

**LEGISLATIVE BUDGET BOARD**  
**Austin, Texas**

**FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION**  
**Revision 1**

**March 6, 2013**

**TO:** Honorable Tracy O. King, Chair, House Committee On Agriculture & Livestock

**FROM:** Ursula Parks, Director, Legislative Budget Board

**IN RE:** **HB1116** by Villarreal (Relating to the creation of the Texas Native Seed Competitive Grant Program.), **As Introduced**

**Estimated Two-year Net Impact to General Revenue Related Funds** for HB1116, As Introduced: an impact of \$0 through the biennium ending August 31, 2015.

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:**

<b>Fiscal Year</b>	<b>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</b>
2014	\$0
2015	\$0
2016	\$0
2017	\$0
2018	\$0

**All Funds, Five-Year Impact:**

<b>Fiscal Year</b>	<b>Probable Savings/(Cost) from State Highway Fund</b>
2014	(\$500,000)
2015	(\$500,000)
2016	(\$500,000)
2017	(\$500,000)
2018	(\$500,000)

## **Fiscal Analysis**

The bill would amend the Transportation Code to require the Texas Department of Transportation (TxDOT) to design and implement a competitive grant program for general academic teaching institutions, as defined by Section 61.003 of the Education Code, to support the development of native seeds for restoration of wildlife habitat, roadsides, and energy exploration sites. The bill would require TxDOT to develop program goals and desired results, monitor grant compliance, analyze the extent to which the program achieves the established goals, and publish the analysis on the TxDOT website or in any annual publication TxDOT is required by statute to publish. The bill would authorize TxDOT to adopt rules for administration of the program.

The bill would take effect on September 1, 2013.

## **Methodology**

TxDOT reported that the agency is currently funding one research project related to native plant integration for certain regions of the state at an amount of \$500,000 per fiscal year over fiscal years 2013 through 2018. This grant is currently funded out of the agency's State Highway Fund 6 appropriations and is eligible for federal reimbursements at a rate of 80 percent under the State Planning and Research Program.

For the purposes of this analysis, it is assumed that TxDOT would award one grant under the new competitive grant program created by the bill at an amount of \$500,000 per fiscal year for five fiscal years beginning in fiscal year 2014. This analysis assumes the grant would be made out of State Highway Fund 6 appropriations. In the event the grant research is eligible for federal reimbursements under the State Planning and Research Program, approximately \$400,000 of grant expenditures each year could be reimbursed to State Highway Fund 6. However, the availability of federal funds for the new grant program would depend on the amount of federal apportionments that are not obligated by TxDOT for other planning and research purposes.

Based on the information provided by TxDOT, it is assumed any costs or duties associated with establishing and administering the new grant program could be absorbed within the agency's existing resources.

## **Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation

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