Bill as Introduced

HB 1251 – AS AMENDED BY THE HOUSE

17feb00.....3325h

2000 SESSION

00-2730
05/10

HOUSE BILL ***1251***

AN ACT relative to driver education training reimbursement.

SPONSORS: Rep. LaPorte, Hills 39; Rep. Packard, Rock 29; Rep. Major, Rock 16; Rep. Gleason, Rock 13

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill requires a portion of the fees collected for the driver training fund to be allocated directly to students who have successfully completed private driver education courses as reimbursement, or providing students successfully completing secondary school programs of instruction a credit toward, or reimbursement of, fees charged.

This bill is a request of the house study committee established by 1999, 297.

Explanation: Matter added to current law appears in ***bold italics.***
Matter removed from current law appears [~~in brackets and struckthrough.~~]
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

HB 1251 – AS AMENDED BY THE HOUSE

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00-2730
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STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand

AN ACT relative to driver education training reimbursement.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 Driver Training Reimbursement. Amend RSA 263:52, I to read as follows:

I. The proceeds from original license fees as provided in RSA 263:42 and $5 from every special fee for vanity number plates collected in accordance with RSA 261:89, plus such additional portion of the $25 special fee for vanity number plates or the renewal of the use of such plates as is needed to fully fund the driver training program for each fiscal year as determined by the general court pursuant to paragraph II, after costs of such plates or designation of effective periods thereof and issuance of same have been appropriated and deducted, shall be expended solely for courses of instruction and training in safe motor vehicle driving conducted in or under the supervision of ***approved*** secondary [~~schools~~] ***or private driver education courses.*** After all costs of administration of the program each year of the biennium have been reserved, the balance which is appropriated to the driver training program shall be paid to the state treasurer by June 30 of each year. Such balance shall be kept in a separate fund [~~which shall be paid out on or before September 15 of each year *directly* to participating schools prorated on a per pupil basis for those *pupils* who have completed the driver education program *to be used as a reimbursement to defray the cost of tuition*~~]. Subject to final approval by the governor and council, the commissioner of safety jointly with the commissioner of education shall adopt pursuant to RSA 541-A and publish rules governing the courses of instruction and training and determining eligibility of [~~secondary schools~~] ***students*** to receive moneys from the fund established by this section. ***Students who successfully complete driver education provided by public secondary schools shall receive either a $150 credit toward their tuition or a reimbursement of that amount from the public institution within 30 days of receiving its reimbursement from the department of safety. Students who successfully complete private driver education courses shall be reimbursed $150 directly from the fund.***

2 Effective Date. This act shall take effect 60 days after its passage.

Committee Minutes

Date: April 18, 2000
Time: 3:00 PM
Room: 104-LOB

The Senate Committee on Transportation held a hearing on the following:

HB 1251 relative to driver education training reimbursement.

Members of Committee present: Senator Gordon
Senator Roberge
Senator Below

The Chair, Senator Edward M. Gordon, opened the hearing.

Senator Edward M. Gordon, D. 2: I'm going to call the hearing to order on House Bill 1251, relative to driver education training reimbursement. And I'm going to call upon the Primary Sponsor Representative LaPorte to give his testimony.

Representative LaPorte: (Read testimony.)

Attachment A, Representative LaPorte's written testimony.

And John Stephen said I should applaud the Director of Motor Vehicles for suggesting such a great idea. But actually it was the Representative sitting behind me right here, Representative Gleason. I'd be glad to answer any questions.

Senator Edward M. Gordon, D. 2: Any questions? No questions Representative LaPorte.

Representative LaPorte: I think I'd like to thank you.

Senator Edward M. Gordon, D. 2: Representative Gleason would you like to speak to this bill?

Representative Gleason: Yes Mr. Chairman. For the record my name is Representative John Gleason representing Rockingham, 13.

Originating a piece of legislation as Representative LaPorte had indicated where those in the driver education system that got their driver ed. academic work and driving direction from the public schools, that is tax supported schools, were being reimbursed. The schools giving the driver ed. curriculum were being reimbursed as Representative LaPorte had indicated $150 per student.

However, the public schools usually fill up very rapidly and as a consequence it means that a number of young people striving to get their original license then have to resort to getting the equivalent driver ed. through the commercial schools. However that $150 reimbursement does not get to the commercial schools, or more appropriately it doesn't get to the student or the student's parents.

