

NMDOT

TIRS, Las Vegas 2023 TRIP & Rising Cost of Construction & Maintenance

David D. Quintana, P.E. Chief Engineer
Denise Peralta, P.E. Capital Programs & Investments Division
Jolene Herrera, STIP Bureau Chief



TRIP Report

\$5.75B gap

What is in the TRIP report?

- Project list in the TRIP shows upgrades and reconstruction of interstates and other strategic/important routes.
 - Reconstruction/widening of I-40 various areas: \$617M
 - Reconstruction/widening US 54 (D4): \$100M
 - Widen/add shoulders US 380 corridor: \$200M
 - Reconstruct I-10 corridor: \$900M
- Cost estimates are rough and based on previously let projects with escalation and inflation added
- Some overlap with funding gap listed on TAMP
 - TAMP considers extending life of current assets
 - Reconstruction is rarely a goal of TAMP
 - Adding capacity is not included in TAMP
- Some overlap with STIP
 - Some phases are in fiscally constrained portion, but most of corridor not funded

STIP

\$2.3B in planning

What is the STIP?

- **Statewide Transportation Improvement Program: Six-year program containing all federally funded & regionally significant projects (23 CFR 450).**
 - First four years fiscally constrained, two outer years used for informational/planning purposes. (23 CFR 450)
 - Fiscal Constraint – projects demonstrate committed funding (year 1 & 2), reasonably available funding (year 3 & 4), with all project costs and phases programmed
- No gap in first four years
- With cost increases, projects move out to planning or are shortened/scope changed
 - Becomes the shelf list, awaiting state contributions or redistribution
- TAMP used to select projects, but also includes new infrastructure, safety, multimodal, and other projects
- Some overlap with TRIP, many corridors are in development and project costs are not final.
 - Many are phased for construction, so one phase might be in fiscally constrained years, and the rest in planning.
 - Shows as a “gap” and overlaps with TRIP.
 - US 380 is an example: 2100741 funded \$30M, 2100742-2100746 not funded, in planning years

TAMP
\$613M gap

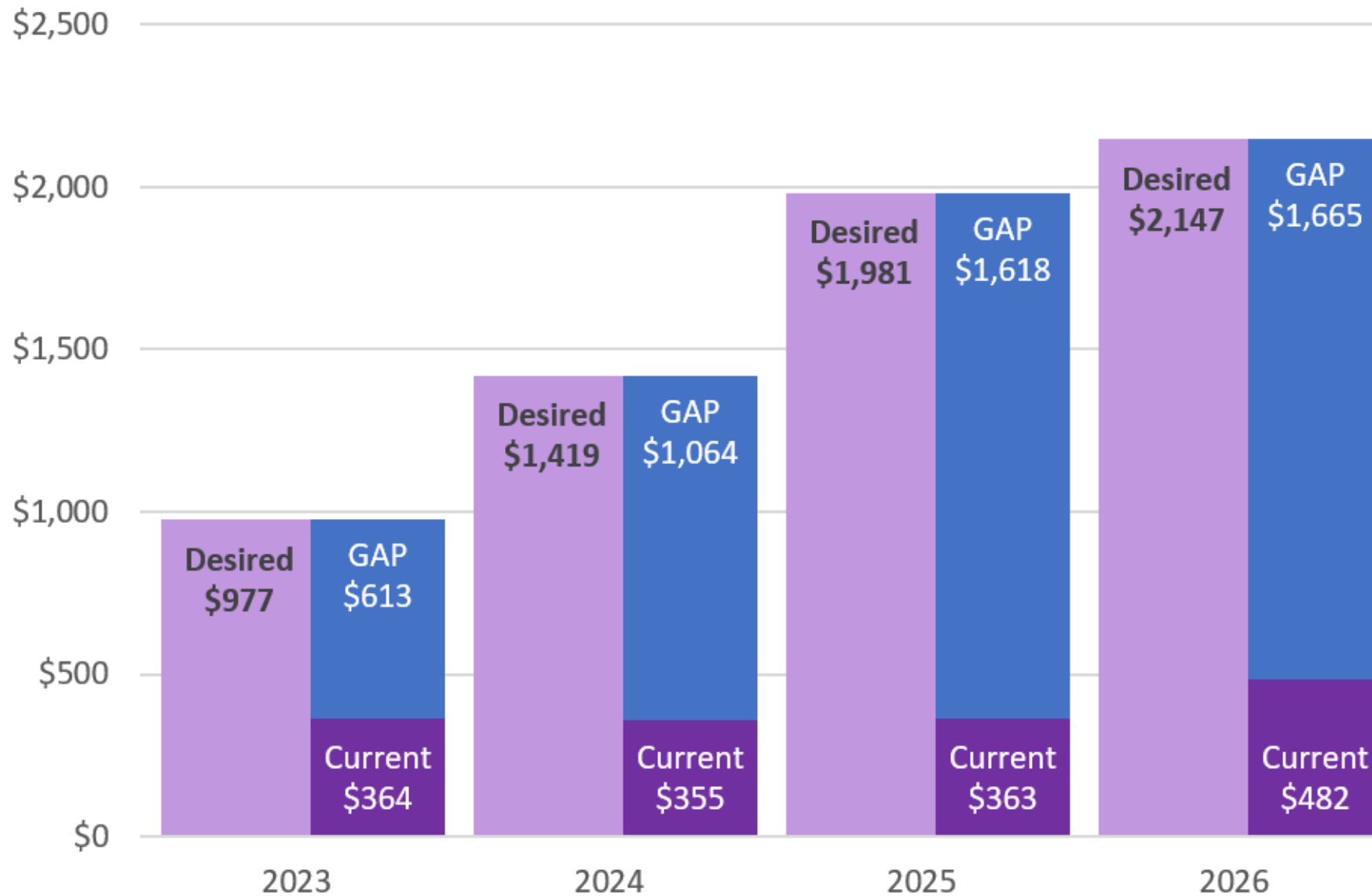
What is in the TAMP report?

