

**NM DEPARTMENT OF TRANSPORTATION
Financial Statements
for the Year Ended
June 30, 2013
and Report of
Independent Auditors**

NEW MEXICO DEPARTMENT OF TRANSPORTATION
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Year Ended June 30, 2013

Commission

Pete Rahn	Chairman	District 3
Ronald Schmeits	Vice-Chair	District 4
Dr. Kenneth White	Secretary	District 1
Robert Wallach	Commissioner	District 2
Butch Mathews	Commissioner	District 5
Jackson Gibson	Commissioner	District 6

Administrative Officers

Tom J. Church	Cabinet Secretary, Designate
Anthony Lujan	Deputy Secretary
Kathy Bender	Deputy Secretary

REPORT OF INDEPENDENT AUDITORS

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business type activities, each major fund, the aggregate remaining fund information and the budgetary comparisons of the major funds of the State of New Mexico Department of Transportation (Department) as of and for the year ended June 30, 2013 and the related notes to the financial statements, which collectively comprise the Department's basic financial statements as listed in the table of contents. We have also audited the financial statements of each of the Department's non-major governmental funds and the budgetary comparisons for the non-major funds presented as supplementary information as of and for the year ended June 30, 2013, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to previously present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Department as of June 30, 2013, and the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparisons for the major funds for the year then ended in accordance with accounting principles generally accepted in the United States of America. In addition, in our opinion, the financial statements referred to previously present fairly, in all material respects, the respective financial position of each non-major fund of the Department as of June 30, 2013, and the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparisons for the non-major funds for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Department are intended to present the financial position and changes in financial position of only that portion of the governmental activities, each major fund, the aggregate remaining fund information and all respective budgetary comparisons of the State of New Mexico that is attributable to the transactions of the Department. They do not purport to, and do not present fairly the financial position of the entire State of New Mexico as of June 30, 2013, and the changes in the financial position for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 6 through 23 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Department's basic financial statements, the non-major fund financial statements and non-major fund budgetary comparisons. The additional schedules listed as other supplementary information in the table of contents as required by the New Mexico State Audit Rule and the accompanying schedule of expenditures of federal awards as required by the U.S. Office of Management and Budget, Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations* are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The other supplementary information, as listed in the table of contents, and the schedule of expenditures of federal awards are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the other supplementary information, as listed in the table of contents, and schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 13, 2013 on our consideration of the Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Department's internal control over financial reporting and compliance.

Mess Adams LLP

Albuquerque, New Mexico
December 13, 2013

MANAGEMENT'S DISCUSSION AND ANALYSIS

As management of New Mexico Department of Transportation (Department), we offer the readers of the Department's financial statement this narrative overview and analysis of the financial activities of the Department for the fiscal year ended June 30, 2013. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in footnotes to the basic financial statements, which start on page 43 of this audit report.

1. Overview of the Financial Statements

Financial Highlights - 2013

The Department's net position decreased by \$226,658,397 and the net position of the Department's governmental activities decreased by \$226,724,922 (primarily due to depreciation of infrastructure assets exceeding additions and improvements during the current fiscal year and the reclassification of deferred charges for bond issuance costs to a prior period expense.)

Financial Highlights - 2012

The Department's net assets decreased by \$84,851,210, and the net assets of the Department's governmental activities decreased by \$84,919,852 primarily due to depreciation of infrastructure assets exceeding additions and improvements during the current fiscal year.

This discussion and analysis is intended to serve as an introduction to the Department's basic financial statements. The Department's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) major governmental fund financial statements, and 3) notes to the financial statements. This report also contains other non-major combining and individual governmental fund statements and supplementary information, including the schedule of expenditures of Federal awards, in addition to the basic financial statements themselves.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Department's finances, in a manner similar to private sector business.

The Statement of Net Position presents information on all of the Department's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of the Department is improving or deteriorating.

The Statement of Activities presents information showing how the Department's net position changed during the fiscal year. All changes in net assets are reported when the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods.

The Department's primary purpose is the construction and maintenance of the infrastructure of the State of New Mexico. Thus, in the government-wide financial statements, the primary function is public works.

The government-wide financial statements start on page 26 of this report.

1. Overview of the Financial Statements - continued

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Department uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the Department are divided into two categories: governmental funds and proprietary fund.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on current resources and use of spendable resources, as well as on the balance of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the Governmental Funds Balance Sheet and the Governmental Funds Statement of Revenues, Expenditures, and Changes in Fund Balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Department has 51 governmental funds. Governmental funds are reported as major funds in the accompanying financial statements if they meet both of the following criteria:

- 1) Ten percent criterion - An individual governmental fund reports as least 10 percent of any of the following: a) total governmental fund assets, b) total governmental fund liabilities, c) total governmental fund expenditures.
- 2) Five percent criterion - An individual governmental fund reports at least 5 percent of the total for both governmental and enterprise funds of any of the items for which it met the 10 percent criterion.

The Department's major governmental funds are the following:

State Road Fund(s) (Funds #10040 and 20100). The State Road Fund(s) were created by Section 67-3-65, NMSA 1978. The State Road Fund(s) are the operating fund of the Department and is used to account for substantially all of the Department's financial activities.

2008B GRIP Bond Debt Service Fund (Fund #10420). The fund was created when the \$220,000,000 New Mexico State Transportation Commission Revenue Bonds Series 2008B were issued in April 2008 to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation.

1. Overview of the Financial Statements - continued

Information is presented separately in the Governmental Fund Balance Sheet and in the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balances for the three major funds. Data from the other 49 funds are combined into a single, aggregated presentation. Individual fund data for each of these non-major governmental funds is provided in the form of combining statements in this report. See pages 168 through 194.

Proprietary Funds

The Department has one type of proprietary fund. An enterprise fund is used to report the same functions presented as business-type activities in the government-wide financial statements. The Department uses its enterprise fund to account for the State Infrastructure Bank, since its purpose is to make loans for road projects.

Proprietary funds provide the same type of information as the government-wide financial statements. The proprietary fund financial statements provide separate information for the State Infrastructure Bank since it is considered to be a major fund of the Department.

The basic proprietary fund financial statements can be found on pages 38 through 39 and the cash flows statement is on page 40 of this report.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements start on page 43.

Other Information

In addition to the basic financial statements and accompanying notes, this report also presents certain other supplementary information including the Schedule of Severance Tax Bonds, Schedule of Special Appropriations, Schedule of Petty Cash Deposit Accounts, Schedule of State Road Fund User and Fuel Taxes, Schedule of Debt Service and Coverage Ratios and the Schedule of Expenditures of Federal Awards.

Government-wide Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of the Department's financial position. At June 30, 2013, the Department's assets exceeded liabilities by \$5,403,702,182.

The largest portion of the Department's net position reflect its investments in capital assets (e.g., land, building, equipment, improvements, and infrastructure) less any debt and unspent bond proceeds used to acquire those assets that are still outstanding. Although the Department's investment in its capital assets is reported net of related debt and unspent bond proceeds, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

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1. Overview of the Financial Statements - continued

Net Position

As of June 30, 2013 and 2012, the Department has positive balances in two categories of net position, both for the government fund financial statement as a whole, as well as for its separate categories - governmental and business-type activities. Table A-1 summarizes the Department's net position for the fiscal years ended June 30, 2013 and 2012.

Table A-1 The Department's Net Position

	Governmental Activities		Business-type Activities	
	2013	2012	2013	2012
Assets:				
Current and other assets	\$ 498,230,423	\$ 617,291,608	\$ 20,939,797	\$ 20,723,225
Capital assets and other	6,623,581,695	6,986,486,203	-	-
Total Assets	\$ 7,121,812,118	\$ 7,603,777,811	\$ 20,939,797	\$ 20,723,225
Deferred Outflows:				
Deferred loss on refunding	\$ 85,651,424	\$ 76,507,362	-	-
Deferred outflow of resources	58,445,464	137,082,035	-	-
Total Deferred Outflows	\$ 144,096,888	\$ 213,589,397	-	-
Total Assets and Deferred Outflows	\$ 7,265,909,006	\$ 7,817,367,208	\$ 20,939,797	\$ 20,723,225
Liabilities:				
Current liabilities	\$ 284,794,101	\$ 76,507,362	\$ 212,264	-
Long-term liabilities	1,598,140,256	137,082,035	-	-
Total Liabilities	\$ 1,882,934,357	\$ 213,589,397	\$ 212,264	-
Net Position:				
Net Investment in Capital Assets	\$ 4,884,648,804	\$ 5,001,281,378	-	-
Restricted	498,325,845	608,418,193	20,727,533	20,661,008
Total Net Position	\$ 5,382,974,649	\$ 5,609,699,571	\$ 20,727,533	\$ 20,661,008

1. Overview of the Financial Statements - continued

Total	
2013	2012
\$ 519,170,220	\$ 638,014,833
6,623,581,695	6,986,486,203
\$ 7,142,751,915	\$ 7,624,501,036
\$ 85,651,424	\$ 76,507,362
58,445,464	137,082,035
\$ 144,096,888	\$ 213,589,397
\$ 7,286,848,803	\$ 7,838,090,433
\$ 285,006,365	\$ 76,507,362
1,598,140,256	137,082,035
\$ 1,883,146,621	\$ 213,589,397
\$ 4,884,648,804	\$ 5,001,281,378
519,053,378	629,079,201
\$ 5,403,702,182	\$ 5,630,360,579

1. Overview of the Financial Statements - continued

Changes in Net Assets

Table A-2 provides a summary of the Department's operations for the years ended June 30, 2013 and 2012. Governmental activities decreased the Department's net position by \$226,724,922 in 2013 and decreased the Department's net assets by \$84,919,852 in 2012. Business-type activities increased the Department's net assets by \$66,525 in 2013 and by \$68,642 in 2012, due to interest income earned during the year.

Table A-2 Changes in the Department's Net Assets

	Governmental Activities		Business-type Activities	
	2013	2012	2013	2012
Revenues:				
Program revenues:				
Charges for services	\$ 45,850,237	\$ 33,838,571	\$ -	\$ -
Operating grants	20,880,640	30,830,847	-	-
Capital grants	441,146,787	440,135,455	-	-
General revenues:				
User and fuel taxes	390,149,214	386,438,418	-	-
Interest income	3,804,981	3,895,557	66,525	68,642
Special revenues:				
Gain (loss) on disposal of assets	1,149,083	(71,697)	-	-
Total Revenues	902,980,942	895,067,151	66,525	68,642
Expenses:				
Programs and infrastructure	842,638,581	593,274,035	-	-
Transportation and highway operations	202,343,925	376,172,487	-	-
Program support	92,803,958	48,777,112	-	-
Total Expenses	1,137,786,464	1,018,223,634	-	-
Net Revenues Before Transfers and Reversions	(234,805,522)	(123,156,483)	66,525	68,642
Transfers and Reversions	8,080,600	38,236,631	-	-
(Decrease) Increase in Net Position	(226,724,922)	(84,919,852)	66,525	68,642
Net Position, Beginning of Fiscal Year	5,609,699,571	5,702,624,599	20,661,008	20,592,366
Restatement (See Note 25)	-	(8,005,176)	-	-
Net Position, Beginning of Fiscal Year, as restated	5,609,699,571	5,694,619,423	20,661,008	20,592,366
Net Position, End of Fiscal Year	\$ 5,382,974,649	\$ 5,609,699,571	\$ 20,727,533	\$ 20,661,008

1. Overview of the Financial Statements - continued

Total	
2013	2012
\$ 45,850,237	\$ 33,838,571
20,880,640	30,830,847
441,146,787	440,135,455
390,149,214	386,438,418
3,871,506	3,964,199
1,149,083	(71,697)
903,047,467	895,135,793
842,638,581	593,274,035
202,343,925	376,172,487
92,803,958	48,777,112
1,137,786,464	1,018,223,634
(234,738,997)	(123,087,841)
8,080,600	38,236,631
(226,658,397)	(84,851,210)
5,630,360,579	5,723,216,965
-	(8,005,176)
5,630,360,579	5,715,211,789
5,403,702,182	5,630,360,579

1. Overview of the Financial Statements - continued

Governmental Funds

The Department's governmental funds are designed to provide information on near-term inflows, outflows and balances of spendable resources. Such information is useful in assessing the Department's financing requirements. In particular, unreserved fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

At the end of the 2013 fiscal year, the Department's governmental funds reported combined ending fund balances of \$353,121,345 a decrease of \$117,907,354 from the prior year. Restricted fund balance indicates amounts available for expenditures in subsequent years for the purposes for which the initial revenues were intended. Non-spendable fund balance indicates amounts which have already been spent and now consist of inventories, long-term assets and prepaid items and other reserved items of \$46,745,709.

The changes in fund balance for the Department's major funds for 2013 are as follows:

State Road Fund(s) (Fund #10040 and 20100)	\$ (13,139,404)
2008B GRIP Bond Debt Service Fund (Fund #10420)	<u>(29,643)</u>
Major funds, net change in fund balances	<u>\$ (13,169,047)</u>

The net decrease in the State Road Fund(s) is due to an increase in expenditures for road maintenance and road construction.

The net decrease in the 2008B GRIP Bond Debt Service Fund is due to interest costs and SWAP collateral costs exceeding interest earnings.

1. Overview of the Financial Statements - continued

Budgetary Highlights

The Department operating budgets (excludes multi-year funds) are on a modified accrual basis and not all available funds are budgeted. The Department made revisions to the original approved budget by \$82,220,667. Overall, these changes were caused by the following significant budget adjustments:

Increase--State of Texas contribution for Park n Ride for El Paso to Las Cruces	\$ 323,200
Increase-Federal Transit Administration grant funds for advertising of transit services between El Paso and Las Cruces	112,374
Increase-Federal Transit Administration grant funds	1,456,029
Increase-Field supplies, contract maintenance and fuel purchases	20,000,000
Increase-Special Fund Balance Appropriation for road maintenance activities	35,000,000
Increase-Debt Service for 2004B GRIP Bonds	12,300,000
Increase--Mesa PDC warranty reimbursement work on U.S. 550	13,029,064
	\$ 82,220,667

The Department's original operating budget for fiscal year 2013 was \$835,501,000. The final budget for the fiscal year was \$1,302,753,851. The \$467,252,851 increase in budget was mainly due to budget adjustments discussed above and the Department's authorized practice of rolling forward into FY13 its remaining FY12 unexpended contracts and purchase orders. The appropriation budgetary period for those FY12 unexpended contracts and purchase orders lapses at the end of the FY12 fiscal year and the Department has to re-establish the budget in FY13 to fund the roll forward of its unexpended contracts and purchase orders. The Department funds the budget increase by utilizing the balance of the unused FY12 budget revenues that were originally budgeted for the unexpended contracts and purchase orders. The roll forward budget of \$385,032,184 is not included in the above schedule of budget adjustments.

Capital Assets Overview

The Department's investment in capital assets for its governmental activities as of June 30, 2013, amounts to \$6,603,455,731 (net of accumulated depreciation). This investment in capital assets includes land, right of way, buildings, equipment, improvement and the infrastructure. Business-type activities have no capital assets.

Major Infrastructure Projects

The Department develops plans to build a transportation system that will better serve the State of New Mexico. Advanced and innovative strategies include building roads using a corridor approach, where an entire route between communities is built. By designing and constructing entire corridors, the Department has been able to realize efficiencies to benefit the state. The Department also employs innovative project development techniques, warranty agreements and highly advanced financing techniques to accomplish the objectives of the Major Investment Program.

1. Overview of the Financial Statements - continued

Capital Assets Overview - continued

Fiscal Year 2012-2013 Active Projects with a contract amount of \$10 million or more:

I-10/NM 292 Interchange for 3.30 miles. - Doña Ana County
NM 136, MP 4.000 to MP 5.000 and - Doña Ana County
I-25, MP 220.500 to MP 222.860 for 2.358 miles - Bernalillo County
NM 26, MP 0.000 to MP 25.760 for 25.760 miles - Luna County
I-40, MP 14.692 to MP 21.267 for 6.575 miles - MC Kinnley County
US 84/285, MP 183.215 to MP 185.223 for 2.008 miles - Santa Fe County
I-40, MP 140.543 to MP 145.789 for 6.918 miles - Bernalillo County
US 54, MP 107.000 to MP 112.700 for 5.691 miles - Lincoln County
US 54, MP 112.700 to MP 119.000 for 6.345 miles - Lincoln County
US 62/180, MP 35.040 to MP 35.590 and US 285, MP 33.262 to - Eddie County
I-25, MP 239.686 to MP 242.208 for 2.522 miles - Sandoval County
US 64/87, MP 390.332 to MP 400.000 for 9.668 miles - Union County
US 64, MP 62.000 to 64.000 for 2.000 miles - San Juan County
US 64, MP 140.000 to MP 148.560 for 8.560 miles - Rio Arriba County
US 491, MP 67.700 to MP 77.000 for 9.300 miles - San Juan County
I-40, MP 150.042 to 152.334 for 2.292 miles - Bernalillo County
US 491, MP 77.000 to MP 85.200 for 8.220 miles - San Juan County
US 491, MP 59.05 to MP 67.74 for 8.69 miles - San Juan County
US 54, MP 163.230 to MP 175.098 for 11.866 miles - Lincoln County
US 491, MP 46.000 to MP 59.000 for 13.042 - San Juan County
I-25, MP 234.600 to MP 239.800 for 5.227 miles - Sandoval County
US64/87, MP 359.950 to MP 375.200 for 15.109 miles - Colfax County
I-10, Las Cruces to Texas State Line for 18.310 miles - Doña Ana County
I-10/I-25, Interchange for 2.255 miles. - Doña Ana County
I-40, MP 160.730 to MP 162.170 and I-40/San Mateo - Bernalillo County
US 84/285, Santa Fe Relief Route to Santa Fe Opera and - Santa Fe County

1. Overview of the Financial Statements - continued

Automotive and Major Road Fund Equipment

For fiscal year 2013, the Automotive and Major Road Fund Equipment modified accrual basis budget total was approximately \$10 million. Of this budget, approximately \$10.0 million was fully expended at June 30, 2013. Automotive and Major Road Fund Equipment purchased includes pickups, dump trucks, rollers, excavators, mowers, tractors, loaders, snowplows, brooms, dozers, motor graders, spreaders, millers, trailers, motor vehicles, etc. All items are approved during the legislative session prior to July of each fiscal year. The Department holds several sales and public auctions during the year to liquidate old and obsolete equipment to public and private entities.

Table A-3
Department's Capital Assets

	2013	2012
Land	\$ 5,177,044	\$ 5,177,044
Construction in Process	193,763,345	193,830,627
Right of Way	488,134,031	485,300,485
Infrastructure	14,978,703,392	15,071,694,230
Equipment and furniture	29,351,500	30,453,316
Library	102,613	102,614
Buildings	48,367,059	45,823,291
Automotive and Major Road Fund Equipment	202,599,261	205,816,651
Accumulated depreciation	(9,342,742,514)	(9,219,215,278)
Total	\$ 6,603,455,731	\$ 6,818,982,980

Additional information on the Department's capital assets can be found in Note 10 of this report.

1. Overview of the Financial Statements - continued

Debt Administration

The Department is authorized to issue bonds by authority of Section 67-3-59.1 of the New Mexico Statutes Annotated (NMSA)(1978), as amended. The focus of the Department's bond program is to accelerate transportation construction projects while maintaining strong debt service coverage ratios and minimizing the costs of borrowing.

At June 30, 2013, the Department had a total outstanding debt (bonds) of \$1,479,790,000. Outstanding bond debt is backed by the Department's anticipated state tax revenues and FHWA revenues.

Table A-4
Department's Outstanding Debt

2013	2012
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Bonds (excludes deferred amounts on refunding)

<u>\$ 1,479,790,000</u>	<u>\$ 1,635,870,000</u>
-------------------------	-------------------------

The Department's total bond debt decreased by 9.5% or (\$156,080,000). Total outstanding bond debt at the end of the 2013 fiscal year was \$1,479,790,000 compared to \$1,635,870,000 at the end of the 2012 fiscal year. The net decrease in debt resulted from \$88,448,182 in principal repayments, \$17,231,818 in net bond refunding's and \$50,400,000 in bonds defeased. See Note 13 for a detail of all outstanding bonds.

The Department did not pay any arbitrage to the Internal Revenue Service for any excess interest earned on bond proceeds during the fiscal year and did not have any arbitrage liability at the end of the fiscal year.

2. Economic Factors and Revenue Forecasts

Economic and Demographic Characteristics

New Mexico is the 36th largest state by population and the fifth largest in land area. According to the decennial census the State's population as of April 1, 2010 was 2,059,179. Between 2000 and 2010, the State was the fifteenth fastest growing state, as the population increased 13.2 percent from the 2000 population of 1,819,046. Over the same period of time, the national population grew 9.7 percent. Most of this population growth is occurring in or near the larger cities. There are four Metropolitan Statistical Areas (MSAs) in the state. The Albuquerque MSA is comprised of Bernalillo, Sandoval, Torrance and Valencia Counties; the Las Cruces MSA is Dona Ana County; the Santa Fe MSA is Santa Fe County, and the Farmington MSA is San Juan County. The fastest growing counties in the state are Sandoval, Dona Ana, Bernalillo, Valencia and Lea.

Major industries in the State are energy resources, semi-conductor manufacturing, tourism, services, agriculture-agribusiness, government, and mining. In 2011, New Mexico was the 6th largest producing state of natural gas and the 6th largest producing state of onshore crude oil. In 2011 coal, copper and potash production value exceeded \$2 billion and the state ranked 13th, 3th and 1st respectively in the US. The mining and logging industry employed more than 24,000 New Mexicans in 2013. Major federally funded scientific research facilities at Los Alamos, Albuquerque and White Sands are also a notable part of the State's economy. The state's major transportation routes include Interstate-25, running north-south from El Paso, Texas through Las Cruces, Albuquerque, Santa Fe, Las Vegas and Raton, New Mexico toward Pueblo and Denver, Colorado. Major east-west routes, especially important to interstate commercial carrier traffic, include Interstate-10 from El Paso, Texas to Tucson and Phoenix, Arizona, and Interstate-40 from Amarillo, Texas through Tucumcari, Albuquerque and Gallup, New Mexico to Flagstaff, Arizona.

Revenue Forecasts and Budgets

Federal Revenue:

FHWA Revenue - Federal Revenue – The amount of FHWA revenue (obligation authority) available to all states has slightly increased as a result of the passage of the 5 year transportation reauthorization bill entitled "Safe, Accountable, Flexible, and Efficient Transportation Equity Act for the 21st Century – A Legacy for Users" "SAFETEA-LU" in 2005. The amounts of "obligation limitation" available to New Mexico are \$287.5 million in FY2005, \$292.8 million in FY2006, \$271.1 million in FY2007, \$253.5 million in FY2008, \$372.5 million in FY2009, \$314.8 million in FY2010, \$321.8 million in FY2011, \$322.1 million in FY12. MAP-21 was signed and is in effect for FY13 and FY14, FY13's obligation authority was \$318.3 million.

2. Economic Factors and Revenue Forecasts - continued

Federal Transit Administration Funds - NMDOT reported revenue of \$13,182,849 in FY 2013 Federal Transit Administration grant funds.

National Highway Traffic Safety Administration Funds - NMDOT reported revenue of \$7,697,791 in FY 2013 of National Highway Traffic Safety Administration grant funds.

ARRA Revenue - \$10,230,658 revenue of FY 2013 ARRA funds from FHWA.

State Revenue:

Revenues for the New Mexico Department of Transportation over the long-term (20 years) are characterized as being steady and growing at rates associated with the Consumer Price Index (CPI). There have been periods of stronger and slower, even declining, rates of growth. From fiscal years 1988 to 2000, the average annual compound growth rate was 2.7% and from 2003 to 2007 it was 7.5%. In fiscal year 2001, there was a contraction and then a slowdown due to economic recession that lasted three years.

Department of Transportation revenues was not immune from the latest recession. However, diversity of revenue sources helped to moderate the impact. State Road Fund revenues are split roughly half and half between passenger car based and interstate trucking sourced. Those revenues associated with trucking (special fuel and weight/distance) were negatively influenced by the US economic recession during FY2008 through FY2010 and fell about 15% while passenger cars based revenues (gasoline and vehicle registrations) have been comparatively more stable. With recent current improvements in the US economy, trucking activity has begun to improve and concurrently there has been an increase in the trucking related revenues. FY 2007 was the peak year for Road Fund revenues before the recession; FY 2010 was the low point with revenues falling by over \$35 million or 9%. FY 2018 is forecast to be the year that revenues finally surpass the FY 2007 level, with the peak-to-return cycle lasting 11 years: falling for 3 years by 10% and slowly climbing for 8 years to fully recover.

The latest (July 2013) revenue forecast for the State Road Fund expects a revenue decline of 1.6% in FY2014, followed by growth in the 0.5% to 1.7% range during the subsequent four fiscal years. The revenue decline forecast for the Department as a whole is somewhat less at 1.2% for FY2014, followed by growth in the 0.5% to 1.8% range during the subsequent four fiscal years.

2. Economic Factors and Revenue Forecasts - continued

State Revenue Forecasts - Major Revenue Sources

In the fall of 2003, a special session of the New Mexico Legislature was held and transportation rates and fees were raised on special fuels (primarily diesel), weight/distance trucking rates and motor vehicle registration fees. The basis of these increases was to provide \$40 million annually for the debt service on GRIP, a large, multi-year road construction program. The increases were designed also to add \$20 million for road maintenance. These rate/fee increases, along with the strong economy, added almost \$100 million (36%) from FY 2003 to FY 2007 to the annual State Road Fund revenue levels.

The budget estimate for state tax and fee revenue is prepared in July/August and December/January for each year for the budget year ending 24 months (or 18 months) later. Each fiscal year's revenue estimate is formally assessed six times: twice before the year begins, twice during the fiscal year and twice after the end, with the final numbers being the actual audit.

In fiscal years 2005 through 2007, state revenues from gasoline, special fuels, weight/distance and vehicle registrations grew by \$47.7, \$15.9, \$18.7, million each year, respectively. In fiscal years 2008 through 2010, these same revenues declined \$13.2, \$19.0 and \$5.6 million each year. These four revenue sources constitute 93% of the state road fund. These revenues were consistent with the forecasts for the periods and did add the expected \$60 million for GRIP debt service and highway maintenance expenditures. Strong economic trends, particularly in the trucking industry, also helped to provide for strength in revenue growth in FY 2005 through FY 2007 and have led the decline in FY 2008 through FY 2010, and are now the primary contributors to the return to historic levels. On the other hand, gasoline revenue is expected plateau and decline in FY2017.

Due to the size and importance of each of these four sources, a look at each individually helps to provide a more complete picture of the Department's revenues.

Gasoline tax is the largest of State's revenue sources, providing about \$112 million in revenue in FY 2013. This tax is 17 cents per gallon of gasoline sold, with about three-fourths going to the state road fund and the remainder going primarily to municipalities and counties. It is the one major tax that was not increased during the special session of 2003. Historically, gasoline gallons sold increased until 1995, remained relatively stable from 1995 to 1999, and decreased in 2001, when they again stabilized. The peak years were 1995 to 1999, with 1998 providing \$117.9 million. When increases, slowing and plateaus are discussed in conjunction with gasoline revenues, it should be noted that they are very moderate changes.

Of much interest and frequent query, is how the gasoline usage (gallons) has fared during the dramatic price increase between 2004 and 2008 and in light of the economic slowdown. Somewhat surprisingly, for New Mexico, there was surprisingly little change in gasoline usage.

2. Economic Factors and Revenue Forecasts - continued

Special fuel tax (primarily diesel) is the second largest of the state's revenue sources, providing about \$92.5 million in FY 2013, down from the peak of \$101.5 in FY 2008. The tax per gallon was raised from 18 to 21 cents per gallon effective in FY 2005. Of the 21 cents, the State Road Fund receives 19 cents, with the remainder going to the Local Governments Road Fund. Including the 2003 special legislative session rate increase, special fuels grew by \$27.0 million, or 36%, from FY 2004 to FY 2008. Historically, special fuel revenue has grown robustly with an average annual compound growth rate of 5.2% from 1988 to 2008. After the collapse of the national housing bubble, special fuel revenue fell to a low \$85.6 million in FY 2009 and has since climbed slowly to \$92.5 million in FY 2013.

Weight/Distance tax is charged on trucks over 26,000 pounds and varies by weight and distance traveled in New Mexico. It ranges from a rate of around one cent per mile for vehicles weighing 26,001 to 28,000 pounds to slightly over 4 cents per mile for vehicles weighing over 78,000 pounds. It is historically the third largest revenue producer, with about \$73.5 million in revenue in FY 2013, down from the peak of \$77.4 million in FY 2008. Its rates, too, were raised in the fall 2003 special session. Prior to the tax rate increase, revenues averaged \$50+ million. After FY 2004, revenue increased from 43% to 50%, primarily due to the 38% tax rate increase. (It should be noted that an additional "bump" increase occurred in 2007 because of revenue accrual accounting changes.)

During the latest economic recession, declining consumer durable goods expenditures led to a fairly steep and sudden reduction in freight of all types including air, ship, rail and truck. That decline was in the range of 20% and began in December, 2008. Corresponding reductions in State Road Fund trucking related revenues began in March 2009 and, in only four months, dropped the annual revenue by \$2 million in FY2009. The full year impact in FY2010 of this Weight/Distance tax revenue decline was a \$7.8 million decrease relative to FY2008.

Motor vehicle registration fees are now the third largest revenue source at about \$74.1 million in FY 2013. These fees were raised in the 2003 Special Legislative session by about 33%, and revenue increased by about \$20.7 million or 39%, from FY 2004 to FY 2008. The fees are based on three weight classes for passenger vehicles and 14 weight classes for trucks and commercial carriers. The annual registration fees for trucks over 26,000 pounds are low because those vehicles are subject to the weight/distance taxes, discussed above. This revenue, like gasoline, has remained stable during both the economic expansions and recessionary periods.

Two revenue sources have been impacted negatively by recent federal procedure rulings and legislation. One is the Trip Tax and the other is New Mexico Public Regulation Commission common carrier registration fees. Trip Tax is charged on trucks in lieu of the weight/distance tax and vehicle registration fees for those trucks/companies not registered for weight/distance. What was called a cab card and carried in each truck was used for weight/distance registration identification. Federal regulations now prevent states from requiring the showing of state-specific taxpayer documentation cards. Trip tax rose to a peak of \$8.6 million in FY 2006 and provided revenues of about \$5.0 million in FY 2013. New Mexico is one of four states that impose a weight/distance tax and its associated trip tax. There have been strong investments recently in reporting enforcement and an optical scanning computer truck identification interface with the weight/distance tax data base. These have been accompanied by penalty increases for improper weight/distance tax filing, capital improvements at ports of entry and statewide enhanced documentation checks.

2. Economic Factors and Revenue Forecasts - continued

The New Mexico Public Regulation Commission previously collected common carrier registration fees. Because of efforts by the trucking industry to centralize registrations (because so many trucks are on the road and prorating registrations in so many states), a new common system and procedures were passed into law in the fall of 2006. In FY 2006, the Department received \$3.7 million in revenue. Under the new national system, the total fees across the country were capped at \$100 million and then apportioned such that the maximum New Mexico can now receive is \$3.2 million. Because of delays in getting the system up and running, revenue for FY 2007 came in at \$377,000, \$866,000 for FY 2008, \$2.3 million in FY 2009, and \$1.4 million in FY 2010. With improvements to this situation, FY2011 revenue came in at about \$2.7 million. Late payments from the national depository in FY 2012 led to revenue of only \$881 thousand in FY 2012 and increased revenue in FY 2013 of \$3.2 million. Future years are expected slightly under \$3 million per year.

Background - Gasoline Tax and Tribal Tax Sharing Agreements

The state permits gasoline to be sold at retail by registered Indian tribal distributors on Indian land free of State gasoline tax if the applicable Indian government imposes an equivalent or higher tax (for its own benefit) on retail gasoline sales. The growth in tribal market share initially out-paced the overall growth rate of gasoline sales as a result of competitive pricing, casino traffic, and new tribal travel centers. Over the past few years tribal sales had been declining from around 62 million to 56 million gallons per year, but grew to 68.9 million gallons in FY 2013.

In 2003 and 2004, legislation allowed the state to enter into "tax sharing agreements" with the two Native American Pueblos that were previously entitled to market a limited amount of state-tax-free gasoline outside reservation boundaries. Under the agreements, 40% of the tax collected on 30 million gallons of gasoline per year will be shared with each of the two Pueblos, in exchange for the Pueblos ceasing their wholesale sales activities outside reservation boundaries. The result of these agreements (entered into on January 1, 2004 and July 1, 2004) was significantly more predictable gasoline revenues. These agreements also resulted in a net revenue gain for the State while the gasoline excise tax was higher than the average gross receipts tax otherwise imposed. The term of the two agreements was for a period of 10 years. Chapter 15, Laws 2010 (Senate Bill 59 from the 2010 regular legislative session) allows these agreements to be extended under the same terms for an additional 10 years.

3. Contacting the Department's Financial Management

This financial report is designed to provide citizens, taxpayers, customers, legislators and investors and creditors with a general overview of the Department's finances and to demonstrate the Department's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact:

Attn: Accounting Services Director
New Mexico Department of Transportation
1120 Cerrillos Road
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-5108

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FINANCIAL STATEMENTS

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Net Position

As of June 30, 2013

	Governmental Activities	Business-type Activities (State Infrastructure Bank)	Total
Current Assets:			
Cash (Note 2):			
Unrestricted	\$ 2,100	\$ -	\$ 2,100
Cash equivalents (Note 2):			
(Investment in state general fund investment pool)			
Restricted	231,156,834	20,937,669	252,094,503
Managed by NMFA	121,162,072	-	121,162,072
Receivables:			
Taxes receivable, net	62,720,003	-	62,720,003
Accounts receivable, net (Note 3)	702,454	-	702,454
Interest receivable	2,969	-	2,969
Notes and loans receivable (Note 5)	2,649	-	2,649
Other receivables	20,106	-	20,106
U.S. Department of Transportation (Note 6)	53,678,130	-	53,678,130
Due from other funds (Note 7)	212,264	-	212,264
Due from other state agencies (Note 8)	1,951,080	2,128	1,953,208
Inventories (Note 9)	14,420,684	-	14,420,684
Prepaid expense - other	2,753	-	2,753
Prepaid expense - NM44 warranty	3,189,111	-	3,189,111
Property held for resale, net	9,007,214	-	9,007,214
Total Current Assets	498,230,423	20,939,797	519,170,220
Non-Current Assets:			
Prepaid expense - NM44 warranty, net	20,125,964	-	20,125,964
Capital assets, net (Note 10)	6,603,455,731	-	6,603,455,731
Total Non-Current Assets	6,623,581,695	-	6,623,581,695
Total Assets	\$ 7,121,812,118	\$ 20,939,797	\$ 7,142,751,915
Deferred Outflows of Resources:			
Deferred loss on refunding (Note 13)	85,651,424	-	85,651,424
Deferred outflow of resources (Note 13)	58,445,464	-	58,445,464
Total Deferred Outflows of Resources	\$ 144,096,888	\$ -	\$ 144,096,888
Total Assets and Deferred Outflows of Resources	\$ 7,265,909,006	\$ 20,939,797	\$ 7,286,848,803

See Report of Independent Auditors and Notes to Financial Statements

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Net Position

As of June 30, 2013

	Governmental Activities	Business-type Activities (State Infrastructure Bank)	Total
Current Liabilities:			
Accounts payable and contracts payable, including retainage of \$8,380,052	\$ 92,092,148	\$ -	\$ 92,092,148
Due to other agencies (Note 12)	35,816,037	-	35,816,037
Due to other funds (Note 7)	-	212,264	212,264
Due to state general fund	102,619	-	102,619
Payable to other governments	108	-	108
Unearned revenue	4,555,427	-	4,555,427
Other accrued expenses	2,399,177	-	2,399,177
Other liabilities	326,503	-	326,503
Short-term note payable (taxable line of credit) (Note 13)	23,000,000	-	23,000,000
Current portion of long-term obligations (Note 13):			
Compensated absences	5,884,241	-	5,884,241
Debentures payable	106,610,000	-	106,610,000
Capitalized bond premium	14,007,841	-	14,007,841
Total Current Liabilities	284,794,101	212,264	285,006,365
Long-Term Liabilities:			
Long-term obligations (Note 13):			
Derivative instruments interest rate swap	98,376,625	-	98,376,625
Debentures payable	1,373,180,000	-	1,373,180,000
Capitalized bond premium, net	126,583,631	-	126,583,631
Total Long-Term Liabilities	1,598,140,256	-	1,598,140,256
Total Liabilities	1,882,934,357	212,264	1,883,146,621
Net Position:			
Net investment in capital assets	4,884,648,804	-	4,884,648,804
Restricted for:			
Unspent bond proceeds	45,813,247	-	45,813,247
Loans	-	20,727,533	20,727,533
Specific purposes	452,512,598	-	452,512,598
Total Net Position	5,382,974,649	20,727,533	5,403,702,182
Total Liabilities and Net Position	\$ 7,265,909,006	\$ 20,939,797	\$ 7,286,848,803

See Report of Independent Auditors and Notes to Financial Statements

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Activities

For the Year Ended June 30, 2013

	Governmental	Business-type Activities (State	Total
	Activities	Infrastructure Bank)	
Program Expenses:			
Programs and infrastructure	\$ 842,638,581	\$ -	\$ 842,638,581
Transportation and highway operations	202,343,925	-	202,343,925
Program support	92,803,958	-	92,803,958
Total Program Expenses	<u>1,137,786,464</u>	<u>-</u>	<u>1,137,786,464</u>
Program Revenues:			
Charges for services	45,850,237	-	45,850,237
Operating grants	20,880,640	-	20,880,640
Capital grants	441,146,787	-	441,146,787
Total Program Revenues	<u>507,877,664</u>	<u>-</u>	<u>507,877,664</u>
Net Program Revenue (Expense)	<u>(629,908,800)</u>	<u>-</u>	<u>(629,908,800)</u>
General Revenues (Losses):			
User and fuel taxes	390,149,214	-	390,149,214
Interest income	3,804,981	66,525	3,871,506
Gain (loss) on disposal of assets and adjustments	1,149,083	-	1,149,083
Total General Revenues (Losses)	<u>395,103,278</u>	<u>66,525</u>	<u>395,169,803</u>
Transfers:			
Reversions to state general fund (Note 15)	(209,930)	-	(209,930)
Transfers from: severance tax bond appropriation (Note 4)	13,040,000	-	13,040,000
Transfers from (to) other state agencies and local governments, net (Note 11)	(4,749,470)	-	(4,749,470)
Total Transfers	<u>8,080,600</u>	<u>-</u>	<u>8,080,600</u>
Net General Revenues and Transfers	<u>403,183,878</u>	<u>66,525</u>	<u>403,250,403</u>
Change in Net Position/Operating Income	<u>(226,724,922)</u>	<u>66,525</u>	<u>(226,658,397)</u>
Net Position, Beginning of Fiscal Year, as restated (see Note 25)	<u>5,609,699,571</u>	<u>20,661,008</u>	<u>5,630,360,579</u>
Net Position, End of Fiscal Year	<u>\$ 5,382,974,649</u>	<u>\$ 20,727,533</u>	<u>\$ 5,403,702,182</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Activities

