

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

March 31, 2009

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

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

IN RE: SB1669 by Nichols (Relating to the authority and powers of regional mobility authorities.),
As Introduced

No significant fiscal implication to the State is anticipated.

The bill would amend the Transportation Code regarding use of funds, powers and duties, and operations of regional mobility authorities (RMA), including authorizing an RMA to participate in the state travel management programs administered by the Comptroller of Public Accounts for the purpose of obtaining reduced airline fares and reduced travel agency fees. The comptroller would be authorized to charge the RMA a fee not to exceed the costs incurred by the comptroller in providing services to the authority. An RMA would also be authorized to borrow money from or enter into a loan agreement or other arrangement with the Texas Department of Transportation (TxDOT), the Texas Transportation Commission, or any other public or private entity.

An RMA would be required to provide, for reasonable compensation, customer service and other toll collection and enforcement services for a toll project in the geographic boundaries of the authority, regardless of whether the toll project is developed, financed, constructed, and operated under an agreement, including a comprehensive development agreement, with the authority or another entity.

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.

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.

According to TxDOT, the proposed changes would create a positive fiscal impact for the state and local governments in those areas where an RMA exists.

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

Local Government Impact

According to information received from various RMAs, the flexibility in use of funds and changes in powers and duties would not have a significant fiscal impact. In addition, it is assumed that an RMA would participate in the state travel service contract 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.

Source Agencies: 304 Comptroller of Public Accounts, 601 Department of Transportation

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