

SENATE AMENDMENTS

2nd Printing

By: Raymond, et al.

H.B. No. 1198

A BILL TO BE ENTITLED

AN ACT

relating to authorizing an optional county fee for vehicle registration in certain counties.

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

SECTION 1. Subchapter H, Chapter 502, Transportation Code, is amended by adding Section 502.4011 to read as follows:

Sec. 502.4011. OPTIONAL COUNTY FEE FOR ROAD AND BRIDGE FUND IN CERTAIN COUNTIES. (a) This section applies only to a county that:

(1) is located on an international border; and

(2) has a population of more than 60,000 and less than 300,000.

(b) The commissioners court of a county by order may impose an additional fee, not to exceed \$10, for registering a vehicle in the county. A fee may not be imposed or increased under this section unless approved by a majority of the voters of the county voting at an election called by the county judge for that purpose.

(c) A vehicle that may be registered under this chapter without payment of a registration fee may be registered in a county imposing a fee under this section without payment of the additional fee.

(d) A fee imposed under this section may take effect and be removed in accordance with the requirements of Section 502.401, except that the fee may not be imposed or increased unless approved

1 at an election held as provided by Subsection (b).

2 (e) The additional fee shall be collected for a vehicle when
3 other fees imposed under this chapter are collected. The fee
4 revenue collected shall be sent to the county treasurer to be
5 credited to the county road and bridge fund.

6 (f) A fee imposed under this section may be collected in
7 addition to a fee collected under Section 502.401.

8 (g) The department shall adopt rules necessary to
9 administer registration for a vehicle being registered in a county
10 imposing a fee under this section.

11 SECTION 2. This Act takes effect immediately if it receives
12 a vote of two-thirds of all the members elected to each house, as
13 provided by Section 39, Article III, Texas Constitution. If this
14 Act does not receive the vote necessary for immediate effect, this
15 Act takes effect September 1, 2013.

ADOPTED

MAY 21 2013

Leta Stovall
Secretary of the Senate

By: Raymond/Zaffirini

H.B. No. 1198

Substitute the following for H.B. No. 1198:

By: Kevin Paul

C.S.H.B. No. 1198

A BILL TO BE ENTITLED

1 AN ACT

2 relating to authorizing an optional county fee on vehicles
3 registered in certain counties to fund transportation projects.

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

5 SECTION 1. Section 502.402(a), Transportation Code, is
6 amended to read as follows:

7 (a) This section applies only to a county:

8 (1) that borders the United Mexican States;

9 (2) that has a population of more than 250,000
10 [~~300,000~~]; and

11 (3) in which the largest municipality has a population
12 of less than 400,000 [~~300,000~~].

13 SECTION 2. Section 502.402, Transportation Code, as amended
14 by this Act, applies only to the fee for a registration period
15 beginning on or after the effective date of this Act. A fee for a
16 registration period beginning before the effective date of this Act
17 is governed by the law in effect when the registration period began,
18 and the former law is continued in effect for that purpose.

19 SECTION 3. This Act takes effect September 1, 2013.

ADOPTED

MAY 20 2013

Letay Spaul
Secretary of the Senate

FLOOR AMENDMENT NO. 1

BY: *Jose Rodriguez*

1 Amend C.S.H.B. No. 1198 (senate committee printing) by
2 striking SECTION 1 of the bill (page 1, lines 24 through 31), and
3 substituting the following:

4 SECTION 1. Sections 502.402(a) and (e), Transportation
5 Code, are amended to read as follows:

6 (a) This section applies only to a county that:

7 (1) ~~[that]~~ borders the United Mexican States; and

8 (2) ~~[that]~~ has a population of more than 250,000
9 ~~[300,000, and~~

10 ~~[(3) in which the largest municipality has a~~
11 ~~population of less than 300,000].~~

12 (e) The additional fee shall be collected for a vehicle when
13 other fees imposed under this chapter are collected. The fee
14 revenue collected shall be sent to a a ~~[the]~~ regional mobility
15 authority located in ~~[of]~~ the county to fund long-term
16 transportation projects in the county.

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

May 22, 2013

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

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB1198 by Raymond (Relating to authorizing an optional county fee on vehicles registered in certain counties to fund transportation projects.), **As Passed 2nd House**

No significant fiscal implication to the State is anticipated.