For the Year Ended June 30, 2013

	Governmental	Business-type Activities (State Infrastructure Bank)	Total
	Activities		
Program Expenses:			
Programs and infrastructure	\$ 842,638,581	\$ -	\$ 842,638,581
Transportation and highway operations	202,343,925	-	202,343,925
Program support	92,803,958	-	92,803,958
Total Program Expenses	<u>1,137,786,464</u>	<u>-</u>	<u>1,137,786,464</u>
Program Revenues:			
Charges for services	45,850,237	-	45,850,237
Operating grants	20,880,640	-	20,880,640
Capital grants	441,146,787	-	441,146,787
Total Program Revenues	<u>507,877,664</u>	<u>-</u>	<u>507,877,664</u>
Net Program Revenue (Expense)	<u>(629,908,800)</u>	<u>-</u>	<u>(629,908,800)</u>
General Revenues (Losses):			
User and fuel taxes	390,149,214	-	390,149,214
Interest income	3,804,981	66,525	3,871,506
Gain (loss) on disposal of assets and adjustments	1,149,083	-	1,149,083
Total General Revenues (Losses)	<u>395,103,278</u>	<u>66,525</u>	<u>395,169,803</u>
Transfers:			
Reversions to state general fund (Note 15)	(209,930)	-	(209,930)
Transfers from: severance tax bond appropriation (Note 4)	13,040,000	-	13,040,000
Transfers from (to) other state agencies and local governments, net (Note 11)	(4,749,470)	-	(4,749,470)
Total Transfers	<u>8,080,600</u>	<u>-</u>	<u>8,080,600</u>
Net General Revenues and Transfers	<u>403,183,878</u>	<u>66,525</u>	<u>403,250,403</u>
Change in Net Position/Operating Income	<u>(226,724,922)</u>	<u>66,525</u>	<u>(226,658,397)</u>
Net Position, Beginning of Fiscal Year, as restated (see Note 25)	<u>5,609,699,571</u>	<u>20,661,008</u>	<u>5,630,360,579</u>
Net Position, End of Fiscal Year	<u>\$ 5,382,974,649</u>	<u>\$ 20,727,533</u>	<u>\$ 5,403,702,182</u>

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Balance Sheet - Governmental Funds

As of June 30, 2013

	<u>Major Funds</u>			
	<u>State Road Fund(s) (SHARE 10040 and 20100)</u>	<u>2008B GRIP Bond Debt Service Fund (SHARE 10420)</u>	<u>Other Governmental</u>	<u>Total Governmental</u>
Assets:				
Cash: (Note 2)				
Unrestricted	\$ 2,100	\$ -	\$ -	\$ 2,100
Restricted	-	-	-	-
Cash Equivalents: investment in state general fund investment pool) (Note 2)				
Unrestricted	159,172,462	-	71,984,372	231,156,834
Restricted	-	-	-	-
Managed by NMFA	65,032	23,730,932	97,366,107	121,162,071
Receivables:				
Taxes receivable, net	57,376,319	-	5,343,684	62,720,003
Accounts receivable, net (Note 3)	702,104	-	350	702,454
Interest receivable	-	1,021	1,947	2,968
Notes and loans receivable (Note 5)	2,649	-	-	2,649
Other receivables	20,106	-	-	20,106
Due from:				
U.S. Department of Transportation (Note 6)	43,123,426	-	10,554,705	53,678,131
Other funds (Note 7)	18,823,201	-	5,756,495	24,579,696
Other state agencies (Note 8)	35,970	-	1,915,107	1,951,077
Inventories (Note 9)	14,420,684	-	-	14,420,684
Prepaid expenses - other	2,753	-	-	2,753
Prepaid expenses - risk management	-	-	-	-
Prepaid expense - NM44 warranty	23,315,075	-	-	23,315,075
Property held for resale	9,007,214	-	-	9,007,214
Total Assets	<u>\$ 326,069,095</u>	<u>\$ 23,731,953</u>	<u>\$ 192,922,767</u>	<u>\$ 542,723,815</u>
Liabilities and Fund Balances:				
Liabilities:				
Accounts payable	\$ 74,524,669	\$ 176,957	\$ 17,390,628	\$ 92,092,254
Due to other funds	10,688,049	6,409,295	7,270,088	24,367,432
Due to other agencies (Note 12)	20,202,822	-	15,613,215	35,816,037
Due to state general fund	-	-	102,619	102,619
Unearned revenue	2,059,567	-	9,438,883	11,498,450
Other accrued expenses	2,371,242	-	27,931	2,399,173
Other liabilities	326,505	-	-	326,505
Short-term notes payable (taxable line of credit)	-	16,771,760	6,228,240	23,000,000
Total Liabilities	<u>110,172,854</u>	<u>23,358,012</u>	<u>56,071,604</u>	<u>189,602,470</u>
Fund Balances:				
Non-spendable	46,745,709	-	-	46,745,709
Restricted	-	373,941	104,871,524	105,245,465
Committed	180,505,527	-	39,045,257	219,550,784
Assigned	-	-	-	-
Unassigned	(11,354,995)	-	(7,065,618)	(18,420,613)
Total Fund Balances	<u>215,896,241</u>	<u>373,941</u>	<u>136,851,163</u>	<u>353,121,345</u>
Total Liabilities and Fund Balances	<u>\$ 326,069,095</u>	<u>\$ 23,731,953</u>	<u>\$ 192,922,767</u>	<u>\$ 542,723,815</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Reconciliation of the Balance Sheet-Governmental Funds to the Statement of Net Position

As of June 30, 2013

Total Net Position - Governmental Funds
(Governmental Fund Balance Sheet) \$ 353,121,345

Amounts reported for governmental activities in the Statement of Net Position are different because:

Amounts recorded as deferred revenue in the governmental funds that were not received within the period of availability - 60 days after year end; recorded as revenue in the Statement of Activities:

Balance Sheet - Governmental Funds	11,498,450	
Statement of Net Position	(4,555,427)	
Change in deferred revenue		6,943,023

Capital assets used in governmental activities are not financial resources and, therefore, not reported in the funds:

The cost of capital assets is	15,946,198,245	
Accumulated depreciation is	(9,342,742,514)	
Total capital assets		6,603,455,731

Long-term debt not recorded as liabilities in the governmental funds, but recorded as long-term liabilities in the Statement of Net Position:

Debentures payable (bonds only)		(1,479,790,000)
Deferred loss on refunding (net of current period amortization)		85,651,424
Compensated absences		(5,884,241)
Ineffective swaps		(39,931,161)

Capitalized bond premiums not recorded in the governmental funds as a liability, net of amortization:

(140,591,472)

Net Position of Governmental Activities (Statement of Net Position)	\$ 5,382,974,649
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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Reconciliation of the Balance Sheet-Governmental Funds to the Statement of Net Position

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues, Expenditures and Changes in Fund Balance - Governmental Funds

For the Year Ended June 30, 2013

	Major Funds		Other Governmental	Total Governmental
	State Road Fund(s) (SHARE 10040 and 20100)	2008B GRIP Bond Debt Service Fund (SHARE 10420)		
Revenues:				
User and fuel taxes	\$ 365,446,818	\$ -	\$ 24,702,394	\$ 390,149,212
U.S. Department of Transportation	412,775,461	-	42,308,942	455,084,403
U.S. Department of Energy	-	-	-	-
Fees and fines	-	-	59,416	59,416
Licenses and permits	8,077,279	-	12,717,781	20,795,060
Charges for services	3,290,000	-	660	3,290,660
DWI interlock device	-	-	-	-
Other revenue	20,750,227	-	1,780,140	22,530,367
Interest earnings	241,171	1,111,427	2,452,385	3,804,983
Total Revenues	810,580,956	1,111,427	84,021,718	895,714,101
Expenditures:				
Current:				
Operating costs	12,158,344	-	36,253	12,194,597
Personal services	88,948,727	-	1,025,179	89,973,906
Out-of-state travel	62,527	-	11,614	74,141
Grants and services	1,907,233	-	52,799,049	54,706,282
Travel	19,788,122	-	2,366	19,790,488
Maintenance and repairs	9,220,011	-	88,238	9,308,249
Supplies	40,077,795	-	20,005	40,097,800
Contractual services	120,098,503	-	1,419,758	121,518,261
Other costs	6,769,036	743,134	322,512	7,834,682
Employee benefits	40,960,229	-	357,319	41,317,548
Capital outlay	340,357,194	-	68,513,490	408,870,684
Debt service:				
Principal	70,608,884	-	68,239,298	138,848,182
Interest	72,918,244	397,936	3,245,208	76,561,388
Trustee and broker fees	-	-	-	-
Debt issuance costs	-	-	605,845	605,845
Total Expenditures	823,874,849	1,141,070	196,686,134	1,021,702,053
Excess (Deficiency) of Revenues Over (Under) Expenditures	(13,293,893)	(29,643)	(112,664,416)	(125,987,952)
Other Financing Sources (Uses):				
Appropriations, net of reversions (Note 15)	-	-	(209,930)	(209,930)
Transfers: severance				
tax bond appropriation	-	-	13,039,998	13,039,998
Transfers from (to) other agencies (Note 11)	(5,710,524)	-	961,054	(4,749,470)
Transfers from (to) escrow agent (Note 11)	-	-	-	-
Transfers: intra-agency (Note 11)	5,865,013	-	(5,865,013)	-
Proceeds from LT notes payable (Note 11)	-	-	-	-
Face value of debentures payable (Note 11)	-	-	-	-
Premiums of debentures payable (Note 11)	-	-	-	-
Total Other Financing Sources (Uses)	154,489	-	7,926,109	8,080,598
Net Changes in Fund Balances	(13,139,404)	(29,643)	(104,738,307)	(117,907,354)
Fund Balance, June 30, 2012	229,035,645	403,584	241,589,470	471,028,699
Fund Balance, June 30, 2013	\$ 215,896,241	\$ 373,941	\$ 136,851,163	\$ 353,121,345

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Reconciliation of Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental
Funds to the Statement of Activities

For the Year Ended June 30, 2013

Net Changes in Fund Balances - Total Governmental Funds

(Statement of Revenues, Expenditures, and Changes in Fund Balances) \$ (117,907,354)

Amounts reported for governmental activities in the Statement of Activities are different because:

Net change in unearned revenue adjustments from prior to current year (reported as a liability in the Balance Sheet-Governmental Funds and reported as revenue in the Statement of Activities.) 673,575

In the Statement of Activities, certain operating expenses - compensated absences (sick and annual leave) - are measured by the amounts earned during the year to the Governmental Funds, however, expenditure for these items are measured by the amounts of financial resources used (essentially, the amounts actually paid). The increase (decrease) in the compensated absences liabilities for the fiscal year was: 77,861

The Statement of Revenues, Expenditures and Changes in Fund Balances report capital outlays as expenditures. In the Statement of Activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. In the current period these amounts were:

Capital outlay	408,870,684	
Depreciation expense	(628,024,254)	
Disposal of capital asset and adjustments, net book value	1,149,083	
Excess of depreciation expense over capital outlay		(218,004,487)

(Issuance) repayment of debentures recorded as a (source of revenue) principal expenditure in the Statement of Revenues, Expenditures and Changes in Fund Balances recorded as an (increase) reduction in long-term debentures payable in the Statement of Net Position:

Bond proceeds	(221,531,058)	
Transfer for trustee for refunding	241,240,000	
Principal payments	138,848,182	
Ineffective swaps recorded as a reduction of assets in the Statement of Net Position		158,557,124 (39,931,161)

Net change in deferred loss on refunding (including write off of unamortized balance of premiums associated with the refunded bonds), which is recorded as a reduction of long-term liabilities in the Statement of Net Position: 9,144,062

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Reconciliation of Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental
Funds to the Statement of Activities

Additional bond premiums recorded as an other financing source in the Statement of Revenues, Expenditures and Changes in Fund Balance, recorded as a liability of \$14,007,841 in the Statement of Net Position, net of \$23,358,563 of amortization, recorded as a decrease to interest expense in the Statement of Net Position:

Amortization of bond premium	14,144,068	
Premiums refunded	9,214,495	
Premium of new bonds issued	(42,693,105)	
		<u>(19,334,542)</u>

Change in Net Position of Governmental Activities (Statement of Activities)

\$ (226,724,922)

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Net Position-Proprietary Fund

As of June 30, 2013

	State Infrastructure Bank
Assets:	
Current Assets:	
Cash equivalents (Note 2):	
Unrestricted	\$ -
Restricted	-
Cash equivalents (Note 2): (Investment in state general fund investment pool)	
Unrestricted	\$ 20,937,669
Restricted	-
Receivables:	
Due from other funds	-
Due from other state agencies	2,128
Interest receivable	-
Notes and loans receivable (Note 5)	-
Total Current Assets	20,939,797
Total Assets	\$ 20,939,797
Liabilities:	
Current Liabilities:	
Accounts payable and contracts payable	\$ -
Due to other funds	212,264
Due to other state agencies	-
Due to other governments	\$ -
Total Current Liabilities	212,264
Total Liabilities	212,264
Net Position:	
Restricted for:	
Loans	20,727,533
Total Net Position	20,727,533
Total Liabilities and Net Position	\$ 20,939,797

See Report of Independent Auditors' and Notes to Financial Statements

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Activities-Proprietary Fund

For the Year Ended June 30, 2013

	State Infrastructure Bank
Operating Revenues (Expenses):	
Interest income	\$ -
Total Operating Revenues (Expenses)	-
Non-Operating Revenues (Expenses):	
Interest income	66,525
Expense	-
Total Non-Operating Revenues (Expenses)	66,525
Change in Net Position/Operating Income	66,525
Net Position Beginning of Fiscal Year	20,661,008
Net Position, End of Fiscal Year	\$ 20,727,533

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Cash Flows-Proprietary Fund

For the Year Ended June 30, 2013

	State Infrastructure Bank
Cash flows provided from operating activities:	\$ 68,543
Cash flows from financing activities:	
Loans issued	669,814
Loans repaid	-
Net increase in cash and cash equivalents	738,357
Cash and cash equivalents at June 30, 2012	20,199,312
Cash and cash equivalents at June 30, 2013	\$ 20,937,669
 Reconciliation of operating income to net cash provided from operating activities:	
Operating income	\$ 66,525
 Adjustment to reconcile operating income to net cash by operating activities:	
Decrease in due from Other Agency	2,018
Decrease in due to other funds	212,264
Decrease in due to local governments	(212,264)
Cash flows provided by operating activities:	\$ 68,543

See Report of Independent Auditors' and Notes to Financial Statements

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis) - General and Major Special Revenue Funds

For the Year Ended June 30, 2013

	STATE ROAD FUND(S) (SHARE 10040 and 20100)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 372,571,700	\$ 375,571,700	\$ 412,775,461	\$ 37,203,761
Other state funds	125,411,000	385,170,000	397,564,324	12,394,324
Interest revenue	-	-	241,171	241,171
Total Revenues:	<u>497,982,700</u>	<u>760,741,700</u>	<u>810,580,956</u>	<u>\$ 49,839,256</u>
Prior Year Funds Rebudgeted	<u>335,333,028</u>	<u>335,333,028</u>		
	<u>\$ 833,315,728</u>	<u>\$ 1,096,074,728</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 810,580,956</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 23,894,300	\$ 23,894,300	\$ 20,990,546	\$ 2,903,754
Contractual services	672,811,351	673,246,925	442,568,965	230,677,960
Other	162,024,932	162,024,932	148,713,633	13,311,299
Intra-agency transfers (in) out	-	-	(6,824,785)	6,824,785
Reversions	-	-	-	-
	<u>858,730,583</u>	<u>859,166,157</u>	<u>605,448,359</u>	<u>253,717,798</u>
Transportation and Highway Ops:				
Personal services/employee benefits	96,531,600	96,531,600	88,641,961	7,889,639
Contractual services	51,392,462	83,008,190	2,322,652	80,685,538
Other	77,965,890	79,379,226	82,841,410	(3,462,184)
	<u>225,889,952</u>	<u>258,919,016</u>	<u>173,806,023</u>	<u>85,112,993</u>
Program Support				
Personal services/employee benefits	22,978,600	22,978,600	20,276,449	2,702,151
Contractual services	3,910,700	3,910,700	2,769,759	1,140,941
Other	13,788,500	13,788,500	14,749,474	(960,974)
Intra-agency transfers (in) out	5,764,100	5,700,900	6,670,296	(969,396)
	<u>46,441,900</u>	<u>46,378,700</u>	<u>44,465,978</u>	<u>1,912,722</u>
Total Annual Budgeted Expenditures	<u>\$ 1,131,062,435</u>	<u>\$ 1,164,463,873</u>	<u>823,720,360</u>	<u>\$ 340,743,513</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			154,489	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 823,874,849</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis) - General and Major Special Revenue Funds

For the Year Ended June 30, 2013

	2008B GRIP BOND DEBT SERVICE (SHARE 10420)			
	Budgeted Amounts		Actual	
	Original	Final	Amounts (Modified Accrual)	Variance Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	1,111,427	1,111,427
Total Revenues:	-	-	1,111,427	\$ 1,111,427
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 1,111,427	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	1,141,070	(1,141,070)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	1,141,070	\$ (1,141,070)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 1,141,070	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NOTES TO FINANCIAL STATEMENTS

NATURE OF ORGANIZATION

A primary government is any state or general purpose local government consisting of all the organizations that make up its legal entity. All funds, organizations, institutions, agencies, departments, and offices that are not legally separate are, for financial reporting purposes, part of the primary government. The Department, therefore, is part of the primary government of the State of New Mexico and its financial data should be included in the financial data of the State.

The New Mexico Department of Transportation (Department), formerly known as the New Mexico State Highway and Transportation Department, within the State of New Mexico is responsible for planning, organizing and directing a comprehensive transportation network. The Department was created by the Constitution of New Mexico, Article V, Section 14; and Sections 67-3-1 through 67-3-70, New Mexico Statutes Annotated, 1978 Compilation. The Highway & Transportation Department Reorganization Bill (House Bill 210) created the Department as of July 1, 1987. Under this reorganization act, portions of the Transportation Department were merged into the Department to create the Department's Aviation and Transportation Divisions. On April 4, 2003, the Governor signed a bill changing the Department's name to the New Mexico Department of Transportation.

The governing body of the Department is a six person State Highway Commission. Commissioners are appointed by the Governor, with the advice and consent of the Senate, and each serves for staggered six-year terms.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements for the Department have been prepared in accordance with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the standard-setting body for governmental accounting and financial reporting. The GASB has issued Statement No. 34, *Basic Financial Statements and Management Discussion and Analysis for State and Local Governments*, and Statement No. 38, *Certain Financial Statement Note Disclosures*. These Statements established the financial reporting requirements for state and local governments throughout the United States. The Department is responsible for the fair presentation of the accompanying financial statements in conformity with accounting principles generally accepted in the United States of America. The Department has prepared required supplementary information entitled, *Management's Discussion and Analysis*, which precedes the basic financial statements.

Financial Reporting Entity

The accompanying financial statements of the Department include all funds and activities over which the Department has oversight responsibility. The Department is not included in any other governmental "reporting entity" as defined in Section 2100, Codification of Governmental Accounting and Financial Reporting Standards. Even though the Governor appoints the Commission, the Commission has decision-making authority, the power to designate management, the responsibility to significantly influence operations and primary accountability for fiscal matters. GASB 39 and GASB 61, *Determining Whether Certain Organizations are Component Units*, expands the criteria of component units. GASB 39 and GASB 61 has no impact on the Department and the Department has no blended or discretely presented component units during the year ended June 30, 2013.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Financial Reporting Entity - continued

The Department, the New Mexico Finance Authority (NMFA) and the Federal Highway Administration (FHWA) established a State Infrastructure Bank (SIB) on September 30, 1997. The SIB is a revolving loan program accounted for as a business-type operation - enterprise fund and is administered by the Department to finance highway projects. The initial capitalization for the SIB came from the Highway Department's allotment of federal funds. The Department matched the federal funds based on the required matching percentage from state funds.

Government-wide and Fund Financial Statements

The government-wide financial statements (the Statement of Net Position and the Statement of Activities) report information of all of the activities, except for fiduciary and component units, of the Department. The effect of material interfund activity has been removed from these government-wide statements. Governmental activities, primarily the construction and maintenance of the State's road system, which normally is supported by taxes and intergovernmental revenues, are reported separately from the business-type activities of the SIB, which to a significant extent acts as a business, loaning funds to other entities and charging interest on the loans. Operating income for the SIB is interest income earned on the funds loaned to other entities. All other income, including interest earned on funds on hand, is non-operating income to the SIB.

Basis of Presentation

The Statement of Activities demonstrates the degree to which the direct expenses of a function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific department function of building and maintaining the State's road system (public works). Program revenues include charges to customers who purchase, use or directly benefit from goods or services provided by a department. Program revenues also include grants and contributions that are restricted to meeting the operational or capital requirements for public works. Taxes and other items not properly included among program revenues are reported instead as general revenues. Resources that are dedicated internally are reported as general revenues rather than as program revenues. The Department does not allocate general government expenses to other functions except for depreciation (in direct) (Note 10).

Components of Net Position are restricted when constraints placed on them are either externally imposed or are imposed by constitutional provisions or enabling legislation. Internally imposed designations of resources are not presented as restricted net assets. When both restricted and unrestricted resources are available for use, it is generally the Department's policy to use restricted resources first, then unrestricted resources as they are needed.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Basis of Presentation - continued

Governmental funds are reported as major funds in the accompanying financial statements if they meet **both** of the following criteria:

Ten percent criterion- An individual governmental fund reports at least ten percent of *any* of the following: a) total governmental fund assets, b) total governmental fund liabilities, c) total governmental fund revenues, or d) total governmental fund expenditures.

Five percent criterion- An individual governmental fund reports at least five percent of the total for both governmental and enterprise funds of any of the items for which it met the ten percent criterion.

The Department's major governmental funds are the following:

State Road Fund(s) (Funds #10040 and 20100). The State Road Fund(s) were created by Section 67-3-65, NMSA 1978. The State Road Fund(s) combine to create the operating fund of the Department and is used to account for substantially all of the Department's financial activities. Section 67-3-59 NMSA establishes that this is a non-reverting fund. This is a general fund. Individual fund data for each fund comprising the State Road Fund(s) are provided in the form of combining statements in this report. See pages 168 to 169.

2008B GRIP Bond Debt Service Fund (Fund #10420). The fund was created when the \$220,000,000 New Mexico State Transportation Commission Revenue Bonds Series 2008B were issued in April 2008 to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation

Government-Wide Financial Statements. The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenues as soon as all eligibility requirements imposed by the provider have been met.

Business Type - Proprietary Fund - State Infrastructure Bank (SIB) Financial Statements. The financial statements of the proprietary fund are reported using the economic resources measurement focus and the accrual basis of accounting, similar to the government-wide statements described above.

Governmental Fund Financial Statements. The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Department considers revenues to be available if they are collected within 60 days after year-end. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. Modifications to the accrual basis of accounting include:

Employees' vested compensated absences are recorded as an expenditure when utilized. The amount of accumulated compensated absences unpaid at June 30, 2013, has been reported only in the government-wide financial statements.

Interest and principal payments on general long-term obligations is recognized as expenditures when paid.

Executory purchase orders and contracts are recorded as a restriction of fund balance in the Capital Project Funds and Special Revenue Funds.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

The financial activities of the Department are recorded in individual funds, each of which is deemed to be a separate accounting entity. The Department uses fund accounting to report on its financial position and results of operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions or activities. A fund is a separate accounting entity with a self-balancing set of accounts. The measurement focus is on the flow of expendable financial resources, rather than on net income determination. All governmental funds are accounted for using the modified accrual basis of accounting. The funds' revenues are recognized in the period in which they become susceptible to accrual (i.e., when they are both measurable and available to pay liabilities in the current period). "Available" is defined as collectible within the current period or soon enough thereafter, within 60 days after year-end, to be used to pay liabilities of the current period. Intergovernmental revenues, including Federal allotments and grants, are recorded in accordance with their legal or contractual requirements if collected in the current period or if collectability is assured subsequent to year-end. Grant revenues are collected in advance of the period intended to finance expenditures. If the eligibility requirements are not met, they are recorded as deferred revenues.

The following are the governmental fund types used:

General Funds - The General Funds (Funds #10040 and 20100) are used to account for the proceeds of specific revenue sources that are not otherwise required to be reported in a special revenue fund. The State Road Fund(s) are the operating and general funds of the Department and are used to account for substantially all of the Department's financial activities. Resources are generated primarily from user and fuel taxes and federal grants. Expenditures are incurred to build and improve the transportation system within the State of New Mexico. These funds do not receive state general fund appropriations that are subject to reversion.

Special Revenue Funds - Special Revenue Funds are used to account for the proceeds of specific revenue sources that are restricted to expenditures for specified purposes. Resources are generated primarily from user and fuel taxes and federal grants. Expenditures are incurred to build and improve the transportation system within the State of New Mexico. These funds do not receive state general fund appropriations that are subject to reversion.

HIF Bond Fund (Fund #20200). The Highway Infrastructure (HIF) Fund was created under Laws 1998, chapters 84 and 85. This fund is used to account for acquisition for right of ways, planning, design, engineering, construction or improvement of state highway projects. This is a non-reverting fund. The governmental fund types used by the Department were evaluated based on the provisions of GASB Statement No. 54.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Special Revenue Funds – continued

Local Government Road Fund (Fund #20300). The Local Government Road Fund was created by Section 67-3-28.2, NMSA 1978. This fund is used to account for monies received for (1) cooperative agreements program for construction and improvement of public highways and streets, and public school parking lots; (2) a municipal arterial program for construction for reconstruction of highways and streets not on the state highway systems; (3) a school bus route program for maintaining, repairing, improving and paving school bus routes, and public school parking lots; and (4) a county arterial program for construction, reconstruction, improvement and maintenance of county roads. Funding is received from state excise taxes. The fund does not receive state general fund appropriations that are subject to reversion.

Federal Planning and Development Fund (Fund #10030). This fund is authorized by the Commission to account for the planning and administration of federal grant monies and state matching funds for mass transportation and railroad improvements. The Highway Safety Act of 1966, as amended, 23 U.S.C. 401 Et. Seq. and 23 U.S.C. 410, authorizes the establishment of this fund. The fund does not receive state general fund appropriations that are subject to reversion.

State Aviation Fund (Fund #20500). The State Aviation Fund was created by Section 64-1-15, NMSA 1978. This fund is used to account for planning, construction and maintenance of a system of airports, navigation aids and related facilities serving New Mexico. Financing is provided from all unrefunded taxes collected on the sale of motor fuel sold for use in aircraft. This is a non-reverting fund.

Traffic Safety Fund(s). Previously three funds were combined for presentation as the Traffic Safety Fund(s). These were the Traffic Safety Fund (#20800), the Federal Traffic Safety Fund (#10010) and the Ignition Interlock Fund (#82600). The following three funds are now also combined into the Traffic Safety Fund(s); the Driver Improvement Program Fund (#10020), Motorcycle Training Fund (#20600) and the DWI Prevention and Education Fund (#20700). Individual fund data for each fund comprising the Traffic Safety Fund(s) are provided in the form of combining statements in this report. See pages 170 through 173.

The Federal Traffic Safety Fund (#10010). The Federal Traffic Safety Fund is the fund through which federal funds are received for various traffic safety programs. This is a non-reverting fund.

Driver Improvement Program Fund (Fund #10020). The Driver Improvement Program Fund was created by Executive Order 87-20. This fund is used to account for the operation of a driver improvement program. Financing is provided from fees collected for drivers' manuals and admissions to driver training courses. This is a non-reverting fund.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Special Revenue Funds – continued

Motorcycle Training Fund (Fund #20600). The Motorcycle Training Fund was created by Section 66-10-10, NMSA 1978. This fund is used to account for the operation of a motorcycle safety training program. Financing is provided from motorcycle registration fees and student training fees. All money in the motorcycle training fund in excess of amounts budgeted revert to the State Road Fund.

DWI Prevention and Education Fund (Fund #20700). The DWI Prevention and Education Fund was created by Section 66-5-35, NMSA 1978. This fund is used to account for the operation of a DWI (Driving While Intoxicated) prevention and education program for elementary and secondary school students. Financing is provided from limited license and permit fees. This is a non-reverting fund.

The Traffic Safety Fund (#20800). The Traffic Safety Fund was created by Section 66-7-512, NMSA 1978. The fund is used for the state match for the federal traffic safety fund programs. This is a non-reverting fund.

The Ignition Interlock Fund (#82600). The Ignition Interlock Fund was created by Section 66-8-102.3, NMSA 1978 for the administration of the Ignition Interlock program. This is a non-reverting fund.

1993 Bond Project Fund (Fund #39400). The bond project fund was created due to the issuance of the December 1993 \$50,000,000 State of New Mexico Highway debentures. The funds from the sale of all of the debentures were required to be deposited in a special account with the State Treasurer. Proceeds can also be invested in U.S. Treasury obligations held by the State Treasurer with maturities of no more than one year until needed. The funds are to be used to finance state highway projects, pay expenses incurred to issue the debentures and payments of rebate, penalty, interest and other obligations relating to the debentures or the proceeds. The fund does not receive state general fund appropriations that are subject to reversion.

1999A CHAT Bond Project Fund (Fund #43000). The bond project fund was created due to the issuance of the October 1998 \$105,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 1998A and the \$100,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 1999 issued in November 1999. The funds from the sale of the debentures were required to be deposited in a special account with the State Treasurer. Also, proceeds can be invested in U.S. Treasury obligations and repurchase agreements with maturities of no more than one year until needed. The funds are to be used to finance state highway projects, pay expenses incurred to issue the debentures and payments of rebate, penalty, interest and other obligations relating to the debentures or the proceeds. The fund does not receive state general fund appropriations that are subject to reversion.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Special Revenue Funds – continued

2001A CHAT Bond Project Fund (Fund #00600). The bond project fund was created due to the issuance of the March 2001 \$198,800,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 2001A. The funds from the sale of the debentures were required to be deposited in a special account with the State Treasurer. Proceeds can also be invested in U.S. Treasury obligations and repurchase agreements with maturities of no more than one year until needed. The funds are to be used to finance state highway projects, pay expenses incurred to issue the debentures and payments of rebate, penalty, interest and other obligations relating to the debentures or the proceeds. The fund does not receive state general fund appropriations that are subject to reversion.

2002C HIF Bond Project Fund (Fund #36100). The bond project fund was created due to the issuance of the May 2002 \$67,750,000 New Mexico State Highway Commission Infrastructure Fund Revenue Highway Bonds Series 2002C. The funds from the sale of the debentures were required to be deposited in a special account with the State Treasurer. Proceeds can also be invested in U.S. Treasury obligations and repurchase agreements with maturities of no more than one year until needed. The funds are to be used to finance state highway projects, pay expenses incurred to issue the debentures and payments of rebate, penalty, interest and other obligations relating to the debentures or the proceeds. The fund does not receive state general fund appropriations that are subject to reversion.

ARRA Project Fund (Fund #89000). The ARRA Project Fund was created under the American Recovery and Reinvestment Act of 2009, a federal economic stimulus program. This fund tracks the expenditure and reimbursement of projects which qualify under the terms of the Act. This is a non-reverting fund. This is a special revenue fund.

WIPP Bond Project Fund (Fund #43100). The Waste Isolation Pilot Plant (WIPP) Bond Project Fund was created under US congress Public Laws Waste Isolation Pilot Plant Withdrawal Act Public Law 102-579 of 1992 and National Defense Act Public Law 104-201 of 1997. The funds provided under these acts become state funds under the purposes specified under the acts. These funds are required to be used for road projects related to the Waste Isolation Pilot Plant in Carlsbad, New Mexico. This is a non-reverting fund.

2010A Bond Project Fund (Fund #10450). The 2010A Bond Project Fund was created by the engagement of \$200,000,000 Line of Credit June 2008. The Line of Credit was engaged in with an adjustable rate and to provide funds for certain transportation projects authorized by the Legislature that the New Mexico Department of Transportation has determined to be necessary or desirable as part of the GRIP transportation projects. The fund does not receive state general fund appropriations that are subject to reversion. In September 2010, the Department refunded the Line of Credit with the NMFA State Transportation Revenue and Refunding Revenue Bonds Series 2010A.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Special Revenue Funds – continued

2002D CHAT Bond Project Fund (Fund #11500). The bond project fund was created due to the issuance of the December 2002 \$16,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 2002D. The funds from the sale of the debentures were required to be deposited in a special account with the State Treasurer. Proceeds can also be invested in U.S. Treasury obligations and repurchase agreements with maturities of no more than one year until needed. The funds are to be used to finance state highway projects, pay expenses incurred to issue the debentures and payments of rebate, penalty, interest and other obligations relating to the debentures or the proceeds. The fund does not receive state general fund appropriations that are subject to reversion.

2004A GRIP Bond Project Fund (Fund #20400). The bond project fund was created when \$700,000,000 New Mexico State Transportation Senior Lien Revenue Bonds Series 2004A were issued through the New Mexico Finance Authority in May 2004. The funds from the sale of the debentures were required to be deposited in a special account with NMFA. Unspent proceeds are on deposit with the NMFA and recorded as restricted cash. The funds are used to finance transportation projects, pay expenses incurred to issue the debentures and payments of rebate, penalty, interest and other obligations relating to the debentures or the proceeds. The fund does not receive state general fund appropriations that are subject to reversions.

2006A GRIP Bond Project Fund (Fund #10210). The bond project fund was created due to the issuance of the September 2006 \$150,000,000 Revenue Bond Series 2006A. The 2006A Bonds were issued to provide funds for certain transportation projects authorized by the Legislature that the New Mexico Department of Transportation has deemed necessary or desirable as part of the GRIP transportation projects. The fund does not receive state general fund appropriations that are subject to reversion.

2006B GRIP Bond Project Fund (Fund #10230). The bond project fund was created due to the issuance of the September 2006 \$40,085,000 of State Transportation, Series 2006B Refunding Revenue Bonds. The series 2006B Bonds were issued to provide funds to refund and restructure certain outstanding bonds of the State Transportation Commission.

2006C GRIP Bond Project Fund (Fund #10250). The bond project fund was created due to the issuance of the September 2006 \$220,000,000 of State Transportation, Series 2006C Revenue Bonds. The series 2006C Bonds were issued as adjustable rate securities and were issued to provide funds for certain transportation projects authorized by the Legislature that the New Mexico Department of Transportation has determined to be necessary or desirable as part of the GRIP transportation projects. The fund does not receive state general fund appropriations that are subject to reversion.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Special Revenue Funds – continued

2006D GRIP Bond Project Fund (Fund #10270). The bond project fund was created due to the issuance of the September 2006 \$50,400,000 of State Transportation, Series 2006D Revenue Bonds. The series 2006D Bonds were issued to provide funds for an escrow account required to be maintained by the Department pursuant to a Joint Use Agreement between the Department and the BNSF Contingent Liability Fund. The fund does not receive state general fund appropriations that are subject to reversion.

Debt Service Funds - Debt Service Funds are used to account for the accumulation of resources for, and the payment of, general long-term debt principal, interest and related costs. Debt service requirements are met through the monthly transfer of vehicle and gasoline tax revenues from the State Road Fund. The Department may transfer interest earned on the other bond issues to their respective debt service funds. These funds do not receive state general fund appropriations that are subject to reversion.

1998A WIPP Bond Debt Service Fund (Fund #97200). The fund was created when the \$100,000,000 New Mexico State Highway Commission Subordinate Lien Tax Revenue Highway Bond Series 1998B were issued in October 1998.

1998A CHAT Bond Debt Service Fund (Fund #54800). The fund was created when the \$105,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 1998A were issued in October 1998.

1999 CHAT Bond Debt Service Fund (Fund #43400). The fund was created when the \$100,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 1999 were issued in November 1999.

2000 CHAT Bond Debt Service Fund (Fund #43200). The fund was created when the \$201,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 2000A were issued in May 2001.

2001A CHAT Bond Debt Service Fund (Fund #00700). The fund was created when the \$198,800,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 2001A were issued in March 2001.

2002A CHAT Bond Debt Service Fund (Fund #54700). The fund was created when the \$95,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 2002A were issued in January 2002.

2002B WIPP Bond Debt Service Fund (Fund #75000). The fund was created when the \$79,920,000 New Mexico State Highway Commission Lien Tax Revenue Bonds Series 2002B were issued in January 2002.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Debt Service Funds - continued

2002C HIF Bond Debt Service Fund (Fund #36300). The fund was created when the \$67,750,000 New Mexico State Highway Commission Infrastructure Fund Revenue Bonds Series 2002C were issued in May 2002.

2002D CHAT Bond Debt Service Fund (Fund #18700). The fund was created when the \$16,000,000 New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Bonds Series 2002D were issued in December 2002.

2004A GRIP Bond Debt Service Fund (Fund #10080). The fund was created when the \$700,000,000 New Mexico State Transportation Subordinate Lien Refunding Revenue Bond Series 2004A were issued through the New Mexico Finance Authority in 2004.

2004B GRIP Bond Debt Service Fund (Fund #10090). The fund was created when the \$237,950,000 and \$200,000,000 New Mexico State Transportation Subordinate Lien Refunding Revenue Bonds Series 2004B and Series 2004C were issued through the New Mexico Finance Authority in May 2004. The 2004C Revenue Bond was refunded in 2008 by the 2008A and 2008C Refunding Revenue Bonds.

2006A GRIP Bond Debt Service Fund (Fund #10220). The fund was created when the \$150,000,000 New Mexico State Highway Commission Revenue Bonds Series 2006A were issued in September 2006.

2006B GRIP Bond Debt Service Fund (Fund #10240). The fund was created when the \$40,085,000 New Mexico State Highway Commission Revenue Bonds Series 2006B were issued in September 2006.

2008A GRIP Bond Debt Service Fund (Fund #10410). The fund was created when the \$115,200,000 New Mexico State Transportation Commission Revenue Bonds Series 2008A were issued in April 2008 to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation.

2008B GRIP Bond Debt Service Fund (Fund #10420). The fund was created when the \$220,000,000 New Mexico State Transportation Commission Revenue Bonds Series 2008B were issued in April 2008 to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Debt Service Funds - continued

2008C GRIP Bond Debt Service Fund (Fund #10430). The fund was created when the \$84,800,000 New Mexico State Transportation Commission Revenue Bonds Series 2008C were issued in May 2008 to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation.

2008D GRIP Bond Debt Service Fund (Fund #10440). The fund was created when the \$50,400,000 New Mexico State Transportation Commission Revenue Bonds Series 2008D were issued in May 2008 to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation.

2009A Bond Debt Service Fund (Fund #11130). The fund was created when the \$112,345,000 NMFA's State Transportation Senior Lien Refunding Revenue Bonds, Series 2009A were issued in November 2009 to refund portions of series 1998A, 1998B, 2001A, 2002A and 2002C.

