Executive Summary

Category	Grade	Description	Page Start
Aviation	D+	New Mexico Airports serve a critical role in the State's economic development. A 2009 New Mexico Airport System Plan study showed that aviation in New Mexico supports 48,795 jobs, generates $1.3 billion in payroll annually, and is responsible for contributing $3.1 billion annually to the economy. However, with only 66% of needed funding available, our aviation infrastructure components are experiencing a steady decline.	14
Bridges	C–	New Mexico has a large number of bridges reaching the end of their design life and a bleak funding outlook which resulted in a rating that is lower than is indicated by condition alone. Cost estimates to repair or replace bridges in New Mexico is currently $178 million; this number will grow rapidly as each additional design life is exceeded.	34
Drinking Water	C–	Many of New Mexico's potable water systems are deteriorating at an ever-increasing rate due to the age of the systems. The systems have been serving their communities very well over the years with safe reliable water, but routine maintenance and rehabilitation must be increased for there to be any chance of keeping up with the sustainability goal for future generations.	45
Flood Control	D+	The condition of flood control infrastructure in New Mexico varies widely, with larger municipalities having more effective facilities than rural areas. On balance, 73% of all jurisdictional dams and 77% of jurisdictional flood control dams are considered deficient or not in satisfactory condition. Ongoing work should improve on the 16% of jurisdictional dams classified as high or significant hazard potential. However, there are significant shortcomings in the state's flood control infrastructure that are expected to worsen over time.	59
Rail	C	Railroads play a major role in New Mexico's economy providing for the movement of natural resources, freight and people. The primary problem with the Burlington Northern (BNSF) Santa Fe and Union Pacific Railroad (UPRR) corridors is capacity. The State, Federal and local governments should pass economic stimulus bills to encourage the development of these rail corridors. The short line railroads are the primary movers of the State's natural resources (coal, potash, copper, etc.) and the Short Line Credit Extension federal legislation should be extended to support this important rail connectors. Finally, New Mexico has a unique passenger rail system in the Rail Runner that provides rail passenger service between Belen and Santa Fe. The State should recognize the transit / tourism benefits and the local governments should promote transit oriented facilities.	68

Executive Summary

Category	Grade	Description	Page Start
Roads	C	The capacity and condition of New Mexico's roads are above the national average, which is partially a result of the relatively lower statewide population and traffic volume. However, New Mexico's urban roads are among the roughest in the nation. Vehicular travel on New Mexico's roads has been increasing at a rate of about double the national average; increasing high traffic and a shortage of funding have made New Mexico's road serviceability decline over time.	87
Schools	B–	New Mexico's student population increased 3.5% to 337,000 since the last Infrastructure Report Card in 2005. New Mexico public schools utilize over 100 million square feet of building space. The New Mexico Facilities Condition Index (NMCI-needed repairs of a school building divided by its replacement value) improved by 46% since 2003 but the rate of improvement has slowed, and in 2010 began to reverse due to funding constraints. The NMCI enables the comparison of all the public schools in the state to determine greatest need for funds that are available for the correction of school deficiencies. Current unfunded public school facilities needs total $4.05 billion.	100
Solid Waste Management	C	The condition of the State of New Mexico's solid waste infrastructure is good. Solid Waste collection at the curb is provided to more than 60% of the population, disposal capacity exceeds 60 years, recycling services are provided in each of the state's 102 municipalities, and there are drop-off locations for solid waste and recyclables in all 33 counties. The state must focus on continued support of the solid waste system through adequate funding, training, and public education and awareness of the value of a strong solid waste system.	110
Transit	C+	Transit is maintaining a level of service that is currently meeting most of the public's needs. However, in order to provide for increasing ridership, create a competitive alternative to other modes of transportation, and play a role in the solution to increasing roadway congestion, additional funding and a higher placed priority on new program initiatives are required.	122
Waste Water	C	Historically, the cost of waste water treatment in New Mexico has been low in many locations, because treating waste water was not a priority. So, those costs added to any new water conservation measures such as reuse and grey water has made the need for rehabilitating treatment systems slow to be realized. This has led to there being little opportunity or perceived need for new plants, improved system operations or even rehabilitating plants that already exist.	131

State Transportation Maintenance Needs

Fiscal Year 2014 Approved Operating Budget Compared to Estimated Need				
	(In Thousands)			
Routine Maintenance		**Budget**	**Needs**	**Gap**
Routine Pavement & Roadway Maintenance	Patching, Pothole Repair, Ditch, Drainage, Mowing and Guardrail Repair.	$12,200	$65,300	$53,100
Routine Sign Maintenance	Inventory of 125,000 Signs - approximately 27,100 need to be replaced at an average cost of $439 per sign.	$2,200	$11,897	$9,697
Routine Pavement Striping		$8,800	$11,000	$2,200
Pavement Preservation	5 Year Average Need - Fog Seal, Crack Seal, Overlay, Heater Scarification	$32,500	$99,900	$67,400
Chip Seal Program		$9,800	$27,600	$17,800
Emergency Response	Snow, Debris, Vandalism, Litter Removal	$4,900	$15,200	$10,300
Equipment Replacement	Loaders, Tractors, Backhoes, Mowers, etc.	$10,000	$32,400	$22,400
Equipment Repair	Loaders, Tractors, Backhoes, Mowers, etc.	$6,360	$8,270	$1,910
Natural Disasters (Event Specific)	Flooding (Received $2.0 million in Emergency Relief Funds).	$0	$19,900	$19,900
Bridge Maintenance	Preventative maintenance on 125 bridges per year or 10% of bridge inventory at an average cost of $66.90 per sq ft x average bridge size of 8,100 sq ft.	$4,100	$67,736	$63,636
Total		**$90,860**	**$359,203**	**$268,343**

