







# Tab 3

# Commission Brief

**SUBJECT: Approval of July 20, 2017 Meeting Minutes**

**BACKGROUND:**

**ACTION:**

**NEW MEXICO STATE TRANSPORTATION COMMISSION  
MEETING**

**New Mexico Department of Transportation  
District Six Auditorium  
1919 Pinon Drive  
Milan, New Mexico 87021  
July 20, 2017**

The New Mexico State Transportation Commission (STC or Commission) held a regular meeting on July 20, 2017, at the New Mexico Department of Transportation, District Six Auditorium, Milan, New Mexico. Vice-Chairman Mathews called the meeting to order at 8:35 a.m. Commissioner Gibson led meeting attendees in the Pledge of Allegiance.

**Approval of the STC Meeting Agenda**

**Vice-Chairman Mathews asked for a motion to approve the STC meeting agenda; Commissioner Sepich made a motion to so approve; Commissioner White seconded; motion carried unanimously.**

**Approval of the STC Minutes**

**Vice-Chairman Mathews asked for a motion to approve the minutes of the special STC meeting of June 13, 2017; Commissioner Sepich made a motion to so approve; Commissioner White seconded; motion carried unanimously.**

**Elected Officials and Delegations:**

Charles Griego, Mayor, Village of Los Lunas

**State Transportation Commissioners Present:**

Kenneth White, Secretary, District One  
David Sepich, Commissioner, District Two  
Keith Mortensen, Commissioner, District Three (absent with notice)  
Ron Schmeits, Chairman, District Four (absent with notice)  
Butch Mathews, Vice-Chairman, District Five  
Jackson Gibson, Commissioner, District Six

**NMDOT Staff Present:**

Tom Church, Cabinet Secretary  
Anthony Lujan, Deputy Secretary  
Kenneth B. Baca, Chief Deputy General Counsel  
NMDOT Staff

**Welcoming Remarks**

The Commissioners, NMDOT Executive Staff and J. Don Martinez, Division Administrator, Federal Highway Administration (FHWA), introduced themselves and welcomed all meeting attendees.

**Presentations by Elected Officials and Delegations**

Charles Griego, Mayor, Village of Los Lunas; Michael Jaramillo, Public Works Director; and Kevin Eades, Executive Vice President, Molzen Corbin, presented an update regarding the I-25/Morris Road Interchange project. They discussed the scope of the project, various alternatives, a cost comparison analysis, and related estimates.

## **District Six Presentation and Employee Recognition**

Larry Maynard, P.E., District Six Engineer, NMDOT, gave a presentation regarding District Six activities, during which he discussed the District's various projects and maintenance accomplishments. He also reported on the District's Employee Recognition Program and acknowledged the District Chip Seal Crew as five time consecutive winners of the NMDOT Chip Seal Quality Award.

## **Workshop Agenda**

## **Finance Committee**

## **Monthly Financial Report**

Michael Friel, Accounting Services Director/Chief Financial Officer, NMDOT, presented the NMDOT operating budget and financial report as of June 30, 2017. The current adjusted budget for Project Design and Construction (P562) is \$647.5 million; Highway Operations (P563), \$240.3 million; Business Operations (P564), \$42.2 million; and Modal (P565), \$75.4 million. There is \$386.9 million in encumbrances, and expenses of \$567.5 million. Mr. Friel indicated that NMDOT is in good financial standing at this time, and, regarding the current vacancy rate within NMDOT, he reported that Project Design and Construction is at 22%, Highway Operations, 12.9%, Business Operations, 16.4%, and Modal, 12%.

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

Mark Lovato, Investment Manager, NMFA, provided an update regarding NMDOT's investment portfolio funds under NMFA management. As of June 30, 2017, the balance in the portfolio was \$31.6 million, a net decrease of \$106.2 million from May. The change is attributed



to bond debt service payments of \$105 million, draws of \$1.3 million, plus total earnings of \$76,727. There is 88% in the project account, of which \$15,092 is in the 2010A bond fund account, \$27.7 million in the 2014A Highway Infrastructure Fund (HIF) account, 11% in debt service accounts, and less than 1% in the arbitrage rebate account. On June 30, 2017, the balance in the taxable line of credit at RBC was \$50 million for collateral needs, and the balance in the taxable line of credit at Wells Fargo was \$50 million for the BNSF Escrow account. Mr. Lovato also provided a breakdown regarding NMDOT/NMFA outstanding debt service.

### **Request to Initiate Rulemaking Action to Amend 2.40.30 NMAC (New Mexico Administrative Code), Infrastructure Bank**

David Harris, Transit and Rail Division Director, NMDOT, presented a request to initiate rulemaking action to amend 2.40.30 NMAC, Infrastructure Bank. The rule was originally promulgated in May 1999, and as written, did not include commuter rail as an “eligible project” for financial assistance. The proposed amendments to 2.40.30 NMAC seek to allow commuter rail owned by a public entity eligible to apply for, and, if approved, eligible to receive financial assistance from the NMDOT State Infrastructure Bank for any qualified projects.

### **Infrastructure Committee**

### **General Office (GO) Complex Facilities Study Briefing**

Richard Martinez, Procurement and Facilities Director, NMDOT, briefed the STC regarding the GO Campus Facility Condition Assessment performed by contractor, Dekker, Perich, Sabatini, Ltd. earlier this year. He provided an overview of the GO facilities assessed,

building structural conditions, plumbing and water concerns, mechanical issues, and electrical problems. He also discussed (1) the four tiered facility condition priority designation categories used by the contractor: critical, potentially critical, not critical, and recommended; (2) estimated repair costs classified by building and priority; and (3) the plan that will be developed on an annual basis by the NMDOT Building and Grounds Bureau to identify projects, by priority, that may be addressed with available budget.

**Rio Metro Regional Transit District (RMRTD) Annual Report Regarding New Mexico Rail Runner Express (NMRX)**

Terry Doyle, Transportation Director, RMRTD, presented the NMRX Annual Report. He explained that the Memorandum of Agreement between NMDOT and RMRTD regarding NMRX management, funding and operation, requires RMRTD to provide a report to the STC every year at the STC's July meeting. The report includes information on the NMRX annual operating and capital budgets, annual service plan, the five year capital maintenance plan/capital improvement plan, NMRX ridership, and performance targets.

**Proposed STC Resolution No. 2017-03 (JUL) Designating the Entire Length of U.S. 491 in New Mexico as the "Chief Manuelito Highway"**

Larry Maynard, P.E., District Six Engineer, NMDOT, discussed proposed STC Resolution No. 2017-03 (JUL) designating the entire length of U.S. 491 from its junction with Interstate 40 in McKinley County to the New Mexico/Colorado state line in San Juan County as the "Chief Manuelito Highway". He explained that in order to honor the contributions of Chief Manuelito, Hastiin Chi'il Haajin, the Naabik'iyati Committee of the Navajo Nation Council submitted a request for the designation to the STC.

Commissioner Gibson spoke in support of the Resolution. He explained who Chief Manuelito was and why he is important to the Navajo people.

## **Policy Committee**

### **Proposed Amendments to Commission Policy No. 4, *New Mexico State Transportation***

#### **Commission Rules and Policies (CP 4)**

Gloria Regensberg, Assistant General Counsel, NMDOT, discussed the proposed amendments to CP 4. She outlined the purpose of the policy and explained that during the 2017 Regular Legislative Session, the New Mexico Legislature passed House Bill 58 (HB 58), which amended the New Mexico State Rules Act, NMSA 1978 Sections 14-4-1 et seq. Governor Martinez signed HB 58 into law on April 7, 2017, and it became effective on July 1, 2017. Because of certain provisions in the new law, it is necessary to amend CP 4 so that it is consistent with the amended State Rules Act.

