

SENATE AMENDMENTS

2nd Printing

By: Menendez, Pickett

H.B. No. 3433

A BILL TO BE ENTITLED

AN ACT

relating to the extended registration of a fleet of motor vehicles.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 502.001, Transportation Code, is amended by adding Subdivision (6-a) to read as follows:

(6-a) "Fleet" means a group of at least 25 nonapportioned motor vehicles owned by a corporation, limited or general partnership, limited liability company, or other business entity and used for the business purposes of that entity or its affiliates.

SECTION 2. Subchapter A, Chapter 502, Transportation Code, is amended by adding Section 502.0023 to read as follows:

Sec. 502.0023. EXTENDED REGISTRATION OF FLEET MOTOR VEHICLES. (a) Notwithstanding Section 502.158(c), the department shall develop and implement a system of registration to allow an owner of a fleet to register the motor vehicles in the fleet for an extended registration period of not less than one year or more than eight years. The owner may select the number of years for registration under this section within that range and register the fleet for that period. Payment for the entire registration period selected is due at the time of registration.

(b) A system of extended registration under this section must allow the owner of a fleet to register:

(1) an entire fleet in the county of the owner's

1 residence or principal place of business; or

2 (2) the motor vehicles in a fleet that are operated
3 most regularly in the same county.

4 (c) In addition to the registration fees prescribed by
5 Subchapter D, an owner registering a fleet under this section shall
6 pay an annual fleet registration fee of \$10 per motor vehicle.

7 (d) A license plate issued under this section may include
8 the name or logo of the business entity that owns the vehicle.

9 (d-1) In addition to all other applicable registration
10 fees, an owner registering a commercial fleet under this section
11 shall pay a one-time license plate manufacturing fee of \$8 for each
12 set of plates issued that includes on the legend the name or logo of
13 the business entity that owns the vehicle.

14 (e) The department shall issue a registration insignia for
15 validation of a license plate issued under this section that is
16 valid for the period of registration under this section.

17 (f) The department shall adopt rules to implement this
18 section, including rules on suspension from the fleet program for
19 failure to comply with this section or rules adopted under this
20 section.

21 SECTION 3. Section 502.0022(c), Transportation Code, is
22 repealed.

23 SECTION 4. The Texas Department of Transportation shall
24 adopt the rules and establish the system required under Section
25 502.0023, Transportation Code, as added by this Act, not later than
26 January 1, 2010.

27 SECTION 5. This Act takes effect September 1, 2009.

ADOPTED

MAY 27 2009

Atty. Gen.
Secretary of the Senate

By: Manendez

H.B. No. 3433

Substitute the following for H.B. No. 3433:

By: Thurmond

C.S.H.B. No. 3433

A BILL TO BE ENTITLED

1 AN ACT

2 relating to the extended registration of a commercial fleet of
3 motor vehicles.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Section 502.001, Transportation Code, is amended
6 by adding Subdivision (1-a) to read as follows:

7 (1-a) "Commercial fleet" means a group of at least 25
8 nonapportioned motor vehicles owned by a corporation, limited or
9 general partnership, limited liability company, or other business
10 entity and used for the business purposes of that entity.

11 SECTION 2. Subchapter A, Chapter 502, Transportation Code,
12 is amended by adding Section 502.0023 to read as follows:

13 Sec. 502.0023. EXTENDED REGISTRATION OF COMMERCIAL FLEET
14 MOTOR VEHICLES. (a) Notwithstanding Section 502.158(c), the
15 department shall develop and implement a system of registration to
16 allow an owner of a commercial fleet to register the motor vehicles
17 in the commercial fleet for an extended registration period of not
18 less than one year or more than eight years. The owner may select
19 the number of years for registration under this section within that
20 range and register the commercial fleet for that period. Payment
21 for all registration fees for the entire registration period
22 selected is due at the time of registration.

23 (b) A system of extended registration under this section
24 must allow the owner of a commercial fleet to register:

1 (1) an entire commercial fleet in the county of the
2 owner's residence or principal place of business; or

3 (2) the motor vehicles in a commercial fleet that are
4 operated most regularly in the same county.