So this seems to be a fairness issue. What we're interested in having is having a uniform driving product, whether the student takes it in the public schools or takes it through the commercial schools. This is a safety question pure and simple and likewise a fairness question as to the people that have to pay the bill, the student or the student's parents.

So really at the direction of the Director of Motor Vehicles, Virginia Beecher, I submitted this bill originally. It's been amended. It was seen by House Finance. It was questioned rather extensively. It was studied over the past year. They still come forth feeling that it's appropriate to do, that there's sufficient revenues as Representative LaPorte has put out. And I'm not sure whether Commissioner Stephen, but he was showing me a little earlier this afternoon that there's very ample revenue to cover this. It's just a mechanism of allocating or getting the monies into the hands of the students or the student's parents that do attend the commercial schools. If there's any questions on this I will try to answer them.

Senator Edward M. Gordon, D. 2: Any questions? Thank you John.

Representative Gleason: Thank you Mr. Chair.

Senator Edward M. Gordon, D. 2: John Stephens had signed up. Is there anyone else who does wish to testify? John, I'm sorry I didn't see you back there.

John Stephen: I brought some information for the committee.

Attachment B, packet from John Stephen.

For the record my name is John Stephen, Assistant Commissioner for the Department of Safety.

First I do want to thank Representative Gleason, Representative LaPorte and members of the House Transportation committee and House Finance for working so diligently on this bill for the past 2 years. We've come out with what we thought was a very good bill. If any sponsor should be on this bill, in my opinion, it should be Senator Gordon.

This is a bill based on fairness and it's a bill based on equal distribution to students that go to commercial schools and students that go to the public schools. And really the Director feels that there's no reason for us to be rewarding those that go to the public schools and not those that chose to go to the commercial schools with the same allocation. And that's all that this is about. And the driver education folks that have testified have all supported this. And I think it's a collaboration between a number of groups working together to achieve a common goal.

Just briefly the information that I've given you was some of the stuff that we handed out and put together for the committees that worked on this bill during the summer. Just to let you know looking at the actual revenue the projections for the year 1999 there was over 3 million dollars put into this fund. The amount at the 150 per pupil allocation is going to be anywhere from 1.6 million to 2 million depending upon the number of students that go to driver's ed. And it's somewhere around 16,000. We have about 4,500 to 5,000 students that take commercial classes and about 12,000 students that take public school classes.

When you look at that 1999 over 3 million, at the end of the year all that money goes back into the general fund that wasn't used for the program. And each year we've been putting money back into the general fund, over a million dollars in some years. And what you're looking at the projection for at the end of this year will be about 2.4 million and next year 2.4 million. And I was informed by the Director of Motor Vehicles today that the 7 digit plate numbers are out. And what's going to end up happening now with the vanity plate, because that's what funds a lot of the money here, in the new issuance, the vanity plate fund that money is going to go up over the next few years. And there's no question at $150 there will be enough money for the next few years to pay students. And I think it's about time that we start doing that.

This is one of those areas Senators where it's going to cost the Department time and resources to put this program together. We're willing to do it, it's that important. We're going to be having to write our business office to write

check on a voucher to students, 4,000 students. We're going to have to figure out a way thorough rules. But it's that important. We always talk about resources but in something like this where the individuals have really spoken out loud and clear. The Director said to inform the committee and the folks that we're going to make this work and we're going to live within our means in making it work. So that's what I'd like to testify on behalf of the Department. So we are very much in favor of this bill.

Senator Edward M. Gordon, D. 2: Can you explain for the background. Why is it that we give them money back at all? Was there a time when we gave the 150 because we wanted to encourage people to take driver's ed. and therefor the program started? Or what was the motivation for giving the $150 back. What was the genesis of the original program?

John Stephen: I don't know the answer to that. Maybe someone from the driver's ed. group does.

Representative LaPorte: I can probably help you there. Originally it was $50 dollars and that was to encourage students to take driver's ed. in the public school system. There weren't that many commercial schools at the time. Since then it went up to 75 and a few years ago it went to 150 and that's where it's been since then. And it's still to encourage the students to take driver's ed. This would make it so no matter where they took it, either in a commercial or a public school.

Senator Edward M. Gordon, D. 2: I understand the equities of the bill. I don't have any objection. I'm just trying to figure out why we give $150 dollars back and how that money might be used instead of just giving it back as $150 dollars, used more productively.

