

New Mexico Transportation by the Numbers

MEETING THE STATE'S NEED FOR
SAFE AND EFFICIENT MOBILITY



JANUARY 2018



Founded in 1971, [TRIP](http://TRIPNET.ORG)® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

NEW MEXICO KEY TRANSPORTATION FACTS

THE HIDDEN COSTS OF DEFICIENT ROADS

Driving on New Mexico roads that are deteriorated, congested or that lack some desirable safety features costs New Mexico drivers a total of \$2.4 billion each year. TRIP has calculated the cost to the average motorist in the state's largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel due to congestion and the financial cost of traffic crashes. Vehicle miles of travel on New Mexico's roads and highways increased by 11 percent in the last three years – 2013 to 2016.

Location	VOC	Safety	Congestion	TOTAL
Albuquerque	\$728	\$340	\$972	\$2,040
Las Cruces	\$642	\$282	\$241	\$1,165
Santa Fe	\$653	\$379	\$479	\$1,511
NEW MEXICO STATEWIDE	\$950 Million	\$754 Million	\$690 Million	\$2.4 Billion

NEW MEXICO TRANSPORTATION FUNDING

The New Mexico Department of Transportation (NMDOT) projects a funding shortfall of more than half a billion dollars in FY2018 between the amount available for needed construction and maintenance on the state's roads and bridges and the amount that is needed. NMDOT has detailed nearly \$2 billion in needed transportation projects throughout the state that are stalled because of a lack of funding. A full list of projects and the funding needed to complete them is included in the report.

NMDOT Fiscal Year 2018 Approved Operating Budget Compared to Estimated Need			
Grand Total - Construction & Maintenance	\$ 383,750,766 Budgeted	\$ 889,823,541 Needed	\$ 506,072,775 Shortfall

NEW MEXICO ROADS PROVIDE A ROUGH RIDE

Due to inadequate state and local funding, nearly half of the miles of major roads and highways in New Mexico are in poor or mediocre condition. In the state's largest urban areas, approximately one of every two miles of major roads are in poor or mediocre condition.

Location	Poor	Mediocre	Fair	Good
Albuquerque	31%	23%	13%	34%
Las Cruces	25%	21%	18%	35%
Santa Fe	20%	39%	14%	26%
NEW MEXICO STATEWIDE	27%	20%	12%	41%

NEW MEXICO BRIDGE CONDITIONS

Six percent of New Mexico's bridges (221 of 3,793 bridges) are structurally deficient, meaning there is significant deterioration of the bridge deck, supports or other major components. Structurally deficient bridges are often restricted to carrying lighter-weight vehicles or closed to traffic. A significant number of New Mexico's bridges have surpassed or are approaching 50 years old, which is typically the intended design life for bridges of that age.

NEW MEXICO ROADS ARE INCREASINGLY CONGESTED

Congested roads choke commuting and commerce and cost New Mexico drivers \$690 million each year in the form of lost time and wasted fuel. Drivers in the Albuquerque urban area lose nearly \$1,000 dollars and nearly one full working week each year in congestion.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Albuquerque	39	\$972
Las Cruces	9	\$241
Santa Fe	21	\$479

NEW MEXICO TRAFFIC SAFETY AND FATALITIES

Nearly 1,800 people were killed in traffic crashes in New Mexico in the last five years. Traffic crashes in which roadway features were likely a contributing factor imposed \$754 million in economic costs in 2016.

Location	Average Fatalities 2014-2016	Safety Cost
Albuquerque	78	\$340
Las Cruces	20	\$282
Santa Fe	19	\$379
NEW MEXICO STATEWIDE	361	\$754 Million

TRANSPORTATION AND ECONOMIC DEVELOPMENT

The health and future growth of New Mexico's economy is riding on its transportation system. Each year, \$109 billion in goods are shipped to and from New Mexico, mostly by truck. Each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs, and reduced emissions as a result of improved traffic flow.

INTRODUCTION

New Mexico's roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing New Mexico's transportation system is critical to quality of life and economic competitiveness in the Land of Enchantment. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect economic competitiveness and quality of life in New Mexico.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, New Mexico will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to New Mexico's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use and safety of New Mexico's roads, highways and bridges and the future mobility needs of the state. Sources of information for this report include the New Mexico Department of Transportation (NMDOT), the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Texas Transportation Institute (TTI), and the National Highway Traffic Safety Administration (NHTSA).

