**	**3.4%**	**-0.9%**	**2.6%**	**-1.5%**	**0.0%**	**2.4%**	**1.7%**	**1.9%**
	Other Funds:												
	Highway Infrastructure Fund:												
19	Leased Vehicle Gross Receipts	-5.8%	43.7%	-21.8%	-0.9%	4.8%	1.3%	-9.0%	4.9%	1.5%	1.8%	1.8%	1.7%
20	Tire Recycling Fees	1.4%	1.4%	-10.0%	11.7%	0.8%	1.4%	-1.3%	-0.4%	-1.7%	2.3%	-2.2%	2.8%
21	Interest	-53.4%	0.0%	-39.7%	-81.6%	-11.8%	1.9%	55.6%	-44.8%	28.6%	400.0%	178.9%	25.9%
22	**Total Highway Infrastructure Fund**	-6.4%	31.7%	-19.8%	0.8%	3.8%	1.3%	-7.0%	3.4%	0.7%	2.9%	2.9%	2.8%
23	**Total State Infrastructure Bank**		-75.0%	122.2%	99.0%	-86.1%	-65.6%	58.3%	-18.3%	27.0%	402.1%	175.4%	25.4%
	Local Government Road Fund:												
24	From Interest	18.1%	-74.8%	-41.3%	-83.2%	37.7%	-9.3%	53.6%	-15.2%	30.8%	396.1%	175.5%	25.3%
25	From Special Fuel	-0.7%	3.8%	-14.4%	2.5%	3.8%	1.2%	0.5%	0.9%	2.0%	2.0%	2.9%	2.9%
26	From PPL Fee	1.3%	-1.9%	-3.2%	0.2%	0.7%	-2.4%	4.7%	-1.8%	0.4%	1.2%	1.0%	1.0%
27	From DWI reinstatement fees & ID cards	1.8%	4.2%	1.5%	-30.6%	29.5%	-4.4%	-4.3%	2.3%	0.0%	0.0%	0.0%	0.0%
28	From Gasoline Tax (MAP)	4.3%	-5.9%	0.5%	0.9%	0.1%	-3.8%	6.2%	-2.9%	0.5%	0.0%	0.0%	0.0%
29	Leased Vehicle Gross Receipts	-5.8%	43.7%	-21.8%	-0.9%	4.8%	1.3%	-9.0%	4.7%	1.6%	1.6%	2.1%	1.6%
30	**Total Local Government Road Fund**	0.8%	0.6%	-10.0%	-1.1%	3.5%	-0.7%	1.4%	0.0%	1.3%	2.3%	3.8%	2.5%
	Aviation Fund:												
31	Gasoline Taxes (Aviation)	4.4%	-5.9%	0.4%	0.9%	0.0%	-3.8%	6.3%	-2.7%	0.0%	0.0%	0.0%	0.0%
32	Aviation Jet Fuel	17.5%	12.8%	41.0%	40.9%	-10.0%	68.5%	-30.5%	-5.2%	-2.7%	0.0%	0.0%	33.3%
33	Aircraft License Fees	8.8%	1.4%	-3.3%	2.0%	-10.8%	3.0%	-12.4%	0.7%	0.0%	0.0%	0.0%	0.0%