Representative LaPorte: Well in the public school setting they buy books and stuff like that. So it's productive there. They don't have so much of a cost factor. Where you really can't give it to a commercial school so what we tried to do in the subcommittee we tried to figure out how to get it to the student, where it really should go. Whoever pays for the course should get the money back. That was the idea and the genesis of trying to figure it out this way.

Senator Edward M. Gordon, D. 2: I was just thinking in terms of taking the money, the $150, and putting together an alcohol education, driving education separate program that if went through you got the $150.

John Stephen: It might not be a bad idea. But I think that the encouragement to take the class is what was important. And to get the text books and the right information for the curriculum but the commercial

schools I guess are charging a higher rate than the public schools. So people are spending more to go to the commercial because the public schools are filled and the people can't get their license. And they want to get their license when they're 16. So it was a good question.

Senator Edward M. Gordon, D. 2: Is there anyone else who wishes to testify? Yes Sir.

Jack Kulas: Thank you. My name is on the list as a supporter of this bill. My name is Jack Kulas and I represent Dover driving school. I think if you were to look back in time, quite some time ago, you would find that as an education requirement, years ago driver education was mandated to be offered in all public schools. And as such on staff in the school they would generally have a teacher who either worked full time or in conjunction with his other duties do the driver's ed. program.

In the state education law funding is required for any program that's mandated. So initially if they had an in staff program that was part of the school budget if you will. The genesis of the $150 reimbursement I think came about as a result of going away from schools running an in house program and beginning contracting services with outside contractors. Which is to offset the cost of things such as the utilities, the class room space, the textbooks, the videos, all the materials. And the arrangements that are between the individual contractors and all the school districts vary widely throughout the state. You'd find that if you were to survey a number of them that the arrangements have I guess a vast array of agreements that probably span the gap.

There's some law that says, or some administrative rules that cover the mandate for anyone under the age of 18 to be a graduate of driver education if they want to get their driver's license. It they chose to not take driver education then they have to wait until 18 in order to get their license. There is also a provision that says that anybody who takes driver education at the high school, for example, can get an equivalent course because they're all mandated and regulated through the administrative rules that we're all bound to follow.

So they have an option but generally with the overhead that would be in the school system versus that would be in a commercial operation, the cost is significantly higher as was mentioned in a commercial setting. So if they're able to wait because of the demand for the high school programs due to the lower cost, than a lot of folks will do that. Those who chose not to end up paying about twice as much in our area to get the commercial program. The equivalent programs are perhaps better in some cases but I think an

important point that needs to be understood is that it allows the students to not only choose a program based on cost perhaps, but on quality. To look at the 2 and say maybe than rather to choose a $200 program I could choose another one especially if I knew that there'd be a rebate at the end, which is what the leveling of the reimbursement issue is.

I think in having attended a number of these meetings it's fairly common thought among the driver educators at least that it really would make little difference to a lot of people if there were reimbursement across the board or if there were no reimbursement. Just so long as the options were pretty much the same, which would again give them a choice for something other than the cost. Did that generate any questions or confuse things more Sir?

Senator Edward M. Gordon, D. 2: No. Thank you.

Jack Kulas: Thank you.

Senator Edward M. Gordon, D. 2: Any one else wish to testify? John you want a bite at the apple here?

Representative Gleason: One comment. The intent originally was we were not trying to set any parity on cost between the public and the commercial school. We recognize obviously structurally a commercial school is motivated as a business. We also recognize the reality that on a publicly supported course the cost is going to be less. However, it gets down to the demand factor here or the availability factor of driver ed.

Usually since the lower cost are in the public schools that attracts the student obviously first. Therefore those courses fill up rapidly and very often prohibit until a later date. For a young person needing or trying to get your original license the only option is to go to the commercial school. And the commercial schools obviously have to charge more. Again we were trying to level the playing field to allow a reimbursement to the person going to the commercial school. And with that, I merely wanted to reemphasize my point. Thank you.

Senator Edward M. Gordon, D. 2: Anyone else wish to testify? Seeing no one I'm going to declare the hearing closed on House Bill 1251.

Hearing closed at 3:21 PM

Respectfully submitted,
Jillian Nina Mason, Secretary

Attachment A

Thank You Mr. Chairman and members of the committee. For the record my name is Representative George LaPorte Hills. 39.
The bill before you makes a fair playing field for people taking driver education in NH. Today any one who pays for an original license or have vanity plates, a portion of that money goes into the driver education fund.