- One of the New Mexico Department of Transportation's key priorities is to keep the state's bridges and pavements in a desired state of good repair. The Transportation Asset Management Plan (TAMP) helps ensure the efficient and responsible investment of taxpayer dollars to achieve the best possible road and bridge conditions, given their current condition levels and anticipated funding.
- Provides an assessment of the condition of pavements and bridges on the national highway system
- Identifies future performance gaps based on current and anticipated finances and asset conditions
- The TAMP helps improve decision-making on maintenance, preservation, rehabilitation, and replacement projects in order to achieve desired performance over the lifespan of the transportation system.
- TAMP requirements: Objectives, Measures and Targets, Summary condition description, Performance gap identification, Life-cycle planning, Risk management analysis, Financial plan, and Investment strategies
- Some overlap with TRIP and STIP, on current assets

Transportation Asset Management Plan Goals Total Pavement + Bridge

We are held accountable to meet TAMP Condition and Planned Spending goals Annually (Consistency Determination in June), Biennially (PMF Mid-Term Reporting in October 2023) and Quadrennially (PMF FPP in October 2025).

If we do not meet these Condition and Planned Spend goals, we may be subject to restricted Federal Funding.



Construction Cost Escalations

Quarterly Escalation Costs since July 2020				
	<u>Number of Projects</u>	<u>Engineer's Estimate</u>	<u>Awarded Bid Price</u>	
July 2020 - September 2020 Totals	17	\$133,535,212.23	\$ 147,333,018.03	*Note 3 Project rejected due to high bids and lack of funding
% Difference			10%	
October 2020 - December 2020 Totals	19	\$164,757,569.43	\$ 178,990,551.66	*Note 1 Project rejected due to no bids received
% Difference			9%	
January 2021 - March 2021 Totals	7	\$67,965,539.71	\$ 83,332,113.14	
% Difference			23%	
April 2021 - June 2021 Totals	7	\$76,811,640.95	\$ 88,409,090.14	*Note 1 Project rejected due to no bids received
% Difference			15%	

