

**NEW MEXICO  
DEPARTMENT OF TRANSPORTATION**

**TRANSPORTATION COMMISSION MEETING**



**April 22, 2022**

**Via Zoom**

**NEW MEXICO STATE TRANSPORTATION COMMISSION**

**Via Zoom  
April 25, 2022  
9:00 a.m.**

**Special Meeting Agenda**

- 1. Call to Order:** Walter G. Adams, Chairman
  - a. **Establish Quorum**
  - b. **Pledge of Allegiance**
- 2. Approval of Agenda:** Walter G. Adams, Chairman
- 3. Approval of Minutes:** Regular Meeting of March 24, 2022
- 4. Introductions:** Walter G. Adams, Chairman
  - a. **Elected Officials**
  - b. **Commission Members**
  - c. **NMDOT Executive Staff**
- 5. Welcoming Remarks:** Walter G. Adams, Chairman
- 6. Public Comment**
- 7. County of Lincoln ("County") request to designate a certain segments of NM 37 and NM 48 for the operation of Recreational Off-Highway Vehicles:** Francisco Sanchez, P.E., District Two Engineer, NMDOT
- 8. Approval of FY23 Operating Budget:** Mallery Manzanares, Administrative Services Director, NMDOT, and Mallika Pung, Economist Supervisor, NMDOT
- 9. Adjournment**

# **Agenda Items 1-2**

1. Call to Order: Walter G. Adams, Chairman
  - a) Establish Quorum
  - b) Pledge of Allegiance
2. Approval of Agenda: Walter G. Adams, Chairman

# **Agenda Item 3**

Approval of Minutes:  
Regular Meeting of  
March 24, 2022

**NEW MEXICO STATE TRANSPORTATION COMMISSION**  
**MEETING**

**Roswell Convention and Civic Center**  
**912 N. Main Street**  
**Roswell, NM 88201**  
**March 24, 2022**

The New Mexico State Transportation Commission (STC or Commission) held a regular meeting on March 24, 2022, at the Roswell Convention and Civic Center, Roswell, New Mexico. Chairman Adams called the meeting to order at 8:32 a.m. He asked for a roll call to establish a quorum. Mershawn Griego, Office of the Secretary, New Mexico Department of Transportation (NMDOT), proceeded to call the roll. Commissioners Walter G. Adams, Bruce Ellis, Hilma E. Chynoweth, Tomas C. Taylor, and Charles Lundstrom were present.

**Approval of the STC Meeting Agenda**

**Chairman Adams asked for a motion to approve the STC meeting agenda; Commissioner Taylor made a motion to approve the agenda; Commissioner Chynoweth seconded; motion carried unanimously.**

**Approval of the STC Minutes**

**Chairman Adams asked for a motion to approve the March 3, 2022 STC special meeting minutes; Commissioner Lundstrom made a motion to approve the minutes; Commissioner Ellis seconded; motion carried unanimously.**

**State Transportation Commissioners Present:**

Jennifer Sandoval, Vice-Chair, District One (absent with notice)  
Bruce Ellis, Commissioner, District Two  
Hilma E. Chynoweth, Commissioner, District Three  
Walter G. Adams, Chairman, District Four  
Thomas C. Taylor, Commissioner, District Five  
Charles Lundstrom, Secretary, District Six

**NMDOT Staff Present:**

Michael Sandoval, Cabinet Secretary  
Justin Reese, Deputy Secretary, Business Support  
Rick Padilla, P.E., Executive Director of Highway Operations  
Jerry Valdez, Executive Projects Director  
Kenneth B. Baca, General Counsel  
NMDOT Staff

**Elected Officials and Delegations Present:**

The Honorable Cliff R. Pirtle, New Mexico State Senator, District 32  
The Honorable Greg Nibert, New Mexico State Representative, District 59  
The Honorable Martin R. Zamora, New Mexico State Representative, District 63  
The Honorable Randal S. Crowder, New Mexico State Representative, District 64  
The Honorable Phelps Anderson, New Mexico State Representative, District 66  
The Honorable Timothy Z. Jennings, Mayor-Elect, City of Roswell  
The Honorable Roman Garcia, Mayor, Town of Vaughn  
The Honorable Ray Dean, Mayor, Town of Carrizozo  
The Honorable Lynn D. Crawford, Mayor, Village of Ruidoso  
Karla Hamel Niemeier, City Councilor, Ward 3, City of Carlsbad  
Judy Stubbs, City Councilor, Ward 3, City of Roswell  
Helen Casaus, City Commissioner, District 3, City of Clovis  
Fidel Madrid, Former Commissioner, District 3, City of Clovis  
Jon Crunk, Lincoln County Commissioner, District 3  
Susan Crockett, Former County Commissioner, District 5, Eddy County  
Ira Pearson, County Manager, Lincoln County  
Alan P. Morel, County Attorney, Lincoln County  
Michael Wood, Sheriff, Lincoln County

## **Introductions**

Chairman Adams and Michael Sandoval, Cabinet Secretary, NMDOT, welcomed STC meeting attendees and acknowledged the elected officials in attendance, some of whom rose to make introductory comments. Secretary Sandoval acknowledged representatives of three organizations NMDOT works with, Jim Garcia, Executive Director, Associated Contractors of New Mexico (ACNM); Brian Jones, Executive Director, Asphalt Pavement Association of New Mexico (APANM); and Albert “Bert” Thomas, American Council of Engineering Companies New Mexico (ACEC). The STC Commissioners then introduced themselves and the Secretary introduced NMDOT Executive Staff and District Engineers, and Cindy Vigue, New Mexico Division Administrator, FHWA.

## **Welcoming Remarks**

Chairman Adams acknowledged and thanked NMDOT employees for their work and meeting participants for attending the meeting.

## **Public Comment**

Alan Morel, Lincoln County Attorney, discussed Lincoln County’s request to designate certain portions of NM 37 and NM 48 for recreational off-highway vehicle (ROV) use. He identified numerous Lincoln County (County) and Village of Ruidoso (Ruidoso) representatives present at the meeting, including Jon Crunk, Lincoln County Commissioner; Ira Pearson, Lincoln County Manager; Michael Wood, Sheriff, Lincoln County; Lance Roe, owner, Backcountry Attitudes; and Lynn Crawford, Mayor, Village of Ruidoso (all of whom spoke later in the meeting in support the designation request). The County has been working on this matter with Francisco Sanchez, P.E., NMDOT District Two Engineer since June 2021. The requested designation would

allow Ruidoso to connect with the County all the way to Bonita Lake. Ruidoso already has authorization to operate ROVs within the Village limits. This designation would extend that designation. It would open up tens of thousands of acres for public to use, including the White Mountain Wilderness area in the Lincoln National Forest and allow the operation of ROVS at 40 mph or less. The County hopes the STC will support the requested ROV designation. Mr. Morel has not received any calls in opposition to the request.

Michael Wood, Sheriff, Lincoln County, expressed his support and approval of the ROV designation request. In October 2018, the County adopted Ordinance 2018-2, authorizing operation of ROVs on paved streets or highways owned and controlled by the County. Since the adoption of the ordinance, and to date, there have been no known or reported incidents involving the operation ROVs on streets or highways owned or controlled by the County. The County both relies on and supports the tourism industry. Approval of the ROV designation request will benefit and enhance the recreational economy of the County. He added that his agency enforces all State of New Mexico traffic laws. He believes ROVs can be operated as safely as motorcycles and mini-cars and reiterated that the Sheriff's Office supports the ROV designation.

Commissioner Ellis commented regarding certain concerns expressed about Ruidoso's original (August 2019) designation request and asked for clarification on the limits of this designation request. Sheriff Wood responded that he believes there is a stipulation regarding speed limits on paved roads, traveling from a particular destination to another. Presently, the County is only interested in designating that segment of NM 48 from the Village limits to Bonita Lake, all of which is designated a 45 mph zone.

The Honorable Timothy Z. Jennings, Mayor-Elect, City of Roswell, thanked everyone for coming to Roswell and stated that it is a pleasure to have Francisco Sanchez as the District



Two Engineer. He extended an invitation to meeting attendees to see Roswell's museums while they are visiting the City. He mentioned the pedestrian traffic problem in Roswell due to the number of visitors the UFO Museum receives daily and asked for help in figuring out how to address the problem. He also stated that four-laning US 380 would benefit the entire area, especially Roswell, Ruidoso and Mescalero.

Matt White, City Manager, City of Jal, introduced himself and extended apologies on behalf of Mayor Aldridge, who was unable to attend the meeting. He also expressed his appreciation to the STC and especially to Francisco Sanchez, District Two Engineer, for help with NM 128 and everything else he has done for Jal.