State Transportation Construction Needs

Fiscal Year 2014 Approved Operating Budget Compared to Estimated Need				
	(In Thousands)			
		Budget	**Needs**	**Gap**
Roadway Reconstruction and Rehabilitation				
	Estimated need of 11.9 billion over the next 20 years or an average of $595 million per year. Performing 75 percent of the estimated requirement would address the most critical needs.	$150,653	$446,250	$295,597
Bridge Replacement and Repair				
	Estimated need of $370 million over the next 10 years or an average of $37.00 million per year. NMDOT currently has an inventory of 191 bridges in deficient condition or approximately 1.35 million sq ft at an average cost fo $274 per sq ft to replace	$33,205	$37,000	$3,795
Bridge Replacement				
	Need to replace approximately 25 bridges per year based upon an average 50year useful life at an average cost of 2.168 million per bridge	$13,862	$54,200	$40,338
	If all 158 functionally obsolete bridges were used as FY14 Need at an average cost of $2.168 million per bridge. (Note: Not included in Total)		$342,544	
Total		**$197,720**	**$537,450**	**$339,730**
Grand Total For Maintenance and Construction		**$288,580**	**$896,653**	**$608,073**

The Top 50 Surface Transportation Projects to Support Economic Growth and Quality of Life in New Mexico - August 2013

Rank	Location/NM DOT Region	Urban Area	Facility/Route	From	To	Length (mi)	Current Traffic (AADT/Ridership)	Lanes	Cost ($1,000)	Project Description	Reason project is needed/importance of facility to local and regional mobility and economic development	Likely impact of project completion on local and regional mobility and economic development
1	McKinley/D6	Gallup	US 491	MM15.10 (Twin Lakes)	MM 41.86 (Naschitti)	26.76	15013	4	$ 89,000.00	To Develop the remaining 26.8 miles of 2-lane roadway to 4-lanes. The remainder of the 97 mile corridor is 4-lanes.	This 2-lane facility has been under construction to make it a 4-lane facility for 9 years. It is the only feasable north-south corridor in the region that will support heavy truck traffic. Burlington Northern and other developers have expressed the interest in placing a rail/truck distribution center near this facility. Coal, oil, and other goods would be transported easily due to the close proximity of rail, I-40, US 64and US 491.	US 491 has many tribal and non tribal customers that utilize this facility. Crash data has shown that a divided 4-lane facility would significantly reduce crashes on US 491. McKinley County is one of the highest percentage of poverty in New Mexico. The proposed Distribution Center and increased tourist and truck traffic would significantly improve the opportunities for citizens living in McKinley County. This north/south corridor would promote economic development by connecting a 4-lane facility from western NM to northern New Mexico, Southern Colorodo, Southern Utah, and Northern Arizona along with east/west along I-40.
2	San Juan/D5	Farmington	US 64	Farmington (MP 54)	McGee Park (MP 58)	4	25000	6	$ 40,000.00	Roadway reconstruction/construction to provide additional capacity and access management	This project will provide for additional capacity and increased safety that will provide for improved transportation and economic opportunities for the region	Efficient movement of goods and services along the corridor and improved economic development opportunity in the region.
3	Bernalillo/D3	Urban	I-25	Sunport (MP 221)	Big I (MP 226)	5	146500	6-8 lanes	$ 200,000.00	Eliminate the S curve on I-25 and reconstruct the I-25 Gibson, Cesar Chavez and Lead/Coal Interchanges	Safety, and Capacity	Will improve mobility in the area and enhance access to and from the area to the Interstate system.
4	Eddy/Lea-D2	Rural, Artesia to Lovington	US82	MP 107.5 (Jct US285)	MP 171.0 (Jct 17th Street in Lovington)	63.5	3,922	2 Lanes	$ 95,000.00	Construction of two lanes to make a four lane facility between Artesia and Lovington	With the increase in traffic due to the oil and gas industry in southeastern New Mexico, this road is receiving much more traffic than in the past.	Supports the mobility needs of the oil and gas industry in Southeastern New Mexico.
5	Bernalillo/D3	Urban	I-25	Comanche (MP 227 on I25)	San Antonio (MP 231)	4	155300	6-8 Lanes	$ 125,000.00	Reconstruction of the Comanche, Montgomery, Jefferson, San Mateo and San Antonio Interchanges	To address reoccurring congestion on I-25 and at the Interchanges	Improve mobility on I-25
6	Rio Arriba/Taos/ D5	Espanola	NM 68	MP 3	MP 38	35	10000	2/4	$ 70,000.00	Roadway reconstruction of 4 lanes and roadway rehabiliation with auxiliary lanes along 2 lane section	This corridor serves commuter and recreational traffic in the region that requires improvements to address operation and safety concerns.	Completion of this project will include recommendation from a safety corridor study to provide improved safety and efficiency for users of the highway.
7	Bernalillo County D3/AMPA	Albuquerque	Central Corridor Bus Rapid Transit (BRT) Study	I-40 and Tramway Blvd.	I-40 and Atrisco Vista	17.2	Ridership of 5.7 million annually on three routes serving Central Avenue (17,000 riders per day)	Combination of dedicated busway and mixed flow lanes within current right-of-way	TBD	Final analysis is not yet complete; project will likely include a mixture of various Bus Rapid Transit techniques along the Corridor	Central Avenue is a key connector of transit destinations (e.g., Old Town, Downtown, UNM) in the City and serves a large part of the transit-dependent population of the City. Since 2004, ridership on Central has grown at an average annual rate of 5-6%. Overall trip time is deteriorating. Market changes and aging buildings have accelerated the loss of business opportunities along the Corridor.	Institution of BRT technologies (lanes, platforms, off-board fares, special vehicles and ITS) will create more timely and dependable transit. Station location selection will be informed by opportunities for redevelopment of vacant/underused land along the Corridor. Recent studies by the GAO and the National Bus Rapid Transit Institute show that BRT has some of the land value enhancement characteristics of light rail.
8	Bernalillo/D3	Suburban area	I-25	Rio Bravo (MP 220)	Broadway (MP 215)	5	46300	4	$ 50,000.00	Add a third lane on I-25 between the Rio Bravo and Broadway Interchanges	to address congestion on I-25	Improve mobility on I-25
9	San Juan/D5/FM PO	Farmington	East Pinon Hills Blvd	NM 516 (East Main)	CR 3000	1	N/A	4	$ 22,000.00	Construct a new 4-lane roadway with pedestrian and bicycle amentities over the Animas River	The extension of Pinon Hills Blvd would create a new river crossing and would connect the retail district along East Main St to the developing area of unincorporated San Juan County east of the river. This connection would reduce out-of-direction travel that motorists currently experience. This road extension would help alleviate traffic volumes on the two nearest river crossings at Browning Pkwy and CR 350. In FY2015, this project is programmed to receive $3,00,000 in STP funds for one phase of the project (total project cost is $22,000,000)	This project has been identified by the City of Farmington for over 10 years. In conjunction with a nearby County proposed project, it would create a new arterial connection for better mobility between Farmington and the County
10	Valencia/D3	Suburban area	New Los Lunas River Crossing	MP 202 on I-25	MP 202 on I-25	5	New facility	4 lanes	$ 60,000.00	Build new river Crossing from I-25 to NM 47 in Los Lunas	Improve mobility within Valencia County	Will provide for economic development and ease congestion in the area
11	Chaves and Lea County/D2	Roswell	US380	Roswell	Texas State Line	87	1,109	2	$ 150,000.00	Widening US380 for 87 miles to tie into existing four-lane road (US 70)	This corridor has a combination of oil field traffic and heavy tourist traffic traveling to Ruidoso.	Completion of this project would accommodate the growing oil industry in the area as well as providing improved mobility for tourists visiting the Ruidoso and Captain area.