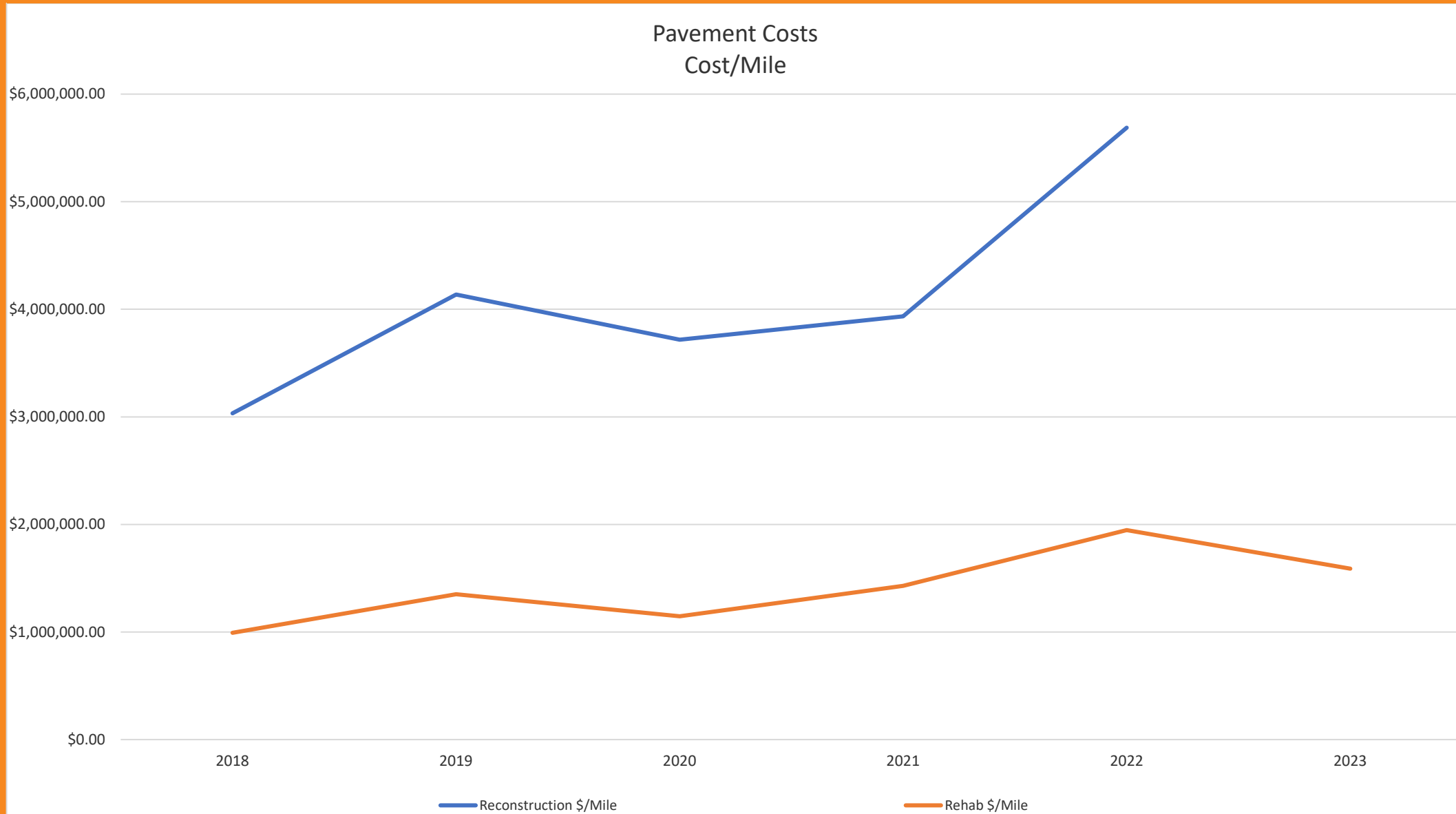
Construction Cost Escalations Cont....

