

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 84TH LEGISLATIVE REGULAR SESSION

March 11, 2015

TO: Honorable Joseph Pickett, Chair, House Committee on Transportation

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB594 by Israel (Relating to toll rates for certain vehicles traveling on State Highway 130.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB594, As Introduced: a negative impact of (\$37,469,218) through the biennium ending August 31, 2017.

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
2016	(\$18,734,609)
2017	(\$18,734,609)
2018	(\$18,734,609)
2019	(\$18,734,609)
2020	(\$18,734,609)

All Funds, Five-Year Impact:

Fiscal Year	Probable Savings/(Cost) from General Revenue Fund
	1
2016	(\$18,734,609)
2017	(\$18,734,609)
2018	(\$18,734,609)
2019	(\$18,734,609)
2020	(\$18,734,609)

Fiscal Analysis

The bill would amend the Transportation Code to require the Texas Transportation Commission (TTC) and the Texas Department of Transportation (TxDOT), not later than January 1, 2016, to develop a program to discount or adjust toll rates for a vehicle or combination of vehicles with three or more axles traveling on Segments 1-4 of State Highway 130.

The bill would take effect September 1, 2015.

Methodology

Based on the information and analysis provided by TxDOT, it is assumed the TTC would authorize and implement a discount program for a vehicle or combination of vehicles with three or more axles, under which such vehicles would be charged a discounted toll rate equal to the toll for a two axle vehicle traveling on Segments 1-4 of State Highway 130 on the Central Texas Turnpike System (CTTS). TxDOT reports that average toll transaction rates are \$6.12 for a four axle vehicle/combination and \$2.04 for a two axle vehicles. Therefore, it is assumed the average toll transaction discount would be \$4.08 for a four axle vehicle/combination. Based on the analysis provided by TxDOT, it is assumed four axle vehicle/combination usage of the toll facility would result in approximately 4.6 million discounted transactions per year, which would result in cumulative toll discount of \$18.7 million per year. For the purposes of this analysis, it is assumed the discount program would be effective on September 1, 2015.

Because TxDOT is required to consider the requirements of toll project bond covenants when adopting toll collection and enforcement policies, TxDOT would be required to reimburse the CTTS for the difference in toll revenue resulting from a toll discount on SH 130, Segments 1-4. For the purposes of this analysis, it is assumed an appropriation of General Revenue would be made to TxDOT to reimburse CTTS for the revenue loss associated with the toll discount (estimated to be \$18.7 million each year).

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 601 Department of Transportation

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