12	Santa Fe County/D5/SFMPO	Santa Fe	Santa Fe Place Transit Center				N/A		N/A	Construction of a Multi-Modal Center for the Southern HUB for the Santa Fe Trails Transit System	Santa Fe Trails ridership continues to grow each year and in 2012 surpassed 1 million riders. Currently the Santa Fe Place transit hub is located in aparking lot. This project will create a formal multi modal center at this imprortant location	As the Metropolitan area continues to grow to the south and west the Santa Fe Place Transit Center is well positioned to become and improtant intermodal center connecting the transit routes to the south and north.
13	Santa Fe County/D5/SFMPO	Santa Fe	I-25/ Cerrillos Rd Interchange	Milepoint 278.8	Milepoint 279.0	0.2	50000		$ 22,000.00	Bridge Replacement/Rehabilitation and Interchange Geometry Improvements for Safety	This interchange has four bridges that are nearing the end of their life and need to be replaced or rehabilitated. Additionally, the interchange configuration has some geometric deficiencies that need to be resolved to accommodat existing and projected traffic.	This interchange is one of the key gateways from the interstate into Santa Fe. Additionally it is located in the area which is expected to see a significant amount of both residential and commercial growth in the future.
14	San Juan/Rio Arriba/D5	Blanco	US 64	Blanco (MP 75)	La Jara (MP 107)	32	5400	2	$ 64,000.00	Reconstruction to provide shoulder widening and structure replacement	This corridor serves as a major arterial for recreational and oil/gas industry.	Widening of this roadway will improve safety and provide improved traffic operations for residents, business and visitors to the region.
15	Santa Fe/Los Alamos/D5	Los Alamos	NM 502	MP 0	MP 6.5	6.5	13000	4	$ 22,000.00	Urban roadway reconstruction and rural reconstruction from 2 to 4 lanes.	This corridor serves commuter and national defense traffic for the Los Alamos National Lab.	This project will provide for improved capacity and safety operations by addressing cut slope and high fill issues (rockfall)
16	Santa Fe/D5	Santa Fe	I-25	MP 278	MP 282	4	20000	6	$ 35,000.00	Roadway reconstruction/widening and interchange construction	This section of highway serves as a commuter corridor and the gateway to the capital city.	This section of I-25 has been identified in a corridor study to provide increased capacity on I25 and additional access for a growing area in the county.
17	Dona Ana/D1	Yes	US-70	149	149.3	0.3	32,550	4	$ 5,200.00	Intersection Improvements	This intersection in Las Cruces connects one of the main east-west routes (US-70) and one of the main north-south routes (Solano/Spitz). Increased development in the area has reduced the level of service and has resulted in delays traveling through the intersection.	The intersection improvement will provide for better flow through the intersection as well as improved access to businesses. US 70 also carries goods shipped from Mexico and is identified in the NMDOT Freight Plan as an important route for NAFTA trade.
18	San Juan/D5	Shiprock	US 64	Arizona State Line (MP 0)	Shiprock (MP 22)	22	15000	2	$ 55,000.00	Reconstruction to provide shoulder widening and structure replacement	This corridor serves as a regional traffic carrier for the Navajo Nation between Arizona and New Mexico.	Widening of this roadway will improve safety and provide improved traffic operations and safety for the region.
19	Rio Arriba/D5	Regina/Coyote	NM 96	MP 8	MP 46	38	1000	2	$ 76,000.00	Reonstruction to provide shoulder widening and structure replacement	This corridor serves recreational and oil/gas industry.	Wideing of this roadway will provide for increased transportation operations and safety for local communities and school routes.
20	Bernalillo County D3/AMPA	Albuquerque	UNM/CNM/Support Transit Project	University and/or Yale from Menual Blvd.	Albuquerque International Support	6.2	N/A	N/A	TBD	Enhanced transit service along the North-South corridor connecting UNMH, UNM, CNM, UNM Sports Complex and the Support to ABQRide's premium transit service along Central Ave.	With 150,000 total daily trips the area is the largest activity center in Albuquerque and home to some of the state's leading healthcare, education, and entertainment uses. Congestion levels and parking availability are compromising the ability for faculty, staff, students, patients and visitors from getting to the vital destinations. Very high levels of redevelopment are planned for the corridor, including hospital expansions, student housing, retail and mixed use	The completion of this project will 1) support the ability of the uses in the corridor to achieve their missions and serve the public in the current locations which are in the urban core and supported by transit, 2) support current efforts to reduce parking levels in order to more efficiently use land, and 3) enable land use designs and zoning that encourage higher and better land uses. Preliminary ridership estimates are 20,000 riders per day during classes.
21	Sandoval/D3	Urban	NM 528	Ridgecrest	US550	7	25000	6 lanes	$ 40,000.00	Widen NM 528 from a 4 lane section to a 6 lane section	To address reoccurring congestion on NM 528 and to provide for a facility that will address current and future growth in the area	Improve North-south mobility within Rio Rancho
22	San Juan/D5	Aztec	NM 173	MP 0	Navajo Dam (MP 18.7)	18.7	1500	2	$ 47,000.00	Reconstruction to provide shoulder widening and structure replacement	This corridor serves as a major arterial for recreational and oil/gas industry.	Widening of this roadway will improve safety and provide improved traffic operations for residents, business and visitors to the region.
23	Grant/D1	Yes	NM-90	41.3	41.8	0.5	8,732	4	$ 14,000.00	Bridge Replacement	This bridge is currently rated as a deficient bridge. NM-90 is the main route between Lordsburg and Silver City and is also a heavy utilized route for the mining community. Sight distance issues have also resulted in a safety concerns that need to be addressed due to added traffic volumes along this route. Replacement of the bridge will eliminate the need for the routine maintenance and possible load restrictions that could affect the mining communities in the area.	Replacement of the bridge will include wider shoulders and better site distance to allow for improved traffic flows into Silver City from Lordsburg. The new design will also account for the mining industry and will allow them to continue to utilize this route for travel between the various sites.
24	Eddy/D2	Rural, Loving south to Texas State Line	US285	MP 0 (Texas State Line)	MP 20 (Loving, Eddy County)	20	2,379	2 Lanes	$ 30,000.00	Rehabilitation of existing road with the construction of 8 foot shoulders.	With the increase in traffic due to the oil and gas industry in southeastern New Mexico, this road is receiving much more traffic than in the past.	Supports the mobility needs of the oil and gas industry in Southeastern New Mexico.
25	Santa Fe County/D5/SFMPO	Santa Fe	NM 14 (Cerrillos Rd)	Camino Carlos Rey	St Michaels Drive	0.66	45000	6	$ 11,000.00	Reconstruction to include construction of an undergraound storm water drainage system and multi-modal upgrades for vehicles, pedestrians, transit and bicycle use.	This is the final section of a multi phased project to upgarde Cerrillos Road. Cerrillos Road is the primary commercail corridor for the city of santa fe and the upgrades improve mobility and accessability for all modes of transportation.	Completetion of this project will provide a major impact to the regional mobility and economic development within the corridor.
26	Bernalillo/D3	Urban	NM 423 (Paseo Del Norte)	Coors interchange	Coors interchange	1 mile	79000	6 lanes	$ 40,000.00	Reconstruct the Paseo Del Norte interchange (to include the Paseo del Norte and Eagle Ranch intersection	To address reoccurring congestion at the interchange	Improve mobility from the interstate to the NW part of the Albuquerque Metropolitan area
27	Bernalillo/D3	Suburban area	NM 45 (Coors)	Eduardo	Isleta Boundary		25000	4 lanes	$ 35,000.00	Reconstruct the roadway mainline, add storm drain system, upgrade the pedestrian and Bike facilities, add turn lanes	Improve mobility and safety along the NM 45 within the South Valley	Provides for economic development in the area and enhances safety along the corridor