Christopher Little, Public Works Director, Mescalero Apache Tribe, on behalf of the Tribe, expressed gratitude, to Francisco Sanchez, District Two Engineer, and his staff for all the work they have done with the Tribe. He also thanked NMDOT and the STC for the funding provided to the Tribe. He extended an open invitation to come and see the projects the Tribe is doing. They would be happy to host the visit.

**Approval of STC Resolution No. 2022-04 (MAR) Authorizing the New Mexico Finance Authority (NMFA) to Issue Series 2022 Refunding Bonds**

Justin Reese, NMDOT Deputy Secretary, Business Support, NMDOT, introduced and requested the STC's authorization and approval of proposed Resolution No. 2022-04 (MAR) Authorizing the NMFA to Issue Series 2022 Refunding Bonds. He then introduced NMDOT's financial advisor, Peter Shellenberger, Managing Director, PFM Financial Advisors LLC. Mr. Shellenberger explained that the proposed resolution directs and authorizes NMFA to issue refunding bonds to replace or refund the Series 2012 bonds that are currently outstanding. The

purpose of the transaction is to take advantage of lower interest rates and produce about \$2.9 million of savings through 2026. He presented an analysis regarding current market conditions relative to the proposed bond transaction. The current interest rate on the bonds to be issued will be approximately 2% - 2.2%. The bonds are tax exempt because NMDOT is a governmental agency. He and NMDOT staff met with rating agencies that rate the bonds, and the bonds received a AAA rating from Kroll, the highest possible rating, and AA+ by Standard & Poor's (S&P) and Moody's. With very high ratings, very strong investors will be attracted to purchase the bonds.

Mr. Shellenberger also provided an overview of NMDOT's debt portfolio, which is presently \$998.2 million. NMDOT's 2012 bonds are currently outstanding in the amount of \$154 million, approximately \$100 million of which comes due in a principal payment on June 15, 2022. That amount is not being refunded, only about \$50 million of the remaining 2012 bonds will be refunded in the subject transaction. This portion of NMDOT's debt portfolio is 100% fixed rate, with no variable rate debt. The debt will be repaid very quickly compared to other state DOTs and issuers. It will be entirely repaid in 10 years, and about five years from now, approximately 60% will be repaid, meaning less dollars going toward debt and more dollars going to projects. About \$47 million in bonds will be reissued in this transaction to retire the remaining portion of about \$50 million of the 2012 bonds. Accordingly, about \$47 million to be issued at a lower interest rate, resulting in a savings of about \$2.9 million, or about \$640,000 a year through 2026, representing dollars that will go back to projects. In the resolution, there is a minimum threshold of 3% debt service savings, a ratio of about 2.7% over the amount of bonds being refunded. After the STC approves the proposed resolution, NMFA will take action to approve its resolution to authorize the issuance of the refunding bonds; the offering documents will then be posted so investors can start looking at them; pricing will occur on April 5, 2022; closing on the bonds will

occur on April 28, 2022; and the call date on the underlying bonds will be June 15, 2022.

Chairman Adams asked Secretary Sandoval for his recommendation. The Secretary recommended approval and added that this transaction will save NMDOT and state taxpayers some money and reduce NMDOT's debt going forward.

**Chairman Adams asked for a motion to approve Resolution No. 2022-04 (MAR) Authorizing the NMFA to Issue Series 2022 Refunding Bonds; Commissioner Taylor made a motion to so approve; Commissioner Chynoweth seconded; motion carried unanimously.**

#### **Presentation of the ENVISION Award**

Jerry B. Paz, P.E., Chief Operations Officer, Molzen Corbin, and Region 6 Director, American Society of Civil Engineers (ASCE), presented an Institute for Sustainable Infrastructure (ISI) Envision Silver Award to NMDOT for the I-25 University Avenue Interchange Improvements project in Las Cruces. This project is the first in the state of New Mexico to earn a prestigious Envision award for sustainable infrastructure. Mr. Paz explained what Envision is, outlined the ISI/Envision framework and rating system for horizontal infrastructure – utilities, highways and roads – and discussed the particulars of the of the project. He then showed a video of Melissa Peneycad, Managing Director of ISI, congratulating NMDOT on earning the award. Secretary Sandoval received the award on behalf of the General Office and Trent Doolittle, P.E., District One Engineer, NMDOT, on behalf of the District One Office.

### **“Best of New Mexico” Paving Awards**

Brian Jones, Executive Director, Asphalt Pavement Association of New Mexico (APANM), presented the 2021 Best of New Mexico Paving Awards. Districts 1, 2, 3, and 4 received awards.

### **District Two Update**

Francisco Sanchez, P.E., District Two Engineer, NMDOT, recognized certain District Two staff members in attendance at the meeting and thereafter provided an update (via video recording) regarding District Two, during which he discussed the District’s construction, maintenance and pavement preservation projects and other activities. He also reported on the District’s Employee Recognition Program, acknowledged recent award winners and thanked all District Two staff members for their work. In closing, District Engineer Sanchez discussed the sad loss of District Two employee, Mittie Runyon, who was killed in a work zone crash in December. He and numerous other District Two employees paid tribute to her and expressed what her loss means to them both personally and professionally, and to the entire NMDOT family.

### **Staff Briefings**

### **Secretary’s Report**

Michael Sandoval, Cabinet Secretary, NMDOT, reported regarding the 2022 Legislative Session. When he began his tenure as Cabinet Secretary, he had a legislative agenda of 15 bills he wanted to get passed. The last of those bills, Construction Manager General Contractor (CMGC), was finally passed in the 2022 Session and signed into law by the Governor in February.

He explained that Design/ Bid/Build is the procurement option most used by NMDOT. Another option is the Design/Build process; however, the threshold for that process was statutorily set at \$50 million or above, so NMDOT was only able to use it for larger projects. Now there is a third procurement option, CMGC, a process whereby the designer and construction contractor begin working together from the beginning of the project and move forward. The CMGC bill also removed the \$50 million threshold from the Design/Build process.

NMDOT's budget this year is approximately \$1.5 billion. It is the highest budget NMDOT has ever had. \$1.1 billion derives from regular revenue: Gasoline Tax and other taxes and fees. NMDOT also received just over \$370 million of General Fund money. NMDOT was given a list of projects and suggestions for the money but has the autonomy to use it as needed. The list included \$5 million for airports; up to \$20 million for cost overruns; discretionary funding for maintenance, to be divided among the Districts; \$25 million to help with materials supply chain issues, mainly for I-40 and I-10 projects; up to \$10 million for bridges, etc. Due to inflation, project costs are now 20% to 50% higher than originally estimated because of materials costs and high gasoline prices. The remainder of the funding will be used for major investment projects, 10 to 12 of which were identified in House Bill 2. Within 30 days, NMDOT will have a plan for how the money will be spent.

Regarding the new federal infrastructure law, this year through formula funding, NMDOT will receive approximately \$84 million in additional funds, which will increase about \$10 - \$15 million per year over the 5-year life of the bill. The money is divided among several different programs, including new programs, e.g., NMDOT will receive \$13 million for the new carbon reduction program. New Mexico received \$45 million in federal funds for bridges this year and will receive that funding over the next four years as well. Some of the money will be used for

major projects; 15% must be used at the local level. \$5.38 million has also been released for electric vehicle charging stations. NMDOT's implementation plan for installing charging stations throughout the state is almost complete. Charging will be fee based.

Secretary Sandoval also reported that due to NMDOT's present critical need to hire employees more quickly than usually possible through the State Personnel Office (SPO) process, the Governor granted NMDOT an exemption. Accordingly, NMDOT is now – in compliance with SPO rules – processing all personnel transactions internally.

Commissioner Taylor commented regarding giving consideration to the recovery of some of the costs of installing electric vehicle charging stations and developing a process for taxing electric vehicles given that they do not use fuel and thus do not pay any highway tax. It is important to realize there will be a lot of costs involved in transitioning to electric vehicle use, including the need to increase electricity production and replace transformers and transmission lines. Secretary Sandoval responded that NMDOT is currently working with electric companies to determine where there is capacity to place charging stations. Regarding NMDOT recovering costs, he stated that the last few years, bills to raise electric vehicle registration fees have been introduced, but they have also included tax credits.

In closing, Secretary Sandoval mentioned that the Legislature approved salary increases for all employees: a 3% raise in April and then at least a 4% raise in July, or a total of 7%. Some employees may receive more based on a formula calculation.

