

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 82ND LEGISLATIVE REGULAR SESSION

April 29, 2011

TO: Honorable Larry Phillips, Chair, House Committee on Transportation

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

IN RE: HB2596 by Garza (Relating to the authority of local governments to enact and enforce certain traffic regulations.), **Committee Report 1st House, Substituted**

No fiscal implication to the State is anticipated.

The bill would amend the Transportation Code to authorize the Texas Department of Transportation (TxDOT) to enter into an agreement with a local government regarding the use of a transponder issued by the department and the corresponding electronic toll collection customer account to pay for parking services offered by the local government at a facility established by the local government under Chapter 22.

The bill would prohibit the governing body of a home-rule municipality, by ordinance, from requiring a permit to park on a public street or alley of the municipality if the street or alley is located within 1,000 feet of the Capitol view corridor and has a posted speed limit of 35 miles per hour or less.

The bill would authorize a commissioners court to set and enforce a speed limit of not less than 20 miles per hour on a road in the county at the request of the property owners that are adjacent to a privately maintained road in a subdivision.

The bill also would lower the speed limit to not less than 20 miles per hour that the governing body of a municipality would be authorized to declare on a one-lane undivided highway if the governing body determined the prima facie speed limit was unreasonable or unsafe.

According to TxDOT, any costs or duties could be absorbed within existing resources.

Local Government Impact

No significant fiscal implication to units of local government is anticipated.

Source Agencies: 601 Department of Transportation

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