

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 79TH LEGISLATIVE REGULAR SESSION

February 22, 2005

TO: Honorable Rick Hardcastle, Chair, House Committee on Agriculture & Livestock

FROM: John S. O'Brien, Deputy Director, Legislative Budget Board

IN RE: HB749 by Jones, Delwin (Relating to size and weight limitations for certain vehicles transporting agricultural products and equipment.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB749, As Introduced: an impact of \$0 through the biennium ending August 31, 2007.

General Revenue-Related Funds, Five-Year Impact:

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2006	\$0
2007	\$0
2008	\$0
2009	\$0
2010	\$0

All Funds, Five-Year Impact:

Fiscal Year	Probable Revenue Gain/(Loss) from <i>STATE HIGHWAY FUND</i> 6	Probable Savings/(Cost) from <i>STATE HIGHWAY FUND</i> 6
2006	(\$754,520)	\$0
2007	(\$807,390)	\$0
2008	(\$863,940)	\$0
2009	(\$924,390)	\$0
2010	(\$988,950)	\$0

Fiscal Analysis

The bill would amend the Transportation Code to allow all vehicles transporting agricultural products and equipment used to transport or process agricultural products to exceed the dimensions and weight limitations (not to exceed 59,400 pounds) established by the Transportation Code.

This bill would take effect September 1, 2005.

Methodology

Based on the analysis of the Texas Department of Transportation (TxDOT), it is assumed the number of vehicles required to apply for general permits, over axle gross weight permits, and hay transport permits would decrease. TxDOT estimates that permit fee revenue (deposited to the State Highway Fund No. 006) from these vehicles would decrease by \$754,520 in fiscal year 2006; \$807,390 in fiscal year 2007; \$863,940 in fiscal year 2008; \$924,390 in fiscal year 2009; and \$988,950 in fiscal year

2010.

Based on the analysis and information provided by TxDOT, it is assumed that there would be an increase in the number of oversize and overweight vehicles carrying loads on the state highway system, thus causing increased maintenance, repair, and replacement construction costs of approximately \$49,085,575 per year.

A portion of revenues generated from overweight citations are deposited to the credit of the General Revenue Fund and the remainder is retained by counties. This estimate does not reflect a loss to the General Revenue Fund in the table above because the reduction in the number of overweight citations that would be issued as a result of the bill cannot be quantified.

Local Government Impact

It is assumed that local governments would be similarly affected to the extent of which they collect a portion of overweight citations and maintain county roads and bridges.

Source Agencies: 405 Department of Public Safety, 551 Department of Agriculture, 601 Department of Transportation

LBB Staff: JOB, WK, MW, TG