34	0.046% General Fund GRT (Air Service)	8.3%	0.9%	-12.1%	-0.5%	9.8%	-12.6%	-100.0%		-10.0%	4.9%	5.3%	4.2%
35	General Fund (2007 Enhancement)			99.7%	56.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
36	Aviation Fund Interest Earnings			-68.3%	-76.0%	97.1%	26.6%	76.7%	-19.0%	27.6%	397.3%	176.1%	25.4%
37	**Total Aviation Fund Income**	10.8%	52.9%	34.6%	35.4%	-1.8%	17.1%	-22.4%	17.7%	-2.3%	3.1%	5.9%	11.3%
	Transportation Fund:												
38	Motorcycle Registration (Fund 20600)	8.4%	28.7%	8.8%	-0.4%	3.8%	2.2%	-2.1%	-0.1%	0.0%	0.0%	0.0%	0.0%
39	Motorcycle Train. Fund Interest (20600)	2.9%	74.9%	-74.7%	-56.1%	-60.0%	-55.3%	29.3%	-13.4%	50.0%	233.3%	300.0%	25.0%
40	Driver Improvement Fees (10020)	14.3%	1.7%	-7.3%	71.7%	5.4%	-2.6%	-7.7%	5.2%	0.0%	0.0%	0.0%	0.0%
41	DWI Prevention (20700)	38.5%	17.2%	38.3%	42.0%	-25.2%	9.1%	-3.1%	-2.6%	0.0%	0.0%	0.0%	0.0%
42	Traffic Safety Fees (Fund 20800)	-39.6%	15.0%	-0.2%	-1.0%	-4.8%	-6.1%	-6.9%	-5.1%	0.0%	0.0%	0.0%	0.0%
43	Traffic Safety Fees Interest (20800)	0.2%	3.0%	-63.2%	-91.4%	10.0%	-29.8%	2.2%	-15.5%	50.0%	333.3%	184.6%	24.3%
44	Community DWI Prevention Fee (20800)	19.9%	45.9%	12.6%	-13.0%	1.7%	-17.6%	-5.8%	-5.0%	0.0%	0.0%	0.0%	0.0%
45	Red Light Fees (from AOC)							6.1%	-1.9%	0.0%	0.0%	0.0%	0.0%
46	Traffic Safety - Interlock Device (82600)	-24.1%	-13.9%	10.2%	-18.0%	189.8%	-42.5%	-9.7%	-28.8%	0.0%	0.0%	0.0%	0.0%
47	**Total Transportation Fund Income**	-10.9%	12.8%	8.7%	-0.4%	36.0%	-19.9%	-6.3%	-10.9%	0.0%	0.4%	0.9%	0.3%
48	**TOTAL NMDOT STATE REVENUES**	2.0%	-3.2%	-3.1%	-0.5%	3.5%	-0.8%	1.9%	-1.2%	0.0%	2.4%	2.0%	2.2%

