

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 79TH LEGISLATIVE REGULAR SESSION

March 29, 2005

TO: Honorable Todd Staples, Chair, Senate Committee on Transportation & Homeland Security

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

IN RE: SB1061 by Whitmire (Relating to the authority of the Texas Department of Transportation to review certain traffic programs of local authorities.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would amend the Transportation Code to prohibit a local authority from establishing a transportation or mobility enhancement program on a state highway. This would include a farm-to-market or ranch-to-market road, such as a program by which the municipality receives revenue for towing of vehicles located on the highway, unless permitted by agreement with the Texas Department of Transportation (TxDOT). The bill would take effect September 1, 2005.

TxDOT indicates any activities related to implementation of the provisions of the bill could be handled using existing revenues.

Local Government Impact

If a local authority currently has a transportation or mobility enhancement program on a state highway and would therefore have to seek an agreement with TxDOT in order to continue the program, the local authority would experience administrative costs that would likely be insignificant. If TxDOT were to deny approval of the program, and therefore no agreement is entered, the local authority would be required to discontinue the program. This would result in the loss of a revenue source if the program had generated revenue. If the revenue had specifically offset costs of the program, discontinuation of the program would offset the loss of the revenue source.

Source Agencies: 601 Department of Transportation

LBB Staff: JOB, SR, WP, DLBa