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FISCAL IMPACT REPORT

LAST UPDATED _____
ORIGINAL DATE 2/6/2025

SPONSOR Jaramillo

BILL

SHORT TITLE Regional Transit District Law Enforcement **NUMBER** Senate Bill 123

ANALYST Hanika-Ortiz

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT*

(dollars in thousands)

Agency/Program	FY25	FY26	FY27	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
DPS	No fiscal impact	Indeterminate but minimal	Indeterminate but minimal		Recurring	General Fund

Parentheses () indicate expenditure decreases.
 *Amounts reflect most recent analysis of this legislation.

Sources of Information

LFC Files

Agency Analysis Received From
 Department of Public Safety (DPS)

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

SUMMARY

Synopsis of Senate Bill 123

Senate Bill 123 (SB123) amends Section 73-25-19 NMSA 1978, the Regional Transit District Act, to authorize transit districts to hire their own district law enforcement officers or contract with other law enforcement agencies for security services. The bill grants transit officers’ police powers on district property, including tracks, easements, vehicles, and facilities. The bill requires officers to take basic police officer training and obtain certification within one year of employment.

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

Although the Department of Public Safety (DPS) reports no fiscal impact on the Law Enforcement Academy, SB123 may place additional demands on the academy for training new transit district law enforcement officers. LFC staff analysis suggests costs to the academy will be indeterminate but minimal.

SIGNIFICANT ISSUES

The bill would increase security with a police presence beyond commuter rail services. This may increase ridership and fare revenue because people may feel safer using public transportation. Stronger security may also increase fare compliance from more passengers paying for their trips.

According to DPS, transit officers will have the authority to enforce laws, make arrests, and maintain order across transit systems. This could lead to improved crime prevention, faster response times, and better coordination between transit security and local law enforcement. Additionally, the bill permits transit districts to contract with other law enforcement agencies for security services. This may also help reduce burdens for collaborating local police departments.

The Law Enforcement Academy will likely experience an increase in certification requests and training enrollments for district law enforcement officers hired under these provisions.

ADMINISTRATIVE IMPLICATIONS

DPS explained that existing curriculum and law enforcement instructors for training transit district officers are sufficient to address training needs, although the increase in numbers of cadets could pose space challenges. Currently, the Academy operates at almost full capacity year-round. The district officers would be required to attend the basic academy, now offered twice a year.

OTHER SUBSTANTIVE ISSUES

As state, local, tribal and, in this case, transit authorities, continue to expand to address crime, the Law Enforcement Academy will be expected to address expanded training and certification needs.

AHO/hj/rl