28	Bernalillo/D3	Suburban area	I-25	Mesa Del Sol (MP 217 on I-25)	Mesa Del Sol (MP 217 on I-25)	1	46300	4 lanes	$ 25,000.00	Build new interchange at Mesa Del Sol	Provide access to the mesa del Sol Development	Will provide for economic development and ease congestion at the I-25 and rio Bravo interchange
29	San Juan County/D5/FMPO	Bloomfield	US 64	Milepoint 60	Milepoint 62	2	20000	4	$ 16,700.00	Widen the existing 4 lane road to 6 lanes; install medians and access management	This widening project is the third phase of a multi-phased project,which will widen US 64 from Farmington to Bloomfield. The project is intended to add capacity to this regional corridor and improve safety by installing medians and consolidating existing driveways.	The added capacity of this project is expected to meet future traffic demand. The corridor will have better safety improvements and maintain mobility between the two cities.
30	San Juan County/D5/FMPO	San Juan County	US 64	Milepoint 58	Milepoint 60	2	33000	4	$ 16,000.00	Widen the existing 4 lane road to 6 lanes; install medians and access management	This widening project is the fourth phase of a multi-phased project,which will widen US 64 from Farmington to Bloomfield. The project is intended to add capacity to this regional corridor and improve safety by installing medians and consolidating existing driveways.	The added capacity of this project is expected to meet future traffic demand. The corridor will have better safety improvements and maintain mobility between the two cities.
31	Santa Fe/D5	Edgewood	NM 344	MP 1.6	MP 6	4.4	8000	2/4	$ 14,000.00	Urban (2 to 4 lanes) and rural reconstruction	This section of highway serves as a commutor corridor school bus route for the local community.	Construction of this section of NM 344 will provide for increased capacity in the urban section of Edgewood and shoulder widening and structure extension in the rural section resulting in improved safety along the bus route.
32	Lincoln County/D2	Captain	US380	Captain	US 70 Junctino	22	1,800	2	$ 45,000.00	Pavement rehabilitation and the addition of six to eight foot shoulder.	This portion of US380 is currently the only section that does not have shoulders. This portion of US380 includes Lincoln Historical District, which would require Context Sensitive Design and coordination with the State Historical Preservation Office and Billy the Kid Scenic Byway.	Construction of this project would enhance the safety of the traveling public.
33	Torrance/D5	Moriarty	NM 41	MP 0	MP 28	28	5000	2	$ 56,000.00	Roadway reconstruction with passing lanes and structure extensions	The corridor study recommends reconstuction and shoulder widening with alternating passing lanes	This project will proivde improved safety and efficiency for the area to address commuter and school traffic needs.
34	Dona Ana/D1	Yes	I-25	1.7	3	1.3	18,500	4	$ 9,000.00	Bridge Replacement and Widening, Safety and Sight Distance Improvement	This bridge is located one mile north of New Mexico State University and is heavily congested while the university is in session or during special events held on campus. The bridge also presents a site distance issue for southbound traffic that has resulted in numerous accidents due to congestion.	The replacement of the bridge will allow for widening of the roadway to accommodate a longer off-ramp onto University Avenue, allowing more access for more efficient flow and reduced likelihood of accidents on the mainline I-25. It will also provide more efficient access to the university and businesses located in the vicinity of the university.
35	McKinley/D6	Gallup	Allison Road (including crossing over NM 118, BNSF Railroad, RioPuerco, and I-40)	MM 0.0 (at NM 118)	MM 5.0 (intersecting US 491)	5	less than 1000	2	$ 40,000.00	To develop a safe bypass and connect west Gallup to US 491 in an effort to decrease congestion and promote economic development in Gallup's west side	Gallup north and south is divided by BNSF Rail Road, Rio Puerco, and I-40. This creates congestion at the crossings and stifles economic development. Gallup has many unsafe at-grade railroad crossings. This would provide a non-congested crossing on the heavily developed west side.	Allison Road has many customers that utilize this facility (with an at-grade rail crossing) in an effort to bypass the heavily congested west interchange. Crash data has shown a high number of train/pedestrian fatalities. McKinley County is one of the highest percentage of poverty in New Mexico. The proposed bypass would significantly improve the opportunities for citizens living in Gallup to develop business along a safe corridor. This north/south bypass would connect western Gallup to northern Gallup while decreasing congestion and crashes throughout the city.
36	Valencia/D3	Rural	NM 6	District Boundary (MM 18)	Los Lunas City limits (MM 32)	12	2300	2 lanes	$ 36,000.00	Reconstruct the Pavement on NM 6 and add shoulders	NM 6 is a an alternate Route that connects I-25 with I-40	Helps improve mobility within the Region and state
37	Lincoln/D2	Rural, Carrizozo to Hondo	US380	MP 73.4 (Jct NM37)	MP 107.5 (Jct US70)	34.1	923	2 Lanes	$ 51,000.00	Rehabilitation with shoulder widening on portions, reconstruction entire roadway on portions	Other than US70 and US82, US380 is a major east/west route in south central/southeastern New Mexico. This portion of US380 is in need of upgrades.	Increased tourism at Lincoln State Monument and Smokey the Bear State Monument. Additional mobility for tourists visiting Ruidoso for summer and winter activities.
38	Dona Ana/D1	Yes	I-10	146	164	18	37,408	6	$ 9,000.00	Pavement Preservation	As traffic volumes increase, it is necessary to maintain the condition of the pavement to maintain traffic flows and reduce congestion.	This portion of I-10 connects Las Cruces and El Paso and is a major corridor for commercial traffic between the east and west coasts. It also serves as a vital corridor for International trade with Mexico.
39	Luna/D1	No	NM-549	23.7	24.1	0.4	800	2	$ 4,800.00	Bridge Replacement	Although NM-549 typically has a low AADT, this route is currently the most efficient alternate when I-10 requires closure due to accidents or dust storms. However, the bridge is load limited and restricts all commercial vehicle traffic. The bridge also contains several safety issues that need to be addressed.	I-10 is a major corridor between California and Florida. Currently upon closure of I-10, traffic must detour an additional 60 miles or wait for the re-opening of the interstate. The replacement of this bridge will allow for detour of interstate traffic with very little added time or mileage, maintaining east-west traffic flows along the I-10 corridor.
40	Santa Fe County/D5/SFMPO	Santa Fe	Acequia Trail/Railyard Crossing	St Francis Dr Milepoint 165.5	St Francis Dr Milepoint 165.5	0.25	St Francis = 40000 Aceqiua Tr = 200		$ 4,000.00	To construct a grade separated underpass for the Acequia Trail Multi Use Path under St Francis Drive connecting the Railyard to the Neighborhoods to the west and east of St Francis Drive	The City is in the process of expanding the Aceqiua Trail (Bikeway) which is expected to provide bicycle access from Tierra Contenta in the south west of the City to the Railyard close to downtown. With the expansion of the trail and addition of connections into the neighborhoods along the way the Acequia Tral is expected to become a heavily used facility. The grade separation is need to remove the conflict between a heavily used trail and heavily used Principal Atreial Roadways	