Quarterly Escalation Costs since July 2020				
	<u>Project Control Number</u>	<u>Engineer's Estimate</u>	<u>Awarded Bid Price</u>	
July 2021 - September 2021 Totals	12	\$84,499,450.03	\$ 100,073,166.96	
% Difference			18%	
October 2021 - December 2021 Totals	13	\$82,073,501.80	\$ 104,671,578.53	
% Difference			28%	
January 2022 - March 2022 Totals	9	\$131,083,508.20	\$ 161,605,633.33	*Note 1 Project rejected due to no bids received
% Difference			23%	
April 2022 - June 2022 Totals	8	\$51,280,446.39	\$ 69,784,683.65	*Note 3 Projects rejected due to no bids received
% Difference			36%	

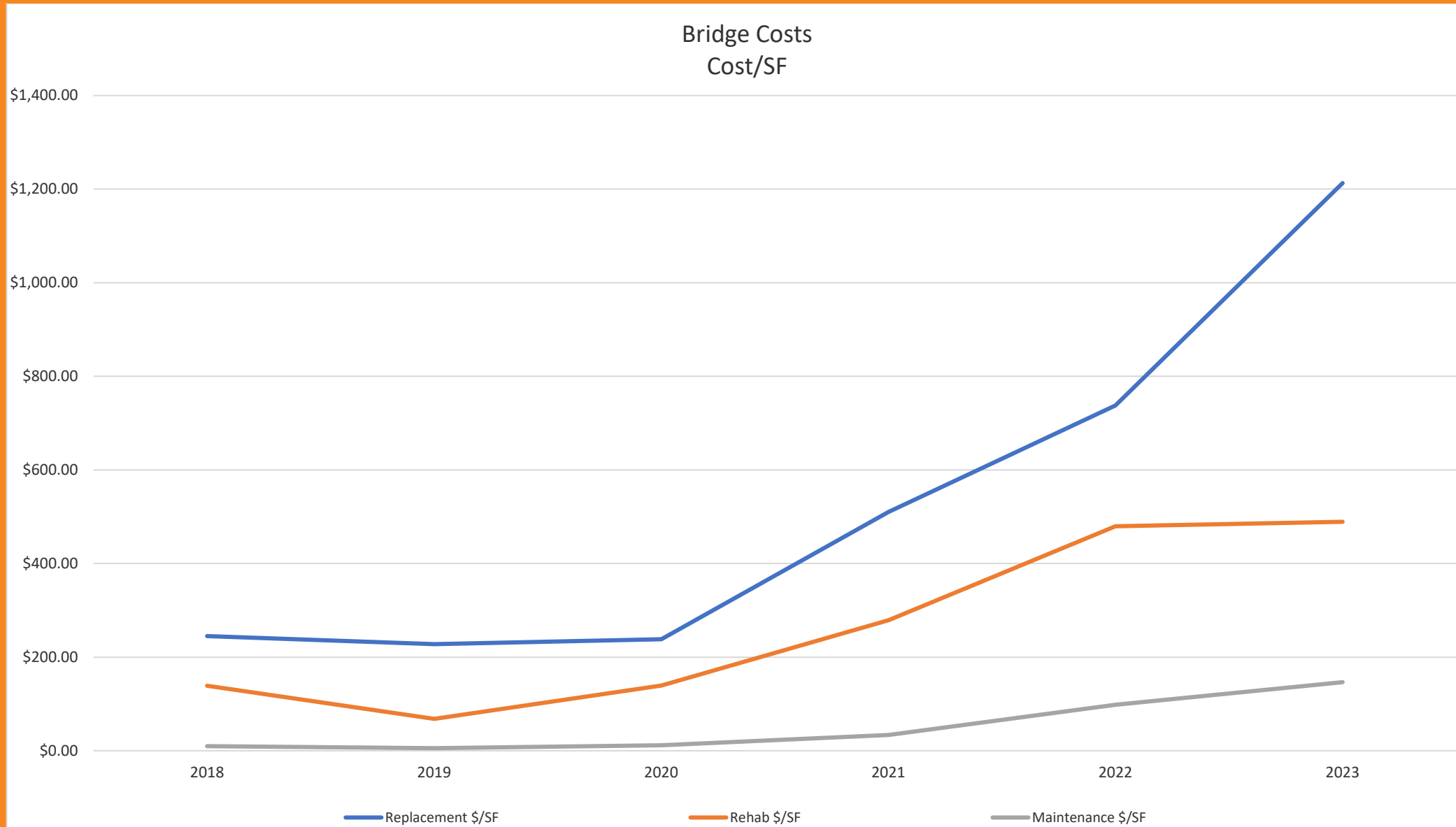
Construction Cost Escalations Cont....