### **Proposed Amendments to Commission Policy No. 69, *Landscape Development on State***

#### **Transportation Facilities (CP 69)**

Stephen Thies, Assistant General Counsel, NMDOT, presented the proposed amendments to CP 69. CP 69 is the policy governing the expenditure of eligible state and federal transportation funds for landscaping projects on state transportation facilities.

The Commissioners briefly discussed the proposed amendments to CP 69 and decided that further review and discussion is required. Accordingly, the proposed amendments to CP 69 will be reintroduced at the STC meeting in September 2017, and will be considered at that time.

**Proposed Update of Commission Policy No. 88, *Special Construction Features (CP 88)***

Stephen Thies, Assistant General Counsel, NMDOT, presented the proposed update of CP 88. CP 88 is the policy that requires the most economical use of State and Federal funds when constructing highway and roadway enhancement projects on the State's transportation system.

The Commissioners briefly discussed the proposed update of CP 88 and decided that further review and discussion is required. Accordingly, the proposed update of CP 88 will be reintroduced at the STC meeting in September 2017, and will be considered at that time.

**Proposed Amendments to Commission Policy No. 90, *Certification of Regional Transit District (CP 90)***

Stephen Thies, Assistant General Counsel, NMDOT, presented the proposed amendments to CP 90. CP 90 is the policy that outlines the procedures by which the State Transportation Commission carries out certain requirements set forth in the Regional Transit District Act, NMSA 1978, Chapter 73, Article 25, which was enacted to provide, among other things, regional networks of safe and efficient public transit systems.

The Commissioners briefly discussed the proposed amendments to CP 90 and decided that further review and discussion is required. Accordingly, the proposed amendments to CP 90 will be reintroduced at the STC meeting in September 2017, and will be considered at that time.

**Request to Initiate Rulemaking Action to Repeal and Replace 18.27.2 NMAC, New Mexico Department of Transportation Division 100 - General Provisions - Standard Specifications for Highway and Bridge Construction**

Anthony Lujan, Deputy Secretary, NMDOT, and Geraldine Gonzales, Assistant General Counsel, NMDOT, presented a request to initiate rulemaking action to repeal and replace 18.27.2 NMAC, New Mexico Department of Transportation Division 100 - General Provisions - Standard Specifications for Highway and Bridge Construction. NMDOT and FHWA have agreed to periodically review and update 18.27.2 NMAC. Modifications to 18.27.2 NMAC have not been made since 2014. Rulemaking action is required at this time because NMDOT and FHWA have determined that changes to the rule are needed.

The rule, when finalized, will directly affect the substantive rights of NMDOT and individuals outside NMDOT by the imposition of certain requirements on both. The STC's approval to initiate the rulemaking process is necessary (pursuant to the provisions of CP 4) prior to commencement of NMDOT's rulemaking action. Therefore, NMDOT staff is now requesting the STC's approval to initiate rulemaking action.

**Consent Action Items**

Vice-Chairman Mathews asked for a motion to approve STC agenda consent action items 10(a) Approval to Initiate Rulemaking Action to Amend 2.40.30 NMAC, Infrastructure Bank; and 10(b) Approval to Initiate Rulemaking Action to Repeal and Replace 18.27.2 NMAC, New Mexico Department of Transportation Division 100 - General Provisions - Standard Specifications for Highway and Bridge Construction.

**Commissioner Sepich made a motion to so approve; Commissioner White seconded; motion carried unanimously.**

**STC Agenda Action Item 10(c), Approval of Proposed STC Resolution No. 2017-03 (JUL) Designating the Entire Length of U.S. 491 in New Mexico as the “Chief Manuelito Highway”**

Vice-Chairman Mathews asked for a motion to approve STC agenda action item 10(c), Proposed STC Resolution No. 2017-03 (JUL) Designating the Entire Length of U.S. 491 from its Junction with Interstate 40 in McKinley County to the New Mexico/Colorado State Line in San Juan County as the “Chief Manuelito Highway”.

Vice-Chairman Mathews commented that STC Commissioner Jackson Gibson has been a great leader for the Navajo people. Vice Chairman Matthews also stated that he supports the designation of the U.S. 491 in New Mexico as the “Chief Manuelito Highway.”

**Commissioner White made a motion to so approve; Commissioner Gibson seconded; motion carried unanimously.**

**STC Agenda Action Items 10(d)(1), (2), (3), and (4), Proposed Amendments to Commission Policies 4, 69, and 90, and Update of Commission Policy No. 88**

Vice-Chairman Mathews asked for a motion on action items 10(d)(1), (2), (3), and (4).

**Commissioner White made a motion to table STC agenda action items 10(d)(1), (2), (3), and (4) subject to further review and discussion by the Commissioners; Commissioner Sepich seconded; motion carried unanimously.**

**Adjournment**

**Vice-Chairman Mathews asked for a motion to adjourn the regular meeting at 11:45 a.m.; Commissioner Sepich made a motion to so adjourn; Commissioner Gibson seconded; motion carried unanimously.**

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**Chairman**

**Ronald Schmeits**

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**Secretary**

**Kenneth R. White**

# Tab 4



# **Agenda Items 4**

**4.** Introductions: Ronald Schmeits, Chairman

**a.** Commission Members

# Tab 5a

# Commission Brief

**SUBJECT:**

**FY19 Revenue Forecast and Appropriation Request**

**PRESENTER:** Mallery Martinez, Budget Director

**BACKGROUND:**

The accountability in Government Act mandates the completion and submission of the Department's FY19 performance-based appropriation request to the State Budget Division and Legislative Finance Committee by September 1, 2017.

**ACTION:** Respectfully, recommend that the State Transportation Commission approve the Department of Transportation FY19 Appropriation Request and allow the Department to submit to the State Budget Division and the Legislative Finance Committee on September 1, 2017.