### **Federal Highway Administration (FHWA) Report**

Cindy Vigue, New Mexico Division Administrator, FHWA, reported that on March 15, 2022, the President of the United States signed the Consolidated Appropriations Act, that provided

FHWA, New Mexico with the full year apportionment funding it has been waiting for, including \$7.6 million for the Carbon Reduction Program and \$13.4 million for the Protect Formula Program. FHWA needs to develop the guidance for these funds over the next 60 days. FHWA will also receive additional appropriative funding, the remainder of the \$84 million Secretary Sandoval mentioned earlier in the meeting. There are also 11 proposed earmarks, including: \$3.5 million proposed by Senators Heinrich and Lujan for a downtown Clovis construction project and \$1.5 million, also proposed by Senators Heinrich and Lujan, for NM 31 and NM 128 for preliminary engineering. In addition, three programs are being released at the same time: (1) Mega (for larger projects); (2) Infra (continuation of the existing program); and (3) Rural, a new program in which \$300 million will be available for rural projects. Information can be found at: [www.transportation.gov/grants](http://www.transportation.gov/grants), or entities may contact Ms. Vigue directly. The deadline to apply for grants is May 23, 2022.

## **Finance Reports**

### **New Mexico Finance Authority (NMFA) Report**

Mark Lovato, Managing Director, Investments, NMFA, provided an update regarding NMDOT's investment portfolio funds under NMFA management and NMDOT/NMFA's outstanding bond debt service as of February 28, 2022. During the month of February, NMFA received a total of \$31 million toward NMDOT's debt service (for January and February). Accordingly, NMFA is presently holding approximately \$100.8 million in debt service funds. It is also holding \$309.1 million in project funds: \$302.4 million in NMDOT's 2021A project account and \$6.7 million in NMDOT's 2014A project account. NMDOT has a \$50 million line of credit at Wells Fargo pursuant to certain agreements with BNSF. It was just renewed for an

additional three years. It will now expire on June 30, 2025. The terms were not changed except that LIBOR has been replaced with the secured overnight financing rate, due to LIBOR being phased out. The draw portion will now be +.77%, and the unused portion, which is the Commitment Fee, is 19 basis points. Therefore, it costs approximately \$100,000 per year to keep the line of credit in place. NMDOT has had a line of credit in place since July 2013 and has paid \$808,389 in Commitment Fees since that date. NMDOT's outstanding bond debt currently totals \$998.2 million. A payment in the amount of \$145,688,325 (\$121,170,000 plus interest in the amount of \$24,518,325) is due on June 15, 2022. Including NMDOT's December 15, 2021, interest only debt service payment in the amount of \$22,693,658, NMDOT's total debt service for the fiscal year was approximately \$168,381,983.

### **NMDOT Financial Status Update**

Mallery Manzanares, Administrative Services Director, NMDOT, presented the NMDOT financial status update as of March 1, 2022. NMDOT's FY22 budget as of that date was \$903.3 million. State Road Fund: To date, NMDOT has received a total of \$580.6 million in revenue and spent \$590.5 million. Restricted Funds: To date, NMDOT has received \$65.6 million in revenue and spent \$39.6 million. Mrs. Manzanares also discussed NMDOT's FY22 cash balances for operating budget funds: Road Fund: \$368.7 million; Restricted Funds: \$97.6 million; and Total Cash Balance: \$466.3 million. At present, NMDOT's projected FY22 year end fund balances ("savings account" amounts) are: Road Fund: \$24.8 million; Restricted Funds: \$47.6 million; and Operating Fund (agency total): \$72.4 million.



## **Approval of FY22 Budget Adjustment Request (BAR) No. 14 - FHWA Apportionment and Releases**

Mallery Manzanares, Administrative Services Director, NMDOT, presented and requested approval of FY22 BAR No. 14 - P562 – PDC – FHWA Apportionment and Releases. The BAR is required to establish budget authority for the FHWA program. It will increase Contractual Services (Category 300) by \$137.3 million, \$117.4 of which are federal funds, and \$19.9 million is state match. The BAR will accommodate the increase in the federal apportionment NMDOT received as a result of the federal Infrastructure Investment and Job Act (IIJA), signed into law by President Biden on November 15, 2021. State Road Fund balance will support the state match.

**Chairman Adams asked for a motion to approve FY22 BAR No. 14 - FHWA Apportionment and Releases; Commissioner Taylor made a motion to so approve; Commissioner Ellis seconded; motion carried unanimously.**

## **Policy Reports**

### **Proposed Amendments to Commission Policy No. 1, *New Mexico State Transportation Commission Organization and Meetings* (“CP 1”)**

Ken Baca, General Counsel, NMDOT, briefed the STC regarding certain proposed amendments to CP 1 that were made to follow up on an issue Chairman Adams mentioned at the January 6, 2022 STC meeting regarding whether or not the current law allows STC Commissioners to participate in commission meetings via Zoom, Microsoft Teams, or other similar technology. The Open Meetings Act includes a provision that allows for participation by telephone conference or other similar communications equipment, as long the agency that is affected adopts or

promulgates a rule allowing such participation. NMDOT does have such a rule, 18.1.5.9 NMAC, *State Transportation Commission Meetings*, and also a Commission Policy that adopts the Open Meetings Act language. CP 1 is similar but it adds the word “television”, so it allows participation by telephone conference, television or other similar communications equipment. Although current law allows that sort of participation, it may be best to amend CP 1 to clarify (1) that the Commissioners may participate remotely; and (2) to add that the participation, either remote or virtual, can be via a live streaming technology, including but not limited to Zoom or Microsoft Teams. Accordingly, this item will be presented to the STC for consideration and approval at the next STC meeting.

Chairman Adams asked for clarification that (1) Commissioners may participate and vote via Zoom; and (2) the Commissioner’s participation via such means may be to establish a quorum. Mr. Baca confirmed that is correct.

**Initial Rulemaking Action for the Repeal and Replacement of NMDOT Rules 18.20.3 NMAC, *Driver Education Schools*; 18.20.8 NMAC, *Driving Safety Schools*; 18.20.10 NMAC, *New Mexico’s Motorcycle Training Program*; 18.20.11 NMAC, *Ignition Interlock Devices*; and 7.32.20 NMAC, *Driving While Impaired (DWI) Schools***

Leann Adams, Staff Manager, Traffic Safety Division, NMDOT, presented and requested the STC’s approval to initiate rulemaking action for the repeal and replacement of NMDOT rules 18.20.3 NMAC, *Driver Education Schools*; 18.20.8 NMAC, *Driving Safety Schools*; 18.20.10 NMAC, *New Mexico’s Motorcycle Training Program*; 18.20.11 NMAC, *Ignition Interlock Devices*; and 7.32.20 NMAC, *Driving While Impaired (DWI) Schools*. Ms. Adams outlined certain proposed revisions to the subject rules.

Commissioner Lundstrom asked if NMDOT provides driving simulators in driver education classrooms. Ms. Adams stated that presently there is no funding for the devices.

**Chairman Adams asked for a motion to approve the initiation of rulemaking action for the repeal and replacement of NMDOT rules 18.20.3 NMAC, *Driver Education Schools*; 18.20.8 NMAC, *Driving Safety Schools*; 18.20.10 NMAC, *New Mexico's Motorcycle Training Program*; 18.20.11 NMAC, *Ignition Interlock Devices*; and 7.32.20 NMAC, *Driving While Impaired (DWI) Schools*; Commissioner Chynoweth made a motion to so approve; Commissioner Lundstrom seconded; motion carried unanimously.**

#### **Proposal to Transfer Roads Pursuant to Cooperative Agreement with the Town of Bernalillo**

Justin Gibson, P.E., District Three Engineer, NMDOT, discussed the US 550 corridor project that commenced in 2012. The project will be completed this year. He briefed the STC on the details of the proposed road transfer, which involves transferring jurisdiction and perpetual maintenance responsibilities of the subject roads to the Town of Bernalillo. If the STC approves the proposed transfer, NMDOT's maintenance responsibilities will be reduced. District Three is in the process of drafting a related maintenance agreement. This matter will be presented to the STC for approval at its next meeting.

#### **Final Rulemaking Action Regarding Proposed New NMDOT Rule, 18.24.1 NMAC, *Autonomous Motor Vehicle Testing***

Charles Remkes, P.E., ITS Operations Manager, NMDOT, presented and requested the STC's approval to conclude rulemaking action for proposed new NMDOT rule, 18.24.1 NMAC,

*Autonomous Motor Vehicle Testing.* In May 2021, the STC approved initiation of the rulemaking process. Over the last six months, NMDOT held two public hearings, one on November 16, 2021, and one on March 10, 2022. During the hearings, NMDOT received oral and written comments on the proposed rule. He discussed the comments and stated they resulted in only minor technical changes to the final rule.