2010A Bond Debt Service Fund (Fund #11140). The fund was created when the \$174,625,000 NMFA State Transportation Senior Lien Refunding Revenue Bonds Series 2010A were issued in October 2010 to refund a portion of a borrowing under a tax-exempt line of credit with Bank of America N.A. and finance the costs of certain State Transportation Projects for the Department.

2010B Bond Debt Service Fund (Fund #20450). The fund was created when the \$461,075,000 NMFA State Transportation Senior Lien Refunding Revenue Bonds Series 2010B were issued in October 2010 to refund portions of series 2002A, 2002C, 2002D and 2004A GRIP.

2012 Refunding Bond Debt Service Fund (Fund #30850). The fund was created when the \$220,400,000 NMFA State Transportation Refunding Revenue Bonds Series 2012 were issued in December of 2012 to refund certain outstanding bonds of the State Transportation Commission and of the Finance Authority which were issued for the purpose of financing or refinancing projects administered by the New Mexico Department of Transportation.

Capital Project Funds - Capital Project Funds are used to account for the purchase or construction of facilities used in the operation of the Department or other long term Department projects specifically appropriated by the state. Expenditures are incurred to build and improve the transportation system within the State of New Mexico.

Capital Projects Fund (Fund #10050). The Capital Projects Fund is used to account for the purchase or construction of facilities used in the operation of the Department. It is a non-major fund. This fund reverts to the State Road Fund upon completion of the appropriation project or appropriation period.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Measurement Focus, Basis of Accounting and Financial Statement Presentation - continued

Capital Project Funds - continued

Severance Tax Bond Appropriations Fund (Fund #10060). The Severance Tax Bond Appropriations Fund was created to separately account for the construction of infrastructure on behalf of other governments or other long term Departmental projects in annual legislative appropriations. This is funded through the sale of Severance Tax Bonds and is distributed through the Board of Finance of the Department of Finance and Administration. This fund reverts upon completion of the appropriation project or upon expiration of the appropriation period. Appropriations are received on a reimbursement basis as expenditures occur; therefore only budgetary reversions are made when applicable. This is a capital projects fund.

General Fund Appropriations Fund (Fund #10070). The General Fund Appropriations Fund was created to separately account for the construction of infrastructure on behalf of other governments or other long term Departmental projects in annual legislative appropriations. This is funded through the transfer of funds from the State General Fund. This fund reverts to the State General Fund upon completion of the appropriation project or upon expiration of the appropriation period. This is a capital projects fund.

STB Capital Outlay Fund (Fund #89200). This fund was created to separately account for the construction of infrastructure on behalf of other governments or other long term Departmental projects in annual legislative appropriations. This is funded through the sale of Severance Tax Bonds and is distributed through the Board of Finance of the Department of Finance and Administration. This fund reverts upon completion of the appropriation project or upon expiration of the appropriation period. Appropriations are received on a reimbursement basis as expenditures occur; therefore only budgetary reversions are made when applicable. This is a capital projects fund. The existing Fund 10060 will be phased out.

GF Capital Outlay Fund (Fund #93100). This fund was created to separately account for the construction of infrastructure on behalf of other governments or other long term Departmental projects in annual legislative appropriations. This is funded through the transfer of funds from the State General Fund. This fund reverts to the State General Fund upon completion of the appropriation project or upon expiration of the appropriation period. This is a capital projects fund. The existing Fund 10070 will be phased out.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Budgets and Budgetary Accounting

Per the General Appropriations Act of 2012, Section 3M, "For the purpose of administering the General Appropriation Act of 2012, the state of New Mexico shall follow the modified accrual basis of accounting for governmental funds in accordance with the manual of model accounting practices issued by the department of finance and administration." The budget is adopted on the modified accrual basis of accounting except for accounts payable accrued at the end of the fiscal year that do not get paid by the statutory deadline per Section 6-10-4 NMSA 1978. Those accounts payable that do not get paid timely must be paid out of the next year's budget. Encumbrances related to single year appropriations lapse at year end. Appropriation periods are sometimes for periods in excess of twelve months (multiple-year appropriations). When multiple-year appropriation periods lapse, the authority for the budget also lapses, and encumbrances can no longer be charged to that budget.

The legal level of budgetary control is at the appropriation unit level at the entity-wide level, except for multiyear funds.

Interfund and Interagency Transactions

Transfers which, because of budgetary or legal restrictions, must be expended by funds other than the fund initially receiving the revenue, are recorded as operating transfers in (out) under the other financing sources (uses) category (Note 11) in the governmental fund financial statements.

Restricted Cash and Cash Equivalents

The funds deposited in the debt service funds are restricted to pay future principal and interest payments. The remaining balance of the proceeds from the sale of the debentures, bonds and the NMFA loan are also classified as restricted cash because of the limited use of these funds. Proceeds of the various bond issues are also invested through the State Treasurer's Office in securities repurchase agreements with financial institutions and a money market mutual fund that invests in U.S. Treasury securities. Cash received from the Department of Energy (for the WIPP Project fund) in advance of incurring the eligible expenditures is also reflected as restricted cash because the cash can only be used on specified road projects. Cash held in the State Infrastructure Bank is restricted for use in funding loans (Note 2).

Cash and cash equivalents, for the purpose of the cash flows, has interest in the State General Fund Investment Pool of the State Treasurer's Office.

Taxes Receivable

Taxes receivable represent the amounts due from the New Mexico Taxation and Revenue Department for the Department's June 30 fiscal year user and fuel taxes that are received by the Department after year-end. Accordingly, no allowance for uncollectible amounts is necessary. The revenue related to taxes is recorded when the underlying transaction occurs.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Accounts Receivable

Accounts receivable consists of amounts due from various entities: individuals and other state and local agencies located within the State of New Mexico for the sale of maps, brochures and other materials; and for other services performed by the Department. It is the policy of the Department to actively pursue collections of all valid accounts receivable and to comply with Article IV, Section 32 of the New Mexico Constitution that mandates that no amounts owed to the State can be exchanged, transferred, remitted, released or postponed. As a result of this policy, the Department does not write off any receivable balances and, instead, provides an allowance for uncollectible accounts. The Department has specific procedures in place for the treatment and collection of invoices past 30, 60, 90, and 120 days and, any receivables older than 120 days are moved to the allowance account at year end. A detail listing of all uncollectible accounts is maintained and uncollectible accounts are referred to the Department's legal department for possible legal collection actions. The balance of receivables deemed uncollectible through the end of FY13 was \$4,594,523 and a net total of \$459,229 was moved to the uncollectible account during the current fiscal year. A total of \$499,538 was recovered from the uncollectible account during the current fiscal year. (Note 3)

Severance Tax Bonds Proceeds Receivable

The State of New Mexico Legislature has authorized the State Board of Finance to issue and sell revenue bonds that are to be retired using future taxes levied against the extractive industries in the state. The proceeds from bonds sold are appropriated to the Department to be used for specific programs. Expenditures incurred by the Department for such programs are reimbursable from the State Board of Finance. The severance tax bonds proceeds receivable represents expenditures incurred by the Department, but not yet reimbursed by the Board of Finance (Note 4).

Notes and Loans Receivable

Loans receivable represent:

Loans to other governmental entities made by the State Infrastructure Bank. Loans are stated at their principal amount. Interest on loans is accrued based on the daily principal balance outstanding, except when a loan has been past due for 90 days. All loans are to governmental entities and secured by certain pledged revenues. The loans are being repaid in accordance with their loan agreements. Management's evaluation of the loan portfolio has determined that no allowance for uncollectible loans is required at June 30, 2013. There are no loans past due for more than 90 days as of the end of the fiscal year which require placement on non-accrual status (Note 5).

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Due From the U.S. Department of Transportation

Due from the U.S. Department of Transportation represents amounts billed and unbilled in accordance with the various grant agreements. The "billed" portion represents contract expenditures incurred and billed by the Department. The "unbilled" portion represents expenditures included in accounts payable that will be billed when paid by the Department. The "excess project costs" represents costs actually incurred on a project in excess of approved amounts. The Department provides for an allowance for uncollectible accounts in excess of project costs classification. The allowance is based on an analysis of amounts that are reasonably assured of collection (Note 6). There was no allowance for FY 2013.

Due From/To Other Funds

Due from/to other funds represent amounts due from and to other funds within the Department (Note 7) and are included in the governmental fund financial statements. Inter-fund transactions are eliminated in the GAAP-basis governmental-wide financial statements.

Due to State Treasurer's Office

The amount of negative cash balances are reported in the Due to State Treasurer's Office by fund.

Due to State General Fund (Reversions)

Reversions to the State General Fund by the Department are based on the definitions of both reverting and non-reverting funds. Reversions are calculated by applying the percentage of reverting fund (to total budget for the category) to the amount unexpended for the category at fiscal year-end.

Inventory

Inventory is valued at cost using the first-in, first-out method. Special Revenue Fund inventory consists of materials used in the Department's operations.

The inventory costs are recorded as expenditures when consumed rather than when purchased. Reported inventories are equally offset in the unspendable fund balance, which indicates that it does not constitute "available spendable resources" (Note 9) even though they are a component of current assets.

Prepaid Expense - NM 44 Warranty

The warranty represents the no-fault portion of 3 categories of costs that will meet performance criteria: The pavement, which originally cost \$36,100,000, is being amortized over 20 years. At the end of fiscal year 2013, the unamortized value was \$19,855,000. The structures, which originally cost \$15,916,345 is being amortized over 11 1/2 years. At the end of fiscal year 2013, the unamortized value was \$3,460,075. The remaining amount, which originally cost \$13,564,126, is fully amortized and has no net book value after fiscal year ending June 30, 2006 when it became fully amortized.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Property Held for Resale

Property held for resale represents excess land acquired through condemnation and is recorded at its estimated fair value. The Department's management estimated the fair value based upon original cost plus inflation using the Consumer Price Index (CPI). Reported property held for resale is equally offset by the fund balance reserve, which indicates that they do not constitute "available spendable resources" even though they are a component of assets.

Capital Assets

Capital assets, which include property, plant, equipment, software in the equipment category, and infrastructure assets (which is normally immovable and of value only to the state, such as roads, streets, tunnels and similar infrastructure items), are reported in the governmental activities columns in the government-wide financial statements. The Department has no internally developed software that requires capitalization. As a result of House Bill 1074, effective date June 17, 2005, and Section 12-6-10 NMSA 1978 the State's capitalization policy threshold was changed from \$1,000 to \$5,000, requiring agencies to capitalize acquisitions greater than \$5,000. Assets purchased prior to June 17, 2005 were not removed and will continue to be depreciated. Purchased and constructed capital assets are valued at historical or estimated historical cost. The Department has not capitalized any construction period interest expense. Donated capital assets are recorded at their estimated fair value at the date of donation.

The Department records as capital assets the specific roads, tunnels and other infrastructure it owns or over which it has primary responsibility for maintenance. According to the GASB, if the Department has the primary responsibility for the asset's maintenance, then the capital asset would be recorded on its books.

An estimated historical cost of the entire infrastructure on the Department's government-wide financial statements was determined as of June 2001. The Department calculated the replacement cost as of June 30, 2001 for its entire infrastructure and then deflated the cost by use of a construction price level index maintained by the Federal Highway Administration. Accumulated depreciation at June 30, 2001 was calculated based on the estimated historical cost of the infrastructure, estimated use of the assets and using a 25 to 30-year life of the infrastructure. Current year activity is shown in Note 10 to the financial statements.

The Department follows the depreciation method to record infrastructure assets. This method requires the Department to allocate the cost of infrastructure assets over their useful lives as depreciation expense. Another allowable methodology is to use the modified approach to record infrastructure. Under this process, the Department does not record depreciation expense nor are amounts capitalized in connection with improvements to these assets, unless the improvements expand the capacity or efficiency of an asset. If this method was used, it would require the Department to: 1) commit to maintaining and preserving the assets at or above a condition level established by the Department, 2) maintain an inventory of the assets and perform periodic assessments to ensure that the condition level is being maintained, and 3) make annual estimates of the amounts that must be expended to maintain and preserve assets at the predetermined condition levels. The Department elected to use the depreciation method as it determined it could not meet the condition to maintain the infrastructure at a predetermined condition level due to an anticipated lack of future funding for maintenance. All major infrastructure has been recorded.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Capital Assets - continued

The Department records its other capital assets (buildings and machinery and equipment) at historical cost and depreciates the assets over their estimated useful lives. Capital assets acquired in the current year in the governmental funds are recorded as expenditures in the governmental fund financial statements. Depreciation expense is recorded in the government-wide financial statements.

Capital assets of the Department are depreciated on the straight-line method over the assets' estimated useful life. There is no depreciation recorded for land and right-of-way land. Generally, estimated useful lives are as follows:

Machinery and Equipment	7 - 14 years
Buildings and Other Improvements	40 years
Infrastructure	25 - 30 years

Unearned Revenue

Unearned revenue occurs when the Department receives funds before the corresponding expense or expenditure has been incurred, or all of the eligibility requirements have been met. The Department has received funds in advance of work done from the Department of Energy (DOE) for road projects and other costs relating to the Waste Isolation Pilot Plant (WIPP). Revenue is recognized when eligible expenditures are incurred for these projects and programs and all eligibility requirements are met.

Compensated Absences

The Department accounts for the accumulated vacation and sick leave on the accrual basis in accordance with GASB 16. Accrued vacation up to 240 hours is recorded in the Statement of Net Assets at 100% of the employee's hourly wage. In addition, accrued sick leave over 600 up to 720 hours less the amount classified as current is recorded in the Statement of Net Assets at 50% of the employee's hourly wage. Compensatory time is accrued at a rate of one and one-half hours for each hour of employment for which overtime compensation is required for those employees covered by the Fair Labor Standards Act (FLSA). Employees exempt from coverage by FLSA earn one hour of compensatory time for each overtime hour. The accrual for compensated absences is calculated at pay rates in effect at June 30, 2013, and includes direct and incremental salary related payments, such as the employees' share of social security taxes.

Long-Term Obligations

Premiums, Discounts and Issuance Costs - In the government-wide financial statements, long-term debt and other long-term obligations are presented in the column for governmental and business-type activities. The same is presented in the proprietary fund financial statements. Bond and note premiums and discounts are capitalized and amortized straight line over the life of the debt. Bonds and notes payable are reported net of the applicable bond premium or discount. Bond issuance costs are recognized as an expense in the period incurred per GASB 65.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Long-Term Obligations - continued

In the governmental fund financial statements, governmental funds recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuance are reported as other financing sources, while discounts are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as other expenditures.

Arbitrage Rebate Liability - Any arbitrage rebate is recorded as a liability when it is determined to be owed to the Internal Revenue Service.

Net Position

The government-wide financial statements utilize a net asset presentation. Net assets are categorized as investment in capital assets (net of related debt), restricted and unrestricted.

Investments in Capital Assets - is intended to reflect the portion of net assets which is associated with non-liquid capital assets less outstanding capital asset related debt. The net related debt is the debt less the outstanding liquid assets and any associated unamortized cost.

Restricted Assets - are liquid assets (generated from revenues and not bond proceeds), which have third-party (statutory or granting agency) limitation on their use. When there is an option, the Department spends restricted resources first.

Unrestricted Assets - are all other net assets that do not meet the definition of "restricted assets" or "investments in capital assets".

Encumbrances

With the General Appropriations Act of 2012, Section 3M establishing the modified accrual basis of accounting for governmental funds as the budgetary basis of accounting for the state of New Mexico, encumbrances related to single year appropriations lapse at fiscal year end. Appropriation periods for periods in excess of twelve months (multiple-year appropriations) lapse at the end of the appropriation period, the budget also lapses, and encumbrances can no longer be charged to that budget. Outstanding encumbrance balances for the Department's Severance Tax Bonds and Special Appropriations are shown in separate supplementary schedules. Significant unexpended encumbrance balances at June 30, 2013 for other multiple year appropriation periods are as follows:

2010A Bond Project Fund	10450	<u>\$ 13,072,584</u>
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1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Nonspendable Fund Balance

The nonspendable category of fund balance consists of the net financial resources that cannot be spent because they are either not in spendable form or legally or contractually required to be maintained intact. Nonspendable categories of fund balances are summarized below:

Inventory - This category was created to represent the portion of fund balance that are noncash assets available for expenditures in future periods.

Property Held for Resale - This category was created to represent the portion of fund balance that are long-term noncash assets available for sale.

Prepaid Expenses - This category was created to represent disbursements made that cannot be reported as expenditures in the current period for GAAP purposes.

Restricted Fund Balance

The restricted category of fund balance consists of the net financial resources that are restricted by either (a) external imposition by creditors (such as debt covenants), grantors, contributors, or laws or regulations of other governments; or (b) imposition by law through constitutional provisions or enabling legislation.

Committed Fund Balance

The committed category of fund balance consists of the net financial resources that are constrained to be used for a specific purpose as established by the highest level of decision-making authority. This fund balance also includes contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying these contractual requirements. The Department's highest level of decision-making authority is the Legislative and Executive branches of the State of New Mexico.

Assigned Fund Balance

The assigned category of fund balance consists of the net financial resources that are constrained to be used for a specific purpose by the Department's intent but the constraint imposed does not satisfy the criteria to be classified as restricted or committed.

Unassigned Fund Balance

The unassigned category of fund balance consists of the net financial resources that are the least constrained. In the general fund, these are amounts that have not been restricted, committed or assigned to specific purposes. In other funds, they are negative fund balances that represent shortfalls which are covered by fund balances not restricted, committed or assigned to other specific purposes.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Pledged Revenue

The Department has pledged future gasoline excise taxes, motor vehicle registration fees, special fuel excise taxes, vehicle transactions fees, driver's license fees, oversize/overweight permit fees, trip (mileage) taxes, weight distance taxes, leased vehicle gross receipts taxes, tire recycling fees and FHWA revenues, to repay \$1.48 billion in State Transportation Revenue and Refunding Bonds issued between 2002 and 2012. Proceeds from the bonds provided funding for various transportation projects authorized by the State Legislature and that the Department has determined to be necessary or desirable, as well as to provide funds to refund and restructure certain outstanding bonds. The bonds are payable through 2027. Annual principal and interest payments on the bonds are expected to require less than 25% of gross revenues. The total principal and interest remaining to be paid on the bonds is \$2.01 billion. Principal and interest paid for the current year and total pledged revenues were \$165,009,570 and \$793,585,618, respectively.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Eliminations

Total columns in the governmental fund financial statements are captioned "Total (Governmental Funds)" to indicate that they are presented only to facilitate financial analysis. Data in these columns does not present financial position, results of operation or changes in financial position of the Department as a whole in conformity with generally accepted accounting principles. Eliminations of intra-fund transfers have not been made in the aggregation in the governmental fund financial statements. Due from/to other funds and intra-fund transfers have been eliminated in the government-wide financial statements.

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position and or balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expenses/expenditure) until then. The Department has two items that qualify for reporting in this category. They are the deferred gain on refunding and the value of the SWAP agreements.

2. CASH AND CASH EQUIVALENTS

The Department has two types of cash equivalents--those that are deposited with the State Treasurer's Office and those that are held with trustees that are managed by NMFA.

Cash equivalents on deposit with State Treasurer's Office

For cash management and investment purposes, funds of various state agencies are deposited in the State General Fund Investment Pool (the Pool), which is managed by the Office of the New Mexico State Treasurer. Claims on the Pool are reported as assets by the various agencies investing in the Pool.

In June 2012, an independent expert diagnostic report revealed that the General Fund Investment Pool balances had not been reconciled at the business unit/fund level since the inception of the Statewide Human Resources, Accounting, and Management Reporting (SHARE) system in July of 2006. The diagnostic report is available in the Resources section of the Cash Control page of the New Mexico Department of Finance and Administration's website at: http://www.nmdfa.state.nm.us/Cash_Control.aspx. The document title is Current State Diagnostic of Cash Control.

By state statute, the New Mexico Department of Finance and Administration (DFA) is responsible for the performance of monthly reconciliations with the balances and accounts kept by the State Treasurer. Therefore, under the direction of the State Controller / Financial Control Division Director, the Financial Control Division (FCD) of the New Mexico Department of Finance & Administration undertook action to address the situation. DFA/FCD initiated the Cash Management Remediation Project (Remediation Project) in partnership with the Office of the New Mexico State Treasurer, the New Mexico Department of Information Technology, and a contracted third party with expertise in the Enterprise System Software used by the State.

The Remediation Project objective was to design and implement changes necessary to ensure ongoing completion of timely, accurate and comprehensive reconciliation of the Pool. DFA has or is in the process of implementing all the recommendations resulting from the Remediation Project and has made changes to the State's SHARE system configuration, cash accounting policies and procedures, business practices, and banking structure. This has enabled DFA to complete timely and accurate reconciliation of bank to book balances at the State and Business Unit level on a post-implementation basis, however it did not resolve historical reconciling items. Additional changes recommended by the Project continue to be cascaded through DFA and state agencies to support the Business Unit by Fund accounting requirements.

A plan to address historical reconciling items is being assessed and a separate initiative will need to be undertaken to resolve the historical reconciling items. Management considers it unlikely that this separate initiative will be successful in allocating all historical reconciling items to the State entities invested in the Pool. As a result, any remaining differences post specific allocation to Pool participants will be reported in the State General Fund.

Management in FY 2012 recorded a loss contingency of \$101.7 million in the General Fund based on its estimate of the effect of issues related to the reconciliation of the Pool, that estimate is still current. Because no specific loss amount is determinable, consistent with generally accepted accounting principles, the amount accrued is the minimum amount that management considers to be probable. Ultimately, the loss could exceed the amount accrued, perhaps by a substantial amount.

2. CASH AND CASH EQUIVALENTS (continued)

The Department is aware that the General Fund Investment Pool balances have not been reconciled at the Agency and Fund level by the Department of Finance and Administration and that any reconciling items, once determined through a future initiative, will not be allocated to the Department or other state agencies. However, the Department has established its own internal reconciliation policies and procedures to mitigate the risk that our cash balances would be misstated as of June 30, 2013. The Department is confident that our reconciliation process ensures all incoming and outgoing cash transactions are properly identified and that they are timely and accurately recorded in the financial system. Deposit transactions originated by our agency are validated and verified to source documents to ensure for accuracy and compliance before they are recorded in the financial system. Recording is not final until approved by the State Treasurer's Office who compares the recorded transactions against validated bank deposit slips provided to them by the State's Fiscal Agent Bank. Our agency then compares all deposits to financial system cash transaction and general ledger reports to ensure they have been properly and thoroughly recorded. Similarly, incoming wire cash transfers and operating cash transfers originating outside our agency and received by the State's Fiscal Agent Bank are identified, reviewed and verified to ensure they are properly authorized, recorded, reported and

State law (Section 8-6-3 NMSA 1978) requires the Department's cash be managed by the New Mexico State Treasurer's Office. Accordingly, the investments of the Department consist of an interest in the General Fund Investment Pool managed by the New Mexico State Treasurer's Office.

2. CASH AND CASH EQUIVALENTS (continued)

Cash equivalents on deposit with State Treasurer's Office (continued)

At June 30, 2013 the Department had the following invested in the General Fund Investment Pool:

General Fund Investment Pool	<u>\$ 252,094,503</u>
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Interest Rate Risk. The New Mexico State Treasurer's Office has an investment policy that limits investment maturities to five years or less on allowable investments. This policy is means of managing exposure to fair value losses arising from increasing interest rates. This policy is reviewed and approved annually by the New Mexico State Board of Finance.

Credit Risk. The New Mexico State Treasurer pools are not rated.

For additional GASB 40 disclosure information regarding cash held by the New Mexico State Treasurer, the reader should see the separate audit report for the New Mexico State Treasurer's Office for the fiscal year ended June 30, 2012.

The reconciled balances at June 30, 2013, are as follows:

	Fund Number	Amount (+)	Amount (-)
Cash:			
<i>Unrestricted</i>	20100	\$ 2,100	
Balance Sheet - Governmental Funds Cash, Unrestricted and Statement of Net Assets Cash, Unrestricted		\$ 2,100	

2. CASH AND CASH EQUIVALENTS (continued)

	Fund Number	Amount (+)	Amount (-)
Cash Equivalents:			
<i>Restricted:</i>			
2001A CHAT Bond Project Fund	00600	\$ 4,734,419	\$ -
2001A CHAT Bond Debt Service Fund	00700	234,583	-
Traffic Safety Fund(s)	10010, 10020, 20600, 20700, 20800, 82600	8,926,294	-
Federal Planning and Development	10030	-	2,028,076
State Road Fund(s)	10040 and 20100	159,172,462	20,199,938
Capital Projects Fund	10050	1,366,565	-
STB Appropriations Fund	10060	-	2,139,961
General Fund Appropriations	10070	598,144	-
2006A GRIP Bond Project Fund	10210	582,089	-
2006B GRIP Bond Project Fund	10230	49,671	-
2010A Bond Project Fund	10450	-	10,624,219
2002D CHAT Bond Project Fund	11500	639,261	-
2002D CHAT Bond Debt Service Fund	18700	12,852	-
HIF Bond Fund	20200	10,345,011	-
Local Government Road Fund	20300	19,508,256	-
2004A GRIP Bond Project Fund	20400	112,078	-
State Aviation Fund	20500	16,786,869	-
2002C HIF Bond Project Fund	36100	1,308,522	-
2002C HIF Bond Debt Service Fund	36300	62,453	-
1993 Bond Project Fund	39400	1,600,121	-
1999A CHAT Bond Project Fund	43000	2,125,051	-
WIPP Bond Project Fund	43100	1,980,339	-
2000 CHAT Bond Debt Service Fund	43200	204,785	-
1999 CHAT Bond Debt Service Fund	43400	267,125	-
2002A CHAT Bond Debt Service Fund	54700	83,859	-
1998A CHAT Bond Debt Service Fund	54800	142,073	-
2002B WIPP Bond Debt Service Fund	75000	111,299	-
ARRA Project Fund	89000	-	640,060

2. CASH AND CASH EQUIVALENTS (continued)

	Fund Number	Amount (+)	Amount (-)
STB Capital Outlay Fund	89200	-	67,745
GF Capital Outlay	93100	188,094	-
1998A WIPP Bond Debt Service Fund	97200	14,559	-
		231,156,834	
Balance Sheet - Governmental Funds Cash Equivalents, Restricted			
		20,937,669	
State Infrastructure Bank:			
Restricted Cash Equivalents	89300	20,937,669	
		\$ 252,094,503	
Statement of Net Position Cash Equivalents, Restricted			
		\$ 35,699,999	
Balance Sheet-Governmental Funds and Statement of Net Position included in Due to Other Agencies (See Note 12)			
		\$ 35,699,999	

State law requires that repurchase agreements be secured by collateral with a market value greater than 102% of the value of the agreement. The securities are held by a third party in the Department's name. The fair value of the repurchase agreement approximates the cost at June 30, 2013.

Cash equivalents managed by New Mexico Finance Authority

Money market funds are managed by New Mexico Finance Authority (fiscal agent) and held by State Treasurer authorized bank accounts at Bank of Albuquerque and Bank of New York as trustees and paying agents for Department. The sources of funds are bond proceeds and other debt service requirements. These funds are invested in short-term money market accounts that invest in U.S. Treasury obligations and repurchase agreements collateralized by U.S. Treasury obligations in accordance with state law. The trustees are also permitted to purchase U.S. Treasury obligations.

Custodial Credit Risk. Custodial credit risk is the risk that, in the event of failure of the counterparty, the Department will not be able to recover the value of its collateral securities that are in the possession of an outside party. All are fully collateralized and the collateral is held in the Department's name.

Credit Risk. The Authority's investments shall be in accordance with State Law, 6-10-10 and 6-10-10.1 NMSA 1978, including but not limited to the following: Treasury Bills, Notes, Bonds, Strips and U.S. Government.

Concentration of Credit Risk. Concentration of credit risk is defined as investments of more than 5% in any one issuer. The Department is not susceptible to concentration of credit risk.

2. CASH AND CASH EQUIVALENTS (continued)

Interest Rate Risk. Interest rate risk is the risk that interest rate fluctuations may adversely affect an investment's fair value. The prices of securities fluctuate with market interest rates and the value of securities held in a collateral portfolio will decline if market interest rates rise. In this event, the financial institution is required to provide additional collateral necessary to comply with New Mexico State Statute. Therefore, funds are not susceptible to interest rate risk as they are all fully collateralized.

	Fund Number	Amount
Cash Equivalents:		
<i>Managed by NMFA:</i>		
State Road Fund(s)	10040 and 20100	65,032
2004A GRIP Bond Debt Service Fund	10080	1,085,041
2004B GRIP Bond Debt Service Fund	10090	33,607,671
2006A GRIP Bond Project Fund	10210	162,255
2006A GRIP Bond Debt Service Fund	10220	1,683,172
2006B GRIP Bond Project Fund	10230	10,384
2006B GRIP Bond Debt Service Fund	10240	662,981
2006C GRIP Bond Project Fund	10250	179,118
2008A GRIP Bond Debt Service Fund	10410	8,615,188
2008B GRIP Bond Debt Service Fund	10420	23,730,932
2008C GRIP Bond Debt Service Fund	10430	4,366,472
2008D GRIP Bond Debt Service Fund	10440	1,874,928
2010A Bond Project Fund	10450	44,760,160
2009A Bond Debt Service Fund	11130	49,143
2010A/LOC Bond Debt Service Fund	11140	41,501
2010B GRIP Bond Debt Service Fund	20450	202,746
2012A Refunding Revenue Bond Debt Service Fund	30850	65,348
Balance Sheet - Governmental Funds and Statement of Net Position Cash Equivalents, Managed by NMFA		\$ 121,162,072

3. ACCOUNTS RECEIVABLE

The aging of accounts receivable as of June 30, 2013 is as follows:

<u>Number of Days Outstanding</u>			
0 - 30	\$	285,144	
31 - 60		11,616	
61 - 120		405,344	
Beyond 120		4,594,873	
		<u>5,296,977</u>	
Allowance for uncollectible accounts		(4,594,523)	
	\$	<u>702,454</u>	

4. SEVERANCE TAX BOND PROCEEDS RECEIVABLE

Severance tax bonds proceeds receivable as of June 30, 2013, appropriated to the Department, were held by the State Board of Finance to reimburse expenditures incurred by the Department. The activity of this account is as follows:

Balance, beginning of year	\$	22,260,645
Sale and reauthorization of severance tax bonds		35,936,356
Funding from the State Board of Finance		(13,040,000)
Reversion to the State Board of Finance		<u>(107,311)</u>
Balance, end of year	\$	<u>45,049,690</u>

The funding for the year ended June 30, 2013 was received under the Laws of 2007, Chapter 3; Laws of 2008, Chapters 9; Laws of 2009, Chapters 7; Laws of 2010, Chapter 105; Laws of 2011, Chapter 183; and Laws of 2012, Chapter 63 and 64 for projects completed ; Laws of 2013, Chapter 202.

The State of New Mexico Legislature has authorized the State Board of Finance to issue and sell revenue bonds that are to be retired using future taxes levied against the extractive industries in the state. The proceeds from bonds sold are appropriated to the Department to be used for specific programs and are recorded as revenues by the Department. Expenditures incurred by the Department for such programs are reimbursable from the State Board of Finance. The severance tax bonds proceeds receivable represents the amounts due and available from the State Board of Finance as of year-end.

Receivable at year end (Note 8)	\$	<u>1,909,588</u>
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5. NOTES AND LOANS RECEIVABLE

Notes receivable as of June 30, 2013 consist of the following:

A note receivable from a private entity, non-interest bearing, in accordance with federal statutes, collateralized by various property.

\$ 2,649

6. DUE FROM U.S. DEPARTMENT OF TRANSPORTATION

Due from U.S. Department of Transportation (USDOT) consists of the following at June 30, 2013:

Agency

Federal Highway Administration \$ 43,696,592

Less allowance for uncollectible amounts -

Total Federal Highway Administration 43,696,592

Other USDOT Agencies 9,981,538

Total USDOT \$ 53,678,130

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes to Financial Statements

7. DUE FROM AND DUE TO OTHER FUNDS

These amounts represent interfund receivables and payables arising from the interfund transactions within the Department. Due from/to other funds occur for the following reasons:

- 1) The State Road Fund pays expenditures on behalf of other funds.
- 2) Grant and other funds are recorded in the State Road Fund and then transferred to the appropriate funds.

Interfund receivables and payables as of June 30, 2013 consist of the following:

	Fund Number	Due From Other Funds	Due to Other Funds	Net (Sub-totals only)
Special Revenue Funds:				
Traffic Safety Fund(s)	10010, 10020, 20600, 20700, 20800, 82600	\$ 139	\$ 78,607	
Federal Planning and Development	10030	-	114,353	
State Road Fund(s)	10040 and 20100	18,823,201	10,688,049	
HIF Bond Fund	20200	13,600	-	
State Aviation Fund	20500	-	256	
ARRA Project Fund	89000	346,242	414,511	
Total Special Revenue Funds		19,183,182	11,295,776	7,887,406
Debt Service Funds:				
2001A CHAT Bond Debt Service Fund	00700	1,651,520	-	
2004A GRIP Bond Debt Service Fund	10080	-	574,773	
2006A GRIP Bond Debt Service Fund	10220	-	1,649,100	
2006B GRIP Bond Debt Service Fund	10240	-	658,193	
2008AGRIP Bond Debt Service Fund	10410	-	1,370,943	
2008B GRIP Bond Debt Service Fund	10420	-	6,409,295	
2008C GRIP Bond Debt Service Fund	10430	-	1,009,166	
2008D GRIP Bond Debt Service Fund	10440	-	1,267,688	
2012A Bond Debt Service Fund	30850	-	611	
2000 CHAT Bond Debt Service Fund	43200	1,184,452	-	
1999 CHAT Bond Debt Service Fund	43400	750,144	-	
2002A CHAT Bond Debt Service Fund	54700	690,434	-	
1998A CHAT Bond Debt Service Fund	54800	86,180	-	
2002B WIPP Bond Debt Service Fund	75000	702,644	-	
1998 WIPP Bond Debt Service Fund	97200	199,253	-	
Total Debt Service Funds		5,264,627	12,939,769	(7,675,142)
Capital Projects Funds:				
Gen. Fund Appropriations Fund	10070	-	131,887	
GF Capital Outlay Fund	93100	131,887	-	
Total Capital Projects Funds		131,887	131,887	-
Enterprise Funds:				
State Infrastructure Fund	89300	-	212,264	
Total Enterprise Funds		-	212,264	(212,264)
Total Interfund Receivables and Payables		\$ 24,579,696	\$ 24,579,696	\$ -

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes to Financial Statements

7. DUE FROM AND DUE TO OTHER FUNDS - continued

	Fund Number	Due From Other Funds	Due to Other Funds	Net (Sub-totals only)
Summary				
Total Special Revenue Funds - net				\$ 7,887,406
Total Debt Service Funds - net				(7,675,142)
Total Capital Projects Funds – net				-
Total Governmental – net				212,264
Total Enterprise Funds – net				(212,264)
Total All Funds				\$ -

8. DUE FROM OTHER AGENCIES

Fund Description	Fund Number	Sub-total	Total	Due From
State Road Fund	20100	\$ 3,576		Department of Public Safety
Total reauthorizations due			3,576	
2001A CHAT Bond Project Fund	00600	406		State Treasurer's Office
2001A CHAT Bond Debt Service Fund	00700	20		State Treasurer's Office
2002D CHAT Bond Project Fund	11500	55		State Treasurer's Office
2002D CHAT Bond Debt Service Fund	18700	1		State Treasurer's Office
State Road Fund	20100	31,753		State Treasurer's Office
HIF Bond Fund	20200	930		State Treasurer's Office
Local Government Road Fund	20300	1,836		State Treasurer's Office
State Aviation Fund	20500	1,512		State Treasurer's Office
Motorcycle Training Fund	20600	14		State Treasurer's Office
Traffic Safety Fund	20800	105		State Treasurer's Office
2002C HIF Bond Project Fund	36100	113		State Treasurer's Office
2002C HIF Bond Debt Service Fund	36300	5		State Treasurer's Office
1993 Bond Project Fund	39400	138		State Treasurer's Office
1999A CHAT Bond Project Fund	43000	183		State Treasurer's Office
WIPP Bond Project Fund	43100	133		State Treasurer's Office
2000 CHAT Bond Debt Service Fund	43200	18		State Treasurer's Office

8. DUE FROM OTHER AGENCIES - continued

Fund Description	Fund Number	Sub-total	Total	Due From
1999 CHAT Bond Debt Service Fund	43400	23		State Treasurer's Office
2002A CHAT Bond Debt Service Fund	54700	7		State Treasurer's Office
1998A CHAT Bond Debt Service Fund	54800	12		State Treasurer's Office
2002B WIPP Bond Debt Service Fund	75000	10		State Treasurer's Office
1998A WIPP Bond Debt Service Fund	97200	1		State Treasurer's Office
Total accrued interest due			37,275	
STB Appropriations Fund	10060	1,060,059		DFA Board of Finance
STB Capital Outlay Fund	89200	849,529		DFA Board of Finance
Total reimbursement due			1,909,588	
State Road Fund	20100	27		Human Services Department
State Road Fund	20100	488		Department of Health
State Road Fund	20100	27		Higher Education Department
State Road Fund	20100	99		Taxation and Revenue Department
Total reimbursement due			641	
Total due from other agencies--government funds only			1,951,080	
SIB Interest accrued from Local Gov't Investment Pool			2,128	
Total due from other agencies--government wide only			<u>\$ 1,953,208</u>	

9. INVENTORY

Inventory as of June 30, 2013 consists of the following:

Highway maintenance materials stockpiled	\$ 7,866,783
Repair Parts and expendable supplies	5,506,811
Fuel, oil and lubricants	1,047,091
	<u>\$ 14,420,684</u>

10. CAPITAL ASSETS

A summary of changes in capital assets for fiscal year ended June 30, 2013 follows:

	Beginning Balance	Adjustments &		
	June 30, 2012	Additions	Transfers	Retirements
Non-depreciable assets:				
Construction in Progress	\$ 193,830,627	\$ 394,428,260	\$ -	\$ -
Rail System Infrastructure - Right of Way	77,252,100	-	-	-
Land	5,177,044	-	-	-
Right of Way	408,048,385	-	-	-
Total non-depreciable assets	684,308,156	394,428,260	-	-
Depreciable assets:				
Infrastructure	14,703,925,551	-	-	(484,652,834)
Automotive and Major Road Fund Equipment	205,816,651	10,562,401	347,440	(14,127,231)
Rail System Infrastructure	367,768,679	-	-	-
Buildings	45,823,291	1,201,018	1,620,782	(278,032)
Equipment and furniture	30,453,316	1,967,132	(270,265)	(2,798,684)
Library	102,614	-	-	-
Total depreciable assets	15,353,890,102	13,730,551	1,697,957	(501,856,781)
Total Assets	16,038,198,258	408,158,811	1,697,957	(501,856,781)
Less Accumulated Depreciation:				
Infrastructure	(8,954,955,656)	(597,933,204)	-	484,652,834
Automotive and Major Road Fund Equipment	(151,033,710)	(9,747,415)	(244,487)	14,106,583
Rail System Infrastructure	(61,479,926)	(14,710,748)	-	-
Buildings	(27,135,111)	(819,373)	(15,180)	87,838
Equipment and furniture	(24,508,261)	(1,624,403)	(34,403)	2,754,722
Library	(102,614)	-	-	-
Total Accumulated Depreciation	(9,219,215,278)	(624,835,143)	(294,070)	501,601,977
Net Total	\$ 6,818,982,981	\$ (216,676,332)	\$ 1,403,887	\$ (254,804)