# **FY19 Appropriation Request**

**Presented to the  
State Transportation Committee  
August 24, 2017**

# NMDOT REVENUE

## NMDOT State Revenue Sources - Fiscal Years 2007 thru 2021

**Table 1**

*(Dollars in thousands)*

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	(O-M)	(O/M)	P	Q	
	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17		FY18		FY19	FY18 to FY19		FY20	FY21	
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Jan-16 Leg. Bud. Estimate	Jul-17 Revenue Update	Jan-17 Leg. Bud. Estimate	Jul-17 Revenue Update	Jul-17 Bud. Req. Estimate	Budget Growth \$ Change	% Diff	Jul-17 Long Run Estimate	Jul-17 Long Run Estimate	
<b>Road Fund:</b>																				
<b>Road Fund -- Ordinary Revenue:</b>																				
1 Gasoline Tax	114,577	107,671	108,125	109,163	109,282	104,987	111,795	107,998	110,672	110,892	111,600	113,000	110,900	112,275	112,200	1,300	1.2%	111,165	110,000	
2 Special Fuel Tax	97,008	101,483	85,559	88,029	91,078	92,326	92,563	92,923	97,566	97,341	101,300	99,200	99,810	101,520	103,550	3,740	3.7%	105,050	106,050	
3 Weight/Distance	88,365	77,424	75,485	69,598	74,916	72,786	73,489	75,367	79,985	82,990	84,100	83,600	88,460	86,900	89,900	1,440	1.6%	92,470	94,940	
4 Trip Tax	7,557	4,904	5,776	5,488	5,973	5,689	5,045	4,666	5,232	5,973	5,800	6,000	6,100	6,000	6,030	(70)	-1.1%	6,060	6,070	
5 Vehicle Registration	73,512	73,679	72,190	72,863	73,445	75,626	74,135	76,218	75,455	80,774	79,400	79,200	80,000	80,000	80,000	-	0.0%	80,000	80,000	
6 Vehicle Transaction	1,191	1,165	1,070	1,041	1,065	1,114	1,163	1,200	1,173	1,298	1,250	1,135	1,285	1,145	1,145	(140)	-10.9%	1,145	1,145	
7 Driver's License	4,329	4,738	4,622	4,493	4,718	4,424	4,227	4,193	4,158	3,841	4,600	3,800	3,860	3,820	3,840	(20)	-0.5%	3,860	3,880	
8 Oversize/Overweight	4,590	4,961	4,539	3,778	4,687	4,820	4,805	5,026	5,229	4,997	5,400	5,100	4,570	5,290	5,270	700	15.3%	5,340	5,440	
9 Public Regulatory Commission Fees (UCR)	377	866	2,286	1,420	2,740	881	3,191	2,009	3,362	3,403	3,300	3,400	3,300	3,400	3,400	100	3.0%	3,400	3,400	
10 MVD Miscellaneous	2,452	2,570	2,569	2,735	2,725	2,991	3,100	3,302	3,509	5,426	3,400	5,300	4,120	5,700	5,700	1,580	38.3%	5,700	5,700	
<b>11 Subtotal Ordinary Income</b>	<b>393,958</b>	<b>379,461</b>	<b>362,221</b>	<b>358,609</b>	<b>370,629</b>	<b>365,645</b>	<b>373,513</b>	<b>372,902</b>	<b>386,340</b>	<b>396,935</b>	<b>400,150</b>	<b>399,735</b>	<b>402,405</b>	<b>406,050</b>	<b>411,035</b>	<b>8,630</b>	<b>2.1%</b>	<b>414,190</b>	<b>416,625</b>	
<b>Road Fund -- Extraordinary Income:</b>																				
12 All Other (Reimbursements, Asset Sales, etc.)	4,140	2,240	4,758	6,568	6,584	10,375	10,354	6,493	12,365	5,442	2,200	5,395	2,200	2,200	2,200	-	0.0%	2,200	2,200	
13 Rail Runner Track Maintenance Fees			4,080	2,000	2,350	17	2,014	1,782	2,143	3,031	2,000	4,647	2,000	2,000	2,000	-	0.0%	2,000	2,000	
14 Road Fund Interest	708	0	19	16	95	108	209	80	39	133	450	286	360	370	780	420	116.7%	1,280	1,450	
<b>15 Subtotal Extraordinary Income</b>	<b>4,848</b>	<b>2,240</b>	<b>8,857</b>	<b>8,584</b>	<b>9,029</b>	<b>10,500</b>	<b>12,576</b>	<b>8,355</b>	<b>14,547</b>	<b>8,606</b>	<b>4,650</b>	<b>10,329</b>	<b>4,560</b>	<b>4,570</b>	<b>4,980</b>	<b>420</b>	<b>9.2%</b>	<b>5,480</b>	<b>5,650</b>	
<b>16 TOTAL (Recurring) ROAD FUND</b>	<b>398,806</b>	<b>381,701</b>	<b>371,080</b>	<b>367,193</b>	<b>379,658</b>	<b>376,145</b>	<b>386,089</b>	<b>381,257</b>	<b>400,887</b>	<b>405,541</b>	<b>404,800</b>	<b>410,064</b>	<b>406,965</b>	<b>410,620</b>	<b>416,015</b>	<b>9,050</b>	<b>2.2%</b>	<b>419,670</b>	<b>422,275</b>	
17 WIPP Settlement (Nonrecurring)									7,200	0	0	0	0	0	0	-		0	0	
<b>18 TOTAL ROAD FUND</b>	<b>398,806</b>	<b>381,701</b>	<b>371,080</b>	<b>367,193</b>	<b>379,658</b>	<b>376,145</b>	<b>386,089</b>	<b>381,257</b>	<b>400,887</b>	<b>412,741</b>	<b>404,800</b>	<b>410,064</b>	<b>406,965</b>	<b>410,620</b>	<b>416,015</b>	<b>9,050</b>	<b>2.2%</b>	<b>419,670</b>	<b>422,275</b>	

- This forecast is one of two annual forecasts of NMDOT revenues. Another update will be released next January before FY 2019 budget is set.
- This update increases FY 2018 Road Fund revenue expectations by \$3.6 million from the January 2017 legislative budget estimate (an increase of 0.9%).
- FY 2019 Road Fund revenues (recurring "ordinary income") are estimated at \$411 million. This represents 2.1 % or \$8.6 million in growth from the FY 2018 budget.
- The increases in revenue are mainly due to slightly improved economic conditions and recovery in New Mexico, and a continuous positive outlook of the US economy.
  - In FY 2017, gasoline revenue has benefited from low petroleum prices. Nevertheless, because of increasing passenger vehicle efficiency and only modest increases in NM's population, gasoline revenue is expected to be flat in the following fiscal years. Vehicle Registration also is expected to remain stable around \$80 million.
  - Weight Distance and Special Fuel revenues that more closely track the national economy are expected to grow. Weight Distance is forecast to grow around 3-3.5 percent, while Special Fuel growth is expected to be slightly lower (around 2%), because increasing heavy truck efficiency restrains growth.
- The overall Road Fund growth rate is expected to be very modest, around 1.6% in FY 2018, and around 1 percent in the following years.

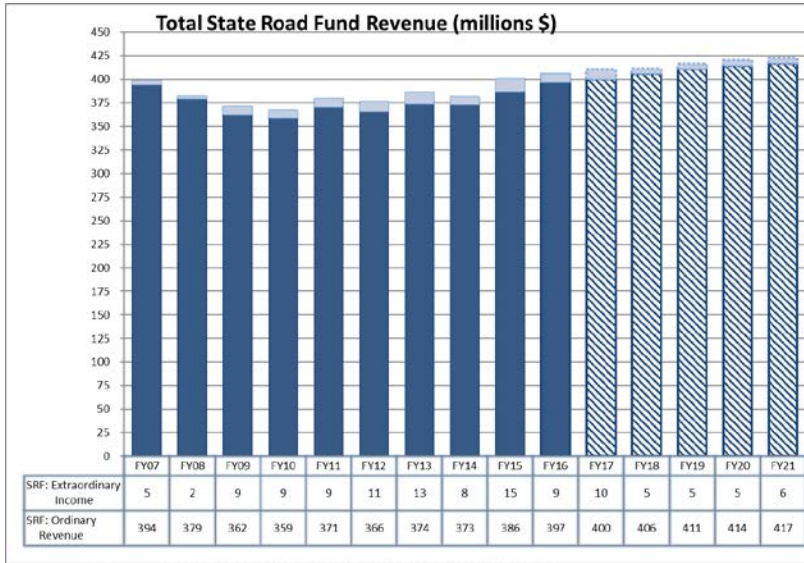
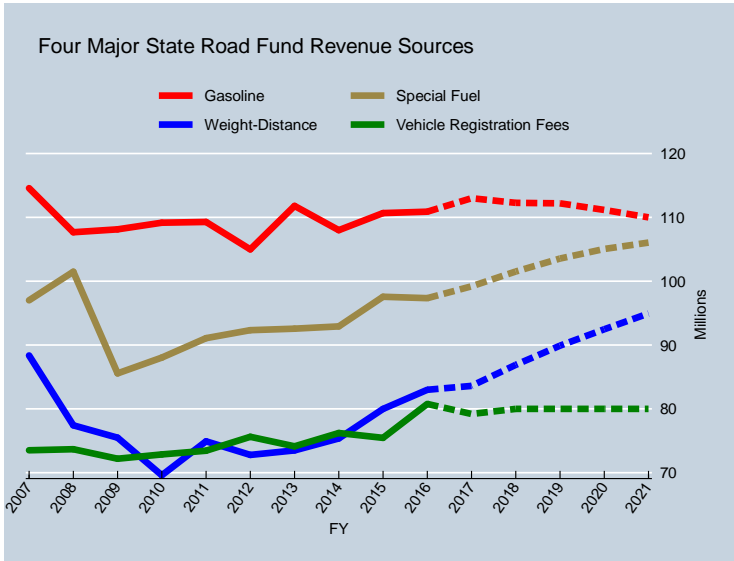
NMDOT State Revenue Sources - Fiscal Years 2007 thru 2021

