New Mexico Transportation by the Numbers

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

JANUARY 2026

TRIP | A National Transportation Research Nonprofit

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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 corrridor 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**

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DISTRICT TWO - Southeast New Mexico & Permian Basin			
US 380/NM 157-242, Roswell to Tatum to State Line	Capacity improvements, alternating passing lanes throughout corridor, roadway reconstruction & pavement rehab	$	175.0
NM 31/NM 128 Corridors MP 0.5 to 22.67 & MP 0 to 59.9	Reconstruction with four-lane & alternating passing lanes, bridge replacement & major intesections improvements	$	335.0
NM 18, MP 58 to 71 Lovington to Hobbs	Minor pavement rehabilitation	$	45.0
US 62/180 MP 36 to 104	Minor pavement rehablilitation	$	70.0
NM 18, MP 0 to 58 Hobbs to Jal	Major pavement rehabilitation	$	120.0
US 54, MP 0 to 55 South of Alamogordo	Minor pavement rehabilitation	$	50.0
US 82, MP 139 to 171 West of Lovington	Roadway reconstruction with addition of shoulders, passing lanes & drainage improvement	$	75.0
NM 2 MP 6 -17.9 Lake Arthur to Hagerman	Pavement rehabilitation, addition of shoulders and drainage improvements	$	38.0
US 54/70 MP 1-3, Alamogordo Relief Route	Major pavement rehabilitation	$	10.0
US 62/ 180 Carlsbad to Jct of US 285	Pavement rehabilitation	$	50.0
US 60, MP 328 to 378 Clovis to Ft. Sumner Corridor	Roadway reconstruction, rehabilitation, additions of passing lanes & drainage improvements	$	250.0
NM 203 Ft. Sumner Dam Bypass	New permanent structure over the Pecos River	$	40.0
	DISTRICT TWO TOTAL COST	**$**	**1,258.0**
DISTRICT THREE - Albuquerque Metro Area & Central Rio Grande Corridor			
I-25 Gibson and Avenida Cesar Chavez I/C MP 223	Reconstruction Gibson and Avenida Cesar Chavez I-25 interchange improvements of I-25	$	300.0
I-25 add additional driving lane MP 242.2 to MP 264.9	Design & Construct I-25: 3 lanes each way & frontage roads	$	408.6
Railrunner Bridge over Galisteo River E of Kewa Station	Bridge Replacement	$	11.0
I-25 Mesa Del Sol Interchange	Design & construction of new I-25 Interchange at Mesa Del Sol	$	125.0
I-40 Paseo Del Vulcan Cooridor I-40 to Unser	New PDV Cooridor & interchange ROW design construction	$	180.0
NM 500 MM 4.75 to 7.5 from NM45 Coors to 118th St.	Roadway reconstruction, addition of shoulders, turn lanes & drainage improvement, bridge widening	$	75.0
	DISTRICT THREE TOTAL COST	**$**	**1,099.6**
DISTRICT FOUR - Northeastern Quadrant of New Mexico, Bordering Texas, Oklahoma & Colorado			
I-40 Various limits Santa Rosa to TX state line	Pavement Rehabilitation	$	500.0
NM 419 MP 16.6-MP 17.1 and MP 17.3 -MP 17.6	Repair 2 Damaged Bridges Out of Service Due to Sustained Damage	$	5.0
I-25, MP 301.97 to MP 305.1 (Rowe, NM to Glorieta, NM)	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement, and Drainage Improvements	$	25.0
US 64/87 MP 350.0 - MP 430.1	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement, and Drainage Improvements	$	200.0
NM 434 MP 23.3-25.8, Coyote Canyon	Roadway reconstruction and widening, final phase of corridor	$	35.0
US 54 Tucumcari to TX state line	Pavement Rehabiliation and addition of passing lanes	$	150.0
Business Loop 15 (Las Vegas, NM)	Pavement Preservation, Intersection and ADA Improvements, Roadway Lighting, and Landscaping	$	25.0
Business Loop 16 (Springer, NM)	Pavement Preservation, Intersection and ADA Improvements, Roadway Lighting, and Landscaping	$	25.0
Business Loop 17 (Raton. NM)	Pavement Preservation, Intersection and ADA Improvements, Roadway Lighting, and Landscaping	$	20.0
Bridge 7185 Replacement	Riveraville Bridge Replacement BR 7185 I-40 MP 272.38 Westbound Bridge	$	10.0
Bridge 5253 Replacement	Bridge Replacement BR 5253 NM 104 MP 78.0 to 79.9 Near Conchas	$	4.0
Bridges 6210 and 6211 Replacement	Bridge Replacmenet BRs 6210/6211 I-25 MP 453.72 Over Lincoln Ave in Raton	$	8.0
Bridges 7329 and 7330 Replacement	Bridge Replacement BRs 7329/7330 I-25 MP 342.88 over Agua Zarca South of Las Vegas	$	6.0
Bridges 7286,7287,7288,7289, 7290, and 7291 Replacement	Bridges Replacement of BRs 7286,7287,7288,7289, 7290, and 7291 I-25 MP 412.25 ot mP 412.41 Springer South Interchange Bridges	$	50.0
NM 39 MP 39 - MP 42 David Hill	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement	$	2.0
US 84, MP 63.67 - MP 103.57	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement, and Drainage Improvements	$	50.0
	DISTRICT FOUR TOTAL COST	**$**	**1,115.0**

DISTRICT FIVE - Northwest New Mexico & Northern Rio Grande Corridor			
NM 14/Cerrillos Road St. Michaels to St. Francis	Roadway Reconstruction, ADA and drainage improvements	$	48.0
US 64 MP 14.34 to MP 19.47 (5.13 mil	Roadway reconstruction and shoulder widening	$	34.0
US 550 MP 164.9-174.5 Aztec to Colorado State Line	Full depth reclamation	$	30.0
NM 68 MP 0 - 4.7, Espanola, Ohkay Owingeh	Roadway Recon, ADA, lighting, intersection improvements	$	98.0
I-40 MP 216 to MP 218.7	Pavement preservation (will be FDR)	$	40.0
US 64/ NM 491 Shiprock Bridge	Bridge Replacement	$	115.0
NM 30 MP 0 - 8.36	Roadway reconstruction/add capacity	$	130.0
US 60 MP 203-205 Mountainair	Roadway reconstruction & drainage improvements	$	33.0
US 491 MP 91.8 - 107.2 Shiprock to Colorado	Reconstruction ADA and signal improvements / Roadway Rehab	$	125.0
St. Michaels/St. Francis Interchange	Roadway reconstruction, Interchange improvements, bridge replacement	$	85.0
NM 4 MP 63.8-67.5 White Rock to NM 502	Roadway Reconstruction / widening to add shoulders	$	28.0
US 64 Taos to Tres Piedras (37 miles)	Roadway rehabilitation / widening to add shoulders	$	195.0
	DISTRICT FIVE TOTAL COST	**$**	**961.0**
DISTRICT SIX - West-Central New Mexico, Gallup & Grants Area			
NM 264, MP 0-16, AZ state line to Yah-Ta-Hey	NM 264 Roadway reconstruction	$	171.0
I-40, MP 105.9-106.4, near Seama	Bridge Replacement of structures 6489, 6488	$	66.9
I-40, MP 17.9-21.9, through Gallup	Roadway reconstruction	$	100.0
I-40, MP 34.7-35.5	Bridge replacement reconstruction MM 34.560-35.570 BR 5848,5849 to address flooding on I-40	$	50.0
I-40/US 491 Interchange in Gallup	Interchange modifications to include Ramp Realignment	$	35.0
I-40, MP 16 - 17.9 & 21.9 - 26	Reconstruction per I-40 Corridor study recommendations for 3-lane section and geometric improvements	$	30.0
I-40, MP 103 - 105.1	Reconstruction per I-40 Corridor study recommendations for 3-lane section and geometric improvements	$	15.0
I-40 Exit 8	I-40/NM 118 Interchange modifications from phase A/B study	$	60.0
I-40 Miyamura Interchange - Gallup	Bridge Replacment/Interchange Recon	$	80.0
I-40, various interchanges	Additional ramp and taper lengths per I-40 Corridor Study recommendations for 24 interchanges within D6	$	25.0
I-40, various locations	Reconstruction per I-40 Corridor study recommendations for enhanced 2-lane typical and corrections for vertical and horizontal curve deficiencies	$	600.0
I-40 Various locations AZ state line to D6 boundary	Pavement Preservation/Pavement Rehabilitation	$	120.0
NM 117, MP 47-50	Drainage improvements and roadway reconstruction	$	27.5
NM 612, MP 8-11	Construction of new drainage structures MM 8-11	$	5.0
US 60, MP 0-7	Pavement Preservation/Pavement Rehabilitation	$	7.0
US 60, MP 23-31	Pavement Preservation/Pavement Rehabilitation	$	8.0
FR-6664 Near Naschitti	Replacment of Bridge No. 81, road reconstruction, drainage improvement	$	7.8
NM-12 MP 4.54	Replacement of Bridge No. 2209 with Concrete Box Culvert	$	6.3
NM-124 MP 19-23	Replacement of three CBCs: 3088, 3089, and 3091. Drainage improvement, roadway reconstruction	$	16.0
NM-400 MP 10.20	Replacement of Bridge No. 4186, roadway reconstruction, and drainage improvements	$	6.5
I40 Exit 26	Bridge Replacment/Interchange Recon	$	100.00
NM 53 MP 85.5	Bridge Replacement Over BNSF Railroad	$	70.00
	DISTRICT SIX TOTAL COST	**$**	**1,607.0**
	TOTAL STATEWIDE COST	**$**	**7,534.6**

