

New Mexico Transportation by the Numbers

MEETING THE STATE'S NEED FOR
SAFE, SMOOTH AND EFFICIENT MOBILITY



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A National
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Founded in 1971, TRIP® 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 portions of New Mexico roads that are deteriorated, congested or lacking in some desirable safety features costs New Mexico drivers a total of \$3.3 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. The chart below shows the cost of deficient roads statewide and for the average driver in the state's largest urban areas.

Location	VOC	Safety	Congestion	TOTAL
Albuquerque	\$1,083	\$697	\$1,281	\$3,061
Las Cruces	\$1,043	\$460	\$482	\$1,985
Santa Fe	\$859	\$581	\$693	\$2,133
NEW MEXICO STATEWIDE	\$1.6 Billion	\$839 Million	\$900 Million	\$3.3 Billion

PROJECTS NEEDED TO ADDRESS SAFETY, RELIABILITY AND PRESERVATION

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. The New Mexico Department of Transportation (NMDOT) has identified more than \$7.5 billion in needed but unfunded transportation projects throughout the state to address safety, reliability and preservation challenges. This funding gap is nearly six times higher than a decade ago in 2017, when NMDOT identified \$1.315 billion in needed but unfunded projects.

Route or Corridor	Project Description	Estimated Cost +/- (Millions)
DISTRICT ONE - Southwest New Mexico & Border Region		
I-25, MP 3.0 to 9.5	Reconstruction of six-lane corridor with added capacity	\$ 85.0
I-25 EXIT 139 (San Antonio)	Interchange reconstruction/Bridge replacement	\$ 95.0
US 180 at Deming to Bayard	Reconstruction with four-lane or alternating passing lanes	\$ 355.0
I-10 MP 127 to 164	Design & Reconstruct pavement & infrastructure	\$ 350.0
I-25, MP 0 to 1	Expand to six lanes	\$ 50.0
I-25, Escondida Interchange	Interchange reconst./Bridge replacement, new frontage road N of Socorro	\$ 65.0
NM 136, various interchanges	Grade separations at major intersections	\$ 250.0
NM 9 MP 0 to 109	Corridor capacity improvement	\$ 100.0
US 60 MP 136.2 to 138.9	Safety/Capacity	\$ 44.0
US 70 MP 151 to 161	Corridor Capacity improvement	\$ 100.0
DISTRICT ONE TOTAL COST		\$ 1,494.0

NEW MEXICO ROADS PROVIDE A ROUGH RIDE

Due to inadequate state and local funding, 56 percent of major locally and state-maintained roads and highways in New Mexico are in poor or mediocre condition. Driving on rough roads costs the average New Mexico driver \$1,043 annually in additional vehicle operating costs – a total of \$1.6 billion statewide. The chart below details pavement conditions on major roads in the state's largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Albuquerque	40%	18%	10%	31%
Las Cruces	31%	34%	14%	21%
Santa Fe	30%	13%	17%	41%
NEW MEXICO STATEWIDE	34%	22%	12%	31%

According to NMDOT, under current funding constraints, pavement conditions on the state's Interstates will decline, with the share of Interstate lane-miles in poor condition increasing from 2.9 percent in 2002 to 5.6 percent in 2031. The share of Interstate lane miles in good condition is projected to decrease from 42 percent to 35.9 percent during that time. The condition of non-Interstate pavement on the National Highway System is also projected to decline under current funding conditions, with the share of poor pavements increasing from 3 percent in 2002 to 5.5 percent in 2031.

