

**NMDOT BILL ANALYSIS  
2026 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:*

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

**Date Prepared:** February 13, 2026  
**Bill No.** HB 299

**Sponsor:** Luis M. Terrazas, Gabriel Ramos,  
 Jenifer Jones, and Crystal Brantley **Agency/ Code:** NMDOT - 805 - District 1 Engineer  
**Person Writing Analysis:** Aaron Chavarria

**Short Title** Highway 180 Road Project **Phone:** (575) 640-6804 **Email:** Aaron.chavarria@dot.nm.us

**SECTION II: FISCAL IMPACT**

**APPROPRIATION (dollars in thousands)**

Appropriation		Recurring or Nonrecurring	Fund Affected
FY27	FY28		
350,000		Non-recurring	General Fund

(Parenthesis ( ) Indicate Expenditure Decreases)

Duplicates/Conflicts with/Companion to/Relates to: None.

Duplicates/Relates to Appropriation in the General Appropriation Act: None.

**REVENUE (dollars in thousands)**

Not applicable.

**ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)**

Not applicable.

## **SECTION III: NARRATIVE**

### **BILL SUMMARY**

House Bill 299 (HB 299) appropriates \$350 million from the General Fund to the New Mexico Department of Transportation (NMDOT) in fiscal years (FY) 2026 - 2029 for right-of-way acquisition, planning, design and construction and to match federal and other state funds for the second phase of an infrastructure project (CN 1101842) on US 180 from Bayard to Deming. Any unencumbered balance remaining at the end of FY 2029 reverts to the General Fund.

### **FISCAL IMPLICATIONS**

The US 180 corridor study area is approximately 38 miles long. Phase I (CN 1101841) has been completed. Phase II (CN 1101842) is listed in Senate Bill 2 (SB 2) in FY 2028 at the estimated cost of \$155 million. Phase III (CN 1101843) is estimated to cost \$200 million. HB 299 will not fund the entire US 180 corridor. Should this bill pass, the NMDOT will have funding for all but \$5 million dollars for Phases II and III of the US 180 corridor without utilizing bonding authority from SB 2.

### **SIGNIFICANT ISSUES**

HB 299 would provide NMDOT with partial 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 299 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**

The current list of scheduled projects for SB 2 duplicates Phase II (CN 1101842), \$155 million.

## **TECHNICAL ISSUES**

The project number listed in this bill is Phase I (CN 1101841). This bill provides funding for all of Phase II (CN 1101842) and most of Phase III (CN 1101843).

## **OTHER SUBSTANTIVE ISSUES**

Not applicable.

## **ALTERNATIVES**

Not applicable.

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

Phase II may be bonded in FY 2028 and Phase III will remain unfunded. US 180 traffic operations, congestion, capacity physical deficiencies, and safety conditions will be impacted.

## **AMENDMENTS**

None.