**Chairman Adams asked for a motion to approve final rulemaking action regarding proposed new NMDOT Rule, 18.24.1 NMAC, *Autonomous Motor Vehicle Testing*; Commissioner Chynoweth made a motion to so approve; Commissioner Lundstrom seconded; motion carried unanimously.**

**Briefing Regarding Proposed Lincoln County Request to Designate Certain Segments of NM 37 and NM 48 for the Operation of Recreational Off-Highway Vehicles (ROVs)**

Francisco Sanchez, P.E., District Two Engineer, NMDOT, briefed the STC regarding Lincoln County's proposed request to designate certain segments of NM 37 and NM 48 for the operation of ROVs. The designation would extend the existing ROV route on NM 48 within the Village of Ruidoso. The specific state highway segments that Lincoln County has requested to be designated are more particularly described as: from a point at the northern Village of Ruidoso city limits, mile marker 7.8 on NM 48 north to the intersection of NM 37, thence west on NM 37 to the turnoff to Bonito Lake. District Engineer Sanchez feels confident in recommending the proposed designation to the STC since the subject highway segments have safety features, including guard rails. He also stated the proposed route meets all of the conditions set forth in Commission Policy 71.

**Briefing Regarding Proposed Eddy County Request to Designate a Certain Segment of NM 137 for the Operation of Recreational Off-Highway Vehicles (ROVs)**

Francisco Sanchez, P.E., District Two Engineer, NMDOT, briefed the STC regarding Eddy County's proposed request to designate a certain segment of NM 137 for the operation of ROVs. The specific state highway segment that Eddy County has requested to be designated is more particularly described as: NM 137 from approximately mile marker 14.7 to approximately mile marker 21.5. The proposed designation would complement the community and surrounding area. The area is heavily used by hunters, who are presently unable to use ROVs on the subject highway segment. The proposed designation, if approved, would allow them, as well as other members of the public, to do so. District Two will recommend the STC's approval of the proposed designation at its next meeting.

**Adjournment**

**Chairman Adams asked for a motion to adjourn the regular meeting at 12:16 p.m.; Commissioner Lundstrom made a motion to adjourn the regular meeting; Commissioner Ellis seconded. Motion carried unanimously.**

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**Chairman**

**Walter G. Adams**

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**Secretary**

**Charles Lundstrom**

# **Agenda Item 4**

- 4. Introductions: Walter G. Adams, Chairman
  - a. Elected Officials
  - b. Commission Members
  - c. NMDOT Executive Staff

# **Agenda Item 5**

Welcoming Remarks: Walter G. Adams, Chairman

# **Agenda Item 6**

## **Public Comment**



# **Agenda Item 7**

County of Lincoln ("County")  
request to designate a certain  
segment of NM 37 and NM 48  
for the Operation of  
Recreational Off-Highway  
Vehicles ("Route Designation  
Request")

# Commission Brief

**SUBJECT:** Lincoln County “County” request to designate a certain segment of NM 48 for the operation of Recreational Off-Highway Vehicles (“Route Designation Request”).

**PRESENTER:** Francisco Sanchez, P.E., Assistant District 2 Engineer, NMDOT

**REFERENCE MATERIAL:** County submission package supporting Route Designation Request.

**BACKGROUND:** In accordance with the Off-Highway Motor Vehicle Act, NMSA 1978, Sections 66-3-1001.1 and 66-3-1011, and NMSA 1978, Section 67-3-2(D), and pursuant to the provisions of Commission Policy 71, *Recreational Off-Highway Vehicles on Paved State Highways* (“CP 71”), the County has submitted a Route Designation Request to the Commission. The specific state highway segment that the County has requested to be designated as a recreational off-highway vehicle route (“Designated Route”) is depicted on the maps included in the attached County submission package and is more particularly described in proposed Commission Resolution No.2022-05 (APR) Designating A Certain Segment of NM 37 and NM 48 for Operation of Recreational Off-Highway Vehicles (“ROVs”), which is also attached hereto.

**ACTION:** Commission approval of the County’s Route Designation Request and adoption of Commission Resolution No. 2022-05 (APR) contingent upon the following conditions: (1) the County and NMDOT’s execution of an agreement defining the roles and responsibilities for construction and maintenance of Designated Route facilities, including signage, the terms and conditions for ROV operation, and the allocation of legal responsibilities pertaining to use of ROVs and the Designated Route; (2) construction and completion of any improvements to the Designated Route, including signage required by NMDOT for the operation of ROVs, except that the Secretary of NMDOT may authorize use of the Designated Route utilizing temporary traffic control devices while the remaining contingencies are completed; (3) that all-terrain vehicles (“ATVs”) shall not be operated upon the Designated Route; and (4) the County shall be responsible for patrolling the Designated Route and enforcing the provisions of the Off-Highway Motor Vehicle Act and CP 71.

August 15, 2019

**STATE OF NEW MEXICO**

**STATE TRANSPORTATION COMMISSION**

**RESOLUTION NO. 2022-05 (APR)**

**DESIGNATING A CERTAIN SEGMENT OF NM 37 and NM 48 FOR OPERATION OF  
RECREATIONAL OFF-HIGHWAY VEHICLES (ROVs)**

WHEREAS, on or about October 19, 2021, in accordance with the Off-Highway Motor Vehicle Act, NMSA 1978, Sections 66-3-1001.1 and 66-3-1011, and NMSA 1978, Section 67-3-2(D), and pursuant to the provisions of New Mexico State Transportation Commission Policy 71, *Recreational Off-Highway Vehicles on Paved State Highways* (“CP 71”), the County of Lincoln (the “County”) passed, approved and adopted Resolution No. 2021-22 requesting the New Mexico State Transportation Commission to designate a certain segment of the state highway system for the operation of ROVs (“Route Designation Request”); and

WHEREAS, the specific state highway segment that the County requested to be designated as an ROV route is depicted on the attached map, and is more particularly described as: from a point at the northern limits of the Village of Ruidoso at approximately mile marker 7.8 on NM 48 to the intersection of NM 37; thence West on NM 37 to the turnoff to Bonito Lake.

WHEREAS, on October 16, 2018, in support of its ROV Route Designation Request, the County passed, approved, and adopted Ordinance No. 2018-02 to allow the operation of ROVs on paved streets or highways owned or controlled by the County; and

WHEREAS, CP 71 authorizes the New Mexico State Transportation Commission to designate segments of the state highway system for the operation of ROVs where the use of such vehicles complements the character of the community, and reasonably safe conditions can be maintained;

WHEREAS, CP 71 does not authorize the New Mexico State Transportation Commission to designate segments of the state highway system for the operation of all-terrain vehicles (“ATVs”); and

WHEREAS, on October 4, 2021, Lincoln County Sheriff, Michael T. Wood, submitted a letter to the New Mexico State Transportation Commission supporting the County’s ROV Route Designation Request; and

WHEREAS, on April 19, 2022, in accordance with the provisions of CP 71, the New Mexico Department of Transportation (“NMDOT”) through its District Two Engineer, submitted to the New Mexico State Transportation Commission its recommendation verifying that ROVs can be operated with reasonable safety on the Designated Route; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NEW MEXICO STATE TRANSPORTATION COMMISSION recognizes the importance of approving the County’s ROV

Route Designation Request for the promotion of tourism and recreation in and around the County as it applies to ROVs and in conformity with CP 71; and

BE IT FURTHER RESOLVED, THAT THE NEW MEXICO STATE TRANSPORTATION COMMISSION, grants the County's ROV Route Designation Request contingent upon the following conditions: (1) the County and NMDOT's execution of an agreement by and between the County and NMDOT, which defines the roles and responsibilities for construction and maintenance of Designated Route facilities, including signage, the terms and conditions for ROV operation, and the allocation of legal responsibilities pertaining to the use of ROVs on the Designated Route; (2) construction and completion of any improvements to the Designated Route, including signage, required by NMDOT for the operation of ROVs, except that the Secretary of NMDOT may authorize use of the Designated Route utilizing temporary traffic control devices while the remaining contingencies are completed; (3) that all-terrain vehicles ("ATVs") shall not be operated upon the Designated Route; and (4) the County shall be responsible for patrolling the Designated Route and enforcing the provisions of the Off-Highway Motor Vehicle Act and CP 71.

ADOPTED BY THE STATE TRANSPORTATION COMMISSION IN OPEN MEETING ON April 25, 2022.