The bill would amend Chapter 502 of the Transportation Code to authorize certain counties to impose an optional county fee for of up to \$10 for transportation projects for registering a vehicle in those counties. The new fee could be collected in addition to the existing optional county road and bridge fee authorized by Transportation Code, Section 502.401. The bill would require the revenue collected from the fee to be credited to the county road and bridge fund. One hundred percent of revenue from the fee goes to the county's regional mobility authority to fund long-term transportation projects in the county. The provisions would apply only to a county that borders the United Mexican States and has a population of more than 250,000. Based on the applicability criteria, Cameron, El Paso, Hidalgo, and Webb counties would be eligible.

The Comptroller's office and the Department of Motor Vehicles (DMV) report that bill would not impact the State's cash flow but it would increase revenue to the County Road and Bridge Fund in the applicable counties. Based on the information provided by DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The bill would take effect September 1, 2013.

Local Government Impact

The potential revenue gain to applicable counties would vary depending on any incremental increase in the amount of the optional fee charged by the county and the number of vehicles registered in the county.

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

LBB Staff: UP, AG, SD, TP

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

May 15, 2013

TO: Honorable Robert Nichols, Chair, Senate Committee on Transportation

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB1198 by Raymond (Relating to authorizing an optional county fee on vehicles registered in certain counties to fund transportation projects.), **Committee Report 2nd House, Substituted**

<p>No significant fiscal implication to the State is anticipated.</p>
--

The bill would amend Chapter 502 of the Transportation Code to authorize certain counties to impose an optional county fee for of up to \$10 for transportation projects for registering a vehicle in those counties. The new fee could be collected in addition to the existing optional county road and bridge fee authorized by Transportation Code, Section 502.401. The bill would require the revenue collected from the fee to be credited to the county road and bridge fund. One hundred percent of revenue from the fee goes to the county's regional mobility authority to fund long-term transportation projects in the county. The provisions would apply only to a county with a population of more than 250,000, and in which the largest city has a population of less than 400,000. Based on the applicability criteria, Cameron, Hidalgo and Webb counties would be eligible.

The Comptroller's office and the Department of Motor Vehicles (DMV) report that bill would not impact the State's cash flow but it would increase revenue to the County Road and Bridge Fund in the applicable counties. Based on the information provided by DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The bill would take effect September 1, 2013.

Local Government Impact

The potential revenue gain to Webb County would vary depending on any incremental increase in the amount of the optional fee charged by the county and the number of vehicles registered in the county. Based on the analysis of DMV, it is assumed the number of applicable vehicle registrations and corresponding revenues would increase by 1.5 percent each year.

Based on the information provided by the DMV and for the purposes of this analysis, it is assumed that Webb County would begin charging the additional optional fee of \$10 on January 1, 2014, which would apply to vehicle registration transactions processed on or after that date in fiscal year (FY) 2014. Webb County would have approximately 176,624 registered vehicles in FY 2014 for an estimated revenue gain of \$1.8 million and 187,461 registered vehicles in FY 2018 for an estimated revenue gain of \$1.9 million; with total revenues of \$8.5 million in FY 2014–18. (FY 2014 revenue is calculated for eight months.)

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

LBB Staff: UP, AG, TP

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

May 13, 2013

TO: Honorable Robert Nichols, Chair, Senate Committee on Transportation

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB1198 by Raymond (Relating to authorizing an optional county fee for vehicle registration in certain counties.), **As Engrossed**

No significant fiscal implication to the State is anticipated.

The bill would amend Chapter 502 of the Transportation Code to authorize certain counties to impose an optional county fee of up to \$10 for registering a vehicle in those counties if approved by a majority of voters in an election. The new fee could be collected in addition to the existing optional county road and bridge fee authorized by Transportation Code, Section 502.401. The bill would authorize the fee to take effect in accordance with the requirements of Section 502.401 (on January 1 of a year). The bill would require the revenue collected from the fee to be credited to the county road and bridge fund. The provisions of the bill would apply only to a county located on an international border with a population of more than 60,000 and less than 300,000. Based on the applicability criteria, the provisions of the bill would apply only to Starr and Webb counties.

The Comptroller's office and the Department of Motor Vehicles (DMV) report that the bill would not impact the State's cash flow but it would increase revenue to the County Road and Bridge Fund in the applicable counties. Based on the information provided by DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The bill would take effect immediately upon receiving a vote of two-thirds of all members elected to each house or otherwise on September 1, 2013.

