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FISCAL IMPACT REPORT

SPONSOR	<u>Pinto</u>	ORIGINAL DATE	<u>02/11/2006</u>	LAST UPDATED	<u></u>	HB	<u></u>
SHORT TITLE	<u>Unexpended Funds For Certain Highway Projects</u>		SJM	<u>66</u>			
			ANALYST	<u>Moser</u>			

SOURCES OF INFORMATION

LFC Files

Responses Received From
NM Department of Transportation (NMDOT)

SUMMARY

Synopsis of SJM 66

Senate Joint Memorial 66 requests the New Mexico Department of Transportation to use in FY07 unexpended funds for certain highway projects.

FISCAL IMPLICATIONS

The bill establishes that the DOT apply any unexpended funds in fiscal year 2007 to the outlined highway projects but does not address costs associated with design, development and construction.

SIGNIFICANT ISSUES

Senate Joint Memorial 66 proposes that unexpended funds from the state road fund and from federal transportation funds in fiscal year 2007 be applied to the following road projects in listed order of priority:

1. One hundred million dollars (\$100,000,000) for rehabilitation, reconstruction and widening of US 491 in San Juan and McKinley counties
2. Six million dollars (\$6,000,000) for road improvements to Navajo route 55 in Cibola and Socorro counties
3. Nine million dollars (\$9,000,000) for rehabilitation to Navajo route 36 in San Juan county
4. Three hundred thousand dollars (\$300,000) for pavement reconstruction to Navajo route 545 in San Juan county
5. One million seven hundred fifty thousand dollars (\$1,750,000) to complete renovation of the Tse Bonito ridge road bridge in McKinley County

NMDOT indicates that it is unlikely that unexpended funds will be available in any event that would afford the opportunity to apply to these projects

PERFORMANCE IMPLICATIONS

The NMDOT indicates that the first listed project on US 491 is currently funded as part of Governor Richardson’s Investment Partnership (GRIP) in the total amount of \$125,344,000 which is made up of GRIP funds (\$101,750,000) and STIP funds (\$23,594,000). This would add an additional 2 lanes making the US 491 a 4 lane highway. However, it would not provide for the rehabilitation or reconstruction of the existing two lanes.

NMDOT further points out that the remaining four listed projects are off the state highway system. As such, no current data exists with regards to an actual defined scope of work, project termini, current status or engineering estimates. Consequently, an evaluation as to the costs or timelines associated with developing these projects is not possible at this time.

GM/mt