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

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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.

Executive Summary

New Mexico's transportation system has played a significant role in the state's development, providing mobility and access for residents, visitors, businesses and industry. The state's roads, highways, rails and public transit systems remain the backbone of the Land of Enchantment's economy. New Mexico's transportation system also provides for a high quality of life and makes the state a desirable place to live and visit. The condition and quality of its transportation system will play a critical role in New Mexico's ability to capitalize on its economic advantages and meet the demands of the 21st Century.

To achieve sustainable economic growth, New Mexico must proceed with numerous projects to improve key roads, bridges, highways and transit systems. Enhancing critical segments of New Mexico's transportation system will boost the state's economy in the short-term by creating jobs in construction and related fields. In the long-term these improvements will enhance economic competitiveness and improve the quality of life for the state's residents and visitors by reducing travel delays and transportation costs, improving access and mobility, improving safety, and stimulating sustained job growth.

In this report, TRIP examines recent transportation and economic trends in New Mexico and provides information on the transportation projects in the state that are most needed to support economic growth. Sources of data include the New Mexico Department of Transportation (NMDOT), the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the U.S. Bureau of Transportation Statistics (BTS), the Bureau of Economic Analysis and the U.S. Census Bureau. All data used in the report is the latest available.

TRIP has identified the 50 transportation projects that are most needed to support New Mexico's economic growth. These projects are located throughout the state.

- The most needed transportation improvements in New Mexico include projects to build, expand or modernize roads, highways, bridges and public transit systems throughout the state. These improvements would enhance economic development opportunities throughout the state by increasing mobility and freight movement, easing congestion, and making New Mexico an attractive place to live, visit and do business.

- TRIP evaluated each transportation project based on the following criteria: short-term economic benefits, including job creation; the level of improvement in the condition of the transportation facility, including safety improvements; the degree of improvement in access and mobility; and the long-term improvement provided in regional or state economic performance and competitiveness.

- New Mexico's 10 most needed transportation projects to support economic development in the state as determined by TRIP follow. A list of the top 50 needed projects and descriptions can be found in the appendix.

1. **US 491 expansion to four lanes from Twin Lakes to Naschitti.** This $89 million project would widen the remaining 26.8 miles of two-lane roadway to four- lanes. US 491 is the only feasible north-south corridor in the region that will support heavy truck traffic. Completion of this project would allow for more efficient transport of coal, oil and other goods, while enhancing safety and boosting tourism.
2. **Reconstruction of US 64 from Farmington to McGee Park.** This $40 million project would reconstruct a four-mile portion of US 64 to provide additional capacity and access management. This project will provide additional capacity and increased safety resulting in improved transportation and economic opportunities in the region.
3. **Reconstruction of the I-25 Gibson, Cesar Chavez and Lead/Coal Interchanges.** This $200 million project would eliminate the S-curve on I-25 and reconstruct the I-25 Gibson, Cesar Chavez and Lead/Coal Interchanges. Completion of this project will improve mobility in the area and enhance access to and from the area to the Interstate system.
4. **Adding two lanes to US 82 from Artesia to Lovington.** This $95 million project would construct two additional lanes to make a four-lane facility from Artesia to Lovington. Completion of this project will accommodate the increased traffic due to the oil and gas industry in southeastern New Mexico.
5. **Reconstruction of the Comanche, Montgomery, Jefferson, San Mateo and San Antonio I-25 Interchanges.** This $125 million project would reconstruct the Comanche, Montgomery, Jefferson, San Mateo and San Antonio Interchanges on I-25 to alleviate congestion and improve mobility on I-25.
6. **Reconstruction and rehabilitation of NM 68 in Espanola.** This $70 million project would reconstruct 35 miles of NM 68 to four lanes, with auxiliary lanes along two-lane sections. This corridor serves commuter and recreational traffic in the region. Completion of the project would address operation and safety concerns.
7. **Construction of a Bus Rapid Transit system in the Central Corridor in Albuquerque.** This project would construct a Bus Rapid Transit (BRT) system along the Central Corridor in Albuquerque, from I-40 and Tramway Boulevard to I-40 and Atrisco Vista. This would include a combination of dedicated busway and mixed flow lanes within the current right-of-way. Central Avenue is a key connector of transit destinations and serves a large part of the transit-dependent population of the city. The institution of a BRT system would create more timely and dependable transit options and would assist in redevelopment of the vacant or underused land along the Corridor.
8. **Addition of a third lane on I-25 between the Rio Bravo and Broadway Interchanges.** This $50 million project would add a third lane to five miles of I-25 between the Rio Bravo and Broadway Interchanges to address congestion and improve mobility on I-25.