Local Government Impact

The potential revenue gain to Starr and Webb counties would vary depending on any incremental increase in the amount of the optional fee charged by the county, the number of vehicles registered in the county, and whether it was approved by voters in an election. Based on the analysis of DMV, it is assumed the number of applicable vehicle registrations and corresponding revenues would increase by 1.5 percent each year.

Based on the information provided by the DMV and for the purposes of this analysis, it is assumed that Starr and Webb counties would begin charging the additional optional fee of \$10 on January 1, 2014, which would apply to vehicle registration transactions processed on or after that date in fiscal year (FY) 2014; and the number of registered vehicles in each county would increase by 1.5 percent annually.

Starr County would have approximately 50,635 registered vehicles in FY 2014 for an estimated revenue gain of \$506,350 increasing to 53,742 registered vehicles in FY 2018 for an estimated revenue gain of \$537,420; with total revenues of \$2.6 million in FY 2014-18.

Webb County would have approximately 176,624 registered vehicles in FY 2014 for an estimated revenue gain of \$1.8 million and 187,461 registered vehicles in FY 2018 for an estimated revenue gain of \$1.9 million; with total revenues of \$9.1 million in FY 2014-18.

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

LBB Staff: UP, AG, SD, TP, MW, TG

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

Revision 1

April 19, 2013

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

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB1198 by Raymond (Relating to authorizing an optional county fee for vehicle registration in certain counties.), **Committee Report 1st House, Substituted**

No significant fiscal implication to the State is anticipated.

The bill would amend Chapter 502 of the Transportation Code to authorize certain counties to impose an optional county fee of up to \$10 for registering a vehicle in those counties if approved by a majority of voters in an election. The new fee could be collected in addition to the existing optional county road and bridge fee authorized by Transportation Code, Section 502.401. The bill would authorize the fee to take effect in accordance with the requirements of Section 502.401 (on January 1 of a year). The bill would require the revenue collected from the fee to be credited to the county road and bridge fund. The provisions of the bill would apply only to a county located on an international border with a population of more than 60,000 and less than 300,000. Based on the applicability criteria, the provisions of the bill would apply only to Starr and Webb counties.

The Comptroller's office and the Department of Motor Vehicles (DMV) report that the bill would not impact the State's cash flow but it would increase revenue to the County Road and Bridge Fund in the applicable counties. Based on the information provided by DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The bill would take effect immediately upon receiving a vote of two-thirds of all members elected to each house or otherwise on September 1, 2013.

Local Government Impact

The potential revenue gain to Starr and Webb counties would vary depending on any incremental increase in the amount of the optional fee charged by the county, the number of vehicles registered in the county, and whether it was approved by voters in an election. Based on the analysis of DMV, it is assumed the number of applicable vehicle registrations and corresponding revenues would increase by 1.5 percent each year.

Based on the information provided by the DMV and for the purposes of this analysis, it is assumed that Starr and Webb counties would begin charging the additional optional fee of \$10 on January 1, 2014, which would apply to vehicle registration transactions processed on or after that date in fiscal year (FY) 2014; and the number of registered vehicles in each county would increase by 1.5

percent annually.

Starr County would have approximately 50,635 registered vehicles in FY 2014 for an estimated revenue gain of \$506,350 increasing to 53,742 registered vehicles in FY 2018 for an estimated revenue gain of \$537,420; with total revenues of \$2.6 million in FY 2014-18.

Webb County would have approximately 176,624 registered vehicles in FY 2014 for an estimated revenue gain of \$1.8 million and 187,461 registered vehicles in FY 2018 for an estimated revenue gain of \$1.9 million; with total revenues of \$9.1 million in FY 2014-18.

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

LBB Staff: UP, AG, SD, TP, MW, TG

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

April 17, 2013

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

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB1198 by Raymond (Relating to authorizing an optional county fee for vehicle registration in certain counties.), **Committee Report 1st House, Substituted**

<p>No significant fiscal implication to the State is anticipated.</p>
--

The bill would amend Chapter 502 of the Transportation Code to authorize certain counties to impose an optional county fee of up to \$10 for registering a vehicle in those counties if approved by a majority of voters in an election. The new fee could be collected in addition to the existing optional county road and bridge fee authorized by Transportation Code, Section 502.401. The bill would authorize the fee to take effect in accordance with the requirements of Section 502.401 (on January 1 of a year). The bill would require the revenue collected from the fee to be credited to the county road and bridge fund. The provisions of the bill would apply only to a county located on an international border with a population of more than 60,000 and less than 300,000. Based on the applicability criteria, the provisions of the bill would apply only to Starr and Webb counties.

