



HOUSE MEMORIAL 30 IGNITION INTERLOCK TASK FORCE MEETING SUMMARY

DATE: DECEMBER 2025

Prepared For:



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



NEW MEXICO

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1.0 Introduction and Background

Pursuant to the [2024 House Memorial 30 \(HM30\)](#), the New Mexico Department of Transportation (NMDOT) and New Mexico Motor Vehicle Division (MVD) jointly formed the Ignition Interlock Task Force to develop a plan to study and track whether all drivers with an ignition interlock maintain motor vehicle insurance in compliance with the requirements of the Mandatory Financial Responsibility Act.

This Ignition Interlock Task Force Meeting Summary (“Summary”) outlines the public outreach process and provides an overview of the meeting materials and discussion for interested parties.

2.0 Task Force Meeting Overview

In December 2025, the Ignition Interlock Task Force (Task Force) held an open meeting in Albuquerque, New Mexico to introduce its members, share existing insurance data available, and educate the public about the Task Force’s recommendations to fulfill HM 30’s objectives. The task force meeting was advertised and open to the public.

Task Force members coordinated with the venue to reserve space and finalize logistics. WSP supported event set up and tear down.

Task Force meeting details:

Date: December 5, 2025

Time: 1:00 p.m. – 2:30 p.m.

Location: NMDOT District 3 Auditorium – 7500 Pan American Freeway NE, Albuquerque, NM 87109

2.1 Run of Show

Upon arrival, WSP prepared to welcome attendees with informational materials, printed comment cards, and an optional sign-in sheet. The venue was arranged in a theater style, with Task Force members seated at a table at the front. WSP staff prepared a light refreshment table for attendees to grab items as desired throughout the session.

To begin the Task Force meeting, Nick Fazio (meeting facilitator) made welcoming remarks to those present and indicated the meeting agenda. Then, Deputy Director of Central Operations Juliet Casaldue (MVD) provided a brief overview of the project, introduced the Task Force members and HM30, and delivered a presentation. The presentation was followed by an informal question and answer session, where all present members of the Task Force participated. WSP staff took notes during the discussion, documenting questions and recommendations.

2.2 Notifications

To advertise the meeting, WSP produced a legal ad, published in the Albuquerque Journal, and created an [NMDOT event webpage](#) to provide notice of the task force meeting. Materials posted on the event webpage included the meeting agenda and House Memorial 30.

The NMDOT and MVD worked together to identify and notify potential stakeholders, such as the New Mexico Office of the Superintendent of Insurance.

2.3 Event Materials

Juliet Casaldue prepared a presentation for this meeting, included in **Appendix A** and posted on the [NMDOT event webpage](#) following the meeting.

Other materials prepared for the Task Force meeting include online and hard copy comment forms, sign-in sheets, printed copies of HM30, and the meeting agenda, also included in **Appendix A**.

3.0 Task Force Project Overview

The following summarizes material covered by Juliet Casalduc, during her presentation:

- An introduction to Task Force members
 - Shannon Glendenning, Traffic Safety Division Director, NMDOT
 - Esteban Trujillo, Senior Business Operations Analyst, NMDOT
 - Juliet Casalduc, Deputy Director of Central Operations, MVD
 - Darren Gomez, IT Application Developer III, MVD (Not in Attendance)
- The purpose of the Ignition Interlock Task Force
 - To develop recommendations to ensure New Mexico drivers holding ignition interlock licenses maintain insurance coverage required by the Mandatory Financial Responsibility Act.
 - To make recommendations to revise data collection methods to improve accuracy in measuring compliance with the Mandatory Financial Responsibility Act among ignition interlock license holders in New Mexico.
- Ignition interlock license requirements in New Mexico
 - Juliet introduced Section 66.5.503 of the New Mexico Statutes Annotated, which governs the ignition interlock licensing program. The statute requires vehicles to maintain liability insurance, in compliance with the Mandatory Financial Responsibility Act.
- The Mandatory Financial Responsibility Act
 - The Mandatory Financial Responsibility Act (NMSA 1978 66-5-201-1) exists to ensure individuals who own or operate vehicles in New Mexico can financially cover damages caused by motor vehicle accidents. This requirement is satisfied by vehicle liability insurance, and failure to maintain insurance may result in registration suspension.
 - Suspension rules require notifying the vehicle owner of lapsed insurance, allowing 10 days following notification for reinstatement, and suspending vehicle registration, if proof of re-instated insurance is not provided, per Section 66-5-236 NMSA 1978.
- Current insurance data and insurance lapse data available to Task Force
 - Between May 2020 and December 2025, a total of 32,062 interlock licenses were issued in New Mexico. Of these, 3,734 individuals had at least one insurance lapse, totaling 6,445 lapse incidents. The 18-20 age group experienced the fewest lapses; it was speculated this is likely because many remain on parent or guardian insurance plans.
 - Of the 3,734 individuals whose insurance lapsed during this period, only 2,348 reinstated their insurance. That means 37.1% of individuals under an interlock license who lapsed did not reinstate. Drivers aged 25-50 had the highest non-reinstatement rates.
 - The average length of an insurance lapse among individuals who reinstated their insurance varied by age. Drivers 18-20 had the shortest average lapses (127.3 days) and drivers 50+ had the longest average lapses (160.2 days). The overall mean was 145 days before reinstatement.
- Data accuracy and complications of the way data is currently collected

- Data accuracy is limited because it utilizes information across two separate systems. It also faces limitations because it relies on matching addresses between vehicle registration and insurance policies.
- Vehicle registrants may differ from insurance policy holders, complicating data accuracy.
- Currently, there is no way to confirm whether interlock license holders consistently drive only their interlock equipped vehicle(s).
- Recommendations from the Ignition Interlock Task Force
 - The Task Force recommends updating the MVD Driver System to link each interlock license holder to their interlock equipped vehicle(s) by vehicle identification number (VIN), enabling accurate tracking of insurance lapses.
 - The Task Force recommends revising the Ignition Interlock Affidavit to include a VIN requirement, to require continuous insurance until the interlock holder is reinstated with full privileges, and to mandate the interlock license holder notify MVD when changing vehicles.

The presentation slide deck is available for review on the event webpage:
www.dot.nm.gov/event/nm-iitf

4.0 Public Input Overview

Comments and questions during the meeting were compiled and summarized below.

Project Cost

An attendee asked about the cost of MVD's recommended system updates.

Juliet responded that the MVD has not solicited quotes yet, for either an integrated system with insurance or an update to link interlock VINs to drivers. They anticipate the cost will be significant, though.

Fee Allocations

An attendee asked how the \$30 reinstatement fee is allocated.

Juliet explained that fees fall under statutory allocation. MVD does not influence allocation, but they can track total revenue from reinstatement fees.

Enforcement

An attendee expressed concern about how insurance compliance among interlock license holders could be better enforced.

Juliet explained that the State must consider levels of risk in driver behavior when deciding enforcement priorities.

Data on Lapses

An attendee asked if MVD collects data on why individuals let their insurance lapse.

Juliet stated that MVD does not collect that information. She noted this type of question would be better directed to an insurance company.

Comment Period

The public comment period for this task force meeting closes December 21, 2025. Comments received during this time will be organized and delivered to the NMDOT and MVD in **Appendix B**.

5.0 Conclusion and Next Steps

This open task force meeting offered the public an opportunity to learn about the Ignition Interlock Task Force and to engage with its team. A copy of the meeting presentation and summary report will be made available for interested parties on the [NMDOT event webpage](#).

In the Task Force's next steps, they will seek funding to accomplish their proposed recommendations.