As of now only those students who take a Driver Ed course in a public or private high school setting, who reside in NH are able to get the $150.00.
This bill would allow students who take a course in a commercial driving school, reimbursement directly to the student or parent.

The public H.S. would still get their monies from the state directly. The schools would still have to prove the student does benefit from the funds received somehow. I would ask that the beginning date for this bill be changed to July 1 2000, as to give school time to adjust.

Attachment B

DEPARTMENT OF SAFETY
Driver Safety Education
Organization 1110

9/20/99

SOURCE	SOURCNM	ACTUAL REVENUE			BUDGETED REV	
		FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
1219	MOTOR VEHICLE OPERATORS	$ 290,346	$ 290,351	$ 302,219	$ 318,912	$ 330,769
1372	INITIAL PLATE-SAFETY	1,880,259	1,705,282	2,925,605	2,007,394	2,082,023
		$2,170,605	$1,995,633	$ 3,227,824	$2,326,306	$2,412,792

		CAL 1997	CAL 1998	6 MOS 1999	CAL 2000
1219	MOTOR VEHICLE OPERATORS	$ 288,934	$ 297,543	$ 154,354	$ 324,841
1372	INITIAL PLATE-SAFETY	1,900,609	1,680,582	1,882,505	2,044,709
		$2,189,543	$1,978,125	$ 2,036,859	$2,369,549

DEPARTMENT OF SAFETY
Driver Safety Education
Organization 1110
FY 97, 98, 99 Expenditures

CLASS	CLASSNM	ACTUAL EXPENDITURES FY 1997	FY 1998	FY 1999		BUDGETED EXPEND. FY 2000	FY 2001
010	PERSONAL SERVICES - PERMANENT	$ 137,975	$ 159,720	$ 144,570		$ 172,490	$ 168,684
018	OVERTIME	3,830	3,672	3,982		7,000	7,140
020	CURRENT EXPENSES	66,193	65,235	85,930		111,700	113,936
026	ORGANIZATIONAL DUES					300	305
028	TRANSFERS TO GENERAL SERVICES D	8,526	8,339	7,389		9,105	9,200
030	EQUIPMENT NEW/REPLACEMENT	10,854					
049	TRANSFRS TO OTHER STATE AGENCS D	96,395	111,554	104,619	*	134,518	133,126
050	PERSONAL SERVICE-TEMP/APPOINTE	2,787	2,555			2,927	2,927
060	BENEFITS	45,808	53,002	49,376		55,866	54,729
070	IN-STATE TRAVEL	471	454	662		1,400	1,425
090	DRIVERS ASSISTANCE	1,383,450	1,524,764	1,606,950		1,815,000	1,905,000
091	RETIREE'S HEALTH INSURANCE	14,995	13,636	13,782		16,000	16,320
420	CURRENT EXPENSES-OYR	5,545	16,434	36,307			
449	TRANSFRS TO OTHER STATE AGENCS	12,139	11,911				
		$ 1,788,968	$ 1,971,276	$ 2,053,567		$ 2,326,306	$ 2,412,792

DEPARTMENT OF EDUCATION
Driver Education
Organization 6100

CLASS	CLASSNM	ACTUAL EXPENDITURES FY 1997	FY 1998	FY 1999		BUDGETED EXPEND. FY 2000	FY 2001
010	PERSONAL SERVICES - PERMANENT	$ 61,143	$ 63,943	$ 56,633		66,768	64,546
018	OVERTIME					600	600
020	CURRENT EXPENSES	7,001	7,328	22,046		9,200	9,400
024	MAINT. OTHER THAN BUILD. & GRNDS					2,000	2,000
028	TRANSFERS TO GENERAL SERVICES D	2,885	3,145	2,517		3,489	3,444
030	EQUIPMENT NEW/REPLACEMENT	2,652	1,733	2,309		4,000	4,000
040	INDIRECT COSTS	4,485	9,153	11,546		14,383	14,155
042	ADDITIONAL FRINGE BENEFITS		2,519	2,469		2,937	2,840
046	CONSULTANTS					1,000	2,000
060	BENEFITS	22,042	20,115	18,036		20,884	20,195
070	IN-STATE TRAVEL	1,170	859	1,495		1,700	1,700
080	OUT-OF-STATE TRAVEL	1,846	2,430	1,701		5,000	5,000
090	WORKSHOPS	5,080	328	64		2,557	3,246
		$ 108,306	$ 111,554	$ 118,815	*	$ 134,518	$ 133,126

* The difference of $14,196 is reimbursement received by the Department of Education from the Highway Safety Agency.