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Walter G. Adams, Chairman  
District 4

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Jennifer Sandoval, Vice-Chair  
District 1

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Charles Lundstrom, Secretary  
District 6

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Bruce Ellis, Commissioner  
District 2

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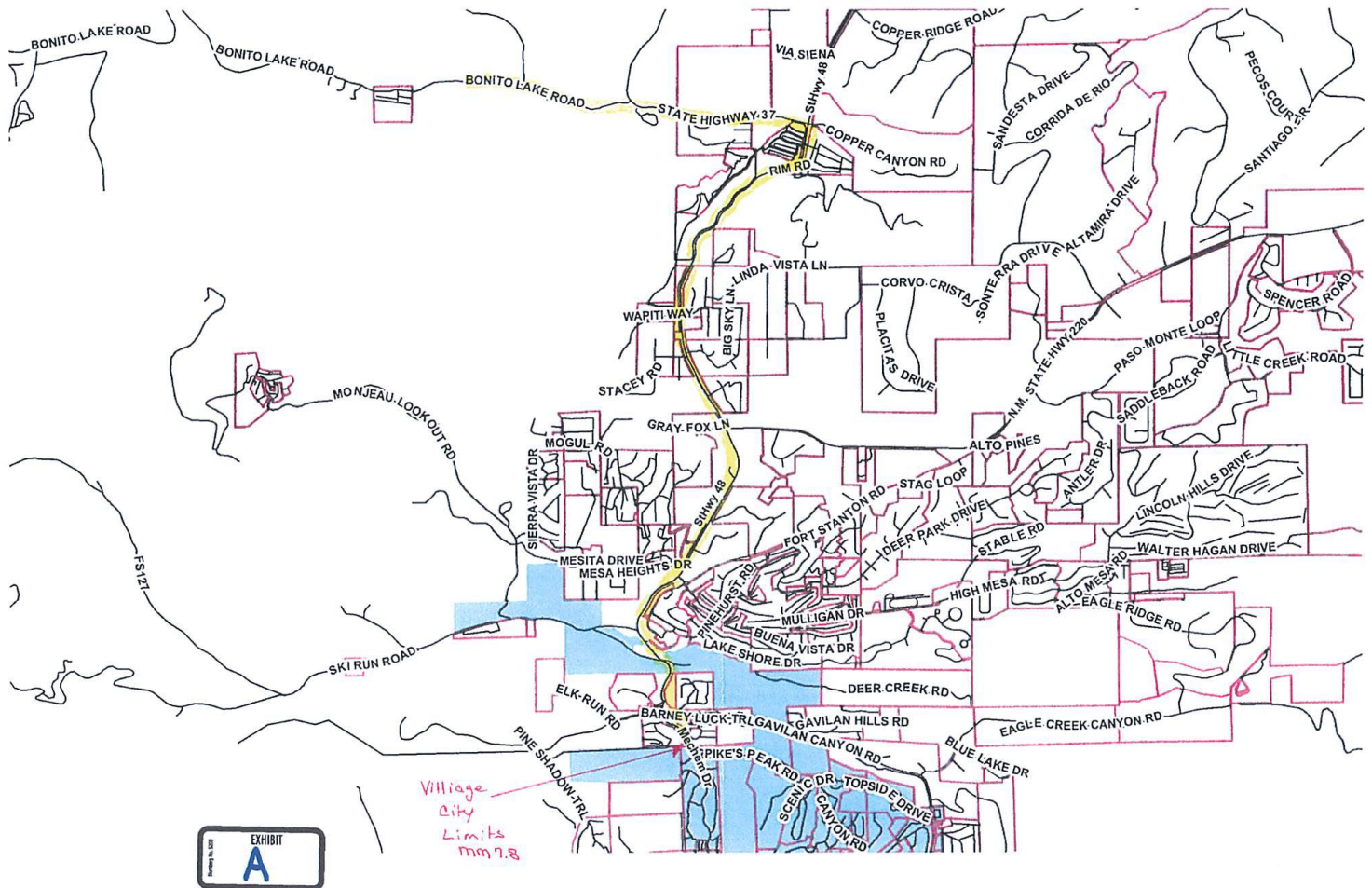
Hilma E. Chynoweth, Commissioner  
District 3

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Thomas C. Taylor, Commissioner

## District 5

## Exhibit A



# **Agenda Item 8**

Approval of FY23  
Operating Budget

# Commission Brief

**SUBJECT:**

**FY23 Operating Budget**

**PRESENTER:** Mallika Pung, Economist Supervisor and Mallery  
Manzanares, ASD

**BACKGROUND:****ACTION: REQUEST APPROVAL**



Abstract geometric lines in the top left corner of the page, consisting of several overlapping, irregular polygons and lines that create a complex, layered effect.

# FISCAL YEAR 2023 OPERATING BUDGET

JULY 2022- JUNE 2023

# STATE ROAD & RESTRICTED FUND REVENUE

## JANUARY 2022

NMDOT State Revenue Sources - Fiscal Years 2010 thru 2026

Table 1

(Dollars in thousands)

Table 1  (Dollars in thousands)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	(P-M) P-M/M	Q	R	S	
	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22		FY23		FY22 to FY23		FY24	FY25	FY26
													Jan-21 Leg. Bud.	Jan-22 Revenue	Jul-21 Bud. Req.	Jan-22 Leg. Bud.	Budget Growth		Jan-22 Long Run	Jan-22 Long Run	Jan-22 Long Run
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Estimate	Update	Estimate	Estimate	Change	% Diff	Estimate	Estimate	Estimate
Road Fund:																					
Road Fund -- Ordinary Revenue:																					
1 Gasoline Tax	109,163	109,282	104,987	111,795	107,998	110,672	110,892	113,022	116,147	117,365	111,778	116,278	113,500	118,100	117,300	117,500	4,000	3.5%	117,500	117,700	118,500
2 Special Fuel Tax	88,029	91,078	92,326	92,563	92,923	97,566	97,341	100,066	108,141	113,383	118,279	122,092	118,400	134,600	127,600	133,600	15,200	12.8%	135,600	138,500	142,100
3 Weight/Distance	69,598	74,916	72,786	73,489	75,367	79,985	82,990	84,008	86,278	94,016	92,251	99,685	95,600	104,350	104,400	106,100	10,500	11.0%	108,600	111,400	114,400
4 Vehicle Registration	72,863	73,445	75,626	74,135	76,218	75,455	80,774	79,232	80,204	82,453	79,312	84,863	81,150	83,620	85,170	84,490	3,340	4.1%	84,980	85,370	86,690
5 Trip Tax	5,488	5,973	5,689	5,045	4,666	5,232	5,973	5,951	6,124	6,758	6,227	8,044	7,600	9,300	8,210	9,300	1,700	22.4%	9,350	9,400	9,450
6 Driver's License	4,493	4,718	4,424	4,227	4,193	4,158	3,841	3,816	4,191	4,117	4,028	4,629	4,330	4,610	4,450	4,700	370	8.5%	4,700	4,700	4,700
7 Oversize/Overweight	3,778	4,687	4,820	4,805	5,026	5,229	4,997	5,104	6,412	7,225	7,173	7,028	7,490	7,710	7,880	7,640	150	2.0%	7,680	7,590	7,520
8 Public Regulatory Commission Fees (UCR)	1,420	2,740	881	3,191	2,009	3,362	3,403	3,291	3,359	5,891	2,933	3,686	3,300	3,300	3,300	3,300	-	0.0%	3,300	3,300	3,300
9 MVD Miscellaneous	2,735	2,725	2,991	3,100	3,302	3,509	5,426	5,260	6,322	6,407	5,510	4,571	6,000	4,900	6,200	5,000	(1,000)	-16.7%	5,100	5,200	5,300
10 Vehicle Transaction	1,041	1,065	1,114	1,163	1,200	1,173	1,298	1,158	1,153	1,148	1,003	1,123	1,130	1,180	1,140	1,200	70	6.2%	1,200	1,200	1,200
11 Motor Vehicle Excise Tax*	-	-	-	-	-	-	-	-	-	6,562	5,934	7,489	47,960	53,460	49,850	54,580	6,620	13.8%	53,680	54,550	56,610
12 Subtotal Ordinary Income	358,609	370,629	365,645	373,513	372,902	386,340	396,935	400,910	418,330	445,325	434,428	459,488	486,460	525,130	515,500	527,410	40,950	8.4%	531,690	538,910	549,770
Road Fund -- Extraordinary Income:																					
13 All Other (Reimbursements, Asset Sales, etc.)	6,568	6,584	10,375	10,354	6,493	12,365	5,442	5,594	6,094	8,651	8,493	3,844	2,200	2,200	2,200	2,200	-	0.0%	2,200	2,200	2,200
14 Rail Runner Track Maintenance Fees	2,000	2,350	17	2,014	1,782	2,143	3,031	4,989	4,202	2,938	3,229	4,506	2,000	2,000	2,000	2,000	-	0.0%	2,000	2,000	2,000
15 Road Fund Interest	16	95	108	209	80	39	133	310	1,037	4,222	6,316	345	2,580	290	680	535	(2,045)	-79.3%	585	550	645
16 Subtotal Extraordinary Income	8,584	9,029	10,500	12,576	8,355	14,547	8,607	10,893	11,333	15,811	18,037	8,694	6,780	4,490	4,880	4,735	(2,045)	-30.2%	4,785	4,750	4,845
17 TOTAL (Recurring) ROAD FUND	367,193	379,658	376,145	386,089	381,257	400,887	405,542	411,803	429,663	461,136	452,465	468,182	493,240	529,620	520,380	532,145	38,905	7.9%	536,475	543,660	554,615
18 WIPP Settlement (Nonrecurring)							7,200	-	26,800	-	-	-	-	-	-	-	-	-	-	-	
19 Motor Vehicle Excise Tax to D2 (1% point) in FY20-21							-	-	-	-	47,591	60,202	sunset	sunset	sunset	sunset	-	-	sunset	sunset	sunset
20 TOTAL ROAD FUND	367,193	379,658	376,145	386,089	381,257	400,887	412,742	411,803	456,463	461,136	500,056	528,384	493,240	529,620	520,380	532,145	38,905	7.9%	536,475	543,660	554,615