The Comptroller's office and the Department of Motor Vehicles (DMV) report that the bill would not impact the State's cash flow but it would increase revenue to the County Road and Bridge Fund in the applicable counties. Based on the information provided by DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The bill would take effect immediately upon receiving a vote of two-thirds of all members elected to each house or otherwise on September 1, 2013.

Local Government Impact

The potential revenue gain to Starr and Webb counties would vary depending on any incremental increase in the amount of the optional fee charged by the county, the number of vehicles registered in the county, and whether it was approved by voters in an election. Based on the analysis of DMV, it is assumed the number of applicable vehicle registrations and corresponding revenues would increase by 1.5 percent each year.

Based on the information provided by the DMV and for the purposes of this analysis, it is assumed that Starr and Webb counties would begin charging the additional optional fee of \$10 on January 1, 2014, which would apply to vehicle registration transactions processed on or after that date in fiscal year (FY) 2014; and the number of registered vehicles in each county would increase by 1.5 percent annually.

Starr County would have approximately 50,635 registered vehicles in FY 2014 for an estimated revenue gain of \$506,350 increasing to 53,742 registered vehicles in FY 2018 for an estimated revenue gain of \$537,420; with total revenues of \$2.6 million in FY 2014 to 1/2 18.

Webb County would have approximately 176,624 registered vehicles in FY 2014 for an estimated revenue gain of \$1.8 million and 187,461 registered vehicles in FY 2018 for an estimated revenue gain of \$1.9 million; with total revenues of \$9.1 million in FY 2014 to 1/2 18.

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

LBB Staff: UP, AG, SD, TP, MW, TG

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 83RD LEGISLATIVE REGULAR SESSION

March 18, 2013

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

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB1198 by Raymond (Relating to authorizing an optional county fee for vehicle registration in certain counties.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would amend Chapter 502 of the Transportation Code to authorize certain counties to impose an optional county fee of up to \$10 for registering a vehicle in those counties. The new fee could be collected in addition to the existing optional county road and bridge fee authorized by Transportation Code, Section 502.401. The bill would authorize the fee to take effect in accordance with the requirements of Section 502.401 (on January 1 of a year). The bill would require the revenue collected from the fee to be credited to the county road and bridge fund. The provisions of the bill would apply only to a county located on an international border with a population of more than 60,000 and less than 300,000. Based on the applicability criteria, the provisions of the bill would apply only to Starr and Webb counties.

The Comptroller's office and the Department of Motor Vehicles (DMV) report that bill would not impact the State's cash flow but it would increase revenue to the County Road and Bridge Fund in the applicable counties. Based on the information provided by DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The bill would take effect immediately upon receiving a vote of two-thirds of all members elected to each house or otherwise on September 1, 2013.

Local Government Impact

The potential revenue gain to Starr and Webb counties would vary depending on any incremental increase in the amount of the optional fee charged by the county and the number of vehicles registered in the county. Based on the analysis of DMV, it is assumed the number of applicable vehicle registrations and corresponding revenues would increase by 1.5 percent each year.

Based on the information provided by the DMV and for the purposes of this analysis, it is assumed that Starr and Webb counties would begin charging the additional optional fee of \$10 on January 1, 2014, which would apply to vehicle registration transactions processed on or after that date in fiscal year (FY) 2014; and the number of registered vehicles in each county would increase by 1.5 percent annually.

Starr County would have approximately 50,635 registered vehicles in FY 2014 for an estimated revenue gain of \$506,350 increasing to 53,742 registered vehicles in FY 2018 for an estimated revenue gain of \$537,420; with total revenues of \$2.6 million in FY 2014–18.

Webb County would have approximately 176,624 registered vehicles in FY 2014 for an estimated revenue gain of \$1.8 million and 187,461 registered vehicles in FY 2018 for an estimated revenue gain of \$1.9 million; with total revenues of \$9.1 million in FY 2014–18.

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

LBB Staff: UP, AG, SD, TP, MW, TG