

LFC Requester:	Liu
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**AGENCY BILL ANALYSIS
2021 REGULAR SESSION**

WITHIN 24 HOURS OF BILL POSTING, EMAIL ANALYSIS TO:

LFC@NMLEGIS.GOV

and

DFA@STATE.NM.US

{Include the bill no. in the email subject line, e.g., HB2, and only attach one bill analysis and related documentation per email message}

SECTION I: GENERAL INFORMATION

{Indicate if analysis is on an original bill, amendment, substitute or a correction of a previous bill}

Check all that apply:
Original **Amendment**
Correction **Substitute**

Date 2/25/2021
Bill No: HB257

Sponsor: Willie D. Madrid
Rebecca Dow
Short Title: SCHOOL BUS ROUTE IMPROVEMENTS

Agency Name and Code PED-924
Number: _____
Person Writing John Sena
Phone: 505-570-7816 **Email** John.Sena@state.nm.us

SECTION II: FISCAL IMPACT

APPROPRIATION (dollars in thousands)

Appropriation		Recurring or Nonrecurring	Fund Affected
FY21	FY22		
NFI	NFI	N/A	N/A

(Parenthesis () Indicate Expenditure Decreases)

REVENUE (dollars in thousands)

Estimated Revenue			Recurring or Nonrecurring	Fund Affected
FY21	FY22	FY23		
NFI	NFI	NFI	N/A	N/A

(Parenthesis () Indicate Expenditure Decreases)

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY21	FY22	FY23	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
Total	NFI	Indeterminate	Indeterminate	Indeterminate	Indeterminate	Indeterminate

(Parenthesis () Indicate Expenditure Decreases)

Relates to: SB307

Duplicates/Relates to Appropriation in the General Appropriation Act

SECTION III: NARRATIVE

BILL SUMMARY

Synopsis: House Bill 257 (HB257) would add a section to the Highway Department Organization Act that provides for a process to identify and rank school bus routes that need improvement. The Department of Transportation (DOT) would be required to work with local school districts annually to collect the school bus route information and promulgate rules to create a process and ranking system to for paving school bus routes. School bus routes that are improved shall be accomplished with the most cost effective, environmentally friendly and worker safe manner.

FISCAL IMPLICATIONS

Currently, numerous school bus routes are on unpaved or unimproved roads. School buses are often receiving repairs due to the rigorous road conditions. Providing paved roads for school bus routes can save school districts and bus contractors on long-term maintenance costs.

Pursuant to 22-8-27, NMSA 1978, the Public Education Department (PED) is required to replace all to-and-from school buses on a twelve-year replacement cycle. Under exceptional circumstances, school districts may also petition the PED for permission to replace buses prior to the completion of a twelve-year cycle. The provisions within this bill may help eliminate the early replacement of buses.

The amount needed to pave all unimproved roads is indeterminate at this time. This information would need to be obtained from the surveys sent by the DOT.

HB257 does not contain an appropriation and no funding source identified for the program.

SIGNIFICANT ISSUES

A major goal of the Transportation Bureau within the PED is to establish a safe and efficient unified system for school transportation. Many school bus routes are on unimproved roads. The provisions within HB257 would assist the state in providing paved roads that are safer for transporting students.

PERFORMANCE IMPLICATIONS

None.

ADMINISTRATIVE IMPLICATIONS

The DOT will need to develop a system, guidelines, and standards for the paving of school bus routes, which will include an application and ranking methodology. DOT will also be responsible for promulgating rules for the new program.

School districts and school bus contractors will be responsible for the submission of information as requested in the school bus route surveys developed by the DOT.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

Relates to SB307.

TECHNICAL ISSUES

None.

OTHER SUBSTANTIVE ISSUES

None

ALTERNATIVES

None.

WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL

School bus routes will continue to be on unimproved and unpaved roads, which are not as safe as paved roads and also result in higher maintenance costs.

AMENDMENTS

None as of 2/24/2021.