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

NMDOT State Revenue Sources - Fiscal Years 2010 thru 2026

Table 2

(Dollars in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	(P-M)	P-M/M	Q	R	S
	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22		FY23		FY22 to FY23		FY24	FY25	FY26
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Jan-21 Leg. Bud. Estimate	Jan-22 Revenue Update	Jul-21 Bud. Req. Estimate	Jan-22 Leg. Bud. Estimate	Budget Growth		Jan-22 Long Run Estimate	Jan-22 Long Run Estimate	Jan-22 Long Run Estimate
																	Change	% Diff			
<b>Other Funds:</b>																					
<b>Highway Infrastructure Fund:</b>																					
21 Leased Vehicle Gross Receipts	5,397	5,657	5,731	5,214	5,889	5,773	5,949	5,964	6,220	6,760	5,345	4,120	4,400	6,740	6,390	6,770	2,370	53.9%	6,900	7,040	7,180
22 Tire Recycling Fees	1,791	1,806	1,831	1,807	1,836	1,810	1,943	1,868	1,878	1,910	1,849	1,995	1,900	1,980	1,930	2,000	100	5.3%	2,000	2,020	2,020
23 Interest	18	16	16	25	7	6	13	11	13	74	94	4	30	3	6	6	(24)	-80.0%	7	6	7
24 Total Highway Infrastructure Fund	7,206	7,479	7,579	7,047	7,732	7,589	7,905	7,842	8,111	8,744	7,288	6,119	6,330	8,723	8,326	8,776	2,446	38.6%	8,907	9,066	9,207
25 Total State Infrastructure Bank	597	83	29	45	15	17	45	105	177	527	328	15	130	13	30	24	(106)	-81.5%	26	25	29
<b>Local Governments Road Fund:</b>																					
26 Local Governments Road Fund Interest	24	33	30	46	15	19	50	115	208	782	908	47	320	40	90	70	(250)	-78.1%	80	75	85
27 Special Fuel	9,200	9,546	9,659	9,709	9,753	10,218	10,185	10,478	11,301	11,830	12,341	12,749	12,380	14,080	13,350	13,980	1,600	12.9%	14,190	14,500	14,870
28 PPL Fee	6,725	6,775	6,612	6,926	6,768	6,986	7,000	7,165	7,485	7,651	7,561	7,788	7,630	8,060	8,020	8,130	500	6.6%	8,180	8,260	8,380
29 DWI reinstatement fees & ID cards	784	1,015	971	929	896	896	919	783	787	795	727	747	730	800	730	815	85	11.6%	825	830	830
30 Gasoline Tax (MAP)	2,145	2,147	2,066	2,195	2,123	2,174	2,178	2,218	2,277	2,300	2,195	2,280	2,230	2,315	2,300	2,305	75	3.4%	2,305	2,305	2,320
31 Leased Vehicle Gross Receipts	1,799	1,886	1,910	1,738	1,963	1,924	1,983	1,988	2,073	2,253	1,782	1,373	1,500	2,250	2,130	2,260	760	50.7%	2,300	2,350	2,390
32 Total Local Governments Road Fund	20,677	21,402	21,249	21,543	21,518	22,217	22,314	22,748	24,130	25,611	25,514	24,984	24,790	27,545	26,620	27,560	2,770	11.2%	27,880	28,320	28,875
<b>Transportation Project Fund:</b>																					
33 Motor Vehicle Excise Tax (0.75% points)**													41,130	45,860	42,750	46,820	5,690	13.8%	46,050	46,790	48,550
34 Total Transportation Project Fund:													41,130	45,860	42,750	46,820	5,690	13.8%	46,050	46,790	48,550
<b>Aviation Fund:</b>																					
35 Gasoline Taxes (Aviation)	387	387	372	395	383	392	393	400	411	415	396	412	402	418	415	416	14	3.5%	416	416	419
36 Aviation Jet Fuel	1,852	1,667	2,808	1,952	1,542	1,243	661	639	1,042	1,002	690	195	810	895	750	860	50	6.2%	815	790	780
37 Aircraft License Fees	74	66	68	60	69	48	64	50	52	56	54	50	50	50	53	53	3	6.0%	55	55	55
38 0.046% General Fund GRT (Air Service)	779	855	747	0	1,106	1,009	931	951	1,103	1,284	1,430	1,374	1,250	1,450	1,430	1,520	270	21.6%	1,560	1,610	1,660
39 General Fund (2007 Enhancement)	3,000	3,000	3,000	3,000	3,000	3,000	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
40 Aviation Fund Interest Earnings	8	16	20	36	12	14	31	56	98	409	493	19	210	15	40	30	(180)	-85.7%	32	30	35
41 Total Aviation Fund Income	6,100	5,991	7,016	5,443	6,112	5,707	5,080	5,097	5,706	6,166	6,063	5,049	5,722	5,828	5,688	5,879	157	2.7%	5,878	5,901	5,949
<b>Transportation Fund:</b>																					
42 Motorcycle Registration (Fund 20600)	130	135	138	135	133	135	133	114	127	123	115	124	125	125	125	125	-	0.0%	125	125	125
43 Motorcycle Train. Fund Interest (20600)	1	0	0	0	0	0	0	0	0	0	1	0	-	-	-	-	-	0.0%	0	0	0
44 Driver Improvement Fees (10020)	331	349	340	319	271	274	256	226	243	222	182	189	200	200	200	200	-	0.0%	200	200	200
45 DWI Prevention (20700)	650	486	530	513	517	487	472	421	434	446	368	426	435	450	435	460	25	5.7%	460	460	460
46 Traffic Safety Fees (Fund 20800)	469	446	419	390	526	404	1,090	632	640	601	460	401	530	475	510	480	(50)	-9.4%	490	500	500
47 Traffic Safety Fees Interest (20800)	3	3	2	2	1	0	2	7	11	51	62	2	30	2	4	4	(26)	-87.7%	4	4	4
48 Community DWI Prevention Fee (20800)	1,000	1,017	838	789	363	426	513	375	363	360	337	328	350	320	350	340	(10)	-2.9%	350	350	350
49 Red Light Fees (from AOC) (20800)			144	153	158	109	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
50 Traffic Safety - Interlock Device (82600)	700	2,029	1,167	1,054	810	777	755	704	415	426	352	418	425	435	425	440	15	3.5%	440	440	440
51 Total Transportation Fund Income	3,284	4,466	3,578	3,356	2,779	2,611	3,221	2,480	2,233	2,228	1,878	1,889	2,095	2,007	2,049	2,049	(46)	-2.2%	2,069	2,079	2,080
52 TOTAL Restricted Funds Revenue	37,863	39,421	39,450	37,434	38,156	38,141	38,564	38,271	40,357	43,276	41,071	38,058	80,197	89,976	85,463	91,108	10,911	13.6%	90,810	92,181	94,690
53 TOTAL (Recurring) NMDOT Revenue	405,056	419,079	415,595	423,523	419,413	439,028	444,106	450,074	470,020	504,412	493,536	506,240	573,437	619,596	605,843	623,253	49,816	8.7%	627,285	635,841	649,305
54 WIPP Settlement (Nonrecurring)							7,200	-	26,800	-	-	-	-	-	-	-	-	-	-	-	-
55 Motor Vehicle Excise Tax to D2 (1% point)							-	-	-	-	47,591	60,202	sunset	sunset	sunset	sunset	-	sunset	sunset	sunset	sunset
56 TOTAL NMDOT STATE REVENUES	405,056	419,079	415,595	423,523	419,413	439,028	451,306	450,074	496,820	504,412	541,126	566,442	573,437	619,596	605,843	623,253	49,816	8.7%	627,285	635,841	649,305

\*\*SB 20 (2021) transferred the Motor Vehicle Excise distribution from the LGRF to the Transportation Project Fund

## Department of Transportation

**FY23 Operating Budget: \$1.2 billion, a \$167.3 million increase from the FY23 Budget Request.**

- **This appropriation is supported by (Revenues):**
  - \$532.1 million of State Road Fund.
  - \$91.1 million of Restricted Fund.
  - \$8.3 million of transfer from TRD and DFA.
  - \$521.2 million of Federal Revenue.
- **Program Budget:**
  - \$774.0 million Project, Design & Construction.
  - \$318.0 million Highway Operations.
  - \$50.0 million Business Support.
  - \$76.4 million Modal.
- **FY23 Budget Request vs. FY23 Operating Budget:**
  - State Revenue increased by \$11.8 million.
  - Restricted Revenue increased by \$5.6 million.
  - Federal Revenue increased by \$84.2 million.
  - State Road & Restricted Fund Balance added \$65.6 million.
  - Career employees will receive a minimum of 4% salary increase.