POPULATION, TRAVEL AND ECONOMIC TRENDS IN NEW MEXICO

New Mexico motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it will be critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

New Mexico's population grew to approximately 2.1 million residents in 2016, a 14 percent increase since 2000.¹ New Mexico had approximately 1.5 million licensed drivers in 2016.² From 2000 to 2016, New Mexico's gross domestic product (GDP), a measure of the state's economic output,

increased by 26 percent, when adjusted for inflation.³ U.S. GDP increased 30 percent during this period.⁴

From 2000 to 2016, annual VMT in New Mexico increased by 23 percent, from 22.8 billion miles traveled annually to 27.9 billion miles traveled annually.⁵ Vehicle travel in New Mexico increased 11 percent in the last three years (2013-2016).⁶

CONDITION OF NEW MEXICO ROADS

The life cycle of New Mexico's roads is greatly affected by the state and local governments' ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the New Mexico Department of Transportation (NMDOT) on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by FHWA to insure that the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, nearly one-half of New Mexico's major roads are in poor or mediocre condition. Twenty-seven percent of New Mexico's major locally and state-maintained roads are in poor condition and 20 percent are in mediocre condition.⁷ Twelve percent are in fair condition and the remaining 41 percent are in good condition.⁸

Twenty-four percent of New Mexico's major locally and state-maintained urban roads and highways have pavements rated in poor condition and ten percent are in mediocre condition.⁹ Nine percent of New Mexico's major urban roads are rated in fair condition and the remaining 57 percent are rated in good condition.¹⁰

Twenty-eight percent of New Mexico's major locally and state-maintained rural roads and highways have pavements rated in poor condition and 25 percent are in mediocre condition.¹¹

Thirteen percent of New Mexico’s major rural roads are rated in fair condition and the remaining 34 percent are rated in good condition.¹²

The chart below details pavement conditions on major urban roads in the state’s largest urban areas and statewide.¹³

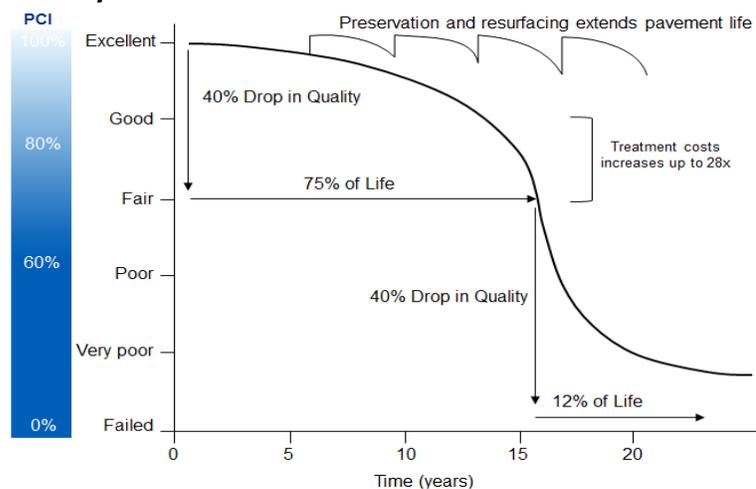
Chart 1. Pavement conditions on major roads in New Mexico’s largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Albuquerque	31%	23%	13%	34%
Las Cruces	25%	21%	18%	35%
Santa Fe	20%	39%	14%	26%
NEW MEXICO STATEWIDE	27%	20%	12%	41%

Source: TRIP analysis of Federal Highway Administration data.

