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## FISCAL IMPACT REPORT

SPONSOR Maestas LAST UPDATED \_\_\_\_\_  
ORIGINAL DATE 2/28/2025  
BILL  
SHORT TITLE No Parking Mandates NUMBER Senate Bill 313  
ANALYST Montano

### ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT\*

(dollars in thousands)

Agency/Program	FY25	FY26	FY27	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
	No fiscal impact	No fiscal impact	No fiscal impact			

Parentheses ( ) indicate expenditure decreases.

\*Amounts reflect most recent analysis of this legislation.

### Sources of Information

LFC Files

Agency Analysis Received From  
Governor's Office of Housing

Agency Analysis was Solicited but Not Received From  
Taxation and Revenue Department (TRD)  
Department of Transportation (DOT)

## SUMMARY

### Synopsis of Senate Bill 313

Senate Bill 313 (SB313) prohibits political subdivisions in New Mexico—such as cities and counties—from imposing minimum parking mandates for residential, commercial, or industrial properties. A minimum parking mandate is defined as any law, rule, or ordinance requiring a minimum number of off-street vehicle parking spaces, including those within garages or enclosed areas. The bill ensures that local governments cannot require businesses, developers, or property owners to provide a specified number of parking spaces as part of new construction or redevelopment projects. However, the bill provides an exception for accessible parking, allowing political subdivisions to enforce parking mandates for spaces designated for individuals with disabilities.

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

SB313 are no fiscal implications for any New Mexico state agency.

## **SIGNIFICANT ISSUES**

The Governors Office of Housing highlights that parking mandates present a major challenge for new housing and economic development, consuming vast land resources and increasing costs for developers and consumers. The U.S. has an estimated three parking spaces per car and, in downtown Albuquerque, nearly one-third of available land is dedicated to parking, limiting housing and business expansion. Reforming parking standards is considered a high-impact regulatory change to increase housing availability, with 22 states introducing parking reform legislation and 10 states adopting reforms in the past five years. By eliminating parking mandates, developments can maximize land use efficiency, enhance housing density, and lower costs per unit, making housing more affordable. In cities like Santa Fe, parking spaces required for a modest two-bedroom apartment often exceed the unit's actual size, demonstrating how these mandates inflate costs and reduce housing supply.

Beyond housing affordability, eliminating parking mandates encourages walkable, mixed-use development that benefits small businesses and community amenities by reducing land requirements for unnecessary parking. Large parking areas create urban dead zones, hinder pedestrian-friendly design, and disrupt the urban landscape. Cities that have eliminated parking requirements, such as Minneapolis, have seen reduced car dependency and lower per capita vehicle miles traveled, leading to environmental benefits such as reduced urban heat island effects and improved stormwater management. By requiring excessive free parking, mandates subsidize automobile dependence, exacerbating fossil fuel consumption and climate change. Removing these mandates supports denser, more sustainable urban development, fostering more affordable, livable, and environmentally friendly communities.

## **ALTERNATIVES**

The Office of Housing notes:

Alternative approaches could be to limit the focus on the impacts of parking mandates on housing affordability. Some communities have implemented less-liberal reforms such as requiring just one off-site housing space per housing unit or limiting removal of parking mandates within a certain distance of public transit resources.

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