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FISCAL IMPACT REPORT

SPONSOR Campos ORIGINAL DATE 03/06/19
LAST UPDATED _____ HB _____

SHORT TITLE Teen Driver Safety Training SB 362

ANALYST Jorgensen

APPROPRIATION (dollars in thousands)

Appropriation		Recurring or Nonrecurring	Fund Affected
FY20	FY21		
\$250.0		Recurring	General Fund

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

Responses Received From
Department of Transportation (DOT)

SUMMARY

Synopsis of Bill

Senate Bill 362 appropriates \$250 thousand from the general fund to the Department of Transportation (DOT) to implement teen driver safety training to better recognize, understand, and navigate work zones and vehicle trouble on road sides.

FISCAL IMPLICATIONS

The appropriation of \$250 thousand contained in this bill is a recurring expense to the general fund. Any unexpended or unencumbered balance remaining at the end of FY20 shall revert to the general fund.

SIGNIFICANT ISSUES

DOT's Traffic Safety Division (TSD) has oversight of the State driver education program. TSD has statutory responsibility to develop rules to provide minimum and uniform standards for the issuance, renewal and revocation of driving school licenses and instructor certificates, and to establish requirements for the operation of driving schools. In 2019, there are 78 private driving school sites licensed by TSD and 178 instructors currently licensed under the Driver Education Licensing Act. In addition, TSD works with the Public Education Department to ensure that all high school driver education instructors are certified and trained. Currently 221 public schools provide driver education.

ADMINISTRATIVE IMPLICATIONS

DOT notes minimal administrative implications:

If DOT utilizes a Request for Proposal process to identify a vendor to provide the expanded training in driver education, the \$250 thousand funding may need to be available for at least a 2-year period.

OTHER SUBSTANTIVE ISSUES

DOT reports the following:

NMDOT tracks the number of Under-21 drivers in fatal crashes as a performance measure in the annual Highway Safety Plan.

In 2017 (most current data available), New Mexican drivers, aged 15-19, had the State's highest crash rate at 127 per 1,000 New Mexico licensed drivers in their age group. The highest percentages of New Mexico drivers in crashes were aged 20-24 (14.1 percent); 25-29 (11.9 percent) and 15-19 (11.1 percent).

New Mexican drivers aged 15-19 had the highest fatal crash rate at 7 drivers per 10,000 New Mexico licensed drivers. The highest percentages of New Mexico drivers in fatal crashes were aged 20-24 (17.6 percent); 25-29 (15.5 percent) and 15-19 (10.4 percent).

Of speeding drivers in crashes, 16.8 percent were aged 20-24, 14.9 percent were 15-19 and 12.7 percent were 25-29. Of alcohol-involved drivers in crashes, 19.4 percent were aged 25-29; 19 percent were 20-24 and 13.2 percent were 30-34.

CJ/sb/al