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FISCAL IMPACT REPORT

BILL NUMBER: House Memorial 66

SHORT TITLE: Study Santa Teresa Border Crossing Fee

SPONSOR: Lara/Jones

LAST ORIGINAL
UPDATE: 2/18/2026 **DATE:** 2/18/2026 **ANALYST:** Rodriguez

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT* (dollars in thousands)

Agency/Program	FY26	FY27	FY28	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
	Indeterminate but minimal	Indeterminate but minimal			Nonrecurring	General Fund

Parentheses () indicate expenditure decreases.

*Amounts reflect most recent analysis of this legislation.

Sources of Information

LFC Files

Because of the short timeframe between the introduction of this bill and its first hearing, LFC has yet to receive analysis from state, education, or judicial agencies. This analysis could be updated if that analysis is received.

SUMMARY

Synopsis of House Memorial 66

House Memorial 66 (HM66) directs the Department of Transportation (DOT) to evaluate the feasibility of implementing a border crossing user fee at the Santa Teresa port of entry. The study would examine the legal authority, federal coordination, economic and trade impacts, fee structure options, regional industry and workforce effects, long-term transportation infrastructure needs, and potential revenue allocation for a state-imposed border crossing fee at Santa Teresa. The findings would be presented to the appropriate legislative committee by November 1, 2026.

FISCAL IMPLICATIONS

Memorials do not contain appropriations and are not enforceable as state law. The study requested in this memorial is within the normal operations of the agencies involved and is unlikely to result in significant costs.

SIGNIFICANT ISSUES

New Mexico has three ports of entry—Santa Teresa, Columbus, and Antelope Wells. It is

unclear if this memorial meant to exclude the other ports of entry from the proposed study in the memorial.

The Santa Teresa port of entry is New Mexico's largest port of entry. The port of entry is open daily for commercial, noncommercial, and pedestrian traffic. For commercial traffic, the port consists of two general lanes, one oversized lane, and 25 dock spaces. The port also has 4 passenger lanes for noncommercial traffic. According to a presentation by the New Mexico Border Authority (NMBA), traffic has increased by 58 percent and commercial traffic has increased by 125 percent since 2011. The port is the designated oversized and overweight port in the region. The port is also the largest livestock import and export facility on the Mexican border. According to the New Mexico Border Authority, the port can process 5,000 livestock per day.

In 2024, the New Mexico Border Authority, funded through a \$500 thousand congressional directed spending grant, conducted a feasibility study to evaluate the expansion and modernization of the port of entry. The feasibility study will estimate the construction cost to update the port of entry.

JR/dw