5 (c) In addition to the registration fees prescribed by
6 Subchapter D, an owner registering a commercial fleet under this
7 section shall pay:

8 (1) an annual commercial fleet registration fee of \$10
9 per motor vehicle in the fleet; and

10 (2) except as provided by Subsection (e), a one-time
11 license plate manufacturing fee of \$1.50 for each fleet motor
12 vehicle license plate.

13 (d) A license plate issued under this section:

14 (1) may, on request of the owner, include the name or
15 logo of the business entity that owns the vehicle;

16 (2) must include the expiration date of the
17 registration period; and

18 (3) does not require an annual registration insignia
19 to be valid.

20 (e) In addition to all other applicable registration fees,
21 an owner registering a commercial fleet under this section shall
22 pay a one-time license plate manufacturing fee of \$8 for each set of
23 plates issued that includes on the legend the name or logo of the
24 business entity that owns the vehicle instead of the fee imposed by
25 Subsection (c)(2).

26 (f) If a motor vehicle registered under this section has a
27 gross weight in excess of 10,000 pounds, the department shall also

1 issue a registration card for the vehicle that is valid for the
2 selected registration period.

3 (g) The department shall adopt rules to implement this
4 section, including rules on suspension from the commercial fleet
5 program for failure to comply with this section or rules adopted
6 under this section.

7 (h) The department and the counties in their budgeting
8 processes shall consider any temporary increases and resulting
9 decreases in revenue that will result from the use of the process
10 provided under this section.

11 SECTION 3. Subsection (b), Section 501.0234,
12 Transportation Code, is amended to read as follows:

13 (b) This section does not apply to a motor vehicle:

14 (1) that has been declared a total loss by an insurance
15 company in the settlement or adjustment of a claim;

16 (2) for which the certificate of title has been
17 surrendered in exchange for:

18 (A) a salvage vehicle title issued under this
19 chapter;

20 (B) a nonrepairable vehicle title issued under
21 this chapter;

22 (C) a certificate of authority issued under
23 Subchapter D, Chapter 683; or

24 (D) an ownership document issued by another state
25 that is comparable to a document described by Paragraphs (A)-(C);

26 [~~or~~]

27 (3) with a gross weight in excess of 11,000 pounds; or

1 (4) purchased by a commercial fleet buyer who is a
2 full-service deputy under Section 502.114 and who utilizes the
3 dealer title application process developed to provide a method to
4 submit title transactions to the county in which the commercial
5 fleet buyer is a full-service deputy.

6 SECTION 4. Section 502.0022, Transportation Code, is
7 repealed.

8 SECTION 5. The Texas Department of Transportation shall
9 adopt the rules and establish the system required under Section
10 502.0023, Transportation Code, as added by this Act, not later than
11 January 1, 2010.

12 SECTION 6. This Act takes effect September 1, 2009.

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

May 27, 2009

TO: Honorable Joe Straus, Speaker of the House, House of Representatives

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

IN RE: HB3433 by Menendez (Relating to the extended registration of a commercial fleet of motor vehicles.), **As Passed 2nd House**

Estimated Two-year Net Impact to General Revenue Related Funds for HB3433, As Passed 2nd House: 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 Revenue Gain/(Loss) from <i>State Highway Fund</i> 6	Probable Revenue Gain/(Loss) from <i>Counties</i>
2010	\$69,400,000	\$30,550,000
2011	\$83,920,000	\$34,989,688
2012	(\$3,067,500)	(\$5,465,625)
2013	(\$4,575,000)	(\$6,480,938)
2014	(\$6,082,500)	(\$7,496,250)

Fiscal Analysis

The bill would amend the Transportation Code to allow the registered owner of a commercial fleet of vehicles consisting of at least 25 nonapportioned motor vehicles used for business purposes to apply to the Texas Department of Transportation (TxDOT) for license plates, permanent decals, and registration cards. The bill would require an annual fleet management fee of \$10 per fleet vehicle, a one-time license plate manufacturing fee of \$1.50 or each set of plates or \$8 for each set of plates with the name or logo of the business entity, and the advance payment of all registration license taxes and fees for a period of no less than one year and no greater than 8 years. Under the provisions of the bill, no annual validation window sticker would be required for the vehicles during the period of years for which fees have been paid in advance.

The bill would take effect September 1, 2009.