Table 2

(Dollars in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	(O-M)	(O/M)	P	Q	
	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17		FY18		FY19	FY18 to FY19		FY20	FY21	
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Prelim. Actual	Jan-16 Leg. Bud. Estimate	Jul-17 Revenue Update	Jan-17 Leg. Bud. Estimate	Jul-17 Revenue Update	Jul-17 Bud. Req. Estimate	Budget Growth \$ Change % Diff	Jul-17 Long Run Estimate	Jul-17 Long Run Estimate	
<b>Other Funds:</b>																				
<b>Highway Infrastructure Fund:</b>																				
19 Leased Vehicle Gross Receipts	4,844	6,963	5,444	5,397	5,657	5,731	5,214	5,889	5,773	5,949	5,862	6,040	6,282	6,282	6,517	235	3.7%	6,754	6,958	
20 Tire Recycling Fees	1,758	1,782	1,604	1,791	1,806	1,831	1,807	1,836	1,810	1,943	1,880	1,850	1,925	1,870	1,870	(55)	-2.9%	1,870	1,870	
21 Interest	164	164	99	18	16	16	25	7	7	13	77	11	34	21	45	11	32.4%	73	83	
<b>22 Total Highway Infrastructure Fund</b>	<b>6,766</b>	<b>8,909</b>	<b>7,147</b>	<b>7,206</b>	<b>7,479</b>	<b>7,579</b>	<b>7,047</b>	<b>7,047</b>	<b>7,589</b>	<b>7,905</b>	<b>7,819</b>	<b>7,901</b>	<b>8,241</b>	<b>8,173</b>	<b>8,432</b>	<b>191</b>	<b>2.3%</b>	<b>8,697</b>	<b>8,911</b>	
<b>23 Total State Infrastructure Bank</b>	<b>540</b>	<b>135</b>	<b>300</b>	<b>597</b>	<b>83</b>	<b>29</b>	<b>45</b>	<b>15</b>	<b>17</b>	<b>45</b>	<b>203</b>	<b>105</b>	<b>139</b>	<b>141</b>	<b>302</b>	<b>163</b>	<b>117.3%</b>	<b>489</b>	<b>554</b>	
<b>Local Government Road Fund:</b>																				
24 From Interest	966	243	143	24	33	30	46	15	19	50	200	115	137	143	327	190	138.7%	538	609	
25 From Special Fuel	10,105	10,489	8,980	9,200	9,546	9,659	9,709	9,753	10,218	10,185	10,633	10,360	10,364	10,540	10,750	386	3.7%	10,910	11,020	
26 From PPL Fee	7,073	6,936	6,711	6,725	6,775	6,612	6,926	6,768	6,986	7,000	7,120	7,070	7,060	7,160	7,210	150	2.1%	7,210	7,190	
27 From DWI reinstatement fees & ID cards	1,068	1,113	1,129	784	1,015	971	929	896	896	919	900	780	900	800	800	(100)	-11.1%	800	800	
28 From Gasoline Tax (MAP)	2,248	2,116	2,126	2,145	2,147	2,066	2,195	2,123	2,174	2,178	2,190	2,200	2,178	2,204	2,203	25	1.1%	2,183	2,162	
29 Leased Vehicle Gross Receipts	1,615	2,321	1,815	1,799	1,886	1,910	1,738	1,963	1,924	1,983	1,954	2,015	2,043	2,094	2,182	139	6.8%	2,251	2,319	
<b>30 Total Local Government Road Fund</b>	<b>23,075</b>	<b>23,218</b>	<b>20,903</b>	<b>20,677</b>	<b>21,402</b>	<b>21,249</b>	<b>21,543</b>	<b>21,518</b>	<b>22,217</b>	<b>22,314</b>	<b>22,997</b>	<b>22,540</b>	<b>22,682</b>	<b>22,941</b>	<b>23,472</b>	<b>790</b>	<b>3.5%</b>	<b>23,892</b>	<b>24,100</b>	
<b>Aviation Fund:</b>																				
31 Gasoline Taxes (Aviation)	406	382	384	387	387	372	395	383	392	393	395	397	393	398	398	5	1.3%	394	390	
32 Aviation Jet Fuel	826	932	1,314	1,852	1,667	2,808	1,952	1,542	1,243	661	1,000	700	940	920	930	(10)	-1.1%	1,060	1,180	
33 Aircraft License Fees	74	75	73	74	66	68	60	69	48	64	60	50	60	60	60	-	0.0%	60	60	
34 0.046% General Fund GRT (Air Service)	883	891	783	779	855	747	0	1,106	1,009	931	1,075	930	945	945	990	45	4.8%	1,040	1,086	
35 General Fund (2007 Enhancement)		960	1,917	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	
36 Aviation Fund Interest Earnings		107	34	8	16	20	36	12	14	31	100	56	89	92	193	104	116.9%	318	360	
<b>37 Total Aviation Fund Income</b>	<b>2,189</b>	<b>3,347</b>	<b>4,504</b>	<b>6,100</b>	<b>5,991</b>	<b>7,016</b>	<b>5,443</b>	<b>6,112</b>	<b>5,707</b>	<b>5,080</b>	<b>5,630</b>	<b>5,133</b>	<b>5,427</b>	<b>5,415</b>	<b>5,571</b>	<b>144</b>	<b>2.7%</b>	<b>5,872</b>	<b>6,076</b>	
<b>Transportation Fund:</b>																				
38 Motorcycle Registration (Fund 20600)	93	120	131	130	135	138	135	133	135	133	140	105	130	106	106	(24)	-18.5%	106	106	
39 Motorcycle Train. Fund Interest (20600)	5	9	2	1	0	0	0	0	0	1	1	0	1	-	-	(1)	-100.0%	1	1	
40 Driver Improvement Fees (10020)	205	208	193	331	349	340	319	271	274	256	250	200	240	200	200	(40)	-16.7%	200	200	
41 DWI Prevention (20700)	282	331	458	650	486	530	513	517	487	472	500	420	475	450	450	(25)	-5.3%	450	450	
42 Traffic Safety Fees (Fund 20800)	412	474	473	469	446	419	390	526	404	1,090	500	633	500	600	600	100	20.0%	600	600	
43 Traffic Safety Fees Interest (20800)	92	95	35	3	3	2	2	1	0	2	1	7	5	7	23	18	360.0%	23	26	
44 Community DWI Prevention Fee (20800)	700	1,021	1,150	1,000	1,017	838	789	363	426	513	410	380	400	400	400	-	0.0%	400	400	
45 Red Light Fees (from AOC) (20800)					144	153	158	109	0	50	0	0	-	-	-	-	-	-	-	
46 Traffic Safety - Interlock Device (82600)	900	775	854	700	2,029	1,167	1,054	810	777	755	780	405	780	410	410	(370)	-47.4%	410	410	
<b>47 Total Transportation Fund Income</b>	<b>2,690</b>	<b>3,033</b>	<b>3,296</b>	<b>3,284</b>	<b>4,466</b>	<b>3,578</b>	<b>3,356</b>	<b>2,779</b>	<b>2,611</b>	<b>3,221</b>	<b>2,632</b>	<b>2,150</b>	<b>2,531</b>	<b>2,173</b>	<b>2,189</b>	<b>(342)</b>	<b>-13.5%</b>	<b>2,190</b>	<b>2,193</b>	
<b>48 TOTAL (Recurring) NMDOT Revenue</b>	<b>434,066</b>	<b>420,343</b>	<b>407,229</b>	<b>405,056</b>	<b>419,079</b>	<b>415,595</b>	<b>423,523</b>	<b>418,728</b>	<b>439,028</b>	<b>444,106</b>	<b>444,081</b>	<b>447,893</b>	<b>445,985</b>	<b>449,463</b>	<b>455,981</b>	<b>9,996</b>	<b>2.2%</b>	<b>460,810</b>	<b>464,109</b>	
49 WIPP Settlement (Nonrecurring)										7,200	0	0	0	0	0	0	0	0	0	
<b>50 TOTAL NMDOT STATE REVENUES</b>	<b>434,066</b>	<b>420,343</b>	<b>407,229</b>	<b>405,056</b>	<b>419,079</b>	<b>415,595</b>	<b>423,523</b>	<b>418,728</b>	<b>439,028</b>	<b>451,306</b>	<b>444,081</b>	<b>447,893</b>	<b>445,985</b>	<b>449,463</b>	<b>455,981</b>	<b>9,996</b>	<b>2.2%</b>	<b>460,810</b>	<b>464,109</b>	

