NEW MEXICO

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

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 Program\(^9\)
- 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.

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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\(^11\)
  - Current ASCE grade of C- \(^12\)

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\(^1\) 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
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\(^3\)
- 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\(^4\)
  - Paseo/I-25 Interchange Project: about a quarter complete, the massive project has multiple phases left before completion\(^5\)
  - 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\(^6\)
  - 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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\(^3\) AASHTO