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## FISCAL IMPACT REPORT

SPONSOR: Smith DATE TYPED: 03/12/01 HB \_\_\_\_\_  
 SHORT TITLE: Antelope Wells Commercial Border Crossing SB SM-35  
 ANALYST: Woodlee

### APPROPRIATION

Appropriation Contained		Estimated Additional Impact		Recurring or Non-Rec	Fund Affected
FY01	FY02	FY01	FY02		
			See Narrative		

(Parenthesis ( ) Indicate Expenditure Decreases)

### SOURCES OF INFORMATION

New Mexico Border Authority (NMBA)

### SUMMARY

#### Synopsis of Bill

Senate Memorial 35 requests the United States Custom Service to develop a commercial border crossing at Antelope Wells.

#### Significant Issues

Antelope Wells is one of three ports-of-entry found in New Mexico. The memorial indicates that the North American Free Trade Agreement (NAFTA) will lead to increased traffic along the U.S.-Mexico border, and that Antelope Wells is a noncommercial port that is geographically located that such commercial crossings could reduce traffic on other highways and provide for speedier delivery of goods (See Attached Map).

The NMBA reports the following U.S. Customs Service crossing statistics for the Antelope Wells border crossing:

#### Federal Fiscal Year 1998

Commercial Vehicles:	39
Private Vehicles:	2248
Pedestrians:	905

#### Federal Fiscal Year 1999

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Commercial Vehicles:	37
Private Vehicles:	2052
Pedestrians:	1195

### Federal Fiscal Year 2000

Commercial Vehicles:	14
Private Vehicles:	1515
Pedestrians:	807

### Federal Fiscal Year 2001 (Through January 2001)

Commercial Vehicles:	0
Private Vehicles:	620
Pedestrians:	41

The goal would be to improve the facilities to allow for more commercial vehicle traffic, which is the least active type of crossing at Antelope Wells. The crossing would provide access to Interstate-10 via Highway 81 (See Attached Map). This route will lead to major commercial locations in the southern part of the Southwest Region, such as San Diego, CA, Tucson, AZ, etc.

### **FISCAL IMPLICATIONS**

There is no appropriation or significant state fiscal implication associated with this bill. Depending on the what type of expansion may take place, there will be costs associated with the expansion. These costs will be absorbed by federal funds from the U.S. Customs Service if they choose to expand the port-of-entry.

MW/njw  
Attachment