There were no software costs to capitalize as of year-end. Depreciation and amortization was allocated to the following functions:

Depreciation:	
Programs and infrastructure	\$ 601,122,316
Transportation and highway operations	14,710,748
Program support	12,191,190
	<u>628,024,254</u>
Amortization	3,189,030
Total depreciation and amortization	<u>\$ 631,213,284</u>

10. CAPITAL ASSETS (continued)

CIP Reclassifications	Ending Balance June 30, 2013
\$ (394,495,542)	\$ 193,763,345
-	77,252,100
-	5,177,044
2,833,546	410,881,931
<u>(391,661,996)</u>	<u>687,074,420</u>
391,661,996	14,610,934,713
-	202,599,261
-	367,768,679
-	48,367,059
-	29,351,499
-	102,614
<u>391,661,996</u>	<u>15,259,123,825</u>
<u>(0)</u>	<u>15,946,198,245</u>
-	(9,068,236,026)
-	(146,919,029)
-	(76,190,674)
-	(27,881,826)
-	(23,412,345)
-	(102,614)
<u>-</u>	<u>(9,342,742,514)</u>
<u>\$ (0)</u>	<u>\$ 6,603,455,731</u>

11. OPERATING TRANSFERS

Transfers within the Agency:

	State Road Fund(s) (Multi)	Motorcycle Training Fund (SHARE 20600)	Capital Projects Fund (SHARE 10050)	General Fund Appropriations (SHARE 10070)	GF Capital Outlay (SHARE 93100)	HIF Bond Fund (SHARE 20200)
(1)	\$ (889,803)	\$ -	\$ -	\$ -	\$ -	\$ (2,897,181)
(2)	-	-	-	-	-	-
(3)	-	-	-	-	-	-
(4)	20,057	-	-	-	-	138
(5)	6,656,152	-	(6,656,152)	-	-	-
(6)	-	-	-	(131,887)	131,887	-
(7)	-	-	-	-	-	-
(8)	78,607	(78,607)	-	-	-	-
	<u>\$ 5,865,013</u>	<u>\$ (78,607)</u>	<u>\$ (6,656,152)</u>	<u>\$ (131,887)</u>	<u>\$ 131,887</u>	<u>\$ (2,897,043)</u>

- (1) Transfer from the State Road Fund and HIF Bond Fund to the Non-GRIP Debt Service Funds for debt repayments
- (2) Transfer from 2004B interest earnings to offset interest costs in 2008A and 2008C
- (3) Transfer of 2006D BNSF interest earnings to 2008D
- (4) Reversion of funds on closure of Non-GRIP bond fund bank accounts
- (5) Return of unexpended funds to Road Fund
- (6) Transfer appropriated cash from 10070 to 93100
- (7) Transfer funds from 2006D BNSF to pay off 2008D Principal
- (8) Transfer excess money from the Motorcycle Training Fund to State Road Fund per Section 6-10-10 NMSA 1978

11. OPERATING TRANSFERS - continued

	2006D GRIP Bond Project Fund (SHARE 10270)	2001A CHAT Bond Debt Service Fund (SHARE 00700)	2004B GRIP Bond Debt Service Fund (SHARE 10090)	2008A GRIP Bond Debt Service Fund (SHARE 10410)	2008C GRIP Bond Debt Service Fund (SHARE 10430)	2008D GRIP Bond Debt Service Fund (SHARE 10440)
(1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(2)	-	-	(1,114,383)	641,884	472,498	-
(3)	(45,972)	-	-	-	-	45,972
(4)	-	(40)	-	-	-	-
(5)	-	-	-	-	-	-
(6)	-	-	-	-	-	-
(7)	(49,998,716)	-	-	-	-	49,998,716
(8)	-	-	-	-	-	-
	<u>\$ (50,044,688)</u>	<u>\$ (40)</u>	<u>\$ (1,114,383)</u>	<u>\$ 641,884</u>	<u>\$ 472,498</u>	<u>\$ 50,044,688</u>

11. OPERATING TRANSFERS - continued

	2002D CHAT Bond Debt Service Fund (SHARE 18700)	2002C HIF Bond Debt Service Fund (SHARE 36300)	2000 CHAT Bond Debt Service Fund (SHARE 43200)	1999 CHAT Bond Debt Service Fund (SHARE 43400)	2002A CHAT Bond Debt Service Fund (SHARE 54700)	1998A CHAT Bond Debt Service (SHARE 54800)
(1)	\$ 889,803	\$ 2,897,181	\$ -	\$ -	\$ -	\$ -
(2)	-	-	-	-	-	-
(3)	-	-	-	-	-	-
(4)	(19,929)	(138)	(29)	(18)	(17)	(2)
(5)	-	-	-	-	-	-
(6)	-	-	-	-	-	-
(7)	-	-	-	-	-	-
(8)	-	-	-	-	-	-
	<u>\$ 869,874</u>	<u>\$ 2,897,043</u>	<u>\$ (29)</u>	<u>\$ (18)</u>	<u>\$ (17)</u>	<u>\$ (2)</u>

- (1) Transfer from the State Road Fund and HIF Bond Fund to the Non-GRIP Debt Service Funds for debt repayments
- (2) Transfer from 2004B interest earnings to offset interest costs in 2008A and 2008C
- (3) Transfer of 2006D BNSF interest earnings to 2008D
- (4) Reversion of funds on closure of Non-GRIP bond fund bank accounts
- (5) Return of unexpended funds to Road Fund
- (6) Transfer appropriated cash from 10070 to 93100
- (7) Transfer funds from 2006D BNSF to pay off 2008D Principal
- (8) Transfer excess money from the Motorcycle Training Fund to State Road Fund per Section 6-10-10 NMSA 1978

11. OPERATING TRANSFERS - continued

	2002B WIPP Bond Debt Service Fund (SHARE 75000)	1998A WIPP Bond Debt Service Fund (SHARE 97200)	Total All Pages Netting Funds Only
(1)	\$ -	\$ -	\$ -
(2)	-	-	-
(3)	-	-	-
(4)	(17)	(5)	-
(5)	-	-	-
(6)	-	-	-
(7)	-	-	-
(8)	-	-	-
	<u>\$ (17)</u>	<u>\$ (5)</u>	<u>\$ -</u>

11. OPERATING TRANSFERS - continued

Transfers outside of Agency:

	State Road Fund(s) (Multi)	Capital Projects Fund (SHARE 10050)	STB Appropriations Fund (SHARE 10060)	2012A Refunding Revenue Bond Fund (SHARE 30850)	Ignition Interlock (SHARE 82600)
(9)	\$ -	\$ -	\$ -	\$ 220,400,000	\$ -
(10)	-	-	-	42,693,105	-
(11)	-	-	-	(653,181)	-
(12)	-	-	-	(261,769,370)	-
(13)	-	-	-	-	300,000
(14)	(5,710,524)	-	-	-	-
(15)	-	(9,500)	-	-	-
(16)	-	-	-	-	-
(17)	-	-	(107,311)	-	-
	<u>\$ (5,710,524)</u>	<u>\$ (9,500)</u>	<u>\$ (107,311)</u>	<u>\$ 670,554</u>	<u>\$ 300,000</u>

- (9) Receipt principal amount of 2012A Refunding Bonds
- (10) Receipt of premium on 2012A Refunding Bonds
- (11) Transfer of cash for Costs of Issuance for 2012A Refunding Bonds
- (12) Transfer proceeds from 2012A Refunding to 2012A Escrow account
- (13) Annual transfer in from Department of Finance
- (14) Transfers made to Department of Public Safety (less reversions)
- (15) Transfer of 1% to DCA from Appropriation 09-3156
- (16) Due to DFA - State General Fund for Unexpended Appropriations
- (17) Reversions scheduled to be sent to DFA in FY14

11. OPERATING TRANSFERS - continued

	GF Capital Outlay	Total all Inter-agency Transfers
	<u>(SHARE 93100)</u>	
(9)	\$ -	\$ 220,400,000
(10)	-	42,693,105
(11)	-	(653,181)
(12)	-	(261,769,370)
(13)	-	300,000
(14)	-	(5,710,524)
(15)	-	(9,500)
(16)	(102,619)	(102,619)
(17)	-	(107,311)
	<u>\$ (102,619)</u>	<u>\$ (4,959,400)</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes to Financial Statements

12. DUE TO OTHER AGENCIES

Fund Description	Fund Number	Due To	Total
Federal Planning and Development	10030	Due to State Treasurer's Office	\$ 2,028,076
STB Appropriations Fund	10060	Due to State Treasurer's Office	2,139,961
STB Appropriations Fund	10060	Board of Finance	113,154
2010A Bond Project Fund	10450	Due to State Treasurer's Office	10,624,219
State Road Fund(s)	10040 and 20100	Department of Finance	2,536
		Administrative Office of the Courts	348
		Due to State Treasurer's Office	20,199,938
ARRA Project Fund	89000	Due to State Treasurer's Office	640,060
STB Capital Outlay Fund	89200	Due to State Treasurer's Office	67,745
Total due to other agencies			<u><u>\$ 35,816,037</u></u>
		Due to State Treasurer's Office	\$ 35,699,999
		Board of Finance	113,154
		Department of Finance	2,536
		Administrative Office of the Courts	348
			<u><u>\$ 35,816,037</u></u>

13. LONG-TERM OBLIGATIONS

The following is a summary of changes in long-term obligations for the year ended June 30, 2013:

Governmental Activities	Balance at June 30, 2012	Increase	Decrease	Ending Balance June 30, 2013	Amounts due within one year
2002C HIF Bonds	\$ 5,930,000	-	(5,930,000)	-	\$ -
2002D CHAT Bonds	1,575,000	-	(1,575,000)	-	-
2004A GRIP Bonds	248,310,000	-	(167,695,000)	80,615,000	19,360,000
2004B GRIP Bonds	63,860,000	-	(34,120,000)	29,740,000	29,740,000
2006A GRIP Bonds	149,760,000	-	(66,235,000)	83,525,000	255,000
2006B GRIP Bonds	26,675,000	-	(1,270,000)	25,405,000	1,320,000
2008A GRIP Bonds	115,200,000	-	-	115,200,000	-
2008B GRIP Bonds	220,000,000	-	-	220,000,000	-
2008C GRIP Bonds	84,800,000	-	-	84,800,000	-
2008D GRIP Bonds	50,400,000	-	(50,400,000)	-	-
2009A Refunding Bonds	49,345,000	-	(23,190,000)	26,155,000	11,075,000
2010A Debt Service	168,580,000	-	(23,120,000)	145,460,000	38,225,000
2010B GRIP Bonds	451,435,000	-	-	451,435,000	6,635,000
2012 Refunding Bonds	-	220,400,000	(2,945,000)	217,455,000	-
Debentures	1,635,870,000	220,400,000	(376,480,000)	1,479,790,000	106,610,000
Compensated absences payable	5,961,995	5,150,948	(5,228,702)	5,884,241	5,884,241
Total obligations	1,641,831,995	<u>\$ 225,550,948</u>	<u>\$ (381,708,702)</u>	1,485,674,241	<u>\$ 112,494,241</u>
Less current portion	(88,274,464)			(112,494,241)	
Net long-term obligations	<u>\$ 1,553,557,531</u>			<u>\$ 1,373,180,000</u>	

As discussed in Note 1, Deferred amount on refunding is presented as a deferred outflow of resources on the financial statements and is not presented net of related debentures.

Governmental Activities	Balance at June 30, 2012	Increase	Decrease	Ending Balance June 30, 2013	Amounts due within one year
Deferred outflow of resources	\$ 76,507,362	15,931,656	(6,787,594)	85,651,424	7,377,654

The State Road Fund (#20100) is used to liquidate other long-term liabilities, such as compensated absences and capital leases. The Department is authorized to issue bonds from time to time, payable from the proceeds of the collection of gasoline excise taxes, motor vehicle registration fees, and other fees that are required by law to be paid into the State Road Fund and not otherwise pledged solely to the payment of outstanding bonds and debentures. The total aggregate outstanding bonds issued are in accordance with the authorizing legislation for the bonds and other debt with the approval of the State Board of Finance, which includes Section 67-3-59.1 of the New Mexico Statutes Annotated (NMSA) (1978), as amended; and the Supplemental Public Securities Act constituting Sections 6-15-8 through 6-14-11 of the NMSA (1978), as amended.

13. LONG-TERM OBLIGATIONS - continued

Series 2002C HIF

The Department issued \$67,750,000 of the New Mexico State Highway Infrastructure Fund Revenue Highway Bonds (additionally secured by a Senior Subordinate Lien on Certain State Road Fund Revenues), Series 2002C, in May 2002. The gross proceeds including accrued interest to the Department were \$69,809,036 including \$2,499,411 of an original issue premium. The cost of issuance including underwriter fees was \$440,375. The bonds are special limited obligations of the State Highway Commission, payable from and secured by a senior pledge of proceeds of the collection of leased vehicle gross receipts tax revenues and tire recycling fees, in each case that are required by law to be paid into the Highway Infrastructure Fund and interest on such amounts in the Highway Infrastructure Fund. The Bonds are additionally payable from and secured by a senior subordinate pledge of proceeds of the collection of gasoline excise taxes, special fuel excise taxes, vehicle transaction taxes or fees, drivers license fees, oversize/overweight permit fees, certain Public Regulation Commission fees, trip taxes, weight distance taxes, motor vehicle registration fees, and to the extent authorized to be paid into the State Road Fund in the future, motor vehicle excise taxes, in each case that are required by law to be paid into the State Road Fund and interest on such amounts in the State Road Fund. The Series 2002C Bonds (HIF Bonds) were issued to fund projects identified by the Department and the Legislature.

In October 2010, \$7,270,000 was refunded by the 2010B Senior Lien Refunding Revenue Bonds.

In December 2012, the remaining \$5,930,000 outstanding was refunded, in part, by the 2012 Refunding Revenue Bonds.

13. LONG-TERM OBLIGATIONS - continued

Series 2002D CHAT

The Department issued \$16,000,000 of the New Mexico State Highway Commission Senior Subordinate Lien Tax Revenue Highway Bonds, Series 2002D, in December 2002. The gross proceeds to the Department were \$16,572,740 including \$699,498 of an original issue premium. The cost of issuance including underwriter fees was \$126,758. The Bonds are special limited obligations of the State Highway Commission, payable solely from and secured by a senior subordinate pledge of proceeds of the collection of gasoline excise taxes, special fuel excise taxes, vehicle transaction taxes or fees, drivers license fees, oversize/overweight permit fees, certain Public Regulation Commission fees, trip taxes, weight distance taxes, motor vehicle registration fees, and to the extent authorized to be paid into the State Road Fund in the future, motor vehicle excise taxes, in each case that are required by law to be paid into the State Road Fund and interest on such amounts in the State Road Fund. The Series 2002D Bonds (CHAT Bonds) were issued to fund projects identified by the Department and the Legislature.

In October 2010, \$1,635,000 was refunded by the 2010B Senior Lien Refunding Revenue Bonds.

In December 2012, the remaining \$1,575,000 outstanding was refunded, in part, by the 2012 Refunding Revenue Bonds.

13. LONG-TERM OBLIGATIONS - continued

Series 2004A GRIP

The Department issued \$700,000,000 through the New Mexico Finance Authority's (NMFA) State Transportation Revenue Bonds (Senior Lien), Series 2004A, in May 2004. The gross proceeds to the Department were \$738,787,815, including \$43,556,815 of an original issue premium. The cost of issuance including underwriter fees was \$6,368,367. The Bonds are special limited obligations of the Department, together with additional bonds hereafter issued, solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The Series 2004A Bonds were issued to provide funds for certain transportation projects authorized by the State Legislature and that the Department has determined to be necessary or desirable.

The Department is responsible for the NMFA issuance costs and must annually pay the NMFA 25 basis points on the outstanding principal balance. Principal of the Bonds is payable as follows on June 15. Interest, with rates ranging from 3.80% to 5.25% per annum, is payable semi-annually on June 15 and December 15 through the year 2024.

In October 2010, \$451,690,000 was refunded by the 2010B Senior Lien Refunding Revenue Bonds.

In December 2012, \$167,695,000 was refunded by the 2012 Refunding Revenue Bonds.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$7,378,656, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2004A GRIP:			
2014	\$ 19,360,000	\$ 4,162,768	\$ 23,522,768
2015	61,255,000	3,215,888	64,470,888
Total	<u>\$ 80,615,000</u>	<u>\$ 7,378,656</u>	<u>\$ 87,993,656</u>

13. LONG-TERM OBLIGATIONS - continued

Series 2004B GRIP

The Department issued \$237,950,000 of bonds through the New Mexico Finance Authority's (NMFA) State Transportation Refunding Revenue Bonds (Subordinate Lien), Series 2004B, in May 2004. The gross proceeds to the Department were \$254,129,187, including \$16,347,187 of an original issue premium. The cost of issuance including underwriter fees was \$2,196,442.

The Series 2004B Bonds are special limited obligations of the Department, together with additional bonds hereafter issued, solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The bonds were issued through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds to refund and restructure certain outstanding bonds of the NMFA and the Commission.

Principal of the Bonds is payable as follows on June 15. Interest, with rates ranging from 2.0% to 5.0% per annum, is payable semi-annually on June 15 and December 15 through the year 2014.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$1,483,400, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2004B GRIP:			
2014	<u>29,740,000</u>	<u>1,483,400</u>	<u>31,223,400</u>
Total	<u>\$ 29,740,000</u>	<u>\$ 1,483,400</u>	<u>\$ 31,223,400</u>

13. LONG-TERM OBLIGATIONS - continued

Refundings

NMFA, on behalf of the Department, has issued multiple series of refunding bonds in prior years to advance refund certain older debt issues of the Department. The net proceeds of those issuances less any new amounts borrowed plus, at times, additional funds provided by the Department, were used to purchase U. S. Governmental securities. These securities were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments on the older debt issues. As a result, the advance refundings of the older debt are considered to be defeased and the liability for those bonds has been removed from long-term obligations. The bonds outstanding of \$685,425,000 were considered defeased in substance as of June 30, 2013.

The cumulative deferred amount on the refundings of \$85,651,424, recorded, as a deferred outflow, is the difference between the reacquisition price (funds required to refund the old debt including call provisions) and the net carrying amount of the old debt. The deferred amount on the refunding is recorded to the government-wide financial statements and is required to be amortized over the remaining life of the old debt or the life of the new debt, whichever is shorter.

Derivative Instruments

At the time of the 2004 GRIP bond issuance, NMFA, on behalf of the Department, entered into interest rate exchange agreements ("swaps") with respect both to the adjustable rate bonds then issued and the adjustable rate bonds anticipated to be issued in 2006. All of the 2004 adjustable rate bonds were hedged at issuance with immediately-starting swaps and approximately one-half of the anticipated total 2006 issuance was hedged with forward-starting swaps that became effective in 2006.

In all of the swaps, NMFA, on behalf of the Department, receives a variable-interest rate payment based on an index, and makes a fixed-rate interest payment. This arrangement has the effect of converting the variable rate bonds to "synthetic fixed-rate" issues.

As in the case of the GRIP bonds, NMFA has entered into the swaps as an agent for the Department. These swap agreements remained in effect following the 2008 refunding and reissuance of the 2004 and 2006 adjustable rate bonds as Variable Rate Demand Notes (the 2008A through D series).

Objectives of the Swaps

The objective in entering into the swap agreements was to obtain a lower interest cost for the 2004 bonds than could have been obtained at the time had they been issued as fixed-rate bonds. With respect to the planned 2006, issuance, NMFA believed in 2004 that it would be desirable to "lock in" a synthetic fixed rate of 5% or less for a portion of the bonds anticipated to be issued in 2006.

13. LONG-TERM OBLIGATIONS - continued

Significant Terms

2004 Swaps:

<u>Counterparty</u>	<u>Royal Bank of Canada</u>	<u>Goldman Sachs</u>	<u>Deutsche Bank</u>
Notional Amount	\$100,000,000	\$50,000,000	\$50,000,000
Receipt Rate	68 % of 1 month LIBOR	68 % of 1 month LIBOR	68 % of 1 month LIBOR
Payment Rate (Syn- thetic Fixed Rate)	3.934%	3.934%	3.934%
Embedded Option(s)	None	None	None
Effective Date	May 20, 2004	May 20, 2004	May 20, 2004
Termination Date:	June 15, 2024	June 15, 2024	June 15, 2024

2006 Forward Starting Swaps:

<u>Counterparty</u>	<u>JP Morgan Chase Bank</u>	<u>UBS AG</u>
Notional Amount	\$110,000,000	\$110,000,000
Receipt Rate	SIFMA Municipal Swap Index	SIFMA Municipal Swap Index
Payment Rate	5.072%	5.072%
Embedded Option(s)	"Knockout" option – Counterparty may cancel if the index remains above 7% for more than 180 days	"Knockout" option – Counterparty may cancel if the index remains above 7% for more than 180 days
Option premium to NMFA	0.34%	0.34%
Net payment rate ("Synthetic Fixed Rate"), equals the payment rate less option premium	4.732%	4.732%
Effective Date	December 15, 2006	December 15, 2006
Termination Date:	December 15, 2026	December 15, 2026

No cash was paid or received at the initiation of any of the above swaps.

13. LONG-TERM OBLIGATIONS - continued

Fair Value

The estimated fair value of the swaps at June 30, 2013 was as follows:

<u>Counterparty</u>	<u>Notional Value</u>	<u>Fair Value *</u>
Goldman Sachs	\$ 50,000,000	\$ (9,982,790)
Deutsche	50,000,000	(9,982,790)
Royal Bank of Canada	100,000,000	(19,965,581)
JPMorgan Chase Bank	110,000,000	(29,222,732)
UBS AG	110,000,000	(29,222,732)
	<u>\$ 420,000,000</u>	<u>\$ (98,376,625)</u>

* The Fair Value is the estimated amount that would have been received by or paid by the Department if the agreements had been terminated at June 30, 2013 under the terms of the agreement. This value is the net present value of the receipts and payments anticipated to be made pursuant to the agreements. The net present values are calculated based on discount rates indicated by actual swap transactions that occurred on or around June 30, 2013. Negative amounts indicate payments that would have been made by the Department to the counterparties.

These swaps have been deemed a hedge, and as such, the total amount entered as a liability for the year ended June 30, 2013 was \$98,376,625.

During fiscal year 2013, management evaluated the effectiveness of the SWAP agreements and found a portion to be ineffective. As a result the ineffective portion was expensed in the amount of \$39,931,161 and the asset was reduced to \$58,445,464, which consists of the JP Morgan Chase Bank and UBS AG SWAP agreements.

Associated Debt

Variable Rate Debt*	Par Value	<u>2013 Debt Service</u>		Net Variable Made (Received)	Total Net Interest Paid	Effective Interest Rate
		Principal	Fixed Interest			
Series 2008A and C	\$ 200,000,000	\$ -	\$ 7,911,711	\$ 1,072,048	\$ 8,983,759	4.492%
Series 2008B	220,000,000	-	11,220,391	16,719	11,237,110	5.108%

* The interest and swap payments for these bonds include the payments for the 2004 and 2006 Series bonds that that the 2008 series bonds replaced during the prior fiscal year.

The interest includes amounts paid within the fiscal year without regard to the costs associated with the swap collateral (Taxable) Line of Credit.

13. LONG-TERM OBLIGATIONS - continued

Risks

Credit Risk. Credit risk is the possibility that a counterparty will not fulfill its obligations.

The credit ratings of the counterparties, at June 30, 2013, were:

	<u>Moody's</u>	<u>S&P</u>	<u>Fitch</u>
Royal Bank of Canada	Aa3	AA-	AA
Goldman Sachs	Aa2	AAA	N/A
Deutsche Bank	A2	A+	A+
JP Morgan Chase	Aa3	A+	A+
UBS AG	A2	A	A

Presently, the Department has no exposure to loss with respect to the counterparties, as the termination values of the swaps are negative. That is, no amounts would be owed to the Department if any swaps were terminated at present. Each swap agreement contains provisions requiring the posting of collateral in the event that termination values exceed certain amounts. Termination values currently exceeded these limits, and, accordingly, collateral was posted for \$11,820,000 as of 6/30/2013 at UBS. The swap agreements permit the netting of amounts owed between the Department and a counterparty, mitigating, to some extent, the level of credit risk. The Department believes it has an adequate degree of diversification with regard to counterparties.

Swap Collateral Requirements – Taxable Line of Credit

Negative balances at the end of the fiscal year were such that collateral needed to be posted. For that purpose a short-term Taxable Line of Credit was established. There was \$23,000,000 outstanding on the line of credit at the end of the fiscal year, with \$35,000,000 borrowed and \$5,000,000 borrowed and \$17,000,000 repaid during the year.

SHARE fund 10410 - 2008A GRIP Bond Debt Service Fund	\$ 3,587,466
SHARE fund 10420 - 2008B GRIP Bond Debt Service Fund	16,771,760
SHARE fund 10430 - 2008C GRIP Bond Debt Service Fund	2,640,774
Total Short-term Notes Payable (Taxable Line of Credit)	<u>\$ 23,000,000</u>

During the year, the Department paid off a \$50,000,000 balance on the 2008D GRIP bonds that the BNSF had previously required as collateral. The new agreement, as discussed above, requires the department to have an available Line of Credit for \$50,000,000 as an insurance in case certain conditions occur.

Interest Rate Risk.

The knock-out option in the 2006 swaps leaves the Department open to interest rate risk. If the SIFMA municipal swap index averages above 7% for 180 consecutive days, then, as provided by the terms of the knockout option, swap agreements could be cancelled by the counterparties and the Department would have outstanding unhedged variable rate debt in a 7% interest rate environment.

13. LONG-TERM OBLIGATIONS - continued

Basis Risk.

Basis risk is the possibility that the variable rate paid on the bonds may not be adequately offset by the variable index payment received under the swap agreement. The Department has little or no such risk with respect to the 2006 bonds as the 2006 swaps pay a variable rate equal to the SIFMA Municipal Swap index which has very closely approximated, historically, the rates paid on variable rate municipal debt. The Department has basis risk, however, with respect to the 2004 swaps. The variable rate the Department receives with respect to the 2004 swaps is 68% of one-month LIBOR. While this rate has closely tracked the SIFMA Municipal Swap Index for a long period of time, there has recently been some divergence between the two indices. There is no guarantee that the two indices will remain as closely correlated in the future as they were in the past. There is a possibility, therefore, of a mismatch between actual variable rate bond debt service payments and the variable rate receipts under the 2004 swap agreements, resulting in a failure to achieve the synthetic fixed rate expected when the swaps initiated.

One event that would cause a divergence between the indices would be a significant change in U.S. income tax rates. This might result in 68% of LIBOR no longer approximating the tax-exempt rate set by the market for the Department's variable rate debt.

Termination Risk

The unplanned termination of one or more of the swaps exposes the Department to the possibility that the synthetic fixed rate expected to be obtained on the variable rate debt will not, in fact, be achieved. The swap agreements contain the standard ISDA provisions for termination, including events such as bankruptcy, ratings downgrades, and failure to post collateral when required. In addition, the Department, but not the counterparties, can terminate the swaps at any time with 30-day notice.

13. LONG-TERM OBLIGATIONS - continued

Bonds Issued by NMFA

The following bonds were issued by the New Mexico Finance Authority (Authority) in an agency capacity on behalf of the Department of Transportation during the fiscal year:

Series 2006A GRIP

On September 19, 2006, the Authority issued \$150,000,000 of State Transportation, Series 2006A Revenue Bonds. The Series 2006A Bonds were issued to provide funds for certain transportation projects authorized by the Legislature that the New Mexico Department of Transportation has determined to be necessary or desirable as part of GRIP transportation projects. Due to certain facts and circumstances specific to this bond issue, the liability associated with this debt is reflected by the New Mexico Department of Transportation and not the books of the Authority. The Authority serves in an agency capacity with respect to this bond issue.

Principal of the Bonds is payable as follows on December 15. Interest, with rates ranging from 3.6% to 5.0% per annum, is payable semi-annually on June 15 and December 15 through the year 2027.

In December 2012, \$66,040,000 was refunded by the 2012 Refunding Revenue Bonds.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$48,403,808, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2006A GRIP:			
2014	255,000	4,152,413	\$ 4,407,413
2015	3,715,000	4,053,163	7,768,163
2016	3,535,000	3,871,913	7,406,913
2017	3,550,000	3,699,888	7,249,888
2018	3,570,000	3,527,275	7,097,275
2019-2023	650,000	17,155,406	17,805,406
2024-2027	68,250,000	11,943,750	80,193,750
Total	<u>\$ 83,525,000</u>	<u>\$ 48,403,808</u>	<u>\$ 131,928,808</u>

13. LONG-TERM OBLIGATIONS - continued

Bonds Issued by NMFA - continued

Series 2006B GRIP

On September 19, 2006, the Authority issued \$39,005,000 of State Transportation, Series 2006B Refunding Revenue Bonds. The Series 2006B Bonds were issued to provide funds to refund and restructure certain outstanding bonds of the State Transportation Commission. Due to certain facts and circumstances specific to this bond issue, the liability associated with this debt is reflected by the New Mexico Department of Transportation and not the books of the Authority. The Authority serves in an agency capacity with respect to this bond issue.

Principal of the Bonds is payable as follows on December 15. Interest, with rates ranging from 3.5% to 5.0% per annum, is payable semi-annually on June 15 and December 15 through the year 2027.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$9,724,087, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2006B GRIP:			
2014	\$ 1,320,000	\$ 1,188,261	\$ 2,508,261
2015	1,375,000	1,135,288	2,510,288
2016	1,435,000	1,073,744	2,508,744
2017	1,500,000	1,010,044	2,510,044
2018	1,565,000	942,875	2,507,875
2019-2023	9,110,000	3,435,125	12,545,125
2024-2027	9,100,000	938,750	10,038,750
	<u> </u>	<u> </u>	<u> </u>
Total	<u>\$ 25,405,000</u>	<u>\$ 9,724,087</u>	<u>\$ 35,129,087</u>

13. LONG-TERM OBLIGATIONS - continued

Bonds Issued by NMFA - continued

Series 2008A GRIP

The Department issued \$115,200,000 NMFA Adjustable Rate State Transportation Refunding Revenue Bonds (Subordinate Lien) Series 2008A in April of 2008. There was no original issue premium. The cost of issuance was \$457,260.

The \$115,200,000 Series 2008A Bonds, together with additional bonds hereafter issued, are payable solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The bonds were issued through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation. Those projects are part of the GRIP plan to upgrade and improve highways throughout the State and to develop a broad based, intermodal transportation plan that includes light rail, commuter rail, park and ride, airport improvements, bike paths and hiking trails.

Principal of the Bonds is payable as follows on June 15. Interest is payable semi-annually on June 15 and December 15 through the year 2024.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$49,970,254, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2008A GRIP:			
2014	\$ -	\$ 5,051,968	\$ 5,051,968
2015	-	5,051,968	5,051,968
2016	-	5,051,968	5,051,968
2017	-	4,549,301	4,549,301
2018	-	4,531,968	4,531,968
2019-2023	37,080,000	22,659,840	59,739,840
2024-2027	78,120,000	3,073,241	81,193,241
	<u> </u>	<u> </u>	<u> </u>
Total	<u>\$ 115,200,000</u>	<u>\$ 49,970,254</u>	<u>\$ 165,170,254</u>

13. LONG-TERM OBLIGATIONS - continued

Bonds Issued by NMFA - continued

Series 2008B GRIP

The Department issued \$220,000,000 NMFA Adjustable Rate State Transportation Refunding Revenue Bonds (Subordinate Lien) Series 2008B in April of 2008. There was no original issue premium. The cost of issuance was \$873,240.

The \$220,000,000 Series 2008B Bonds, together with additional bonds hereafter issued, are payable solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The bonds were issued through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation. Those projects are part of the GRIP plan to upgrade and improve highways throughout the State and to develop a broad based, intermodal transportation plan that includes light rail, commuter rail, park and ride, airport improvements, bike paths and hiking trails.

Principal of the Bonds is payable as follows on June 15. Interest is payable semi-annually on June 15 and December 15 through the year 2027.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$131,876,108, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2008B GRIP:			
2014	\$ -	\$ 11,190,400	\$ 11,190,400
2015	-	11,190,400	11,190,400
2016	-	11,190,400	11,190,400
2017	-	10,436,400	10,436,400
2018	-	10,410,400	10,410,400
2019-2023	11,200,000	52,052,000	63,252,000
2024-2027	208,800,000	25,406,108	234,206,108
Total	<u>\$ 220,000,000</u>	<u>\$ 131,876,108</u>	<u>\$ 351,876,108</u>

13. LONG-TERM OBLIGATIONS - continued

Bonds Issued by NMFA - continued

Series 2008C GRIP

The Department issued \$84,800,000 NMFA Adjustable Rate State Transportation Refunding Revenue Bonds (Subordinate Lien) Series 2008C in May of 2008. There was no original issue premium. The cost of issuance was \$448,194.

The \$84,800,000 Series 2008C Bonds, together with additional bonds hereafter issued, are payable solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The bonds were issued through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation. Those projects are part of the GRIP plan to upgrade and improve highways throughout the State and to develop a broad based, intermodal transportation plan that includes light rail, commuter rail, park and ride, airport improvements, bike paths and hiking trails.

Principal of the Bonds is payable as follows on June 15. Interest is payable semi-annually on June 15 and December 15 through the year 2024.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$37,294,540, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2008C GRIP:			
2014	\$ -	\$ 3,887,232	\$ 3,887,232
2015	-	3,887,232	3,887,232
2016	-	3,887,232	3,887,232
2017	-	3,354,405	3,354,405
2018	-	3,336,032	3,336,032
2019-2023	27,295,000	16,680,160	43,975,160
2024-2027	57,505,000	2,262,247	59,767,247
	<u>\$ 84,800,000</u>	<u>\$ 37,294,540</u>	<u>\$ 122,094,540</u>

13. LONG-TERM OBLIGATIONS - continued

Bonds Issued by NMFA - continued

Series 2008D GRIP

The Department issued \$50,400,000 NMFA Adjustable Rate State Transportation Refunding Revenue Bonds (Subordinate Lien) Series 2008D in May of 2008. There was no original issue premium. The cost of issuance was \$264,930.

The \$50,400,000 Series 2008D Bonds, are payable wholly and solely from moneys derived from sources other than general taxation revenues. The bonds were issued through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds for an escrow as required by BNSF Railway Company in the Joint Use Agreement with the New Mexico Department of Transportation to cover costs of additional uninsured liabilities on the part of BNSF which would not exist but for the commuter rail service and related activities.

On June 17, 2013 the Series 2008D Bonds were retired with the \$50,400,000 principal payment.

13. LONG-TERM OBLIGATIONS - continued

Series 2009A Refunding

The Department issued \$112,345,000 NMFA State Transportation Refunding Revenue Bonds (Senior Lien) Series 2009A in November 2009. The gross proceeds to the Department were \$120,756,035, including \$8,411,035 of an original issue premium. The cost of issuance, including the underwriter's discount, was \$899,329.

The Series 2009A Bonds, together with additional bonds hereafter issued, are payable solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The bonds were issued through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds to refund certain outstanding bonds of the NMFA which were issued for the purpose of financing projects administered by the New Mexico Department of Transportation. Those projects are part of the GRIP plan to upgrade and improve highways throughout the State and to develop a broad based, intermodal transportation plan that includes light rail, commuter rail, park and ride, airport improvements, bike paths and hiking trails.

Principal of the Bonds is payable as follows on June 15. Interest is payable semi-annually on June 15 and December 15 through the year 2017.

The Department's future estimated scheduled annual requirement to amortize the Bonds, including interest payments of \$2,358,800, based on interest rates from 2.0% to 5.0%, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2009A Refunding:			
2014	\$ 11,075,000	\$ 1,094,400	\$ 12,169,400
2015	4,820,000	651,400	5,471,400
2016	5,195,000	410,400	5,605,400
2017	5,065,000	202,600	5,267,600
	<u>26,155,000</u>	<u>2,358,800</u>	<u>28,513,800</u>
Total	<u>\$ 26,155,000</u>	<u>\$ 2,358,800</u>	<u>\$ 28,513,800</u>

13. LONG-TERM OBLIGATIONS - continued

2010A Revenue and Refundings

The Department issued \$174,625,000 NMFA State Transportation Revenue and Refunding Revenue Bonds (Subordinate and Senior Lien) Series 2010A in September 2010. The gross proceeds to the Department were \$200,494,152 including an original issuance premium of \$26,745,858. The cost of issuance, including the underwriters' discount, was \$1,320,666.

The Bonds are payable solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The Bonds were engaged in through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds for the purpose of financing projects administered by the New Mexico Department of Transportation. Those projects are part of the GRIP plan to upgrade and improve highways throughout the State and to develop a broad based, intermodal transportation plan that includes light rail, commuter rail, park and ride, airport improvements, bike paths and hiking trails.

Principal of the Bonds is payable as follows on December 15. Interest, with rates ranging from 1.5% to 5.0% per annum, is payable semi-annually on June 15 and December 15 through the year 2024.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$30,928,000, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2010A Refunding			
2014	\$ 38,225,000	\$ 5,915,475	\$ 44,140,475
2015	12,015,000	4,764,650	16,779,650
2016	12,595,000	4,202,600	16,797,600
2017	13,265,000	3,585,375	16,850,375
2018	8,770,000	3,060,625	11,830,625
2019-2023	53,705,000	8,901,200	62,606,200
2024-2027	6,885,000	498,075	7,383,075
	<u>\$ 145,460,000</u>	<u>\$ 30,928,000</u>	<u>\$ 176,388,000</u>

13. LONG-TERM OBLIGATIONS - continued

2010B Revenue and Refundings

The Department issued \$461,075,000 NMFA State Transportation Refunding Revenue Bonds (Senior Lien) Series 2010B in October 2010. The gross proceeds to the Department were \$543,315,911 including an original issuance premium of \$84,632,805. The cost of issuance, including the underwriters' discount, was \$3,096,740.

The Bonds are payable solely from and secured by federal funds not otherwise obligated that are paid into the State Road Fund, proceeds of the collection of taxes and fees that are required to be paid into the State Road Fund and not otherwise pledged exclusively to the payment of outstanding bonds and debentures, and taxes and fees required by law to be paid into the Highway Infrastructure Fund. The Bonds were engaged in through the NMFA at the direction of the State Transportation Commission of the State of New Mexico to provide funds for the purpose of financing projects administered by the New Mexico Department of Transportation. Those projects are part of the GRIP plan to upgrade and improve highways throughout the State and to develop a broad based, intermodal transportation plan that includes light rail, commuter rail, park and ride, airport improvements, bike paths and hiking trails.