9. **Construction of a new four-lane roadway with bike and pedestrian amenities over the Animas River in Farmington.** This $22 million extension of Pinon Hills Boulevard would create a new river crossing and 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.
10. **Construction of a new river crossing in Los Lunas from I-25 to NM 47.** This $60 million project would construct a new river crossing from I-25 to NM 47 to improve mobility in Valencia County, provide for economic development and ease congestion in the area.

Transportation projects that improve the efficiency, condition or safety of a roadway provide significant economic benefits by reducing transportation delays and costs associated with a deficient transportation system. Some benefits of transportation improvements include the following.

- Improved business competitiveness due to reduced production and distribution costs as a result of increased travel speeds and fewer mobility barriers.

- Improvements in household welfare resulting from better access to higher-paying jobs, a wider selection of competitively priced consumer goods, additional housing and healthcare options, and improved mobility for residents without access to private vehicles.

- Gains in local, regional and state economies due to improved regional economic competitiveness, which stimulates population and job growth.

- Increased leisure/tourism and business travel resulting from the enhanced condition and reliability of a region's transportation system.

- A reduction in economic losses from vehicle crashes, traffic congestion and vehicle maintenance costs associated with driving on deficient roads.

- Transportation projects that expand roadway capacity produce significant economic benefits by reducing congestion and improving access, thus speeding the flow of people and goods while reducing fuel consumption.

- Site Selection magazine's 2010 survey of corporate real estate executives found that transportation infrastructure was the third most important selection factor in site location decisions, behind only work force skills and state and local taxes.

- A 2007 analysis by the Federal Highway Administration found that every $1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,400 in the construction sector, approximately

4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.

- The Federal Highway Administration estimates that each dollar spent on road, highway and bridge improvements results in an average benefit of $5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs, and reduced emissions as a result of improved traffic flow.

While New Mexico's diverse economy has been impacted by the recession, the state's transportation system will need to accommodate projected future growth.

- From 1990 to 2012, New Mexico's population increased by 38 percent, from approximately 1.5 million to approximately 2.1 million.

- From 1990 to 2011, annual vehicle-miles-of-travel (VMT) in the state increased by 58 percent, from approximately 16.1 billion VMT to 25.5 billion VMT. Based on travel and population trends, TRIP estimates that vehicle travel in New Mexico will increase another 30 percent by 2030.

- New Mexico's unemployment rate nearly doubled from 3.5 percent in July 2007 to 6.9 percent in July 2013. New Mexico's current unemployment rate is lower than the national average of 7.4 percent in July 2013.

- New Mexico has benefited from a diverse economy, which includes significant employment in the following sectors: oil and gas production, tourism, agriculture, and film and television production.

New Mexico's economy is served by an extensive surface transportation system that has some deficiencies and experiences severe congestion in key areas. Roads carry the majority of freight shipped in the state.

- New Mexico's system of 68,384 miles of roads and 3,924 bridges, maintained by local, state and federal governments, carry 25.5 billion vehicle miles of travel annually.

- Twenty-four percent of New Mexico's major roads are deficient, with nine percent rated in poor condition and an additional 15 percent rated mediocre in 2011. An additional 11 percent of the state's major roads were rated in fair condition and 65 percent were rated in good condition.

- Eight percent of New Mexico's bridges were rated structurally deficient in 2012. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Structurally deficient bridges are often posted for lower weight or closed to traffic, restricting or redirecting large vehicles, including commercial trucks, school buses and emergency services vehicles.

- In 2012, nine percent of New Mexico's bridges were rated as functionally obsolete. Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment.

