

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

April 15, 2013

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

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB3411 by Flynn (Relating to the use of certain lighting equipment on motor vehicles.),
As Introduced

Estimated Two-year Net Impact to General Revenue Related Funds for HB3411, 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:

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

All Funds, Five-Year Impact:

Fiscal Year	Probable Savings/(Cost) from State Highway Fund
	6
2014	(\$6,191,364)
2015	\$0
2016	\$0
2017	\$0
2018	\$0

Fiscal Analysis

The bill would amend Chapter 547 of the Transportation Code, relating to vehicle equipment, to prohibit a vehicle from being equipped or operated with alternately flashing lighting equipment that is blue in color unless the vehicle is an authorized police vehicle or a vehicle used for law enforcement purposes that is owned or leased by the federal government. The bill would require

the Texas Department of Transportation's (TxDOT) standards and specifications for the use of lamps and flashing lights on highway maintenance and service equipment to comply with the requirements of Chapter 547 as amended by the bill and would permit TxDOT to use only amber or white flashing lights.

The bill would take effect on September 1, 2013.

Methodology

The bill would prohibit TxDOT from operating service vehicles and maintenance equipment with blue warning lights. It is assumed TxDOT would be required to replace blue warning light components currently issued and on supply for such vehicles and equipment with either amber or white lights. Based on the information provided by TxDOT, it is assumed the agency would incur a cost of \$6,191,364 from the State Highway Fund to replace an estimated 14,581 units.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 601 Department of Transportation

LBB Staff: UP, AG, MW, TG