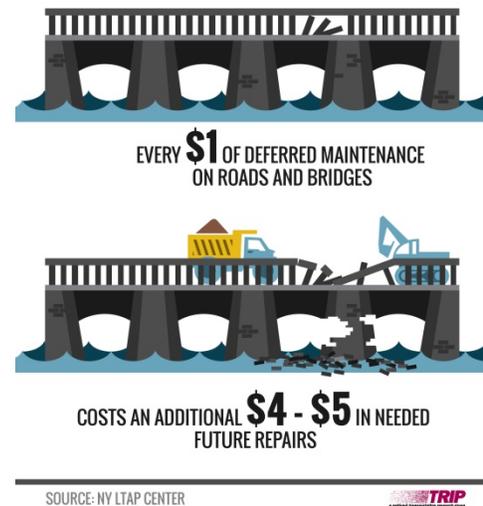
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road’s foundation. Road surfaces at intersections are even more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.¹⁴ As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 2. Pavement Condition Cycle Time with Treatment and Cost



Source: North Carolina Department of Transportation (2016). 2016 Maintenance Operations and Performance Analysis Report

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A [report on maintaining pavements](#) found that every \$1 of deferred maintenance on roads and bridges costs an additional \$4 to \$5 in needed future repairs.¹⁵



THE COSTS TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional -vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by New Mexico motorists as a result of deteriorated road conditions is \$950 million annually, or an average of \$624 per driver.¹⁶ The chart below details additional VOC per motorist in the state’s largest urban areas.

Chart 3. Vehicle operating costs per motorist as a result of driving on deteriorated roads.

Location	VOC
Albuquerque	\$728
Las Cruces	\$642
Santa Fe	\$653
NEW MEXICO STATEWIDE	\$950 Million

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle

operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.¹⁷

The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP's additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on AAA's 2017 VOC and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.¹⁸ Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored in to TRIP's vehicle operating cost methodology.

BRIDGE CONDITIONS IN NEW MEXICO

New Mexico's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Six percent (221 of 3,793) of New Mexico's locally and state maintained bridges are rated as structurally deficient.¹⁹ This includes all bridges that are 20 feet or more in length. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

A significant number of New Mexico's bridges have surpassed or are approaching 50 years old, which is typically the intended design life for bridges of that age.

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, insuring that a facility has good drainage and replacing deteriorating components. But, most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

TRAFFIC SAFETY IN NEW MEXICO

A total of 1,758 people were killed in New Mexico traffic crashes from 2012 to 2016, an average of 352 fatalities per year.²⁰

Chart 4. Traffic Fatalities in New Mexico from 2012 – 2016.

Year	Fatalities
2012	365
2013	310
2014	383
2015	298
2016	402
TOTAL	1,758

Source: National Highway Traffic Safety Administration.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. It is estimated that roadway features are likely a contributing factor in approximately one-third of fatal traffic crashes. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

New Mexico's overall traffic fatality rate of 1.44 fatalities per 100 million vehicle miles of travel in 2016 is the 12th highest rate in the U.S. and significantly higher than the national average of 1.18.²¹

The chart below details the number of people killed in traffic crashes in the state's largest urban areas between 2014 and 2016, as well as the cost of traffic crashes per driver.

Chart 5. Average fatalities between 2014 and 2016 and crash cost per driver.

Location	Average Fatalities 2014-2016	Safety Cost
Albuquerque	78	\$340
Las Cruces	20	\$282
Santa Fe	19	\$379
NEW MEXICO STATEWIDE	361	\$754 Million

Source: TRIP analysis.

Traffic crashes in New Mexico imposed a total of \$2.3 billion in economic costs in 2016.²² TRIP estimates that traffic crashes in which roadway features were likely a contributing factor imposed \$754 million in economic costs in 2016.²³

According to a [2015 National Highway Traffic Safety Administration \(NHTSA\) report](#), the economic costs of traffic crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs and emergency services.²⁴

Improving safety on New Mexico’s roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features.

The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, improving intersection layout, and providing better road markings and upgrading or installing traffic signals. Roads with poor geometry, with insufficient clear distances, without turn lanes, having inadequate shoulders for the posted speed limits, or poorly laid out intersections or interchanges, pose greater risks to motorists, pedestrians and bicyclists.

Investments in rural traffic safety have been found to result in significant reductions in serious traffic crashes. A [2012 report by TTI](#) found that improvements completed recently by TxDOT that widened lanes, improved shoulders and made other safety improvements on 1,159 miles of rural state roadways resulted in 133 fewer fatalities on these roads in the first three years after the improvements were completed (as compared to the three years prior).²⁵ TTI estimates that the improvements on these roads are likely to save 880 lives over 20 years.²⁶

TRAFFIC CONGESTION IN NEW MEXICO

Increasing levels of traffic congestion cause significant delays in New Mexico, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a company when considering expansion or where to locate a new facility.