Methodology

TxDOT estimates there are approximately 400,000 fleet vehicles in Texas and that approximately 37,500 fleet vehicles would be added each fiscal year. Based on the analysis of TxDOT, it is assumed half of the current fleet vehicles (200,000) would apply for an 8-year fleet registration in fiscal year (FY) 2010, the remaining half would apply for a 8-year fleet registration in FY 2011, and an additional 37,500 would apply in FY 2011 and each year thereafter. All applicable fees would be paid in advance for the 10-year period. For the purposes of this analysis, it is assumed 67 percent of the registration fees would be deposited to the State Highway Fund and 33 percent would be retained by the counties. The tables above also reflect the impact of the \$10/\$5 optional county road and bridge fee, of which 97 percent is deposited to county road and bridge funds and 3 percent to the State Highway Fund. It is assumed half of the fleet vehicles would be registered in counties assessing the \$10 optional fee and the remainder would be registered in counties assessing a \$5 optional fee. For the purposes of this analysis, it is assumed an \$8 plate manufacturing fee would be applied for each set of plates. Based on current law, the new \$10 fleet management fee and one-time \$8 plate manufacturing fee would be deposited to the State Highway Fund. The advance payment of all applicable fees would result in a revenue gain in the initial year of the fleet registration and a revenue loss in subsequent years as the fleet vehicles would not be required to pay annual fees until the term of the fleet registration has expired.

Based on the analysis of TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

Local Government Impact

The fiscal impact to units local government is reflected in the table above.

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

LBB Staff: JOB, SZ, KJG, MW, TG

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

May 21, 2009

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

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

IN RE: HB3433 by Menendez (Relating to the extended registration of a commercial fleet of motor vehicles.), **Committee Report 2nd House, Substituted**

Estimated Two-year Net Impact to General Revenue Related Funds for HB3433, Committee Report 2nd House, Substituted: 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 Revenue Gain/(Loss) from <i>State Highway Fund</i> 6	Probable Revenue Gain/(Loss) from <i>Counties</i>
2010	\$69,400,000	\$30,550,000
2011	\$83,920,000	\$34,989,688
2012	(\$3,067,500)	(\$5,465,625)
2013	(\$4,575,000)	(\$6,480,938)
2014	(\$6,082,500)	(\$7,496,250)

Fiscal Analysis

The bill would amend the Transportation Code to allow the registered owner of a commercial fleet of vehicles consisting of at least 25 nonapportioned motor vehicles used for business purposes to apply to the Texas Department of Transportation (TxDOT) for license plates, permanent decals, and registration cards. The bill would require an annual fleet management fee of \$10 per fleet vehicle, a one-time license plate manufacturing fee of \$1.50 or each set of plates or \$8 for each set of plates with the name or logo of the business entity, and the advance payment of all registration license taxes and fees for a period of no less than one year and no greater than 8 years. Under the provisions of the bill, no annual validation window sticker would be required for the vehicles during the period of years for which fees have been paid in advance.

The bill would take effect September 1, 2009.

Methodology

TxDOT estimates there are approximately 400,000 fleet vehicles in Texas and that approximately 37,500 fleet vehicles would be added each fiscal year. Based on the analysis of TxDOT, it is assumed half of the current fleet vehicles (200,000) would apply for an 8-year fleet registration in fiscal year (FY) 2010, the remaining half would apply for a 8-year fleet registration in FY 2011, and an additional 37,500 would apply in FY 2011 and each year thereafter. All applicable fees would be paid in advance for the 10-year period. For the purposes of this analysis, it is assumed 67 percent of the registration fees would be deposited to the State Highway Fund and 33 percent would be retained by the counties. The tables above also reflect the impact of the \$10/\$5 optional county road and bridge fee, of which 97 percent is deposited to county road and bridge funds and 3 percent to the State Highway Fund. It is assumed half of the fleet vehicles would be registered in counties assessing the \$10 optional fee and the remainder would be registered in counties assessing a \$5 optional fee. For the purposes of this analysis, it is assumed an \$8 plate manufacturing fee would be applied for each set of plates. Based on current law, the new \$10 fleet management fee and one-time \$8 plate manufacturing fee would be deposited to the State Highway Fund. The advance payment of all applicable fees would result in a revenue gain in the initial year of the fleet registration and a revenue loss in subsequent years as the fleet vehicles would not be required to pay annual fees until the term of the fleet registration has expired.

