

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 and previously issued FIRs are available on the NM Legislative Website ([www.nmlegis.gov](http://www.nmlegis.gov)) and may also be obtained from the LFC in Suite 101 of the State Capitol Building North.

## FISCAL IMPACT REPORT

SPONSOR Munoz ORIGINAL DATE 2/6/16  
LAST UPDATED \_\_\_\_\_ HB \_\_\_\_\_

SHORT TITLE Passing Lanes on Highway 602 SJM 13

ANALYST Jorgensen

### ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY16	FY17	FY18	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
<b>Total</b>		NFI				

(Parenthesis ( ) Indicate Expenditure Decreases)

### SOURCES OF INFORMATION

LFC Files

Responses Received From

Department of Transportation (NMDOT)

### SUMMARY

#### Synopsis of Bill

Senate Joint Memorial 13 requests that NMDOT make it a priority to construct four additional passing lanes along NM 602 between its junction with NM 53 and city of Gallup.

### FISCAL IMPLICATIONS

There is no fiscal impact associated with passage of SJM 13.

### SIGNIFICANT ISSUES

NMDOT writes:

The cost to construct the four passing lanes sections on NM 602 between Junction NM 53 and Gallup could range between \$5.5 million and \$7.0 million depending on the condition of the existing roadway surface and location of the passing lane sections.

There have not been any highway capacity, highway geometry, speed, or crash studies performed on this corridor that would determine if passing lanes would enhance public safety.

The programming and prioritization of funding for roadway improvements is regulated by NMDOT's Statewide Transportation Improvement Program's (STIP) Policies. These policies require NMDOT to develop a four year fiscally constrained program cooperatively with local planning organizations. NMDOT's Maintenance Districts work with the planning organizations to identify and prioritize transportation needs and prioritize those needs based on the available funding. The addition of a new project to the STIP will require NMDOT to reprioritize current projects and may result in a project or projects to be delayed for the STIP to remain fiscally constrained.

## **ALTERNATIVES**

NMDOT writes:

NMDOT could be requested to conduct road safety audits and/or highway capacity studies to determine the needs for NM 602.

The determination of where passing zones and/or passing lanes are required is based on engineering studies that take into consideration roadway geometrics, sight distance conditions, crash history, and traffic congestion. An engineering study based on *Highway Capacity Manual* methods and *Policy on Geometric Design of Highways and Streets* standards will need to be completed to evaluate NM 602 to determine the feasibility of adding passing lanes.

CJ/al