

Fiscal impact reports (FIRs) are prepared by the Legislative Finance Committee (LFC) for standing finance committees of the NM Legislature. The LFC does not assume responsibility for the accuracy of these reports if they are used for other purposes.

Current FIRs (in HTML & Adobe PDF formats) are available on the NM Legislative Website (legis.state.nm.us). Adobe PDF versions include all attachments, whereas HTML versions may not. Previously issued FIRs and attachments may be obtained from the LFC in Suite 101 of the State Capitol Building North.

FISCAL IMPACT REPORT

SPONSOR Wallace DATE TYPED 02/25/2005 HM 37

SHORT TITLE Funding For State Road 4 Improvements SB _____

ANALYST Moser

APPROPRIATION

Appropriation Contained		Estimated Additional Impact		Recurring or Non-Rec	Fund Affected
FY05	FY06	FY05	FY06		
NFI	NFI		\$4,000-\$10,000	Non-Recurring	State Road Fund

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

New Mexico Department of Transportation

SUMMARY

Synopsis of Bill

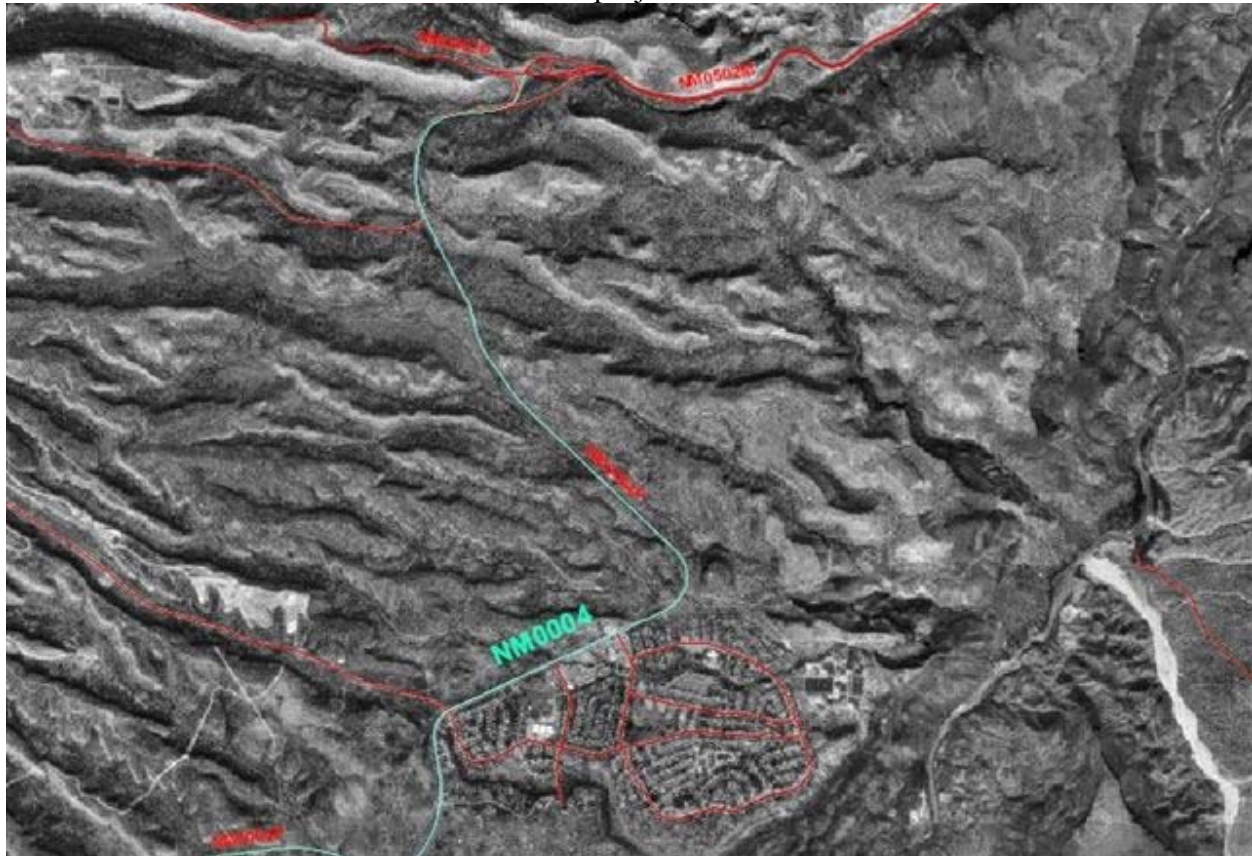
House Memorial 37 requests that the NM Department of Transportation fund the widening of State Road 4 between Rover Blvd. and the Truck Route (labeled Jemez Rd. on the attached map) in Los Alamos County, City of White Rock. If the NMDOT cannot provide funding in the near term, the memorial directs the addition to this project to the Statewide Transportation Improvement Program (STIP).

Significant Issues

1. This project is not in the STIP and consequently it would impact the NMDOT District 5 target for the full amount (\$4 or \$10 million, depending on the work done). Other projects already approved would have to be cancelled or scaled back to accommodate the one proposed.
2. The memorial uses the term “widening” but it does not define what widening means. The section of State Road 4 described in the memorial is a two-lane road without shoulders. The road is classified by NMDOT as Rural in this section. According to the NMDOT widening could mean to add six-foot shoulders or it could mean widen to 4 lanes and shoulders. Given

the context of usage (to more effectively evacuate White Rock residents in case of an emergency) widening probably refers to increasing travel lanes from two to four and adding shoulders to the road.

3. If such a project was designed and constructed, the NMDOT indicates it would not end at the Truck Route but proceed another 0.1 mile to NM 502. This avoids having a 2-lane bottle neck between 4-lane sections.
4. The road passes through San Ildefonso Pueblo and there are Right of Way easements that would need to be addressed before such a project could be started.



FISCAL IMPLICATIONS

The section of NM 4 described in the memorial is 2.73 miles but to connect seamlessly with NM 502, as suggested by NMDOT engineering design, the section is 3.81 miles. The Assistant Engineer for District 5 gives the following estimates for widening NM 4 from Rover Blvd. to NM 502, a 3.81 mile section.

Scenario 1: To add six-foot shoulders only to the NM 4 between Rover and 502 and to repair the roadway would cost NMDOT approximately **\$4,000,000**.

Scenario 2: To add two additional travel lanes and six-foot shoulders to the road section described above would cost NMDOT approximately **\$10,000,000**.

TECHNICAL ISSUES

The memorial requests that if NMDOT cannot find the money to widen NM 4 that it be added to

the STIP. Under Federal Rule, Part 450.206 Statewide transportation planning process: General Requirements and 450.212 Public involvement, local governments and communities must be consulted before a project is added to the STIP. The public must have an opportunity to participate in planning transportation projects. The State Transportation Planning Process uses the RPO (Regional Planning Organization) to fulfill this requirement.

EM/lg:yr