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

the previous year). By 2024, vehicle miles of travel in New Mexico had rebounded to one percent higher than pre-pandemic levels in 2019.

Congested roads choke commuting and commerce and cost New Mexico drivers $900 million each year in the form of lost time and wasted fuel. The chart below shows the annual number of hours lost to congestion, the cost of lost time and wasted fuel, and gallons of fuel lost to congestion for the average driver in the state's largest urban areas.

Location	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Albuquerque	48	$1,281	15
Las Cruces	30	$482	6
Santa Fe	40	$693	9

NEW MEXICO TRAFFIC SAFETY AND FATALITIES

From 2019 to 2024, 2,653 people were killed in traffic crashes in New Mexico, an average of 442 fatalities each year. In 2024, New Mexico's traffic fatality rate per 100 million vehicle miles of travel (VMT) was 1.56, significantly higher than the national average of 1.2. The number of traffic fatalities in New Mexico spiked dramatically in 2021, but has fallen since then. While the number of traffic fatalities in the state has fallen eight percent and the fatality rate has fallen 13 percent from 2021 to 2024, the number of traffic fatalities in 2024 was still 15 percent higher than a decade earlier in 2014.

NEW MEXICO TRAFFIC FATALITY DATA									
	2014	2019	2020	2021	2022	2023	2024	2014-2024 Change	2021-2024 Change
Traffic Fatalities	386	425	398	483	466	436	445	15%	-8%
Fatalities per 100M VMT	1.52	1.53	1.68	1.80	1.74	1.55	1.56	2%	-13%

From 2020 to 2024, 23 percent of those killed in New Mexico in crashes involving motorized vehicles were pedestrians or bicyclists, a total of 484 pedestrian fatalities and 39 bicyclist fatalities over the five-year period. The chart below details the number of pedestrian, bicyclist and total traffic fatalities in New Mexico from 2020 to 2024 and the overall share of pedestrian and bicyclist fatalities.

Year	Total Fatalities	Pedestrian Fatalities	Bicyclist Fatalities	Share Bike and Ped.
2020	398	81	8	22%
2021	483	103	6	23%
2022	466	93	4	21%
2023	436	106	14	28%
2024	445	101	7	24%
TOTAL	**2,228**	**484**	**39**	**23%**
AVERAGE	**446**	**97**	**8**	**23%**

TRIP estimates that fatal and serious traffic crashes in New Mexico in 2024 caused a total of $10.1 billion in the value of societal harm, which includes $2.5 billion in economic costs and $7.6 billion in quality-of-life costs. The chart below shows the number of people killed in traffic crashes in the state's largest urban areas between 2019 and 2023, and the cost of traffic cashes per driver. According to a National Highway Traffic Safety Administration (NHTSA) report, the economic costs of traffic

crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs, and emergency services.

Location	Average Fatalities 2019-2023	Crash Costs per Driver
Albuquerque	116	$697
Las Cruces	26	$460
Santa Fe	22	$581

In early 2022 the U.S. Department of Transportation adopted a comprehensive National Roadway Safety Strategy, a roadmap for addressing the nation's roadway safety crisis based on a Safe System approach. The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and improved Post-Crash Care.

NEW MEXICO TRANSPORTATION FUNDING

Improvements to New Mexico's roads, highways and bridges are funded by local, state and federal governments.

In addition to state transportation funding, the Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, provides $2.5 billion in federal funds to the state for highway and bridge investments in New Mexico over five years, representing a 26 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program. The IIJA is set to expire on September 30, 2026.

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.

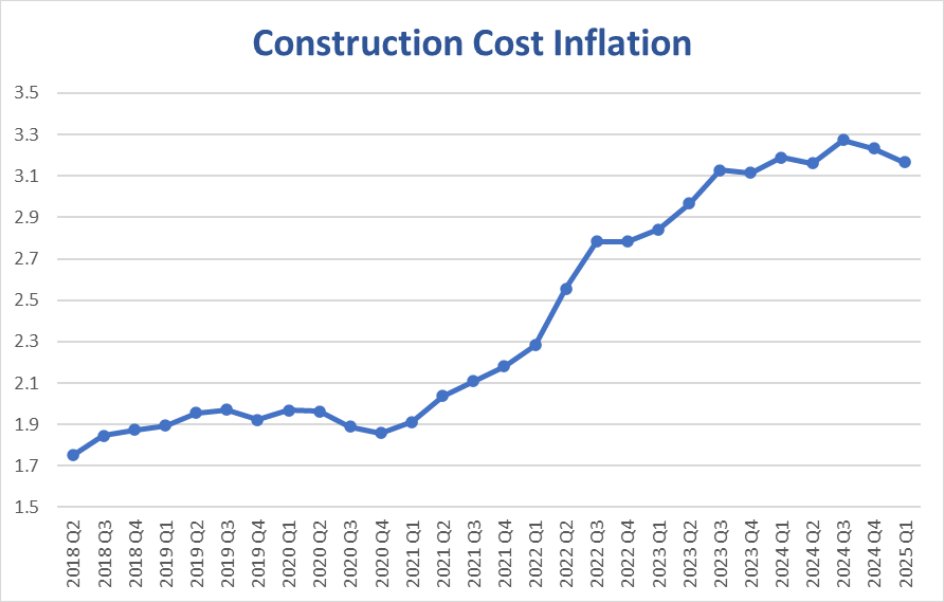
The ability of revenue from New Mexico's motor fuel tax – a critical source of state transportation funds – to keep pace with the state's future transportation needs is likely to erode as a result of increasing vehicle fuel efficiency, the increasing use of electric vehicles and inflation in highway construction costs.

NMDOT projects that by 2050, current State Road Fund revenues will decline 13 percent in nominal terms and 50 percent in inflation adjusted terms as fuel-efficient and electric vehicles reduce gas tax revenues. Over the same period, NMDOT estimates that construction costs will increase 136 percent. The average miles per gallon (MPG) of internal combustion engine vehicles in New Mexico is expected to increase 7.8 percent from FY 2024 to FY 2030. Increases in fuel efficiency are projected to reduce revenue into New Mexico's State Road Fund by $35.8 million between FY 2024 and FY 2030.

In the first quarter of 2025, hybrid vehicles, plug-in hybrid electric vehicles, and battery electric vehicles made up approximately 22 percent of total new light-duty vehicle sales in the U.S. The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.

