

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

May 20, 2009

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

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

IN RE: SB2096 by Wentworth (Relating to the creation of and the powers of a comprehensive multimodal urban transportation authority, including the power to impose taxes, issue bonds, and exercise limited eminent domain authority.), **Committee Report 2nd House, Substituted**

Unless an urban transportation authority would administer local sales and use tax differently than existing authorities, it is anticipated that the fiscal impact to the State would not be significant; otherwise, the impact cannot be determined.

The bill would add Subchapter R to Chapter 451, Transportation Code, to authorize the creation of an urban transportation authority in the City of San Antonio.

The Texas Department of Transportation (TxDOT), assumes that because all the same authorities would exist within the urban transportation authority as currently exist with the individual entities, the only fiscal impact to TxDOT would be for amending rules, and that any associated costs could be absorbed within existing resources.

According to the Comptroller of Public Accounts (CPA), it cannot be determined if the proposed authority would administer the local sales and use tax in a manner different from a predecessor authority; therefore, CPA assumes that fiscal impact of the bill on the state and units of local government cannot be determined. The CPA states that the agency would incur one-time technology costs in fiscal year 2010 for programming/project management related to provisions of the bill. Based on the agency's analysis, it is assumed those costs could be absorbed within existing resources.

Local Government Impact

Because the bill 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, 601 Department of Transportation

LBB Staff: JOB, KJG, SD, DB