

LFC Requester:

Austin Davidson

**NMDOT NO IMPACT STATEMENT
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: 1/31/2025

Bill No. SB 99

Sponsor: Antoinette Sedillo Lopez

Agency/ Code: NMDOT - 805 - OGC

Short Title No Fuel Less-Than-Zero
Carbon Intensity

Person Writing Analysis: Greg Cole and Michael Morrison

Phone: 505-660-1024 **Email:** Greg.Cole@dot.nm.gov

SECTION II: FISCAL IMPACT

APPROPRIATION (dollars in thousands)

Not applicable.

REVENUE (dollars in thousands)

Not applicable.

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

Not applicable.

SECTION III: NARRATIVE

BILL SUMMARY

SB 99 amends the Clean Transportation Fuel Standard Program Rules, Section 74-1-18 NMSA 1978, to include a consideration that transportation fuels shall not be assigned a carbon intensity value of less than zero when EIB is promulgating rules.

NO IMPACT STATEMENT

SB 99 should have no substantive fiscal or administrative impact on NMDOT in the near future. Until any rulemaking by the Environmental Improvement Board (EIB) is complete, it would be speculative to assess any further fiscal or administrative impact to NMDOT from implementing SB 99. In the long term (10-20 years), some negative fiscal (i.e., tax revenue) and budgetary impacts are probable, particularly if Clean Transportation Fuel Standards goals prove technically difficult or expensive to meet. It is difficult at this time to evaluate how the rules and credits may impact overall fuel prices, or the relative price changes for particular types of

transportation fuels (i.e., electric, gasoline, diesel, LPG, LNG, etc.). A trend of increased fuel efficiency and fuel cost is expected over the long term, even in the absence of this proposal, so the baseline trend already reflects concern about negative fiscal and budgetary impacts on NMDOT associated with transportation fuels. It is quite difficult to evaluate whether the provisions of this bill would make those fiscal challenges substantially greater or more immediate.

Because the bill has been determined to have no fiscal, operational, administrative or other impact on the NMDOT, the following categories are not applicable:

FISCAL IMPLICATIONS

SIGNIFICANT ISSUES

PERFORMANCE IMPLICATIONS

ADMINISTRATIVE IMPLICATIONS

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

TECHNICAL ISSUES

OTHER SUBSTANTIVE ISSUES

ALTERNATIVES

WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL

AMENDMENTS