Based on the analysis of TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

Local Government Impact

The fiscal impact to units local government is reflected in the table above.

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

LBB Staff: JOB, KJG, MW, TG

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

May 14, 2009

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

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

IN RE: HB3433 by Menendez (Relating to the extended registration of a fleet of motor vehicles.), **As Engrossed**

Estimated Two-year Net Impact to General Revenue Related Funds for HB3433, As Engrossed: 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 Revenue Gain/(Loss) from <i>State Highway Fund</i> 6	Probable Revenue Gain/(Loss) from <i>Counties</i>
2010	\$69,400,000	\$30,550,000
2011	\$83,920,000	\$34,989,688
2012	(\$3,067,500)	(\$5,465,625)
2013	(\$4,575,000)	(\$6,480,938)
2014	(\$6,082,500)	(\$7,496,250)

Fiscal Analysis

The bill would amend the Transportation Code to allow the registered owner of a fleet of vehicles consisting of at least 25 nonapportioned motor vehicles used for business purposes to apply to the Texas Department of Transportation (TxDOT) for license plates, permanent decals, and registration cards. The bill would require an annual fleet management fee of \$10 per fleet vehicle, a one-time license plate manufacturing fee of \$8 for each set of plates, and the advance payment of all registration license taxes and fees for a period of no less than one year and no greater than 8 years. Under the provisions of the bill, no annual validation window sticker would be required for the vehicles during the period of years for which fees have been paid in advance.

The bill would take effect September 1, 2010.

Methodology

TxDOT estimates there are approximately 400,000 fleet vehicles in Texas and that approximately 37,500 fleet vehicles would be added each fiscal year. Based on the analysis of TxDOT, it is assumed half of the current fleet vehicles (200,000) would apply for an 8-year fleet registration in fiscal year (FY) 2010, the remaining half would apply for a 8-year fleet registration in FY 2011, and an additional 37,500 would apply in FY 2011 and each year thereafter. All applicable fees would be paid in advance for the 10-year period. For the purposes of this analysis, it is assumed 67 percent of the registration fees would be deposited to the State Highway Fund and 33 percent would be retained by the counties. The tables above also reflect the impact of the \$10/\$5 optional county road and bridge fee, of which 97 percent is deposited to county road and bridge funds and 3 percent to the State Highway Fund. It is assumed half of the fleet vehicles would be registered in counties assessing the \$10 optional fee and the remainder would be registered in counties assessing a \$5 optional fee. Based on current law, the new \$10 fleet management fee and one-time \$8 plate manufacturing fee would be deposited to the State Highway Fund. The advance payment of all applicable fees would result in a revenue gain in the initial year of the fleet registration and a revenue loss in subsequent years as the fleet vehicles would not be required to pay annual fees until the term of the fleet registration has expired.

Based on the analysis of TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

Local Government Impact

The fiscal impact to units local government is reflected in the table above.

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

LBB Staff: JOB, KJG, MW, TG

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION

April 10, 2009

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

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

IN RE: HB3433 by Menendez (Relating to the extended registration of a fleet of motor vehicles.),
Committee Report 1st House, Substituted

Estimated Two-year Net Impact to General Revenue Related Funds for HB3433, Committee Report 1st House, Substituted: 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 Revenue Gain/(Loss) from <i>State Highway Fund</i> 6	Probable Revenue Gain/(Loss) from <i>Counties</i>
2010	\$68,100,000	\$30,550,000
2011	\$82,376,250	\$34,989,688
2012	(\$3,311,250)	(\$5,465,625)
2013	(\$4,818,750)	(\$6,480,938)
2014	(\$6,326,250)	(\$7,496,250)

Fiscal Analysis

The bill would amend the Transportation Code to allow the registered owner of a fleet of vehicles consisting of at least 25 nonapportioned motor vehicles used for business purposes to apply to the Texas Department of Transportation (TxDOT) for license plates, permanent decals, and registration cards. The bill would require an annual fleet management fee of \$10 per fleet vehicle, a one-time license plate manufacturing fee of \$1.50, and the advance payment of all registration license taxes and fees for a period of no less than one year and no greater than 8 years. Under the provisions of the bill, no annual validation window sticker would be required for the vehicles during the period of years for which fees have been paid in advance.

