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## FISCAL IMPACT REPORT

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| <b>SPONSOR</b> <u>Martinez, A.</u>                      | <b>LAST UPDATED</b> _____                   |
|   | <b>ORIGINAL DATE</b> <u>2/3/24</u>          |
| <b>SHORT TITLE</b> <u>Ignition Interlock Task Force</u> | <b>BILL NUMBER</b> <u>House Memorial 30</u> |
|   | <b>ANALYST</b> <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 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 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. TDS 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 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