NEW MEXICO BRIDGE CONDITIONS

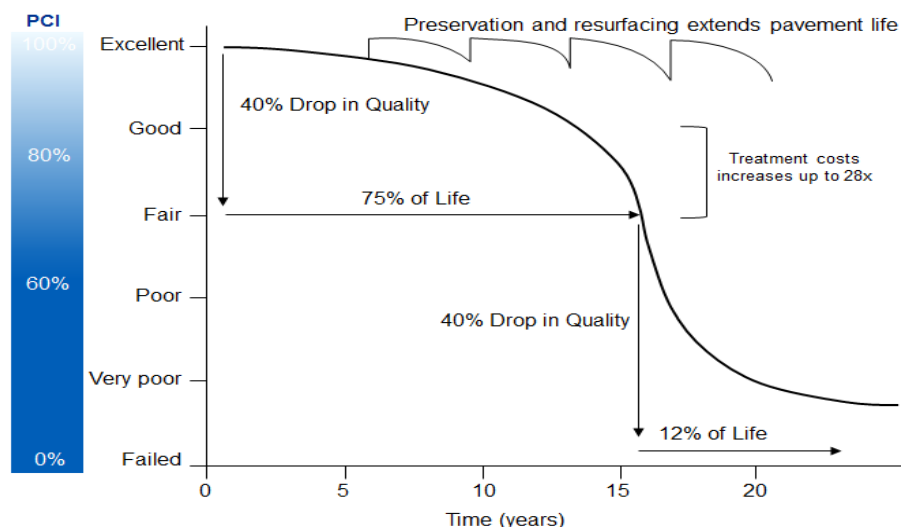
Four percent of New Mexico's bridges (172 of 4,033 bridges) are rated in poor/structurally deficient condition, meaning there is significant deterioration of the bridge deck, supports or other major components. Sixty-two percent of the state's bridges are rated in fair condition and the remaining 34 percent are in good condition. Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In New Mexico, 46 percent of the state's bridges were built in 1969 or earlier. The chart below details bridge conditions statewide and in the state's largest urban areas.

	POOR/STRUCTURALLY DEFICIENT		FAIR		GOOD		TOTAL BRIDGES
	Number	Share	Number	Share	Number	Share	
Albuquerque	7	1%	352	71%	137	28%	496
Las Cruces	11	4%	173	66%	77	30%	261
Santa Fe	5	2%	144	56%	106	42%	255
NEW MEXICO STATEWIDE	172	4%	2,505	62%	1,356	34%	4,033

While the state has made significant improvements in bridge conditions since 2002 as a result of increased funding for bridge repair, preservation and maintenance, the condition of bridges is projected to decline over the next decade under current funding projections. The share of NHS bridges in the state with deck area in poor condition is projected to increase from 3.3 percent in 2002 to six percent in 2031, while the share of deck area in good condition is projected to decline from 34.5 percent to 26.7 percent.

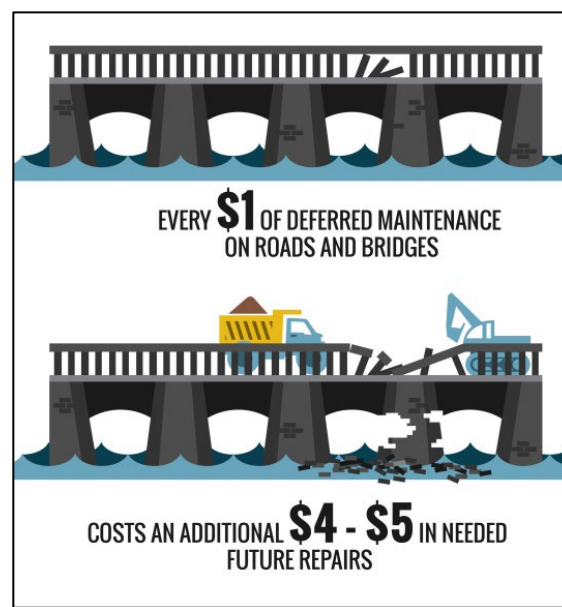
NEW MEXICO ROADS ARE INCREASINGLY CONGESTED

In 2019, the state's transportation system carried 27.8 billion annual vehicle miles of travel (VMT), a 22 percent increase since 2000. Due to the Covid-19 pandemic, vehicle travel in New Mexico dropped by as much as 41 percent in April 2020 (as compared to vehicle travel during the same month



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 accelerate later in the service life of a transportation facility and require 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.¹⁸



THE COST 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 \$1.6 billion annually, an average of \$1,043 per driver statewide.¹⁹ The chart below shows additional VOC per motorist in the state's largest urban areas.

Chart 4. Vehicle operating costs per motorist as a result of driving on deteriorated roads.