



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. **Transportation Asset** Management is an important aspect of that effort. The 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.



NMDOT TAMP

- Addresses federal requirements
 - 23CFR490
 - 23CFR515.9
 - 23CFR515.15
 - 23CFR515.11
- Is Bipartisan Infrastructure Law (BIL) compliant
- 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
- Details NMDOT's financial plan

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.





23 CFR 515.9: Asset management plan requirements

- Objectives
- Measures and targets
- Summary condition description
- Performance gap identification
- Life-cycle planning
- Risk management analysis
- Financial plan
- Investment strategies



21.4

21.5

21.6

21.7

21.8

Project Location

Length

0.1

0.1

0.1

FuncClass

New Mexico department of TRANSPORTATION MOBILITY FOR EVERYONE

Federal GFP

1-G00D

1-G00D

2-FAIR

1-G00D

2-FAIR

Lane Miles

0.2

0.2

0.2

0.2

0.2

Score

TAM Objectives

Data-driven

- Pavement & Bridge Condition
- Condition Analysis Report (CAR)



- Scenario Analysis
- Performance Targets
- Cost-effective Planning

ce rargets	3	140	Bernalillo	1 - Interstate	MPO	48	58.4
tirra Diamorina	3	FL1720, NM14, NM536	Bernalillo	4 - Minor Arterial	MPO	49	53.8
tive Planning	3	6.1-6.7, 2.73.0, 3.9-4.9, 5.9-6.7, 229-230.3	Bernalillo	1 - Interstate	MPO	47	51.3
_	3	125	Bernalillo	1 - Interstate	MPO	46	50.5
	3	NM6	Bernalillo	3 - Principal Arterial	MPO	41	50.4

Roadway

Route

NM104P

NM104P

NM104P

NM104P

NM104P

From

21.3

21.4

21.5

21.6

21.7

Integrated

Policy \rightarrow Planning \rightarrow Program Development \rightarrow Implementation \rightarrow Performance Analysis

Year

2022

2022

2022

2022

2022

District

Transparent

- Clear Goals, Objectives, Targets & Reporting
- Tell a Clear Story

Continuous Improvement

- Regularly Take Stock
- Move Forward with Priority Initiatives

Performance Measure	2 Year (2023)	4 Year (2025)
Percentage of Interstate pavements on the NHS in Good condition	42.7%	37.0%
Percentage of Interstate pavements on the NHS in Poor condition	3.2%	3.8%
Percentage of Non-Interstate pavements on the NHS in Good condition	40.6%	37.4%
Percentage of Non-Interstate pavements on the NHS in Poor condition	3.2%	3.9%
Percentage of bridges on the NHS in Good condition	30.8%	32.9%
Percentage of bridges on the NHS in Poor condition	4.1%	5.5%



CONDITION ANALYSIS REPORT (CAR)



PROJECT EVALUATION PROCESS & THE CAR FORM

Prioritization of projects that best support the overall well-being of the transportation system and its users, as well as making progress toward achieving the goals set forth in the TAMP and other NMDOT planning documents.

C.		A P			AKS/07	
	Conditions.	loulysis Repun				
Other Asset	8					
Asset	Required	070		Notes		
Guardrails	Select					
Signings	Select	3				
Other	Select					
Economic I						
Recreation	ul Ste Name					sect -
Ourrent Day Population	ardy or		Projected Count Population*	V	Projected Population Change (%) 4	
	Events (23					
No.	oceobration (ocation requir se to un emerg	ed repair or ency event?	Select		*
Community	Consideral	ions				
Are There are	known comn	unity concerns	regarding the pro	pot?		
An	e there any dis pportunities a	not economic di socialed with f	evelopment he project?			
Environme	ntal Concer					
	Are there are	known enviror cluted with the	mental project?			
Other Impo	stant Conce	ms for Scop	ns			
An al	e there any at hould be note	er potential is for acoping th	e project?			
Notes						
	Altional comm	ents, notes, or	inagles may be in	niluded as an attiaul	unend with the CAR Form	
A						
A		variable through			overd with the CAR Form Guide for scoring input calcula	tion

District	Roadway	Project Location	FuncClass	MPO or RTPO	Baseline Score	Adjust Score
3	140	Bernalillo	1 - Interstate	MPO	48	58.4
3	FL1720, NM14, NM536	Bernalillo	4 - Minor Arterial	MPO	49	53.8
3	6.1-6.7, 2.73.0, 3.9-4.9, 5.9-6.7, 229-230.3	Bernalillo	1 - Interstate	MPO	47	51.3
3	125	Bernalillo	1 - Interstate	MPO	46	50.5
3	NM6	Bernalillo	3 - Principal Arterial	MPO	41	50.4
3	NM165	Sandoval	5 - Major Collector	MPO	33	47.4
3	NM165	Sandoval	5 - Major Collector	MPO	33	4/



Identification of Pavement Projects

While there is variation across Districts on how pavement projects are identified, prioritized, and programmed, the following steps are typical.