AGENCY		A	B	C
		FY23 Budget Request	FY23 Approved Budget	Dollar Change (B-A)
1	<b>Expenditures</b>			
2	200 - Personal Services and Employee Benefits	\$177,613.9	\$202,732.5	\$25,118.6
3	300 - Contractual Services	\$476,724.4	\$599,074.4	\$122,350.0
4	400 - Other	\$396,792.4	\$416,593.4	\$19,801.0
5	500 - Other Financing Uses	\$0.0	\$0.0	\$0.0
6	<b>Total Expenditures</b>	<b>\$1,051,130.7</b>	<b>\$1,218,400.3</b>	<b>\$167,269.6</b>
7				
8				
9	<b>Revenues</b>			
10	<b>State Revenues</b>			
11	State Road Fund (SRF)	\$520,380.0	\$532,145.0	\$11,765.0
12	Highway Infrastructure Fund (HIF) -- Restricted	\$8,326.0	\$8,776.0	\$450.0
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0
14	Local Government Road Fund (LGRF) -- Restricted	\$26,620.0	\$27,560.0	\$940.0
15	Transportation Project Fund (TPF)- Restricted	\$42,750.0	\$46,820.0	\$4,070.0
16	State Aviation Fund -- Restricted	\$5,688.0	\$5,879.0	\$191.0
17	Transportation/Traffic Safety Funds -- Restricted	\$2,049.0	\$2,049.0	\$0.0
18	<b>Total State Revenues</b>	<b>\$605,813.0</b>	<b>\$623,229.0</b>	<b>\$17,416.0</b>
19	<b>Other Revenues</b>			
20	Transfers from Other State Agencies	\$8,300.0	\$8,300.0	\$0.0
21	<b>Other Revenues</b>	<b>\$8,300.0</b>	<b>\$8,300.0</b>	<b>\$0.0</b>
22	<b>Restricted Fund Balances</b>			
23	State Infrastructure Bank	\$0.0	\$0.0	\$0.0
24	Aviation Fund	\$0.0	\$42.8	\$42.8
25	Traffic Safety	\$0.0	\$5.3	\$5.3
26	Local Government Road Fund	\$0.0	\$0.0	\$0.0
27	HIF	\$0.0	\$0.0	\$0.0
28	WIPP	\$0.0	\$0.0	\$0.0
29	<b>State Road Fund Balances</b>	<b>\$0.0</b>	<b>\$65,596.6</b>	<b>\$65,596.6</b>
30	<b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$65,644.7</b>	<b>\$65,644.7</b>
31	<b>General Funding Estimates</b>			
32	General Fund	\$0.0	\$0.0	\$0.0
33	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
34	<b>Federal Funding Estimates</b>			
35	FHWA Funding	\$402,000.0	\$486,000.0	\$84,000.0
36	National Highway Traffic Safety Administration	\$15,804.1	\$15,884.1	\$80.0
37	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0
38	Federal Transit Administration (FTA)	\$19,213.6	\$19,342.5	\$128.9
39	<b>Total Federal Revenues</b>	<b>\$437,017.7</b>	<b>\$521,226.6</b>	<b>\$84,208.9</b>
40	<b>Total Revenues</b>	<b>\$1,051,130.7</b>	<b>\$1,218,400.3</b>	<b>\$167,269.6</b>



## Project Design & Construction

**\$774.0 million; a \$122.0 million increase from our FY23 Budget Request.**

*This program encompasses construction activities, the Federal Highway Program, debt service, engineering services, local government fund and the transportation project fund. The operating budget is supported by \$177.5 from State Road Fund revenue, \$83.2 million of Restricted Fund revenue, \$483.0 million of Federal Fund revenue and \$30.3 million from State Road Fund Balance.*

### Highlighted Items:

- \$175.1 million Debt Service
- \$462.4 million Construction Projects.
- \$16.0 million 100% State Projects.
- \$27.6 million Local Government Road Fund.
- \$46.8 million Transportation Project Fund

		A	B	C	
		FY23 Budget Request	FY23 Approved Budget	Dollar Change (B-A)	
<b>P562</b>					
1	<b>Expenditures</b>				1
2	200 - Personal Services and Employee Benefits	\$26,654.2	\$30,698.3	\$4,044.1	2
3	300 - Contractual Services	\$371,666.5	\$480,166.5	\$108,500.0	3
4	400 - Other	\$253,703.0	\$263,163.0	\$9,460.0	4
5	500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	5
6	<b>Total Expenditures</b>	<b>\$652,023.7</b>	<b>\$774,027.8</b>	<b>\$122,004.1</b>	6
7					7
8					8
9	<b>Revenues</b>				9
10	<b>State Revenues</b>				10
11	State Road Fund (SRF)	\$175,327.7	\$177,519.0	\$2,191.3	11
12	Highway Infrastructure Fund (HIF) -- Restricted	\$8,326.0	\$8,776.0	\$450.0	12
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	13
14	Local Government Road Fund (LGRF) -- Restricted	\$26,620.0	\$27,560.0	\$940.0	14
15	Transportation Project Fund- Restricted	\$42,750.0	\$46,820.0	\$4,070.0	15
16	State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0	16
17	Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0	17
18	<b>Total State Revenues</b>	<b>\$253,023.7</b>	<b>\$260,675.0</b>	<b>\$7,651.3</b>	18
19	<b>Other Revenues</b>				19
20	Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	20
21	<b>Other Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	21
22	<b>Restricted Fund Balances</b>				22
23	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	23
24	Aviation Fund	\$0.0	\$0.0	\$0.0	24
25	Traffic Safety	\$0.0	\$0.0	\$0.0	25
26	Local Government Road Fund	\$0.0	\$0.0	\$0.0	26
27	HIF	\$0.0	\$0.0	\$0.0	27
28	WIPP	\$0.0	\$0.0	\$0.0	28
29	<b>State Road Fund Balances</b>	<b>\$0.0</b>	<b>\$30,352.8</b>	<b>\$30,352.8</b>	29
30	<b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$30,352.8</b>	<b>\$30,352.8</b>	30
31	<b>General Funding Estimates</b>				31
32	General Fund	\$0.0	\$0.0	\$0.0	32
33	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	33
34	<b>Federal Funding Estimates</b>				34
35	FHWA Funding	\$399,000.0	\$483,000.0	\$84,000.0	35
36	National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	36
37	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	37
38	Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	38
39	<b>Total Federal Revenues</b>	<b>\$399,000.0</b>	<b>\$483,000.0</b>	<b>\$84,000.0</b>	39
40	<b>Total Revenues</b>	<b>\$652,023.7</b>	<b>\$774,027.8</b>	<b>\$122,004.1</b>	40

## Highway Operations

**\$318.0 million; a \$40.3 million increase from our FY23 Budget Request.**

*This program encompasses district operating budget, maintenance activities, field supplies and rest area maintenance and improvements. The operating budget is supported by \$282.7 from State Road Fund revenue, \$3.0 million of Federal Fund revenue and \$32.3 million of State Road Fund Balance.*

### Highlighted Items:

- \$60.3 million for Contract Maintenance.
- \$47.6 million Field Supplies
- \$15.0 million Equipment.
- \$8.7 million Rest Area Maintenance/Improvements.
- \$10.4 million Striping.