MAP-21

- Signed July 6, 2012
- Creates streamlined and performance-based surface transportation program
- Builds on highway, transit, bike and pedestrian programs and policies established in 1991
- Expands the National Highway System and more than 50% of the highway funding for this program
- Supports the USDOT's Aggressive Safety Agenda

Performance Management

National Goals

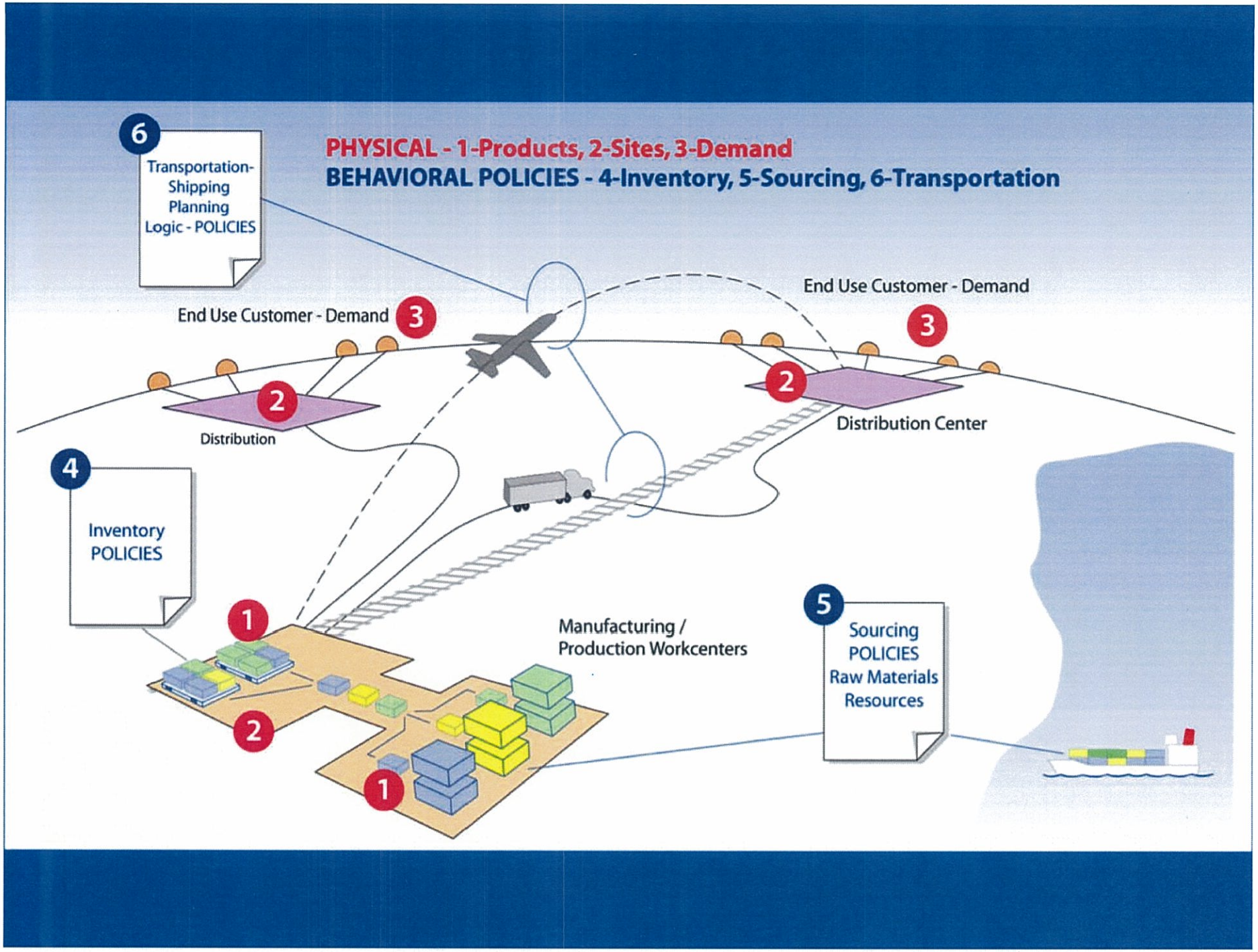
- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Infrastructure Condition

- Transportation Asset Management Plan
- Define state of good repair
- NMDOT to set targets
- Data-driven