Based on TTI methodology, TRIP estimates the value of lost time and wasted fuel in New Mexico is approximately \$690 million a year. The chart below details the number of hours lost annually for each driver in the state's largest urban areas, as well as the per-driver cost of lost time and wasted fuel due to congestion.

Chart 6. Annual hours lost to congestion and congestion costs per driver.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Albuquerque	39	\$972
Las Cruces	9	\$241
Santa Fe	21	\$479

Source: TRIP estimates based on Texas Transportation Institute Urban Mobility Report.

TRANSPORTATION AND ECONOMIC GROWTH

Today's culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more

strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in New Mexico. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

Every year, \$109 billion in goods are shipped to and from sites in New Mexico, mostly by trucks.²⁷ Seventy-three percent of the goods shipped annually to and from sites in New Mexico are carried by trucks and another 13 percent are carried by courier services or multiple-mode deliveries, which include trucking.²⁸

The cost of road and bridge improvements are more than offset by the reduction of user costs associated with driving on rough roads, the improvement in business productivity, the reduction in delays and the improvement in traffic safety. The [Federal Highway Administration estimates](#) that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.²⁹

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads and bridges may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway accessibility was ranked the number one site selection factor in a 2016 survey of corporate executives by [Area Development Magazine](#).³⁰ The availability of skilled labor, which is also impacted by a site's level of accessibility, rated second.

TRANSPORTATION FUNDING

Investment in New Mexico’s roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state’s existing transportation system.

NMDOT projects a funding shortfall of more than half a billion dollars in FY2018 between the amount available for needed construction and maintenance on the state’s roads and bridges and the amount that is needed. The chart below details NMDOT’s FY2018 approved operating budget versus the estimated need for construction and maintenance on the state’s roads, highways and bridges.

Chart 7. NMDOT FY2018 Funding Gap.

NMDOT Fiscal Year 2018 Approved Operating Budget Compared to Estimated Need			
CONSTRUCTION			
	Budget	Needs	Gap
Roadway Reconstruction and Rehabilitation	134,209,306	453,000,000	318,790,694
Bridge Preventive Maintenance and Minor Rehabilitations	10,963,522	47,325,000	36,361,478
Bridge New Construction/Bridge Rehabilitation - No Added Capacity	5,297,510	15,775,000	10,477,490
Bridge Replacements - Added & No Added Capacity	48,715,446	33,900,000	(14,815,446)
Major Bridge Projects	28,029,104	25,000,000	(3,029,104)
Construction Total	\$ 227,214,888	\$ 575,000,000	\$ 347,785,112
MAINTENANCE			
Routine Pavement & Roadway Maintenance	17,744,964	33,410,151	15,665,187
Routine Sign Maintenance	6,886,165	16,093,504	9,207,339
Routine Pavement Striping	8,490,588	24,059,321	15,568,733
Pavement Preservation	68,971,000	107,286,320	38,315,320
Chip Seal Program	12,500,000	27,120,000	14,620,000
Emergency Response	11,923,639	15,411,970	3,488,331
Equipment Replacement	6,547,238	35,099,625	28,552,387
Equipment Repair	6,283,900	9,017,650	2,733,750
Bridge Maintenance	17,188,383	47,325,000	30,136,617
Maintenance Total	\$ 156,535,877	\$ 314,823,541	\$ 158,287,664
Grand Total - Construction & Maintenance	\$ 383,750,765 Budgeted	\$ 889,823,541 Needed	\$ 506,072,776 Shortfall

Source: NMDOT response to TRIP survey.

NMDOT has detailed nearly \$2 billion in needed transportation projects throughout the state that are currently stalled because of a lack of funding. The list below details needed projects throughout the state and the additional funding required to complete them.

Chart 8. Needed transportation projects that lack adequate funding to proceed.

