

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

**FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION**

**April 9, 2009**

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

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

**IN RE: HB2469** by Rodriguez (Relating to certain mass transit entities.), **As Introduced**

<b>No significant fiscal implication to the State is anticipated.</b>
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The bill would amend Chapter 2171, Government Code, to authorize an officer or an employee of certain transportation or transit authorities or departments, when engaged in official business of the authority or department, to participate in the contract for travel services that is administered by the Comptroller of Public Accounts. The Comptroller would be authorized to charge a fee not to exceed the costs incurred in providing services. The Comptroller would be required to periodically review the fees and adjust them as necessary.

The bill would also add Section 451.0612 to Subchapter B, Chapter 451, Transportation Code to authorize certain metropolitan transportation authorities to employ persons to serve as fare enforcement officers to enforce the payment of fares for use of the public transportation system. The authority in the City of Austin is the only metropolitan transportation authority that meets the criteria for which authority to whom the new section of statute would apply.

The bill would take effect immediately if it were to receive the required two-thirds vote in each house; otherwise, it would take effect September 1, 2009.

Revenue from charging a fee to an authority or department for participation in the comptroller's contract for travel service would depend on the number of employees who would choose to participate; therefore, the amount of revenue gain from fees imposed cannot be estimated. However, it is assumed the amount would not be significant.

Because other local government entities are already authorized by statute to participate in the comptroller's contract for travel service, based on information provided by the comptroller, it is assumed that any costs for implementing provisions of the bill could be absorbed within existing resources.

Although the bill would not make an appropriation, it would establish the basis for an appropriation.

The bill would do one or more of the following: create or recreate a dedicated account in the General Revenue Fund, create or recreate a special or trust fund either with or outside of the Treasury, or create a dedicated revenue source. The fund, account, or revenue dedication included in the bill would be subject to funds consolidation review by the current Legislature.

**Local Government Impact**

It is assumed that a transportation or transit authority or department would choose to participate in the comptroller's contract for travel service if the savings in travel, combined with the cost of a fee imposed for participation, would provide a net savings over travel costs outside of the contract.

Because the proposed Section 451.0612, Transportation Code, would not have statewide impact on units of local government of the same type or class, no comment from this office is required by the rules of the House/Senate as to its probable fiscal implication on units of local government.

**Source Agencies:** 304 Comptroller of Public Accounts

**LBB Staff:** JOB, KJG, DB