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FISCAL IMPACT REPORT

SPONSOR Ezzell/Brown/Scott/Mason/Hembree **LAST UPDATED** _____
ORIGINAL DATE 1/25/2024
SHORT TITLE Highway 380 Projects **BILL** _____
NUMBER House Bill 153
ANALYST Simon

APPROPRIATION* (dollars in thousands)

FY24	FY25	Recurring or Nonrecurring	Fund Affected
	\$350,000.0	Nonrecurring	General Fund

Parentheses () indicate expenditure decreases.

*Amounts reflect most recent analysis of this legislation.

Relates to Senate Bill 104

Sources of Information

LFC Files

Agency Analysis Received From
Department of Transportation (NMDOT)

SUMMARY

Synopsis of House Bill 153

House Bill 153 (HB153) appropriates \$350 million from the general fund to the Department of Transportation (NMDOT) for road infrastructure projects on U.S. highway 380 (US-380) in Chaves County and Lea County. The appropriation would run from FY25 through FY27.

FISCAL IMPLICATIONS

The appropriation of \$350 million contained in this bill is a nonrecurring expense to the general fund. Any unexpended or unencumbered balance remaining at the end of FY27 shall revert to the general fund.

SIGNIFICANT ISSUES

The New Mexico segment of U.S. highway 380 runs from the Texas border, through Tatum, Roswell, Capitan, and Carrizozo, before terminating at interstate 25 near San Antonio. HB153 would appropriate funds to NMDOT for road improvements from mile marker 158, about 2

miles east of Roswell, to the Texas state line. NMDOT reports this highway is a rural, two-lane road, except for a stretch in the Tatum, where the highway is multi-lane. Because most of this highway is a two-lane road, NMDOT reports difficulty in passing along this corridor due to different types of vehicles traveling at different speeds. Traffic backups can reduce the operational efficiency of the road, and the department states driver frustration can lead to unsafe driving.

NMDOT estimates total cost of improvements to this corridor of \$250 million. The department's online State Transportation Improvement Program (<http://estip.dot.state.nm.us>) includes several projects along this corridor. While the department has allocated federal FY24 and FY25 funds to one project along this corridor, several additional projects are included for informational purposes only, meaning these projects have yet to receive funding. According to the project description, the currently funded project will improve pavement conditions and add passing lanes along three segments of US-380. Those segments cover 16.3 miles of the 84-mile corridor. NMDOT expects to put that project to bid in August 2024.

NMDOT reports if the entire US-380 corridor improvement project cannot be funded as a single project, the department will conduct multiple standalone projects. NMDOT states this could involve additional costs, including inflationary costs as projects are delayed.

PERFORMANCE IMPLICATIONS

Statewide pavement conditions are a key performance measure of NMDOT. NMDOT reports approximately 35 percent of the corridor has a low pavement condition that requires reconstruction or major rehabilitation.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

House Bill 153 relates to Senate Bill 104, which appropriates \$250 million for US-380.

JWS/rl/ne/al