

**LEGISLATIVE BUDGET BOARD**  
**Austin, Texas**

**FISCAL NOTE, 80TH LEGISLATIVE REGULAR SESSION**

**April 12, 2007**

**TO:** Honorable John Carona, Chair, Senate Committee on Transportation & Homeland Security

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

**IN RE: HB313** by Pickett (Relating to an exemption from registration in this state for certain foreign commercial motor vehicles.), **As Engrossed**

**Estimated Two-year Net Impact to General Revenue Related Funds** for HB313, As Engrossed: an impact of \$0 through the biennium ending August 31, 2009.

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:**

<b>Fiscal Year</b>	<b>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</b>
2008	\$0
2009	\$0
2010	\$0
2011	\$0
2012	\$0

**All Funds, Five-Year Impact:**

<b>Fiscal Year</b>	<b>Probable Revenue Gain from STATE HIGHWAY FUND 6</b>
2008	\$459,000
2009	\$459,000
2010	\$459,000
2011	\$459,000
2012	\$459,000

**Fiscal Analysis**

The bill would amend the Transportation Code to require that a foreign commercial motor vehicle that engages primarily in transportation of cargo across the border into or from a border commercial zone must either be registered in Texas or operated under the applicable exemptions provided by state law. The bill would remove the current exemption for foreign commercial vehicles registered in another state.

The bill would take effect on September 1, 2007.

## **Methodology**

Based on the analysis and information provided by the Texas Department of Transportation (TxDOT), it is assumed that the provisions of the bill would require the operators of an estimated 30,000 Mexican commercial motor vehicles pulling a trailer with an out-of-state registration through the commercial trade zone in Texas each year to purchase a \$15 token fee plate for each trailer, plus a \$0.30 reflectorization fee. Therefore, it is assumed the provisions of the bill could result in a revenue gain of \$459,000 each year to the State Highway Fund. It is also assumed that any costs incurred or duties required of TxDOT could be absorbed within the agency's existing resources.

## **Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation

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