The bill would take effect September 1, 2010.

Methodology

TxDOT estimates there are approximately 400,000 fleet vehicles in Texas and that approximately 37,500 fleet vehicles would be added each fiscal year. Based on the analysis of TxDOT, it is assumed half of the current fleet vehicles (200,000) would apply for an 8-year fleet registration in fiscal year (FY) 2010, the remaining half would apply for a 8-year fleet registration in FY 2011, and an additional 37,500 would apply in FY 2011 and each year thereafter. All applicable fees would be paid in advance for the 10-year period. For the purposes of this analysis, it is assumed 67 percent of the registration fees would be deposited to the State Highway Fund and 33 percent would be retained by the counties. The tables above also reflect the impact of the \$10/\$5 optional county road and bridge fee, of which 97 percent is deposited to county road and bridge funds and 3 percent to the State Highway Fund. It is assumed half of the fleet vehicles would be registered in counties assessing the \$10 optional fee and the remainder would be registered in counties assessing a \$5 optional fee. Based on current law, the new \$10 fleet management fee and one-time \$1.50 plate manufacturing fee would be deposited to the State Highway Fund. The advance payment of all applicable fees would result in a revenue gain in the initial year of the fleet registration and a revenue loss in subsequent years as the fleet vehicles would not be required to pay annual fees until the term of the fleet registration has expired.

Based on the analysis of TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

Local Government Impact

The fiscal impact to units local government is reflected in the table above.

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

LBB Staff: JOB, KJG, MW, TG

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: HB3433 by Menendez (Relating to the extended registration of a fleet of motor vehicles.), As Introduced

Estimated Two-year Net Impact to General Revenue Related Funds for HB3433, 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 Revenue Gain/(Loss) from <i>State Highway Fund</i> 6	Probable Revenue Gain/(Loss) from <i>Counties</i>
2010	\$89,070,000	\$40,895,000
2011	\$107,278,125	\$46,698,438
2012	\$620,625	(\$3,616,875)
2013	(\$886,875)	(\$4,632,188)
2014	(\$2,394,375)	(\$5,647,500)

Fiscal Analysis

The bill would amend the Transportation Code to allow the registered owner of a fleet of vehicles consisting of at least 50 commercial or passenger motor vehicles used for business purposes to apply to the Texas Department of Transportation (TxDOT) for license plates, permanent decals, and registration cards. The bill would require an annual fleet management fee of \$10 per fleet vehicle, a one-time license plate manufacturing fee of \$1.50, and the advance payment of all registration license taxes and fees for a period of no less than three years and no greater than 10 years. Under the provisions of the bill, no annual validation window sticker would be required for the vehicles during the period of years for which fees have been paid in advance.

The bill would take effect January 1, 2010.

Methodology

TxDOT estimates there are approximately 400,000 fleet vehicles in Texas and that approximately 37,500 fleet vehicles would be added each fiscal year. Based on the analysis of TxDOT, it is assumed half of the current fleet vehicles (200,000) would apply for a 10-year fleet registration in fiscal year (FY) 2010, the remaining half would apply for a 10-year fleet registration in FY 2011, and an additional 37,500 would apply in FY 2011 and each year thereafter. All applicable fees would be paid in advance for the 10-year period. For the purposes of this analysis, it is assumed 67 percent of the registration fees would be deposited to the State Highway Fund and 33 percent would be retained by the counties. The tables above also reflect the impact of the \$10/\$5 optional county road and bridge fee, of which 97 percent is deposited to county road and bridge funds and 3 percent to the State Highway Fund. It is assumed half of the fleet vehicles would be registered in counties assessing the \$10 optional fee and the remainder would be registered in counties assessing a \$5 optional fee. Based on current law, the new \$10 fleet management fee and one-time \$1.50 plate manufacturing fee would be deposited to the State Highway Fund. The advance payment of all applicable fees would result in a revenue gain in the initial year of the fleet registration and a revenue loss in subsequent years as the fleet vehicles would not be required to pay annual fees until the term of the fleet registration has expired.

Based on the analysis of TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

Local Government Impact

The fiscal impact to units local government is reflected in the table above.

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

LBB Staff: JOB, KJG, MW, TG