The GO provides pavement condition data to the Districts. In addition, Districts do their own monitoring of pavement conditions via road patrols.

G0 provides pavement condition info to the district.

Districts monitor pavement conditions via road patrols.

To assist with identification and prioritization of locations for maintenance and rehabilitation

Budget target

Given to district for fiscal year

Stakeholder input

Concerns identified via 3C process

Candidate project locations identified

Scopes built based on analysis of the most cost effective and efficient options

Immediate Repairs

Addressed as they are identified

Districts determine what work can be programmed in the STIP.

Based on project cost estimates and eligible funding sources

Smaller Scale Treatments

Handled via state forces or contractors via existing state price agreement

Large Scale Projects

Assigned for design by District staff or Region Design Center

On the shelf

Un-programmed projects are prepared should additional funds become available

Identification of Bridge Projects

Prioritization of capital bridge projects for the STIP is conducted through a collaborative process between the GO and the Districts.

BrM inspection data used to develop a set of bridge priority lists.

Separate lists are developed for bridges on:

Interstates | US Routes | NM State Routes | Local Roads | Scour Critical Locations

Initial prioritization based on:

NBI Condition Ratings Health Index Load Ratings

GO bridge staff and District review priority lists.

Bridges already programmed in the STIP are moved to the top.

Prioritization of others is adjusted based on traffic, detour lengths, safety concerns, local input and other factors.

Highest priority bridges are programmed by each District based on available funding.

Priority lists divide into two treatment categories.

Based on condition, inspector recommendation and engineering judgment

Replacement or Major Rehab

SD due to super/substructure condition: Replacement SD due to condition: Major rehab

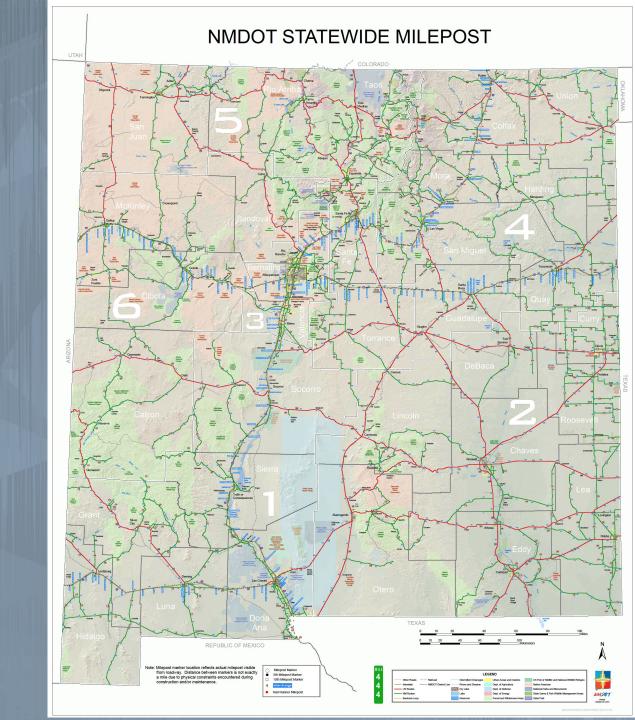
Minor Rehab or Preventive Maintenance

Other Prioritized bridges

Overview

Asset Information is Summarized:

- NMDOT-maintained system (portions of NHS)
- 2. NHS (covering both state and non-state-maintained facilities)
- 3. Asset inventory and conditions as of 2021