July - September 2022 Totals	9	\$ 125,773,040.76	\$ 138,721,999.26
% Difference			10%
October - December 2022 Totals	11	\$ 134,826,072.88	\$ 144,267,126.58
% Difference			7%
January - March 2023 Totals	7	\$ 57,456,289.00	\$ 53,718,336.66
% Difference			-7%
April - June 2023 Totals	8	\$ 87,539,069.30	\$ 87,552,334.20
% Difference			0%

Pavement Projects Escalation



Bridge Escalation





Project Funding gaps D1

Grant Apps	Grant Amt	Project Title	Project estimated amount	HB2 SS (ARPA) contract 12/2024, expended 6/2025	HB2 2022 (GF) expires 6/30/2025	HB2 2023 (GF)	State Road Fund (SRF) balance	Federal targets	Bonds & Earmarks	Other contributions	Funds Needed	Program Year	Proposed Let	Notes
				\$142,500,000	\$247,500,000	\$232,000,000								
INFRA	will submit	NM 213 Widening	\$25,417,781			\$25,417,781					\$0	2025	2025	Phase A/B, design will be done late 2024, currently in Phase II
INFRA	will submit	NM 213/NM 404 Interchange	\$76,576,541			\$2,582,219		\$45,914,485			\$28,079,837	20205/2026	2025	Phase A/B, design will be done late 2024, currently in Phase II
INFRA	\$45M (awarded)	Border Highway Connector (St. Francis Extension)	\$55,000,000	\$3,000,000						\$45,000,000	\$7,000,000	TBD	TBD	Phase A/B done by Border Authority, CON to be added to EPMPPO TIP, Need 40% non-federal match
		NM 404 Corridor	\$60,375,229		\$2,092,071			\$48,295,489	\$9,987,669		(\$0)	2022/2023	Sep-22	\$2.75M earmark, \$7,237,669.18 bond funds, turned in and obligated
		US 180 Expansion	\$34,271,830	\$29,000,000				\$5,271,830			\$0	2023	Aug-23	Letting October 2023
RAISE	\$25M (not awarded)	US 180 Expansion	\$155,300,000								\$155,300,000	2026/2027	2023	Design underway to be completed July 2023, 1101842 \$53.1M, 1101843 \$102.1M including broadband
Bridge	\$100M (not awarded)	Nogal Canyon Bridge	\$100,000,000					\$23,000,000			\$77,000,000	2026/2027	2024	District target in FY24/FY25
		I-25 Pavement Rehab MP 59-71 (Arrey - Williamsburg)	\$27,000,000					\$27,000,000			\$0	2026	2026	Will be shelf ready for redistribution in FY24/FY25
		NM 136 Corridor Interchange study	\$2,000,000				\$2,000,000				\$0	2023	N/A	Study to identify ROW for grade separated interchanges along NM 136 (Pete Dominici Road)
											\$260,379,837			



