

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

ORIGINAL DATE 1/31/2007

SPONSOR Silva LAST UPDATED HB HJM 8

SHORT TITLE Open Paseo Del Norte To Truck Traffic SB

ANALYST Moser

APPROPRIATION (dollars in thousands)

Appropriation		Recurring or Non-Rec	Fund Affected
FY07	FY08		
NFI	NFI		

(Parenthesis () Indicate Expenditure Decreases)

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY07	FY08	FY09	3 Year Total Cost	Recurring or Non- Rec	Fund Affected
Total		\$5,000.0	Indeterminate	>\$5,000.0	Non- recurring	State Road Fund

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

New Mexico Department of Transportation (NMDOT)

SUMMARY

Synopsis of Bill

House Joint Memorial 8 proposes to remove truck limitations from Paseo del Norte between Coors Boulevard and Second Street in Albuquerque. This will allow trucks to utilize Paseo del Norte between Interstate 25 and the Westside of Albuquerque.

FISCAL IMPLICATIONS

The NMDOT states that in order to accommodate truck traffic on Paseo del Norte three overpass bridges (Rio Grande Blvd., Fourth Street, and a pedestrian bridge) will need to be reconstructed to provide adequate truck clearance at a cost of approximately \$5,000,000. These structures were constructed with a vertical clearance of 13.5 feet; the NMDOT standard for facilities carrying truck traffic is 16 feet.

If noise mitigation is required due to the addition of trucks on the facility, noise walls are estimated to cost up to an additional \$2,500,000.00 per mile. This cost is not included in the \$5,000,000.00 referenced above and is represented by the Indeterminate fiscal year 2009 designation in the Operating Budget Impact table of Section II of this Analysis.

SIGNIFICANT ISSUES

The NMDOT states that the settlement agreement negotiated in 1985 between the Village of Los Ranchos and NMDOT does not ban trucks weighing in excess of five tons. The settlement agreement however does prohibit truck traffic until such time as Paseo del Norte is reconstructed to freeway/expressway standards i.e., grade separations/interchanges at Rio Grande Blvd., Fourth Street, and Second Street. Since these improvements have been completed it does not appear that the settlement agreement will need to be reopened. The NMDOT will be required to implement its standard location study procedures to determine impacts and necessary mitigation. It is anticipated that public involvement with adjacent residential communities will be substantial.

TECHNICAL ISSUES

The NMDOT questions the need to renegotiate the 1985 settlement agreement and/or reopen the underlying lawsuit.

OTHER SUBSTANTIVE ISSUES

NMDOT state that the Paseo del Norte is a heavily-used commuting corridor that is severely congested in the peak morning and evening commute times. The addition of truck traffic is expected to significantly exacerbate this problem. If during the analyses performed as part of NMDOT Location Study Procedures it is determined that mitigation is necessary in order to improve peak commuting times, it may be prudent to keep truck limitations during peak commuting times. The NMDOT may widen Paseo del Norte and provide managed lanes in the future.

GM/nt