Increasing inflation has also hampered New Mexico's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway

Administration's national highway construction cost index, which measures labor and materials cost, increased by 45 percent from the beginning of 2022 through the first quarter of 2025.



TRANSPORTATION AND ECONOMIC DEVELOPMENT

The health and future growth of New Mexico's economy is riding on its surface transportation system. In 2024, New Mexico's freight system moved 284 billion tons of freight, valued at $170 billion. From 2024 to 2050, freight moved annually in New Mexico by trucks is expected to increase 40 percent by weight and 58 percent by value (in inflation-adjusted dollars).

The amount of freight transported in New Mexico and the rest of the U.S. is expected to increase significantly because of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

According to a report by the American Road & Transportation Builders Association, the design, construction and maintenance of transportation infrastructure in New Mexico supports approximately 26,000 full-time jobs across all sectors of the state economy. These workers earn $802 million annually. Approximately 349,000 full-time jobs in New Mexico in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network.

Sources of information for this report include AAA, the AAA Foundation for Traffic Safety, the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the New Mexico Department of Transportation (NMDOT), the Texas Transportation Institute (TTI), The Transportation Research Board (TRB), the U.S. Census Bureau, and the U.S. Department of Transportation. Cover photo credit: APANM.

INTRODUCTION

New Mexico's roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing New Mexico's transportation system is critical to quality of life and economic competitiveness in the Land of Enchantment. New Mexico's economic competitiveness and quality of life may be threatened by insufficient transportation investment, which will result in deteriorated transportation facilities and diminished access.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, New Mexico will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to New Mexico's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use, safety and funding needs of New Mexico's roads and bridges. Sources of information for this report include AAA, the AAA Foundation for Traffic Safety, the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Federal Highway Administration (FHWA), the New Mexico Department of Transportation (NMDOT), the Texas Transportation Institute (TTI), the National Highway Traffic Safety Administration (NHTSA), the Transportation Research Board (TRB), and the U.S. Department of Transportation.

In addition to statewide data, the TRIP report includes regional data for the Albuquerque, Las Cruces and Santa Fe urban areas. An urban area is defined as a region's municipalities and surrounding suburbs for pavement condition and congestion data; bridge and traffic fatality data include a region's major counties.[1]

POPULATION, TRAVEL AND ECONOMIC TRENDS IN NEW MEXICO

New Mexico motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it is critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

New Mexico's population grew to approximately 2.1 million residents in 2024, a 17 percent increase since 2000.[2] New Mexico had approximately 1.5 million licensed drivers in 2023.[3]

From 2000 to 2019, annual vehicle miles of travel (VMT) in New Mexico increased by 22 percent, from approximately 22.8 billion miles traveled annually to approximately 27.8 billion miles traveled annually.[4] 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 April 2019). By 2024, VMT in New Mexico had rebounded to 27.9 billion miles traveled, one percent higher than pre-pandemic levels in 2019.[5]

From 2000 to 2023, New Mexico's gross domestic product (GDP), a measure of the state's economic output, increased by 52 percent, when adjusted for inflation.[6] U.S. GDP increased 61 percent during the same period.[7]

CONDITION OF NEW MEXICO ROADS

The life cycle of New Mexico's roads is greatly affected by the state and local governments' ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the NMDOT on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by The Federal Highway Administration (FHWA) to ensure the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

New Mexico faces unique challenges in pavement deterioration, as pavement may degrade more rapidly due to UV exposure from sunny days at high altitude and daily freeze/thaw cycles in the winter.

Statewide, 56 percent of New Mexico's major roads are rated in poor or mediocre condition. Thirty-four percent of New Mexico's major locally and state-maintained roads are in poor condition and 22 percent are in mediocre condition.[8] Twelve percent of New Mexico's major roads are in fair condition and the remaining 31 percent are in good condition.[9]

Forty-one percent of New Mexico's major locally and state-maintained **urban** roads and highways have pavements rated in poor condition and 25 percent are in mediocre condition.[10] Twelve percent are in fair condition, and the remaining 22 percent New Mexico's major urban roads are rated in good condition.[11]

Thirty-two percent of New Mexico's major locally and state-maintained **rural** roads and highways have pavements rated in poor condition and 22 percent are in mediocre condition.[12] Twelve percent are in fair condition, and the remaining 34 percent of New Mexico's rural roads are rated in good condition.[13]

The chart below details pavement conditions on major urban roads in the state's largest urban areas and statewide.[14]

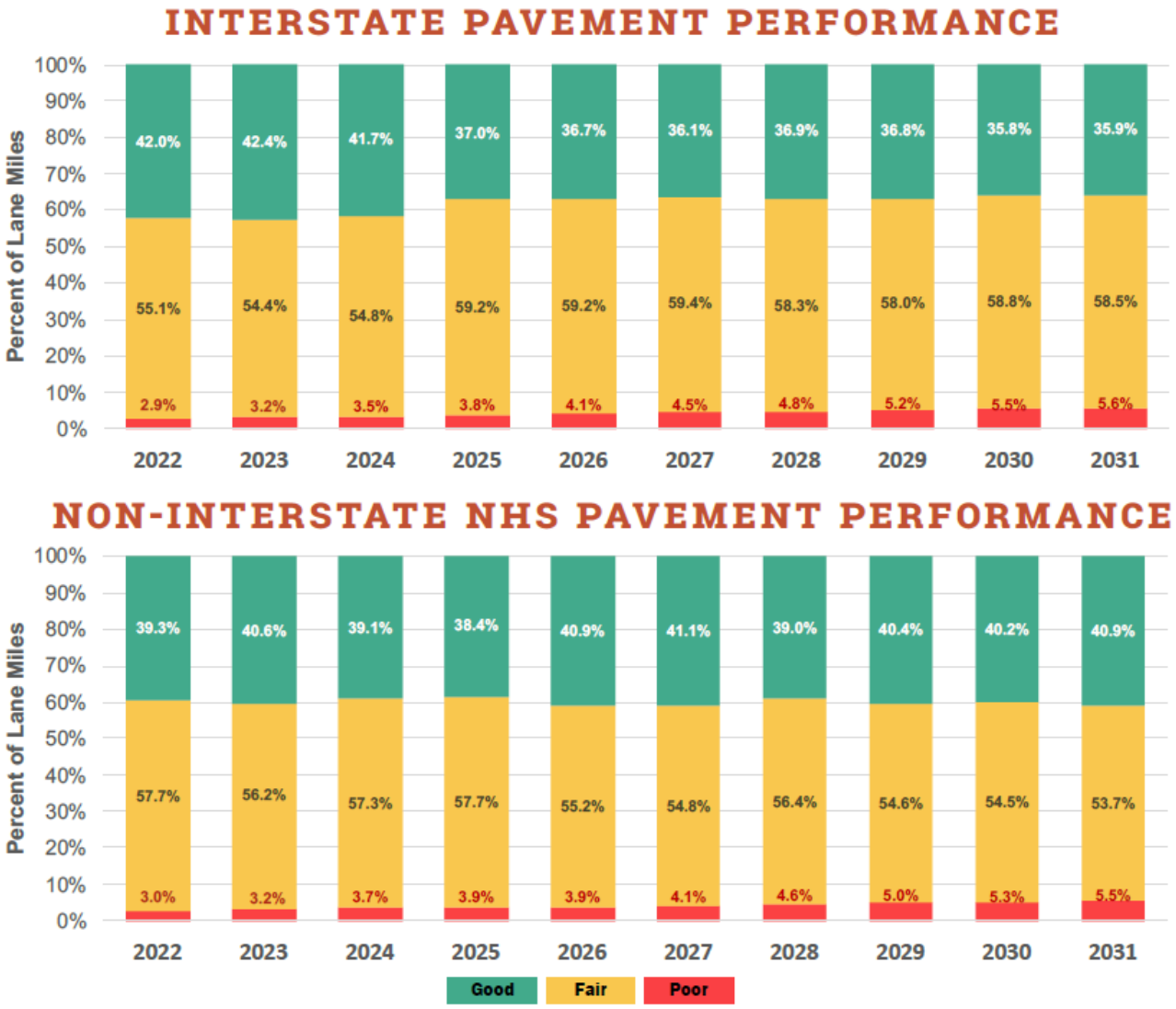
Chart 1. Pavement conditions on major roads in New Mexico's largest urban areas and statewide.