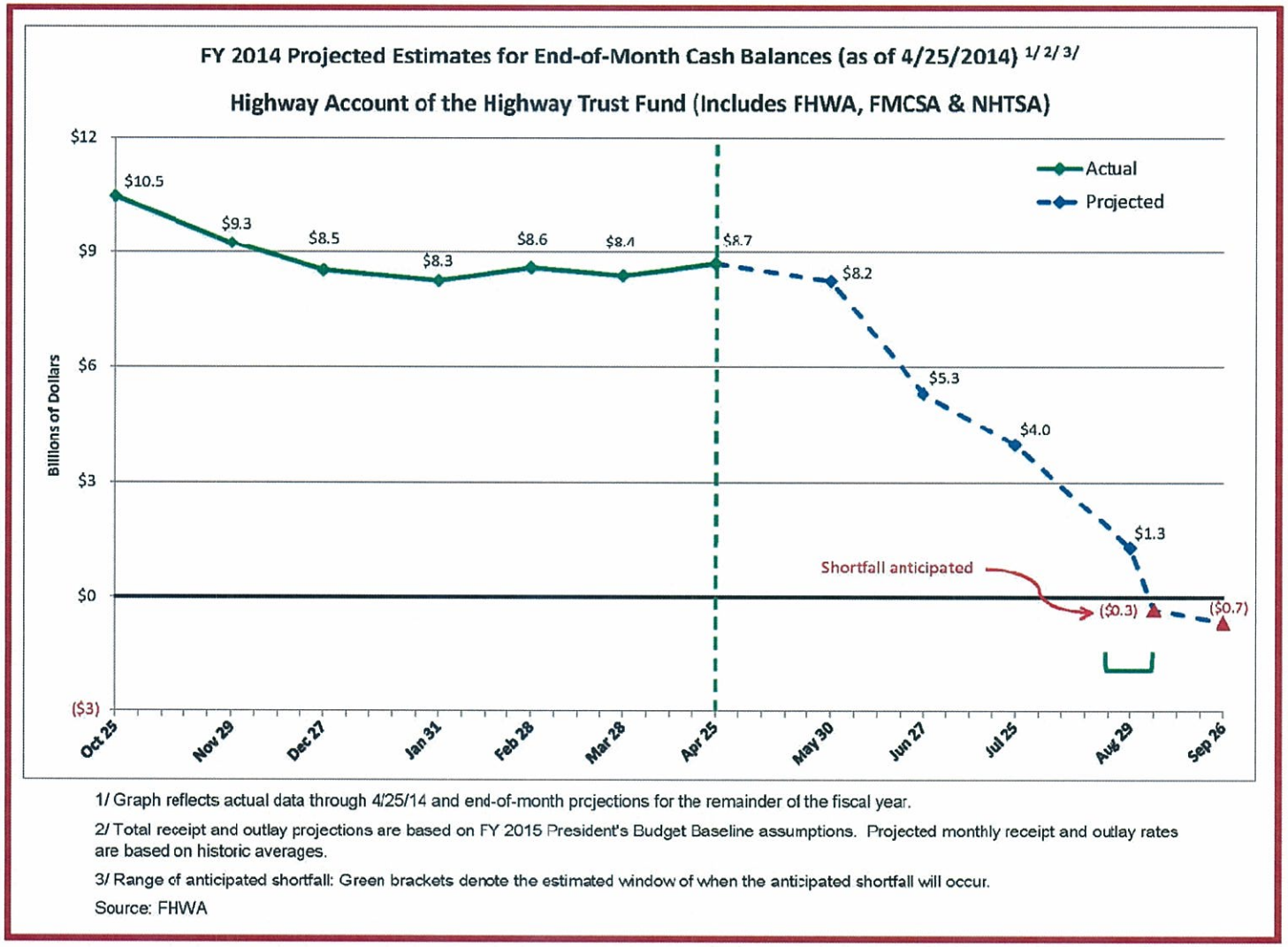
Freight

- MAP-21 requires each state develop a Freight Plan
- Freight Advisory Committee
- Identify criteria for critical Rural Freight Corridors and freight performance measures
- Coordination with update to the Statewide Long Range Plan


PHYSICAL - 1-Products, 2-Sites, 3-Demand
BEHAVIORAL POLICIES - 4-Inventory, 5-Sourcing, 6-Transportation
6
Transportation-
Shipping
Planning
Logic - POLICIES
End Use Customer - Demand
3
End Use Customer - Demand
3
2
Distribution
2
Distribution Center
4
Inventory
POLICIES
1
Manufacturing /
Production Workcenters
5
Sourcing
POLICIES
Raw Materials
Resources
2
1

Federal Highway Trust Fund (USDOT)

USDOT projects the Highway Trust Fund will run out of cash as soon as August, 2014.



1/ Graph reflects actual data through 4/25/14 and end-of-month projections for the remainder of the fiscal year.

2/ Total receipt and outlay projections are based on FY 2015 President's Budget Baseline assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA

Source: USDOT, http://www.dot.gov/highway-trust-fund-ticker

Federal Highway Trust Fund Solvency Proposals

President

- GROW AMERICA (Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America) Act
- Would provide $302 billion for surface transportation over four years; increases funding for surface transportation programs by roughly $20 billion a year over current funding levels. Growth primarily to new discretionary programs.
- Highway programs receive about 20% over current levels, transit programs receive about 70% increase, and rail programs receive 200% increase.
- Four-year funding paid for by revenues from 10 years of corporate tax reform.
- Core funding could shift substantially (50-75%) from state DOTs to Metropolitan Planning Organizations.
- Increased funds would primarily go to new grant programs, such as:
  - Critical Immediate Investments (CII) Program would receive $13.4 billion over four years. CII is comprised of three programs: Interstate Bridge Revitalization Initiative (IBRI) - 25 percent of CII funding; the Systemic Safety Initiative (SSI) - 25 percent; and the State of Good Repair Initiative (SGRI) - 50 percent.
  - Fixing and Accelerating Surface Transportation (FAST) would receive $2 billion over four years)