<b>P563</b>			
	<b>A</b>	<b>B</b>	<b>C</b>
	<b>FY23</b>	<b>FY23</b>	<b>Dollar</b>
	<b>Budget</b>	<b>Approved</b>	<b>Change</b>
	<b>Request</b>	<b>Budget</b>	<b>(B-A)</b>
<b>1 Expenditures</b>			
2 200 - Personal Services and Employee Benefits	\$114,516.5	\$131,831.9	\$17,315.4
3 300 - Contractual Services	\$65,119.4	\$77,969.4	\$12,850.0
4 400 - Other	\$98,070.2	\$108,220.2	\$10,150.0
5 500 - Other Financing Uses	\$0.0	\$0.0	\$0.0
6 <b>Total Expenditures</b>	<b>\$277,706.1</b>	<b>\$318,021.5</b>	<b>\$40,315.4</b>
7			
8			
<b>9 Revenues</b>			
<b>10 State Revenues</b>			
11 State Road Fund (SRF)	\$274,706.1	\$282,722.2	\$8,016.1
12 Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0
13 State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0
14 Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0
15 Transportation Project Fund (TPF)- Restricted	\$0.0	\$0.0	\$0.0
16 State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0
17 Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0
18 <b>Total State Revenues</b>	<b>\$274,706.1</b>	<b>\$282,722.2</b>	<b>\$8,016.1</b>
<b>19 Other Revenues</b>			
20 Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0
21 <b>Other Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>22 Restricted Fund Balances</b>			
23 State Infrastructure Bank	\$0.0	\$0.0	\$0.0
24 Aviation Fund	\$0.0	\$0.0	\$0.0
25 Traffic Safety	\$0.0	\$0.0	\$0.0
26 Local Government Road Fund	\$0.0	\$0.0	\$0.0
27 HIF	\$0.0	\$0.0	\$0.0
28 WIPP	\$0.0	\$0.0	\$0.0
29 <b>State Road Fund Balances</b>	<b>\$0.0</b>	<b>\$32,299.3</b>	<b>\$32,299.3</b>
30 <b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$32,299.3</b>	<b>\$32,299.3</b>
<b>31 General Funding Estimates</b>			
32 General Fund	\$0.0	\$0.0	\$0.0
33 <b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>34 Federal Funding Estimates</b>			
35 FHWA Funding	\$3,000.0	\$3,000.0	\$0.0
36 National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0
37 Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0
38 Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0
39 <b>Total Federal Revenues</b>	<b>\$3,000.0</b>	<b>\$3,000.0</b>	<b>\$0.0</b>
40 <b>Total Revenues</b>	<b>\$277,706.1</b>	<b>\$318,021.5</b>	<b>\$40,315.4</b>

## Business Support

**\$50.0 million; a \$3.1 million increase from our FY23 Budget Request.**

*This program encompasses supporting departments, such as Office of the Secretary, Legal, Finance, Human Resources, Building and Grounds and Information Technology. The operating budget is supported by \$47.5 million from State Road Fund revenue and \$2.4 million from State Road Fund Balance.*

Highlighted Items:

- \$3.6 million DoIT Charges.
- \$9.1 million General Services Charges.

	A	B	C	
	FY23 Budget Request	FY23 Approved Budget	Dollar Change (B-A)	
<b>P564</b>				
1 <b>Expenditures</b>				1
2 200 - Personal Services and Employee Benefits	\$27,619.9	\$29,759.2	\$2,139.3	2
3 300 - Contractual Services	\$6,060.7	\$7,060.7	\$1,000.0	3
4 400 - Other	\$13,147.5	\$13,147.5	\$0.0	4
5 500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	5
6 <b>Total Expenditures</b>	<b>\$46,828.1</b>	<b>\$49,967.4</b>	<b>\$3,139.3</b>	6
7				7
8				8
9 <b>Revenues</b>				9
10 <b>State Revenues</b>				10
11 State Road Fund (SRF)	\$46,828.1	\$47,544.5	\$716.4	11
12 Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0	12
13 State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	13
14 Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0	14
15 Transportation Project Fund (TPF)- Restricted	\$0.0	\$0.0	\$0.0	15
16 State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0	16
17 Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0	17
18 <b>Total State Revenues</b>	<b>\$46,828.1</b>	<b>\$47,544.5</b>	<b>\$716.4</b>	18
19 <b>Other Revenues</b>				19
20 Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	20
21 <b>Other Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	21
22 <b>Restricted Fund Balances</b>				22
23 State Infrastructure Bank	\$0.0	\$0.0	\$0.0	23
24 Aviation Fund	\$0.0	\$0.0	\$0.0	24
25 Traffic Safety	\$0.0	\$0.0	\$0.0	25
26 Local Government Road Fund	\$0.0	\$0.0	\$0.0	26
27 HIF	\$0.0	\$0.0	\$0.0	27
28 WIPP	\$0.0	\$0.0	\$0.0	28
29 <b>State Road Fund Balances</b>	<b>\$0.0</b>	<b>\$2,422.9</b>	<b>\$2,422.9</b>	29
30 <b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$2,422.9</b>	<b>\$2,422.9</b>	30
31 <b>General Funding Estimates</b>				31
32 General Fund	\$0.0	\$0.0	\$0.0	32
33 <b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	33
34 <b>Federal Funding Estimates</b>				34
35 FHWA Funding	\$0.0	\$0.0	\$0.0	35
36 National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	36
37 Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	37
38 Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	38
39 <b>Total Federal Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	39
40 <b>Total Revenues</b>	<b>\$46,828.1</b>	<b>\$49,967.4</b>	<b>\$3,139.3</b>	40

## The Modal Program FY23 Budget is \$74.4 million; a \$1.8 million increase from our FY23 Budget Request.

*This program encompasses all supporting departments, such as Transit and Rail, Aviation, Ports of Entry and Traffic Safety. The operating budget is supported by \$24.4 million from State Road Fund revenue, \$7.9 million of Restricted Fund revenue, \$8.3 million transfer in from Taxation and Revenue Department and Department of Finance, \$35.2 million of Federal Fund revenue and \$0.6 million from State Road Fund and Restricted Fund Balance.*

### Highlighted Items:

- \$5.9million Aviation Division
- \$8.0 million Ports of Entry
- \$25.2 million Traffic Safety
- \$36.5 million Transit and Rail

		A	B	C	
		FY23 Budget Request	FY23 Approved Budget	Dollar Change (B-A)	
<b>P565</b>					
1	<b>Expenditures</b>				1
2	200 - Personal Services and Employee Benefits	\$8,823.3	\$10,443.1	\$1,619.8	2
3	300 - Contractual Services	\$33,877.8	\$33,877.8	\$0.0	3
4	400 - Other	\$31,871.7	\$32,062.7	\$191.0	4
5	500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	5
6	<b>Total Expenditures</b>	<b>\$74,572.8</b>	<b>\$76,383.6</b>	<b>\$1,810.8</b>	6
7					7
8					8
9	<b>Revenues</b>				9
10	<b>State Revenues</b>				10
11	State Road Fund (SRF)	\$23,518.1	\$24,359.3	\$841.2	11
12	Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0	12
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	13
14	Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0	14
15	Transportation Project Fund (TPF)- Restricted	\$0.0	\$0.0	\$0.0	15
16	State Aviation Fund -- Restricted	\$5,688.0	\$5,879.0	\$191.0	16
17	Transportation/Traffic Safety Funds -- Restricted	\$2,049.0	\$2,049.0	\$0.0	17
18	<b>Total State Revenues</b>	<b>\$31,255.1</b>	<b>\$32,287.3</b>	<b>\$1,032.2</b>	18
19	<b>Other Revenues</b>				19
20	Transfers from Other State Agencies	\$8,300.0	\$8,300.0	\$0.0	20
21	<b>Other Revenues</b>	<b>\$8,300.0</b>	<b>\$8,300.0</b>	<b>\$0.0</b>	21
22	<b>Restricted Fund Balances</b>				22
23	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	23
24	Aviation Fund	\$0.0	\$42.8	\$42.8	24
25	Traffic Safety	\$0.0	\$5.3	\$5.3	25
26	Local Government Road Fund	\$0.0	\$0.0	\$0.0	26
27	HIF	\$0.0	\$0.0	\$0.0	27
28	WIPP	\$0.0	\$0.0	\$0.0	28
29	<b>State Road Fund Balances</b>	<b>\$0.0</b>	<b>\$521.6</b>	<b>\$521.6</b>	29
30	<b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$569.7</b>	<b>\$569.7</b>	30
31	<b>General Funding Estimates</b>				31
32	General Fund	\$0.0	\$0.0	\$0.0	32
33	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	33
34	<b>Federal Funding Estimates</b>				34
35	FHWA Funding	\$0.0	\$0.0	\$0.0	35
36	National Highway Traffic Safety Administration	\$15,804.1	\$15,884.1	\$80.0	36
37	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	37
38	Federal Transit Administration (FTA)	\$19,213.6	\$19,342.5	\$128.9	38
39	<b>Total Federal Revenues</b>	<b>\$35,017.7</b>	<b>\$35,226.6</b>	<b>\$208.9</b>	39
40	<b>Total Revenues</b>	<b>\$74,572.8</b>	<b>\$76,383.6</b>	<b>\$1,810.8</b>	40



A series of white, thin, overlapping geometric lines on a black background, forming a complex, abstract shape on the left side of the slide.

# THANK YOU