- Every year, approximately $31.4 billion in goods are shipped annually from sites in New Mexico and another $46.6 billion in goods are shipped annually to sites in New Mexico, mostly by truck.

- Sixty-five percent of the goods shipped annually from sites in New Mexico are carried by trucks and another 18 percent are carried by parcel, U.S. Postal Service, courier services or by multiple modes, which use trucks for part of the deliveries.

Sources of data for this report include the New Mexico Department of Transportation (NMDOT), the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the U.S. Bureau of Transportation Statistics (BTS), the Bureau of Economic Analysis and the U.S. Census Bureau. All data used in the report is the latest available.

Introduction

New Mexico's transportation system serves as the backbone of the Land of Enchantment's economy, providing mobility to the state's residents, visitors and businesses. New Mexico's transportation system has allowed the state's residents to travel to work and school and to access recreation, healthcare, social and commercial activities. The system has also allowed the state's businesses to access customers, suppliers and employees.

But New Mexico's transportation system has deficiencies that could prevent the state from reaching its full economic potential. In order to insure that New Mexico's economy recovers from the recession and returns to significant and sustained growth, the state must improve and expand key highway routes, which will ease congestion, improve traffic safety and enhance access throughout the state.

New Mexico's economic climate has not been immune to the national economic downturn, and the state must make infrastructure investments that will stimulate job growth and support its long-term economic goals by improving access for the state's diversified economy. New Mexico's economy and quality of life could be adversely affected if its transportation system cannot provide for the efficient movement of goods and people. The completion of needed transportation improvements is a key component of any region's ability to induce sustained economic growth.

Because it impacts the time it takes to transport people and goods, as well as the cost of travel, the reliability and physical condition of a region's transportation system plays a significant role in long-term economic growth, productivity and competitiveness.

Investment in expanding the capacity or improving the condition of existing transportation facilities is critical to a region's ability to stimulate short-term and long-term economic growth.

In this report, TRIP identifies the 50 transportation projects in New Mexico that are most needed to spur and assist in the state's economic growth. The most needed transportation improvements in New Mexico include projects to build, expand or modernize highways, bridges and public transit.

Transportation Projects Impact the Economy

When a state or region's surface transportation system lacks adequate capacity, is deteriorated or lacks some desirable safety features, it impedes economic performance by slowing commerce and commuting, increasing transport costs and burdening an economy with future transportation investment needs.

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. Site Selection magazine's 2010 survey of corporate real estate executives found that transportation infrastructure was the third most important selection factor in site location decisions, behind only work force skills and state and local taxes.[1]

To prepare this report, TRIP analyzed data provided by the New Mexico Department of Transportation (NMDOT) on the transportation projects in the state most

needed to support economic growth. The projects include the reconstruction, expansion, or improvement of existing transportation facilities or the construction of new transportation facilities.

The agencies provided information on projects including route, location, current level of use, the type of improvement needed, the estimated cost of the improvement, a description of the importance of the facility to regional mobility and an explanation of the economic and other benefits provided by the project.

The 50 Transportation Projects

Most Needed to Support New Mexico's Economy

TRIP has identified the 50 transportation projects that are most needed to support New Mexico's economic recovery and growth.

TRIP evaluated the projects based on the following categories:

- ✓ Short-term economic benefits, including job creation.
- ✓ Improvement in the condition of transportation facility, including safety improvements.
- ✓ Improved access and mobility.
- ✓ Long-term improvement in regional or state economic performance and competitiveness.

The following list details the 20 most needed transportation projects for New Mexico's economic development. A full list of the 50 most needed projects can be found in the Appendix.

1. **US 491 expansion to four lanes from Twin Lakes to Naschitti.** This $89 million project would widen the remaining 26.8 miles of two-lane roadway to four lanes. US 491 is the only feasible north-south corridor in the region that will support heavy truck traffic. Completion of this project would allow for more efficient transport of coal, oil and other goods, while enhancing safety and boosting tourism.
2. **Reconstruction of US 64 from Farmington to McGee Park.** This $40 million project would reconstruct a four-mile portion of US 64 to provide additional capacity and access management. This project will provide additional capacity and increased safety resulting in improved transportation and economic opportunities in the region.
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8. **Addition of a third lane on I-25 between the Rio Bravo and Broadway Interchanges.** This $50 million project would add a third lane to five miles of

I-25 between the Rio Bravo and Broadway Interchanges to address congestion and improve mobility on I-25.

