

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 80TH LEGISLATIVE REGULAR SESSION

February 6, 2007

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

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

IN RE: SB132 by Wentworth (Relating to the establishment and operation of a motor bus-only lane program.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for SB132, As Introduced: 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:

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

All Funds, Five-Year Impact:

Fiscal Year	Probable (Cost) from STATE HIGHWAY FUND 6
2008	(\$2,000,000)
2009	\$0
2010	\$0
2011	\$0
2012	\$0

Fiscal Analysis

The bill would require the Texas Department of Transportation (TxDOT) to establish a motor bus-only lane program for highways that are part of the state highway system and have shoulders of sufficient width to provide for the use by motor buses of highway shoulders as a low-speed bypass of congested highway lanes. The bill would also require TxDOT to submit a report to the Legislature, not later than December 31, 2007, regarding the agency’s progress in establishing and operating the program, and a final report to the Legislature regarding the program not later than December 31, 2008.

The bill would take effect immediately upon receiving a vote of two-thirds of all members elected to each house or would otherwise take effect on September 1, 2007.

Methodology

Based on the analysis of TxDOT, it is assumed the implementation of the program and preparation of the two reports to the Legislature would require a feasibility study, which would necessitate additional resources and expertise at a cost of up to \$2,000,000.

TxDOT estimates that the conversion of existing, applicable shoulders on the state highway system to implement the program could generate costs ranging from \$538,500 for signing and striping to as much as \$631,840,000 beginning in fiscal year 2008 if the existing shoulders would require structural improvements to accommodate motor buses. Based on the analysis of TxDOT, it is assumed that the costs and duties associated with implementing the motor bus-only lanes would be accomplished by reallocating State Highway Fund 6 appropriations and existing resources from other transportation projects. Therefore, no costs associated with structural improvements are included in the table above.

Local Government Impact

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

Source Agencies: 405 Department of Public Safety, 601 Department of Transportation
LBB Staff: JOB, MW, TG, KJG