

# NEW MEXICO

## Current Transportation Condition:

- ASCE road grade of C<sup>1</sup>
- 25% of major roads are in poor condition
  - Costing motorists \$752m a year - \$526 per motorists<sup>2</sup>
  - Total of 310 people died on state highways in 2013<sup>3</sup>
- Vehicle travel on NM's highways has increased by 55% from 1990-2013<sup>4</sup>, while the population grew by 38 percent.<sup>5</sup>
- 19% of NM's major highways are congested<sup>6</sup>
  - Traffic congestion costs American motorists \$121b a year in wasted time and fuel<sup>7</sup>

## Commerce:

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

## Need for Federal Investment

- 88% Federal share of NM Highway Capital Program<sup>9</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>10</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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

## Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - NM's 284 structurally deficient bridges - 16.3% are structurally deficient or functionally obsolete<sup>11</sup>
  - Current ASCE grade of C-<sup>12</sup>

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<sup>1</sup> ASCE

<sup>2</sup> TRIP

<sup>3</sup> FHWA

<sup>4</sup> TRIP

<sup>5</sup> US Census

<sup>6</sup> TRIP.

<sup>7</sup> TRIP

<sup>8</sup> TRIP.

<sup>9</sup> AASHTO

<sup>10</sup> AASHTO and FHWA

<sup>11</sup> FHWA

<sup>12</sup> ASCE

### **Improving Commerce:**

- Over the life of the bill (FY2016-FY2020), NM will receive \$58,816,373 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, NM, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

### **Long-term 5 year Certainty:**

- Total share over 5 years of the FAST Act: \$2,181,831,959 that the state would not get otherwise.
- 150 projects at risk without federal investment<sup>13</sup>
- Major State Projects that can benefit from the FAST Act:
  - US 82: proposed project would double the size of the highway, where fatalities have doubled in three years<sup>14</sup>
  - Paseo/I-25 Interchange Project: about a quarter complete, the massive project has multiple phases left before completion<sup>15</sup>
  - 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 Mexico<sup>16</sup>
  - US 64, MP 56 to MP 60, Roadway Reconstruction and addition of 2 lanes with safety and access improvements
  - US 285 Shoulder Widening and reconstruction, TX Stateline to Loving
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on NM's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase NM's ability to efficiently finish projects.
- FAST 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.

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<sup>13</sup> AASHTO

<sup>14</sup> [http://www.santafenewmexican.com/news/legislature/new-mexico-lawmakers-look-to-fill-highway-funding-gap/article\\_7897cf88-7978-5d09-8de5-440726a7b60e.html](http://www.santafenewmexican.com/news/legislature/new-mexico-lawmakers-look-to-fill-highway-funding-gap/article_7897cf88-7978-5d09-8de5-440726a7b60e.html)

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

<sup>16</sup> [http://www.daily-times.com/four\\_corners-news/ci\\_25420013/governor-announces-plans-widen-u-s-highway-491](http://www.daily-times.com/four_corners-news/ci_25420013/governor-announces-plans-widen-u-s-highway-491)