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## FISCAL IMPACT REPORT

SPONSOR Harper/Rubio ORIGINAL DATE 02/15/21  
LAST UPDATED \_\_\_\_\_ HB 271  
SHORT TITLE Deposit of Certain Fees In Motor Trans Fund SB \_\_\_\_\_  
ANALYST Jorgensen

### **ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)**

	FY21	FY22	FY23	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
<b>Total</b>	NFI	NFI	NFI			

(Parenthesis ( ) Indicate Expenditure Decreases)

Duplicates Senate Bill 73

### **SOURCES OF INFORMATION**

LFC Files

#### Responses Received From

Department of Transportation (DOT)

Public Regulation Commission (PRC)

### **SUMMARY**

#### Synopsis of Bill

House Bill 271 (HB271) directs all revenue remitted to the state from fees imposed by the federal Unified Carrier Registration Act to the motor transportation fee fund which is subsequently distributed to the state road fund.

### **FISCAL IMPLICATIONS**

HB271 has no fiscal impact because it reflects current practice.

### **SIGNIFICANT ISSUES**

DOT explains the need for HB271:

The Unified Carrier Registration Act of 2005 (UCR Act – 49 U.S.C. Section 14504a) replaced the previous Single State Registration System, and provides for registering and collecting fees from transportation businesses engaged in interstate commerce. UCR fees

are uniform across all the participating states (41 states) and are set by the U.S. Secretary of Transportation upon the recommendation of the UCR Board. UCR registration is not a vehicle registration, but is a franchise registration enabling specified commercial activity. Fees imposed under the UCR program are graduated according to the size of a motor carrier or freight forwarded registrant's fleet.

Laws 2006, Chapter 71 (House Bill 419) brought New Mexico into compliance with the federal UCR program, but neglected to specify a revenue distribution provision for UCR fees. Laws 2013, Chapter 77, Section 30 (House Bill 194) amended NMSA 1978, Section 65-2A-36 to eliminate the obsolete reference to the old Single State Registration Fee which had been remitted to the "motor transportation fee fund" for subsequent distribution to the state road fund. Thus, statute is now lacking any specific or implied revenue distribution provisions for UCR fee revenue.

Current practice has been to distribute UCR revenue, up to \$3.2 million per year, to the state road fund as had been the practice under prior law. HB271 seeks to specify that revenue distribution in statute.

**CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP**

HB271 duplicates Senate Bill 73

CJ/al/rl