Project Description	Estimated Project Cost	Remaining Funds Needed	Benefit
DISTRICT 1 - Deming and Surrounding Area			
Nogal Canyon Bridge Replacement	\$28,000,000	\$28,000,000	Safety, deficient bridge
US 70 Roadway Capacity increase to 6-lane (MP 149 - 150.5)	\$30,000,000	\$30,000,000	Economic Development & System Preservation
I-25 Roadway Capacity increase to 6-lane (MP 3 - MP 6)	\$30,000,000	\$30,000,000	Economic Development & System Preservation
I-25 Roadway Capacity increase to 6-lane (MP 0 - MP 1)	\$10,000,000	\$10,000,000	Economic Development & System Preservation
US 180 Deming to Bayard capacity increase	\$60,000,000	\$60,000,000	Economic Development & System Preservation
District 1 Total	\$158,000,000	\$158,000,000	
DISTRICT 2 - Roswell and Surrounding Area			
US 82, Enhanced 2-Lane (Passing Lanes, Shoulder Widening, Intersection Improvements)	\$63,500,000	\$63,500,000	Safety & Economic Development (SE Oil Fields)
US 285, Shoulder Widening & Recon, Stateline to Loving	\$45,000,000	\$25,000,000	Safety & Economic Development (SE Oil Fields)
US 54, Roadway Reconstruction	\$36,000,000	\$14,000,000	Economic Development for Freight Movement
NM 8, Eunice North to JCT US 62 West of Hobbs	\$13,390,000	\$13,390,000	
US 380, Capitan to Hondo	\$8,500,000	\$8,500,000	
NM 31, Roadway Reconst, Int Improvement US 285/NM31, Accel/Decel Lanes	\$16,000,000	\$16,000,000	Safety & Economic Development (SE Oil Fields)/(Potash Mines)
US 70, Roadway Reconstruction	\$25,000,000	\$25,000,000	Severe Pavement Distress, System Preservation
US 380 Pavement Rehabilitation, Passing Lanes	\$40,000,000	\$40,000,000	Safety and Congestion Relief
District 2 Total	\$247,390,000	\$205,390,000	
DISTRICT 3 - Albuquerque and Surrounding Area			
I-25/Montgomery Interchange Reconstruction	\$50,000,000	\$4,500,000	Congestion Management
I-25, Roadway Rehab, Widening & Auxillary Lanes, Comanche Int to Jefferson Int	\$15,000,000	\$15,000,000	Congestion Management
I-25/Jefferson Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management
NM 45, I-25 (Coors Overpass) to Rio Bravo	\$21,300,000	\$21,300,000	
NM 45, Rio Bravo to Old Coors	\$23,400,000	\$23,400,000	
I-25/NM 47 Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management & System Preservation
I-40/98th Street Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management & System Preservation
I-25 Gibson to Lomas with Gibson, Cesar Chavez, Central, MLK Interchange Reconstruction	\$250,000,000	\$250,000,000	Congestion Management & Economic Development
Paseo Del Volcan, I-25 to Unser Blvd (Rio Rancho), ROW Preservation, 2-Lane at Grade Roadway, Interchange at I-25	\$83,100,000	\$71,500,000	Congestion Management & Economic Development
NM 47 Desert Road to Woodward Reconstruction	\$40,000,000	\$40,000,000	Congestion Management & Economic Development
I-25/South Los Lunas Int and E/W Corridor, New Int and Roadway with River Crossing from I-25 to NM 47	\$97,000,000	\$97,000,000	Congestion Management & Economic Development
Bernalillo/COA Area Rio Grande River Crossing	\$100,000,000	\$100,000,000	Congestion Management & Economic Development
Paseo del Norte/Coors Interchange Reconstruction	\$65,000,000	\$65,000,000	Congestion Management
I-40/Unser Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management & System Preservation
I-25, Roadway Reconstruction & Widen to 6 lanes from NM 314 to Isleta Pueblo (Broadway Interchange)	\$26,800,000	\$26,800,000	Congestion Management
I-25, Widen to 6- Lanes Between 550 (Bernalillo) and Cerrillos Road (Santa Fe), Length Spans Districts 3 & 5	\$255,000,000	\$255,000,000	Congestion Management & Economic Development
District 3 Total	\$1,226,600,000	\$1,169,500,000	

