

NMDOT BILL ANALYSIS 2024 REGULAR SESSION

{Include the bill no. in the email subject line, e.g., HB2, and only attach one bill analysis and related documentation per email message}

SECTION I: GENERAL INFORMATION

{Indicate if analysis is on an original bill, amendment, substitute, or a correction of a previous bill}

Check all that apply:

Original Amendment _____ Date 1/25/2024
Correction Substitute _____ Bill No. HB 186

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SECTION II: FISCAL IMPACT

None identified.

SECTION III: NARRATIVE

BILL SUMMARY

House Bill 186 (HB 186) amends NMSA 1978 Section 66-7-207 to increase from \$500 to \$1,000 the minimum dollar amount of apparent property damage at which a driver must report a vehicle crash to the Department of Transportation (NMDOT).

FISCAL IMPLICATIONS

None identified.

SIGNIFICANT ISSUES

HB 186 will bring New Mexico in line with federal recommendations for reporting crashes. The current version of the Federal Model Minimum Uniform Crash Criteria (MMUCC) recommends the following threshold for all motor vehicle crashes: All crashes statewide involving death, personal injury, or property damage of \$1,000 or more. New Mexico currently uses a minimum threshold of \$500 property damage, which is an outdated minimum threshold that requires that a traffic crash involving only minor cosmetic damage be included in the NMDOT's crash database.

Increasing the property damage amount to \$1,000 will decrease the number of reported crashes across the state. In 2021 (the most complete data available), there were 40,747 total crashes reported in New Mexico. Of that amount, 27,913 were reports of property damage only crashes.

This update to the statute will likely lead to a decrease in the number of reports that are entered into the NMDOT's crash database by approximately fifteen percent (15%). This may lead to more

timely crash data due to fewer reports having to be processed and validated, and will enable the NMDOT to focus on data that more accurately informs the Department’s assessment of needed roadway safety improvements.

Year	Reportable Crashes ¹					Percent \$500-\$1000 ² Damage Only
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Property Damage Only Crashes	Total Reportable Crashes	
			Above \$1000 ²	\$500 to \$1000 ²		
2017	341	13,460	25,186	6,919	45,906	15.1%
2018	351	13,597	25,940	6,898	46,786	14.7%
2019	369	14,192	26,325	7,238	48,124	15.0%
2020	365	10,910	20,230	5,050	36,555	13.8%
2021	420	12,414	22,600	5,313	40,747	13.0%
5-Yr Total	1,846	64,573	120,281	31,418	218,118	14.4%

PERFORMANCE IMPLICATIONS

By reducing the number of crash reports that the NMDOT must compile, track, and maintain, the department could provide more timely crash data reports to municipalities, law enforcement agencies and others who use the crash data to address safety issues.

Also, adjusting the minimum extent of property damage to \$1,000 will have a de minimis impact on the overall use of this crash data. The NMDOT utilizes crash data to determine where roadway safety improvements may be necessary. Eliminating the skew toward minor accidents with cosmetic-type damage better enables the NMDOT to properly utilize the crash data where bodily injury, death, and more significant property damage is concerned.

ADMINISTRATIVE IMPLICATIONS

None identified.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

None identified.

TECHNICAL ISSUES

None identified.

OTHER SUBSTANTIVE ISSUES

None identified.

ALTERNATIVES

None identified.

WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL

The NMDOT will continue to receive and manage crash data that does not meet minimum federal threshold amounts and includes crash data that reflect cosmetic-type vehicle damage rather than data that more accurately aids the department in evaluating the need for roadway safety improvements.

AMENDMENTS

None proposed.