

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 82ND LEGISLATIVE REGULAR SESSION

March 29, 2011

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

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

IN RE: HB3789 by Phillips (Relating to the development of toll projects through public-private partnerships.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would add Chapter 373 to the Transportation Code to establish policies and procedures relating to the authority of the Texas Department of Transportation (TxDOT), a regional tollway authority, a regional mobility authority, or an applicable county (collectively, “toll project entities”) to enter into public-private partnership agreements for the development of certain toll projects. A toll project entity would be authorized to enter into a public-private partnership authorized by the bill only if the project is identified in TxDOT’s unified transportation program or is located on a transportation corridor identified in the statewide transportation plan. The bill would amend provisions in the Transportation Code to limit the scope of a comprehensive development agreement to the design, development, financing, construction, extension, or expansion of certain transportation projects. The bill would repeal the expiration date provisions on the authority for TxDOT and an RMA to enter into a comprehensive development agreement.

Based on the analysis of TxDOT, it is assumed any costs associated with entering into a public-private partnership agreement or CDA authorized by the bill would be accommodated through the allocation of the agency’s existing transportation planning and construction funds.

Local Government Impact

Fiscal impact to units of local government would vary depending on the number and size of public-private partnership projects under the provisions of the bill, but is not anticipated to be significant.

Source Agencies: 601 Department of Transportation

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