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%**

Source: TRIP analysis of Federal Highway Administration data.

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, and the share in good condition decreasing from 42 percent to 35.9 percent.[15] 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 three percent in 2002 to 5.5 percent in 2031.[16]

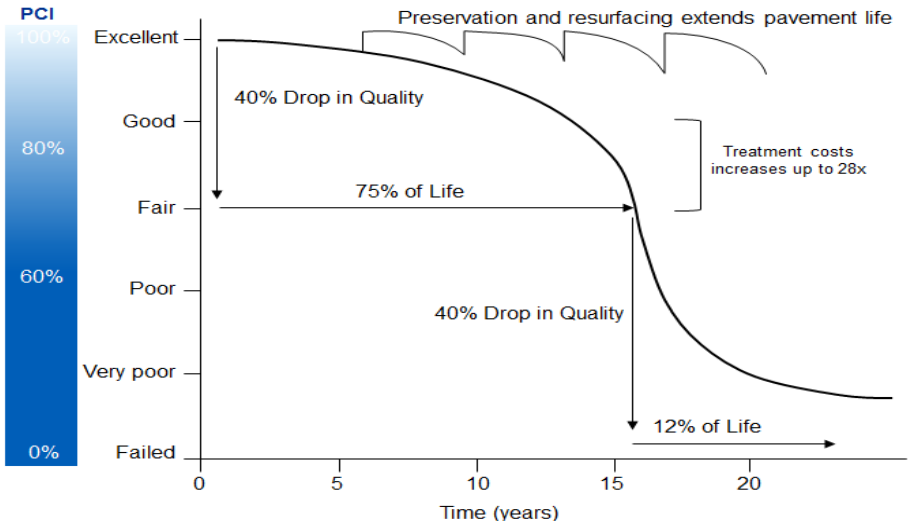
Chart 2. Current and projected pavement conditions.



Source: New Mexico Department of Transportation 2022 Transportation Asset Management Plan.

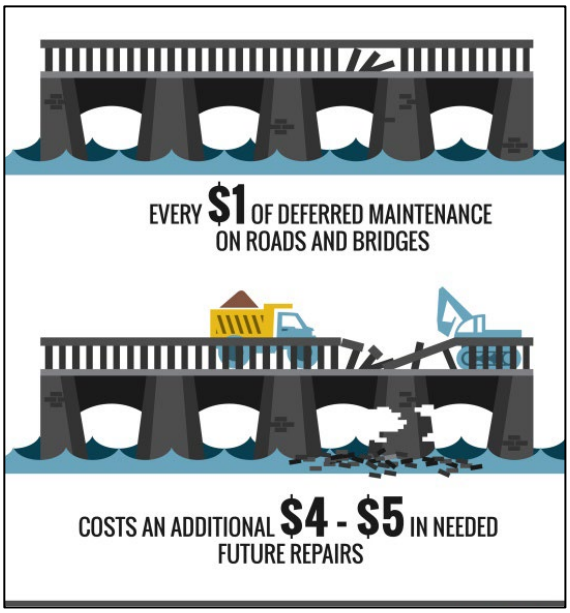
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.[17] As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 3. Pavement Condition Cycle Time with Treatment and Cost



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.

Location	VOC
Albuquerque	$1,083
Las Cruces	$1,043
Santa Fe	$859
NEW MEXICO STATEWIDE	**$1.6 Billion**

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that measured the impact of various factors, including road conditions, on vehicle operating costs.[20] The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

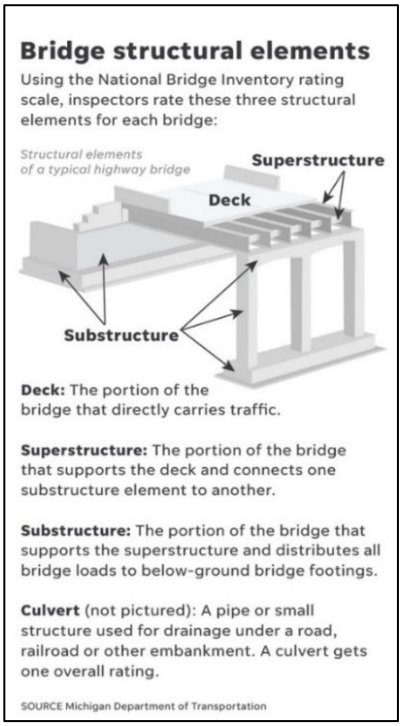
TRIP's additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on AAA's driving cost estimates and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.[21] Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored into TRIP's vehicle operating cost methodology.

BRIDGE CONDITIONS IN NEW MEXICO

New Mexico's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Four percent (172 of 4,033) of New Mexico's locally and state-maintained bridges are rated in poor/structurally deficient condition.[22] This includes all bridges that are 20 feet or more in length. A bridge is deemed structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local, state and national economy.



Sixty-two percent of New Mexico's locally and state-maintained bridges have been rated in fair condition.[23] A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure. The remaining 34 percent of the state's bridges are rated in good condition.[24]

The chart below details the condition of bridges statewide and in New Mexico's largest urban areas.

Chart 5. Bridge conditions statewide and in New Mexico'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**

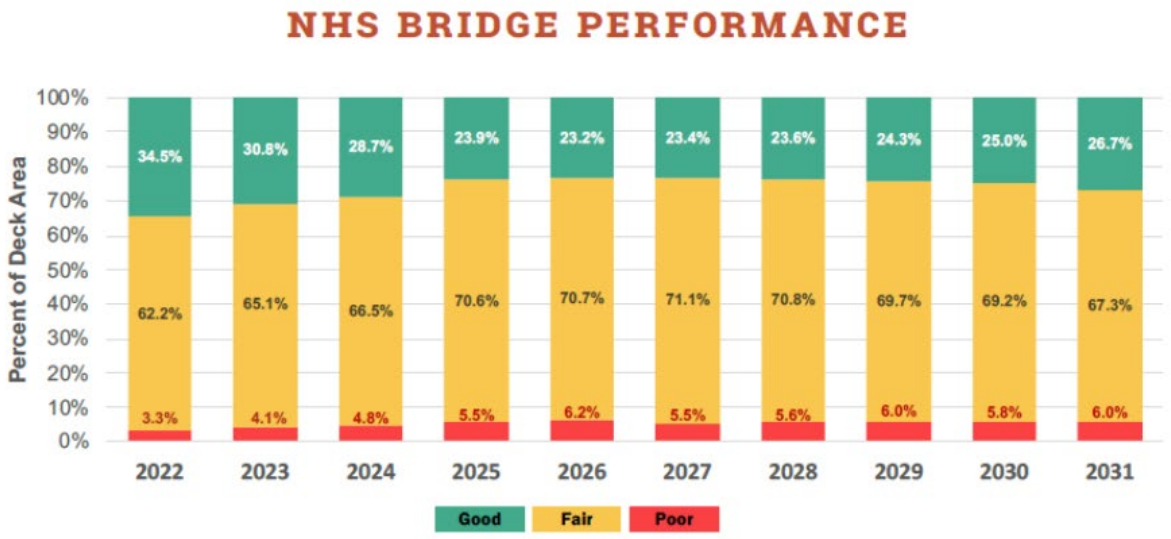
Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2025).

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.[25]

New Mexico has made significant strides in improving bridge conditions since 2002 as a result of considerable investment in bridge preservation by funding rehabilitation projects to address bridges in poor condition and preventative maintenance projects to extend the service life of bridges in fair or good condition. The percentage of NMDOT bridges (weighted by deck area) in poor condition has decreased from a high of over 16 percent in 2004 to less than 5 percent.[26]

However, under current funding forecasts, bridge conditions in New Mexico are projected to decline in the future. 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 6 percent in 2031, while the share of deck area in good condition is projected to decline from 34.5 percent to 26.7 precent.[27]

Chart 6. Current and projected NHS bridge conditions, by deck area.



