

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 79TH LEGISLATIVE REGULAR SESSION

April 11, 2005

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

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

IN RE: HB2955 by Hamric (Relating to the operation of a motor vehicle.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would amend sections of the Transportation Code, affecting methods of enforcing orders relating to operating a vehicle on a toll road in certain counties. The bill would take effect September 1, 2005 and would apply only to a violation that occurs on or after that date.

Under current statute, a decision at a hearing on a violation may be enforced by one of three methods: placing a device on the vehicle that prevents movement, imposing an additional fine, or refusing to allow the vehicle to be registered. The proposed change in statute would provide that all three methods of enforcement would be employed. The counties that would be affected by the provisions of the bill are Harris, Montgomery, Waller, Fort Bend, Brazoria, Galveston, Liberty, and Chambers.

According to Texas Department of Transportation (TxDOT) records, there are over 4 million vehicles registered in the affected counties combined. The Harris County Toll Road Authority reports that over 1 million toll transactions are processed daily, which adds up to 365 million transactions annually. An estimated 22,678 violations occur annually. Harris County reports that 90 percent to 95 percent of all violations issued are paid within the 10-day grace period, and therefore only 5 percent to 10 percent of violations require a hearing. Eighty-five percent to 90 percent of the violations for which a hearing is held are resolved without having to impose any of the three optional enforcement methods. Assuming 15 percent of hearings would result in the imposition of enforcement actions, TxDOT estimates that a total of 340 violations would have resulted in prohibiting license registration renewal in fiscal year 2004.

TxDOT estimates that to accommodate the proposed change in statute, and therefore the increased number of vehicles for which registration renewal would be denied, would require the agency to create new programming to modify the Registration and Title System. The total cost of the 3,864 programming hours and the 846 non-programming hours is estimated at \$432,042.

Local Government Impact

No significant fiscal implication to units of local government is anticipated.

Source Agencies: 601 Department of Transportation

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