	Public/Private Schools				Commercial Driving Schools		
	Age < 18	Age < 18	Age 18 +		Age < 18	Age 18 +	Out-of-state
	Reimbursed	Out-of-State					
Jul-97					430	53	18
Aug-97					434	57	18
Sep-97	2785				340	58	20
Oct-97					385	69	20
Nov-97					313	61	24
Dec-97					625	53	21
Jan-98					187	49	14
Feb-98	3763				241	66	22
Mar-98					270	73	17
Apr-98					369	67	20
May-98					327	83	12
Jun-98	3829				369	57	10
Jul-98					396	47	1
Aug-98					385	73	90
Sep-98	2271				359	34	2
Oct-98					391	57	23
Nov-98					327	45	3
Dec-98					391	47	8
Jan-99					292	52	5
Feb-99	3739				289	45	12
Mar-99					331	84	24
Apr-99					339	75	19
May-99					356	66	0
Jun-99	4034				391	57	11
Jul-99					374	53	23
Aug-99					468	43	16
Sep-99	2501						
FY-1998	10377				4290	746	216
FY-1999	10044				4247	682	198
FY-2000	2501				842	96	39
Calendar 1997	2785				2527	351	121
Calendar 1998	9863				4012	698	222
Calendar 1999	10274				2840	475	110
7/97 - 9/99		240					
	includes pass, fail complete 90%				includes only those that pass		

Driver Education
James H. Hayes Building
10 Hazen Dr.
Concord, NH 03305
Phone: 603-271-2485
Fax: 603-271-1061

Memorandum

To: *Virginia C. Beecher*
From: *Kathie Mitchell*
cc: *File*
Date: *Tuesday, September 14, 1999*
Subject: *Driver Education Statistics*

Following are the statistics for Commercial School students (16 & 17 year olds) that have completed driver education.

1998: 4347 students
1997: 5254 students

State of New Hampshire

RICHARD M. FLYNN
COMMISSIONER OF SAFETY

DEPARTMENT OF SAFETY
DIVISION OF MOTOR VEHICLES
JAMES H. HAYES SAFETY BUILDING
10 HAZEN DRIVE, CONCORD, N.H. 03305
TDD Access: Relay NH 1-800-735-2964

VIRGINIA C. BEECHER
DIRECTOR OF MOTOR VEHICLES

09-10-99

DRIVER EDUCATION INFORMATION

206 Driver Education Instructors in the State of New Hampshire
150 Are Male Instructors
56 Are Female Instructors
66 Commercial Schools in New Hampshire
139 High Schools in New Hampshire
24 High Schools do there own Driver Education Program
11 Commercial Schools do not contract to any High Schools

Total Students in the following grades, 11th. 17,118 x 150. = 2,567,700.00 Age 16-17
10th. 18,497 x 150. = 2,774,550.00 Age 15-16
9th. 18,205 x 150. = 2,730,750.00 Age 14-15
8th. 18,147 x 150. = 2,722,050.00 Age 13-14