9. **Construction of a new four-lane roadway with bike and pedestrian amenities over the Animas River in Farmington.** This $22 million extension of Pinon Hills Boulevard would create a new river crossing and 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.
10. **Construction of a new river crossing from I-25 to NM 47 in Los Lunas.** This $60 million project would construct a new river crossing from I-25 to NM 47 to improve mobility in Valencia County, provide for economic development and ease congestion in the area.
11. **Widening US380 from Roswell to Texas State Line.** This $150 million project would widen US380 for 87 miles from Roswell to the Texas State Line. This corridor carries a combination of oil field traffic and heavy tourist traffic heading to Ruidoso. The completion of this project would accommodate the growing oil industry in the area while providing improved mobility for tourists visiting the Ruidoso and Captain areas.
12. **Construction of Santa Fe Place Transit Center.** This project would construct a formal multi-modal center for the southern HUB of the Santa Fe Trails Transit System. As the metropolitan area continues to grow to the south and west, the Santa Fe Place Transit Center is well positioned to become an important intermodal center connecting the transit routes to the south and north.
13. **Bridge replacement and safety improvements at I-25/Cerrillos Road Interchange in Santa Fe.** This $22 million project would replace and rehabilitate bridges at the I-25/Cerrillos Road Interchange. This interchange has four bridges that are nearing the end of their lifespan and require rehabilitation or replacement. The interchange configuration has some geometric deficiencies that need to be resolved to accommodate existing and projected traffic. This interchange is one of the key gateways from the Interstate into Santa Fe and its location is expected to see a significant amount of residential and commercial traffic growth.
14. **Reconstruction of US 64 from Blanco to La Jara.** This $64 million project will reconstruct 32 miles of US 64 from Blanco to La Jara to provide shoulder widening and structure replacement. This corridor serves as a major arterial for recreational travel and the oil/gas industry. The widening of this roadway will improve safety and provide improved traffic operations for residents, businesses and visitors to the region.
15. **Reconstruction of NM 502 in Los Alamos.** This $22 million project would reconstruct 6.5 miles of NM 502 from two to four lanes. This corridor serves commuter and national defense traffic for the Los Alamos National Lab. This project will provide for improved capacity and safety by addressing cut slope and high fill issues associated with rock falls in the area.

16. **Reconstruction and interchange construction on I-25 in Santa Fe.** This $35 million project would reconstruct and widen I-25 and interchanges from Mileposts 278 to 282 in Santa Fe. This section of highway serves as a commuter corridor and the gateway to the capital city.
17. **Intersection improvement to US 70 in Las Cruces.** This $5.2 million project would improve intersections on US 70 in Las Cruces. This intersection 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 ahs reduced the level of service and resulted in travel delays. The intersection improvements will provide for better flow through the intersection and improved access to businesses. US 70 is a critical freight route for NAFTA trade.
18. **Reconstruction of US 64 from Arizona State Line to Shiprock.** This $55 million project would reconstruct 22 miles of US 64 between the Arizona state line and Shiprock 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 for the region.
19. **Reconstruction of NM 96 to provide shoulder widening and structure replacement.** This $76 million project would reconstruct 38 miles of NM 96 between Regina and Coyote in order to provide wider shoulders and replace some structures. This corridor serves both the recreation/tourism and oil/gas industries. Widening of this route will provide for increased transportation operations and safety for local communities and school routes.
20. **Enhancing transit service along the corridor connecting UNMH, UNM, CNM and UNM Sports Complex in Albuquerque.** This project would enhance transit service along a 6.2 mile corridor from University and/or Yale from Menual Boulevard to Albuquerque International Support. Currently, congestion levels and parking availability are reducing access to these vital destinations. With high levels of development planned for this corridor in the future, the completion of this project will ease congestion and parking issues while providing increased access to critical services.

