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FISCAL IMPACT REPORT

SPONSOR HCPAC LAST UPDATED _____
ORIGINAL DATE 3/1/2023
BILL House Bill
SHORT TITLE Motor Vehicle Vision Zero Plan NUMBER 328/HCPACS
ANALYST Simon

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT* (dollars in thousands)

	FY23	FY24	FY25	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
NMDOT Salary and Benefits Costs		\$0 - \$91.1	\$0 - \$91.1	\$0 - \$182.2	Recurring	State Road Fund

Parentheses () indicate expenditure decreases.

*Amounts reflect most recent analysis of this legislation.

Relates to House Bill 271

Sources of Information

LFC Files

Responses Received From

New Mexico Attorney General (NMAG)
Department of Transportation (NMDOT)

No Response Received

Taxation and Revenue Department (TRD)
Department of Health (DOH)

SUMMARY

Synopsis of HCPAC Substitute for House Bill 328

House Consumer and Public Affairs Committee Substitute for House Bill 328 would require the Department of Transportation (NMDOT) to develop a plan to improve traffic safety, with a goal of zero vehicle-related deaths by the end of 2030. The bill would require NMDOT to create the position of vision zero coordinator to develop the plan, set up an evaluation framework, and make recommendations for amending the Motor Vehicle Code. The plan must be submitted to the governor and the Legislature no later than October 31, 2023 and updated each year through 2030.

The effective date of this bill is July 1, 2023.

FISCAL IMPLICATIONS

HB328/HCPACS creates the position of vision zero coordinator within NMDOT. The department currently maintains a traffic safety division, with 23 positions, according to personnel listings from the State Personnel Office (SPO). This division would most likely be responsible for developing and maintaining a vision zero plan.

NMDOT states the bill could require the addition of 1 FTE at NMDOT, but job classification and salary level are unknown. The most common classification in the division is “Management Analyst,” according to SPO records. The department budgets vacant management analyst positions at \$91 thousand per year, including the costs of benefits. However, the department could also look to align the vision zero plan within the overall framework of the existing division and use existing personnel to fill the position created by the bill.

In addition, the department could face additional administrative costs associated with the preparation of an annual report, but analysis from NMDOT notes there may be substantial overlap with existing policies, leading to efficiencies.

SIGNIFICANT ISSUES

“Vision zero” concepts were first introduced in Sweden in 1997, with the aim of designing roadway systems where no one is at risk of dying in a motor vehicle collision. Safe roadway design is coupled with enforcement measures, including programs to address speeding enforcement, driving while intoxicated, seatbelt and helmet use, and the use of mobile phones while driving. Between 2000 and 2020, vehicle-related fatalities fell in Sweden by 65 percent, from 591 to 204, according to International Transport Forum.

Similar concepts have been brought to the United States as the “Safe System” approach, which combines a vision of safe roads with safe road users driving safe vehicles at safe speeds. The Federal Highway Administration promotes safe system approaches and encourages state transportation departments to adopt policies that place roadway safety at the center of infrastructure investments. A number of U.S. cities have adopted vision zero approach. A 2019 executive order from the Albuquerque mayor created a vision zero task force. The task force delivered its action plan in 2021. Perhaps the most discussed aspect of the city’s vision zero plan was the 2022 implementation of automated speed enforcement cameras, but the city’s action plan includes a large number recommendations relating to engineering and design, public policy, data analysis, and public education.

PERFORMANCE IMPLICATIONS

HB328/HCPACS highlights a key performance measure the department currently reports to both the federal government and the state Legislature. As part of NMDOT’s performance based budget, a current key performance measure is the number of vehicle-related fatalities. For FY24, HB3/aHTPWC included a performance target for NMDOT of less than 400 traffic fatalities. The actual number of crash-related fatalities in FY22 was 466, down from 481 in FY21.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

Elements of House Bill 271 may assist NMDOT in achieving the goals of this bill. HB271 would raise the threshold for reporting motor vehicle crashes causing only property damage. NMDOT analysis of that bill indicates eliminating reporting requirements for crashes causing only cosmetic damage would free the department to focus data analysis on more serious collisions, including those causing fatalities. NMDOT uses crash data to identify areas to prioritize roadway safety improvement and to notify law enforcement of areas potentially in need of additional traffic enforcement.

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