Vendnm	FY 1997	FY 1998	FY 1999
B/C-JAN-RETIREES (misposting)		$ 1,364	
ALTON SCHOOL DISTRICT	3,600	9,600	9,000
AUBURN SCHOOL DISTRICT	7,800	10,200	9,000
BISHOP BRADY HIGH SCHOOL	10,950	10,650	10,350
BISHOP GUERTIN HIGH	6,000	12,600	15,300
CALVARY CHRISTIAN SCHOOL	7,950	12,600	9,750
CANDIA SCHOOL DISTRICT	8,850	15,600	14,400
COE-BROWN NORTHWOOD ACADEMY	20,250	12,900	12,150
CONANT HIGH SCHOOL	21,750	18,300	13,500
CONCORD CHRISTIAN SCHOOL	2,400	1,200	1,800
CONCORD SCHOOL DISTRICT	64,650	58,200	62,100
CONTOOCOOK VALLEY SCHOOL DIST	22,350	36,000	24,750
CROTCHED MOUNTAIN SCHOOL	5,100	750	1,800
DEERFIELD SCHOOL DISTRICT	9,000	11,250	13,050
DERRY COOP SCHOOL DISTRICT	36,600	53,400	49,950
DERRYFIELD SCHOOL	2,850	2,550	3,750
DUBLIN CHRISTIAN SCHOOL			2,850
FARMINGTON SCHOOL DISTRICT	9,600	12,150	17,700
GILFORD SCHOOL DISTRICT	13,200	12,450	14,250
GORHAM SCHOOL DISTRICT	4,350	1,950	5,850
GOSHEN LEMPSTER SCHOOL DIST		3,150	
GOV WENTWORTH REG SCH DIST	20,550	27,000	27,300
HIGH MOWING SCHOOL	1,200	7,350	1,800
HILLSBORO-DEERING COOP SCHOOL	5,250	12,750	13,500
HINSDALE SCHOOL DISTRICT	4,800	6,000	9,000
HOLDERNESS SCHOOL	2,550	1,050	2,100
HOOKSETT SCHOOL DISTRICT	9,600	7,800	6,900
HOPKINTON SCHOOL DISTRIST	10,200	8,250	10,200
INFANT JESUS SCHOOL			750
INTER-LAKES SCHOOL DISTRICT	7,950	22,650	15,450
JOHN STARK HIGH SCHOOL	13,350	17,550	18,750
KEENE SCHOOL DISTRICT	40,950	45,000	51,150
KIMBALL UNION ACADEMY	4,350	2,550	1,800
LACONIA CHRISTIAN SCHOOL	3,150	1,200	22,950
LACONIA SCHOOL DISTRICT	18,000	18,150	
LIGHTHOUSE CHRISTIAN ACADEMY			1,350
LINCOLN-WOODSTOCK COOP SCHOOL	4,350	2,550	7,200
MANCHESTER SCHOOL DISTRICT	69,600	14,850	
MASCENIC REGIONAL SCHOOL	25,350	18,000	20,400
MERRIMACK SCHOOL DISTRICT	41,850	42,900	42,900
MERRIMACK VALLEY SCHOOL DIST	20,250	13,350	17,850
MILFORD SCHOOL DISTRICT	25,950	19,800	17,850
MILTON SCHOOL DISTRICT	3,300	2,850	6,150
MISCELLANEOUS	(7,050)	(3,150)	(16,950)
MONADNOCK REGIONAL SCHOOL	21,900	28,950	25,050
NEW HAMPTON SCHOOL		1,200	1,950
NORTHERN NE CONF OF SDAS	150	300	150
PEMBROKE SCHOOL DISTRICT	27,150	29,400	24,600
PEMI-BAKER REGION SCHOOL DIST	27,750	29,250	36,000

Vendnm	FY 1997	FY 1998	FY 1999
PHILLIPS EXETER ACADEMY	7,050	3,900	4,350
PIKE SCHOOL INC		750	150
PITTSFIELD SCHOOL DISTRICT	10,350	5,400	7,500
PROCTOR ACADEMY	10,800	12,150	13,950
RAYMOND SCHOOL DISTRICT	13,350	13,050	10,800
ROCHESTER SCHOOL DISTRICT	28,650	28,650	27,900
SANT BANI SCHOOL	1,350	1,200	300
SCHOOL DEPT CITY OF MANCHESTER		57,900	71,250
SHAKER REGIONAL SCHOOL DIST	12,000	19,800	19,650
SOUHEGAN COOP SCHOOL DISTRICT	36,000	30,450	41,550
ST PAULS SCHOOL	2,700	1,950	1,800
ST THOMAS AQUINAS HIGH SCHOOL	14,850	12,600	12,750
STRATFORD SCHOOL DISTRICT	5,400	1,200	1,950
SUNAPEE SCHOOL DISTRICT	5,550	4,350	5,850
TILTON SCHOOL	1,200	450	1,650
TREAS BEDFORD SCHOOL DIST	3,900	3,750	3,750
TREAS BERLIN SCHOOL DIST	10,200	7,800	9,900
TREAS BOW SCHOOL DIST		16,950	22,650
TREAS CLAREMONT SCHOOL DIST	14,700	29,400	23,700
TREAS COLEBROOK SCHOOL DIST	7,650	10,200	7,350
TREAS CONWAY SCHOOL DIST	23,250	30,450	34,650
TREAS DOVER SCHOOL DIST	20,400	27,150	29,700
TREAS DRESDEN SCHOOL DIST	17,850	22,650	16,350
TREAS EPPING SCHOOL DIST	5,250	5,100	10,800
TREAS EXETER SCHOOL DIST	10,650	13,500	14,250
TREAS FALL MOUNTAIN REG SCH DT	15,150	29,250	24,600
TREAS FRANKLIN SCHOOL DIST	17,550	7,800	19,500
TREAS HAVERHILL COOP SCH DIST	10,650	7,200	9,900
TREAS HOLLIS/BROOKLINE COOP	4,950	4,050	5,100
TREAS HUDSON SCHOOL DIST	36,900	28,500	26,550
TREAS KEARSARGE REG SCHOOL DST	27,150	26,100	29,850
TREAS LEBANON SCHOOL DIST	21,750	9,150	27,300
TREAS LISBON REGIONAL SCH DIST	2,700	2,400	7,800
TREAS LITTLETON SCHOOL DIST	6,150	7,800	8,100
TREAS LONDONDERRY SCHOOL DIST	28,200	57,150	25,500
TREAS MASCOMA VALLEY REG SCH	12,900	20,100	16,350
TREAS MOULTONBOROUGH SCH DIST	8,550	7,950	10,200
TREAS NASHUA SCHOOL DIST	37,350	34,500	29,400
TREAS NEWFOUND AREA SCHOOL DST	18,150	13,950	19,950
TREAS NEWMARKET SCHOOL DIST	7,050	10,350	11,100
TREAS NEWPORT SCHOOL DIST	14,250	13,650	11,550
TREAS ORFORD SCHOOL DIST	3,000	5,850	6,000
TREAS ORFORD SCHOOL DIST		1,500	2,550
TREAS OYSTER RIVER SCHOOL DIST	16,650	18,150	14,700
TREAS PELHAM SCHOOL DIST	10,950	14,400	14,400
TREAS PITTSBURG SCHOOL DIST	1,800	2,400	1,800
TREAS PORTSMOUTH SCHOOL DIST	23,700	27,000	25,350
TREAS PROFILE REG SCHOOL DIST	7,950	7,350	9,600
TREAS SALEM SCHOOL DIST	30,600	42,150	33,000

