

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 79TH LEGISLATIVE REGULAR SESSION

April 25, 2005

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

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

IN RE: HB3129 by Hamilton (Relating to the creation of a driver safety program for holders of provisional driver's licenses.), **Committee Report 1st House, Substituted**

Estimated Two-year Net Impact to General Revenue Related Funds for HB3129, Committee Report 1st House, Substituted: an impact of \$0 through the biennium ending August 31, 2007.

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
2006	\$0
2007	\$0
2008	\$0
2009	\$0
2010	\$0

All Funds, Five-Year Impact:

Fiscal Year	Probable Savings/(Cost) from STATE HIGHWAY FUND 6	Change in Number of State Employees from FY 2005
2006	(\$268,243)	5.0
2007	(\$136,271)	5.0
2008	\$0	0.0
2009	\$0	0.0
2010	\$0	0.0

Fiscal Analysis

The bill would amend the Transportation Code to require the Department of Public Safety (DPS) to create, in conjunction with a program partner, a driver safety pilot program for provisional license holders to determine whether a monitoring system will reduce the number of accidents involving provisional license holders.

The pilot program is required to provide for voluntary participation, establish a toll-free telephone system with bilingual call centers for a person to report the observed operation of a vehicle by pilot program participants, and begin on or before September 1, 2005. DPS may solicit, accept, and administer gifts and grants from any public or private source for the use and benefit of the program. DPS would be required to apply for grants from the National Highway Traffic Safety Administration and appoint a project manager to coordinate the pilot program and facilitate the collection of data.

The legislature may also appropriate money to DPS for support of the program. DPS would be required to collect an additional fee of \$1 for the issuance or renewal of certain driver licenses from those who opt to pay the additional fee.

The bill would take effect immediately if it receives a vote of two-thirds of all the members elected to each house. If the bill does not receive the necessary vote, it takes effect September 1, 2005. The bill would expire September 1, 2007.

The bill would create or recreate a dedicated account in the General Revenue Fund, create or recreate a special or trust fund either within or outside the Treasury, or create a dedicated revenue source. Therefore, the fund, account, or revenue dedication included in this bill would be subject to funds consolidation review by the current Legislature.

Methodology

Under the provisions of the bill, DPS would be required to create, in conjunction with a program partner, a driver safety pilot program for provisional license holders to determine whether a monitoring system will reduce the number of accidents involving provisional license holders. DPS would also be required to establish a toll-free telephone system with bilingual call centers. DPS would be required to collect an additional \$1 for the issuance or renewal of certain licenses from drivers opting to pay the fee. The Comptroller of Public Accounts (CPA) reports that because the additional \$1 fee to fund the program would be a voluntary fee, any revenue accruing from persons opting to pay the fee cannot be determined.

The bill would require DPS to appoint a project manager to coordinate the pilot program and facilitate the collection of data. DPS reports that this can be accomplished using existing personnel. However, 5 additional full-time equivalent positions (FTEs) would be needed to operate the toll-free telephone system with bilingual call centers. The costs for these additional FTEs would be \$166,461 in fiscal year 2006 and \$136,271 in fiscal year 2007. These costs include salaries, benefits, and other operating expenses. DPS reports the costs for computers and professional services associated with the toll-free telephone system and additional FTEs would be \$101,782 in fiscal year 2006. The total cost to comply with the provisions of the bill would be \$268,243 in fiscal year 2006 and \$136,271 in fiscal year 2007. To the extent the pilot program receives grants and gifts, the additional revenue would offset part of these costs. The bill would expire September 1, 2007 and thus, there would be no costs in fiscal years 2008-2010.

Technology

The technology impact for the bill is \$80,359 in fiscal year 2006 and includes computer equipment and software, and enterprise agreements.

Local Government Impact

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

Source Agencies: 304 Comptroller of Public Accounts, 405 Department of Public Safety

LBB Staff: JOB, SR, VDS, SJ, LM