



U.S. Chamber of Commerce

New Mexico

About the Infrastructure Network

In the state of New Mexico:



Roads

72,285 miles of roads, with **56%** in poor or mediocre condition



Bridges

4.3% of **4,033** bridges are deemed structurally deficient



Rail

2,692 miles of freight rail; **1,009** miles of passenger rail



Transit

26 transit providers serve **over 10 million** riders annually



Ports and Waterways

0 waterways throughout the state

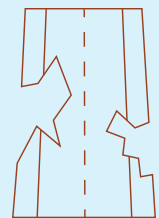


Airports

191 airports in the state

Moving People and Goods

Driving on deteriorated roads costs New Mexico motorists **\$1.6 billion**, or **\$1,043 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:

84.7%

of workers in New Mexico commute by driving

11%

use transit, walking, biking, or other modes of transportation

Freight:

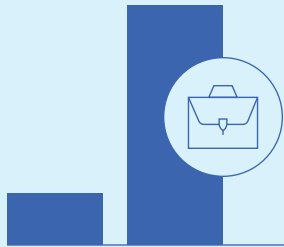
\$77 billion

in domestic trade is shipped from the state each year

43%

of that volume moved by truck

Economic Impact



3,231
direct

and

15,020
indirect

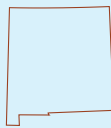
transportation jobs generate
over \$842 million in wages
each year within New Mexico.

Safety



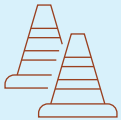
2,256

people died on New Mexico highways
from 2020 through 2025, an
average of **451** fatalities per year.



1.59 > 1.1

New Mexico traffic fatality rate
of **1.59** fatalities per **100** million
vehicle miles traveled is **higher**
than the national average of **1.1**.



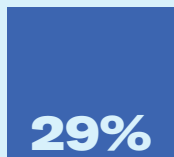
55 work zone fatalities
occurred in New Mexico between
2020–2024.



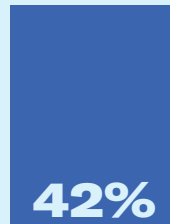
**172 structurally
deficient bridges**

pose safety risks if not addressed.

Federal Funding for Infrastructure



Federal funding accounts for
29% of spending
on road and bridge projects...



and provides
42% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

New Mexico has received approximately
\$2.80 billion in federal transportation
funding under the Infrastructure
Investment and Jobs Act.



What's at Stake

Without reauthorization at current or
increased levels, **New Mexico risks**
losing federal funding needed to
maintain major corridors like I-25 and
I-40, support cross-border commerce,
and strengthen connections for rural and
tribal communities across the state.

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