- Overall NMDOT state Funds are forecast at \$456 million in FY 2019 representing growth of 2.2% or \$10 million from the FY2018 budget.
  - Starting from FY 2018, the Aviation Fund, which significantly suffered revenue losses in FY 2016 and slightly recovered in FY 2017, will benefit by a sunset of a portion of the gross receipts tax deduction for jet fuel (§7-9-83).
- Traffic Safety - Interlock Device Fund revised outlook reflects a reclassification of the \$300 thousand annual transfer from DFA.



### NMDOT State Revenue Sources - Growth Rates

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
<b>Road Fund:</b>															
<b>Road Fund -- Ordinary Revenue:</b>															
1 Gasoline Tax	4.4%	-6.0%	0.4%	1.0%	0.1%	-3.9%	6.5%	-3.4%	2.5%	0.2%	1.9%	-0.6%	-0.1%	-0.9%	-1.0%
2 Special Fuel Tax	-0.1%	4.6%	-15.7%	2.9%	3.5%	1.4%	0.3%	0.4%	5.0%	-0.2%	1.9%	2.3%	2.0%	1.4%	1.0%
3 Weight/Distance	15.6%	-12.4%	-2.5%	-7.8%	7.6%	-2.8%	1.0%	2.6%	6.1%	3.8%	0.7%	3.9%	3.5%	2.9%	2.7%
4 Trip Tax	-11.9%	-35.1%	17.8%	-5.0%	8.8%	-4.7%	-11.3%	-7.5%	12.1%	14.2%	0.5%	0.0%	0.5%	0.5%	0.2%
5 Vehicle Registration	2.9%	0.2%	-2.0%	0.9%	0.8%	3.0%	-2.0%	2.8%	-1.0%	7.0%	-1.9%	1.0%	0.0%	0.0%	0.0%
6 Vehicle Transaction	-26.0%	-2.2%	-8.2%	-2.7%	2.3%	4.6%	4.4%	3.2%	-2.2%	10.6%	-12.6%	0.9%	0.0%	0.0%	0.0%
7 Driver's License	9.8%	9.4%	-2.4%	-2.8%	5.0%	-6.2%	-4.5%	-0.8%	-0.8%	-7.6%	-1.1%	0.5%	0.5%	0.5%	0.5%
8 Oversize/Overweight	4.6%	8.1%	-8.5%	-16.8%	24.0%	2.8%	-0.3%	4.6%	4.0%	-4.4%	2.1%	3.7%	-0.4%	1.3%	1.9%
9 Public Regulatory Commission Fees	-89.7%	129.7%	164.0%	-37.9%	92.9%	-67.9%	262.2%	-37.0%	67.3%	1.2%	-0.1%	0.0%	0.0%	0.0%	0.0%
10 MVD Miscellaneous	3.3%	4.8%	-0.1%	6.5%	-0.4%	9.8%	3.6%	6.5%	6.3%	54.6%	-2.3%	7.5%	0.0%	0.0%	0.0%
<b>11 Subtotal Ordinary Income</b>	<b>3.9%</b>	<b>-3.7%</b>	<b>-4.5%</b>	<b>-1.0%</b>	<b>3.4%</b>	<b>-1.3%</b>	<b>2.2%</b>	<b>-0.2%</b>	<b>3.6%</b>	<b>2.7%</b>	<b>0.7%</b>	<b>1.6%</b>	<b>1.2%</b>	<b>0.8%</b>	<b>0.6%</b>
<b>Road Fund -- Extraordinary Income:</b>															
<b>15 Subtotal Extraordinary Income</b>	<b>-46.4%</b>	<b>-53.8%</b>	<b>295.4%</b>	<b>-3.1%</b>	<b>5.2%</b>	<b>16.3%</b>	<b>19.8%</b>	<b>-33.6%</b>	<b>74.1%</b>	<b>-40.8%</b>	<b>20.0%</b>	<b>-55.8%</b>	<b>9.0%</b>	<b>10.0%</b>	<b>3.1%</b>
<b>16 TOTAL (Recurring) ROAD FUND</b>	<b>2.7%</b>	<b>-4.3%</b>	<b>-2.8%</b>	<b>-1.0%</b>	<b>3.4%</b>	<b>-0.9%</b>	<b>2.6%</b>	<b>-1.3%</b>	<b>5.1%</b>	<b>1.2%</b>	<b>1.1%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>0.9%</b>	<b>0.6%</b>
<b>Other Funds:</b>															
<b>Highway Infrastructure Fund:</b>															
<b>20 Total Highway Infrastructure Fund</b>	<b>-6.4%</b>	<b>31.7%</b>	<b>-19.8%</b>	<b>0.8%</b>	<b>3.8%</b>	<b>1.3%</b>	<b>-7.0%</b>	<b>0.0%</b>	<b>7.7%</b>	<b>4.2%</b>	<b>-0.1%</b>	<b>3.4%</b>	<b>3.2%</b>	<b>3.1%</b>	<b>2.5%</b>
<b>Local Government Road Fund:</b>															
<b>28 Total Local Government Road Fund</b>	<b>0.8%</b>	<b>0.6%</b>	<b>-10.0%</b>	<b>-1.1%</b>	<b>3.5%</b>	<b>-0.7%</b>	<b>1.4%</b>	<b>-0.1%</b>	<b>3.2%</b>	<b>0.4%</b>	<b>1.0%</b>	<b>1.8%</b>	<b>2.3%</b>	<b>1.8%</b>	<b>0.9%</b>
<b>Aviation Fund:</b>															
<b>35 Total Aviation Fund Income</b>	<b>10.8%</b>	<b>52.9%</b>	<b>34.6%</b>	<b>35.4%</b>	<b>-1.8%</b>	<b>17.1%</b>	<b>-22.4%</b>	<b>12.3%</b>	<b>-6.6%</b>	<b>-11.0%</b>	<b>1.0%</b>	<b>5.5%</b>	<b>2.9%</b>	<b>5.4%</b>	<b>3.5%</b>
<b>Transportation Fund:</b>															
<b>45 Total Transportation Fund Income</b>	<b>-10.9%</b>	<b>12.8%</b>	<b>8.7%</b>	<b>-0.4%</b>	<b>36.0%</b>	<b>-19.9%</b>	<b>-6.2%</b>	<b>-17.2%</b>	<b>-6.0%</b>	<b>23.4%</b>	<b>-33.2%</b>	<b>1.1%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>46 TOTAL NMDOT STATE REVENUES</b>	<b>2.4%</b>	<b>-3.2%</b>	<b>-3.1%</b>	<b>-0.5%</b>	<b>3.5%</b>	<b>-0.8%</b>	<b>1.9%</b>	<b>-1.1%</b>	<b>4.8%</b>	<b>2.8%</b>	<b>-0.8%</b>	<b>0.4%</b>	<b>1.5%</b>	<b>1.1%</b>	<b>0.7%</b>

