

LFC Requester:

Joseph Simon

NMDOT BILL ANALYSIS
2024 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 X Amendment
Correction Substitute

Date 1/21/2024

Bill No. SB 104

Sponsor Cliff R. Pirtle

Agency Name and Code Number: NMDOT - 805 - District 2 Engineer

Person Writing Analysis: Francisco Sanchez

Short Title Highway 380 Infrastructure

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SECTION II: FISCAL IMPACT

APPROPRIATION (dollars in thousands)

Table with 4 columns: Appropriation (FY25, FY26), Recurring or Nonrecurring, Fund Affected. Row 1: \$250,000,000, Nonrecurring, Contingency

(Parenthesis () Indicate Expenditure Decreases)

Duplicates/Conflicts with/Companion to/Relates to:

Duplicates/Relates to Appropriation in the General Appropriation Act:

SECTION III: NARRATIVE

BILL SUMMARY

Senate Bill 104 (SB 104) appropriates \$250 million from the Appropriation Contingency Fund to the NMDOT for use in fiscal years (FYs) 2025 - 2027 for acquisition of rights of way, planning, design, and construction to match federal and other state funds for infrastructure projects on US Highway 380 from milepost 158 in Chaves County, to the Texas state line.

FISCAL IMPLICATIONS

The estimated cost for corridor improvements from Milepost 158 to the Texas Stateline is approximately \$250 million. If funding for the entire project cannot be allocated to build the improvements for the entire corridor as a single project, a plan that implements the project in multiple standalone projects will be implemented.

infrastructure improvements within the US Highway 380 corridor. Implementing the project in multiple projects instead of a single project may add more costs due to contractor's fixed cost such as mobilization and other similar items for each project and inflation that could occur due to longer schedule for project completion.

SIGNIFICANT ISSUES

Not applicable.

PERFORMANCE IMPLICATIONS

1. US Highway 380, from Roswell Milepost 158 to the Texas Stateline, operates as a rural two-lane highway except in the town of Tatum, New Mexico, where it operates as a multi-lane highway. The appropriations from the appropriation contingency fund to the NMDOT for infrastructure projects on US Highway 380 from Milepost 158 to the Texas Stateline will improve traffic operations resulting in a more comfortable traveling experience, reduce safety concerns minimizing the potential for severe crashes, and correct physical deficiencies creating better roadway conditions.
2. 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 also 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.
3. 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. Approximately 35% of the 84-mile corridor has low pavement conditions that require reconstruction or major rehabilitation.
4. Alignment and Roadside Deficiencies - The 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.

Enacted SB 104 would provide NMDOT with funding to address the referenced list above.

ADMINISTRATIVE IMPLICATIONS

Not applicable.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

Not applicable.

TECHNICAL ISSUES

Not applicable.

OTHER SUBSTANTIVE ISSUES

Not applicable.

ALTERNATIVES

Not applicable.

WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL

Not enacting SB 104 leaves the existing geometric configuration of the US 380 roadway unchanged from its current conditions. US Highway 380 traffic operations, congestion, capacity, physical deficiencies, and safety conditions will remain at current levels.

AMENDMENTS

None.