

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 78TH LEGISLATIVE REGULAR SESSION

April 7, 2003

TO: Honorable Mike Krusee, Chair, House Committee on Transportation

FROM: John Keel, Director, Legislative Budget Board

IN RE: HB3412 by Krusee (Relating to the disposition of certain fees and penalties collected by the Department of Public Safety to the credit of the Texas mobility fund for highway and transportation purposes.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB3412, As Introduced: a negative impact of (\$450,201,000) through the biennium ending August 31, 2005.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

General Revenue-Related Funds, Five-Year Impact:

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2004	(\$218,549,000)
2005	(\$231,652,000)
2006	(\$232,696,000)
2007	(\$236,932,000)
2008	(\$238,995,000)

All Funds, Five-Year Impact:

Fiscal Year	Probable Revenue Gain/(Loss) from <i>GENERAL REVENUE FUND</i> 1	Probable Revenue Gain/(Loss) from <i>TEXAS MOBILITY FUND</i> 365
2004	(\$218,549,000)	\$218,549,000
2005	(\$231,652,000)	\$231,652,000
2006	(\$232,696,000)	\$232,696,000
2007	(\$236,932,000)	\$236,932,000
2008	(\$238,995,000)	\$238,995,000

Fiscal Analysis

The bill would amend the Transportation Code by changing the dedication of certain fees and penalties collected by the Texas Department of Public Safety (DPS) to the Texas Mobility Fund. The bill would require that collections made by DPS for motor vehicle inspection fees; collections from the issuance and renewal of driver licenses, personal identification cards, and their associated reinstatement fees; fees for providing accident reports, and driver record information; fees from motor vehicle inspections; and penalties from violations of the Motor Vehicle Act would be deposited to the credit of the Mobility Fund instead of the General Revenue Fund.

Because the legislation would create a dedicated revenue source, the revenue source included in this bill would be subject to funds consolidation review by the current legislature.

The bill would take effect September 1, 2003; would only apply to fees or penalties collected by DPS on or after that date; and would be contingent upon the enactment of another unspecified bill. If the unspecified bill fails to become law, the bill would have no effect.

Methodology

The estimated fiscal impact is based on data from the Comptroller's 2004-05 Biennial Revenue Estimate and reflects that revenues currently deposited to the credit of the General Revenue Fund would be deposited to the credit of the Texas Mobility Fund.

According to the Comptroller of Public Accounts, fees that would be exempt from rededication under the bill would be the \$1 optional fee collected in connection with the issuance or renewal of a driver licenses or personal identification card for the Blindness Education, Screening and Treatment Program, and the Anatomical Gift Program. The \$5 fee dedicated to the Motorcycle Education Fund upon the issuance of some motorcycle driver licenses would remain so dedicated. In addition, inspection fees dedicated to the Texas Emissions Reduction Fund would also remain dedicated for the current purpose.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 304 Comptroller of Public Accounts, 601 Department of Transportation

LBB Staff: JK, JO, RR, MW