# Agency

- Overall, the FY19 annual appropriation request totals \$861.4 million, a \$15.0 million reduction from the approved FY18 operating budget. This includes \$416.0 million from State Road fund revenues, \$39.7 from restricted fund revenues, \$1.5 million from other state agencies, and \$3.0 million from state road fund balances, and \$401.3 million from federal sources.
- This includes a \$9.1 million decrease to the Project Design and Construction Program; a \$6.0 million decrease to the Highway Operations Program; no change to Business Support; and a \$.1 million increase to Modal.
- Major differences between FY18 and FY19:
  - Elimination of \$25.0 million of State Road Fund balances.
  - A growth of \$10.2 million in State Road Fund.
  - A decrease of \$0.2 million in federal revenue.
  - An increase of 3 F.T.E for Ports of Entry from Department of Public Safety.

Agency					
	A	B	C	D	
	FY18 Approved Operating	FY19 Request	Dollar Change	% Change	
1	<b>Expenditures</b>				1
2	200 - Personal Services and Employee Benefits	\$159,792.8	\$159,798.8	\$6.0	0%
3	300 - Contractual Services	\$402,237.3	\$396,192.6	(\$6,044.7)	-2%
4	400 - Other	\$308,365.5	\$305,410.6	(\$2,954.9)	-1%
5	500 - Other Financing Uses	\$6,000.0	\$0.0	(\$6,000.0)	0%
6	<b>Total Expenditures</b>	<b>\$876,395.6</b>	<b>\$861,402.0</b>	<b>(\$14,993.6)</b>	<b>-2%</b>
7	FTE	2,503.5	2,506.5	3.0	7
8					8
9	<b>Revenues</b>				9
10	<b>State Revenues</b>				10
11	State Road Fund (SRF)	\$412,958.8	\$416,015.0	\$3,056.2	1%
12	Highway Infrastructure Fund (HIF) -- Restricted	\$8,219.0	\$8,432.0	\$213.0	3%
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	0%
14	Local Government Road Fund (LGRF) -- Restricted	\$22,682.0	\$23,472.0	\$790.0	3%
15	State Aviation Fund -- Restricted	\$5,427.0	\$5,571.0	\$144.0	3%
16	Transportation/Traffic Safety Funds -- Restricted	\$2,231.0	\$2,189.0	(\$42.0)	-2%
17	<b>Total State Revenues</b>	<b>\$451,517.8</b>	<b>\$455,679.0</b>	<b>\$4,161.2</b>	<b>1%</b>
18	<b>Other Revenues</b>				18
19	Transfers from Other State Agencies	\$1,471.0	\$1,471.0	\$0.0	0%
20	<b>Other Revenues</b>	<b>\$1,471.0</b>	<b>\$1,471.0</b>	<b>\$0.0</b>	<b>0%</b>
21	<b>Restricted Fund Balances</b>				21
22	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	0%
23	Aviation Fund	\$0.0	\$0.0	\$0.0	0%
24	Traffic Safety	\$0.0	\$0.0	\$0.0	0%
25	Local Government Road Fund	\$0.0	\$0.0	\$0.0	0%
26	HIF	\$0.0	\$0.0	\$0.0	0%
27	WIPP	\$0.0	\$0.0	\$0.0	0%
28	<b>State Road Fund Balances</b>	<b>\$21,955.0</b>	<b>\$3,000.0</b>	<b>(\$18,955.0)</b>	<b>-86%</b>
29	<b>Total Fund Balances</b>	<b>\$21,955.0</b>	<b>\$3,000.0</b>	<b>(\$18,955.0)</b>	<b>-86%</b>
30	<b>General Funding Estimates</b>				30
31	General Fund	\$0.0	\$0.0	\$0.0	0%
32	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>
33	<b>Federal Funding Estimates</b>				33
34	FHWA Funding	\$367,653.0	\$367,453.2	(\$199.8)	0%
35	National Highway Traffic Safety Administration	\$15,731.4	\$15,731.4	\$0.0	0%
36	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	0%
37	Federal Transit Administration (FTA)	\$16,637.6	\$16,637.6	\$0.0	0%
38	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	0%
39	Rec Trails	\$1,429.8	\$1,429.8	\$0.0	0%
40	<b>Total Federal Revenues</b>	<b>\$401,451.8</b>	<b>\$401,252.0</b>	<b>(\$199.8)</b>	<b>0%</b>
41	<b>Total Revenues</b>	<b>\$876,395.6</b>	<b>\$861,402.0</b>	<b>(\$14,993.6)</b>	<b>-2%</b>



# Project Design and Construction

- Overall, the request for Project Design and Construction totals \$527.0 million; a \$9.1 million or 2.0 percent decrease under FY18 approved operating levels. This includes \$129.2 million from State Road fund revenues, \$31.9 million from restricted fund revenues, and \$366.0 million from federal sources.

- In addition, the request eliminates the use of fund balances totaling \$19.0 million utilized in FY18 from State Road Fund.

## Key features are as follows:

- Personal services & employee benefits –11% vacancy rate. (1 FTE moved to P564- Business Support.)
- \$310.2 million for 'Road Betterments' construction budget.
  - \$62.2 million- State Road Fund.
  - \$248.0 million – Federal Highway Administration.
- \$158.5 million for debt service – principal, interest and related fees.
  - \$109.8 million- Federal.
  - \$40.3 million- State Road Fund.
  - \$8.4 million- Highway Infrastructure Fund.
- \$23.4 million for the Local Government Road fund.