Principal of the Bonds is payable as follows on June 15. Interest, with rates ranging from 3.0% to 5.0% per annum, is payable semi-annually on June 15 and December 15 through the year 2024.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$141,766,200, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2010B Refunding			
2014	\$ 6,635,000	\$ 22,067,500	\$ 28,702,500
2015	-	21,832,100	21,832,100
2016	395,000	21,832,100	22,227,100
2017	69,180,000	21,820,250	91,000,250
2018	78,075,000	18,361,250	96,436,250
2019-2023	286,210,000	35,306,000	321,516,000
2024-2027	10,940,000	547,000	11,487,000
	<u>\$ 451,435,000</u>	<u>\$ 141,766,200</u>	<u>\$ 593,201,200</u>
Total			

13. LONG-TERM OBLIGATIONS - continued

2012 Revenue and Refundings

The Department issued \$220,400,000 NMFA State Transportation Refunding Revenue Bonds (Senior Lien) Series 2012 in December 2012. The gross proceeds to the Department were \$261,769,370 including an original issuance premium of \$42,693,105. The cost of issuance, including the underwriters' discount, was \$1,259,026.

Proceeds from the sale of the Series 2012 Bonds, together with other legally available funds from current year principal set asides, were used to refund (i) all of the New Mexico State Highway Commission Highway Infrastructure Fund Revenue Bonds, in the current outstanding amount of \$5,930,000 (The "Series 2002C Bonds"), (ii) all of the New Mexico State Transportation Commission Senior Subordinate Lien Tax Revenue Highway Bonds, in the current outstanding amount of \$1,575,000 (The "Series 2002D Bonds"), (iii) a portion of the Finance Authority State Transportation Revenue Bonds totaling \$167,695,000 currently outstanding in the aggregate amount of \$248,310,000 (The "Series 2004A Bonds"), and (iv) a portion of the Finance Authority State Transportation Revenue Bonds totaling \$66,040,000 currently outstanding in the aggregate amount of \$149,760,000 (The "Series 2006A Bonds"). Proceeds from the Series 2012 Bonds were also be used to pay costs of issuing the Series 2012 Bonds.

Principal of the Bonds is payable as follows on June 15. Interest, with rates ranging from 1.25% to 5.00% per annum, is payable semi-annually on June 15 and December 15 through the year 2026.

The Department's future scheduled annual requirements to amortize the Bonds, including interest payments of \$76,294,615, are as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Series 2010B Refunding			
2014	\$ -	\$ 8,791,663	\$ 8,791,663
2015	900,000	8,791,663	9,691,663
2016	45,485,000	8,764,663	54,249,663
2017	1,095,000	7,454,963	8,549,963
2018	1,305,000	7,411,163	8,716,163
2019-2023	121,860,000	30,531,650	152,391,650
2024-2027	46,810,000	4,548,850	51,358,850
	<u> </u>	<u> </u>	<u> </u>
Total	<u>\$ 217,455,000</u>	<u>\$ 76,294,615</u>	<u>\$ 293,749,615</u>

13. LONG-TERM OBLIGATIONS - continued

Total future principal and interest obligation repayments for all long-term payables are as follows:

<u>Year Ended June 30,</u>	<u>Total</u>
2014	\$ 175,595,480
2015	\$ 148,653,752
2016	\$ 128,925,020
2017	\$ 149,768,226
2018	\$ 144,866,588
2019-2023	\$ 733,831,381
2024-2027	\$ 535,628,021
Total	<u>\$ 2,017,268,467</u>

Long-Term Debt Interest Expense

The total amount of interest expense included in direct expenses in the Statement of Revenues, Expenditures and Changes in Fund Balance - Governmental Funds is \$76,561,388 for the year-ended June 30, 2013.

Capital Leases

There are no future minimum lease obligations to report as of June 30, 2013.

Compensated Absences

An obligation amounting to \$5,884,241 at June 30, 2013 has been recorded to the government-wide financial statements representing the Department's commitment for accrued vacation, sick leave and other compensated absences.

14. NEGATIVE FUND BALANCES

The Department had negative fund balances at the end of the fiscal year as follows:

Fund 43100: WIPP Bond Project Fund \$2,669,367

This amount represents revenue deferred to the following fiscal year due to DOE grant monies received in advance and not recognized as revenue until actually expended.

Fund 10030: Federal Planning and Development Fund \$1,290,446

This amount represents unreimbursed expenditures awaiting administrative processing requirements.

Fund 10060: Severance Tax Bond Appropriations Fund \$3,217,883

This amount represents unreimbursed expenditures awaiting administrative processing requirements.

15. REVERSIONS

Reversions are calculated based on an original appropriation amount less total expenditures until the appropriation is expired or closed by the capital projects division.

Current year reversions due to the State General Fund as of June 30, 2013 were as follows:

Fund 93100	<u>\$ 102,619</u>
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Current year reversions due to the State Board of Finance of June 30, 2013 were as follows:

Fund 10060	<u>\$ 107,311</u>
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Total of all reversions	<u>\$ 209,930</u>
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16. PENSION PLAN – PUBLIC EMPLOYEES RETIREMENT ASSOCIATION

Plan Description

Substantially all of the Department's full-time employees participate in a public employee retirement system authorized under the Public Employees Retirement Act (Chapter 10, Article 11, NMSA 1978). The Public Employees Retirement Association (PERA) is the administrator of the plan, which is a cost-sharing multiple-employer defined benefit retirement plan. The plan provides for retirement benefits, disability benefits, survivor benefits and cost-of-living adjustments to plan members and beneficiaries. PERA issues a separate, publicly available financial report that includes financial statements and required supplementary information for the plan. That report may be obtained by writing to PERA, P.O. Box 2123, Santa Fe, NM 87504-2123. The report is also available on PERA's website at www.pera.state.nm.us.

Funding Policy

Plan members are required to contribute 8.92% of their gross salary. The Department is required to contribute 15.09% of the gross covered salary. The contribution requirements of plan members and the Department are established in State statute under Chapter 10, Article 11, NMSA 1978. The requirements may be amended by acts of the legislature. The Department's contributions to PERA for the years ending June 30, 2013, 2012 and 2011 were \$12,635,831, \$11,046,477, and \$13,459,033, respectively, equal to the amount of the required contribution for each year.

17. OTHER POST-EMPLOYMENT BENEFITS - STATE RETIREE HEALTH CARE PLAN

Plan Description

The Department contributes to the New Mexico Retiree Health Care Fund, a cost-sharing multiple-employer defined benefit postemployment healthcare plan administered by the New Mexico Retiree Health Care Authority (RHCA). The RHCA provides health care insurance and prescription drug benefits to retired employees of participating New Mexico government agencies, their spouses, dependents, and surviving spouses and dependents. The RHCA Board was established by the Retiree Health Care Act (Chapter 10, Article 7C, NMSA 1978). The Board is responsible for establishing and amending benefit provisions of the healthcare plan and is also authorized to designate optional and/or voluntary benefits like dental, vision, supplemental life insurance, and long-term care policies.

Eligible retirees are: 1) retirees who make contributions to the fund for at least five years prior to retirement and whose eligible employer during that period of time made contributions as a participant in the RHCA plan on the person's behalf unless that person retires before the employer's RHCA effective date, in which event the time period required for employee and employer contributions shall become the period of time between the employer's effective date and the date of retirement; 2) retirees defined by the Act who retired prior to July 1, 1990; 3) former legislators who served at least two years; and 4) former governing authority members who served at least four years.

The RHCA issues a publicly available stand-alone financial report that includes financial statements and required supplementary information for the postemployment healthcare plan. That report and further information can be obtained by writing to the Retiree Health Care Authority at 4308 Carlisle NE, Suite 104, Albuquerque, NM 87107.

17. OTHER POST-EMPLOYMENT BENEFITS - STATE RETIREE HEALTH CARE PLAN - continued

Funding Policy

The Retiree Health Care Act (Section 10-7C-13 NMSA 1978) authorizes the RHCA Board to establish the monthly premium contributions that retirees are required to pay for healthcare benefits. Each participating retiree pays a monthly premium according to a service-based subsidy rate schedule for the medical plus basic life plan plus an additional participation fee of five dollars if the eligible participant retired prior to the employer's RHCA effective date or is a former legislator or former governing authority member. Former legislators and governing authority members are required to pay 100% of the insurance premium to cover their claims and the administrative expenses of the plan. The monthly premium rate schedule can be obtained from the RHCA or viewed on their website at www.nmrhca.state.nm.us.

The employer, employee and retiree contributions are required to be remitted to the RHCA on a monthly basis. The statutory requirements for the employer and employee contributions can be changed by the New Mexico State Legislature. Employers that choose to become participating employers after January 1, 1998, are required to make contributions to the RHCA fund in the amount determined to be appropriate by the board.

The Retiree Health Care Act (Section 10-7C-15 NMSA 1978) is the statutory authority that establishes the required contributions of participating employers and their employees. For employees that were members of an enhanced retirement plan (state police and adult correctional officer member coverage plan 1; municipal police member coverage plans 3, 4 or 5; municipal fire member coverage plan 3, 4 or 5; municipal detention officer member coverage plan 1; and members pursuant to the Judicial Retirement Act) during the fiscal year ended June 30, 2013, the statute required each participating employer to contribute 2.5% of each participating employee's annual salary; and each participating employee was required to contribute 1.25% of their salary. For employees that were not members of an enhanced retirement plan during the fiscal year ended June 30, 2013, the statute required each participating employer to contribute 2.0% of each participating employee's annual salary; each participating employee was required to contribute 1.0% of their salary. In addition, pursuant to Section 10-7C-15(G) NMSA 1978, at the first session of the Legislature following July 1, 2013, the legislature shall review and adjust the distributions pursuant to Section 7-1-6.1 NMSA 1978 and the employer and employee contributions to the authority in order to ensure the actuarial soundness of the benefits provided under the Retiree Health Care Act.

The Department's contributions to the RHCA for the years ended June 30, 2013, 2012, 2011 were \$1,676,656, \$1,505,141, and \$1,472,272, respectively, which equal the required contributions for each year.

18. RISK MANAGEMENT

The Department, as a state agency defined in the New Mexico Tort Claims Act, is insured through the Risk Management Division of the state of New Mexico. The Department pays annual premiums to the Risk Management Division for coverage provided in the following areas:

1. Liability and civil rights protection for claims made by others against the state of New Mexico.
2. Coverage to protect the state of New Mexico's property and assets.
3. Fringe benefit coverage's for state of New Mexico employees.

During the 2010-2011 fiscal year, the Department paid Risk Management \$4,013,600 in insurance premiums. During the 2011-2012 fiscal year, the Department paid Risk Management \$4,283,653 in insurance premiums. During the 2012-2013 fiscal year, the Department paid Risk Management \$3,122,902 in insurance premiums. The Department's exposure is limited to \$1,000 per any first-party incurred property loss, with the exception of theft, which has a \$5,000 deductible.

After conferring with legal counsel concerning pending litigation and claims, the Department believes that the outcome of pending litigation should not have a materially adverse effect on the financial position or operations of the Department. In addition, for the years ended June 30, 2011, 2012 and 2013, the Department had no claims for which the Risk Management Division has returned as "not covered" that would become the responsibility of the Department.

19. LITIGATION

The Department is subject to various legal proceedings, claims and liabilities, including right-of-way condemnation proceedings, contractor claims and employee claims, which arise in the ordinary course of the Department's operations. There are various contractor lawsuits and claims against the Department for various reasons. The Department contests these claims and if a likelihood of a loss is probable and can be reasonably estimated, the Department accrues the loss in the accompanying financial statements. In the opinion of the Department's management and legal counsel, the ultimate resolution of the above matters will not have a material adverse impact on the financial position or results of operations of the Department.

20. OPERATING LEASE COMMITMENT

The Department leases certain equipment and premises under numerous operating leases. Leases are subject to future appropriations and as such are cancelable by the Department at the end of a fiscal year. Rental expense for the year ended June 30, 2013 was \$1,099,647.

The future minimum lease payments under operating leases as of June 30, 2013 are as follows:

Years ending June 30:	<u>Lease Amounts</u>
2013	\$ 148,195
2014	115,315
2015	115,315
2016	115,315
2017-2021	201,385
2022	<u>12,000</u>
	<u><u>\$ 707,525</u></u>

21. COMMITMENTS AND CONTINGENCIES

Grant Revenue

The Department participates in numerous federal grant programs, which are governed by various rules and regulations of the grantor agencies. Costs charged to the respective grant programs are subject to audit and adjustment by the grantor agencies; therefore, to the extent that the Department has not complied with the rules and regulations governing the grants, refunds of any money received may be required and the collectibility of any related receivable at June 30, 2013 may be impaired. In the opinion of the Department, there are no significant contingent liabilities relating to compliance with the rules and regulations governing the respective grants.

22. BUDGETED VS. ACTUAL EXPENDITURES

Transfers, which are shown in the expenditure portion of the Budget and Actual presentation, are the intra-agency transfers only and these net to zero across the entire agency. Any one fund presentation will show a variance over or under budget since in general transfers are not budgeted. See Note 11 for the Transfers Schedule Footnote.

22. BUDGETED VS. ACTUAL EXPENDITURES - continued

Debt expenditures, which are reported in the Other category for budget purposes, and which include principal, interest and fees related to debt, were budgeted to be \$159,060,000. The actual expenditures, measured in the same way, were \$218,014,768.

Expenditures related to debt which was incurred during or after 2004 are budgeted and expensed primarily in the fund which generates the revenue for the payments, specifically State Road Fund (#20100), HIF Bond Fund (#20200) and WIPP Bond Project Fund (#43100). This is for several reasons, not the least of which, it is needed in order to capture the costs for billing entities when the debt costs are reimbursable. If actual debt costs, paid out of the debt trustee accounts, exceed the cash transferred from the primary fund, the debt service fund which records the trustee cash that was used in addition to the cash transferred, then records the debt expenditures.

Expenditures related to debt which was incurred before 2004 are also budgeted in the fund which generates the revenue for payments, but presented as an expenditure for GAAP purposes in the debt service fund. The recording of the cash transferred to the debt service funds is a transfer out in the sending fund and as a transfer in for the debt service funds. These transfer amounts are not formally budgeted.

23. SUBSEQUENT EVENTS

Updated Fair Value of Swaps

The estimated fair value of the swaps at November 26, 2013 was as follows:

<u>Counterparty</u>	<u>Notional Value</u>	<u>Fair Value</u>	<u>Collateral Posted</u>
Goldman Sachs	\$ 50,000,000	\$ (10,400,651)	\$ -
Deutsche	50,000,000	(10,400,651)	-
Royal Bank of Canada	100,000,000	(20,801,302)	1,410,000
JPMorgan Chase Bank	110,000,000	(29,623,881)	1,640,000
UBS AG	110,000,000	(29,623,881)	1,650,000
Total	<u>\$ 420,000,000</u>	<u>\$ (100,850,366)</u>	<u>\$ 4,700,000</u>

The date of the Collateral Posting Report is November 26, 2013.

23. SUBSEQUENT EVENTS - continued

Projects - Paseo Del Norte

In September of 2013, the State Transportation Commission approved a capital budget adjustment request authorizing the additional funding of \$50,442,894 for a major reconstruction of the I25/Paseo Del Norte Interchange in the City of Albuquerque. Funding for this request was provided by the City of Albuquerque in the amount of \$45,442,894 and the County of Bernalillo for \$5,000,000. Other funding for this project had been authorized by the Federal Highway Administration in the amount of \$18,317,394 and the New Mexico Legislature through Severance tax bond funds in the amount of \$29,768,000. The total funding for the project was \$98,528,288 and the project will predominately focus on improving traffic flow for northbound I-25 to westbound Paseo Del Norte (NM423) and eastbound Paseo Del Norte to southbound I-25 movements.

24. INSURANCE COVERAGE

The Department obtains coverage through Risk Management Division of the State of New Mexico General Services Department. This coverage includes liability and civil rights, property, vehicle, employer bond, workers' compensation, group insurance and state unemployment. These coverages are designed to satisfy the requirements of the State Tort Claims Act. All employees of the Department are covered by blanket fidelity bond up to \$5,000,000 with a \$1,000 deductible per occurrence by the State of New Mexico for the period July 1, 2012, through June 30, 2013.

25. ACCOUNTING CHANGES AND ACCOUNTING STANDARDS

In fiscal year 2013, the Department implemented Governmental Accounting Standards Board (GASB) Statement 63 "Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position" and Statement 65 "Items Previously Reported as Assets and Liabilities". Statement 63 will improve financial reporting by standardizing the presentation of deferred outflows of resources and deferred inflows of resources and their effect on a government's net position. The objective of Statement 65 is to either properly classify certain items that were previously reported as assets and liabilities as outflows of resources (expenses or expenditures) or inflows of resources (revenues).

The implementation of Statement 65 resulted in the reclassification of the beginning net position of the governmental activities in the government-wide financial statements. The deferred charges for issuance costs were reclassified as expense of prior periods and resulted in the adjustment below:

Net Position at June 30, 2012	\$ 5,638,365,755
Change in reporting for deferred charges for debt issuance costs	(8,005,176)
Net Position at June 30, 2013, restated	<u><u>\$ 5,630,360,579</u></u>

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SUPPLEMENTARY INFORMATION

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

DEPARTMENT OF TRANSPORTATION				
agency wide including enterprise fund excluding multi-year funds				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 400,449,000	\$ 404,905,029	\$ 455,084,403	\$ 50,179,374
Other state funds	164,800,000	424,559,000	435,763,877	11,204,877
Interest revenue	30,000	30,000	3,871,508	3,841,423
Total Revenues:	565,279,000	829,494,029	894,719,788	\$ 65,225,674
Prior Year Funds Rebudgeted	384,974,384	384,974,384		
	\$ 950,253,384	\$ 1,214,468,413		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 894,719,788	
Expenditures - current and capital outlay:				
Programs and Infrastructure:				
Personal services/employee benefits	\$ 25,417,800	\$ 25,417,800	\$ 22,373,045	\$ 3,044,755
Contractual services	686,170,782	686,606,356	498,760,822	187,845,534
Other	232,213,136	245,969,165	250,018,223	(4,049,058)
Intra-agency transfers (in) out	-	-	(4,306,349)	4,306,349
Reversions	-	-	-	449
	943,801,718	957,993,321	766,845,741	191,148,029
Transportation and Highway Ops:				
Personal services/employee benefits	96,531,600	96,531,600	88,641,961	7,889,639
Contractual services	51,392,462	83,008,190	2,322,652	80,685,538
Other	117,428,704	118,842,040	106,905,916	11,936,124
	265,352,766	298,381,830	197,870,529	100,511,301
Program Support:				
Personal services/employee benefits	22,978,600	22,978,600	20,276,449	2,702,151
Contractual services	3,910,700	3,910,700	2,769,759	1,140,941
Other	13,788,500	13,788,500	15,891,837	(2,103,337)
Intra-agency transfers (in) out	5,764,100	5,700,900	2,232,954	3,467,946
	46,441,900	46,378,700	41,170,999	5,207,701
Total Annual Budgeted Expenditures	\$ 1,255,596,384	\$ 1,302,753,851	1,005,887,269	\$ 296,867,031
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			2,073,395	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 1,007,960,664	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	STATE ROAD FUND(S) (SHARE 10040 and, 20100)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 372,571,700	\$ 375,571,700	\$ 412,775,461	\$ 37,203,761
Other state funds	125,411,000	385,170,000	397,564,324	12,394,324
Transfers outside the agency	-	-	-	-
Interest revenue	-	-	241,171	241,171
Total Revenues:	<u>497,982,700</u>	<u>760,741,700</u>	<u>810,580,956</u>	<u>\$ 49,839,256</u>
Prior Year Funds Rebudgeted	<u>335,333,028</u>	<u>335,333,028</u>		
	<u>\$ 833,315,728</u>	<u>\$ 1,096,074,728</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 810,580,956</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 23,894,300	\$ 23,894,300	\$ 20,990,546	\$ 2,903,754
Contractual services	672,811,351	673,246,925	442,568,965	230,677,960
Other	162,024,932	162,024,932	148,713,633	13,311,299
Intra-agency transfers (in) out	-	-	(6,824,785)	6,824,785
Reversions	-	-	-	-
	<u>858,730,583</u>	<u>859,166,157</u>	<u>605,448,359</u>	<u>253,717,798</u>
Transportation and Highway Ops:				
Personal services/employee benefits	96,531,600	96,531,600	88,641,961	7,889,639
Contractual services	51,392,462	83,008,190	2,322,652	80,685,538
Other	77,965,890	79,379,226	82,841,410	(3,462,184)
	<u>225,889,952</u>	<u>258,919,016</u>	<u>173,806,023</u>	<u>85,112,993</u>
Program Support				
Personal services/employee benefits	22,978,600	22,978,600	20,276,449	2,702,151
Contractual services	3,910,700	3,910,700	2,769,759	1,140,941
Other	13,788,500	13,788,500	14,749,474	(960,974)
Intra-agency transfers (in) out	5,764,100	5,700,900	6,670,296	(969,396)
	<u>46,441,900</u>	<u>46,378,700</u>	<u>44,465,978</u>	<u>1,912,722</u>
Total Annual Budgeted Expenditures	<u>\$ 1,131,062,435</u>	<u>\$ 1,164,463,873</u>	<u>823,720,360</u>	<u>\$ 340,743,513</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			154,489	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 823,874,849</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

DEPARTMENTAL SERVICES-INVENTORIES FUND (SHARE 10040)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	1,051,977	1,051,977
Interest revenue	-	-	-	-
Total Revenues:	<u>-</u>	<u>-</u>	<u>1,051,977</u>	<u>\$ 1,051,977</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 1,051,977</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

STATE ROAD FUND (SHARE 20100)				
Budgeted Amounts		Actual		
Original	Final	Amounts (Modified Accrual)	Variance Over (Under)	
Revenues:				
Federal funds	\$ 372,571,700	\$ 375,571,700	\$ 412,775,461	\$ 37,203,761
Other state funds	125,411,000	385,170,000	396,512,347	11,342,347
Transfers outside the agency	-	-	-	-
Interest revenue	-	-	241,171	241,171
Total Revenues:	497,982,700	760,741,700	809,528,979	\$ 48,787,279
Prior Year Funds Rebudgeted	335,333,028	335,333,028		
	\$ 833,315,728	\$ 1,096,074,728		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 809,528,979	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 23,894,300	\$ 23,894,300	\$ 20,990,546	\$ 2,903,754
Contractual services	672,811,351	673,246,925	442,568,965	230,677,960
Other	162,024,932	162,024,932	148,713,634	13,311,298
Intra-agency transfers (in) out	-	-	(6,824,785)	6,824,785
	858,730,583	859,166,157	605,448,360	253,717,797
Transportation and Highway Ops:				
Personal services/employee benefits	96,531,600	96,531,600	88,641,961	7,889,639
Contractual services	51,392,462	83,008,190	2,322,651	80,685,539
Other	77,965,890	79,379,226	82,841,410	(3,462,184)
	225,889,952	258,919,016	173,806,022	85,112,994
Program Support				
Personal services/employee benefits	22,978,600	22,978,600	20,276,449	2,702,151
Contractual services	3,910,700	3,910,700	2,769,759	1,140,941
Other	13,788,500	13,788,500	14,749,474	(960,974)
Intra-agency transfers (in) out	5,764,100	5,700,900	6,670,296	(969,396)
	46,441,900	46,378,700	44,465,978	1,912,722
Total Annual Budgeted Expenditures	\$ 1,131,062,435	\$ 1,164,463,873	\$ 823,720,360	\$ 340,743,513
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			154,489	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 823,874,849	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013	NON MAJOR GOVERNMENTAL FUNDS			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 27,877,300	\$ 29,333,329	\$ 42,308,942	\$ 12,975,613
Other state funds	39,389,000	39,389,000	38,199,553	(1,189,447)
Interest revenue	30,000	30,000	2,518,910	2,488,825
Total Revenues:	67,296,300	68,752,329	83,027,405	\$ 14,274,991
Prior Year Funds Rebudgeted	49,641,356	49,641,356		
	\$ 116,937,656	\$ 118,393,685		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 83,027,405	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 1,523,500	\$ 1,523,500	\$ 1,382,499	\$ 141,001
Contractual services	13,359,431	13,359,431	56,191,857	(42,832,426)
Other	70,188,204	83,944,233	101,304,590	(17,360,357)
Intra-agency transfers (in) out	-	-	2,518,436	(2,518,436)
Reversions	-	-	-	449
	85,071,135	98,827,164	161,397,382	(62,569,770)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	39,462,814	39,462,814	24,064,506	15,398,308
Reversions	-	-	-	-
	39,462,814	39,462,814	24,064,506	15,398,308
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	1,293	(1,293)
Intra-agency transfers (in) out	-	-	(4,437,342)	4,437,342
	-	-	(4,436,049)	4,436,049
Total Annual Budgeted Expenditures	\$ 124,533,949	\$ 138,289,978	181,025,839	\$ (42,735,413)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			1,918,906	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 182,944,745	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	TRAFFIC SAFETY FUND(S) (SHARE 10010, 10020, 20600, 20700, 20800, 82600)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 15,742,400	\$ 15,742,400	\$ 7,697,791	\$ (8,044,609)
Other state funds	4,124,000	4,124,000	3,056,404	(1,067,596)
Transfers outside the agency	-	-	-	-
Interest revenue	-	-	2,616	2,616
Total Revenues:	<u>19,866,400</u>	<u>19,866,400</u>	<u>10,756,811</u>	<u>\$ (9,109,589)</u>
Prior Year Funds Rebudgeted	<u>6,956,335</u>	<u>6,956,335</u>		
	<u>\$ 26,822,735</u>	<u>\$ 26,822,735</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 10,756,811</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 684,700	\$ 684,700	\$ 583,145	\$ 101,555
Contractual services	32,550	32,550	32,550	-
Other	27,125,485	27,125,485	12,735,423	14,390,062
Intra-agency transfers (in) out	-	-	(378,607)	378,607
Reversions	-	-	-	-
	<u>27,842,735</u>	<u>27,842,735</u>	<u>12,972,511</u>	<u>14,870,224</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 27,842,735</u>	<u>\$ 27,842,735</u>	<u>12,972,511</u>	<u>\$ 14,870,224</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			378,607	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 13,351,118</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

FEDERAL TRAFFIC SAFETY FUND (SHARE 10010)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 15,742,400	\$ 15,742,400	\$ 7,697,791	\$ (8,044,609)
Other state funds	-	-	333	333
Interest revenue	-	-	-	-
Total Revenues:	<u>15,742,400</u>	<u>15,742,400</u>	<u>7,698,124</u>	<u>\$ (8,044,276)</u>
Prior Year Funds Rebudgeted	<u>4,677,411</u>	<u>4,677,411</u>		
	<u>\$ 20,419,811</u>	<u>\$ 20,419,811</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 7,698,124</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 545,800	\$ 545,800	\$ 527,063	\$ 18,737
Contractual services	32,550	32,550	32,550	-
Other	19,861,461	19,861,461	9,456,049	10,405,412
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>20,439,811</u>	<u>20,439,811</u>	<u>10,015,662</u>	<u>10,424,149</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 20,439,811</u>	<u>\$ 20,439,811</u>	<u>10,015,662</u>	<u>\$ 10,424,149</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 10,015,662</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

DRIVER IMPROVEMENT FUND (SHARE 10020)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	330,000	330,000	320,217	(9,783)
Interest revenue	-	-	-	-
Total Revenues:	<u>330,000</u>	<u>330,000</u>	<u>320,217</u>	<u>\$ (9,783)</u>
Prior Year Funds Rebudgeted	<u>137,328</u>	<u>137,328</u>		
	<u>\$ 467,328</u>	<u>\$ 467,328</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 320,217</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	467,328	467,328	282,125	185,203
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>467,328</u>	<u>467,328</u>	<u>282,125</u>	<u>185,203</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 467,328</u>	<u>\$ 467,328</u>	<u>282,125</u>	<u>\$ 185,203</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 282,125</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

MOTORCYCLE TRAINING FUND (SHARE 20600)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	130,000	130,000	135,156	5,156
Interest revenue	-	-	233	233
Total Revenues:	130,000	130,000	135,389	\$ 5,389
Prior Year Funds Rebudgeted	-	-		
	\$ 130,000	\$ 130,000		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 135,389	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	130,000	130,000	130,000	-
Intra-agency transfers (in) out	-	-	(78,607)	78,607
Reversions	-	-	-	-
	130,000	130,000	51,393	78,607
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ 130,000	\$ 130,000	51,393	\$ 78,607
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			78,607	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 130,000	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

DWI PREVENTION AND EDUCATION FUND (SHARE 20700)				
Budgeted Amounts		Actual Amounts		Variance
Original	Final	(Modified Accrual)	Over (Under)	
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	475,000	475,000	513,498	38,498
Interest revenue	-	-	-	-
Total Revenues:	475,000	475,000	513,498	\$ 38,498
Prior Year Funds Rebudgeted	613,344	613,344		
	\$ 1,088,344	\$ 1,088,344		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 513,498	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 80,900	\$ 80,900	\$ -	\$ 80,900
Contractual services	-	-	-	-
Other	1,007,444	1,007,444	877,212	130,232
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	1,088,344	1,088,344	877,212	211,132
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ 1,088,344	\$ 1,088,344	877,212	\$ 211,132
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 877,212	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	TRAFFIC SAFETY FUND (SHARE 20800)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	1,189,000	1,189,000	1,334,087	145,087
Interest revenue	-	-	2,383	2,383
Total Revenues:	<u>1,189,000</u>	<u>1,189,000</u>	<u>1,336,470</u>	<u>\$ 147,470</u>
Prior Year Funds Rebudgeted	<u>1,524,993</u>	<u>1,524,993</u>		
	<u>\$ 2,713,993</u>	<u>\$ 2,713,993</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 1,336,470</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	2,713,993	2,713,993	1,613,796	1,100,197
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>2,713,993</u>	<u>2,713,993</u>	<u>1,613,796</u>	<u>1,100,197</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 2,713,993</u>	<u>\$ 2,713,993</u>	<u>1,613,796</u>	<u>\$ 1,100,197</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 1,613,796</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

IGNITION INTERLOCK FUND (SHARE 82600)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	2,000,000	2,000,000	753,113	(1,246,887)
State general fund	-	-	-	-
Total Revenues:	2,000,000	2,000,000	753,113	\$ (1,246,887)
Prior Year Funds Rebudgeted	3,259	3,259		
	\$ 2,003,259	\$ 2,003,259		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 753,113	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 58,000	\$ 58,000	\$ 56,082	\$ 1,918
Contractual services	-	-	-	-
Other	2,945,259	2,945,259	376,241	2,569,018
Intra-agency transfers (in) out	-	-	(300,000)	300,000
Reversions	-	-	-	-
	3,003,259	3,003,259	132,323	2,870,936
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ 3,003,259	\$ 3,003,259	132,323	\$ 2,870,936
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			300,000	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 432,323	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

FEDERAL PLANNING AND DEVELOPMENT FUND (SHARE 10030)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ 12,134,900	\$ 13,590,929	\$ 13,182,849	\$ (408,080)
Other state funds	-	-	-	-
Interest revenue	-	-	-	-
Total Revenues:	<u>12,134,900</u>	<u>13,590,929</u>	<u>13,182,849</u>	<u>\$ (408,080)</u>
Prior Year Funds Rebudgeted	<u>8,374,738</u>	<u>8,374,738</u>		
	<u>\$ 20,509,638</u>	<u>\$ 21,965,667</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 13,182,849</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 445,400	\$ 445,400	\$ 418,328	\$ 27,072
Contractual services	-	-	-	-
Other	20,064,238	21,520,267	12,937,101	8,583,166
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>20,509,638</u>	<u>21,965,667</u>	<u>13,355,429</u>	<u>8,610,238</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 20,509,638</u>	<u>\$ 21,965,667</u>	<u>13,355,429</u>	<u>\$ 8,610,238</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 13,355,429</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	HIF BOND FUND (SHARE 20200)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	7,610,000	7,610,000	7,021,317	(588,683)
Interest revenue	10,000	10,000	25,452	15,452
Total Revenues:	<u>7,620,000</u>	<u>7,620,000</u>	<u>7,046,769</u>	<u>\$ (573,231)</u>
Prior Year Funds Rebudgeted	-	-		
	<u>\$ 7,620,000</u>	<u>\$ 7,620,000</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 7,046,769</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	9,083,000	9,083,000	6,009,100	3,073,900
Intra-agency transfers (in) out	-	-	2,897,043	(2,897,043)
Reversions	-	-	-	-
	<u>9,083,000</u>	<u>9,083,000</u>	<u>8,906,143</u>	<u>176,857</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 9,083,000</u>	<u>\$ 9,083,000</u>	<u>8,906,143</u>	<u>\$ 176,857</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(2,897,043)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 6,009,100</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

LOCAL GOVERNMENT ROAD FUND (SHARE 20300)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	22,430,000	22,430,000	21,495,503	(934,497)
Interest revenue	20,000	20,000	46,243	26,243
Total Revenues:	22,450,000	22,450,000	21,541,746	\$ (908,254)
Prior Year Funds Rebudgeted	16,899,521	16,899,521		
	\$ 39,349,521	\$ 39,349,521		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 21,541,746	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	39,462,814	39,462,814	24,064,506	15,398,308
	39,462,814	39,462,814	24,064,506	15,398,308
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	39,462,814	\$ 39,462,814	24,064,506	\$ 15,398,308
Total Annual Budgeted Expenditures	\$ 39,462,814	\$ 39,462,814	24,064,506	\$ 15,398,308
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 24,064,506	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	STATE AVIATION FUND (SHARE 20500)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	5,225,000	5,225,000	5,911,691	686,691
Interest revenue	-	-	35,887	35,887
Total Revenues:	<u>5,225,000</u>	<u>5,225,000</u>	<u>5,947,578</u>	<u>\$ 722,578</u>
Prior Year Funds Rebudgeted	<u>5,343,733</u>	<u>5,343,733</u>		
	<u>\$ 10,568,733</u>	<u>\$ 10,568,733</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 5,947,578</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ 393,400	\$ 393,400	\$ 381,026	\$ 12,374
Contractual services	1,259,852	1,259,852	115,814	1,144,038
Other	13,915,481	13,915,481	3,335,731	10,579,750
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>15,568,733</u>	<u>15,568,733</u>	<u>3,832,571</u>	<u>11,736,162</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ 15,568,733</u>	<u>\$ 15,568,733</u>	<u>3,832,571</u>	<u>\$ 11,736,162</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 3,832,571</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

1993 BOND PROJECT FUND (SHARE 39400)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	3,577	3,577
Total Revenues:	-	-	3,577	\$ 3,577
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 3,577	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

1999A CHAT BOND PROJECT FUND (SHARE 43000)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	4,751	4,751
Total Revenues:	-	-	4,751	\$ 4,751
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 4,751	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

WIPP BOND PROJECT FUND (SHARE 43100)				
Budgeted Amounts		Actual Amounts		Variance
Original	Final	(Modified Accrual)	Over (Under)	
Revenues:				
Federal funds	\$ -	\$ -	\$ 11,197,644	\$ 11,197,644
Other state funds	-	-	-	-
Interest revenue	-	-	14,036	14,036
Total Revenues:	-	-	11,211,680	\$ 11,211,680
Prior Year Funds Rebudgeted	12,067,029	12,067,029		
	\$ 12,067,029	\$ 12,067,029		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 11,211,680	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	12,067,029	12,067,029	11,197,644	869,385
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	12,067,029	12,067,029	11,197,644	869,385
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ 12,067,029	\$ 12,067,029	11,197,644	\$ 869,385
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 11,197,644	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2001A CHAT BOND PROJECT FUND (SHARE 00600)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	10,583	10,583
Total Revenues:	<u>-</u>	<u>-</u>	<u>10,583</u>	<u>\$ 10,583</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 10,583</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2002C HIF BOND PROJECT FUND (SHARE 36100)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	2,925	2,925
Total Revenues:	-	-	2,925	\$ 2,925
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 2,925	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2002D CHAT BOND PROJECT FUND (SHARE 11500)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	1,429	1,429
Total Revenues:	-	-	1,429	\$ 1,429
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 1,429	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2004A GRIP BOND PROJECT FUND (SHARE 20400)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	603,777	603,777
Interest revenue	-	-	-	-
Total Revenues:	-	-	603,777	\$ 603,777
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 603,777	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2006A GRIP BOND PROJECT FUND (SHARE 10210)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	100,000	100,000
Interest revenue	-	-	28	28
Total Revenues:	-	-	100,028	\$ 100,028
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 100,028	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	4	(4)
	-	-	4	(4)
Total Annual Budgeted Expenditures	\$ -	\$ -	4	\$ (4)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 4	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2006B GRIP BOND PROJECT FUND (SHARE 10230)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	2	2
Total Revenues:	-	-	2	\$ 2
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 2	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2006C GRIP BOND PROJECT FUND (SHARE 10250)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	30	30
Total Revenues:	-	-	30	\$ 30
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 30	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	4	(4)
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	4	\$ (4)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 4	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2006D GRIP BOND PROJECT FUND (SHARE 10270)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	38,982	38,982
Total Revenues:	-	-	38,982	\$ 38,982
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 38,982	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	1,285	(1,285)
Intra-agency transfers (in) out	-	-	50,044,688	(50,044,688)
Total Annual Budgeted Expenditures	\$ -	\$ -	50,045,973	\$ (50,045,973)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(50,044,688)	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 1,285	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

ARRA PROJECT FUND (SHARE 89000)				
Budgeted Amounts		Actual Amounts		Variance
Original	Final	(Modified Accrual)	Over (Under)	
Revenues:				
Federal funds	\$ -	\$ -	\$ 10,230,658	\$ 10,230,658
Other state funds	-	-	10,851	10,851
Interest revenue	-	-	-	-
Total Revenues:	-	-	10,241,509	\$ 10,241,509
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 10,241,509	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	8,793,297	(8,793,297)
Other	-	-	2	(2)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	8,793,299	(8,793,299)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	8,793,299	\$ (8,793,299)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 8,793,299	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