Source: New Mexico Department of Transportation 2022 Transportation Asset Management Plan.

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

TRAFFIC SAFETY IN NEW MEXICO

A total of 2,653 people were killed in New Mexico traffic crashes from 2019 to 2024, an average of 442 fatalities per year.[28] New Mexico's overall traffic fatality rate of 1.56 fatalities per 100 million vehicle miles of travel in 2024, significantly higher than the national average of 1.2.[29] The number of traffic fatalities in New Mexico spiked dramatically in 2021, but has fallen since then. While the number of traffic fatalities in the state has fallen eight percent from 2021 to 2024, the number of traffic fatalities in 2024 was still 15 percent higher than a decade earlier in 2014.

Chart 5. Traffic Fatalities and Fatality Rate per 100M VMT in New Mexico 2020-2024.

NEW MEXICO TRAFFIC FATALITY DATA									
	2014	2019	2020	2021	2022	2023	2024	2014-2024 Change	2021-2024 Change
Traffic Fatalities	386	425	398	483	466	436	445	15%	-8%
Fatalities per 100M VMT	1.52	1.53	1.68	1.80	1.74	1.55	1.56	2%	-13%

Source: NMDOT and National Highway Traffic Safety Administration.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

Fatal and serious traffic crashes in New Mexico in 2024 caused a total of $10.1 billion in the value of societal harm, which includes $2.5 billion in economic costs and $7.6 billion in quality-of-life costs.[30] TRIP estimates that roadway features, while not the primary cause of a crash, were likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in $839 million in economic costs in New Mexico in 2023.[31] According to a 2023 National Highway Traffic Safety Administration (NHTSA) report, the tangible economic costs of traffic crashes include medical care, lost productivity, legal and court costs, insurance administrative costs, workplace costs, congestion impacts (travel delay, excess fuel consumption and pollution), emergency services, and property damage. NHTSA has also estimated the annual value of the lost quality-of-life cost of traffic crashes causing serious injury or death. The lost quality-of-life costs include the loss of remaining lifespan, extended or lifelong physical impairment, or physical pain.

The chart below shows the average number of people killed annually in traffic crashes in the state's largest urban areas between 2019 and 2023 and the cost of traffic crashes per driver.

Chart 6. Average fatalities between 2019 and 2023 and the annual cost of crashes per driver.

Location	Average Fatalities 2019-2023	Crash Costs per Driver
Albuquerque	116	$697
Las Cruces	26	$460
Santa Fe	22	$581

Source: TRIP analysis of NHTSA data.

From 2020 to 2024, 23 percent of those killed in crashes in New Mexico involving motorized vehicles were pedestrians or bicyclists, a total of 484 pedestrians and 39 bicyclist fatalities over the five-year period.[32] The chart below indicates the number of pedestrian, bicyclist and total traffic fatalities in New Mexico from 2020 to 2024 and the overall share of pedestrian and bicyclist fatalities.

Chart 8. New Mexico bicyclist and pedestrian fatalities 2020-2024.

Year	Total Fatalities	Pedestrian Fatalities	Bicyclist Fatalities	Share Bike and Ped.
2020	398	81	8	22%
2021	483	103	6	23%
2022	466	93	4	21%
2023	436	106	14	28%
2024	445	101	7	24%
TOTAL	**2,228**	**484**	**39**	**23%**
AVERAGE	**446**	**97**	**8**	**23%**

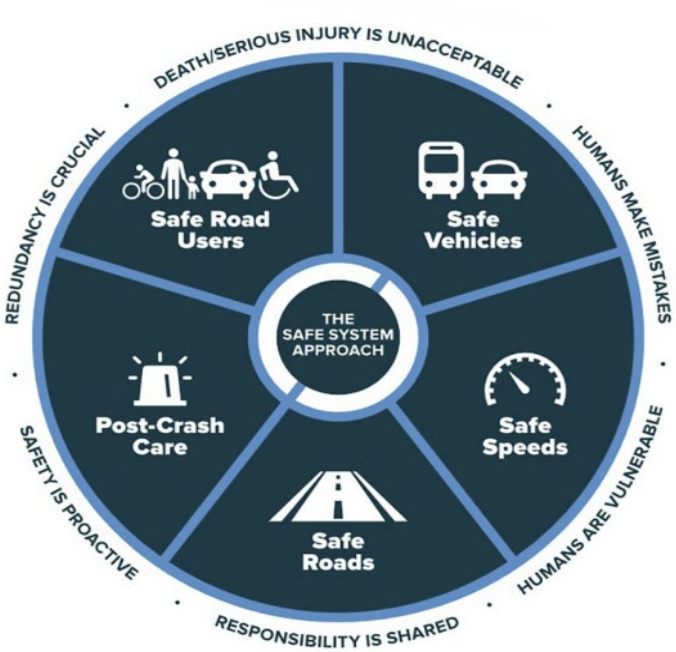
Source: NMDOT and National Highway Traffic Safety Administration.

The significant increase in traffic fatalities since the onset of the pandemic appears largely related to increased risks being taken by drivers. In an October 2021 report, the National Highway Traffic Safety Administration found that "after the declaration of the public health emergency in March 2020, driving patterns and behaviors in the United States changed significantly. Of the drivers who remained on the roads, some engaged in riskier behavior, including speeding, failure to wear seat belts, and driving under the influence of alcohol or drugs."[33]

The AAA Foundation for Traffic Safety (AAAFTS) drew similar conclusions about the role of increased risks being taken by drivers during the pandemic. A survey taken of drivers in October and November 2020 by the AAAFTS asked whether their level of driving had decreased, remained the same or increased since the beginning of COVID-19 related restrictions, and whether the motorist had engaged in a variety of risky driving behaviors in the previous 30 days.[34] In a February 2022 brief about the survey, the AAAFTS noted that drivers who maintained or increased their pre-COVID travel levels indicated that they were more likely to engage in risky driving behavior, including speeding, not wearing a seat belt, being impaired and driving aggressively. "It is possible that many of the individuals who were willing to travel—and even increase their travel—despite the health risks associated with the pandemic were already more willing than average to take other risks," the AAAFTS report found.[35]

In early 2022 the U.S. Department of Transportation adopted a comprehensive National Roadway Safety Strategy, a roadmap for addressing the nation's roadway safety crisis based on a Safe System approach that acknowledges the following: humans make mistakes and are physically vulnerable; traffic deaths and serious injuries are unacceptable; traffic deaths and serious injuries need to be reduced by the provision of a redundant transportation system that reduces or minimizes crashes and ensures that, if crashes do occur, they do not result in serious injury or death.[36]

Chart 9. The Safe System Approach.



Source: Federal Highway Administration.

The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives:

- Safer People: Encourage safe, responsible behavior by people who use our roads, and create conditions that prioritize their ability to reach their destination unharmed.
- Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Improving safety on the nation's roadways will require that additional steps are taken to make further progress in achieving the Safe System's objectives. NHTSA, which provides states with roadway safety grants, requires states to submit annually a state highway safety plan. The state plans outline numerous steps states are taking to improve traffic safety. Elements of these state roadway safety plans aimed at addressing the Safe System objectives include:

- Safer People: education on speeding, impaired or disadvantaged driving; education on safe pedestrian and bicycling behavior; education on driving safely around large commercial vehicles; enforcement of commercial driver license and vehicle weight requirements; extension of safety belt laws and their enforcement to include all passenger vehicle occupants; enhancing enforcement action of speeding, impaired, aggressive and distracted driving, particularly at high-risk locations; increase penalties, particularly for repeat offender drivers; and increased enforcement at work zones.
- Safer Roads: converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; improved signalization and lighting at intersections; adding or improving median barriers; improved roadway lighting; adding centerline or shoulder rumble strips; improving pedestrian and bicycle facilities, including sidewalks and bike lanes and providing pedestrian crossing islands; improved work zone safety measures; wider lanes and paved shoulders; upgrading roads from two lanes to four lanes; providing or improving lane markings; updating rail crossings; eliminating vertical pavement drop-offs; and providing large truck parking spaces.
- Safer Vehicles: Support the development, testing and deployment of connected and autonomous vehicle technology such as collision avoidance, lane departure avoidance systems and turning detection systems.
- Safer Speeds: Where appropriate, provide roadway features to encourage safer speeds, including traffic roundabouts and curb extensions; improved signage and dynamic speed signing at high-risk locations; education on the consequences of speeding; and increased speeding enforcement, particularly at high-risk locations.
- Post-Crash Care: Reduce crash response time including the use of emergency vehicle preemption technology; improve emergency response to multi-vehicle or hazardous material crashes; and increase access to level one or two trauma centers for seriously-injured crash victims.