<i>DISTRICT 4 - Las Vegas and Surrounding Area</i>			
US 54, Pavement Rehab, spot reconstruction, shoulder widening and structure rehab, Tucumcari to TX State Line	\$135,000,000	\$116,500,000	System Preservation & Economic Development for Freight Movement
US 64/87, Pavement Rehabilitation w/spot reconstruction of two lanes, Raton to Clayton	\$121,000,000	\$111,000,000	System Preservation (Pavement Conditions)
NM 434, MP 19.66 to MP 25.5 (19.66 Miles East of Jct. NM518 in Mora - East)	\$21,000,000	\$7,000,000	Economic Development (Mora, Angel Fire) and System Preservation
US 64, Taos/Colfax County Line to Eagle Nest	\$35,000,000	\$35,000,000	Economic Development (Angel Fire, Eagle Nest) and System Preservation
US 56, Pavement Rehab w/shoulder widening & Bridge Replacement, Springer East to Abbott	\$18,000,000	\$18,000,000	
District 4 Total	\$330,000,000	\$287,500,000	
<i>DISTRICT 5 - Santa Fe and Surrounding Area</i>			
US 64, Roadway Reconst, Farmington to Bloomfield Corridor	\$31,500,000	\$1,748,662	Economic Development & Congestion Management
US 64, Truss Bridge Replacement @ MP 22.1, Near Shiprock	\$26,500,000	\$26,500,000	System Preservation (Bridge Conditions)
NM 68, Roadway Reconstruction and Intersection Realignment, La Posta Rd to Camino Del Paseo Pueblo, Taos	\$11,000,000	\$4,000,000	Economic Development & System Preservation (Pavement Conditions)
NM 68, Roadway Reconstruction , Espanola to Velarde. Constructed in 2 Phases (FY 2018/2019, FY 2020)	\$27,000,000	\$6,422,568	System Preservation (Pavement Conditions)
US 64, Rio Arriba County Line-East to US 84, MP 87 - 107	\$22,900,000	\$22,900,000	
US 64, Rio Arriba County Line-East to US 84, MP 114.7 - 120	\$6,100,000	\$6,100,000	
US 64, Rio Arriba County Line-East to US 84, MP 120 - 135.5	\$17,800,000	\$17,800,000	
US 491, Shiprock to Colorado State Line, Bridge Rehab	\$19,900,000	\$19,900,000	
District 5 Total	\$162,700,000	\$105,371,230	
<i>DISTRICT 6 - Grants/Milan and Surrounding Area</i>			
NM 118, Roadway Reconstruction, East of Gallup (9 miles)	\$16,000,000	\$16,000,000	Economic Development & System Preservation
Carbon Coal Road/ US 491 Intersection Improvements	\$3,200,000	\$3,200,000	Economic Development and System Improvement
Allison Corridor (Phase 2 thru 5)	\$41,000,000	\$41,000,000	Economic Development and Congestion Mitigation
District 6 Total	\$60,200,000	\$60,200,000	
Statewide Total	\$2,184,890,000	\$1,985,961,230	

Source: NMDOT response to TRIP survey.

The federal government is a critical source of funding for New Mexico’s roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.

Most federal funds for highway and transit improvements in New Mexico are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel. Since 2008 revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels so Congress has transferred approximately \$53 billion in general funds and an additional \$2 billion from a related trust fund into the federal Highway Trust Fund.³¹

Signed into law in December 2015, the [Fixing America’s Surface Transportation Act \(FAST Act\)](#), provides modest increases in federal highway and transit spending. The five-year bill also provides states with greater funding certainty and streamlines the federal project approval process. But, the FAST Act does not provide adequate funding to meet the nation’s need for highway and transit improvements and does not include a long-term and sustainable funding source.

The five-year, \$305 billion FAST Act will provide a boost of approximately 15 percent in highway funding and 18 percent in transit funding over the duration of the program, which expires in 2020.³² In addition to federal motor fuel tax revenues, the FAST Act will also be funded by \$70 billion in U.S. general funds, which will rely on offsets from several unrelated federal programs including the Strategic Petroleum Reserve, the Federal Reserve and U.S. Customs.