Project Funding gaps D2

Grant Apps	Grant Amt	Project Title	Project estimated amount	HB2 SS (ARPA) contract 12/2024, expended 6/2025	HB2 2022 (GF) expires 6/30/2025	HB2 2023 (GF)	State Road Fund (SRF) balance	Federal targets	Bonds & Earmarks	Other contributions	Funds Needed	Program Year	Proposed Let	Notes
		PE for design/build	\$12,000,000						\$1,500,000	\$10,438,562	\$61,438	2026	2023	Design/build PE only; earmark awarded, other contributions is HB6
		NM 31 MP 0.5-8/NM 128 MP 0.0-0.5 Improvements	\$100,000,000							\$0	\$100,000,000	2026	2023	Design/build Intersection NM 31/NM 128
RAISE	\$25M (not awarded)	NM 128 MP 50.7-53.9 Recon	\$50,050,000	\$28,400,000	\$6,600,000	\$15,000,000		\$50,000			\$0	2024	2024	D/B cancelled, RFP in September, will let in FY24
		NM 128 MP 0.5-11.8 Recon	\$75,000,000								\$75,000,000	2026	2023	Design/build Phase II
		NM 128 MP 11.8-50.7 Recon	\$180,000,000								\$180,000,000	2027	2023	Design/build Phase III
		NM 128 MP 53.9-59.9 Recon	\$17,000,000								\$17,000,000	2026	2023	Design build to state line
		NM 31 MP 8 -31 Recon	\$62,900,000								\$62,900,000	2026	2023	Design/build rest of NM 31
		US 380 to Texas State Line PE only	\$5,000,000		\$5,000,000						\$0	2023	N/A	PE only for corridor -project will be broken into 5-\$40M projects. MEGA grant for next year
		US 380 to Texas State Line - construction phase 1	\$30,000,000					\$30,000,000			\$0	2024/2025	2024	First construction phase, funded FY24/FY25
INFRA	will submit	US 380 to Texas State Line - construction phases 2-6	\$200,000,000								\$200,000,000	2026/2027	2026/2027	Construction phases of whole corridor
INFRA	\$42M (submitted)	Downtown Clovis Phase II	\$42,000,000								\$42,000,000	2026	on shelf	Will be ready for shelf August 2022, programmed in FY26
		NM 2 Roadway Recon & Drainage	\$30,749,200					\$15,000,000			\$15,749,200	2028	2028	Will be ready in FY25 for shelf, programmed in planning
		NM 18 Full Depth Reclamation MP 6.5-24	\$48,000,000								\$48,000,000	2029	2029	Will be ready in FY25 for shelf, programmed in planning
		US 285/NM 31 Intersection	\$21,000,000		\$8,000,000			\$13,000,000			\$0	2023	Oct-23	Pending agreements w/ RR, moved HB2 funds from NM 128 D/B per Mallery 8.18.22
											\$740,710,638			



Project Funding gaps D3

Grant Apps	Grant Amt	Project Title	Project estimated amount	HB2 SS (ARPA) contract 12/2024, expended 6/2025	HB2 2022 (GF) expires 6/30/2025	HB2 2023 (GF)	State Road Fund (SRF) balance	Federal targets	Bonds & Earmarks	Other contributions	Funds Needed	Program Year	Proposed Let	Notes
MEGA	\$181.6M (not received)	Montgomery / Comanche	\$165,600,000	\$33,100,000		\$45,000,000		\$43,646,696	\$43,853,304		\$0	2023	2023	Project is fully funded with FY23/FY24 funds, RFP released Jul 27
BIP	\$86M (not received)	Rio Bravo Bridge Replace	\$96,000,000					\$44,047,536			\$51,952,464	2026	Dec-23	Funds in planning years of STIP, estimate from 60%
		Mesa Del Sol / Bobby Foster	\$100,000,000		\$5,000,000					\$10,000,000	\$85,000,000			\$2M PE/ROW, \$8M construction; in Phase A/B currently; not priority for City or DOT, not programmed
		Jarrales Bridge	\$46,000,000		\$32,000,000					\$14,000,000	\$0	2023	Apr-23	For PE, ROW, Rail, & construction (used \$4.38M) - In construction
		Paseo Del Volcan	\$170,000,000		\$5,900,000						\$164,100,000			5 phases to get to interchange with I-40, low priority, RFP for Rainbow to Southern in March 2023, \$2.2M for ROW
		I-25/Gibson Interchange	\$100,000,000					\$50,742,446			\$49,257,554	2027	2026	Design/build - need updated estimate
		Isleta Blvd (County)	\$30,000,000		\$8,000,000	\$3,500,000					\$18,500,000			Give to Bernalillo County, Senator Padilla says \$30M awarded Bern Co.
		LL Corridor Project	\$93,317,389			\$43,000,000			\$53,117,389	\$40,200,000	(\$43,000,000)	2023	2023	\$25M INFRA Grant, \$15.2M 2021 HB2, bond funds, NOT NMDOT PROJECT
											\$325,810,018			