Improving safety on New Mexico's roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features. The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; the signalization of intersections; adding or improving median barriers; improved lighting; adding centerline or shoulder rumble strips; providing appropriate pedestrian and bicycle facilities, including sidewalks and bicycle lanes; providing wider lanes, wider and paved shoulders; upgrading roads from two lanes to four lanes; providing better road and lane markings; and updating rail crossings.

The U.S. has a $146 billion backlog in needed roadway safety improvements, according to a 2017 report from the AAA Foundation for Traffic Safety. The report found implementing these cost-effective and needed roadway safety improvements on U.S. roadways would save approximately 63,700 lives and reduce the number of serious injuries as a result of traffic crashes by approximately 350,000 over 20 years.

TRAFFIC CONGESTION IN NEW MEXICO

Increasing levels of traffic congestion cause significant delays in New Mexico, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often

passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a business when considering expansion or where to locate a new facility.

Based on methodology developed by the Texas Transportation Institute (TTI), TRIP estimates the value of lost time and wasted fuel in New Mexico is approximately $900 million per year. The chart below shows the number of hours lost to congestion annually for each driver in the state's largest urban areas, the per-driver cost of lost time and wasted fuel due to congestion, and the gallons of fuel lost annually.

Chart 10. Annual hours lost to congestion and congestion costs per driver.

Location	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Albuquerque	48	$1,281	15
Las Cruces	30	$482	6
Santa Fe	40	$693	9

Source: 2024 Texas Transportation Institute (TTI) Urban Mobility Report.

TRANSPORTATION AND ECONOMIC GROWTH

Today's culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in New Mexico. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

The ability of the nation's freight transportation system to efficiently and safely accommodate the growing demand for freight movement could be hampered by inadequate transportation capacity, a lack of adequate safety features on some transportation facilities, institutional barriers to enhancing the nation's freight facilities, a lack of adequate funding for needed improvements to the freight network and a shortage of drivers.

The need to improve the U.S. freight network is occurring at a time when the nation's freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle.

In 2024, New Mexico's freight system moved 284 billion tons of freight, valued at $170 billion.[37] From 2024 to 2050, freight moved annually in New Mexico by trucks is expected to increase 40 percent by weight and 58 percent by value (in inflation-adjusted dollars).[38] This anticipated growth in freight transport in New Mexico, and the rest of the U.S., is a result of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

Investments in transportation improvements in New Mexico play a critical role in the state's economy. A report by the American Road & Transportation Builders Association found that the design, construction and maintenance of transportation infrastructure supports the equivalent of approximately 26,000 full-time jobs across all sectors of the state economy, earning these workers approximately $802 million annually.[39] These jobs include approximately 13,000 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 13,000 full-time jobs in New Mexico.[40] Transportation construction in New Mexico contributes an estimated $146.3 million annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[41]

Approximately 349,000 full-time jobs in New Mexico in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn $12.1 billion in wages and contribute an estimated $2.2 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[42]

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Highway access has a significant impact on the competitiveness of a region's economy. Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system.

IMPROVING TRANSPORTATION SAFETY, RESILIENCY AND EFFICIENCY

Recognizing that extreme weather, wildfires, and changes in environmental conditions may threaten the condition and longevity of the nation's transportation infrastructure, transportation agencies have begun to assess vulnerabilities and consider the resilience of their transportation assets during the transportation planning process. Transportation agencies across the country have begun to incorporate resilience in asset management plans, addressing resilience in project development and design and optimizing operations and maintenance practices.[43]

In 2021 NMDOT conducted a resilience study to evaluate risks to its infrastructure, prioritize vulnerable areas and generate a ranked list of state-owned facilities according to their vulnerability. The study included a screening of vulnerable state-owned roadways and bridges based on their current condition as well as their resilience to potential natural hazards including extreme weather, floods, wildfires and rockfalls.

Based on the importance of maximizing the level and safety of mobility provided by its transportation system, transportation agencies are adopting Transportation Systems Management and Operations (TSMO) practices and incorporating improved resiliency into their transportation network.

While a TSMO program does not eliminate the need for capacity expansions along some routes, it helps enhance the mobility of an existing corridor as much as possible.

A TSMO program adopts an integrated set of strategies to improve traffic flow and safety on a portion of a roadway, including work zone management, traffic incident management, freight management, traveler information, traffic signal coordination, ramp management, transit management and improved bicycle and pedestrian crossings.[44] The benefits of TSMO can include reduced traffic congestion, reduced fuel consumption and reduced emissions.

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. NMDOT has identified more than $7.5 billion in needed but unfunded transportation projects throughout the state, as detailed in the chart below.

Chart 11. Needed but unfunded New Mexico transportation 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 corrridor 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**
DISTRICT TWO - Southeast New Mexico & Permian Basin		
US 380/NM 157-242, Roswell to Tatum to State Line	Capacity improvements, alternating passing lanes throughout corridor, roadway reconstruction & pavement rehab	$ 175.0
NM 31/NM 128 Corridors MP 0.5 to 22.67 & MP 0 to 59.9	Reconstruction with four-lane & alternating passing lanes, bridge replacement & major intesections improvements	$ 335.0
NM 18, MP 58 to 71 Lovington to Hobbs	Minor pavement rehabilitation	$ 45.0
US 62/180 MP 36 to 104	Minor pavement rehablilitation	$ 70.0
NM 18, MP 0 to 58 Hobbs to Jal	Major pavement rehabilitation	$ 120.0
US 54, MP 0 to 55 South of Alamogordo	Minor pavement rehabilitation	$ 50.0
US 82, MP 139 to 171 West of Lovington	Roadway reconstruction with addition of shoulders, passing lanes & drainage improvement	$ 75.0
NM 2 MP 6 -17.9 Lake Arthur to Hagerman	Pavement rehabilitation, addition of shoulders and drainage improvements	$ 38.0
US 54/70 MP 1-3, Alamogordo Relief Route	Major pavement rehabilitation	$ 10.0
US 62/ 180 Carlsbad to Jct of US 285	Pavement rehabilitation	$ 50.0
US 60, MP 328 to 378 Clovis to Ft. Sumner Corridor	Roadway reconstruction, rehabilitation, additions of passing lanes & drainage improvements	$ 250.0
NM 203 Ft. Sumner Dam Bypass	New permanent structure over the Pecos River	$ 40.0
	DISTRICT TWO TOTAL COST	**$ 1,258.0**
DISTRICT THREE - Albuquerque Metro Area & Central Rio Grande Corridor		
I-25 Gibson and Avenida Cesar Chavez I/C MP 223	Reconstruction Gibson and Avenida Cesar Chavez I-25 interchange improvements of I-25	$ 300.0
I-25 add additional driving lane MP 242.2 to MP 264.9	Design & Construct I-25: 3 lanes each way & frontage roads	$ 408.6
Railrunner Bridge over Galisteo River E of Kewa Station	Bridge Replacement	$ 11.0
I-25 Mesa Del Sol Interchange	Design & construction of new I-25 Interchange at Mesa Del Sol	$ 125.0
I-40 Paseo Del Vulcan Cooridor I-40 to Unser	New PDV Cooridor & interchange ROW design construction	$ 180.0
NM 500 MM 4.75 to 7.5 from NM45 Coors to 118th St.	Roadway reconstruction, addition of shoulders, turn lanes & drainage improvement, bridge widening	$ 75.0
	DISTRICT THREE TOTAL COST	**$ 1,099.6**