Vendnm	FY 1997	FY 1998	FY 1999
TREAS SANBORN REG SCHOOL DIST	9,600	11,850	9,150
TREAS SOMERSWORTH SCHOOL DIST	7,650	18,150	13,650
TREAS TIMBERLANE REG SCH DIST	11,100	12,450	54,300
TREAS WHITE MTN REG SCHOOL DST	10,500	8,250	14,100
TRINITY HIGH SCHOOL	12,450	8,550	12,450
WHITE MOUNTAIN SCHOOL	300	450	1,050
WILTON-LYNDEBOROUGH COOPERATIV	7,500	8,400	23,700
WINCHESTER SCHOOL DISTRICT	5,250	3,450	7,650
WINNACUNNET COOPERATIVE SCHOOL	15,600	15,900	16,650
WINNISQUAM REG SCHOOL DISTRICT	16,650	3,450	12,150
	$ 1,383,450	$ 1,524,764	$ 1,606,950

Transportation Committee

HB 1251 Hearing Report

TO: Members of the Senate

FROM: Susan Duncan
Legislative Assistant

RE: Hearing report on **HB 1251** – ***AN ACT relative to driver education training reimbursement.***

HEARING DATE: April 18, 2000

Sponsor: Representative George LaPorte, PRIME
Representatives Packard, Major, and Gleason

What the bill does: This bill requires a portion of the fees collected for the driver training fund to be allocated directly to students who have successfully completed private driver education courses as reimbursement, or providing students successfully completing secondary school programs of instruction a credit toward, or reimbursement of, fees charged.

Who supports the bill: Representative LaPorte
Representative Gleason
John Stephen, Assistant Commissioner, DOS
Jack Cooliss, Dover Driving School

Who opposes the bill: No one testified in opposition.

Summary of testimony received:

- This legislation was filed as a result of the house study committee established by Chapter 297 of the laws of 1999.
- Public Schools are being reimbursed $150/student.
- However, the public school programs fill up very quickly and many kids have to go to commercial schools (at a higher cost).
- HB 1251 is a fairness issue.
- There is ample revenue to cover the costs of this legislation.
- The sale of vanity plates goes toward driver's education.
- Currently the program costs $1.6 million. The Estimated revenue is $3 million. The balance goes into the General Fund.
- The issue is fairness – the kids should benefit regardless of where they go to get their driver's training course.
- Commercial schools charge a higher amount for the course, so the kids going there still pay more, even with this $150.00 reimbursement.
- Teens in New Hampshire cannot get their licenses under the age of 18 without completing driver's education.