Federal Highway Trust Fund Solvency Proposals

Senate

- MAP-21 Reauthorization Act
- Would provide $265 billion for highway programs over six years or current level of funding adjusted for inflation
- Continues the core program structure in MAP-21
- Major structural changes: The Act would add a new formula-based National Freight Program and move funding for highway research from the Highway Trust Fund to the General Fund.

House

- Uses revenue from discontinuing Saturday postal deliveries ($10.7 billion in averted bail-out over 10 years) and draws down fund balance from a trust fund for leaking underground storage tanks
- Would provide $14-15 billion to replenish Highway Trust Fund for about one year of solvency when combined with gas tax ($34 billion) in ongoing fund revenues.

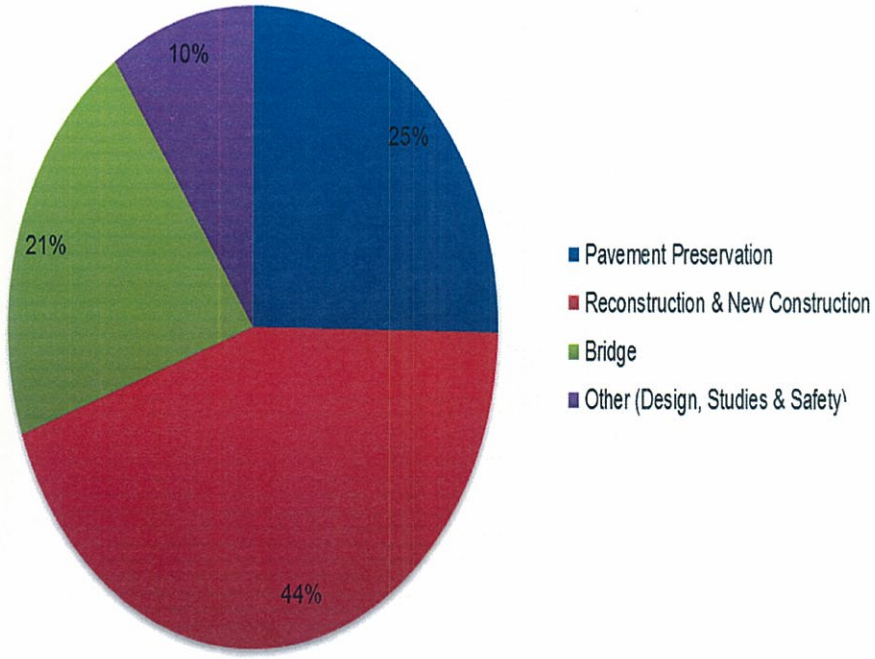
Congressional FY15 Appropriations

U.S. House and Senate FY15 Appropriations Bills for USDOT (Passed Appropriations Committees)		
	U. S. House of Representatives	**U.S. Senate**
Total USDOT Funding	**$71 billion**	**$71.7 billion**
Major Appropriations		
Highways	$40.3 billion	$40.3 billion
Transit	$10.5 billion	$11.1 billion
FAA	$15.7 billion	$15.9 billion
NHTSA	$824 million	834 million
Source: AASHTO: http://www.aashtojournal.org/Pages/052314HouseAppropriations.aspx: http://www.aashtojournal.org/Pages/060614SenateFY2015Transpo.aspx		

