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FISCAL IMPACT REPORT

SPONSOR Gonzales ORIGINAL DATE 2/20/17
LAST UPDATED 3/04/17 HB 345/aHSIVC

SHORT TITLE Remove Commuter Services in Motor Carrier Act SB _____

ANALYST Romero

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY17	FY18	FY19	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
Total	NFI	NFI	NFI	NFI		

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

Public Regulation Department (PRC)

Department of Public Safety (DPS)

SUMMARY

Synopsis of HSIVC Amendment

House State Government, Indian and Veterans' Affairs Committee amendments to HB345 change the definition of "commuter service", originally unchanged by the bill. The definition for "commuter service" now means, "the intrastate transportation of passengers in motor vehicles having a capacity of seven to fifteen persons, including the driver, provided to a volunteer-driver commuter group that shares rides to and from the workplace or training site, where participation is incidental to the primary work or training-related purposes of the commuter group, and where the fees paid by the participants do not exceed the costs for transportation, including gas and other trip-related expenses".

Synopsis of Bill

HB 345 excludes "commuter services" from the requirement under the Motor Carrier Act (NMSA 1978, § 65-2A-1, et seq.) of obtaining a "warrant" which is an operating authority issued by the Public Regulation Commission (PRC) to entities that, among other things, provide intrastate transportation of for-hire of passengers.

HB 345 also exempts commuter services specifically from the Motor Carrier Act.

FISCAL IMPLICATIONS

No fiscal impact.

SIGNIFICANT ISSUES

A holder of a “warrant” issued by the PRC a commuter service must provide continuous proof of public liability insurance from an insurance company directly to a database maintained by the Commission in the amount of \$1,500,000. Further, the commuter service must, at the time of application, and while the commuter service maintains its warrant, maintain driver and vehicle files that provide specific proof of vehicle and driver safety programs.

Currently, commuter services are different in one respect from drivers of ambulances or non-emergency medical transportation in that commuter service drivers need only undergo one initial drug test whereas ambulance and non-emergency medical transportation drivers must, in addition to the one initial drug test, be part of an ongoing random drug testing program while working as an ambulance or non-emergency medical transportation driver.

IR/al/jle