Project Funding gaps D4

Grant Apps	Grant Amt	Project Title	Project estimated amount	HB2 SS (ARPA) contract 12/2024, expended 6/2025	HB2 2022 (GF) expires 6/30/2025	HB2 2023 (GF)	State Road Fund (SRF) balance	Federal targets	Bonds & Earmarks	Other contributions	Funds Needed	Program Year	Proposed Let	Notes
		RATON PASS PROJECT 3	\$36,700,000		\$24,567,541			\$2,200,000			\$9,932,459	2023/2024	Aug-23	Part of discretionary funds
		NM 104 Bridges 5995, 5254, 5257	\$20,000,000					\$20,000,000			\$0	2025	Mar-25	
		NM 39 Improvements MP 14.9-19	\$9,000,000	\$9,000,000							\$0	2024	Feb-24	Project broken into 3 phases. Phase 1 was funding in previous appropriations (\$21M)
		NM 39 Improvements MP 30-42	\$27,500,000								\$27,500,000	TBD	2024	Not in the STIP
		Springer North Interchange Bridge	\$11,000,000					\$5,500,000			\$5,500,000	2025	Feb-24	
		Romeroville Interchange Bridge	\$10,000,000					\$6,550,000			\$3,450,000	2025	Oct-24	
		I-25/US 64 Intechange in Raton PE phase	\$5,000,000					\$3,500,000		\$1,500,000	\$0	2022/2023		PE phase only
		I-25/US 64 Intechange in Raton	\$40,000,000					\$50,000	\$24,201,132		\$15,748,868	2025	Nov-25	Phase A/B currently, will be ready late 2023
		NM 434 Corridor Phase III MP 23.3-25.8	\$17,600,000					\$16,300,000			\$1,300,000	2024/2025	Oct-24	Construction Phase III
		NM 434 Corridor Phase IV MP 21.1-23.3	\$14,963,530					\$14,963,530			\$0	2023/2024	Jul-23	Construction Phase IV
											\$63,431,327			



Project Funding gaps D5

Grant Apps	Grant Amt	Project Title	Project estimated amount	HB2 SS (ARPA) contract 12/2024, expended 6/2025	HB2 2022 (GF) expires 6/30/2025	HB2 2023 (GF)	State Road Fund (SRF) balance	Federal targets	Bonds & Earmarks	Other contributions	Funds Needed	Program Year	Proposed Let	Notes
		US 550 MP 164.9-168.3	\$41,440,000			\$16,000,000		\$25,440,000			\$0	2027	Jul-23	Freight funds in FY27 on F100342
		I-25 Pavement Preservation MP 277.61-290.43	\$39,500,000					\$20,000,000			\$19,500,000	2025/2026	2024	
		Safety project near Shiprock High School	\$18,900,000		\$11,000,000			\$5,650,000			\$2,250,000	2024/2025	Aug-24	Looking at more HSIP & Carbon Reduction funds
		Cerrillos Road Improvements	\$42,000,000		\$14,000,000					\$16,500,000	\$11,500,000	2025	Mar-24	Keep 100% state funded
		St. Michaels/St. Francis Interchange	\$49,000,000					\$15,540,210			\$33,459,790			Project in planning years
RAISE	\$25M (awarded)	US 64 Corridor MP 7.3 - 8.1	\$18,492,402					\$18,492,402			\$0	2023	Aug-23	Phases to be let together
RAISE	\$25M (awarded)	US 64 Corridor MP 0 - 7.3	\$47,692,535		\$4,000,000			\$18,692,535		\$25,000,000	\$0	2024	Nov-23	Phases to be let together
		US 64 Corridor Shiprock & Rattlesnake Wash MP 13.8-14.4 & MP 19.5-20.8	\$33,600,000								\$33,600,000	2025	2025	Need to state fund to meet 20% minimum non-federal match for US 64 corridor
		Remainder of US 64 Corridor	\$56,300,000					\$56,300,000			\$0	2026/2027	2026/2027	
BIP	\$9.2M	US 84, Bridge 6244	\$15,278,233					\$9,134,565			\$6,143,668	2025	Jun-25	Applying for bridge grant funds - rural
		NM 30 Roadway Recon MP 4.9 - 8.36	\$52,010,385					\$20,420,385			\$31,590,000	2026	2024	
		NM 30 Roadway Recon MP 0-5.1	\$29,808,248					\$11,000,000			\$18,808,248	2026	2024	Will be ready early
		US 491 Truss Bridge 1792, 7148	\$29,178,417					\$20,000,000			\$9,178,417	2026	Aug-24	
		Pinion Hills Expansion (Design)	\$920,000	\$920,000							\$0	2022		T/LPA Design in process - Project ready for bid in Winter of 2022
		Pinion Hills Expansion (Phase I)	\$9,275,030	\$9,275,030							(\$0)	2023	2023	T/LPA City Phase I - funds from County added in Amend 6, per Trent
		Pinion Hills Expansion (Phase II)	\$29,268,312	\$29,268,755							(\$443)	2023	2023	T/LPA City Phase II - funds from County added in Amend 6, per Trent
		Pinion Hills Expansion (County)	\$12,000,000	\$536,215					\$1,500,000		\$9,963,785	2023	2023	T/LPA County portion, federal earmark for ROW, ARPA funds decreased and moved to City portion due to timeline
											\$175,993,464			



