

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 FIRs (in HTML & Adobe PDF formats) are available on the NM Legislative Website ([www.nmlegis.gov](http://www.nmlegis.gov)). Adobe PDF versions include all attachments, whereas HTML versions may not. Previously issued FIRs and attachments may be obtained from the LFC in Suite 101 of the State Capitol Building North.

## FISCAL IMPACT REPORT

ORIGINAL DATE 01/25/13

SPONSOR Morales LAST UPDATED \_\_\_\_\_ HB \_\_\_\_\_

SHORT TITLE Reduce Wildlife-Vehicle Collisions SM 11

ANALYST Cerny

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

|              | FY13    | FY14 | FY15 | 3 Year<br>Total Cost | Recurring or<br>Nonrecurring | Fund<br>Affected |
|--------------|---------|------|------|----------------------|------------------------------|------------------|
| <b>Total</b> | Minimal | NFI  | NFI  | NFI                  |                              |                  |

(Parenthesis ( ) Indicate Expenditure Decreases)

Duplicates HM 1

### SOURCES OF INFORMATION

LFC Files

#### Responses Received From

Department of Game and Fish (DGF)

Department of Transportation (DOT)

University of New Mexico (UNM)

Department of Public Safety (DPS)

### SUMMARY

#### Synopsis of Bill

Senate Memorial 11 requests that the Department of Game and Fish and the Department of Transportation (DOT) work with the University of New Mexico Division of Government Research (UNM) to hold a critical mass workshop by June 30, 2013, in order to: collect updated information showing where vehicle-wildlife collisions occur, produce a list of road segments with the greatest number of collisions, and send a report to the appropriate interim legislative committee by October 1, 2013. It also requests that the departments apply for Highway Safety Improvement funding to establish additional wildlife safety zones. Additionally, it requests that the departments assess the possibility of establishing a citizen road monitoring program to collect data in the future. Lastly, the memorial requests the governor issue a proclamation declaring a Wildlife Safety Awareness Day.

### FISCAL IMPLICATIONS

Minimal. SM 11 stipulates that the workshop will be conducted using existing resources.

The workshop and associated planning would be conducted by NMDOT staff and use available NMDOT facilities. Staff from the cooperating agencies would participate in developing the goals and objectives for the workshop, participate in the workshop, document the resulting data, and make requests to the Federal Highway Administration (FHWA) for individual proposed project funding. Staff time involved would not detract from existing projects according to NMDOT.

### **SIGNIFICANT ISSUES**

Planning associated with SM 11 has the potential to provide well-supported data that could be used to program safety related transportation projects.

In 2009, Colorado passed the nation's first wildlife speed zone law requiring that drivers slow down in designated wildlife crossing zones to protect citizens and wildlife. Colorado is using fine collected from speeders in wildlife crossing zones to reduce the costs of implementing that program.

DPS notes that NM is a rural state, with significant populations of wildlife. Collisions with wildlife, large game animals especially, are significant and even catastrophic and a public safety concern.

### **ADMINISTRATIVE IMPLICATIONS**

Minor impacts involve scheduling and use of NMDOT meeting facilities.

Since SM 11 stipulates that the workshop will be conducted using existing resources, UNM states that the work will be funded by an existing contract between NMDOT and UNM, which could cause a delay in other deliverables.

CC/svb