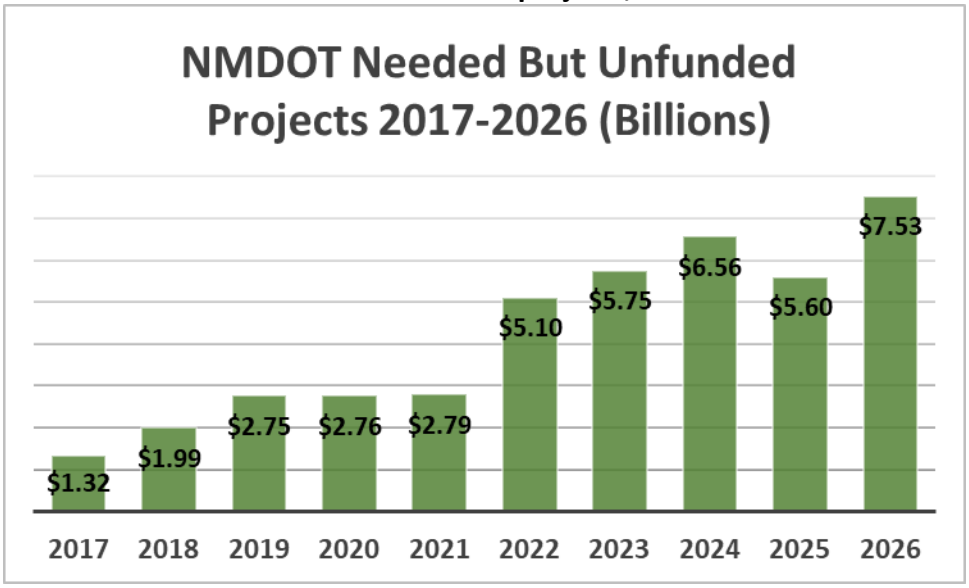
DISTRICT FOUR - Northeastern Quadrant of New Mexico, Bordering Texas, Oklahoma & Colorado			
I-40 Various limits Santa Rosa to TX state line	Pavement Rehabilitation	$	500.0
NM 419 MP 16.6-MP 17.1 and MP 17.3 -MP 17.6	Repair 2 Damaged Bridges Out of Service Due to Sustained Damage	$	5.0
I-25, MP 301.97 to MP 305.1 (Rowe, NM to Glorieta, NM)	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement, and Drainage Improvements	$	25.0
US 64/87 MP 350.0 - MP 430.1	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement, and Drainage Improvements	$	200.0
NM 434 MP 23.3-25.8, Coyote Canyon	Roadway reconstruction and widening, final phase of corridor	$	35.0
US 54 Tucumcari to TX state line	Pavement Rehabiliation and addition of passing lanes	$	150.0
Business Loop 15 (Las Vegas, NM)	Pavement Preservation, Intersection and ADA Improvements, Roadway Lighting, and Landscaping	$	25.0
Business Loop 16 (Springer, NM)	Pavement Preservation, Intersection and ADA Improvements, Roadway Lighting, and Landscaping	$	25.0
Business Loop 17 (Raton. NM)	Pavement Preservation, Intersection and ADA Improvements, Roadway Lighting, and Landscaping	$	20.0
Bridge 7185 Replacement	Riveraville Bridge Replacement BR 7185 I-40 MP 272.38 Westbound Bridge	$	10.0
Bridge 5253 Replacement	Bridge Replacement BR 5253 NM 104 MP 78.0 to 79.9 Near Conchas	$	4.0
Bridges 6210 and 6211 Replacement	Bridge Replacmenet BRs 6210/6211 I-25 MP 453.72 Over Lincoln Ave in Raton	$	8.0
Bridges 7329 and 7330 Replacement	Bridge Replacement BRs 7329/7330 I-25 MP 342.88 over Agua Zarca South of Las Vegas	$	6.0
Bridges 7286,7287,7288,7289, 7290, and 7291 Replacement	Bridges Replacement of BRs 7286,7287,7288,7289, 7290, and 7291 I-25 MP 412.25 ot mP 412.41 Springer South Interchange Bridges	$	50.0
NM 39 MP 39 - MP 42 David Hill	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement	$	2.0
US 84, MP 63.67 - MP 103.57	Pavement Rehabilitation, Guardrail Replacement, Signing Replacement, and Drainage Improvements	$	50.0
	DISTRICT FOUR TOTAL COST	**$**	**1,115.0**
DISTRICT FIVE - Northwest New Mexico & Northern Rio Grande Corridor			
NM 14/Cerrillos Road St. Michaels to St. Francis	Roadway Reconstruction, ADA and drainage improvements	$	48.0
US 64 MP 14.34 to MP 19.47 (5.13 mil	Roadway reconstruction and shoulder widening	$	34.0
US 550 MP 164.9-174.5 Aztec to Colorado State Line	Full depth reclamation	$	30.0
NM 68 MP 0 - 4.7, Espanola, Ohkay Owingeh	Roadway Recon, ADA, lighting, intersection improvements	$	98.0
I-40 MP 216 to MP 218.7	Pavement preservation (will be FDR)	$	40.0
US 64/ NM 491 Shiprock Bridge	Bridge Replacement	$	115.0
NM 30 MP 0 - 8.36	Roadway reconstruction/add capacity	$	130.0
US 60 MP 203-205 Mountainair	Roadway reconstruction & drainage improvements	$	33.0
US 491 MP 91.8 - 107.2 Shiprock to Colorado	Reconstruction ADA and signal improvements / Roadway Rehab	$	125.0
St. Michaels/St. Francis Interchange	Roadway reconstruction, Interchange improvements, bridge replacement	$	85.0
NM 4 MP 63.8-67.5 White Rock to NM 502	Roadway Reconstruction / widening to add shoulders	$	28.0
US 64 Taos to Tres Piedras (37 miles)	Roadway rehabilitation / widening to add shoulders	$	195.0
	DISTRICT FIVE TOTAL COST	**$**	**961.0**

DISTRICT SIX - West-Central New Mexico, Gallup & Grants Area			
NM 264, MP 0-16, AZ state line to Yah-Ta-Hey	NM 264 Roadway reconstruction	$	171.0
I-40, MP 105.9-106.4, near Seama	Bridge Replacement of structures 6489, 6488	$	66.9
I-40, MP 17.9-21.9, through Gallup	Roadway reconstruction	$	100.0
I-40, MP 34.7-35.5	Bridge replacement reconstruction MM 34.560-35.570 BR 5848,5849 to address flooding on I-40	$	50.0
I-40/US 491 Interchange in Gallup	Interchange modifications to include Ramp Realignment	$	35.0
I-40, MP 16 - 17.9 & 21.9 - 26	Reconstruction per I-40 Corridor study recommendations for 3-lane section and geometric improvements	$	30.0
I-40, MP 103 - 105.1	Reconstruction per I-40 Corridor study recommendations for 3-lane section and geometric improvements	$	15.0
I-40 Exit 8	I-40/NM 118 Interchange modifications from phase A/B study	$	60.0
I-40 Miyamura Interchange - Gallup	Bridge Replacment/Interchange Recon	$	80.0
I-40, various interchanges	Additional ramp and taper lengths per I-40 Corridor Study recommendations for 24 interchanges within D6	$	25.0
I-40, various locations	Reconstruction per I-40 Corridor study recommendations for enhanced 2-lane typical and corrections for vertical and horizontal curve deficiencies	$	600.0
I-40 Various locations AZ state line to D6 boundary	Pavement Preservation/Pavement Rehabilitation	$	120.0
NM 117, MP 47-50	Drainage improvements and roadway reconstruction	$	27.5
NM 612, MP 8-11	Construction of new drainage structures MM 8-11	$	5.0
US 60, MP 0-7	Pavement Preservation/Pavement Rehabilitation	$	7.0
US 60, MP 23-31	Pavement Preservation/Pavement Rehabilitation	$	8.0
FR-6664 Near Naschitti	Replacment of Bridge No. 81, road reconstruction, drainage improvement	$	7.8
NM-12 MP 4.54	Replacement of Bridge No. 2209 with Concrete Box Culvert	$	6.3
NM-124 MP 19-23	Replacement of three CBCs: 3088, 3089, and 3091. Drainage improvement, roadway reconstruction	$	16.0
NM-400 MP 10.20	Replacement of Bridge No. 4186, roadway reconstruction, and drainage improvements	$	6.5
I40 Exit 26	Bridge Replacment/Interchange Recon	$	100.00
NM 53 MP 85.5	Bridge Replacement Over BNSF Railroad	$	70.00
	DISTRICT SIX TOTAL COST	$	1,607.0
	TOTAL STATEWIDE COST	$	7,534.6

Source: New Mexico Department of Transportation.

