



HB 881 has a July 1, 2003 effective date.

### **FISCAL IMPLICATIONS**

There will be some costs for changing stationery, placards on vehicles, signage, software programs, and notices.

HB881 removes the \$50.0 cap that currently limits the funds the State Highway and Transportation Department may spend on the Public Mass Transportation Act. Such funds could be used to leverage additional federal dollars if such funds are available.

The General Appropriation Act for FY04 has appropriated funds based on the current \$50.0 cap; if HB534 were implemented and the Department wanted to increase funds for this purpose for FY04, funds would need to be moved/adjusted from other areas/programs within the Department budget as allowed.

### **RELATIONSHIP**

HB881 relates to HB534 that also removes the \$50.0 per fiscal year expenditure cap on State Highway and Transportation Department funds that can be expended for purposes of the Public Mass Transportation Act.

### **TECHNICAL ISSUES**

The State Highway and Transportation Department notes that **previous** titles for the secretary of highway and transportation, to be changed in this bill to secretary of transportation, were “state highway engineer” and “chief highway administrator”. These terms are no longer used, but still appear in some older statutory provisions, and may create some confusion. See Section 67-2-4 NMSA 1978. This bill does update the title of “state highway engineer” to “secretary of transportation”, but not in all cases. Compare, e.g., section 31 of this bill with sections 30 and 45 of this bill. The title “chief highway administrator” currently only appears twice in the entire NMSA, once in definitions at Section 67-2-4 NMSA 1978, and once in Section 67-3-43 NMSA 1978.

**PRF/njw**