

LFC Requester: \_\_\_\_\_

**NMDOT BILL ANALYSIS  
2024 REGULAR SESSION**

*{Include the bill no. in the email subject line, e.g., HB2, and only attach one bill analysis and related documentation per email message}*

**SECTION I: GENERAL INFORMATION**

*{Indicate if analysis is on an original bill, amendment, substitute, or a correction of a previous bill}*

*Check all that apply:*

**Date Prepared:** 2/7/2024

**Original**      X      **Amendment**      X    
**Correction**              **Substitute**          

**Bill No.** HB 300/HTPWCa

**Sponsor:** Luis M. Terrazas and Jenifer Jones

**Agency/ Code:** NMDOT - 805 - District 1 Engineer

**Person Writing Analysis:** Aaron Chavarria

**Short Title** Highway 180 Project

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**SECTION II: FISCAL IMPACT**

**APPROPRIATION (dollars in thousands)**

Appropriation		Recurring or Nonrecurring	Fund Affected
FY25	FY26		
100,000		Nonrecurring	General Fund

(Parenthesis ( ) Indicate Expenditure Decreases)

Duplicates/Conflicts with/Companion to/Relates to:

Duplicates/Relates to Appropriation in the General Appropriation Act:

**SECTION III: NARRATIVE**

**BILL SUMMARY**

House Bill 300 as amended by the House Transportation, Public Works & Capital Improvements Committee (HB 300/HTPWCa) appropriates \$100 million from the General Fund to NMDOT for use in fiscal years (FYs) 2025-2027 for “acquisition of rights of way, planning, design and construction . . . for the second phase of road infrastructure project 1101841” on US Highway 180 (US 180) from the railroad crossing in Hurley, New Mexico to the Grant County line. Any unexpended or unencumbered balance remaining at the end of FY 2027 reverts to the General Fund.

## **FISCAL IMPLICATIONS**

The US 180 corridor study area is approximately 38 miles long. The estimated cost for the second phase of corridor improvements is \$100 million. US 180 Phase I, Bayard to Hurley has been funded and construction is anticipated to start 2024. If funding for remaining phases of the project cannot be allocated to build the improvements for the entire corridor as a single project, a plan that implements the project in multiple standalone projects will be put in place. HB 300/HTPWCa will fund the total amount of infrastructure improvements within the US 180 corridor.

## **SIGNIFICANT ISSUES**

HB 300/HTPWCa would provide NMDOT with funding to address the following issues:

1. Inability for Passing - Due to the mixture of different vehicles and types of users on this corridor, an observed speed differential results in a substantial amount of passing maneuvers. Without passing lanes, these passing maneuvers occur in opposite direction driving lanes, which results in the potential for severe conflicts, such as head-on collisions. Sight distance constraints and vehicles approaching in the opposite direction often limit the passing opportunities, which results in long queues of vehicles stacking up behind slower moving vehicles. This reduces the operational capacity of the existing 2-lane road and leads to driver frustration. As drivers become impatient, they take more risks in passing, which may lead to the potential for crashes. This factor impacts both traffic operations and safety.
2. Pavement Conditions - The existing pavement in several locations along the corridor is showing signs of distress and deterioration. Once the pavement condition falls below fair, the rate of deterioration increases rapidly and, if actions are not taken to improve the surface conditions, the pavement will begin to fail.
3. Alignment and Roadside Deficiencies – There are existing conditions along the corridor where the horizontal and vertical alignment do not meet current design criteria. Improvements at these locations will increase drivers’ ability to safely navigate through the corridor. Improvements are also needed at the existing intersections and access points to enhance safety for vehicles turning in and out of the crossroad connections. Roadside barrier design standards have changed recently and, as such, all existing guardrails on the corridor will need to be replaced to meet current criteria.

## **PERFORMANCE IMPLICATIONS**

HB 300/HTPWCa will be used to (1) improve traffic operations, resulting in a more comfortable traveling experience; (2) reduce safety concerns, minimizing the potential for severe crashes; and (3) correct physical deficiencies creating better roadway conditions.

## **ADMINISTRATIVE IMPLICATIONS**

Not applicable.

## **CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP**

Not applicable.

## **TECHNICAL ISSUES**

The project number (1101841) listed in this bill pertains to Phase I. The bill, however, actually pertains to Phase II, project number CN 1101842.

## **OTHER SUBSTANTIVE ISSUES**

Not applicable.

## **ALTERNATIVES**

Not applicable.

## **WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL**

Not enacting HB 300/HTPWCa leaves the existing geometric configuration of the US 180 roadway unchanged from its current conditions. US 180 traffic operations, congestion, capacity, physical deficiencies, and safety conditions will remain at current levels.

## **AMENDMENTS**

None.