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FISCAL IMPACT REPORT

SPONSOR <u>Martinez, A.</u>	LAST UPDATED <u>2/9/24</u>	ORIGINAL DATE <u>2/3/24</u>
SHORT TITLE <u>Ignition Interlock Task Force</u>	BILL NUMBER <u>House Memorial 30/aHJC</u>	ANALYST <u>Torres, J.</u>

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT* (dollars in thousands)

Agency/Program	FY24	FY25	FY26	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
MVD Suspense Fund-Staff Workload	\$13.2	No fiscal impact	No fiscal impact	\$13.2	Nonrecurring	Other state funds
MVD Staff Salary	\$40.0	No fiscal impact	No fiscal impact	\$40.0	Nonrecurring	General Fund
PSD Staff	Indeterminate but minimal	Indeterminate but minimal	Indeterminate but minimal	Indeterminate but minimal	Nonrecurring	General 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/Motor Vehicle Department (TRD/MVD)
 Department of Transportation (NMDOT)

SUMMARY

Synopsis of HJC Amendment to House Memorial 30

The House Judiciary Committee amendment to House Memorial 30 (HM30) requests that the ignition interlock task force be required to conduct its meetings in a public manner and send public notice consistent with Section 10-15-1 NMSA 1978. It is also requested to report its findings to the interim committee that addresses courts, corrections, and justice. A copy of the memorial is to be distributed to the courts, corrections, and justice committee chair, along with the other designated recipients.

The amendment ensures task force compliance with public meeting and notice requirements. The amendment also provides for notice to the designated legislative interim committee.

Synopsis of Original House Memorial 30

House Memorial 30 (HM30) directs the Traffic Safety Bureau (TSB) of the Department of Transportation (NMDOT) and the Motor Vehicle Division (MVD) of the Taxation and Revenue

Department (TRD) form an ignition interlock task force to study and track whether drivers with interlock devices are insured as required in the Mandatory Financial Responsibility Act (Sections 66-5-201 through 66-5-239 NMSA 1978). The task force is to include stakeholders and is directed to issue recommendations based on its findings.

This bill does not contain an effective date and, as a result, would go into effect 90 days after the Legislature adjourns, or May 15, 2024, if enacted.

FISCAL IMPLICATIONS

HM30 requires that TRD/MVD create a report pertaining to drivers who cancelled their motor vehicle insurance during the period their interlock license is valid. According to TRD, current reports do not provide the requested data. TRD/MVD explains, “Two pay band 75s and a pay band 90 would be required to participate in the task force.” Staff salaries for the three positions to participate in the task force will total approximately \$40 thousand. Implementation will have a low impact on TRD/MVD’s Information Technology Division (ITD) with the estimated time to develop, test, and implement the changes, approximately 240 hours or 1.5 months, estimated to cost approximately \$13,320.

The Department of Transportation reports a minimal staffing cost.

SIGNIFICANT ISSUES

Recent legislation has had an impetus towards improving public safety. HM30 facilitates that process by creating the ignition interlock task force to monitor and report motor vehicle insurance coverage held by those with interlock licenses.

JT/ss/ne/al/ne