41	Lea/D2	Rural, west of Eunice	NM176	Milepost 0	Milepost 20	20	710	2 Lanes	$ 20,000.00	Rehabilitation of existing road with the construction of 8 foot shoulders.	With the increase in traffic due to the oil and gas industry in southeastern New Mexico, this road is receiving much more traffic than in the past.	Supports the mobility needs of the oil and gas industry in Southeastern New Mexico.
42	San Juan/D5	Aztec	East Aztec Arterial	US 550	NM 173	4	N/A	2	$ 12,000.00	Construct a new 2-lane roadway and reconstruct an existing 2-lane roadway around the City of Aztec	The construction of the East Aztec Arterial will provide for an alternative alignment for commercial truck traffic that will not be required to travel through the City of Aztec's Main Street Historic District. This new roadway will help alleviate traffic volumes along the Historic District of Aztec that contains small businesses and carries pedestrian traffic. This roadway would also provide an economic improvement opportunity for the City of Aztec.	This project has been identified by the City of Aztec a as priority for safety and economic improvement opportunities.
43	Santa Fe County/D5/SFMPO	Santa Fe	SE/NE Connetor Roadways			4	N/A		$ 10,000.00	Extension of the NE Connector (AKA Rabbit Rd) to Richards Ave. Construction of the SE Connector from the NE Connector to the eastern edge of Rancho Viejo. Both roads expected to be 2 lane Arterials	These roadways are located in the County's Community College Dsitrict and area identified for future growth by the County in their Sustainable Development Plan. These roadways will provide additional capacity to the road system in this area	The Community College District has limited roadway access from the north through Richards Ave which is nearing capacity for a 2 lane arteria The SE Connector will provide a parralel route to Richardsa and along with the NE Connector better access to the St Francis Dr.
44	Santa Fe/D5	Edgewood	I-40 Frontage Road	MP 0	MP 1.5	1.5	500	2	$ 5,000.00	Frontage road realignment	Realignment of I-40 frontage road to develop intersetion spacing at the I-40 NM 344 interchange	This project will provide improved safety and capacity for this populated area in Edgewood and heavy commercial traffic section of I-40.
45	Lincoln/D2	Rural, north of Carrizozo	US54	Milepost 146	Milepost 161	15	1,107	2 Lanes	$ 22,500.00	Reconstruction of last section of US54 between El Paso and Santa Rosa.	With the passage of NAFTA and increased shipping of goods and services between the United Staes and Mexico, US54 has become an important route.	Increased good and services along the route between Santa Rosa, Vaughn, Corona and Carrizozo.
46	San Juan/D5/FMPO	Unincorporated San Juan County	CR 3900	CR 3000	CR 390	1.5	N/A	2	$ 8,000.00	Construct a new 2-lane roadway with pedestrian and bicycle amentities.	This project continues the Pinon Hills Blvd extension project and further creates a new connection between the retail district in Farmington and the developing area in unincorporated San Juan County. This road will help connect traffic from the bridge crossing to existing arterials in the area. This project is unfunded at this time.	This project has been identified by San Juan County for over 10 years and would supplement the Farmington bridge project. It would create a new arterial connection for better mobility between Farmington and the County.
47	Santa Fe/D5	Santa Fe	NM 599	MP 6		1	12000	4/4	$ 12,000.00	Interchange construction at NM 599 and Airport Road	This interchange has been identified as a priority in a corridor study.	Construction of this interchange would provide for a safety and capacity improvement for a growing area of the City/County in residential, industrial and recreational activities.
48	Cibola/D6	Grants	NM 547	MM 0.0 (at NM 118)	MM 12	12	3500	2	$ 20,000.00	Develop drainage, parking, parks, and mainstreet roadway north/south through City of Grants into forest of Mt. Taylor.	Grants has been unable to develop economically due to the run down infrastructure and insufficient revenue to develop NM 547 through town and into the Mountain Forest.	Completion of this infrastructure would improve the communities image and promote growth in a small poverty stricken community.
49	Rio Arriba/D5		US 64	MP 114	Dulce (MP 135)	21	2000	2	$ 42,000.00	Reconstruction to provide shoulder widening and structure replacement	This corridor serves as a major arterial for recreational and oil/gas industry.	Widening of this roadway will improve safety and provide improved traffic operations for residents, business and visitors to the region.
50	Rio Arriba/D5	Tierra Amarilla	US 64/84	MP 253	MP 170	7	2500	2	$ 14,000.00	Reconstruction to provide shoulder widening and structure replacement	This corridor serves recreational traffic and several communities in norther New Mexico.	Completion of this project will complete a shoulder widening effort that has been ongoing for the past 10 years resulting in improved safety and capacity for the region.

