

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

March 30, 2009

TO: Honorable Joseph Pickett, Chair, House Committee on Transportation

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

IN RE: HB641 by Zerwas (Relating to the abolition of the Texas Transportation Commission and the creation of a commissioner of transportation as an elected statutory state officer.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB641, As Introduced: an impact of \$0 through the biennium ending August 31, 2011.

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
2010	\$0
2011	\$0
2012	\$0
2013	\$0
2014	\$0

All Funds, Five-Year Impact:

Fiscal Year	Probable Savings/(Cost) from <i>State Highway Fund</i> 6	Change in Number of State Employees from FY 2009
2010	\$420,862	0.0
2011	\$420,862	(5.0)
2012	\$637,371	(5.0)
2013	\$637,371	(5.0)
2014	\$637,371	(5.0)

Fiscal Analysis

The bill would amend the Transportation Code to eliminate the five-member Texas Transportation Commission and replace the commission and the Executive Director of the Texas Department of Transportation (TxDOT) with a single elected Commissioner of Transportation. The first Commissioner of Transportation would be elected at the general election held in November 2010, to serve a four-year term that would begin on January 1, 2011. The five-member commission and the Executive Director serving on the effective date of the bill would continue service until that time.

The bill would take effect on September 1, 2009.

Methodology

Based on the analysis and information provided by Sunset Advisory Commission staff on similar legislation, it is assumed the elimination of the five-member transportation commission (effective January 1, 2011) would result in a cost savings to the State Highway Fund of \$420,862 in fiscal year 2011 and \$637,671 each year thereafter from the elimination of salaries for five commissioners and five assistants (5 full-time-equivalent [FTE] positions) and the associated travel, operating, and employee benefits costs. It is assumed the salary costs for the full-time, new elected Commissioner of Transportation would be accommodated within existing resources.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 307 Secretary of State, 601 Department of Transportation

LBB Staff: JOB, KJG, MW, TG