Population, Travel and Economic Trends in New Mexico

While New Mexico's current unemployment rate is lower than the national average, the state's diverse economic sectors have not been immune to the effects of the recession. . New Mexico's economy relies on significant employment in the following sectors: oil and gas production, tourism, agriculture, and film and television production.

The state's unemployment rate nearly doubled from 3.5 percent in July 2007 to 6.9 percent in July 2013.[2] New Mexico's current unemployment rate is lower than the national average of 7.4 percent in July 2013.[3]

From 1990 to 2012, New Mexico's population increased by 38 percent, from approximately 1.5 million to approximately 2.1 million.[4]

The continued increase in population and economic activity has resulted in significant increases in vehicle travel in New Mexico. From 1990 to 2011, annual vehicle-miles-of-travel (VMT) in the state increased by 58 percent, from approximately 16.1 billion VMT to 25.5 billion VMT.[5] Based on travel and population trends, TRIP estimates that vehicle travel in New Mexico will increase another 30 percent by 2030.

New Mexico's Surface Transportation System

New Mexico is served by a system of 68,384 miles of roads and 3,924 bridges. This system is maintained by local, state and federal governments and carries 25.5 billion vehicle miles of travel each year.[6]

New Mexico's roads, highways and bridges have some deficiencies. Twenty-four percent of the state's major roads are deficient, with nine percent rated in poor condition in 2011 and another 15 percent rated in mediocre condition.[7] Eleven percent of the state's major roads have pavement in fair condition, while 65 percent are in good condition.[8] In 2012, eight percent of New Mexico's bridges were rated structurally deficient because they are in need of repair or replacement, and another nine percent of

the state's bridges were rated as functionally obsolete because they do not meet modern design standards.[9]

The Importance of Transportation to New Mexico's Economy

Supporting New Mexico's economic growth will require that the state build and maintain a transportation system that provides reliable and safe mobility to enhance business competitiveness.

Highways, rail and public transit are vitally important to fostering 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.

Every year, $31.4 billion in goods are shipped from sites in New Mexico and another $46.6 billion in goods are shipped to sites in New Mexico, mostly by trucks.[10] Sixty-five percent of the goods shipped annually from sites in New Mexico are carried by trucks and another 18 percent are carried by parcel, U.S. Postal Service, courier services or by multiple modes, which use trucks for part of the deliveries.[11]

How Transportation Improvements Support Economic Growth

Because it impacts the time it takes to transport people and goods, as well as the cost of travel, the level of mobility provided by a transportation system and its physical condition play a significant role in determining a region's economic effectiveness.

New Mexico's businesses are dependent on an efficient, safe and modern transportation system. Today's business culture demands that an area have a well-maintained and efficient system of roads, highways, bridges and public transportation if it is to be economically competitive. The advent of modern national and global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement. Consequently, the quality of a region's transportation system has become 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 by accepting customer orders through the Internet. 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.

The economic benefits of a well-maintained, efficient and safe transportation system can be divided into several categories, including the following.

Improved competitiveness of industry. An improved transportation system reduces production and distribution costs by lowering barriers to mobility and increasing travel speeds. Improved mobility provides the manufacturing, retail and service sectors improved and more reliable access to increased and often lower-cost sources of labor, inventory, materials and customers.[12] An increase in travel speeds of 10 percent has been

found to increase labor markets by 15 to 18 percent. A 10 percent increase in the size of labor markets has been found to increase productivity by an average of 2.9 percent.[13]

Improved household welfare. An improved transportation system gives households better access to higher-paying jobs, a wider selection of competitively priced consumer goods, and additional housing and healthcare options. A good regional transportation system can also provide mobility for people without access to private vehicles, including the elderly, disabled and people with lower incomes.[14]

Improved local, regional and state economies. By boosting regional economic competitiveness, which stimulates population and job growth, and by lowering transport costs for businesses and individuals, transportation improvements can bolster local, regional and state economies. Improved transportation also stimulates urban and regional redevelopment and reduces the isolation of rural areas.[15]

Increased leisure/tourism and business travel. The condition and reliability of a region's transportation system impacts the accessibility of activities and destinations such as conferences, trade shows, sporting and entertainment events, parks, resort areas, social events and everyday business meetings. An improved transportation system increases the accessibility of leisure/tourism and business travel destinations, which stimulates economic activity.[16]

Reduced economic losses associated with vehicle crashes, traffic congestion and driving on deficient roads. When a region's transportation system lacks some desirable safety features, is congested or is deteriorated, it increases costs to the public and businesses in the form of traffic delays, increased costs associated with traffic crashes, increased fuel consumption and increased vehicle operating costs.