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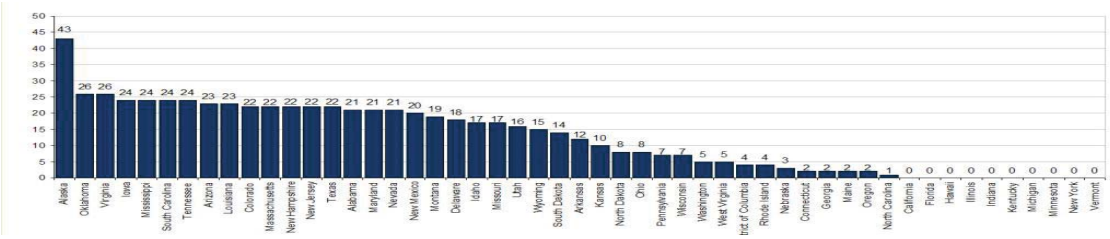
The Value of State Gas Taxes Has Fallen…



- As of Jan. 2013, 17 states had not raised gas taxes in **more than 20 years**
- No state had legislatively increased its gas tax in **2010, 2011 or 2012**
- After accounting for rising construction costs, the average state's gas tax had fallen by **20 percent** since last increase
- State gas taxes had fallen by a combined **$10 billion each year**
- Often small increases were **lagging behind funding needs**

Sources: CSG, 2011; Institute on Taxation and Economic Policy, 2011 and 2013; NCSL, 2012 and 2013.

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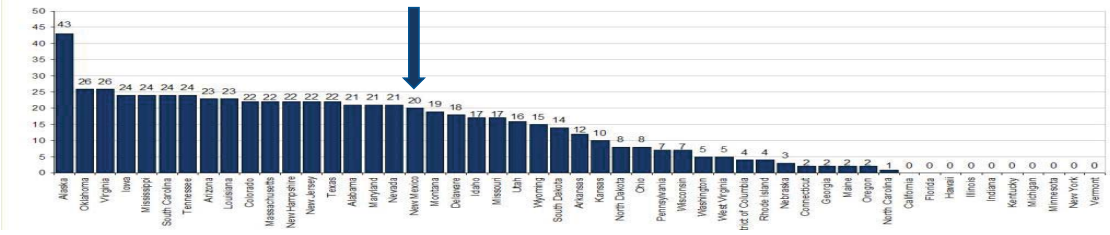
…and New Mexico More than Most



Excise Tax	Years Since Last Increase (as of Dec. 2011)	% Change in Cost-Adjusted Rate Since Last Increase	Rate Change Needed to Return to Previous Level	Annual Revenue Yield of Rate Change
17.0 cpg	18 years	-54%	20.1 cpg	$170.8 million

5

Sources: CSG, 2011; Institute on Taxation and Economic Policy, 2011; American Petroleum Institute, 2013.

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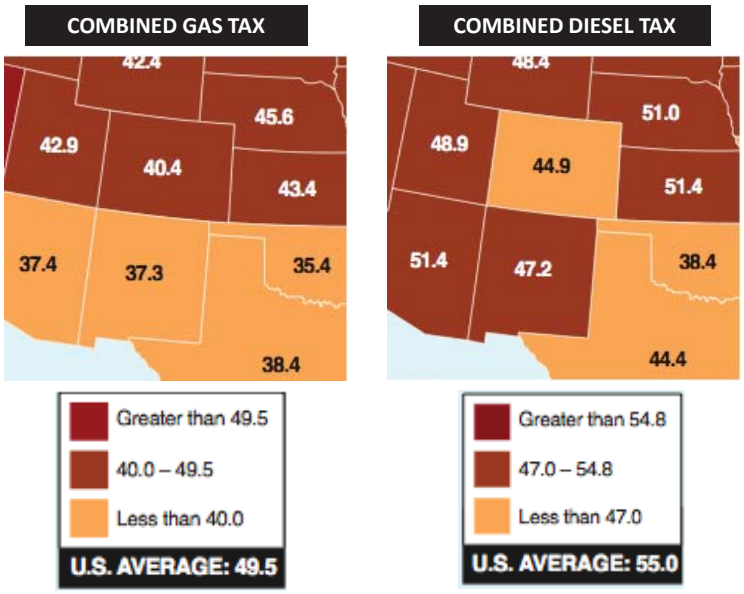
Gas and Diesel Tax Rates

New Mexico has the **8th lowest combined gas tax** (federal and state) and the **14th lowest combined diesel tax** in the nation, well below national averages.