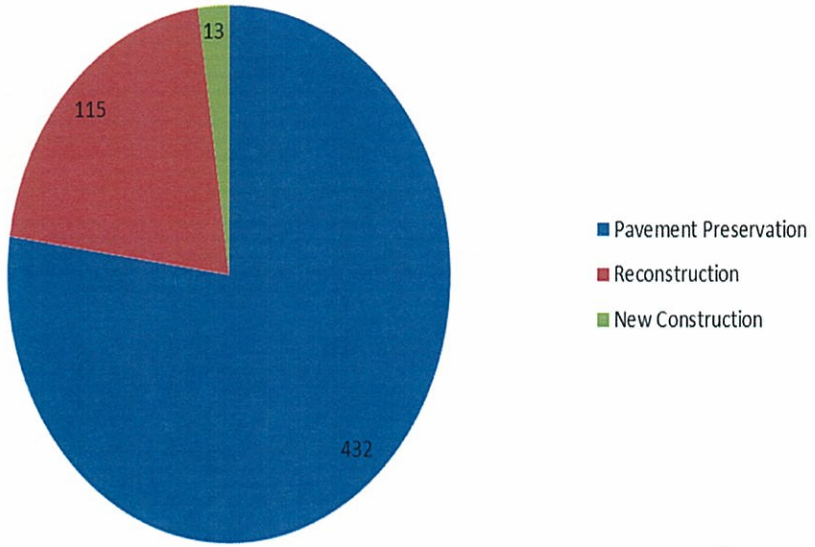
NMDOT-Performance Management Infrastructure Strategy

- PREVENTATIVE – Fog Seal, Crack Sealing.
- PRESERVATION – Chip Seal, Micro-Surfacing, Nova Chip, Hot In-Place Recycling, Heater Scarification W/2" Overlay (Cutler), Mill and Inlay / Overlay 1.5" – 2.5".
- MINOR REHABILATION – Mill and Inlay / Overlay > 2.5" - 4.0", Cold Insitu Recycling / Overlay.
- MAJOR REHABILATION – Mill and Inlay / > 4.0", FDR, Processing Placing and Compacting of Existing of HMA with Overlay.
- RECONSTRUCTION – Full Reconstruction Which Addresses Subgrade.

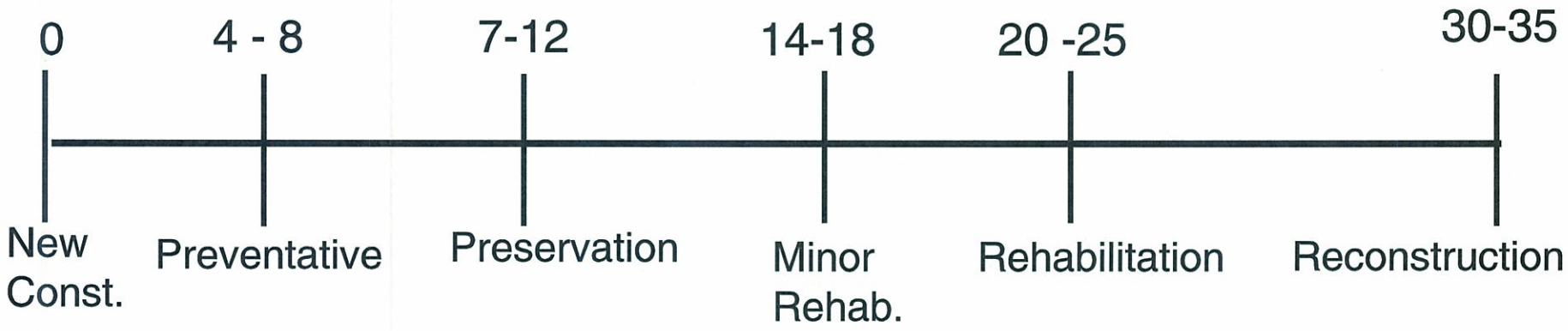
Statewide Transportation Improvement Program