		PDC				
		A	B	C	D	
		FY18 Approved Operating	FY19 Request	Dollar Change	% Change	
1	<b>Expenditures</b>					1
2	200 - Personal Services and Employee Benefits	\$25,468.8	\$25,468.8	\$0.0	0%	2
3	300 - Contractual Services	\$319,376.1	\$316,065.3	(\$3,310.8)	-1%	3
4	400 - Other	\$188,211.8	\$185,426.9	(\$2,784.9)	-1%	4
5	500 - Other Financing Uses	\$3,000.0	\$0.0	(\$3,000.0)	0%	5
6	<b>Total Expenditures</b>	<b>\$536,056.7</b>	<b>\$526,961.0</b>	<b>(\$9,095.7)</b>	<b>-2%</b>	6
7	FTE	366.0	365.0	(1.0)		7
8						8
9	<b>Revenues</b>					9
10	<b>State Revenues</b>					10
11	State Road Fund (SRF)	\$120,117.9	\$129,174.0	\$9,056.1	8%	11
12	Highway Infrastructure Fund (HIF) -- Restricted	\$8,219.0	\$8,432.0	\$213.0	3%	12
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	0%	13
14	Local Government Road Fund (LGRF) -- Restricted	\$22,682.0	\$23,472.0	\$790.0	3%	14
15	State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0	0%	15
16	Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0	0%	16
17	<b>Total State Revenues</b>	<b>\$151,018.9</b>	<b>\$161,078.0</b>	<b>\$10,059.1</b>	<b>7%</b>	17
18	<b>Other Revenues</b>					18
19	Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	0%	19
20	<b>Other Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	20
21	<b>Restricted Fund Balances</b>					21
22	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	0%	22
23	Aviation Fund	\$0.0	\$0.0	\$0.0	0%	23
24	Traffic Safety	\$0.0	\$0.0	\$0.0	0%	24
25	Local Government Road Fund	\$0.0	\$0.0	\$0.0	0%	25
26	HIF	\$0.0	\$0.0	\$0.0	0%	26
27	WIPP	\$0.0	\$0.0	\$0.0	0%	27
28	<b>State Road Fund Balances</b>	<b>\$18,955.0</b>	<b>\$0.0</b>	<b>(\$18,955.0)</b>	<b>-100%</b>	28
29	<b>Total Fund Balances</b>	<b>\$18,955.0</b>	<b>\$0.0</b>	<b>(\$18,955.0)</b>	<b>-100%</b>	29
30	<b>General Funding Estimates</b>					30
31	General Fund	\$0.0	\$0.0	\$0.0	0%	31
32	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	32
33	<b>Federal Funding Estimates</b>					33
34	FHWA Funding	\$364,653.0	\$364,453.2	(\$199.8)	0%	34
35	National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	0%	35
36	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	0%	36
37	Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	0%	37
38	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	0%	38
39	Rec Trails	\$1,429.8	\$1,429.8	\$0.0	0%	39
40	<b>Total Federal Revenues</b>	<b>\$366,082.8</b>	<b>\$365,883.0</b>	<b>(\$199.8)</b>	<b>0%</b>	40
41	<b>Total Revenues</b>	<b>\$536,056.7</b>	<b>\$526,961.0</b>	<b>(\$9,095.7)</b>	<b>-2%</b>	41

# Highway Operations

- Overall, the request for Highway Operations totals \$227.8 million; a \$6.0 million decrease compared to FY18 approved operating budget. This includes \$224.8 million from State Road fund revenues and \$3.0 million from federal sources.
- In general, the FY19 request for Highway Operations decreased by \$6.0 million due to eliminating fund balance. Taking advantage of state road fund balances will be discussed during the FY19 budget negotiations/ consensus.

## Key features include:

- Personal services & employee benefits – 9% vacancy rate.
- Highway Road Betterments \$81.5 million:
  - Contract Maintenance - \$43.7 million.
  - Field Supplies - \$37.8 million.
  - The Road Maintenance program request supports the following activities, i.e. Chip Seal, Fog Seal, Crack Seal, Overlay, Guardrail, Blade and Pothole Patching, and Snow Removal.
- \$0.3 million or a 15% increase in DoIT Radio Communication charges compared to FY18 rates.

		HOP			
		A	B	C	D
		FY18 Approved Operating	FY19 Request	Dollar Change	% Change
1	Expenditures				
2	200 - Personal Services and Employee Benefits	\$104,510.1	\$104,510.1	\$0.0	0%
3	300 - Contractual Services	\$49,772.6	\$45,322.6	(\$4,450.0)	-9%
4	400 - Other	\$76,512.2	\$77,962.2	\$1,450.0	2%
5	500 - Other Financing Uses	\$3,000.0	\$0.0	(\$3,000.0)	0%
6	<b>Total Expenditures</b>	<b>\$233,794.9</b>	<b>\$227,794.9</b>	<b>(\$6,000.0)</b>	<b>-3%</b>
7	FTE	1,827.7	1,827.7	-	
8					
9	Revenues				
10	State Revenues				
11	State Road Fund (SRF)	\$230,794.9	\$224,794.9	(\$6,000.0)	-3%
12	Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0	0%
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	0%
14	Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0	0%
15	State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0	0%
16	Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0	0%
17	<b>Total State Revenues</b>	<b>\$230,794.9</b>	<b>\$224,794.9</b>	<b>(\$6,000.0)</b>	<b>-3%</b>
18	Other Revenues				
19	Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	0%
20	<b>Other Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>
21	Restricted Fund Balances				
22	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	0%
23	Aviation Fund	\$0.0	\$0.0	\$0.0	0%
24	Traffic Safety	\$0.0	\$0.0	\$0.0	0%
25	Local Government Road Fund	\$0.0	\$0.0	\$0.0	0%
26	HIF	\$0.0	\$0.0	\$0.0	0%
27	WIPP	\$0.0	\$0.0	\$0.0	0%
28	State Road Fund Balances	\$0.0	\$0.0	\$0.0	0%
29	<b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>
30	General Funding Estimates				
31	General Fund	\$0.0	\$0.0	\$0.0	0%
32	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>
33	Federal Funding Estimates				
34	FHWA Funding	\$3,000.0	\$3,000.0	\$0.0	0%
35	National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	0%
36	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	0%
37	Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	0%
38	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	0%
39	Rec Trails	\$0.0	\$0.0	\$0.0	0%
40	<b>Total Federal Revenues</b>	<b>\$3,000.0</b>	<b>\$3,000.0</b>	<b>\$0.0</b>	<b>0%</b>
41	<b>Total Revenues</b>	<b>\$233,794.9</b>	<b>\$227,794.9</b>	<b>(\$6,000.0)</b>	<b>-3%</b>

# Business Support

- The request for Business Support totals \$42.2 million of state road fund revenue or 0% change compared to FY18 approved operating budget.

## Key features include:

- Personal services and employee benefits- 10% vacancy rate. (increase of 1 FTE from P562- PDC.)
- Business Support is responsible for paying all 'agency-wide' costs for the department including the following:
  - GSD charges - \$6.9 million, a \$0.6 million increase from FY18.
  - DOIT charges – Tech, HRMS, and Telecommunication charges - \$3.3 million (excludes Radio charges).
  - Audit Services & Financial Statements - \$0.3 million.
  - Agency-wide costs including GSD, DoIT rates and Audit account for \$10.9 million, or 25.3 percent of all Business Support costs.