Funding: Currently, the sale of vanity plates in New Hampshire is $3 million annually. This is expected to go up as the new seven digit vanity plates become available. The cost of the program is only $1.6 million. Any unexpended revenue from the sale of vanity plates goes back into the General Fund.

Future Action: The Committee voted the bill "Ought to Pass" at a later meeting.

sfd
[file: HB 1251 report – TRANS]

Speakers

SENATE TRANSPORTATION COMMITTEE

Date 4/18/00 Time 3:00PM Public Hearing on HB 1251

Appearing in FAVOR: (Please print) Please check box at left to speak.

Speaking?	Name	Address	Representing
☑	Geary A. LaPorte	Manchester	House Transportation
☑	John Stephen	Safety	Asst. Comm
☑	John Gleason	Derry	Rep. Rock 13
☐	Susan Almy	Lebanon	House Finance
☐	Jack Kulas	Dover	Dover Driving School
☐	Susan Shepard	Dover	Shepards Driving School
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Appearing in OPPOSITION: (Please Print) Please check box at left to speak.

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Committee Report

Date: April 18, 2000 Time: 3:00 PM

The Senate Committee on Transportation held its hearing in Room 104-LOB, Concord, New Hampshire.

BILL NO.: HB 1251 TITLE: relative to driver education training reimbursement.

Members of the Committee present: Senator Gordon
Senator Roberge
Senator Below

Those appearing in favor:

Name and Address	Representing
See Attached.	

Those appearing in opposition:

Name and Address	Representing
See Attached.	

REPORT OF THE COMMITTEE:

- ☒ Ought to Pass
- ☐ Ought to Pass w/ Amendment
- ☐ Inexpedient to Legislate
- ☐ Rereferred
- ☐ Interim Study
- ☐ Continued Hearing
- ☐ Postponed Hearing

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE

Date:

THE COMMITTEE ON Transportation

to which was referred House Bill 1251

AN ACT relative to driver education training reimbursement.

VOTE: 2-0

Having considered the same, report the same without amendment and recommend that the bill: **OUGHT TO PASS.**

Senator Edward M. Gordon
For the Committee

|HB1251 Docket

Bill Title: relative to driver education training reimbursement.

Date	Body	Description
1/5/2000	**H**	Introduced and ref to Transportation; HJ5, p92
1/5/2000	**H**	Copy to Chairman on 12/22/1999 due Early f
1/5/2000	**H**	Hearing Jan 6 9:00 RM203,LOB
1/12/2000	**H**	(Subcom: Reps Letourneau, G Katsakiores & LaPorte)
1/19/2000	**H**	Subcom Work Session Jan 25 9:30 RM203,LOB
2/9/2000	**H**	Maj Report OTP/AM for Feb 17 (vote 15-0;CC)
2/9/2000	**H**	Prop Comm Am{3325}; HC15, p387-388
2/17/2000	**H**	Passed with Am and ref to Finance; HJ18, p493
3/1/2000	**H**	Fin Div I Hearing Mar 13 11:15 RM212,LOB
3/16/2000	**H**	Maj Report OTP for Mar 23 (vote 25-0;CC)
3/23/2000	**H**	Passed; HJ26, p808-809 + 851
3/23/2000	**S**	Introduced and Ref. to Transportation; SJ 7, Pg.232
4/4/2000	**S**	Hearing April 18, Room 104, LOB, 3:00 p.m.; SC21, Pg.13
4/19/2000	**S**	Committee Report Ought to Pass, 4/20/2000, SC24
4/20/2000	**S**	Ought to Pass, MA, VV; Refer to Finance Rule 24; SJ 11, Pg.312
5/17/2000	**S**	Committee Report Ought to Pass with Amendment{4506}, 05/18/00; SC30
5/18/2000	**S**	Ought to Pass with Amendment {4506}; AA, VV; OT3rdg., MA, VV; SJ 15, Pg.416
5/18/2000	**H**	House Conc with Sen Am, Rep Packard MA 2/3VV; HJ46, p1484
5/18/2000	**H**	Enrolled; HJ46, p1498
5/18/2000	**S**	Enrolled Bill, Adopted; SJ 15, Pg.534
5/31/2000	**H**	Vetoed by Governor; HC44, p1353
6/27/2000	**H**	Governor's Veto Sustained RC(132-209); HJ50, p1584-1586

Docket Abbreviations