1998A WIPP BOND DEBT SERVICE (SHARE 97200)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	33	33
Total Revenues:	<u>-</u>	<u>-</u>	<u>33</u>	<u>\$ 33</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 33</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	5	(5)
	<u>-</u>	<u>-</u>	<u>5</u>	<u>(5)</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>5</u>	<u>\$ (5)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(5)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	1998A CHAT BOND DEBT SERVICE (SHARE 54800)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	318	318
Total Revenues:	<u>-</u>	<u>-</u>	<u>318</u>	<u>\$ 318</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 318</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	2	(2)
	<u>-</u>	<u>-</u>	<u>2</u>	<u>(2)</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>2</u>	<u>\$ (2)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(2)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	1999 CHAT BOND DEBT SERVICE (SHARE 43400)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	597	597
Total Revenues:	<u>-</u>	<u>-</u>	<u>597</u>	<u>\$ 597</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 597</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	18	(18)
	<u>-</u>	<u>-</u>	<u>18</u>	<u>(18)</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>18</u>	<u>\$ (18)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(18)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2000 CHAT BOND DEBT SERVICE (SHARE 43200)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	458	458
Total Revenues:	-	-	458	\$ 458
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 458	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	29	(29)
Total Annual Budgeted Expenditures	\$ -	\$ -	29	\$ (29)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(29)	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2011A CHAT BOND DEBT SERVICE (SHARE 00700)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	524	524
Total Revenues:	<u>-</u>	<u>-</u>	<u>524</u>	<u>\$ 524</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 524</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	40	(40)
	<u>-</u>	<u>-</u>	<u>40</u>	<u>(40)</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>40</u>	<u>\$ (40)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(40)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2002A CHAT BOND DEBT SERVICE (SHARE 54700)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	187	187
Total Revenues:	<u>-</u>	<u>-</u>	<u>187</u>	<u>\$ 187</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 187</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	17	(17)
	<u>-</u>	<u>-</u>	<u>17</u>	<u>(17)</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>17</u>	<u>\$ (17)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(17)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2002B WIPP BOND DEBT SERVICE (SHARE 75000)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	249	249
Total Revenues:	<u>-</u>	<u>-</u>	<u>249</u>	<u>\$ 249</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 249</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	17	(17)
	<u>-</u>	<u>-</u>	<u>17</u>	<u>(17)</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>17</u>	<u>\$ (17)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(17)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2002C HIF BOND DEBT SERVICE (SHARE 36300)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	228	228
Total Revenues:	-	-	228	\$ 228
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 228	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	2,897,181	(2,897,181)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	2,897,181	(2,897,181)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(2,897,043)	2,897,043
Reversions	-	-	-	-
	-	-	(2,897,043)	2,897,043
Total Annual Budgeted Expenditures	\$ -	\$ -	138	\$ (138)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			2,897,043	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 2,897,181	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2002D CHAT BOND DEBT SERVICE (SHARE 18700)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	90	90
Total Revenues:	-	-	90	\$ 90
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 90	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	889,804	(889,804)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	889,804	(889,804)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(869,874)	869,874
	-	-	(869,874)	869,874
Total Annual Budgeted Expenditures	\$ -	\$ -	19,930	\$ (19,930)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			869,874	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 889,804	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2004A GRIP BOND DEBT SERVICE (SHARE 10080)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	449	449
Total Revenues:	-	-	449	\$ 449
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 449	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2004B GRIP BOND DEBT SERVICE (SHARE 10090)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	1,937,351	1,937,351
Total Revenues:	-	-	1,937,351	\$ 1,937,351
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 1,937,351	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	12,300,000	11,140,541	1,159,459
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	12,300,000	11,140,541	1,159,459
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	1,114,383	(1,114,383)
	-	-	1,114,383	(1,114,383)
Total Annual Budgeted Expenditures	\$ -	\$ 12,300,000	12,254,924	\$ 45,076
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(1,114,383)	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 11,140,541	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2006A GRIP BOND DEBT SERVICE (SHARE 10220)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	255	255
Total Revenues:	-	-	255	\$ 255
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 255	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2006B GRIP BOND DEBT SERVICE (SHARE 10240)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	125	125
Total Revenues:	<u>-</u>	<u>-</u>	<u>125</u>	<u>\$ 125</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 125</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2008A GRIP BOND DEBT SERVICE (SHARE 10410)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	180,354	180,354
Total Revenues:	-	-	180,354	\$ 180,354
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 180,354	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	198,282	(198,282)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	198,282	(198,282)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(641,884)	641,884
	-	-	(641,884)	641,884
Total Annual Budgeted Expenditures	\$ -	\$ -	(443,602)	\$ 443,602
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			641,884	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 198,282	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2010A BOND PROJECT FUND (SHARE 10450)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	8,228	8,228
Total Revenues:	<u>-</u>	<u>-</u>	<u>8,228</u>	<u>\$ 8,228</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 8,228</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	36,052,552	(36,052,552)
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>36,052,552</u>	<u>(36,052,552)</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>36,052,552</u>	<u>\$ (36,052,552)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 36,052,552</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

2008C GRIP BOND DEBT SERVICE (SHARE 10430)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	132,458	132,458
Total Revenues:	-	-	132,458	\$ 132,458
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 132,458	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	149,880	(149,880)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	149,880	(149,880)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(472,498)	472,498
	-	-	(472,498)	472,498
Total Annual Budgeted Expenditures	\$ -	\$ -	(322,618)	\$ 322,618
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			472,498	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 149,880	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2008D GRIP BOND DEBT SERVICE (SHARE 10440)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	419	419
Total Revenues:	-	-	419	\$ 419
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 419	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	50,400,000	(50,400,000)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	50,400,000	(50,400,000)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(50,044,688)	50,044,688
	-	-	(50,044,688)	50,044,688
Total Annual Budgeted Expenditures	\$ -	\$ -	355,312	\$ (355,312)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			50,044,688	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 50,400,000	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2009A BOND DEBT SERVICE (SHARE 11130)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	10	10
Interest revenue	-	-	1,656	1,656
Total Revenues:	-	-	1,666	\$ 1,666
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 1,666	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2010A BOND DEBT SERVICE (SHARE 11140)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	1,067	1,067
Total Revenues:	-	-	1,067	\$ 1,067
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 1,067	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	3,800	(3,800)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	3,800	(3,800)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	3,800	\$ (3,800)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 3,800	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2010B GRIP BOND DEBT SERVICE FUND (SHARE 20450)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	713	713
Total Revenues:	<u>-</u>	<u>-</u>	<u>713</u>	<u>\$ 713</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 713</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	1,900	(1,900)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>1,900</u>	<u>(1,900)</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>1,900</u>	<u>\$ (1,900)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 1,900</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	2012A REFUNDING BOND DEBT SERVICE FUND (SHARE 30850)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	85	85
Total Revenues:	-	-	85	\$ 85
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 85	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	605,845	(605,845)
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	605,845	(605,845)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(670,554)	670,554
Reversions	-	-	-	-
	-	-	(670,554)	670,554
Total Annual Budgeted Expenditures	\$ -	\$ -	(64,709)	\$ 64,709
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			670,554	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 605,845	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

STATE INFRASTRUCTURE BANK (SHARE 89300)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	66,525	66,525
Total Revenues:	-	-	66,525	\$ 66,525
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			\$ 66,525	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	-	\$ -
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ -	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	CAPITAL PROJECTS FUND (SHARE 10050)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Interest revenue	-	-	-	-
Total Revenues:	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$ -</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ -</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	124,019	(124,019)
Other	-	-	832,531	(832,531)
Intra-agency transfers (in) out	-	-	9,500	(9,500)
Reversions	-	-	6,656,152	(6,656,152)
	<u>-</u>	<u>-</u>	<u>7,622,202</u>	<u>(7,622,202)</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>7,622,202</u>	<u>\$ (7,622,202)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			(6,665,652)	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ 956,550</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

STB APPROPRIATIONS FUND (SHARE 10060)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	1,059,495	1,059,495
Transfers outside the agency	-	-	11,132,328	11,132,328
Total Revenues:	-	-	12,191,823	\$ 12,191,823
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			(11,132,328)	
Total GAAP Revenues			\$ 1,059,495	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	10,588,624	(10,588,624)
Other	-	-	-	-
Reversions	-	-	-	-
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	10,588,624	\$ (10,588,624)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 10,588,624	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

	GENERAL FUND APPROPRIATIONS FUND (SHARE 10070)			
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	1,343	1,343
Interest revenue	-	-	-	-
Total Revenues:	<u>-</u>	<u>-</u>	<u>1,343</u>	<u>\$ 1,343</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ 1,343</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			<u>\$ -</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

STB CAPITAL OUTLAY FUND (SHARE 89200)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Transfers outside the agency	-	-	1,907,670	1,907,670
Total Revenues:	-	-	1,907,670	\$ 1,907,670
Prior Year Funds Rebudgeted	-	-		
	\$ -	\$ -		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			(1,907,670)	
Total GAAP Revenues			\$ -	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	425	(425)
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	-	-	425	(425)
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	769,202	(769,202)
Other	-	-	1,138,043	(1,138,043)
Reversions	-	-	-	-
	-	-	1,907,245	(1,907,245)
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
	-	-	-	-
Total Annual Budgeted Expenditures	\$ -	\$ -	1,907,670	\$ (1,907,670)
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			-	
Amortization and reversions			-	
Total GAAP Expenditures			\$ 1,907,670	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

For the Year Ended June 30, 2013

GF CAPITAL OUTLAY FUND (SHARE 93100)				
	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts (Modified Accrual)	Over (Under)
Revenues:				
Federal funds	\$ -	\$ -	\$ -	\$ -
Other state funds	-	-	-	-
Transfers outside the agency	-	-	-	-
Total Revenues:	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$ -</u>
Prior Year Funds Rebudgeted	<u>-</u>	<u>-</u>		
	<u>\$ -</u>	<u>\$ -</u>		
Reconciliations to GAAP Revenues:				
Transfers outside the Agency			-	
Total GAAP Revenues			<u>\$ -</u>	
Expenditures - current and capital outlay:				
Programs and Infrastructure				
Personal services/employee benefits	\$ -	\$ -	\$ -	\$ -
Contractual services	-	-	248,979	(248,979)
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>248,979</u>	<u>(248,979)</u>
Transportation and Highway Ops:				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	39,566	(39,566)
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	(131,887)	131,887
Reversions	-	-	102,619	(102,619)
	<u>-</u>	<u>-</u>	<u>10,298</u>	<u>(10,298)</u>
Program Support				
Personal services/employee benefits	-	-	-	-
Contractual services	-	-	-	-
Other	-	-	-	-
Intra-agency transfers (in) out	-	-	-	-
Reversions	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Annual Budgeted Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>259,277</u>	<u>\$ (259,277)</u>
Reconciliation to GAAP expenditures:				
Accruals			-	
Transfers in (out)			131,887	
Amortization and reversions			(102,619)	
Total GAAP Expenditures			<u>\$ 288,545</u>	

The legal level of budgetary compliance is at the appropriation unit level at the entity-wide level, except for multiyear funds.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Statement of Revenues and Expenditures-Budget and Actual
(Modified Accrual Basis)

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-State Road Fund(s)

As of June 30, 2013

	Departmental Services- Inventories (SHARE 10040)	State Road Fund (SHARE 20100)	State Road Fund(s) (SHARE 10040 and 20100)
Assets:			
Cash:			
Unrestricted	\$ -	\$ 2,100	\$ 2,100
Restricted	-	-	-
Cash Equivalents: investment in state general fund investment pool)			
Unrestricted	-	159,172,462	159,172,462
Restricted	-	-	-
Managed by NMFA	-	65,032	65,032
Receivables:			
Taxes receivable, net	-	57,376,319	57,376,319
Accounts receivable, net	-	702,104	702,104
Interest receivable	-	-	-
Notes and loans receivable	-	2,649	2,649
Other receivables	-	20,106	20,106
Due from:			
U.S. Department of Transportation	-	43,123,426	43,123,426
Other funds	10,071,859	8,751,342	18,823,201
Other state agencies	-	35,970	35,970
Inventories	14,420,684	-	14,420,684
Prepaid expenses - other	-	2,753	2,753
Prepaid expenses - risk management	-	-	-
Prepaid expense - NM44 warranty	-	23,315,075	23,315,075
Property held for resale	-	9,007,214	9,007,214
Total Assets	<u>\$ 24,492,543</u>	<u>\$ 301,576,552</u>	<u>\$ 326,069,095</u>
Liabilities and Net Position:			
Liabilities:			
Accounts payable	\$ 678,169	\$ 73,846,500	\$ 74,524,669
Due to other funds	256,454	10,431,595	10,688,049
Due to other agencies	20,199,938	2,884	20,202,822
Due to state general fund	-	-	-
Unearned revenue	-	2,059,567	2,059,567
Other accrued expenses	-	2,371,242	2,371,242
Other liabilities	292,293	34,212	326,505
Short-term notes payable (taxable line of credit)	-	-	-
Total Liabilities	<u>21,426,854</u>	<u>88,746,000</u>	<u>110,172,854</u>
Non-spendable	14,420,684	32,325,025	46,745,709
Restricted	-	-	-
Committed	-	180,505,527	180,505,527
Assigned	-	-	-
Unassigned	(11,354,995)	-	(11,354,995)
Total Net Position	<u>3,065,689</u>	<u>212,830,552</u>	<u>215,896,241</u>
Total Liabilities and Net Position	<u>\$ 24,492,543</u>	<u>\$ 301,576,552</u>	<u>\$ 326,069,095</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance-State Road Fund(s)

For the Year Ended June 30, 2013

	Departmental Services- Inventories (SHARE 10040)	State Road Fund (SHARE 20100)	State Road Fund(s) (SHARE 10040, and 20100)
Revenues:			
User and fuel taxes	\$ -	\$ 365,446,818	\$ 365,446,818
U.S. Department of Transportation	-	412,775,461	412,775,461
U.S. Department of Energy	-	-	-
Fees and fines	-	-	-
Licenses and permits	-	8,077,279	8,077,279
Charges for services	-	3,290,000	3,290,000
DWI interlock device	-	-	-
Other revenue	1,051,977	19,698,250	20,750,227
Interest earnings	-	241,171	241,171
Total Revenues	1,051,977	809,528,979	810,580,956
Expenditures:			
Current:			
Operating costs	-	12,158,344	12,158,344
Personal services	-	88,948,727	88,948,727
Out-of-state travel	-	62,527	62,527
Grants and services	-	1,907,233	1,907,233
Travel	-	19,788,122	19,788,122
Maintenance and repairs	-	9,220,011	9,220,011
Supplies	-	40,077,795	40,077,795
Contractual services	-	120,098,503	120,098,503
Other costs	-	6,769,036	6,769,036
Employee benefits	-	40,960,229	40,960,229
Capital outlay	-	340,357,194	340,357,194
Debt service:			
Principal	-	70,608,884	70,608,884
Interest	-	72,918,244	72,918,244
Trustee and broker fees	-	-	-
Debt issuance costs	-	-	-
Total Expenditures	-	823,874,849	823,874,849
Excess (Deficiency) of Revenues Over (Under) Expenditures	1,051,977	(14,345,870)	(13,293,893)
Other Financing Sources (Uses):			
Appropriations, net of reversions	-	-	-
Transfers: severance	-	-	-
tax bond appropriation	-	-	-
Transfers from (to) other agencies	-	(5,710,524)	(5,710,524)
Transfers from (to) escrow agent	-	-	-
Transfers: intra-agency	-	5,865,013	5,865,013
Proceeds from LT notes payable	-	-	-
Face value of debentures payable	-	-	-
Premiums of debentures payable	-	-	-
Total Other Financing Sources (Uses)	-	154,489	154,489
Net Changes in Net Position	1,051,977	(14,191,381)	(13,139,404)
Net Position, June 30, 2012	2,013,712	227,021,933	229,035,645
Net Position, June 30, 2013	\$ 3,065,689	\$ 212,830,552	\$ 215,896,241

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-Traffic Safety Fund(s)**

As of June 30, 2013

	Federal Traffic Safety Fund (SHARE 10010)	Driver Improvement Fund (SHARE 10020)	Motorcycle Training Fund (SHARE 20600)	DWI Prevention and Education Fund (SHARE 20700)	Traffic Safety Fund (SHARE 20800)	Ignition Interlock (SHARE 82600)	Traffic Safety Fund(s) (SHARE 10010, 10020, 20600, 20700, 20800, 82600)
Assets:							
Cash:							
Unrestricted	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	-	-	-	-	-	-	-
Cash Equivalents: investment in state general fund investment pool)							
Unrestricted	2,222,384	627,723	159,129	1,499,169	1,018,739	3,399,150	8,926,294
Restricted	-	-	-	-	-	-	-
Managed by NMFA	-	-	-	-	-	-	-
Receivables:							
Taxes receivable, net	-	-	15,638	38,320	101,482	40,350	195,790
Accounts receivable, net	-	350	-	-	-	-	350
Interest receivable	-	-	-	-	-	-	-
Notes and loans receivable	-	-	-	-	-	-	-
Other receivables	-	-	-	-	-	-	-
Due from:							
U.S. Department of Transportation	5,682,446	-	-	-	-	-	5,682,446
Other funds	139	-	-	-	-	-	139
Other state agencies	-	-	14	-	105	-	119
Inventories	-	-	-	-	-	-	-
Prepaid expenses - other	-	-	-	-	-	-	-
Prepaid expenses - risk management	-	-	-	-	-	-	-
Prepaid expense - NM44 warranty	-	-	-	-	-	-	-
Property held for resale	-	-	-	-	-	-	-
Total Assets	\$ 7,904,969	\$ 628,073	\$ 174,781	\$ 1,537,489	\$ 1,120,326	\$ 3,439,500	\$ 14,805,138
Liabilities and Net Position:							
Liabilities:							
Accounts payable	\$ 2,272,957	\$ 52,005	\$ 96,170	\$ 154,127	\$ 404,291	\$ 29,311	\$ 3,008,861
Due to other funds	-	-	78,607	-	-	-	78,607
Due to other agencies	-	-	-	-	-	-	-
Due to state general fund	-	-	-	-	-	-	-
Unearned revenue	4,437,639	-	-	-	-	-	4,437,639
Other accrued expenses	9,789	-	-	-	1	1,059	10,849
Other liabilities	-	-	-	-	-	-	-
Short-term notes payable (taxable line of credit)	-	-	-	-	-	-	-
Total Liabilities	6,720,385	52,005	174,777	154,127	404,292	30,370	7,535,956
Non-spendable	-	-	-	-	-	-	-
Restricted	1,184,584	-	5	1,383,362	716,034	3,409,129	6,693,114
Committed	-	576,068	-	-	-	-	576,068
Assigned	-	-	-	-	-	-	-
Unassigned	-	-	-	-	-	-	-
Total Net Position	1,184,584	576,068	5	1,383,362	716,034	3,409,129	7,269,182
Total Liabilities and Net Position	\$ 7,904,969	\$ 628,073	\$ 174,782	\$ 1,537,489	\$ 1,120,326	\$ 3,439,499	\$ 14,805,138

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance-Traffic Safety Fund(s)

For the Year Ended June 30, 2013

	Federal Traffic Safety Fund (SHARE 10010)	Driver Improvement Fund (SHARE 10020)	Motorcycle Training Fund (SHARE 20600)	DWI Prevention and Education Fund (SHARE 20700)
Revenues:				
User and fuel taxes	\$ -	\$ -	\$ -	\$ -
U.S. Department of Transportation	7,697,791	-	-	-
U.S. Department of Energy	-	-	-	-
Fees and fines	-	-	-	-
Licenses and permits	-	320,217	135,156	513,498
Charges for services	-	-	-	-
DWI interlock device	-	-	-	-
Other revenue	333	-	-	-
Interest earnings	-	-	233	-
Total Revenues	7,698,124	320,217	135,389	513,498
Expenditures:				
Current:				
Operating costs	-	-	-	-
Personal services	391,198	-	-	-
Out-of-state travel	3,785	-	-	-
Grants and services	9,452,264	282,125	130,000	877,212
Travel	-	-	-	-
Maintenance and repairs	-	-	-	-
Supplies	-	-	-	-
Contractual services	32,550	-	-	-
Other costs	-	-	-	-
Employee benefits	135,865	-	-	-
Capital outlay	-	-	-	-
Debt service:				
Principal	-	-	-	-
Interest	-	-	-	-
Trustee and broker fees	-	-	-	-
Debt issuance costs	-	-	-	-
Total Expenditures	10,015,662	282,125	130,000	877,212
Excess (Deficiency) of Revenues Over (Under) Expenditures	(2,317,538)	38,092	5,389	(363,714)
Other Financing Sources (Uses):				
Appropriations, net of reversions	-	-	-	-
Transfers: severance	-	-	-	-
tax bond appropriation	-	-	-	-
Transfers from (to) other agencies	-	-	-	-
Transfers from (to) escrow agent	-	-	-	-
Transfers: intra-agency	-	-	(78,606)	-
Proceeds from LT notes payable	-	-	-	-
Face value of debentures payable	-	-	-	-
Premiums of debentures payable	-	-	-	-
Total Other Financing Sources (Uses)	-	-	(78,606)	-
Net Changes in Fund Balances	(2,317,538)	38,092	(73,217)	(363,714)
Fund Balance, June 30, 2012	3,502,122	537,976	73,222	1,747,076
Fund Balance, June 30, 2013	\$ 1,184,584	\$ 576,068	\$ 5	\$ 1,383,362

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance-Traffic Safety Fund(s)

Traffic Safety Fund (SHARE 20800)	Ignition Interlock (SHARE 82600)	Traffic Safety Fund(s) (SHARE 10010, 10020, 20600, 20700, 20800, 82600)
\$ -	\$ -	\$ -
-	-	7,697,791
-	-	-
-	-	-
1,334,087	753,113	3,056,071
-	-	-
-	-	333
2,383	-	2,616
<u>1,336,470</u>	<u>753,113</u>	<u>10,756,811</u>
-	-	-
-	34,790	425,988
-	-	3,785
1,613,796	376,241	12,731,638
-	-	-
-	-	-
-	-	32,550
-	-	-
-	21,292	157,157
-	-	-
-	-	-
-	-	-
<u>1,613,796</u>	<u>432,323</u>	<u>13,351,118</u>
<u>(277,326)</u>	<u>320,790</u>	<u>(2,594,307)</u>
-	-	-
-	-	-
-	300,000	300,000
-	-	-
-	-	(78,606)
-	-	-
-	-	-
<u>-</u>	<u>300,000</u>	<u>221,394</u>
<u>(277,326)</u>	<u>620,790</u>	<u>(2,372,913)</u>
<u>993,360</u>	<u>2,788,339</u>	<u>9,642,095</u>
<u>\$ 716,034</u>	<u>\$ 3,409,129</u>	<u>\$ 7,269,182</u>

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds**

As of June 30, 2013

	Traffic Safety Fund(s) (SHARE 10010, 10020,20600, 20700, 20800, 82600)	Federal Planning and Development Fund (SHARE 10030)	HIF Bond Fund (SHARE 20200)	Local Government Road Fund (SHARE 20300)	State Aviation Fund (SHARE 20500)
Assets:					
Cash:					
Unrestricted	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	-	-	-	-	-
Cash Equivalents: investment in state general fund investment pool]					
Unrestricted	8,926,294	-	10,345,011	19,508,256	16,786,869
Restricted	-	-	-	-	-
Managed by NMFA	-	-	-	-	-
Receivables:					
Taxes receivable, net	195,790	-	894,695	3,358,782	894,417
Accounts receivable, net	350	-	-	-	-
Interest receivable	-	-	-	-	-
Notes and loans receivable	-	-	-	-	-
Other receivables	-	-	-	-	-
Due from:					
U.S. Department of Transportation	5,682,446	4,163,929	-	-	-
Other funds	139	-	13,600	-	-
Other state agencies	119	-	930	1,836	1,511
Inventories	-	-	-	-	-
Prepaid expenses - other	-	-	-	-	-
Prepaid expenses - risk management	-	-	-	-	-
Prepaid expense - NM44 warranty	-	-	-	-	-
Property held for resale	-	-	-	-	-
Total Assets	\$ 14,805,138	\$ 4,163,929	\$ 11,254,236	\$ 22,868,874	\$ 17,682,797
Liabilities and Fund Balances:					
Liabilities:					
Accounts payable	\$ 3,008,860	\$ 2,857,232	\$ -	\$ 3,210,506	\$ 306,794
Due to other funds	78,607	114,353	-	-	256
Due to other agencies	-	2,028,076	-	-	-
Due to state general fund	-	-	-	-	-
Unearned revenue	4,437,639	445,817	-	-	-
Other accrued expenses	10,849	8,897	-	-	8,185
Other liabilities	-	-	-	-	-
Short-term notes payable (taxable line of credit)	-	-	-	-	-
Total Liabilities	7,535,955	5,454,375	-	3,210,506	315,235
Non-spendable					
Restricted	6,693,114	-	11,254,236	-	-
Committed	576,068	-	-	19,658,368	17,367,562
Assigned	-	-	-	-	-
Unassigned (deficit)	-	(1,290,446)	-	-	-
Total Fund Balances (deficit)	7,269,182	(1,290,446)	11,254,236	19,658,368	17,367,562
Total Liabilities and Fund Balances	\$ 14,805,137	\$ 4,163,929	\$ 11,254,236	\$ 22,868,874	\$ 17,682,797

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds**

1993 Bond Project Fund (SHARE 39400)	1999A CHAT Bond Project Fund (SHARE 43000)	WIPP Bond Project Fund (SHARE 43100)	2001A CHAT Bond Project Fund (SHARE 00600)	2002C HIF Bond Project Fund (SHARE 36100)
\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-
1,600,121	2,125,051	1,980,339	4,734,419	1,308,522
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
137	183	132	406	112
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
<u>\$ 1,600,258</u>	<u>\$ 2,125,234</u>	<u>\$ 1,980,471</u>	<u>\$ 4,734,825</u>	<u>\$ 1,308,634</u>
\$ -	\$ -	\$ 94,411	\$ -	\$ -
-	-	-	-	-
-	-	-	-	-
-	-	4,555,427	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	4,649,838	-	-
-	-	-	-	-
1,600,258	2,125,234	-	4,734,826	1,308,634
-	-	-	-	-
-	-	(2,669,367)	-	-
<u>1,600,258</u>	<u>2,125,234</u>	<u>(2,669,367)</u>	<u>4,734,826</u>	<u>1,308,634</u>
<u>\$ 1,600,258</u>	<u>\$ 2,125,234</u>	<u>\$ 1,980,471</u>	<u>\$ 4,734,826</u>	<u>\$ 1,308,634</u>

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds**

As of June 30, 2013

	2002D CHAT Bond Project Fund (SHARE 11500)	2004A GRIP Bond Project Fund (SHARE 20400)	2006A GRIP Bond Project Fund (SHARE 10210)	2006B GRIP Bond Project Fund SHARE (10230)
Assets:				
Cash:				
Unrestricted	\$ -	\$ -	\$ -	\$ -
Restricted	-	-	-	-
Cash Equivalents: investment in state general fund investment pool]				
Unrestricted	639,261	112,078	582,089	49,671
Restricted	-	-	-	-
Managed by NMFA	-	-	162,255	10,384
Receivables:				
Taxes receivable, net	-	-	-	-
Accounts receivable, net	-	-	-	-
Interest receivable	-	-	3	-
Notes and loans receivable	-	-	-	-
Other receivables	-	-	-	-
Due from:				
U.S. Department of Transportation	-	-	-	-
Other funds	-	-	-	-
Other state agencies	55	-	-	-
Inventories	-	-	-	-
Prepaid expenses - other	-	-	-	-
Prepaid expenses - risk management	-	-	-	-
Prepaid expense - NM44 warranty	-	-	-	-
Property held for resale	-	-	-	-
Total Assets	\$ 639,316	\$ 112,078	\$ 744,347	\$ 60,055
Liabilities and Fund Balances:				
Liabilities:				
Accounts payable	\$ -	\$ -	\$ 257,114	\$ -
Due to other funds	-	-	-	-
Due to other agencies	-	-	-	-
Due to state general fund	-	-	-	-
Unearned revenue	-	-	-	-
Other accrued expenses	-	-	-	-
Other liabilities	-	-	-	-
Short-term notes payable (taxable line of credit)	-	-	-	-
Total Liabilities	-	-	257,114	-
Non-spendable	-	-	-	-
Restricted	639,316	-	487,233	60,055
Committed	-	-	-	-
Assigned	-	-	-	-
Unassigned (deficit)	-	112,078	-	-
Total Fund Balances (deficit)	639,316	112,078	487,233	60,055
Total Liabilities and Fund Balances	\$ 639,316	\$ 112,078	\$ 744,347	\$ 60,055

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds

2006C GRIP Bond Project Fund (SHARE 10250)	2006D GRIP Bond Project Fund (SHARE 10270)	2010A Bond Project Fund (SHARE 10450)	ARRA Project Fund (SHARE 89000)	Total Special Revenue Funds
\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-
-	-	-	-	68,697,981
179,118	-	44,760,159	-	45,111,916
-	-	-	-	5,343,684
-	-	-	-	350
3	-	743	-	749
-	-	-	-	-
-	-	-	708,330	10,554,705
-	-	-	346,242	359,981
-	-	-	-	5,421
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
<u>\$ 179,121</u>	<u>\$ -</u>	<u>\$ 44,760,902</u>	<u>\$ 1,054,572</u>	<u>\$ 130,074,787</u>
\$ -	\$ -	\$ 4,251,848	\$ 1	\$ 13,986,766
-	-	-	414,511	607,727
-	-	10,624,219	640,060	13,292,355
-	-	-	-	-
-	-	-	-	9,438,883
-	-	-	-	27,931
-	-	-	-	-
-	-	-	-	-
-	-	14,876,067	1,054,572	37,353,662
-	-	-	-	-
179,121	-	29,884,835	-	58,966,862
-	-	-	-	37,601,998
-	-	-	-	-
-	-	-	-	(3,847,735)
<u>179,121</u>	<u>-</u>	<u>29,884,835</u>	<u>-</u>	<u>92,721,125</u>
<u>\$ 179,121</u>	<u>\$ -</u>	<u>\$ 44,760,902</u>	<u>\$ 1,054,572</u>	<u>\$ 130,074,787</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds

As of June 30, 2013

	General Fund Appropriations (SHARE 10070)	Capital Projects Fund (SHARE 10050)	STB Appropriations Fund (SHARE 10060)	STB Capital Outlay Fund (SHARE 89200)	GF Capital Outlay Fund (SHARE 93100)	Total Capital Projects Funds
Assets:						
Cash:						
Unrestricted	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	-	-	-	-	-	-
Cash Equivalents: investment in state general fund investment pool)						
Unrestricted	598,144	1,366,565	-	-	188,094	2,152,803
Restricted	-	-	-	-	-	-
Managed by NMFA	-	-	-	-	-	-
Receivables:						
Taxes receivable, net	-	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-	-
Interest receivable	-	-	-	-	-	-
Notes and loans receivable	-	-	-	-	-	-
Other receivables	-	-	-	-	-	-
Due from:						
U.S. Department of Transportation	-	-	-	-	-	-
Other funds	-	-	-	-	131,887	131,887
Other state agencies	-	-	1,060,059	849,529	-	1,909,588
Inventories	-	-	-	-	-	-
Prepaid expenses - other	-	-	-	-	-	-
Prepaid expenses - risk management	-	-	-	-	-	-
Prepaid expense - NM44 warranty	-	-	-	-	-	-
Property held for resale	-	-	-	-	-	-
Total Assets	\$ 598,144	\$ 1,366,565	\$ 1,060,059	\$ 849,529	\$ 319,981	\$ 4,194,278
Liabilities and Fund Balances:						
Liabilities:						
Accounts payable	\$ 207,524	\$ 182,039	\$ 2,024,827	\$ 781,784	\$ 52,380	\$ 3,248,554
Due to other funds	131,887	-	-	-	-	131,887
Due to other agencies	-	-	2,253,115	67,745	-	2,320,860
Due to state general fund	-	-	-	-	102,619	102,619
Unearned revenue	-	-	-	-	-	-
Other accrued expenses	-	-	-	-	-	-
Other liabilities	-	-	-	-	-	-
Short-term notes payable (taxable line of credit)	-	-	-	-	-	-
Total Liabilities	339,411	182,039	4,277,942	849,529	154,999	5,803,920
Non-spendable	-	-	-	-	-	-
Restricted	-	-	-	-	164,982	164,982
Committed	258,733	1,184,526	-	-	-	1,443,259
Assigned	-	-	-	-	-	-
Unassigned (deficit)	-	-	(3,217,883)	-	-	(3,217,883)
Total Fund Balances (deficit)	258,733	1,184,526	(3,217,883)	-	164,982	(1,609,642)
Total Liabilities and Fund Balances	\$ 598,144	\$ 1,366,565	\$ 1,060,059	\$ 849,529	\$ 319,981	\$ 4,194,278

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds

1998A WIPP Bond Debt Service Fund (SHARE 97200)	1998A CHAT Bond Debt Service Fund (SHARE 54800)	1999 CHAT Bond Debt Service Fund (SHARE 43400)	2000 CHAT Bond Debt Service Fund (SHARE 43200)	2001A CHAT Bond Debt Service Fund (SHARE 00700)	2002A CHAT Bond Debt Service Fund (SHARE 54700)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
14,559	142,073	267,125	204,785	234,583	83,859
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
199,253	86,180	750,144	1,184,452	1,651,520	690,434
1	14	23	17	20	6
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>\$ 213,813</u>	<u>\$ 228,267</u>	<u>\$ 1,017,292</u>	<u>\$ 1,389,254</u>	<u>\$ 1,886,123</u>	<u>\$ 774,299</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
213,813	228,267	1,017,292	1,389,254	1,886,123	774,299
-	-	-	-	-	-
-	-	-	-	-	-
<u>213,813</u>	<u>228,267</u>	<u>1,017,292</u>	<u>1,389,254</u>	<u>1,886,123</u>	<u>774,299</u>
<u>\$ 213,813</u>	<u>\$ 228,267</u>	<u>\$ 1,017,292</u>	<u>\$ 1,389,254</u>	<u>\$ 1,886,123</u>	<u>\$ 774,299</u>

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds**

As of June 30, 2013

	2002B WIPP Bond Debt Service Fund (SHARE 75000)	2002C HIF Bond Debt Service Fund (SHARE 36300)	2002D CHAT Bond Debt Service Fund (SHARE 18700)	2004A GRIP Bond Debt Service Fund (SHARE 10080)	2004B GRIP Bond Debt Service Fund (SHARE 10090)
Assets:					
Cash:					
Unrestricted	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	-	-	-	-	-
Cash Equivalents: investment in state general fund investment pool]					
Unrestricted	111,299	62,453	12,852	-	-
Restricted	-	-	-	-	-
Managed by NMFA	-	-	-	1,085,041	33,607,671
Receivables:					
Taxes receivable, net	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Interest receivable	-	-	-	35	229
Notes and loans receivable	-	-	-	-	-
Other receivables	-	-	-	-	-
Due from:					
U.S. Department of Transportation	-	-	-	-	-
Other funds	702,644	-	-	-	-
Other state agencies	10	6	1	-	-
Inventories	-	-	-	-	-
Prepaid expenses - other	-	-	-	-	-
Prepaid expenses - risk management	-	-	-	-	-
Prepaid expense - NM44 warranty	-	-	-	-	-
Property held for resale	-	-	-	-	-
Total Assets	\$ 813,953	\$ 62,459	\$ 12,853	\$ 1,085,076	\$ 33,607,900
Liabilities and Fund Balances:					
Liabilities:					
Accounts payable	\$ -	\$ -	\$ -	\$ -	\$ -
Due to other funds	-	-	-	574,773	-
Due to other agencies	-	-	-	-	-
Due to state general fund	-	-	-	-	-
Unearned revenue	-	-	-	-	-
Other accrued expenses	-	-	-	-	-
Other liabilities	-	-	-	-	-
Short-term notes payable (taxable line of credit)	-	-	-	-	-
Total Liabilities	-	-	-	574,773	-
Non-spendable	-	-	-	-	-
Restricted	813,953	62,459	12,853	510,303	33,607,900
Committed	-	-	-	-	-
Assigned	-	-	-	-	-
Unassigned (deficit)	-	-	-	-	-
Total Fund Balances (deficit)	813,953	62,459	12,853	510,303	33,607,900
Total Liabilities and Fund Balances	\$ 813,953	\$ 62,459	\$ 12,853	\$ 1,085,076	\$ 33,607,900

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds

2006A GRIP Bond Debt Service Fund (SHARE 10220)	2006B GRIP Bond Debt Service Fund (SHARE 10240)	2008A GRIP Bond Debt Service Fund (SHARE 10410)	2008C GRIP Bond Debt Service Fund (SHARE 10430)	2008D GRIP Bond Debt Service Fund (SHARE 10440)
\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-
-	-	-	-	-
1,683,172	662,981	8,615,188	4,366,472	1,874,928
-	-	-	-	-
45	15	287	178	36
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
<u>\$ 1,683,217</u>	<u>\$ 662,996</u>	<u>\$ 8,615,475</u>	<u>\$ 4,366,650</u>	<u>\$ 1,874,964</u>
\$ -	\$ -	\$ 62,289	\$ -	\$ 93,020
1,649,100	658,193	1,370,943	1,009,166	1,267,688
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	3,587,465	2,640,774	-
<u>1,649,100</u>	<u>658,193</u>	<u>5,020,697</u>	<u>3,649,940</u>	<u>1,360,708</u>
-	-	-	-	-
34,117	4,803	3,594,778	716,710	514,256
-	-	-	-	-
-	-	-	-	-
<u>34,117</u>	<u>4,803</u>	<u>3,594,778</u>	<u>716,710</u>	<u>514,256</u>
<u>\$ 1,683,217</u>	<u>\$ 662,996</u>	<u>\$ 8,615,475</u>	<u>\$ 4,366,650</u>	<u>\$ 1,874,964</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds

As of June 30, 2013

	2009A Bond Debt Service Fund (SHARE 11130)	2010A Bond Debt Service Fund (SHARE 11140)	2010B Bond Debt Service Fund (SHARE 20450)
Assets:			
Cash:			
Unrestricted	\$ -	\$ -	\$ -
Restricted	-	-	-
Cash Equivalents: investment in state general fund investment pool]			
Unrestricted	-	-	-
Restricted	-	-	-
Managed by NMFA	49,143	41,501	202,746
Receivables:			
Taxes receivable, net	-	-	-
Accounts receivable, net	-	-	-
Interest receivable	203	22	91
Notes and loans receivable	-	-	-
Other receivables	-	-	-
Due from:			
U.S. Department of Transportation	-	-	-
Other funds	-	-	-
Other state agencies	-	-	-
Inventories	-	-	-
Prepaid expenses - other	-	-	-
Prepaid expenses - risk management	-	-	-
Prepaid expense - NM44 warranty	-	-	-
Property held for resale	-	-	-
Total Assets	\$ 49,346	\$ 41,523	\$ 202,837
Liabilities and Fund Balances:			
Liabilities:			
Accounts payable	\$ -	\$ -	\$ -
Due to other funds	-	-	-
Due to other agencies	-	-	-
Due to state general fund	-	-	-
Unearned revenue	-	-	-
Other accrued expenses	-	-	-
Other liabilities	-	-	-
Short-term notes payable (taxable line of credit)	-	-	-
Total Liabilities	-	-	-
Non-spendable	-	-	-
Restricted	49,346	41,523	202,837
Committed	-	-	-
Assigned	-	-	-
Unassigned (deficit)	-	-	-
Total Fund Balances (deficit)	49,346	41,523	202,837
Total Liabilities and Fund Balances	\$ 49,346	\$ 41,523	\$ 202,837

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Balance Sheet-By Fund Type-Non Major Funds

