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FISCAL IMPACT REPORT

SPONSOR Rehm ORIGINAL DATE 2/17/16
LAST UPDATED _____ HB 297

SHORT TITLE Motor Vehicle Accident Prevention Courses SB _____

ANALYST Jorgensen

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

| | FY16 | FY17 | FY18 | 3 Year Total Cost | Recurring or Nonrecurring | Fund Affected |
|--------------|------|------|------|----------------------|------------------------------|------------------|
| Total | | NFI | | | | |

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

Department of Transportation (NMDOT)

SUMMARY

Synopsis of Bill

House Bill 297 amends the Driving School Licensing Act (Act) to require the NMDOT Traffic Safety Bureau (TSB) to certify motor vehicle accident prevention and driver safety courses. The bill also clarifies an exemption in the Act for non-profit corporations that provide courses exclusively for drivers who are age 50 or older, by specifying that exempt providers are those which provide the same number of classroom motor vehicle accident instruction hours as are required for for-profit courses certified by TSB.

FISCAL IMPLICATIONS

There is no fiscal impact associated with enactment of HB 297.

SIGNIFICANT ISSUES

NMDOT writes:

TSB is responsible for the development and implementation of the uniform standards for the issuance, renewal, and revocation of driver education school licenses and driver education instructor certificates. TSB currently licenses the for-profit driver safety schools and instructors that provide court-ordered driver safety courses for misdemeanor traffic offenders or drivers

whose drivers licenses have been suspended by the New Mexico Motor Vehicle Division based on the point assessment system.

Currently, the Act does not apply to nonprofit corporations that provide motor vehicle accident prevention courses exclusively for drivers who are age 50 or older. The American Automobile Association (AAA) and American Association of Retired Persons (AARP) are the two such nonprofit entities that offer these courses for drivers in this age group.

If HB 297 passes, TSB will need to (1) update applicable driver safety regulations; (2) develop standards for a specific mature driver curriculum for drivers age 50 and older; and (3) specify the number of instruction hours required for the subject courses.

CJ/jle