

LFC Requester: _____

**NMDOT BILL ANALYSIS
2025 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 _____
Correction _____ Substitute _____

Date Prepared: February 28, 2025
Bill No. HM 41

Sponsor: Dayan Hochman-Vigil Agency/ Code: NMDOT - 805 – Transit and Rail
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Assess Blocked William.Craven
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SECTION II: FISCAL IMPACT

APPROPRIATION (dollars in thousands)

Not applicable.

REVENUE (dollars in thousands)

Not applicable.

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY26	FY27	FY28	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
Total	Unknown	0	0			

(Parenthesis () Indicate Expenditure Decreases)

SECTION III: NARRATIVE

BILL SUMMARY

House Memorial 41 (HM 41) requests that the New Mexico Department of Transportation (NMDOT) assess blocked train crossing times across the state and work with railroad providers statewide to propose operational changes to limit blocked crossing times. NMDOT is also requested to confer with railroad services using each crossing and unions representing employees of those railroads. Finally, HM 41 requests that NMDOT “report its findings and conclusions to the appropriate interim committees that studies [sic] transportation by September 1, 2025.”

FISCAL IMPLICATIONS

NMDOT would need to engage a consultant to perform the requested assessment of blocked train times across the state. Funding for this assessment would come from the State Road Fund. The cost of this assessment is not known, but it is anticipated to be in the vicinity of \$500,000.

SIGNIFICANT ISSUES

There are approximately 1,400 grade crossings in New Mexico, including more than 700 at-grade railroad crossings of public roads plus an additional 700 or so at-grade railroad crossings of private roads (e.g., driveways, ranch crossings). Obtaining field data on blocked train crossing times across the state would be extremely expensive and unlikely to be completed before the requested reporting date. For private crossings, a further complication is that it may not be possible to obtain access to private property to obtain field data. Some alternative means of obtaining data on blocked train crossing times across the state would need to be developed.

PERFORMANCE IMPLICATIONS

A considerable amount of NMDOT staff effort would be involved in undertaking the assessment of blocked train crossings statewide in order to report the findings and conclusions of the assessment by September 1, 2025. This effort would include developing a scope of work for a consultant to propose on, obtaining and evaluating proposals, executing an agreement with the preferred consultant, administering the consultant's work, and reviewing and approving the consultants' report containing the findings and conclusions of the assessment.

ADMINISTRATIVE IMPLICATIONS

None identified.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

The sponsor of HM 41 stated to the House Transportation, Public Works, and Capital Improvements Committee at its February 27, 2025 meeting that HM 41 is related to HB 146.

TECHNICAL ISSUES

None identified.

OTHER SUBSTANTIVE ISSUES

HM 41 does not distinguish between blocked train crossings of public roadways and blocked train crossings of private roadways. It is not clear whether the intention of HM 41 is to include private crossings within the assessment. Including private crossings within the scope of HM 41 would roughly double the number of crossings that would need to be assessed.

ALTERNATIVES

None are proposed.

WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL

NMDOT would not be requested to assess blocked train crossing times across the state and report the findings and conclusions of this assessment to interim legislative committees.

AMENDMENTS

None are proposed.