<u>2012A Refunding Revenue Bond Debt Service Fund (SHARE 30850)</u>	<u>Total Debt Service Funds</u>	<u>Total Government Funds</u>
\$ -	\$ -	\$ -
-	-	-
-	-	-
-	1,133,588	71,984,372
-	-	-
65,348	52,254,191	97,366,107
-	-	-
-	-	5,343,684
-	-	350
57	1,198	1,947
-	-	-
-	-	-
-	-	10,554,705
-	5,264,627	5,756,495
-	98	1,915,107
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
<u>\$ 65,405</u>	<u>\$ 58,653,702</u>	<u>\$ 192,922,767</u>
\$ -	\$ 155,308	\$ 17,390,628
611	6,530,474	7,270,088
-	-	15,613,215
-	-	102,619
-	-	9,438,883
-	-	27,931
-	-	-
-	-	-
-	6,228,240	6,228,240
<u>611</u>	<u>12,914,022</u>	<u>56,071,604</u>
-	-	-
64,794	45,739,680	104,871,524
-	-	39,045,257
-	-	-
-	-	(7,065,618)
<u>64,794</u>	<u>45,739,680</u>	<u>136,851,163</u>
<u>\$ 65,405</u>	<u>\$ 58,653,702</u>	<u>\$ 192,922,767</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

For the Year Ended June 30, 2013

	Traffic Safety Fund(s) (SHARE 10010, 10020, 20600, 20700, 20800, 82600)	Federal Planning and Development Fund (SHARE 10030)	HIF Fund (SHARE 20200)	Local Government Road Fund (SHARE 20300)
Revenues:				
User and fuel taxes	\$ -	\$ -	\$ 5,214,495	\$ 13,640,615
U.S. Department of Transportation	7,697,791	13,182,849	-	-
U.S. Department of Energy	-	-	-	-
Fees and fines	-	-	-	-
Licenses and permits	3,056,071	-	1,806,822	7,854,888
Charges for services	-	-	-	-
DWI interlock device	-	-	-	-
Other revenue	333	-	-	-
Interest earnings	2,616	-	25,452	46,243
Total Revenues	10,756,811	13,182,849	7,046,769	21,541,746
Expenditures:				
Current:				
Operating costs	-	6,478	-	-
Personal services	425,988	322,013	-	-
Out-of-state travel	3,785	5,069	-	-
Grants and services	12,731,638	12,810,482	-	24,064,506
Travel	-	73	-	-
Maintenance and repairs	-	-	-	-
Supplies	-	1,000	-	-
Contractual services	32,550	-	-	-
Other costs	-	114,000	-	-
Employee benefits	157,157	96,314	-	-
Capital outlay	-	-	-	-
Debt service:				
Principal	-	-	4,044,632	-
Interest	-	-	1,964,468	-
Trustee and broker fees	-	-	-	-
Debt issuance costs	-	-	-	-
Total Expenditures	13,351,118	13,355,429	6,009,100	24,064,506
Excess (Deficiency) of Revenues Over (Under) Expenditures	(2,594,307)	(172,580)	1,037,669	(2,522,760)
Other Financing Sources (Uses):				
Appropriations, net of reversions	-	-	-	-
Transfers: severance	-	-	-	-
tax bond appropriation	-	-	-	-
Transfers from (to) other agencies	300,000	-	-	-
Transfers from (to) escrow agent	-	-	-	-
Transfers: intra-agency	(78,606)	-	(2,897,043)	-
Proceeds from LT notes payable	-	-	-	-
Face value of debentures payable	-	-	-	-
Premiums of debentures payable	-	-	-	-
Total Other Financing Sources (Uses)	221,394	-	(2,897,043)	-
Net Changes in Net Position	(2,372,913)	(172,580)	(1,859,374)	(2,522,760)
Net Position (deficit), June 30, 2012	9,642,095	(1,117,866)	13,113,610	22,181,128
Net Position (deficit), June 30, 2013	\$ 7,269,182	\$ (1,290,446)	\$ 11,254,236	\$ 19,658,368

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

State Aviation Fund (SHARE 20500)	1993 Bond Project Fund (SHARE 39400)	1999A CHAT Project Fund (SHARE 43000)	WIPP Bond Project Fund (SHARE 43100)	2001A CHAT Project Fund (SHARE 00600)	2002C HIF Project Fund (SHARE 36100)
\$ 5,847,284	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	11,197,644	-	-
59,416	-	-	-	-	-
660	-	-	-	-	-
4,331	-	-	-	-	-
35,887	3,577	4,751	14,036	10,583	2,925
<u>5,947,578</u>	<u>3,577</u>	<u>4,751</u>	<u>11,211,680</u>	<u>10,583</u>	<u>2,925</u>
29,775	-	-	-	-	-
277,178	-	-	-	-	-
2,760	-	-	-	-	-
3,192,423	-	-	-	-	-
2,293	-	-	-	-	-
88,238	-	-	-	-	-
19,005	-	-	-	-	-
115,814	-	-	-	-	-
1,237	-	-	-	-	-
103,848	-	-	-	-	-
-	-	-	11,197,644	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>3,832,571</u>	<u>-</u>	<u>-</u>	<u>11,197,644</u>	<u>-</u>	<u>-</u>
2,115,007	3,577	4,751	14,036	10,583	2,925
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>2,115,007</u>	<u>3,577</u>	<u>4,751</u>	<u>14,036</u>	<u>10,583</u>	<u>2,925</u>
15,252,555	1,596,681	2,120,483	(2,683,403)	4,724,243	1,305,709
<u>\$ 17,367,562</u>	<u>\$ 1,600,258</u>	<u>\$ 2,125,234</u>	<u>\$ (2,669,367)</u>	<u>\$ 4,734,826</u>	<u>\$ 1,308,634</u>

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

For the Year Ended June 30, 2013

	2002D CHAT Project Fund (SHARE 11500)	2004A GRIP Project Fund (SHARE 20400)	2006A GRIP Project Fund (SHARE 10210)	2006B GRIP Project Fund SHARE (10230)
Revenues:				
User and fuel taxes	\$ -	\$ -	\$ -	\$ -
U.S. Department of Transportation	-	-	-	-
U.S. Department of Energy	-	-	-	-
Fees and fines	-	-	-	-
Licenses and permits	-	-	-	-
Charges for services	-	-	-	-
DWI interlock device	-	-	-	-
Other revenue	-	603,777	100,000	-
Interest earnings	1,429	-	28	2
Total Revenues	1,429	603,777	100,028	2
Expenditures:				
Current:				
Operating costs	-	-	-	-
Personal services	-	-	-	-
Out-of-state travel	-	-	-	-
Grants and services	-	-	-	-
Travel	-	-	-	-
Maintenance and repairs	-	-	-	-
Supplies	-	-	-	-
Contractual services	-	-	-	-
Other costs	-	-	4	-
Employee benefits	-	-	-	-
Capital outlay	-	-	-	-
Debt service:				
Principal	-	-	-	-
Interest	-	-	-	-
Trustee and broker fees	-	-	-	-
Debt issuance costs	-	-	-	-
Total Expenditures	-	-	4	-
Excess (Deficiency) of Revenues Over (Under) Expenditures	1,429	603,777	100,024	2
Other Financing Sources (Uses):				
Appropriations, net of reversions	-	-	-	-
Transfers: severance				
tax bond appropriation	-	-	-	-
Transfers from (to) other agencies	-	-	-	-
Transfers from (to) escrow agent	-	-	-	-
Transfers: intra-agency	-	-	-	-
Proceeds from LT notes payable	-	-	-	-
Face value of debentures payable	-	-	-	-
Premiums of debentures payable	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	-
Net Changes in Net Position	1,429	603,777	100,024	2
Net Position (deficit), June 30, 2012	637,887	(491,699)	387,209	60,053
Net Position (deficit), June 30, 2013	\$ 639,316	\$ 112,078	\$ 487,233	\$ 60,055

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

2006C GRIP Project Fund (SHARE 10250)	2006D GRIP Project Fund (SHARE 10270)	2010A Project Fund (SHARE 10450)	ARRA Project Fund (SHARE 89000)	Total Special Revenue Funds	General Fund Appropriations (SHARE 10070)	Capital Projects Fund (SHARE 10050)
\$ -	\$ -	\$ -	\$ -	24,702,394	\$ -	\$ -
-	-	-	10,230,658	42,308,942	-	-
-	-	-	-	-	-	-
-	-	-	-	59,416	-	-
-	-	-	-	12,717,781	-	-
-	-	-	-	660	-	-
-	-	-	-	-	-	-
-	-	-	10,851	719,292	1,343	-
30	38,982	8,228	-	194,769	-	-
30	38,982	8,228	10,241,509	80,703,254	1,343	-
-	-	-	-	36,253	-	-
-	-	-	-	1,025,179	-	-
-	-	-	-	11,614	-	-
-	-	-	-	52,799,049	-	-
-	-	-	-	2,366	-	-
-	-	-	-	88,238	-	-
-	-	-	-	20,005	-	-
-	-	97,028	241,154	486,546	-	124,019
4	1,285	-	-	116,530	-	-
-	-	-	-	357,319	-	-
-	-	35,955,524	8,552,145	55,705,313	-	832,531
-	-	-	-	4,044,632	-	-
-	-	-	-	1,964,468	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
4	1,285	36,052,552	8,793,299	116,657,512	-	956,550
26	37,697	(36,044,324)	1,448,210	(35,954,258)	1,343	(956,550)
-	-	-	-	-	-	-
-	-	-	-	300,000	-	(9,500)
-	(50,044,688)	-	-	(53,020,337)	(131,887)	(6,656,152)
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	(50,044,688)	-	-	(52,720,337)	(131,887)	(6,665,652)
26	(50,006,991)	(36,044,324)	1,448,210	(88,674,595)	(130,544)	(7,622,202)
179,095	50,006,991	65,929,159	(1,448,210)	181,395,720	389,277	8,806,728
\$ 179,121	\$ -	\$ 29,884,835	\$ -	\$ 92,721,125	\$ 258,733	\$ 1,184,526

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

For the Year Ended June 30, 2013

	STB Capital Improvements Projects (SHARE 10060)	STB Capital Outlay (SHARE 89200)	GF Capital Outlay (SHARE 93100)	Total Capital Projects Funds
Revenues:				
User and fuel taxes	\$ -	\$ -	\$ -	\$ -
U.S. Department of Transportation	-	-	-	-
U.S. Department of Energy	-	-	-	-
Fees and fines	-	-	-	-
Licenses and permits	-	-	-	-
Charges for services	-	-	-	-
DWI interlock device	-	-	-	-
Other revenue	1,059,495	-	-	1,060,838
Interest earnings	-	-	-	-
Total Revenues	1,059,495	-	-	1,060,838
Expenditures:				
Current:				
Operating costs	-	-	-	-
Personal services	-	-	-	-
Out-of-state travel	-	-	-	-
Grants and services	-	-	-	-
Travel	-	-	-	-
Maintenance and repairs	-	-	-	-
Supplies	-	-	-	-
Contractual services	-	769,627	39,566	933,212
Other costs	-	-	-	-
Employee benefits	-	-	-	-
Capital outlay	10,588,624	1,138,043	248,979	12,808,177
Debt service:				
Principal	-	-	-	-
Interest	-	-	-	-
Trustee and broker fees	-	-	-	-
Debt issuance costs	-	-	-	-
Total Expenditures	10,588,624	1,907,670	288,545	13,741,389
Excess (Deficiency) of Revenues Over (Under) Expenditures	(9,529,129)	(1,907,670)	(288,545)	(12,680,551)
Other Financing Sources (Uses):				
Appropriations, net of reversions	(107,311)	-	(102,619)	(209,930)
Transfers: severance				
tax bond appropriation	11,132,328	1,907,670	-	13,039,998
Transfers from (to) other agencies	-	-	-	(9,500)
Transfers from (to) escrow agent	-	-	-	-
Transfers: intra-agency	-	-	131,887	(6,656,152)
Proceeds from LT notes payable	-	-	-	-
Face value of debentures payable	-	-	-	-
Premiums of debentures payable	-	-	-	-
Total Other Financing Sources (Uses)	11,025,017	1,907,670	29,268	6,164,416
Net Changes in Net Position	1,495,888	-	(259,277)	(6,516,135)
Net Position (deficit), June 30, 2012	(4,713,771)	-	424,259	4,906,493
Net Position (deficit), June 30, 2013	\$ (3,217,883)	\$ -	\$ 164,982	\$ (1,609,642)

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

For the Year Ended June 30, 2013

	2002B WIPP Debt Service (SHARE 75000)	2002C HIF Debt Service (SHARE 36300)	2002D CHAT Debt Service (SHARE 18700)	2004A GRIP Debt Service (SHARE 10080)
Revenues:				
User and fuel taxes	\$ -	\$ -	\$ -	\$ -
U.S. Department of Transportation	-	-	-	-
U.S. Department of Energy	-	-	-	-
Fees and fines	-	-	-	-
Licenses and permits	-	-	-	-
Charges for services	-	-	-	-
DWI interlock device	-	-	-	-
Other revenue	-	-	-	-
Interest earnings	249	228	90	449
Total Revenues	249	228	90	449
Expenditures:				
Current:				
Operating costs	-	-	-	-
Personal services	-	-	-	-
Out-of-state travel	-	-	-	-
Grants and services	-	-	-	-
Travel	-	-	-	-
Maintenance and repairs	-	-	-	-
Supplies	-	-	-	-
Contractual services	-	-	-	-
Other costs	-	-	-	-
Employee benefits	-	-	-	-
Capital outlay	-	-	-	-
Debt service:				
Principal	-	2,749,091	859,091	-
Interest	-	148,090	30,713	-
Trustee and broker fees	-	-	-	-
Debt issuance costs	-	-	-	-
Total Expenditures	-	2,897,181	889,804	-
Excess (Deficiency) of Revenues Over (Under) Expenditures	249	(2,896,953)	(889,714)	449
Other Financing Sources (Uses):				
Appropriations, net of reversions	-	-	-	-
Transfers: severance				
tax bond appropriation	-	-	-	-
Transfers from (to) other agencies	-	-	-	-
Transfers from (to) escrow agent	-	-	-	-
Transfers: intra-agency	(17)	2,897,043	869,874	-
Proceeds from LT notes payable	-	-	-	-
Face value of debentures payable	-	-	-	-
Premiums of debentures payable	-	-	-	-
Total Other Financing Sources (Uses)	(17)	2,897,043	869,874	-
Net Changes in Net Position	232	90	(19,840)	449
Net Position (deficit), June 30, 2012	813,721	62,369	32,693	509,854
Net Position (deficit), June 30, 2013	\$ 813,953	\$ 62,459	\$ 12,853	\$ 510,303

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

2004B GRIP Debt Service (SHARE 10090)	2006A GRIP Debt Service (SHARE 10220)	2006B GRIP Debt Service (SHARE 10240)	2008A GRIP Debt Service (SHARE 10410)	2008C GRIP Debt Service (SHARE 10430)	2008D GRIP Debt Service (SHARE 10440)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1,937,351	255	125	180,354	132,458	419
1,937,351	255	125	180,354	132,458	419
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1,900	-	-	198,282	100	-
-	-	-	-	-	-
-	-	-	-	-	-
10,186,484	-	-	-	-	50,400,000
952,157	-	-	-	149,780	-
-	-	-	-	-	-
-	-	-	-	-	-
11,140,541	-	-	198,282	149,880	50,400,000
(9,203,190)	255	125	(17,928)	(17,422)	(50,399,581)
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
(1,114,383)	-	-	641,884	472,498	50,044,688
-	-	-	-	-	-
-	-	-	-	-	-
(1,114,383)	-	-	641,884	472,498	50,044,688
(10,317,573)	255	125	623,956	455,076	(354,893)
43,925,473	33,862	4,678	2,970,822	261,634	869,150
\$ 33,607,900	\$ 34,117	\$ 4,803	\$ 3,594,778	\$ 716,710	\$ 514,257

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

For the Year Ended June 30, 2013

	2009A Bond Debt Service Fund (SHARE 11130)	2010A Bond Debt Service (SHARE 11140)	2010B Bond Debt Service Fund (SHARE 20450)
Revenues:			
User and fuel taxes	\$ -	\$ -	\$ -
U.S. Department of Transportation	-	-	-
U.S. Department of Energy	-	-	-
Fees and fines	-	-	-
Licenses and permits	-	-	-
Charges for services	-	-	-
DWI interlock device	-	-	-
Other revenue	10	-	-
Interest earnings	1,656	1,067	713
Total Revenues	1,666	1,067	713
Expenditures:			
Current:			
Operating costs	-	-	-
Personal services	-	-	-
Out-of-state travel	-	-	-
Grants and services	-	-	-
Travel	-	-	-
Maintenance and repairs	-	-	-
Supplies	-	-	-
Contractual services	-	-	-
Other costs	-	3,800	1,900
Employee benefits	-	-	-
Capital outlay	-	-	-
Debt service:			
Principal	-	-	-
Interest	-	-	-
Trustee and broker fees	-	-	-
Debt issuance costs	-	-	-
Total Expenditures	-	3,800	1,900
Excess (Deficiency) of Revenues Over (Under) Expenditures	1,666	(2,733)	(1,187)
Other Financing Sources (Uses):			
Appropriations, net of reversions	-	-	-
Transfers: severance			
tax bond appropriation	-	-	-
Transfers from (to) other agencies	-	-	-
Transfers from (to) escrow agent	-	-	-
Transfers: intra-agency	-	-	-
Proceeds from LT notes payable	-	-	-
Face value of debentures payable	-	-	-
Premiums of debentures payable	-	-	-
Total Other Financing Sources (Uses)	-	-	-
Net Changes in Net Position	1,666	(2,733)	(1,187)
Net Position (deficit), June 30, 2012	47,680	44,255	204,024
Net Position (deficit), June 30, 2013	\$ 49,346	\$ 41,522	\$ 202,837

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

2012A Refunding Revenue Bond Debt Service Fund (SHARE 30850)	Total Debt Service Funds	Total Government Funds
\$ -	\$ -	\$ 24,702,394
-	-	42,308,942
-	-	-
-	-	59,416
-	-	12,717,781
-	-	660
-	-	-
-	10	1,780,140
85	2,257,616	2,452,385
<u>85</u>	<u>2,257,626</u>	<u>84,021,718</u>
-	-	36,253
-	-	1,025,179
-	-	11,614
-	-	52,799,049
-	-	2,366
-	-	88,238
-	-	20,005
-	-	1,419,758
-	205,982	322,512
-	-	357,319
-	-	68,513,490
-	-	-
-	64,194,666	68,239,298
-	1,280,740	3,245,208
-	-	-
605,845	605,845	605,845
<u>605,845</u>	<u>66,287,233</u>	<u>196,686,134</u>
<u>(605,760)</u>	<u>(64,029,607)</u>	<u>(112,664,416)</u>
-	-	(209,930)
-	-	13,039,998
670,554	670,554	961,054
-	-	-
-	53,811,476	(5,865,013)
-	-	-
-	-	-
<u>670,554</u>	<u>54,482,030</u>	<u>7,926,109</u>
<u>64,794</u>	<u>(9,547,577)</u>	<u>(104,738,307)</u>
<u>-</u>	<u>55,287,257</u>	<u>241,589,470</u>
<u>\$ 64,794</u>	<u>\$ 45,739,680</u>	<u>\$ 136,851,163</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Combining Statement of Revenues, Expenditures and Changes in Fund Balance - By Type -
Non Major Funds

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OTHER SUPPLEMENTARY INFORMATION

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Capital Projects

As of June 30, 2013

	Budgeted Amounts		Current Year Expenditures
	Original	Final	
Expenditures for 2009 multi-year projects			
Capital outlay	\$ 1,400,000	\$ 1,379,954	\$610,668.88
Expenditures for 2010 multi-year projects			
Capital outlay	350,000	350,000	124,019
Expenditures for 2011 multi-year projects			
Capital outlay	350,000	350,000	213,801
Expenditures for 2012 multi-year projects			
Capital outlay	350,000	350,000	8,061
Total Expenditures	\$ 2,450,000	\$ 2,429,954	\$ 956,550

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Capital Projects

	Life-to-Date Outstanding Encumbrances	Total Actual	Prior Year Actual	Total Expenditures	Variance From Final Budget (Over) Under
\$	-	-	1,081,104	1,379,954	-
	-	-	350,000	124,019	225,981
	-	-	83,941	213,801	136,199
	-	-	350,000	8,061	341,939
\$	-	-	1,865,045	1,725,835	704,119

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Severance Tax Bonds

As of June 30, 2013

Chapter	Laws	Bonds Appropriated	Bonds Sold	Amounts AIPP	Funds Reauthorized
3	2007	\$ 53,110,992	\$ 53,110,992	\$ -	\$ -
9	2008	150,000,000	150,000,000	-	-
92	2008	19,778,000	19,778,000	(9,600)	(1,732,771)
5	2009	1,500,000	1,500,000	-	-
7	2009	6,032,628	6,032,628	-	-
105	2010	-	-	-	8,635,000
63	2012	-	-	-	188,941
64	2012	34,273,051	34,273,051	-	-
353	2012	-	-	-	247,500
183	2011	-	-	-	16,037
92	2013	-	-	-	473,963
202	2013	-	-	-	-
		<u>\$ 264,694,671</u>	<u>\$ 264,694,671</u>	<u>\$ (9,600)</u>	<u>\$ 7,828,670</u>

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Severance Tax Bonds**

Funds Reverted	Bond Balance After Reauthorization	Funds Received	Expended To Date	Balance Available	Due from Board of Finance
\$ (81,434)	\$ 53,029,558	\$ 52,739,436	\$ 52,839,081	\$ 364,137	\$ 99,645
-	150,000,000	142,214,026	143,202,300	7,874,638	287,937
(1,003,495)	17,032,135	17,026,607	17,026,607	1,737	-
(1,500,000)	-	-	-	1,500,000	-
(944,445)	5,088,535	4,415,705	5,088,183	1,028,075	672,478
-	8,635,000	8,603,603	8,603,603	31,397	-
-	188,941	-	67,745	188,941	67,745
-	34,273,051	933,748	1,646,864	33,339,303	713,116
-	247,500	-	-	247,500	-
-	16,037	16,037	16,037	-	-
-	473,963	-	425	473,963	425
-	-	-	-	-	68,244
\$ (3,529,374)	\$ 268,984,720	\$ 225,949,162	\$ 228,490,845	\$ 45,049,691	\$ 1,909,590

Balance Available	\$ 45,049,691
Due from Board of Finance	1,909,590
Total (Note 4)	<u>\$ 46,959,281</u>

See Independent Auditors' Report

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Special Appropriations**

As of June 30, 2013

	Appropriation Amount	Expenditures Inception to June 30, 2013
Special Revenue Funds		
Laws of 2011, Chapter 183	\$ -	\$ 334,154
Laws of 2012, Chapter 63	-	33,073
Laws of 2013, Chapter 202	-	-
	-	367,227
Capital Projects Funds		
Laws of 2009, Chapter 125	1,400,000	1,379,954
Laws of 2010 Special Session, Chapter 4	350,000	124,019
Laws of 2011, Chapter 5	350,000	213,801
Laws of 2012, Chapter 64	350,000	8,061
	2,450,000	1,725,835
Total all Fund Types	\$ 2,450,000	\$ 2,093,062

* Note: State House and Senate Memorials are directions on how appropriated monies should be spent. They are not laws.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Special Appropriations

Encumbrances				
Balance as of	Re-appropriation	Reversion	Balance	
June 30, 2013	Amount	Amount	as of	
June 30, 2013			June 30, 2013	
\$	-	\$ 436,773	\$ (102,619)	-
	-	131,886	-	98,813
	-	132,335	-	132,335
	-	700,994	(102,619)	231,148
	-	-	(20,046)	20,046
	-	-	-	225,981
	-	-	-	136,199
	-	-	-	341,939
	-	-	(20,046)	724,165
\$	-	\$ 700,994	\$ (122,665)	\$ 955,312

Special Revenue Funds

Under the Laws of 2011, Chapters 183 the Department was appropriated \$502,940 respectively, for highway maintenance and certain infrastructure projects and improvements, respectively. Any unexpended or unencumbered balance remaining at the end of the 2012 fiscal year will revert to the State General Fund. The appropriation period is for 2 years unless re-authorized or extended by enabling legislation.

Under the Laws of 2012, Chapters 64 the Department was appropriated \$131,887 respectively, for highway maintenance and certain infrastructure projects and improvements, respectively. Any unexpended or unencumbered balance remaining at the end of the 2012 fiscal year will revert to the State General Fund. The appropriation period is for 2 years unless re-authorized or extended by enabling legislation.

Capital Projects Funds

Under the Laws of 2009, Chapter 125, the Department was appropriated \$1,450,000 from the State Road Fund for D3 hilltop building roof replacement. Any unexpended or unencumbered balance remaining at the end of the 2013 fiscal year will revert to the State Road Fund. The appropriation period is for 5 years unless re-authorized or extended by enabling legislation.

Under the Laws of 2010 Special Session, Chapter 4, the Department was appropriated \$350,000 from the State Road Fund for the construction of Salt Domes. Any unexpended or unencumbered balance remaining at the end of the 2013 fiscal year will revert to the State Road Fund. The appropriation period is for 5 years unless re-authorized or extended by enabling legislation.

Under the Laws of 2011 Special Session, Chapter 5, the Department was appropriated \$350,000 from the State Road Fund for the construction of Salt Domes. Any unexpended or unencumbered balance remaining at the end of the 2013 fiscal year will revert to the State Road Fund. The appropriation period is for 5 years unless re-authorized or extended by enabling legislation.

Under the Laws of 2012, Chapter 64, the Department was appropriated \$350,000 from the State Road Fund for the construction of Salt Domes. Any unexpended or unencumbered balance remaining at the end of the 2013 fiscal year will revert to the State Road Fund. The appropriation period is for 5 years unless re-authorized or extended by enabling legislation.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Individual Bank Accounts

As of June 30, 2013

	Fund Number	Bank Balance	Book Balance	Book Total
Cash				
State Road Fund	Petty Cash 20100	\$ 2,100	\$ 2,100	
Total Cash				<u>\$ 2,100</u>
 (Restricted)				
2001A CHAT Bond Project Fund	00600	\$ 4,734,419	\$ 4,734,419	
2001A CHAT Bond Debt Service Fund	00700	234,583	234,583	
Traffic Safety Fund(s)	10010, 10020, 20600, 20700, 20800, 82600	8,926,294	8,926,294	
State Road Fund(s)	10040 and 20100	159,172,462	159,172,462	
Capital Projects Fund	10050	1,366,565	1,366,565	
General Fund Appropriations	10070	598,144	598,144	
2006A GRIP Bond Project Fund	10210	582,089	582,089	
2006B GRIP Bond Project Fund	10230	49,671	49,671	
2002D CHAT Bond Project Fund	11500	639,261	639,261	
2002D CHAT Bond Debt Service Fund	18700	12,852	12,852	
HIF Bond Fund	20200	10,345,011	10,345,011	
Local Government Road Fund	20300	19,508,256	19,508,256	
2004A GRIP Bond Project Fund	20400	112,078	112,078	
State Aviation Fund	20500	16,786,869	16,786,869	
2002C HIF Bond Project Fund	36100	1,308,522	1,308,522	
2002C HIF Bond Debt Service Fund	36300	62,453	62,453	
1993 Bond Project Fund	39400	1,600,121	1,600,121	
1999A CHAT Bond Project Fund	43000	2,125,051	2,125,051	
WIPP Bond Project Fund	43100	1,980,339	1,980,339	
2000 CHAT Bond Debt Service Fund	43200	204,785	204,785	
1999 CHAT Bond Debt Service Fund	43400	267,125	267,125	
2002A CHAT Bond Debt Service Fund	54700	83,859	83,859	
1998A CHAT Bond Debt Service Fund	54800	142,073	142,073	
2002B WIPP Bond Debt Service Fund	75000	111,299	111,299	
GF Capital Outlay	93100	188,094	188,094	
1998A WIPP Bond Debt Service Fund	97200	14,559	14,559	
Total Restricted				<u>\$ 231,156,834</u>

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Individual Bank Accounts

	SHARE Account Number	Bank Balance	Book Balance	Book Total
Managed by NMFA:				
Bank of Albuquerque, trustee account				
State Road Fund	20100	\$ 65,032	\$ 65,032	
2004A GRIP Bond Debt Service Fund	10080	1,085,041	1,085,041	
2004B GRIP Bond Debt Service Fund	10090	33,607,671	33,607,671	
2006A GRIP Bond Project Fund	10210	162,255	162,255	
2006A GRIP Bond Debt Service Fund	10220	1,683,172	1,683,172	
2006B GRIP Bond Project Fund	10230	10,384	10,384	
2006B GRIP Bond Debt Service Fund	10240	662,981	662,981	
2006C GRIP Bond Project Fund	10250	179,118	179,118	
2008A GRIP Bond Debt Service Fund	10410	8,615,188	8,615,188	
2008B GRIP Bond Debt Service Fund	10420	23,730,932	23,730,932	
2008C GRIP Bond Debt Service Fund	10430	4,366,472	4,366,472	
2008D GRIP Bond Debt Service Fund	10440	1,874,928	1,874,928	
2010A Bond Project Fund	10450	44,760,160	44,760,160	
2009A Bond Debt Service Fund	11130	49,143	49,143	
2010A/LOC Bond Debt Service Fund	11140	41,501	41,501	
2010B GRIP Bond Debt Service Fund	20450	202,746	202,746	
2012A Refunding Revenue Bond Debt Service Fund	30850	65,348	65,348	
				121,162,072
Total Managed by NMFA				\$ 121,162,072

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Pledged State Revenues

As of June 30, 2013

Pledged State Revenues

Pledged User & Fuel Taxes

Gasoline Excise	\$ 111,795,357
Motor Vehicle Registrations	74,135,116
Special Fuel	92,549,347
Vehicle Transaction	4,863,654
Drivers License	3,628,082
Trip (Mileage) Tax	5,044,948
Tire recycling fees	1,806,822
Weight/Distance Tax	78,293,968

Total pledged user & fuel taxes 372,117,294

Other Pledged Revenue

Road fund interest income	240,118
HIF interest income	25,360
Leased Vehicles gross receipts tax	5,214,495
PRC fees	3,212,890

Total other pledged revenue 8,692,863

Total Pledged State Revenues \$ 380,810,157

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Debt Service and Coverage

As of June 30, 2013

	2002C-HIF (SHARE 36300)	2002D-CHAT (SHARE 18700)	2004A-GRIP (SHARE 10080)	2004B-GRIP (SHARE 10090)	2006A-GRIP (SHARE 10220)
Gasoline Excise Taxes	\$ 7,985,382	\$ 7,985,382	\$ 7,985,382	\$ 7,985,382	\$ 7,985,382
Motor Vehicle Registration Fees	5,295,366	5,295,366	5,295,366	5,295,366	5,295,366
Special Fuel Excise Taxes	6,610,667	6,610,667	6,610,667	6,610,667	6,610,667
Vehicle Transaction Fees	347,403	347,403	347,404	347,404	347,404
Driver's License Fees	259,148	259,148	259,148	259,148	259,149
Oversize/Oversight Permit Fees	343,193	343,193	343,193	343,193	343,193
Public Regulation Commission Fees	229,493	229,493	229,492	229,492	229,492
Trip (Mileage) Tax	360,354	360,354	360,354	360,354	360,354
Weight/Distance Taxes	5,249,232	5,249,232	5,249,232	5,249,233	5,249,233
Leased Vehicle Gross Receipts Taxes	401,115	-	401,115	401,115	401,115
Tire Recycling Fees	138,986	-	138,987	138,987	138,987
FHWA Revenues	-	-	34,397,956	34,397,955	34,397,955
	<u>27,220,339</u>	<u>26,680,238</u>	<u>61,618,296</u>	<u>61,618,296</u>	<u>61,618,297</u>
Interest on Cash Balances*	19,102	17,152	19,102	19,102	19,102
Total Pledged Revenues					
Received	<u>\$ 27,239,441</u>	<u>\$ 26,697,390</u>	<u>\$ 61,637,398</u>	<u>\$ 61,637,398</u>	<u>\$ 61,637,399</u>

	2002C-HIF	2002D-CHAT	2004A-GRIP	2004B-GRIP	2006A-GRIP
Debt Service Principal Expenditures	\$ 2,749,091	\$ 859,091	\$ -	\$ 34,120,000	\$ 195,000
Debt Service Interest Expenditures	148,090	30,713	8,424,804	3,186,800	5,813,298
Total Debt Service	<u>\$ 2,897,181</u>	<u>\$ 889,804</u>	<u>\$ 8,424,804</u>	<u>\$ 37,306,800</u>	<u>\$ 6,008,298</u>
Debt Service Coverage	9.40%	30.00%	7.32%	1.65%	10.26%

*NOTE: In addition to state road fund revenues, pledged revenues on the 2002C HIF and 2004A GRIP include interest earned in the HIF fund.

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Debt Service and Coverage

2006B-GRIP	2008A-GRIP	2008B-GRIP	2008C-GRIP	2008D-GRIP
(SHARE 10240)	(SHARE 10410)	(SHARE 10420)	(SHARE 10430)	(SHARE 10440)
\$ 7,985,383	\$ 7,985,383	\$ 7,985,383	\$ 7,985,383	\$ 7,985,383
5,295,366	5,295,365	5,295,365	5,295,365	5,295,365
6,610,668	6,610,668	6,610,668	6,610,668	6,610,668
347,404	347,404	347,404	347,404	347,404
259,149	259,149	259,149	259,149	259,149
343,193	343,193	343,194	343,194	343,194
229,492	229,492	229,492	229,492	229,492
360,354	360,353	360,353	360,353	360,353
5,249,233	5,249,233	5,249,233	5,249,233	5,249,233
401,115	401,115	401,115	401,115	401,115
138,987	138,986	138,986	138,986	138,986
34,397,955	34,397,955	34,397,955	34,397,955	34,397,955
61,618,299	61,618,296	61,618,297	61,618,297	61,618,297
19,102	19,102	19,102	19,102	19,102
\$ 61,637,401	\$ 61,637,398	\$ 61,637,399	\$ 61,637,399	\$ 61,637,399

2006B-GRIP	2008A-GRIP	2008B-GRIP	2008C-GRIP	2008D-GRIP
\$ 1,270,000	\$ -	\$ -	\$ -	\$ -
1,237,288	5,276,384	12,455,765	4,059,314	94,570
\$ 2,507,288	\$ 5,276,384	\$ 12,455,765	\$ 4,059,314	\$ 94,570
24.58%	11.68%	4.95%	15.18%	651.76%

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Debt Service and Coverage

As of June 30, 2013

	2009A Refunding (SHARE 11130)	2010A-GRIP (SHARE 11140)	2010B-GRIP (SHARE 20450)	2012 Refunding (SHARE 30850)	TOTAL
Gasoline Excise Taxes	\$ 7,985,383	\$ 7,985,383	\$ 7,985,383	\$ 7,985,383	\$ 111,795,357
Motor Vehicle Registration Fees	5,295,365	5,295,365	5,295,365	5,295,365	74,135,116
Special Fuel Excise Taxes	6,610,668	6,610,668	6,610,668	6,610,668	92,549,347
Vehicle Transaction Fees	347,404	347,404	347,404	347,404	4,863,654
Driver's License Fees	259,149	259,149	259,149	259,149	3,628,082
Oversize/Oversight Permit Fees	343,194	343,194	343,194	343,194	4,804,709
Public Regulation Commission Fees	229,492	229,492	229,492	229,492	3,212,890
Trip (Mileage) Tax	360,353	360,353	360,353	360,353	5,044,948
Weight/Distance Taxes	5,249,233	5,249,233	5,249,233	5,249,233	73,489,259
Leased Vehicle Gross Receipts Taxes	401,115	401,115	401,115	401,115	5,214,495
Tire Recycling Fees	138,986	138,986	138,986	138,986	1,806,822
FHWA Revenues	34,397,955	34,397,955	34,397,955	34,397,955	412,775,461
Subtotal	61,618,297	61,618,297	61,618,297	61,618,297	793,320,140
Interest on Cash Balances*	19,102	19,102	19,102	19,102	265,478
Total Pledged Revenues					
Received	\$ 61,637,399	\$ 61,637,399	\$ 61,637,399	\$ 61,637,399	\$ 793,585,618

	2009A Refunding	2010A-GRIP	2010B-GRIP	2010B-GRIP	
Debt Service Principal Expenditures	23,190,000	23,120,000	-	2,945,000	\$ 88,448,182
Debt Service Interest Expenditures	2,253,900	7,382,700	22,067,500	4,130,262	76,561,388
Total Debt Service	\$ 25,443,900	\$ 30,502,700	\$ 22,067,500	\$ 7,075,262	\$ 165,009,570
Debt Service Coverage	2.42%	2.02%	2.79%	8.71%	4.81%

*NOTE: In addition to state road fund revenues, pledged revenues on the 2002C HIF and 2004A GRIP include interest earned in the HIF fund.

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

The State Legislature and the State Highway Commission have approved certain agreements between the Department and various counties, municipalities and other agencies to construct or improve public highways, school grounds, parking areas, and for the purpose of litter control. The Department's funding responsibility varies from zero to 100%. When related to Public Transportation Services, the Department's funding responsibility is 50% operating and 80% capital. None of these cooperative and joint powers agreements have created legally separate organizations that need to be included as component units or joint ventures in the Department's financial statements.