Project Funding gaps D6

Grant Apps	Grant Amt	Project Title	Project estimated amount	HB2 SS (ARPA) contract 12/2024, expended 6/2025	HB2 2022 (GF) expires 6/30/2025	HB2 2023 (GF)	State Road Fund (SRF) balance	Federal targets	Bonds & Earmarks	Other contributions	Funds Needed	Program Year	Proposed Let	Notes
		Bridge Replace/Drainage Improve I-40 MP 29.7 (Church Rock)	\$62,800,000					\$26,000,000			\$36,800,000	2027	2024	Funds placeholder in planning years
		Bridge Replace/Drainage Improve I-40 MP 35 (Iyanbito)	\$50,000,000					\$28,000,000			\$22,000,000	2027	2024	Funds placeholder in planning years
		NM 118 26.5-30 Roadway Recon	\$20,000,000					\$9,000,000			\$11,000,000	2026	Oct-24	HSIP funds, moved to planning years
		NM 264 MP 10 -14 Roadway Recon	\$23,072,936					\$5,328,316		\$17,744,620	(\$0)	2023/2024	Aug-23	Letting in October 2023
		Allison Road new bridge	\$50,400,000						\$1,500,000	\$9,000,000	\$39,900,000	2026	2023	2021 HB2 & Federal Earmark, 90% designed, only \$7.95M available for construction
RAISE	\$25M (submitted)	NM 4 Bypass	\$80,000,000								\$80,000,000			
		I-40 Bridge over Rio Puerco	\$50,723,925					\$8,750,000			\$41,973,925	2028	2028	Bridge in design for 3 lanes, awaiting 6101580 study completion
		Bridge Replace over BNSF I-40 MP 105.9-106.4	\$36,000,000								\$36,000,000			Need estimate
		I-40 MP 17.97 -21.99 Recon	\$75,000,000					\$13,751,914			\$61,248,086	2026	2024	May be reduced depending on typical section
		Suwanee Bridge	\$32,000,000								\$32,000,000	2026	2023	AT 90% designed
		I-40 Corridor Expansion Study	\$1,800,000,000						\$3,918,289		\$1,796,081,711			Entire corridor under study to identify phasing - \$34M already set aside for phase 1 from bonding & HB2
		I-40 MP 39.75 - 44.75 Expansion	\$47,000,000		\$16,400,000				\$18,962,572		\$11,637,428	2024	2024	First construction phase will be ready FY2023, bond funds & HB2 to make up difference in bond programming
										w/o I-40 corridor	\$302,122,011			
										w/ I-40 corridor	\$2,168,641,150			

NMDOT

QUESTIONS???

