

**NMDOT BILL ANALYSIS  
2024 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      X      Amendment            
Correction              Substitute          

Date January 28, 2024

Bill No. SB 184

Sponsor: Roberto "Bobby" J. Gonzalez

Agency/ Code:

NMDOT - 805 - Revenue & Planning

Motor Vehicle

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Short Title Tax Distributions

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**SECTION II: FISCAL IMPACT**

**REVENUE (dollars in thousands)**

Estimated Revenue			Recurring or Nonrecurring	Fund Affected
FY25	FY26	FY27		
148,890	153,150	158,320	Recurring	State Road Fund
17,510	18,010	18,620	Recurring	Transportation Project Fund
(166,400)	(171,160)	(177,940)	Recurring	State General Fund
<b>0</b>	<b>0</b>	<b>0</b>	<b>Recurring</b>	<b>Total Impact</b>

(Parenthesis ( ) Indicate Expenditure Decreases)

Duplicates, Relates to, Conflicts with, Companion to:

**SECTION III: NARRATIVE**

**BILL SUMMARY**

Senate Bill 184 (SB 184) changes the distribution of the Motor Vehicle Excise Tax (MVET).

Starting July 1, 2024, SB 184 eliminates the share of MVET receipts going to the state General Fund and increases the MVET revenue distribution to the State Road Fund from 21.86% to 75%, and to the Transportation Project Fund from 18.75% to 25%.

## **FISCAL IMPLICATIONS**

SB 184 would distribute to the State Road Fund an additional \$149 million in FY 2025, and an additional \$153 - \$158 million in FY 2026 onwards. As a result of that increase, the State Road Fund would receive MVET revenue totaling about \$210-223 million per fiscal year, making MVET the largest revenue source for the State Road Fund.

SB 184 would also distribute to the Transportation Project Fund an additional \$18 million in FY 2025, and an additional \$18 - \$19 million in FY 2026 onwards.

On the contrary, the State General Fund revenue would be reduced by \$166 million in FY 2025, and by about \$171-177 million, in each of the following fiscal years.

This revenue estimate is based on the December 2023 Consensus General Fund Forecast.

## **SIGNIFICANT ISSUES**

## **PERFORMANCE IMPLICATIONS**

## **ADMINISTRATIVE IMPLICATIONS**

## **CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP**

SB 184 conflicts with SB 105, which repeals the Motor Vehicle Excise Tax Act Sections 7-14-1 through 11 NMSA 1978, which includes the imposition of MVET and the distribution of MVET proceeds.

SB 184 conflicts with SB 65, HB 146, and HB 217, all of which change the MVET distributions.

## **TECHNICAL ISSUES**

## **OTHER SUBSTANTIVE ISSUES**

## **ALTERNATIVES**

## **WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL**

MVET distributions will remain at their current distributions.

## **AMENDMENTS**