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FISCAL IMPACT REPORT

LAST UPDATED _____
ORIGINAL DATE 02/06/2025

SPONSOR Gonzales

BILL
NUMBER Senate Bill 213

SHORT TITLE Yield to Transit Buses

ANALYST Lobaugh

REVENUE* (dollars in thousands)

Type	FY25	FY26	FY27	FY28	FY29	Recurring or Nonrecurring	Fund Affected
Fee	\$0.0	\$0.0 to \$25.0	\$0.0 to \$25.0	\$0.0 to \$25.0	\$0.0 to \$25.0	Recurring	General Fund

Parentheses () indicate revenue decreases.

*Amounts reflect most recent analysis of this legislation.

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT* (dollars in thousands)

Agency/Program	FY25	FY26	FY27	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
TRD	No fiscal impact	\$21.3	No fiscal impact	\$21.3	Nonrecurring	Motor Vehicle Division Suspense Fund

Parentheses () indicate expenditure decreases.

*Amounts reflect most recent analysis of this legislation.

Sources of Information

LFC Files

Agency Analysis Received From
 Taxation and Revenue Department (TRD)
 New Mexico Attorney General (NMAG)
 Department of Public Safety (DPS)

Agency Analysis was Solicited but Not Received From
 Department of Transportation (NMDOT)

SUMMARY

Synopsis of Choose an item.

Senate Bill 213 (SB213) amends the state Motor Vehicle Code to require vehicle drivers to yield the right of way to a transit bus (with the exception of a passenger van) when an illuminated yield sign is displayed on the rear of the bus and the bus is merging into a traffic lane from a designated bus stop. SB213 creates a new traffic offense for failure to yield to a transit bus and defines new terms relative to that new offense. SB213 provides that a person who fails to yield to a transit bus is guilty of a \$25 penalty assessment misdemeanor.

This bill does not contain an effective date and, as a result, would go into effect 90 days after the Legislature adjourns if enacted, or June 20, 2025.

FISCAL IMPLICATIONS

SB213 does not contain an appropriation.

It is unknown how many violations for failing to yield to a transit bus displaying a yield sign will be issued. For every 100 violations, \$2,500 in fee revenue would be generated; for every 1,000 violations, \$25 thousand in fee revenue would be generated. Fees collected will be remitted to the state treasurer for credit to the general fund.

According to the Taxation and Revenue Department (TRD), SB213 would have a moderate impact on its Information Technology Division to add a new violation code into the Motor Vehicle Division's systems of record. Specifically, TRD estimates it would take approximately two months (320 work hours) for information technology staff to update its systems with the new motor vehicle violation at a nonrecurring operational cost of \$21.3 thousand in FY26.

SIGNIFICANT ISSUES

SB213 does not require a public mass transit operator to install illuminated yield signs on the buses it operates, nor does it relieve a driver of a transit bus from applicable traffic laws or duty of care.

CSL/rl