Contract Number	Contractor	Description	Expended in 2013
J00131	City of Albuquerque	Provide for a bicycle/pedestrian safety program and ensure elements of the program are in compliance with State and Federal Regulations.	\$ 56,369
J00671	City of Albuquerque	Bicycle Travel Demand Management Program	218,666
J00778	Office of Cultural Affairs	The Department and HPD-ARMS will develop and maintain a comprehensive inventory of cultural properties within the State of New Mexico.	25,000
J00769	Navajo Nation	Plan, design and construct a public access road for the Mariano Lake Chapter of the Navajo Nation in McKinley county.	100,000
J00775	Pueblo of Zuni	Gallup Cut-Off Bridge widening (184 feet) Z-4(3)1, 2&4 (ARRA).	199,960
J00782	Office of Cultural Affairs	Provide a Consultant Design Program to assist the State Historic Preservation Officer in the review of NMDOT Cultural Resources documentation.	100,000

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Date of Agreement		Total Estimated Amt of Project	Portion Applicable To Agency	Party Responsible for Operations	Audit Responsibility	Fiscal Agent (if applicable)	Agency Where Revenues/Expenditures are Reported
Beginning	Ending						
5/4/1995	9/30/2014	\$ 466,666	75%	Contractor		Department	Department
8/6/2001	9/30/2014	2,723,469	85%	Contractor		Department	Department
11/19/2009	6/30/2013	75,000	75%	Contractor		Department	Department
5/15/2009	6/30/2013	736,582	100%	Contractor		Department	Department
9/10/2009	6/30/2012	736,582	100%	Contractor		Department	Department
1/28/2010	12/31/2012	225,000	100%	Contractor		Department	Department

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Contract	Expended		
Number	in 2013		
Contractor	Description		
M00009	Highway & Transportation Dept	Equipment Waiver Program	\$ 254,487
M00369	Mid-Region Council Of Governments	1(41) CN7692	42,381
M00468A	Mid-Region Council Of Governments	Facility & Maintenance Of Tmc-	59,900
M00532	Las Cruces, City Of	125, CNLC115, MP115	49,955
M00616	Mid-Region Council Of Governments	Commuter Rail-Abq/Sf Corridor	2,165,094
M00716	Department Of Cultural Affairs	Van Of Enchantment	109,039
M00734	New Mexico Institute Of Mining & Tech	Flh-Hpp-7553(7) CN L1017	210,270
M00751	Albuquerque Metropolitan Arroyo Flood	Embudo Arroyo Maintenance	150,000
M00775	Las Cruces Public Schools	Safe Routes To School	3,618
M00837	North Central Regional Transit District	Funding For Transit Facility	16,276
M00841	Cimarron, Village Of	Srsf-7700(152) CN W400010	155
M00854	Rio Rancho Public Schools	Srsf-7700(163) CN A300092	2,119
M00857	Albuquerque Public Schools	Srsf-7700(162) CN A300091	5,820
M00869	Clovis, City Of	Public Transportation Svcs	144,609
M00881	Zuni Entrepreneurial Ent Inc	Public Transportation Svcs	16,932
M00885	Riometro Regional Transit District	Public Transportation Svcs	129,005
M00887	Laguna, Pueblo Of	Public Transportation Svcs	31,824
M00895	Taos, Town Of	Public Transportation Svcs	53,681
M00899	Ruidoso Downs, City Of	Public Transportation Svcs	16,650
M00900	Albuquerque, City Of	Construction Management	200,000
M00901	North Central Regional Transit District	Public Transportation Svcs	20,569
M00940	Riometro Regional Transit District	Commuter Rail Service	4,336,091
M00948	Museum Of Indian Arts/Culture	Tpe-7649(5) CN 7834	4,681
M00956	Tw Telecom	Rail Runner Network Maintenanc	22,604
M00958	Good Shepherd Lutheran Church	Use Of Parking Lot	500
M00960	New Mexico Passenger Transportation Assc	Statewide Transit Conference	21,257
M00961	Zia Therapy Ctr Inc	Public Transportation Svcs	6,833
M00966	South Central Council Of Governments	Public Transportation Svcs	1,479
M00967	North Central Regional Transit District	Public Transportation Svc	50,061
M00968	Ben Archer Health Center	Public Transportation Svc	42,412
M00969	Carlsbad, City Of	Public Transportation Svc	8,975
M00970	Riometro Regional Transit District	Public Transportation Svc	67,414
M00971	Milan, Village Of	Public Transportation Svc	9,365
M00972	Nm Municipal League	Nm State Aviation Conference	1,231
M00974	Los Alamos, County Of	Public Transportation Svc	48,214
M00975	Us Geological Survey	Investigation /Analysis Floods	69,456

See Report of Independent Auditors

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Date of Agreement		Total Estimated	Portion	Party	Audit	Fiscal Agent	Agency Where
Beginning	Ending	Amt of Project	To Agency	Responsible for Operations	Responsibility	(if applicable)	Revenues/Expenditures are Reported
5/15/1998	9/30/2015	\$ 3,255,430	100%	Contractor	Department		Department
7/21/2004	12/31/2010	8,973,166	80%	Contractor	Department		Department
7/17/2008	12/31/2015	1,062,760	100%	Contractor	Department		Department
1/11/2006	12/31/2010	1,267,323	85%	Contractor	Department		Department
8/31/2006	12/31/2012	128,457,158	100%	Contractor	Department		Department
8/24/2007	9/30/2011	885,240	100%	Contractor	Department		Department
11/28/2007	12/31/2013	2,969,741	80%	Contractor	Department		Department
5/21/2008	11/30/2013	720,000	75%	Contractor	Department		Department
7/16/2008	12/30/2010	15,000	100%	Contractor	Department		Department
4/20/2009	9/30/2011	74,800	80%	Contractor	Department		Department
7/1/2009	6/30/2012	15,000	100%	Contractor	Department		Department
7/2/2009	6/30/2011	15,000	100%	Contractor	Department		Department
7/3/2009	6/30/2011	15,000	100%	Contractor	Department		Department
7/17/2009	6/30/2011	399,848	80%/50%	Contractor	Department		Department
7/17/2009	12/31/2010	160,044	80%/50%	Contractor	Department		Department
7/17/2009	8/31/2011	623,081	80%/50%	Contractor	Department		Department
7/17/2009	6/30/2011	116,250	80%/50%	Contractor	Department		Department
7/29/2009	3/31/2011	507,500	80%/50%	Contractor	Department		Department
7/29/2009	3/31/2011	148,923	80%/50%	Contractor	Department		Department
10/1/2009	9/30/2010	200,000	100%	Contractor	Department		Department
8/15/2009	8/31/2011	2,000,000	80%/50%	Contractor	Department		Department
10/20/2009	10/20/2019	16,440,000	100%	Contractor	Department		Department
12/23/2009	9/30/2013	323,000	67%	Contractor	Department		Department
1/13/2010	1/13/2014	71,300	100%	Contractor	Department		Department
7/1/2010	6/30/2011	9,000	100%	Contractor	Department		Department
6/25/2010	6/30/2011	108,000	100%	Contractor	Department		Department
6/25/2010	9/30/2011	24,750	80%/50%	Contractor	Department		Department
7/22/2010	6/30/2011	62,500	80%/50%	Contractor	Department		Department
7/30/2010	9/30/2011	175,744	80%/50%	Contractor	Department		Department
7/30/2010	9/30/2011	133,318	80%/50%	Contractor	Department		Department
7/30/2010	9/30/2011	39,610	80%/50%	Contractor	Department		Department
7/30/2010	9/30/2011	189,831	80%/50%	Contractor	Department		Department
7/30/2010	9/30/2011	43,750	80%/50%	Contractor	Department		Department
6/16/2010	6/30/2013	1,231	100%	Contractor	Department		Department
8/9/2010	9/30/2011	185,969	80%/50%	Contractor	Department		Department
10/1/2010	9/30/2011	138,912	50%	Contractor	Department		Department

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Contract Number	Contractor	Description	Expended in 2013
M00978	National Atomic Museum Foundation	CN A300490 Multi-Use Path	\$ 99,891
M00979	Albuquerque, City Of	Ridesharing/Transportation	790,700
M00980	Las Cruces, City Of	Ridesharing/Transportation	138
M00981	North Central Regional Transit District	Public Transportation Svcs	509,152
M00982	Zia Therapy Ctr Inc	Public Transportation Svcs	135,943
M00983	Golden Spread Rural Frontier	Public Transportation Svcs	30,819
M00984	Roswell, City Of	Public Transportation Svcs	217,501
M00985	Las Vegas, City Of	Public Transportation Svcs	52,790
M00987	Southwest Regional Transit District	Public Transportation Svcs	167,594
M00988	Portales, City Of	Public Transportation Svcs	53,549
M00989	Red River, Town Of	Public Transportation Svcs	31,405
M00992	Milan, Village Of	Public Transportation Svcs	48,182
M00996	Adelante Development Center	Public Transportation Svcs	12,187
M00997	Riometro Regional Transit District	Public Transportation Svcs	334,448
M00998	Zia Therapy Ctr Inc	Public Transportation Svcs	27,375
M01000	Clovis, City Of	Public Transportation Svcs	208,177
M01001	Laguna, Pueblo Of	Public Transportation Svcs	21,665
M01008	Pay N Save Inc	Parking Lot Agreement	3,000
M01009	Carlsbad, City Of	Public Transportation Svcs	5,598
M01010	Carlsbad, City Of	Public Transportation Svcs	145,062
M01011	Ruidoso Downs, City Of	Public Transportation Svcs	72,427
M01012	Hobbs, City Of	Public Transportation Svcs	123,458
M01013	Socorro, City Of	Public Transportation Svcs	52,203
M01014	Nanizhoozhi Center Inc	Public Transportation Svcs	57,610
M01015	Taos, Town Of	Public Transportation Svcs	93,880
M01018	Zuni Entrepreneurial Ent Inc	Public Transportation Svcs	34,355
M01021	Los Alamos, County Of	Public Transportation Svcs	582,855
M01022	Los Alamos, County Of	Public Transportation Svcs	203,200
M01023	Los Alamos, County Of	Public Transportation Svcs	123,686
M01024	Navajo Nation	Public Transportation Svcs	151,681
M01027	The University Of New Mexico	Forecasting Services	2,468
M01028	Mid-Region Council Of Governments	Transportation Plans/Programs	1,353,829
M01029	Northwest New Mexico Council	Transportation Plans/Programs	65,160
M01030	Southwest Nm Cog	Transportation Plans/Programs	69,127
M01031	Southeastern Nm Economic Development Dis	Transportation Plans/Programs	64,183
M01032	El Paso, City Of	Transportation Plans/Programs	36,781

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Date of Agreement		Total Estimated	Portion	Party	Audit	Fiscal Agent	Agency Where
Beginning	Ending	Amt of Project	Applicable To Agency	Responsible for Operations	Responsibility	(if applicable)	Revenues/Expenditures are Reported
8/27/2010	9/30/2014	\$ 100,000	75%	Contractor	Department		Department
9/2/2010	6/30/2011	805,000	80%	Contractor	Department		Department
9/2/2010	6/30/2011	31,000	80%	Contractor	Department		Department
9/13/2010	9/30/2011	1,182,640	80%/50%	Contractor	Department		Department
9/13/2010	9/30/2011	498,432	80%/50%	Contractor	Department		Department
9/13/2010	9/30/2011	173,284	80%/50%	Contractor	Department		Department
9/15/2010	9/30/2011	687,025	80%/50%	Contractor	Department		Department
9/15/2010	9/30/2011	145,838	80%/50%	Contractor	Department		Department
9/16/2010	9/30/2011	630,823	80%/50%	Contractor	Department		Department
9/15/2010	9/30/2011	149,504	80%/50%	Contractor	Department		Department
9/15/2010	9/30/2011	93,922	80%/50%	Contractor	Department		Department
9/15/2010	9/30/2011	136,853	80%/50%	Contractor	Department		Department
9/16/2010	9/30/2011	33,043	80%/50%	Contractor	Department		Department
9/15/2010	12/31/2011	1,403,655	80%/50%	Contractor	Department		Department
9/15/2010	9/30/2011	40,492	80%/50%	Contractor	Department		Department
9/20/2010	9/30/2011	539,845	80%/50%	Contractor	Department		Department
9/23/2010	9/30/2011	96,516	80%/50%	Contractor	Department		Department
9/20/2010	8/31/2013	9,000	100%	Contractor	Department		Department
9/24/2010	9/30/2011	16,750	80%/50%	Contractor	Department		Department
9/25/2010	9/30/2011	388,296	80%/50%	Contractor	Department		Department
9/27/2010	9/30/2011	207,845	80%/50%	Contractor	Department		Department
9/27/2010	9/30/2011	318,647	80%/50%	Contractor	Department		Department
9/27/2010	9/30/2011	134,667	80%/50%	Contractor	Department		Department
9/27/2010	9/30/2011	266,891	80%/50%	Contractor	Department		Department
9/28/2010	9/30/2011	302,237	80%/50%	Contractor	Department		Department
9/30/2010	9/30/2011	181,378	80%/50%	Contractor	Department		Department
10/4/2010	9/30/2011	1,011,284	80%/50%	Contractor	Department		Department
10/5/2010	11/30/2011	203,200	80%/50%	Contractor	Department		Department
10/6/2010	11/30/2011	317,632	80%/50%	Contractor	Department		Department
10/12/2010	9/30/2011	641,969	80%/50%	Contractor	Department		Department
7/10/2010	6/30/2011	12,792	13%	Contractor	Department		Department
12/23/2010	6/30/2015	3,626,864	80%	Contractor	Department		Department
12/20/2010	6/30/2015	174,004	80%	Contractor	Department		Department
12/20/2010	6/30/2015	176,121	80%	Contractor	Department		Department
12/20/2010	6/30/2015	189,253	80%	Contractor	Department		Department
12/23/2010	6/30/2015	217,359	80%	Contractor	Department		Department

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Contract Number	Contractor	Description	Expended in 2013
M01033	Eastern Plains Council Of Governments	Transportation Plans/Programs	\$ 59,780
M01034	Farmington, City Of	Transportation Plans/Programs	194,891
M01035	North Central New Mexico Economic	Transportation Plans/Programs	81,515
M01036	North Central New Mexico Economic	Transportation Plans/Programs	81,042
M01037	Mid-Region Council Of Governments	Transportation Plans/Programs	62,182
M01038	Santa Fe, City Of	Transportation Plans/Program	240,050
M01039	Las Cruces, City Of	Transportation Plans/Programs	267,281
M01040	South Central Council Of Governments	Transportation Plans/Programs	67,962
M01043	Navajo Nation	Public Transportation Svcs	751,334
M01045	Corrales, Village Of	Safe Routes To School Phase Ii	16,189
M01046	Carlsbad, City Of	Safe Routes To Schools Phase 2	10,181
M01047	Santa Fe, City Of	Ridesharing Program	24,979
M01052	North Central Regional Transit District	Public Transportation Services	616,856
M01054	Portales, City Of	Public Transportation Services	40,800
M01057	Milan, Village Of	Public Transportation Services	63,783
M01060	Las Cruces Public Schools	Safe Routes To School	7,088
M01064	Los Alamos, County Of	Public Transportation Services	149,389
M01065	Alamogordo, City Of	Safe Routes To School Phase 2	1,786
M01066	Silver City Consolidated Schools	Safe Routes To Schools Phase 2	8,220
M01068	Regents Of New Mexico State University	5373 Cn 10450 Bins/Bgis Update	11,857
M01071	Good Shepherd Lutheran Church	Use Of Parking Lot Agreement	5,575
M01072	Carlsbad, City Of	Public Transportation Services	27,205
M01074	Socorro, City Of	Public Transportation Services	42,672
M01075	New Mexico Passenger Transportation Assc	Annual Transit Conference	56,031
M01077	Santa Fe, City Of	Promoting Ridesharing	43,121
M01080	Deming Public Schools	Safe Routes To School W100070	2,303
M01082	Farmington, City Of	Safe Routes To School W500011	9,067
M01085	Us Geological Survey	Investigation/Analysis Floods	64,468
M01090	Arca	Public Transportation Services	81,848
M01091	Las Cumbres Community Services Inc	Public Transportation Services	53,718
M01092	North Central Regional Transit District	Public Transportation Services	706,832
M01093	North Central Regional Transit District	Public Transportation Services	105,408
M01096	Golden Spread Rural Frontier	Public Transportation Services	79,343
M01097	Zia Therapy Ctr Inc	Public Transportation Services	9,610
M01098	Zia Therapy Ctr Inc	Public Transportation Services	305,876
M01100	Laguna, Pueblo Of	Public Transportation Services	30,842

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Date of Agreement		Total Estimated	Portion	Party	Audit	Fiscal Agent	Agency Where
Beginning	Ending	Amt of Project	Applicable To Agency	Responsible for Operations	Responsibility	(if applicable)	Revenues/Expenditures are Reported
12/23/2010	6/30/2015	\$ 174,004	80%	Contractor	Department		Department
12/23/2010	6/30/2015	759,709	80%	Contractor	Department		Department
12/21/2010	6/30/2015	174,331	80%	Contractor	Department		Department
12/20/2010	6/30/2015	188,805	80%	Contractor	Department		Department
1/20/2010	6/30/2015	750,471	80%	Contractor	Department		Department
12/20/2010	6/30/2015	1,370,441	80%	Contractor	Department		Department
1/20/2010	6/30/2015	1,346,233	80%	Contractor	Department		Department
12/23/2010	6/30/2015	174,004	80%	Contractor	Department		Department
2/14/2011	8/31/2011	767,500	80%/50%	Contractor	Department		Department
3/15/2011	6/30/2013	25,000	100%	Contractor	Department		Department
3/25/2011	6/30/2013	38,277	100%	Contractor	Department		Department
3/25/2011	6/30/2011	67,653	80%	Contractor	Department		Department
4/20/2011	9/30/2012	632,000	80%/50%	Contractor	Department		Department
4/19/2011	9/30/2012	41,884	80%/50%	Contractor	Department		Department
4/19/2011	9/30/2012	64,000	80%/50%	Contractor	Department		Department
5/2/2011	6/30/2013	25,000	100%	Contractor	Department		Department
5/2/2011	12/31/2012	1,191,884	80%/50%	Contractor	Department		Department
5/3/2011	6/30/2013	25,000	100%	Contractor	Department		Department
5/20/2011	6/30/2013	25,000	100%	Contractor	Department		Department
5/27/2011	12/31/2012	23,446	100%	Contractor	Department		Department
7/1/2011	6/30/2012	9,000	100%	Contractor	Department		Department
6/15/2011	9/30/2012	28,800	80%/50%	Contractor	Department		Department
7/19/2011	8/31/2011	194,269	80%/50%	Contractor	Department		Department
7/27/2011	6/30/2012	96,050	100%	Contractor	Department		Department
8/2/2011	6/30/2012	71,773	80%	Contractor	Department		Department
8/26/2011	6/30/2013	25,000	100%	Contractor	Department		Department
8/26/2011	6/30/2013	25,000	100%	Contractor	Department		Department
10/1/2011	9/30/2012	128,935	50%	Contractor	Department		Department
9/20/2011	9/30/2012	106,520	80%/50%	Contractor	Department		Department
9/20/2011	9/30/2012	53,718	80%/50%	Contractor	Department		Department
9/28/2011	9/30/2012	1,151,040	80%/50%	Contractor	Department		Department
9/29/2011	9/30/2012	151,955	80%/50%	Contractor	Department		Department
9/29/2011	9/30/2012	102,482	80%/50%	Contractor	Department		Department
10/3/2011	9/30/2012	19,800	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	504,108	80%/50%	Contractor	Department		Department
9/30/2011	9/30/2012	92,116	80%/50%	Contractor	Department		Department

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements

Contract Number	Contractor	Description	Expended in 2013
M01104	Ruidoso Downs, City Of	Public Transportation Services	\$ 80,526
M01105	Las Vegas, City Of	Public Transportation Services	56,008
M01106	Milan, Village Of	Public Transportation Services	90,888
M01107	Adelante Development Center	Public Transportation Services	15,621
M01108	Milan, Village Of	Public Transportation Services	16,742
M01109	Zuni Entrepreneurial Ent Inc	Public Transportation Services	90,109
M01110	Los Alamos, County Of	Public Transportation Services	35,844
M01113	Socorro, City Of	Public Transportation Services	68,371
M01114	Ben Archer Health Center	Public Transportation Services	67,850
M01115	Portales, City Of	Public Transportation Services	57,768
M01116	Roswell, City Of	Public Transportation Services	489,199
M01117	Red River, Town Of	Public Transportation Services	55,973
M01118	Clovis, City Of	Public Transportation Services	345,000
M01119	Southwest Regional Transit District	Public Transportation Services	344,430
M01120	Southwest Regional Transit District	Public Transportation Services	24,809
M01122	Nanizhoozhi Center Inc	Public Transportation Services	92,684
M01124	Riometro Regional Transit District	Public Transportation Services	776,562
M01125	Riometro Regional Transit District	Public Transportation Services	118,453
M01126	Carlsbad, City Of	Public Transportation Services	195,651
M01127	Carlsbad, City Of	Public Transportation Services	28,099
M01128	Carlsbad, City Of	Public Transportation Services	11,121
M01129	Los Alamos, County Of	Public Transportation Services	178,270
M01130	Los Alamos, County Of	Public Transportation Services	668,741
M01131	Los Alamos, County Of	Public Transportation Services	178,099
M01133	Hobbs, City Of	Public Transportation Services	202,014
M01134	Taos, Town Of	Public Transportation Services	190,417
M01136	The University Of New Mexico	State & Regional Forecasting	12,525
M01138	Navajo Nation	Public Transportation Services	219,954
M01139	Albuquerque, City Of	Rideshare / Tdmp	695,075

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**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Supplemental Schedule of Joint Powers Agreements**

Date of Agreement		Total Estimated	Portion	Party	Audit	Fiscal Agent	Agency Where
Beginning	Ending	Amt of Project	Applicable To Agency	Responsible for Operations	Responsibility	(if applicable)	Revenues/Expenditures are Reported
10/4/2011	9/30/2012	\$ 179,785	80%/50%	Contractor	Department		Department
10/3/2011	9/30/2012	143,038	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	140,853	80%/50%	Contractor	Department		Department
10/3/2011	9/30/2012	35,132	80%/50%	Contractor	Department		Department
10/5/2011	9/30/2012	25,000	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	178,679	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	35,844	80%/50%	Contractor	Department		Department
10/5/2011	9/30/2012	104,967	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	110,878	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	85,486	80%/50%	Contractor	Department		Department
10/3/2011	9/30/2012	808,785	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	93,083	80%/50%	Contractor	Department		Department
10/7/2011	12/31/2012	559,845	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	572,718	80%/50%	Contractor	Department		Department
10/5/2011	9/30/2012	51,000	80%/50%	Contractor	Department		Department
10/4/2011	9/30/2012	198,811	80%/50%	Contractor	Department		Department
10/6/2011	9/30/2012	1,257,848	80%/50%	Contractor	Department		Department
10/7/2011	9/30/2012	188,305	80%/50%	Contractor	Department		Department
10/13/2011	9/30/2012	328,608	80%/50%	Contractor	Department		Department
10/14/2011	9/30/2012	35,679	80%/50%	Contractor	Department		Department
10/15/2011	9/30/2012	16,750	80%/50%	Contractor	Department		Department
10/14/2011	9/30/2012	192,856	80%/50%	Contractor	Department		Department
10/15/2011	9/30/2012	987,684	80%/50%	Contractor	Department		Department
10/16/2011	9/30/2012	291,288	80%/50%	Contractor	Department		Department
10/17/2011	9/30/2012	263,927	80%/50%	Contractor	Department		Department
10/31/2011	9/30/2012	333,987	80%/50%	Contractor	Department		Department
7/7/2011	7/9/2012	17,007	13%	Contractor	Department		Department
11/8/2011	9/30/2012	457,769	80%/50%	Contractor	Department		Department
2/21/2012	6/30/2012	1,008,022	80%	Contractor	Department		Department

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SINGLE AUDIT

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Schedule of Expenditures of Federal Awards

For the Year Ended June 30, 2013

Federal Agency/ Pass-Through Agency	Federal CFDA Number	Federal Participation Expenditures
Direct Assistance Programs:		
U.S. Department of Energy:		
Waste Isolation Pilot Plant 2004	81.106	11,197,644
Total U.S. Department of Energy		<u>11,197,644</u>
U.S. Department of Transportation:		
Federal Highway Administration		
Highway Planning and Construction:		
Highway Planning and Construction	20.205	412,775,461
Highway Planning and Construction - ARRA	20.205	10,230,658
Total Federal Highway Administration		<u>423,006,119</u>
National Highway Traffic Safety Administration (NHTSA):		
Highway Safety Cluster:		
State and Community Highway Safety	20.600	1,951,195
Alcohol Impaired Driving Countermeasures Incentive Grants I	20.601	1,166,619
Occupant Protection Incentive Grants	20.602	128,394
State Traffic Safety Information System Improvement Grants	20.610	511,120
Incentive Grant Program to Increase Motorcyclist Safety	20.612	81,204
Total Highway Safety Cluster		<u>3,838,532</u>
Minimum Penalties for Repeat Offenders for Driving While Intoxicated	20.608	6,116,118
NHTSA Discretionary Safety Grants	20.614	60,678
Total National Highway Traffic Safety Administration (NHTSA):		<u>10,015,328</u>
Federal Transit Administration (FTA):		
Federal Transit Cluster		
Federal Transit Capital Investment Grants	20.500	2,806,115
Transit Services Programs Cluster		
Capital Assistance Program for Elderly Persons and Persons with Disabilities	20.513	383,094
Job Access Reverse Commute Job Access	20.516	1,113,309
New Freedom Program	20.521	299,233
Transit Services Programs Cluster		<u>1,795,636</u>

The accompany notes are an integral part of this schedule.

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
Schedule of Expenditures of Federal Awards**

For the Year Ended June 30, 2013

Federal Agency/ Pass-Through Agency	Federal CFDA Number	Federal Participation Expenditures
U.S. Department of Transportation (continued):		
Federal Transit Administration (FTA) (continued):		
Federal Transit Metropolitan Planning Grants	20.505	330,763
Formula Grants for Other Than Urbanized Areas	20.509	8,431,822
Total Federal Transit Administration		13,364,336
Total U.S. Department of Transportation		446,385,783
Total Federal Financial Assistance	\$	457,583,427

The accompany notes are an integral part of this schedule.

Note 1 - Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal grant activity of the New Mexico Department of Transportation (Department) under programs of the federal government for the year ended June 30, 2013. The information in this Schedule is presented in accordance with the requirements of the Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Governments and Non-Profit Organizations*. Because the Schedule presents only a selected portion of the operations of the Department, it is not intended to and does not present the financial position or changes in net position of the Department.

Note 2 - Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in OMB Circular A-87, *Cost Principles for State, Local and Indian Tribal Governments*, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Pass-through entity identifying numbers are presented where available.

Federal grant revenues collected in advance of the period they are intended to finance expenditures are recorded as deferred revenues, except for the amounts for the State Infrastructure Bank, which are recorded as contributions when they are received. The Department did not receive non-cash assistance from federal sources during the current year.

Note 3 - Reconciliation of Federal Awards

Statement of Revenues, Expenditures and

Changes in Fund Balances:

U.S. Department of Transportation	\$	441,549,561
U.S. Department of Energy		11,197,644
Deferred U.S. Department of Transportation (2013)		<u>4,836,222</u>

Supplemental Schedule of Expenditures,
of Federal Awards

\$ 457,583,427

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes To Schedule of Expenditures of Federal Awards

Note 4 - Subrecipients of Grant Awards

National Highway Traffic Safety Administration (NHTSA):

CFDA	Program Name	Sub Recipient Name	Amount
20.600	State and Community Highway Safety		
		Albuquerque, City Of	\$ 68,717
		Artesia, City of	2,950
		Aztec, City Of	1,534
		Bayard, City Of	1,785
		Belen, City Of	2,586
		Bernalillo, County Of	17,125
		Bernalillo, Town Of	4,970
		Bosque Farms, Village Of	1,998
		Capitan, Village Of	2,793
		Carlsbad, City Of	4,612
		Clayton, Town Of	1,492
		Cloudcroft, Village of	286
		Clovis, City Of	4,508
		Eddy County	9,396
		Espanola, City Of	1,148
		Farmington, City Of	15,848
		Gallup, City Of	5,279
		Grant County Clerk	2,985
		Grants, City Of	148
		Hidalgo County	7,383
		Rio Rancho, City Of	22,500
		Roosevelt, County Of	5,073
		Total CFDA 20.600	185,114
20.601	Alcohol Impaired Driving Countermeasures Incentive Grants I		
		Albuquerque, City Of	\$ 253,111
		Bayard, City Of	1,504
		Clovis, City Of	22,683
		Eddy County	72,850
		Espanola, City Of	428
		Farmington, City Of	18,042
		Guadalupe County	395
		Hope, Village Of	3,405
		McKinley, County Of	26,599
		San Juan, County Of	2,733
		Socorro, City Of	6,057
		Torrance County	618
		Truth Or Consequences, City Of	5,883
		Total CFDA 20.601	414,309

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes To Schedule of Expenditures of Federal Awards

Note 4 - Subrecipients of Grant Awards (continued)

National Highway Traffic Safety Administration (NHTSA) (continued):

CFDA	Program Name	Sub Recipient Name	Amount
20.608	#REF!		
		Alamogordo, City Of	\$ 19,610
		Albuquerque, City Of	307,009
		Angel Fire, Village Of	1,716
		Artesia, City Of	4,393
		Aztec, City Of	8,630
		Bayard, City Of	11,916
		Belen, City Of	9,709
		Bernalillo, County Of	161,191
		Bernalillo, Town Of	16,923
		Bloomfield, City Of	27,346
		Bosque Farms, Village Of	15,325
		Capitan, Village Of	16,623
		Carlsbad, City Of	11,723
		Carrizozo, Town Of	3,567
		Chaves County	13,383
		Cibola County, Treasurer Of	1,052
		Cimarron, Village Of	3,698
		Clayton, Town Of	4,999
		Cloudcroft, Village Of	680
		Clovis, City Of	12,159
		Colfax County	3,395
		Corrales, Village Of	5,592
		Cuba, Village Of	5,511
		Edgewood, Town Of	1,837
		Espanola, City Of	1,710
		Estancia, Town Of	3,477
		Farmington, City Of	248,749
		Gallup, City Of	43,941

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes To Schedule of Expenditures of Federal Awards

Note 4 - Subrecipients of Grant Awards (continued)

National Highway Traffic Safety Administration (NHTSA) (continued):

CFDA	Program Name	Sub Recipient Name	Amount
20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated (continued)		
		Grant County Clerk	\$ 17,563
		Grants, City Of	6,173
		Guadalupe County	1,828
		Hidalgo County	7,354
		Hobbs, City Of	14,085
		Hope, Village Of	2,604
		Hurley, Town Of	5,178
		Jemez Springs, Village Of	612
		Jemez, Pueblo Of	3,443
		Jicarilla Apache Nation	520
		Las Cruces, City Of	96,496
		Las Vegas, City Of	14,539
		Lordsburg, City Of	4,176
		Los Alamos, County Of	7,468
		Los Lunas, Village Of	22,120
		Lovington, City Of	3,971
		Luna County (Sheriffs Dept)	17,819
		Mckinley, County Of	565,767
		Moriarity, City Of	7,341
		Ohkay Owingeh	12,620
		Otero County	4,659
		Picuris, Pueblo Of	1,370
		Portales, City Of	3,877
		Pueblo Of Isleta	19,136
		Pueblo Of Nambe	1,384
		Pueblo of Pojoaque	3,078
		Raton, City Of	13,408
		Red River, Town Of	19,674
		Rio Arriba, County Of	199,881
		Rio Rancho, City Of	380,426
		Roosevelt, County Of	6,432
		Ruidoso Downs, City Of	1,817
		Ruidoso, Village Of	2,610
		San Ildefonso, Pueblo De	2,223
		San Juan, County Of	27,625
		San Miguel County	5,176

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes To Schedule of Expenditures of Federal Awards

Note 4 - Subrecipients of Grant Awards (continued)

National Highway Traffic Safety Administration (NHTSA) (continued):

CFDA	Program Name	Sub Recipient Name	Amount
20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated (continued)		
		Sandia, Pueblo Of	\$ 1,281
		Sandoval, County Of	9,233
		Santa Ana Pueblo	5,758
		Santa Clara Pueblo	1,836
		Santa Clara, Village Of	4,085
		Santa Fe, City Of	169,539
		Santa Fe, County Of	37,716
		Santa Rosa, City Of	8,198
		Sierra County, Treasurer Of	588
		Silver City/Grant County	7,064
		Socorro County	11,692
		Socorro, City Of	7,424
		Springer, Town Of	1,806
		Sunland Park, Treasurer Of	14,309
		Taos, County Of	13,093
		Taos, Town Of	4,765
		Texico, City Of	3,095
		Torrance County	714
		Treasurer Of Loving	1,647
		Truth Or Consequences, City Of	2,066
		Tucumcari, City Of	421
		Tularosa Police Department	459
		Valencia, County Of	23,820
		Village Of Hatch	2,223
		Zuni, Pueblo Of	4,450
		Total CFDA 20.608	2,807,597
20.614	NHTSA Discretionary Safety Grants		
		Farmington, City Of	1,821
		Gallup, City Of	1,399
		Las Cruces, City Of	3,994
		Total CFDA 20.610	7,213
Total Sub-Recipient Funds passed through NHTSA			\$ 3,414,233

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes To Schedule of Expenditures of Federal Awards

Note 4 - Subrecipients of Grant Awards (continued)

Federal Transit Administration (FTA):

CFDA	Program Name	Sub Recipient Name	Amount
20.500	Federal Transit Capital Investment Grants		
		Carlsbad, City Of	\$ 42,511
		Clovis, City Of	154,836
		Golden Spread Rural Frontier	4,056
		Hobbs, City Of	225,542
		Laguna, Pueblo Of	88,472
		Los Alamos, County Of	694,229
		Navajo Nation	100,391
		North Central Regional Transit District	40,811
		OhKay Owingeh	4,140
		Portales, City Of	4,224
		Riometro Regional Transit District	503,760
		Roswell, City Of	184,529
		Socorro, City Of	80,469
		Southwest Regional Transit District	158,000
		Taos, Town Of	260,474
		Zia Therapy Ctr Inc	3,615
		Total CFDA 20.500	2,550,058
20.505	Federal Transit Metropolitan Planning Grants		
		El Paso, City Of	\$ 23,226
		Farmington, City Of	35,356
		Las Cruces, City Of	24,923
		Mid-Region Council Of Governments	221,773
		Santa Fe, City Of	25,485
		Total CFDA 20.505	330,763
20.509	Formula Grants for Other Than Urbanized Areas		
		Adelante Development Center	\$ 9,101
		Ben Archer Health Center	99,473
		Carlsbad, City Of	259,725
		Clovis, City Of	449,910
		El Paso, City Of	4,924
		Gallup Independent Co.	62
		Golden Spread Rural Frontier	97,025
		Hobbs, City Of	233,864
		Laguna, Pueblo Of	86,250
		Las Vegas, City Of	133,127
		Los Alamos, County Of	714,926
		Milan, Village Of	135,862
		Navajo Nation	318,587

NEW MEXICO DEPARTMENT OF TRANSPORTATION
Notes To Schedule of Expenditures of Federal Awards

Note 4 - Subrecipients of Grant Awards (continued)

Federal Transit Administration (FTA) (continued):

<u>CFDA</u>	<u>Program Name</u>	<u>Sub Recipient Name</u>	<u>Amount</u>
20.509	Formula Grants for Other Than Urbanized Areas (continued)		
		North Central Regional Transit District	\$ 1,145,992
		Ohkay Owingeh	134,033
		Portales, City Of	94,226
		Pueblo of Iselta	1,350
		Red River, Town Of	88,348
		Riometro Regional Transit District	1,014,824
		Roswell, City Of	596,899
		Ruidoso Downs, City Of	165,722
		Santa Fe, City Of	4,800
		Socorro, City Of	76,974
		Southwest Regional Transit District	597,991
		Taos, Town Of	286,615
		Zia Therapy Ctr Inc	433,431
		Zuni Entrepreneurial Ent Inc	11,166
		Total CFDA 20.509	7,195,206
20.513	Capital Assistance Program for Elderly Persons and Persons with Disabilities		
		Los Alamos, County Of	\$ 24,754
		Total CFDA 20.513	24,754
20.516	Job Access Reverse Commute Job Access		
		ARCA	\$ 130,824
		Ben Archer Health Center	32,833
		Carlsbad, City Of	37,639
		Los Alamos, County Of	253,946
		Milan, Village Of	16,402
		North Central Regional Transit District	208,762
		OhKay Owingeh	1,432
		Riometro Regional Transit District	206,442
		Southwest Regional Transit District	41,597
		Zia Therapy Ctr Inc	19,711
		Total CFDA 20.516	949,587
20.521	New Freedom Program		
		Carlsbad, City Of	\$ 15,556
		Hobbs, City Of	54,485
		Los Alamos, County Of	229,193
		Total CFDA 20.521	299,233
Total Sub-Recipient Funds passed through FTA			\$ 11,349,602

**REPORT OF INDEPENDENT AUDITORS ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, the aggregate remaining fund information and the budgetary comparisons of the major funds of the State of New Mexico Department of Transportation (Department) as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements, and the non-major governmental funds and the budgetary comparisons for the non-major funds presented as supplementary information, and have issued our report thereon dated December 13, 2013.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Department's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, we do not express an opinion on the effectiveness of the Department's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Department's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Mess Adams LLP

Albuquerque, New Mexico
December 13, 2013

**REPORT OF INDEPENDENT AUDITORS ON COMPLIANCE FOR THE
MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL CONTROL
OVER COMPLIANCE REQUIRED BY OMB CIRCULAR A-133**

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

Report on Compliance for the Major Federal Program

We have audited the State of New Mexico Department of Transportation's (Department) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on the Department's major federal program for the year ended June 30, 2013. The Department's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Department's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Department's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the Department's compliance.

Opinion on the Major Federal Program

In our opinion, the Department complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on the major federal program for the year ended June 30, 2013.

Mr. Tom Church, Cabinet Secretary, Designate
State of New Mexico Department of Transportation
and
Mr. Hector H. Balderas, New Mexico State Auditor
Santa Fe, New Mexico

Report on Internal Control Over Compliance

Management of the Department is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Department's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Department's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Mess Adams LLP

Albuquerque, New Mexico
December 13, 2013

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Summary of Auditors' Results**

For the Year Ended June 30, 2013

Summary of Auditors' Results

Financial Statements

Type of auditors' report issued

Unmodified

Internal Control over financial reporting:

Material weakness(es) identified?

Yes No

Significant deficiency(s) identified?

Yes None Reported

Non-compliance material to financials statements noted?

Yes No

Federal Awards

Internal Control over major programs:

Material weakness(es) identified?

Yes No

Significant deficiency(s) identified?

Yes None Reported

Type of auditors' report issued on compliance for major program:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of OMB Circular A-133

Yes None Reported

Identification of Major Program:

Name of Federal Program or Cluster

CFDA Number

Highway Planning and Construction

20.205

Highway Planning and Construction - ARRA

20.205

Dollar threshold used to distinguish between Types A and B programs

\$3,000,000

Auditee qualified as low-risk auditee?

Yes No

B. FINDINGS – FINANCIAL STATEMENT AUDIT

None

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Findings and Questioned Costs - Major Federal Award Programs Audit**

C. FINDINGS – FEDERAL AWARDS

None

B. Financial Statement Audit

- 07-07 Accounts Payable (Significant Deficiency) - Resolved
- 07-14 Over-Expended Appropriation Units (Non-Compliance in Accordance with the New Mexico State Audit Rule) - Resolved
- 12-01 Retainage Payable Reconciliation (Non-Compliance in Accordance with the New Mexico State Audit Rule) - Resolved
- 12-02 Notification to the Office of State Auditor of Violation of Criminal Statute (Non-Compliance in Accordance with the New Mexico State Audit Rule) - Resolved

C. Federal Awards

- 11-02 Untimely Reporting (Significant Deficiency & Non-Compliance) - Resolved

An exit conference was held with the Department on December 11, 2013. The conference was held at the Department's offices in Santa Fe, New Mexico. In attendance were:

STATE OF NEW MEXICO DEPARTMENT OF TRANSPORTATION

Tom J. Church, Cabinet Secretary, Designate
Ronald L. Schmeits, Commissioner
Larry L. Viarreal, Accounting Services Director
Bridgette Long, Accounting Services Deputy Director
Anthony Lujan, Deputy Secretary
Julie Atencio, Acting Inspector General

MOSS ADAMS LLP

Scott Eliason, Partner
Jason Galloway, Assurance Senior Manager
Sandy Schwank, Assurance Manager
Ashley Bierner, Assurance Senior

PREPARATION OF FINANCIAL STATEMENTS

The financial statements presented in this report have been prepared by the Department with assistance from Moss Adams LLP and are the responsibility of management.