Source: American Petroleum Institute, 2013.

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Costs of Underinvestment

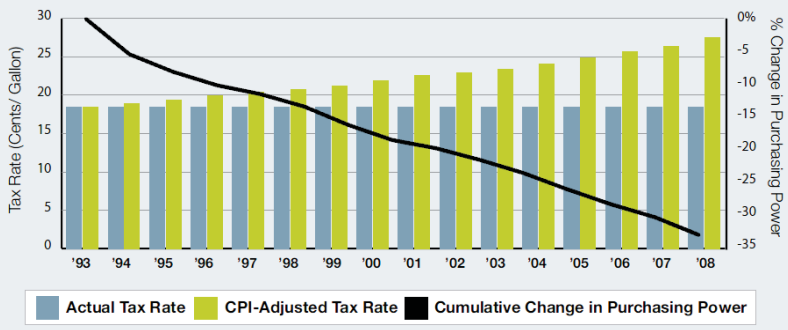
AVIATION	D
BRIDGES	C+
DAMS	D
DRINKING WATER	D
ENERGY	D+
HAZARDOUS WASTE	D
INLAND WATERWAYS	D-
LEVEES	D-
PORTS	C
PUBLIC PARKS AND RECREATION	C-
RAIL	C+
ROADS	D
SCHOOLS	D
SOLID WASTE	B-
TRANSIT	D
WASTEWATER	D

- According to the ASCE, in 2010, deteriorating surface transportation infrastructure cost U.S. households and businesses **nearly $130 billion** in vehicle operating, safety and environmental costs and time delays
- If current trends continue, these **costs will grow exponentially and accumulate** in coming years

The Federal Gas Tax is Also Falling

(for the Same Reasons)

EXHIBIT 2-9: FEDERAL GASOLINE TAX RATE AND LOSS IN PURCHASING POWER



Source: FHWA 2006 Highway Statistics, Table FE-21B, indexed using CPI-U as reported by the Bureau of Labor Statistics.

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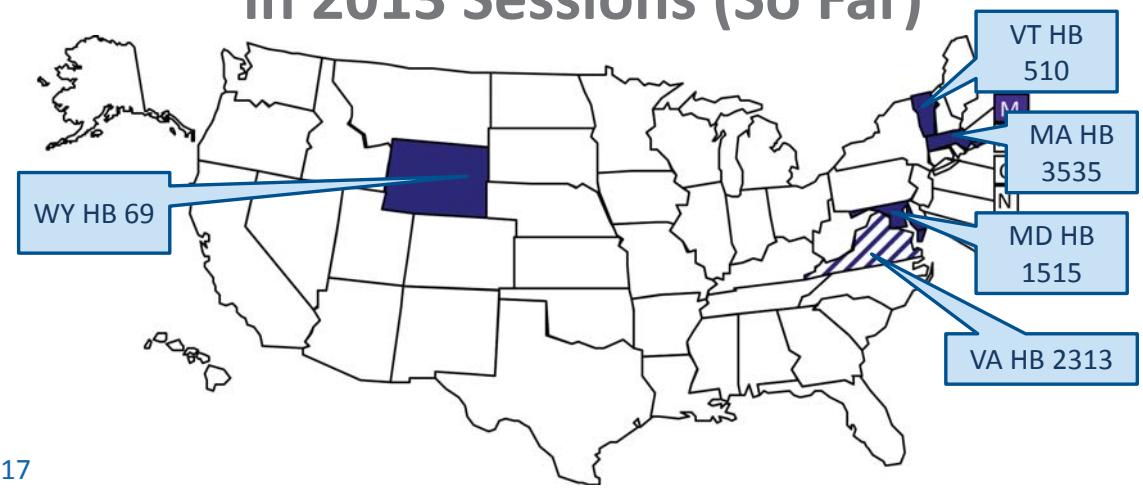
Transportation Faces Its Own Fiscal Cliff

Image from ridelust.com

- The current federal surface transportation law (MAP-21) lasts for **only 27 months**
- The federal Highway Trust Fund is predicted to reach **insolvency** sometime in FY 2015
- Legislators express **skepticism** about future help from the federal government

Five States Enacted Gas Tax Increases in 2013 Sessions (So Far)



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Gas Tax Alternatives

- Mileage-based user fees (also known as Vehicle Miles Traveled or VMT fees)
- Fees for alternative fuel vehicles or electric vehicles
- Taxes on alternative fuels

Publication: Jnl Final Edition 8/2005-today; Date: Aug 18, 2013; Section: Money; Page: C1

TRANSPORTATION

Mileage-tax idea goes on test drive

Oregon hopes 5,000-driver volunteer pilot program will prove concept is a viable alternative to gas taxes

By Daniel C. Vock

Stateline.org

Two years from now, thousands of Oregon drivers will get a taste of what the future may hold for the rest of us: They will pay taxes not on the amount of gasoline their cars burn, but on the number of miles they drive.

The move to a "vehicle miles traveled" tax is still a long way off in most corners of the country. But that is why transportation experts and elected leaders are so interested in seeing whether Oregon can make it work.

"Per-mile charges are the most high-profile and discussed possible alternative to the gas tax," said Jaime Rall, a transportation policy specialist at the National Conference of State Legislatures. "There's no question about it: States want to know if this is going to be a viable way to fund transportation into the future."

States are looking for an alternative to the gas tax, because the per-gallon taxes often do not keep up with inflation, and they are bringing in less money as cars become more fuel-efficient.

Oregon hopes its new program using 5,000 volunteer drivers will show the public, not to mention hesitant lawmakers, that this alternative is easy and fair. And officials want to prove it can be done without Big Brother-type tracking devices.

