

NEW MEXICO (Sen. Tom Udall and Heinrich)

Current Transportation Condition:

- ASCE road grade of C¹
- 25% of major roads are in poor condition
 - Costing motorists \$752m a year - \$526 per motorists²
 - Total of 310 people died on state highways in 2013³
- Vehicle travel on NM's highways has increased by 55% from 1990-2013⁴, while the population grew by 38 percent.⁵
- 19% of NM's major highways are congested⁶
 - Traffic congestion costs American motorists \$121b a year in wasted time and fuel⁷

Commerce:

- 65% of the \$31b in commodities delivered annually from sites in NM is transported by trucks on the state's highways.⁸

Need for Federal Investment

- 88% Federal share of NM Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹⁰
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

DRIVE Act —→ *What this does for New Mexico*

Prioritizing Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - NM's 284 structurally deficient bridges - 16.3% are structurally deficient or functionally obsolete¹¹
 - Current ASCE grade of C-¹²

Improving Commerce:

- In the first 3 years of the DRIVE Act, NM will receive \$49,013,644 in addition to growth of the existing programs for freight.

¹ ASCE

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP.

⁷ TRIP

⁸ TRIP.

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² ASCE

- Prioritizing federal spending on interstate for projects in the national economic interest

Long-term 6 year Certainty:

- Total share for first 3 years of DRIVE Act: \$1,619,962,644 that the state would not get otherwise.
- 150 projects at risk without federal investment¹³
- Major Projects in jeopardy
 - o US 82: proposed project would double the size of the highway, where fatalities have doubled in three years¹⁴
 - o Paseo/I-25 Interchange Project: about a quarter complete, the massive project has multiple phases left before completion¹⁵
 - o Highway 491 from Gallup to Farmington: expansion needed on a 21.8 mile stretch that carries a fatality rate six times higher than the rest of the highways in the state, all while serving as a critical life line providing access to the most important regions of New Mexico¹⁶
 - o US 64, MP 56 to MP 60, Roadway Reconstruction and addition of 2 lanes with safety and access improvements
 - o US 285 Shoulder Widening and reconstruction, TX Stateline to Loving
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase NM's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on NM's ability to properly plan and budget for transportation projects.
- DRIVE gives NM the ability to prepare for the next 50 years. With a focus on innovation, NM can better deploy technology to improve the state transportation network.

¹³ AASHTO

¹⁴ http://www.santafenewmexican.com/news/legislature/new-mexico-lawmakers-look-to-fill-highway-funding-gap/article_7897cf88-7978-5d09-8de5-440726a7b60e.html

¹⁵ <http://krqe.com/2014/04/22/road-projects-in-jeopardy-when-federal-fund-runs-dry/>

¹⁶ http://www.daily-times.com/four_corners-news/ci_25420013/governor-announces-plans-widen-u-s-highway-491