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FISCAL IMPACT REPORT

SPONSOR Munoz ORIGINAL DATE 02/03/22
LAST UPDATED 02/10/22 HB _____
SHORT TITLE Freight Trailers in Right Hand Highway Lane SB 174/aSFI#1
ANALYST Hitzman

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY22	FY23	FY24	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
Total	See Fiscal Implications	See Fiscal Implications	See Fiscal Implications			

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

Department of Transportation (DOT)

Taxation and Revenue Department (TRD)

SUMMARY

Synopsis of SFI#1 Amendment

The Senate Floor Amendment to Senate Bill 174 clarifies the exceptions under which a truck tractor attached to a freight trailer may drive in the left-hand lane. The amendment specifies that driving in the left-lane is allowable when otherwise required by law instead of specifying that driving in the left-lane is allowable only when a vehicle has emergency hazard lights displayed.

Synopsis of Bill

Senate Bill 174 amends the existing Motor Vehicle Code to require truck tractors attached to a freight trailer to drive in the right-hand lane on interstate highways, except when otherwise required by law, and provides for a penalty of \$200 for violations.

The effective date of this bill is July 1, 2022.

FISCAL IMPLICATIONS

While it is unclear how many infractions will be realized as a result of the bill's amendments to the Motor Vehicle Code, there will likely be a small increase in revenue associated with fines and

penalties because the bill applies a new \$200 penalty to violators of the new provisions in the bill. Further, the Traffic Safety Division may need to conduct outreach or post signage to note the changes to drivers along 4,437 lane miles of interstate highway in New Mexico.

DOT notes that signage and outreach costs could be absorbed by the normal operating budget of the agency.

Further, this bill requires the addition of a new violation code to MVD's Tapestry system, which will include application and configuration changes. TRD reports that implementation of this bill will have a low impact on the Information Technology Division (ITD) of the agency, noting the estimated time to develop, test and implement the changes is approximately 320 hours or 2 months for an estimated cost of \$16,525 for state IT resources.

ADMINISTRATIVE IMPLICATIONS

The DOT may be required to amend its current signing and striping manual, which describes all requirements for regulatory signage posted on New Mexico highways. However, the agency notes minimal impact on the administrative needs of the agency.

PERFORMANCE IMPLICATIONS

According to data compiled by the DOT's Traffic Safety Division, "in the five-year period from 2016 to 2020, there were over 13,000 crashes involving heavy trucks and 298 heavy truck fatalities on New Mexico highways. Over 1,700 of these crashes involve another vehicle that is travelling in the same direction." SB174 may help promote safer driving practices along New Mexico's 4,437 lane miles of interstate highway.

JH/al/JH/al