Whether taxing miles instead of fuel is a good idea in theory, the Oregon project could answer questions about whether it is a good idea in practice.

Seventeen other states also have tested the idea. Most of those studies focused on technical concerns, such as what technology to use to track miles and how to ensure accurate billing, and participants' attitudes toward the mileage tracking systems.

But no other state legislature has taken the next step of addressing how much money to charge per mile, or who should have to pay a mileage tax instead of the gas tax.

The Oregon legislation addresses those questions, and, unlike previous pilot projects, the new program is permanent.

Here are answers to some basic questions about the Oregon program, which lawmakers approved in early July. Gov. John Kitzhaber, a Democrat, signed the bill into law last week.

Q: How will it work?

A: The new program will start in 2015 using only volunteers. Drivers will choose one of several options to keep track of the miles they drive. All of the options will be provided by private companies.

The choices fall into two broad categories. Basic mileage meters will keep count of miles driven using a car's odometer. More advanced meters will use GPS technology to keep track of how far and where cars travel to make sure drivers are not charged for out-of-state or off-road trips.

Eventually, Oregon officials hope that a smartphone application can be developed to supplement the basic meters. Drivers would be able to turn on the expanded service software while they drive out-of-state or on private roadways to automatically report those mileage exceptions to the state.

The mileage meters also would be linked to cars' fuel gauges to measure and report how much gas motorists use.

Meanwhile, the volunteers would still pay gas taxes at the pump. The state would compute how much money drivers paid in gas taxes and subtract that from the amount they owe in mileage taxes. The state would then send a bill for the difference.

Q: How much more or less would drivers pay?

A: Drivers with gas guzzlers should do well under the new program. Oregon's gas tax is currently 30 cents a gallon. The mileage tax under the legislation will be 1.5 cents a gallon.

So anyone driving a car averaging fewer than 20 miles per gallon should pay less money under the mileage tax than the gas tax and perhaps even get a refund.

The average fuel efficiency for small vehicles in 2010, according to the U.S. Department of Transportation, was 23.5 miles per gallon. The Obama administration last year set efficiency goals for 54.5 miles per gallon by model year 2025.

Q: What about people with new cars and electric cars?

A: James Whitty, who helped develop the program for the Oregon Department of Transportation, acknowledged it will be a tough sell to get people with super-efficient vehicles to volunteer for the 2015 launch.

But he stressed that the legislation passed less than a month ago, and the department has two years to figure out how to encourage drivers of efficient cars to take part.

That's important because the program allows only 3,000 of the 5,000 slots to go to cars that travel 22 miles per gallon of gas or fewer. The remaining spots are for more efficient vehicles.

Q: What about privacy?

A: Oregon tried a pilot project between 2006 and 2007 that used state-issued transponders to count miles. What the state found, Whitty said, was the arrangement was expensive and the public did not like having a GPS tracking device installed in their cars.

That is why Oregon turned to private companies during a follow-up pilot program last year, which it conducted with Nevada and Washington state. Mile meters are already on the market for tracking trucks or for allowing insurance companies to charge customers based on the distances they drive.

This year's legislation limits who can see the information reported by the meters, and it requires the state and private entities to destroy location information from participating drivers within 30 days of using it for billing.

Q: Why Oregon?

A: Oregon is not the only state to test the idea of a mileage tax. In fact, 18 states have run some sort of demonstration, said Rall of the state legislatures group.

But Oregon, which began exploring the idea in 2001, is the first state to actually charge drivers the tax during the 2012 trials. Other states reported how much money drivers would owe but did not collect that money.

Oregon is also one of four states — along with Kentucky, New Mexico and New York — that charges trucks taxes based on their weight and the amount of miles they drive. So the state transportation department has experience handling mileage fees, Berger said.

Q: What is it like to drive with a mileage meter?

A: Both Berger and Whitty, the transportation official, participated in the last pilot project, which is the model for the program that will launch in 2015. Both said the test went smoothly.

"The sign-up was easy," Whitty said. "Choosing your plan was not a problem. Installation was far easier than anticipated. It took people seconds. … And then bill-paying was accurate. Basically, we hit a grand slam."

Berger, who drives a Volvo that gets 25 to 27 miles per gallon, said her monthly bills using the mileage tax often were "literally pennies."

For most drivers, Whitty said, the difference between what they paid at the pump and what the extra amount they owed for miles driven was so small, it was barely worth sending the bills every month. The new legislation lets the department send out bills less frequently. **Pilot programs for mileage fees**

Besides Oregon, 17 states have conducted studies of mileage taxes. Most of them — including New Mexico — were part of a four-year University of Iowa study funded by the federal government. The states that have run pilot programs are: California Colorado Idaho Illinois Iowa Florida Kansas Maine Maryland Minnesota Montana Nevada

New Mexico

New York North Carolina Texas Washington

SOURCE: National Conference of State Legislatures

Potential of the PPP Option

- PPPs allow the private sector to take on responsibilities and risks usually undertaken by the state—including financing
- PPPs can help complete large-scale transportation projects by bringing in private dollars to leverage
- BUT the private sector still needs to make a return on investment, usually from taxes, tolls or fees

So: PPPs themselves do not bring in new money for states (they are *finance*, not *funding*).

For more information, see the NCSL PPP toolkit at http://www.ncsl.org/default.aspx?tabid=20321

This document includes extracts from presentations made to the Transportation Infrastructure Revenue Subcommittee in the 2013 legislative interim:

Page 1, from the ASCE New Mexico Section, the “New Mexico 2012 Infrastructure Report Card”, presented on August 28, 2013.

Page 2, from the New Mexico Department of Transportation presentation, “Transportation System Needs” presented on October 8, 2018.

Page 3-6, from TRIP, “The Top 50 Transportation Projects to Support Economic Growth and Quality of Life in New Mexico”, presented on August 28, 2013.

Page 7-10 and 13, from Jaime Rall, NCSL, “It's Time to Cross That Bridge: State Transportation Challenges and Opportunities in the Federal Context”, presented on October 8, 2013.

All presentations may be found on the subcommittee’s webpage at:

http://www.nmlegis.gov/lcs/committee_detail.aspx?CommitteeCode=TRANS