According to the [2015 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance](#) report submitted by the United States Department of Transportation (USDOT) to Congress, the nation faces an \$836 billion backlog in needed repairs and improvements to the nation's roads, highways and bridges.³³

The USDOT [report](#) found that the nation's current \$105 billion investment in roads, highways and bridges by all levels of government should be increased by 35 percent to \$142.5 billion annually to improve the conditions of roads, highways and bridges, relieve traffic congestion and improve traffic safety.

CONCLUSION

As New Mexico works to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to address the state's most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

However, at this time, a significant shortfall exists between the amount of transportation funding available and the amount needed to move forward with needed projects that would improve the state's transportation and support economic development and growth.

New Mexico will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems could provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

Numerous projects to improve the condition and expand the capacity of New Mexico's roads, highways, bridges and transit systems will not be able to proceed without a substantial boost in state or local transportation funding. If New Mexico is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

###

ENDNOTES

-
- ¹ U.S. Census Bureau (2017).
- ² Highway Statistics (2016). Federal Highway Administration. DL-1C
- ³ TRIP analysis of Bureau of Economic Analysis data.
- ⁴ Ibid.
- ⁵ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2000 and 2015 and analysis of Federal Highway Administration Traffic Volume Trends (2016) https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm
- ⁶ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2013 and analysis of Federal Highway Administration Traffic Volume Trends (2016) https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm
- ⁷ Federal Highway Administration (2017). Pavement condition data is for 2016.
- ⁸ Ibid.
- ⁹ Ibid.
- ¹⁰ Ibid.
- ¹¹ Ibid.
- ¹² Ibid.
- ¹³ Ibid.
- ¹⁴ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
- ¹⁵ Pavement Maintenance, by David P. Orr, PE Senior Engineer, Cornell Local Roads Program, March 2006.
- ¹⁶ TRIP calculation.
- ¹⁷ Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.
- ¹⁸ Your Driving Costs. American Automobile Association. 2017.
- ¹⁹ New Mexico Department of Transportation.
- ²⁰ Federal Highway Administration National Highway Traffic Safety Administration, 2012-2016.
- ²¹ TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2017). Data is for 2016.
- ²² TRIP estimate based on NHTSA report "The Economic and Societal Impact Of Motor Vehicle Crashes, 2010 (Revised), 2015. P. 146.
- ²³ Ibid.
- ²⁴ The Economic and Societal Impact Of Motor Vehicle Crashes, 2010 (Revised) (2015). National Highway Traffic Safety Administration. P. 1. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013>
- ²⁵ Adding Highway Shoulders, Width, Reduce Crash Numbers and Save Lives (August 9, 2012). Texas Transportation Institute. <https://tti.tamu.edu/2012/08/09/tti-study-analyzes-roadway-improvements/>
- ²⁶ Ibid.
- ²⁷ TRIP analysis of Bureau of Transportation Statistics, U.S. Department of Transportation. 2012 Commodity Flow Survey, State Summaries.
- ²⁸ Ibid.
- ²⁹ FHWA estimate based on its analysis of 2006 data. For more information on FHWA's cost-benefit analysis of highway investment, see the 2008 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance.
- ³⁰ Area Development Magazine (2017). 31st Annual Survey of Corporate Executives: Availability of Skilled Labor New Top Priority. <http://www.areadevelopment.com/Corporate-Consultants-Survey-Results/Q1-2017/highway-accessibility-tops-list-Charles-Ruby-Deloitte-Tax.shtml>

³¹ “Surface Transportation Reauthorization and the Solvency of the Highway Trust Fund,” presentation by Jim Tymon, American Association of State Highway and Transportation Officials (2014).

³² 2015 “Fixing America’s Surface Transportation Act.” (2015) American Road and Transportation Builders Association. <http://www.artba.org/newsline/wp-content/uploads/2015/12/ANALYSIS-FINAL.pdf>

³³ United States Department of Transportation (2015). 2015 Status of the Nation’s Highways, Bridges, and Transit: Conditions and Performance. Executive Summary, Chapter 8. <https://www.fhwa.dot.gov/policy/2015cpr/es.cfm#8h>