The chart below details the total cost of needed but unfunded projects identified by NMDOT each year from 2017 through 2026. The current $7.5 billion funding gap is nearly six times higher than a decade ago in 2017, when NMDOT identified $1.315 billion in needed but unfunded projects.[45]

Chart 12. NMDOT total cost of needed but unfunded projects, 2017-2026.



Source: TRIP analysis of NMDOT data.

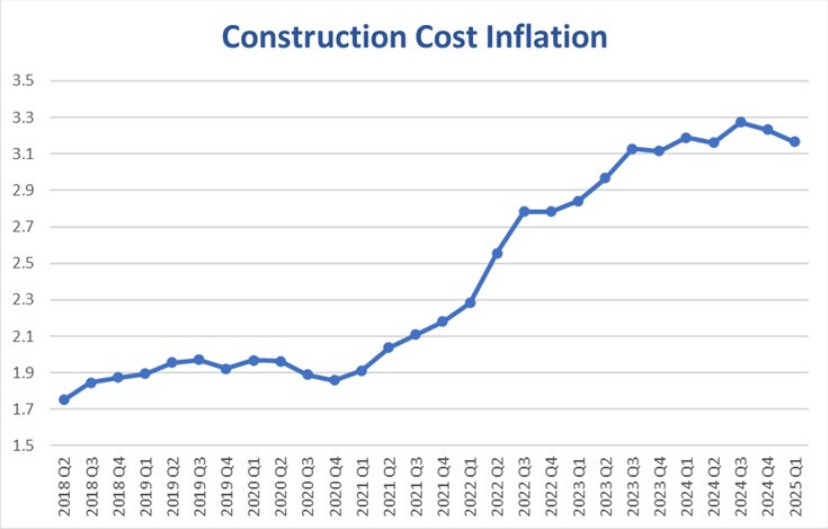
The ability of revenue from the New Mexico and the federal motor fuel tax - as well as other sources of state and federal transportation funding - to keep pace with New Mexico's future transportation needs is likely to erode as vehicles become more fuel efficient, the number of electric and hybrid vehicles on the road increases, and inflation in highway construction costs reduces the purchasing power of existing funds.

NMDOT projects that by 2050, current State Road Fund revenues will decline 13 percent in nominal terms and 50 percent in inflation adjusted terms as fuel-efficient and electric vehicles reduce gas tax revenues.[46] Over the same period, NMDOT estimates that construction costs will increase 136 percent.[47] The average miles per gallon (MPG) of internal combustion engine vehicles in New Mexico is expected to increase 7.8 percent from FY 2024 to FY 2030.[48] Increases in fuel efficiency are projected to reduce revenue into New Mexico's State Road Fund by $35.8 million between FY 2024 and FY 2030.

In the first quarter of 2025, hybrid vehicles, plug-in hybrid electric vehicles, and battery electric vehicles made up approximately 22 percent of total new light-duty vehicle sales in the U.S.[49] The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.[50]

Increasing inflation has also hampered New Mexico's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 45 percent from the beginning of 2022 through the first quarter of 2025.[51]

Chart 13. FHWA's national highway construction cost index.



Source: Federal Highway Administration.

In addition to state funds, the federal government is a critical source of funding for New Mexico's roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.

Most federal funds for highway and transit improvements in New Mexico are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel.

In addition to state transportation funding, the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 2021, provides $2.5 billion in federal funds to the state for highway and bridge investments in New Mexico over five years, representing a 26 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program.[52] Federal funds currently support at least 80 percent of the revenue used by NMDOT to fund highway and bridge improvements.[53] The IIJA is set to expire on September 30, 2026.

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.[54]

CONCLUSION

As New Mexico works to enhance its thriving, growing and dynamic state, it will be critical that it is able to address the most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

New Mexico will need to continue to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems would provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access. Despite federal funding provided by the IIJA and New Mexico state funding, numerous projects to improve the condition and expand the capacity of the state's roads, highways, bridges and transit systems will not proceed without a substantial boost in funding.

If New Mexico is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

# # #

ENDNOTES

[1] Bridge condition data and safety data for each urban area includes the counties noted: Albuquerque- Bernalillo County; Las Cruces – Dona Ana County; Santa Fe – Santa Fe County.
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[3]Highway Statistics (2024). Federal Highway Administration. DL-1C.
[4] U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2000 and 2019.
[5] Federal Highway Administration – Traffic Volume Trends.
https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm
[6] TRIP analysis of Bureau of Economic Analysis data (2023).
https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1
[7] Ibid.
[8] Federal Highway Administration: Highway Statistics 2024 (Preliminary). TRIP analysis of Charts HM-63 and HM-64. The following scale is used to evaluate pavement conditions:

	IRI	PSR
Poor	**170+**	**0-2.5**
Mediocre	**120-170**	**2.6-3.0**
Fair	**95-119**	**3.1-3.4**
Good	**0-94**	**3.5+**

[9] Ibid.
[10] Ibid.
[11] Ibid.
[12] Ibid.
[13] Ibid.
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[21] Your Driving Costs. American Automobile Association. 2024.
[22] TRIP analysis of Federal Highway Administration National Bridge Inventory data (2025).
[23] Ibid.
[24] Ibid.
[25] Ibid.
[26] New Mexico Department of Transportation. 2022 Transportation Asset Management Plan. June 2022.
[27] Ibid.
[28] NMDOT Traffic Safety Division and Federal Highway Administration National Highway Traffic Safety Administration, 2019-2024. 2024 data is preliminary.
[29] Ibid.

[30] TRIP. *Addressing America's Traffic Safety Crisis.* July 2025. https://tripnet.org/reports/addressing-americas-traffic-safety-crisis-july-2025/
[31] Ibid.
[32] New Mexico Department of Transportation Traffic Safety DIvision.
[33] Continuation of Research on Traffic Safety During the COVID-19 Public Health Emergency: January-June 2021. U.S. Department of Transportation National Highway Traffic Safety Administration.
[34] Self-Reported Risky Driving in Relation to Changes in Amount of Driving During the COVID-19 Pandemic. February 2022. AAA Foundation for Traffic Safety.
[35] Ibid.
[36] U.S. Department of Transportation National Roadway Safety Strategy, 2022. https://www.transportation.gov/NRSS
[37] TRIP analysis of Federal Highway Administration's Freight Analysis Framework data (2024). Annual estimate is for 2024. https://faf.ornl.gov/fafweb/
[38] Ibid.
[39] American Road & Transportation Builders Association (2015). The 2015 U.S. Transportation Construction Industry Profile. https://www.transportationcreatesjobs.org/pdf/Economic_Profile.pdf
[40] Ibid.
[41] Ibid
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[45] TRIP analysis of NMDOT data, 2017-2026.
[46] "NMDOT seeks $487 million to address transportation funding gap." NMDOT press release. December 10, 2025. https://www.dot.nm.gov/blog/2025/12/10/nmdot-seeks-487-million-to-address-transportation-funding-gap/
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[48] NMDOT presentation to New Mexico Legislature Revenue Stabilization and Tax Policy Committee. August 14, 2025. https://www.nmlegis.gov/handouts/RSTP%20081425%20Item%205%20Department%20of%20Transportation%20-%20State%20Road%20Fund%20Revenue%20Sources%20and%20Comparison.pdf
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