Pavement Preservation, Reconstruction & New Construction
Total Miles Improved

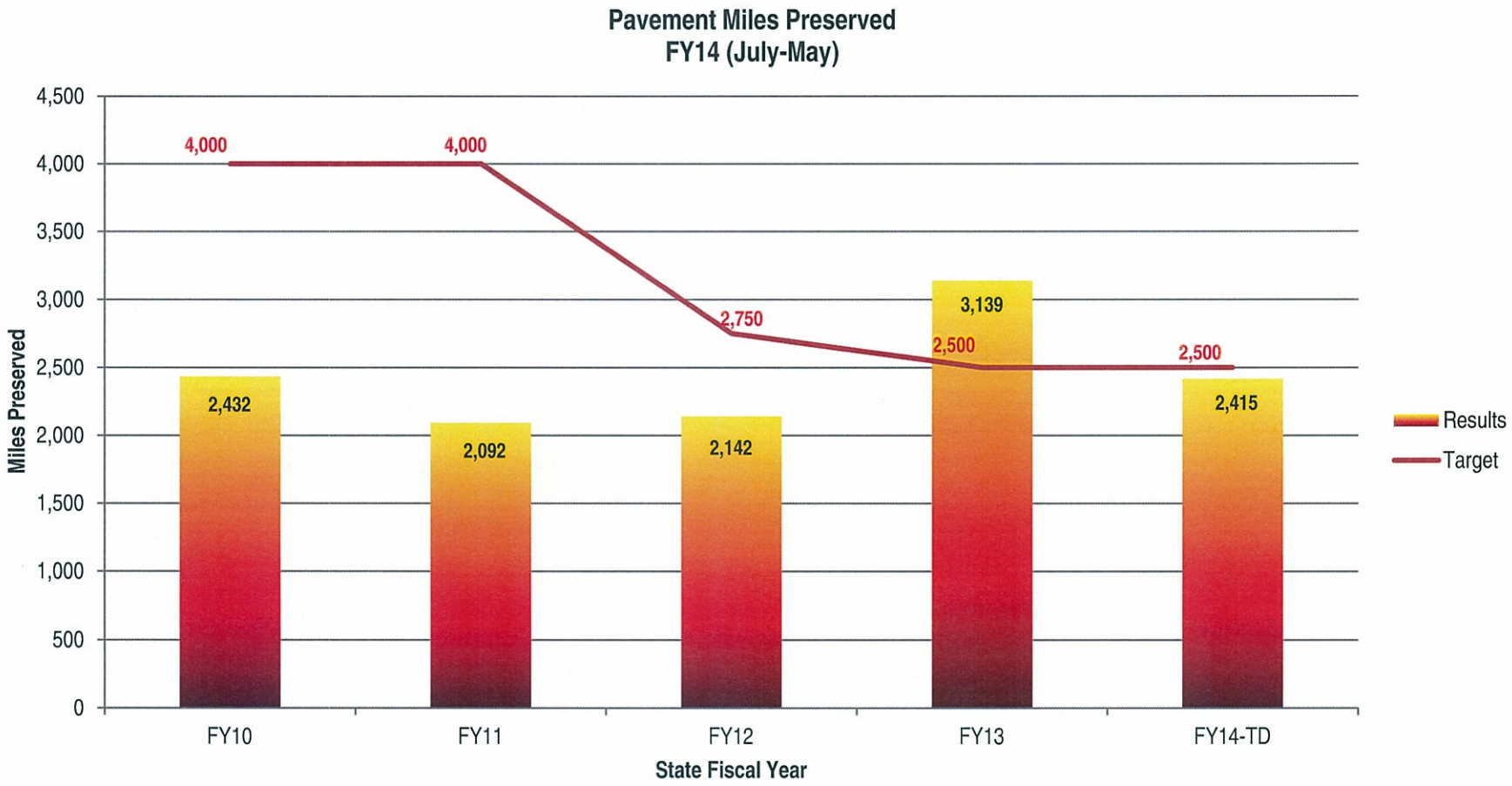


Pavement Life Timeline In Year



Typical road design life = 20 years

NMDOT Completed Lane Miles by Category

Annual Completed Lane Miles by Category			
	Cost Per Lane Mile	Annual Expenditures	Completed Lane Miles
Preventative	$7,500	$4,000,000	533
Preservation	$40,000	$20,000,000	500
Minor Rehabilitation	$150,000	$30,000,000	200
Major Rehabiltation	$355,000	$211,000,000	595
Reconstruction	$1,130,000	$282,500,000	250
Rolling Average Totals		$547.5 million	2078

Annual Reporting Performance Measure required under HB 2