BSUP						
		A	B	C	D	
		FY18 Approved Operating	FY19 Request	Dollar Change	% Change	
1	<b>Expenditures</b>					1
2	200 - Personal Services and Employee Benefits	\$24,757.5	\$24,757.5	\$0.0	0%	2
3	300 - Contractual Services	\$4,458.8	\$4,321.9	(\$136.9)	-3%	3
4	400 - Other	\$12,949.4	\$13,086.3	\$136.9	1%	4
5	500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	0%	5
6	<b>Total Expenditures</b>	<b>\$42,165.7</b>	<b>\$42,165.7</b>	<b>(\$0.0)</b>	<b>0%</b>	6
7	FTE	236.8	237.8	1.0		7
8						8
9	<b>Revenues</b>					9
10	<b>State Revenues</b>					10
11	State Road Fund (SRF)	\$42,165.7	\$42,165.7	\$0.0	0%	11
12	Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0	0%	12
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	0%	13
14	Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0	0%	14
15	State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0	0%	15
16	Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0	0%	16
17	<b>Total State Revenues</b>	<b>\$42,165.7</b>	<b>\$42,165.7</b>	<b>\$0.0</b>	<b>0%</b>	17
18	<b>Other Revenues</b>					18
19	Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	0%	19
20	<b>Other Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	20
21	<b>Restricted Fund Balances</b>					21
22	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	0%	22
23	Aviation Fund	\$0.0	\$0.0	\$0.0	0%	23
24	Traffic Safety	\$0.0	\$0.0	\$0.0	0%	24
25	Local Government Road Fund	\$0.0	\$0.0	\$0.0	0%	25
26	HIF	\$0.0	\$0.0	\$0.0	0%	26
27	WIPP	\$0.0	\$0.0	\$0.0	0%	27
28	<b>State Road Fund Balances</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	28
29	<b>Total Fund Balances</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	29
30	<b>General Funding Estimates</b>					30
31	General Fund	\$0.0	\$0.0	\$0.0	0%	31
32	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	32
33	<b>Federal Funding Estimates</b>					33
34	FHWA Funding	\$0.0	\$0.0	\$0.0	0%	34
35	National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	0%	35
36	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	0%	36
37	Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	0%	37
38	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	0%	38
39	Rec Trails	\$0.0	\$0.0	\$0.0	0%	39
40	<b>Total Federal Revenues</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>	40
41	<b>Total Revenues</b>	<b>\$42,165.7</b>	<b>\$42,165.7</b>	<b>\$0.0</b>	<b>0%</b>	41

# MODAL

- Overall, the request for MODAL totals \$64.5 million; a \$0.1 million increase compared to FY18 operating budget. This includes \$19.9 million from state road fund revenue, \$7.8 million from restricted fund revenue (i.e. Traffic Safety and Aviation); a \$1.5 million transfer(s) from other state agencies; \$3.0 million from state road fund balance and \$32.4 million from federal revenues.

## Key features include:

- Personal services and employee benefits –10% vacancy rate. (3 F.T.E. Increase transfer in from DPS, Ports of Entry)
- Restricted Funds FY19 Budget:
  - Transit and Rail (federal and state)- \$33.1 million.
  - Aviation- \$5.6 million.
  - Traffic Safety-
    - NHTSA- \$15.7 million.
    - Ports of Entry- \$4.2 million.
    - Other Traffic Safety Programs. -\$5.8 million
- Ports of Entry:
  - Category 200- \$1.0 million for personal services and employee benefits, 20 FTE.
  - Category 300- \$2.2 million to hire temp contractors “if needed” and Promiles software license.
  - Category 400- \$1.0 million for building maintenance and repair activities.

MODAL					
	A	B	C	D	
	FY18 Approved Operating	FY19 Request	Dollar Change	% Change	
1	<b>Expenditures</b>				1
2	200 - Personal Services and Employee Benefits	\$5,056.4	\$5,062.4	\$6.0	0%
3	300 - Contractual Services	\$28,629.8	\$30,482.8	\$1,853.0	6%
4	400 - Other	\$30,692.1	\$28,935.2	(\$1,756.9)	-6%
5	500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	0%
6	<b>Total Expenditures</b>	<b>\$64,378.3</b>	<b>\$64,480.4</b>	<b>\$102.1</b>	<b>0%</b>
7	FTE	73.0	76.0	3.0	
8					
9	<b>Revenues</b>				9
10	<b>State Revenues</b>				10
11	State Road Fund (SRF)	\$19,880.3	\$19,880.4	\$0.1	0%
13	Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0	0%
14	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	0%
15	Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0	0%
16	State Aviation Fund -- Restricted	\$5,427.0	\$5,571.0	\$144.0	3%
17	Transportation/Traffic Safety Funds -- Restricted	\$2,231.0	\$2,189.0	(\$42.0)	-2%
18	<b>Total State Revenues</b>	<b>\$27,538.3</b>	<b>\$27,640.4</b>	<b>\$102.1</b>	<b>0%</b>
	<b>Other Revenues</b>				18
	Transfers from Other State Agencies	\$1,471.0	\$1,471.0	\$0.0	0%
	<b>Other Revenues</b>	<b>\$1,471.0</b>	<b>\$1,471.0</b>	<b>\$0.0</b>	<b>0%</b>
19	<b>Restricted Fund Balances</b>				21
20	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	0%
21	Aviation Fund	\$0.0	\$0.0	\$0.0	0%
22	Traffic Safety	\$0.0	\$0.0	\$0.0	0%
23	Local Government Road Fund	\$0.0	\$0.0	\$0.0	0%
24	HIF	\$0.0	\$0.0	\$0.0	0%
25	WIPP	\$0.0	\$0.0	\$0.0	0%
26	State Road Fund Balances	\$3,000.0	\$3,000.0	\$0.0	0%
27	<b>Total Fund Balances</b>	<b>\$3,000.0</b>	<b>\$3,000.0</b>	<b>\$0.0</b>	<b>0%</b>
28	<b>General Funding Estimates</b>				30
29	General Fund	\$0.0	\$0.0	\$0.0	0%
30	<b>Total General Fund</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0%</b>
31	<b>Federal Funding Estimates</b>				33
32	FHWA Funding	\$0.0	\$0.0	\$0.0	0%
33	National Highway Traffic Safety Administration	\$15,731.4	\$15,731.4	\$0.0	0%
34	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	0%
35	Federal Transit Administration (FTA)	\$16,637.6	\$16,637.6	\$0.0	0%
36	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	0%
37	Rec Trails	\$0.0	\$0.0	\$0.0	0%
38	<b>Total Federal Revenues</b>	<b>\$32,369.0</b>	<b>\$32,369.0</b>	<b>\$0.0</b>	<b>0%</b>
39	<b>Total Revenues</b>	<b>\$64,378.3</b>	<b>\$64,480.4</b>	<b>\$102.1</b>	<b>0%</b>

Tab 6a

# Commission Brief

**SUBJECT:**

**FY19 Revenue Forecast and Appropriation Request**

**PRESENTER:** Mallery Martinez, Budget Director

**BACKGROUND:**

The accountability in Government Act mandates the completion and submission of the Department's FY19 performance-based appropriation request to the State Budget Division and Legislative Finance Committee by September 1, 2017.

**ACTION:** Respectfully, recommend that the State Transportation Commission approve the Department of Transportation FY19 Appropriation Request and allow the Department to submit to the State Budget Division and the Legislative Finance Committee on September 1, 2017.

# Tab 7

# Commission Brief

**SUBJECT:** Adjournment

**BACKGROUND:**

**ACTION:**