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## FISCAL IMPACT REPORT

ORIGINAL DATE 2/11/2016

SPONSOR Gonzales/Brown LAST UPDATED \_\_\_\_\_ HM 96

SHORT TITLE Study Federal Surface Transportation Law SB \_\_\_\_\_

ANALYST Mulligan

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

	FY16	FY17	FY18	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
<b>Total</b>		\$25.0	\$0.0	\$25.0	Nonrecurring	General Fund

(Parenthesis ( ) Indicate Expenditure Decreases)

Relates to Appropriation in the General Appropriation Act:

- Relates to Sec. 4 appropriations to the Economic Development Department and the Department of Transportation in HB 2

### SOURCES OF INFORMATION

LFC Files

### SUMMARY

#### Synopsis of Memorial

House Memorial 96 requests that the Economic Development Department (EDD) and the Department of Transportation (DOT) study and report on the potential economic benefits from, and types of services that could help create, preferred truck driver rest centers that could be utilized during federally mandated 10-hour truck driver rest periods. The memorial requests that the departments study the types of services, such as food services, motel accommodations, entertainment services and fuel and vehicle repair stations that would be needed to make a location a preferred trucking rest center for shipping companies.

The memorial requests that the departments study and report on shipping patterns along the interstate highways crossing New Mexico and the zones where truck drivers most frequently reach their eleven-hour service limit; the locations within the eleven-hour frequency zones that have the best existing infrastructure to support trucking rest centers; and the potential for state and local governments to enter into public-private partnerships with service companies to develop these locations as trucking rest centers.

The memorial also requests that EDD and the DOT consult with the New Mexico Trucking Association and commercial logistics experts at New Mexico State University in the developing the report.

### **FISCAL IMPLICATIONS**

HM 96 does not contain an appropriation to carry out the work it requests but would require two state agencies to dedicate staff time to researching the issues delineated in the memorial, compiling the requested information, and reporting to interim legislative committees. As such, the memorial would have a fiscal impact in that staff time, if available, would be diverted from other activities and would represent a financial cost to the agencies.

Assuming an average staff cost of \$25.00 per hour, and that 1,000 hours of total staff time would be utilized in completing the research and compilation of the report, a fiscal impact, from current resources, of \$25.0 thousand could be expected to be incurred in completion of the requested information.

### **SIGNIFICANT ISSUES**

Passage of HM 96 could produce useful information on the patterns, frequency, and prevalence of long-haul truck drivers' economic activity, and locations, during mandated 10-hour rest periods. Given sufficient staff time, a detailed study on the topic could lead to targeted services that have a greater potential for economic return than current services that may be based upon limited or proprietary demand and market information.

It appears that current federal regulations already include a requirement for a 10-hour rest period and an 11-hour driving limitation during a 14-hour period for long-haul truck drivers, and that the FAST Act extends those requirements to ready-mix concrete delivery vehicles.

### **TECHNICAL ISSUES**

As noted above, it appears that current federal regulations already include the 10-hour rest requirement and the 11-hour driving limitation during a 14-hour period for long-haul truck drivers.

MM/al/jle