Transportation investments that improve roadway safety, reduce congestion and improve roadway conditions benefit businesses and households by saving time, lives and money.

Transportation investment creates and supports both short-term and long-term jobs. A 2007 analysis by the Federal Highway Administration found that every $1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,400 in the construction sector, approximately 4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.[17]

Needed transportation projects that expand capacity and preserve the existing transportation system generate significant economic benefits. Transportation projects that provide additional roadway lanes, expand the efficiency of a current roadway (through improved signalization, driver information or other Intelligent Transportation Systems), or provide additional transit capacity, produce significant economic benefits by reducing congestion and improving access, thus speeding the flow of people and goods.[18]

Similarly, transportation projects that maintain and preserve existing transportation infrastructure also provide significant economic benefits. The preservation of transportation facilities improves travel speed, capacity, load-carry abilities and safety, while reducing operating costs for people and businesses.[19] Projects that preserve existing transportation infrastructure also extend the service life of a road, bridge or transit vehicle and save money by postponing or eliminating the need for more expensive future repairs.[20]

The Federal Highway Administration estimates that each dollar spent on road, highway and bridge improvements results in an average benefit of $5.20 in the form of

reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.[21]

Conclusion

New Mexico's transportation system continues to play a critical role as the backbone of the state's economy by providing mobility to residents, visitors and businesses. As New Mexico looks to expand its economy, the improvement of its transportation system will allow the state to support further economic growth. Needed transportation improvements will provide New Mexico's residents with a high quality of life and afford its businesses and industries a high level of economic competitiveness.

Making needed improvements to New Mexico's surface transportation system will support future economic growth and competitiveness and help ensure that New Mexico remain an attractive place to live, visit, work and do business.

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Endnotes

[1] One Piece at a Time (November 2010). Site Selection magazine. http://www.siteselection.com/issues/2010/nov/cover.cfm
[2] Bureau of Labor Statistics, United States Department of Labor (2013). Local Area Unemployment Statistics.
[3] Ibid.
[4] TRIP analysis based on U.S. Census Bureau, Population Division, Interim State Population Projections, 2005 to 2030.
[5] TRIP analysis of Federal Highway Administration statistics.
[6] Federal Highway Administration (2011). Highway Statistics 2011.
[7] TRIP analysis of Federal Highway Administration data (2011).
[8] Ibid.
[9] National Bridge Inventory (2012), Federal Highway Administration.
[10] Bureau of Transportation Statistics (2010), U.S. Department of Transportation. 2007 Commodity Flow Survey, State Summaries. http://www.bts.gov/publications/commodity_flow_survey/2007/states/
[11] Ibid.
[12] National Cooperative Highway Research Program. Economic Benefits of Transportation Investment (2002). p. 4.
[13] The Transportation Challenge: Moving the U.S. Economy (2008). National Chamber Foundation. p. 10.
[14] Ibid.
[15] Ibid.
[16] Ibid.
[17] Federal Highway Administration, 2008. Employment Impacts of Highway Infrastructure Investment. http://www.fhwa.dot.gov/policy/otps/pubs/impacts/index.htm
[18] The Transportation Challenge: Moving the U.S. Economy (2008). National Chamber Foundation. p. 5.
[19] Ibid.
[20] Ibid.
[21] FHWA estimate based on its analysis of 2006 data. For more information on FHWA's cost-benefit analysis of highway investment, see the 2008 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance.

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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 improtant 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.	Widening 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 prolvde 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 Acequia 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 Acequia 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.