



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Rail in New Mexico

Safety, Vision, and Investment

Prepared for the Transportation Infrastructure Revenue
Subcommittee

Gallup, New Mexico | August 12, 2026

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NM State Rail Plan: The 20-Year Vision for NM's Rail Network

NMDOT's State Rail Plan identifies a long-range service and investment program to support the New Mexico 2045 Plan and support vital Federal Railroad Administration funding.

Summary Themes

Complete Integration

A fully integrated, safe multimodal rail system operating as a vital component of the national transportation network

Passenger Efficiency

Efficient passenger services to, from, and within the state

Freight Competitiveness

Shipping option for New Mexico's agricultural, manufacturing, and energy sectors

Inclusive Development

Sustainable, long-term economic development

Network Scale and Utilization



2,055

Railroad Miles

94% privately owned by
freight operators



70-90

Daily Trains

The BNSF Southern Transcon via
Clovis/Gallup is the state's busiest
rail line with 64-69 daily trains



50

Daily Trains

Across the UP Sunset Route
and UP Golden State Route



608,000

NMRX Riders

Annual passenger volume
for the NM Rail Runner in
2025



95,400

Amtrak Passengers

Annual boardings/
alightings in New
Mexico in 2025

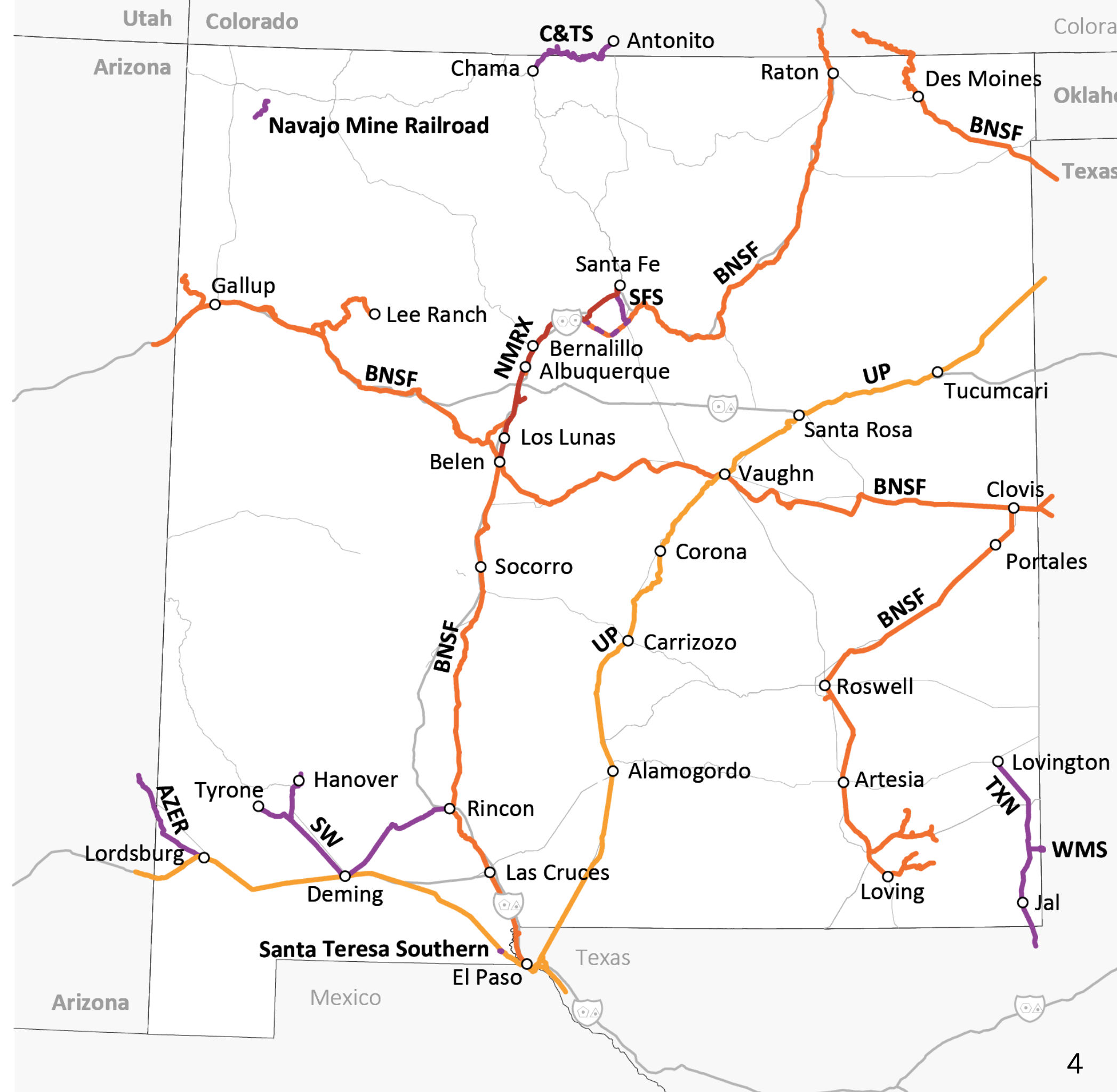


Key Safety
Initiatives

Rail Safety Measures

Prioritizing grade crossing
improvements and safety
inspections to reduce incidents and
enhance safety

New Mexico Rail Network

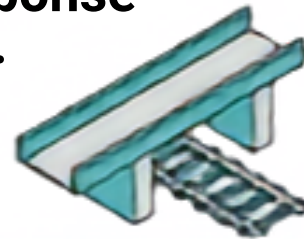


Statewide Momentum: A Comprehensive Safety Network

Major Federal Railroad Administration (FRA) Railroad Crossing Elimination (RCE) and State Highway Projects

Recently Completed