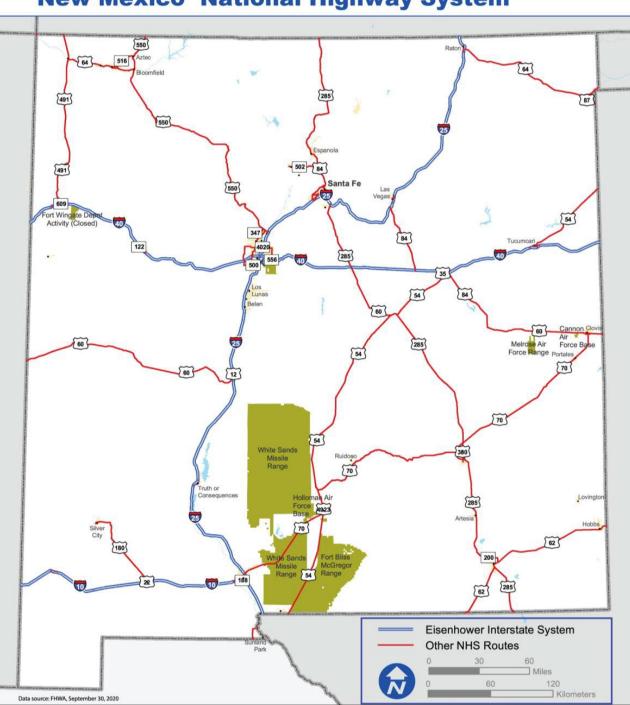


Overview

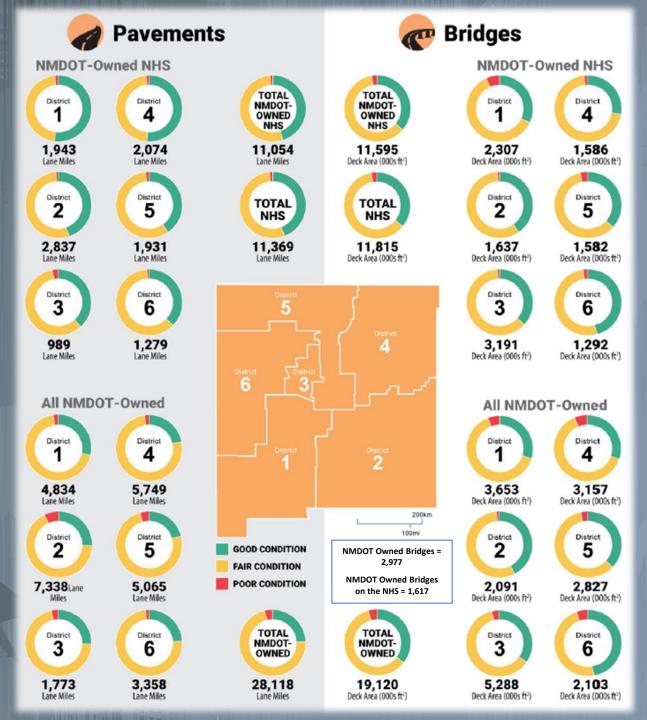
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New Mexico National Highway System

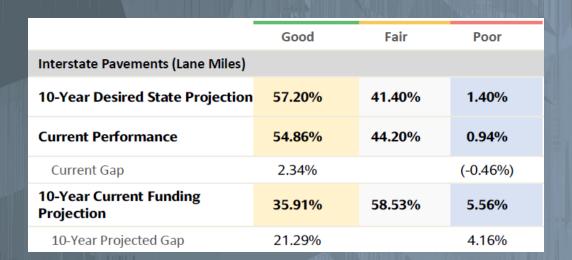


System Summary





Performance Analysis Gap





	Good	Fair	Poor	
Non-Interstate NHS Pavements (Lan	e Miles)			
10-Year Desired State Projection	49.43%	48.40%	2.18%	
Current Performance	38.78%	59.45%	1.78%	
Current Gap	10.65%		(-0.40%)	
10-Year Current Funding Projection	40.86%	53.68%	5.46%	
10-Year Projected Gap	8.57%		3.28%	

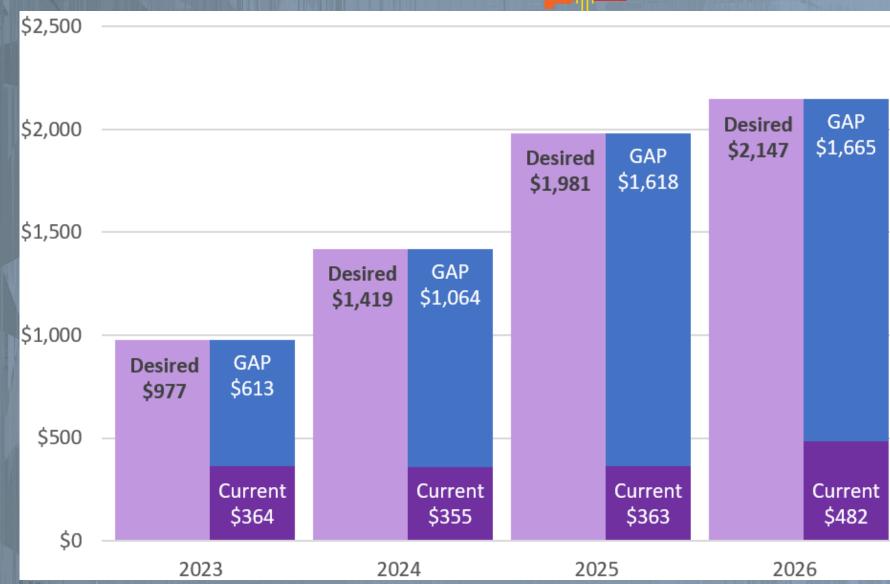
			
	Good	Fair	Poor
NHS Bridges (Deck Area)			
10-Year Desired State Projection	50.36%	47.75%	1.89%
Current Performance	36.01%	61.41%	2.59%
Current Gap	14.4%		0.7%
10-Year Current Funding Projection	26.75%	67.26%	6.00%
10-Year Projected Gap	23.61%		4.10%

