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FISCAL IMPACT REPORT

ORIGINAL DATE 2/21/2007

SPONSOR Vigil LAST UPDATED _____ HM 36

SHORT TITLE Study Flashing Green Traffic Light SB _____

ANALYST Moser

APPROPRIATION (dollars in thousands)

Appropriation		Recurring or Non-Rec	Fund Affected
FY07	FY08		
	NFI		

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

NM Department of Transportation (NMDOT)

SUMMARY

Synopsis of House Memorial

House Memorial 36 requests NMDOT to study the feasibility of utilizing of a flashing green light to warn motorists of an impending traffic signal phase change (green to yellow). Additionally the Memorial requires a report to an appropriate interim legislative committee by November 30, 2007.

SIGNIFICANT ISSUES

The proposed flashing green light does not meet MUTCD or AASHTO guidelines, and as such, the NMDOT and municipalities throughout the State may run the risk of having to return federal participating funds utilized in signal construction/installation.

The NMDOT maintains approximately 600 signals throughout the State. The cost for signal construction can vary from \$150,000 to \$350,000 per intersection. Using an average figure of \$250,000 per intersection places an approximate aggregate of \$150,000,000 of previous funding at risk of having to be returned.

Recognizing that this bill requires a feasibility study and not a directive, the costs would be limited to those associated with performing the study. However, in the event the proposed flashing green light were to be incorporated at controlled intersections, the costs to retrofit every signal controller in the State would be significant.

Other costs associated with the proposed change (i.e., retrofitting) are unknown at this time given that existing signal controllers are currently not designed to perform in the suggested manner.

PERFORMANCE IMPLICATIONS

System performance implications include the introduction of elements outside the existing system's capability. Whether a traffic light controller can be reprogrammed to perform in the suggested manner, or whether the system would have to be supplemented with additional hardware is not currently known. Both options carry significant implications, not only with respect to system performance, but also as to the staff resources required to implement the change and support and maintain the same.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

The proposed flashing green light signal does not comply with MUTCD standards and AASHTO guidelines. State law (66-7-101) and certain Administrative Directives require NMDOT to comply with both. This bill, if passed, would require resolution of this apparent conflict.

GM/mt