Jarales Road (Belen) – Grade separation adjacent to the railroad terminal, resolving a major emergency response blockage issue.



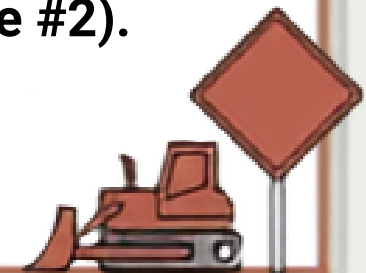
Currently Under Design (FRA RCE Grants)

- US 70/84 (Texico/Farwell): Grade separation on the TX/NM state line, permanently closing two other crossings (Partnership with TXDOT).
- Industrial Avenue (Santa Teresa): Grade separation allowing permanent closure of existing crossings.
- Clovis (MLK & Norris St.): RCE grant for MLK grade separation design and Norris Road improvements.



State Highway Programs (Approaching Construction)

- Rio Bravo Blvd / 2nd Street intersection (Albuquerque).
- Reconstruction of NM 31 and US 285 Intersection (Loving).
- Reconstruction of 1934 grade separation bridge at Suwanee near Laguna (NMDOT Bridge #2).



The Funding Bottleneck: The Limits of Federal Formula Funds

FHWA Section 130: Recurring Funding for Safety Improvements at Existing Public Crossings

The Federal Allocation & Selection

FHWA Section 130 provides formula funds specifically to improve safety at highway-rail crossings.

Larger-scale grade crossing elimination and bridge projects depend on competitive funds from the Federal Railroad Administration.

Statewide Public Crossing Safety Needs

The Constraint:

\$2.2 million allocation for FY 2027

(Average cost: \$600k per project)

Current funding typically supports 5-6 projects per year.

The Reality

In order to outpace the existing need for crossing safety improvements, additional state and federal discretionary funds are needed.



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Building a Connected New Mexico

Thank you to the Transportation Infrastructure Revenue Subcommittee for your commitment to New Mexico's mobility and economic resilience.

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