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FISCAL IMPACT REPORT

SPONSOR Maestas Barnes **ORIGINAL DATE** 1/25/17 **HB** 132/aHTRC/aHF1#1/
LAST UPDATED 3/16/17 **SB** aSF1#1

SHORT TITLE Mobility Limitation License Plate **SB** _____

ANALYST Romero

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY17	FY18	FY19	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
	\$0.0	\$78.0	\$0.0	\$78.0	Nonrecurring	TRD-MVD Operating

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

Taxation and Revenue Department (TRD)

Department of Public Safety (DPS)

SUMMARY

Synopsis of Senate Floor Amendment

This amendment changes the effective date of the provision to January 1, 2018.

Synopsis of House Floor Amendment

This amends the title to reflect the HTRC amendment, adding “A permanent” significant mobility limitation on the appropriate line.

Synopsis of Taxation and Revenue Committee Amendment to House Bill 132

This amendment adds “permanent” to the language of the bill, distinguishing qualified mobility limitations for the special registration plates.

Synopsis of Bill

House Bill 132 amends Section 66-3-16 NMSA 1978, relating to registration plates for persons with significant mobility limitation, to add a subsection requiring the Motor Vehicle Division (MVD) to establish a design element that denotes significant mobility limitation and issue that design element on another special registration plate if requested by a person who qualifies for

both designations. The requestor must meet all requirements for fees and qualifications to obtain the special registration plate, but there is no additional cost for the mobility limitation design.

FISCAL IMPLICATIONS

Implementation of this bill will have a high impact on the Information Technology Division. Total time to complete, test, and implement changes is 20 weeks with an estimated cost of \$56,000. However, this will be absorbed by current operating budget.

The cost to design and implement a new plate is \$100. The cost for an initial/minimum order of 100 plates is \$500 for a total cost of \$600 to design and order; therefore, the cost of a minimum initial plate order of each plate type would be \$78,000 (130 plate types x \$600 = \$78,000).

Typically, the entity for which a special plate type is created bears the cost of design and the initial plate order. This bill will require MVD to take on the costs for the design and production of the existing 130 plate types. However, once HB 132 is enacted, any entity with a special plate authorized will bear the cost of two plates (\$1,200) one for the standard design and a second design with the significant mobility limited design element.

The MVD system currently issues Yellow and Centennial Handicap Placard plates (Motor Vehicle & Motor Cycle) with a design element that denotes significant mobility limitation. Implementation of this bill will require issuing any of the existing special registration plates with the handicap symbol if requested by a person who has a significant mobility limitation. This will be a major impact to IT Systems and entails the following:

- Modifications in the system to incorporate proposed changes for all 130 plus special registration plate types.
- Set up the new plate type for each special registration plate, inventory, and add into the registration process, as well as incorporate related fees, and new distributions.
- The new plate images will need to be added into the system for each different vehicle types allowed.
- Additionally the online (Web/IVR) systems will need to be programmed to incorporate the ability to accept all plate types and distinguish which are issued for special mobility impairment and to assess related fees accurately.
- Work will also need to be performed by the license plate vendor to establish a design element that denotes significant mobility limitation for each plate type and to have the established design imprinted on the plate when requested.

SIGNIFICANT ISSUES

It is important to note the distinction between a license plate issued to a person with a significant mobility limitation as defined in Section 66-3-16(A) NMSA 1978 and a permanent or temporary parking placard addressed in Section 66-3-16(C) through (H) NMSA 1978. For the purposes of parking in a handicap parking space, a parking placard, not a license plate, is required. This is because the license plate is assigned to a vehicle (which can be operated by a driver who is not physically mobility limited) while the placard is assigned to an individual (whether driver or passenger) who is mobility limited. Therefore, unless a vehicle has a handicap placard in its window, even if the plate has a wheelchair symbol on it, law enforcement officers can issue a citation.

TECHNICAL ISSUES

Page 4, line 22 should add “permanent” in front of significant mobility limitation. Plates should only be issued for permanent limitations, not temporary limitations. To track and enforce this type of plate for temporary conditions would be very costly and difficult to administer.

OTHER SUBSTANTIVE ISSUES

Special plate bills currently pending in this legislative session, all of which may require an additional mobility-impaired version, include: HB 36 (Law Enforcement Family), HB 186 (FFA), SB 51 (Off-Road Vehicle), and SB 52 (Ronald McDonald House).

The handicapped symbol would take the space of one character, meaning customers would have to get new plate numbers; it would not be possible to just keep the current characters and add the wheelchair symbol.

In consideration of the effort noted above, an effective date of July 1, 2017 is not feasible. An amended effective date of October 1st 2017 is recommended to allow time for implementation.

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