Transportation Asset Management Plan Goals Total Pavement + Bridge

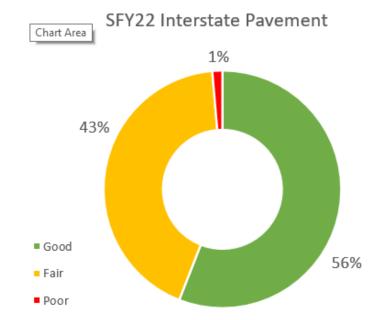


We are held accountable to meet TAMP Condition and Planned Spending goals Annually (Consistency Determination in June), Biennially (PMF Mid-Term Reporting in October 2023) and Quadrennially (PMF FPP in October 2025).

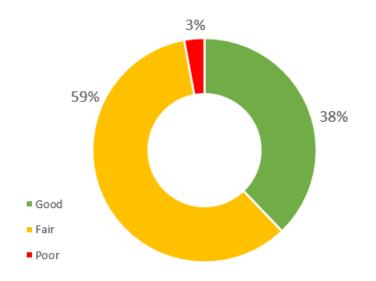
If we do not meet these Condition and Planned Spend goals, we may be subject to restricted Federal Funding.



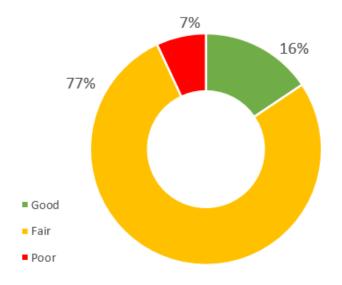
PAVEMENT CONDITIONS



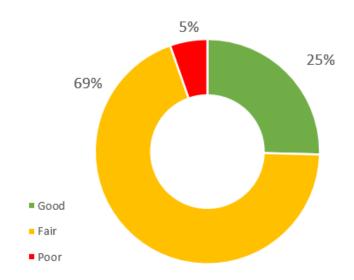




SFY22 Non-NHS Pavement



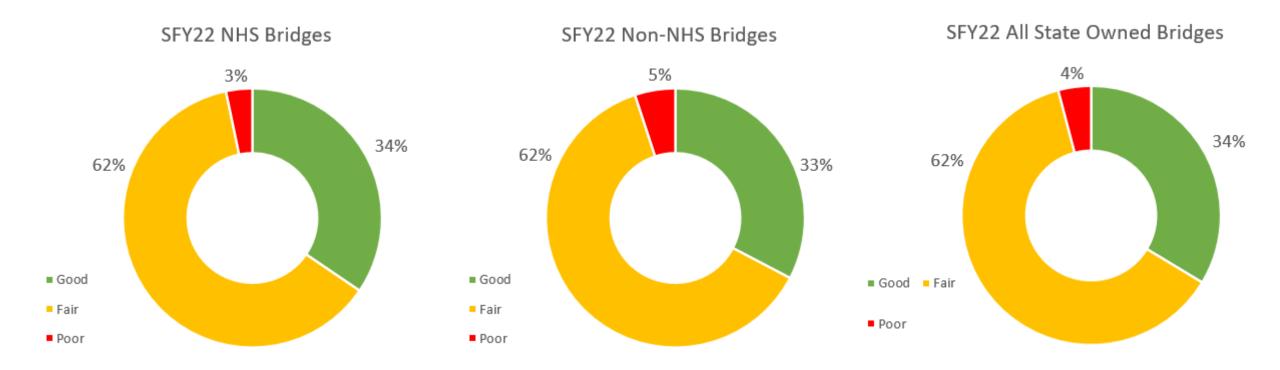
SFY22 All State Owned Pavement



Pavement	Good	Fair	Poor	Lane Miles
Interstate	56%	43%	1%	4,172
Non-Interstate NHS	38%	59%	3%	6,851
Non-NHS	16%	77%	7%	17,442
Total	25%	69%	5%	28,464

Based on Federal 0.10 mile segments as required by FHWA for TAMP reporting.

BRIDGE CONDITIONS



Bridges	Good	Fair	Poor	Total
NHS	34%	62%	3%	1,603
Non-NHS	33%	62%	5%	1,371
Total	34%	62%	4%	2,974

