

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 84TH LEGISLATIVE REGULAR SESSION

April 7, 2015

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

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: **HB1324** by Israel (Relating to the establishment and operation of a motor-bus-only lane pilot program in certain counties.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would amend the Transportation Code to require the Texas Department of Transportation (TxDOT) to establish and operate a motor-bus-only pilot lane program for highways in Bexar, El Paso, Travis, and Tarrant Counties, or in adjacent counties, in consultation with the Department of Public Safety, the appropriate local transit and transportation authorities, and the municipalities served by those authorities. The bill would require TxDOT to include in the program bus driver safety training, public awareness and education, bus operating rules, and roadside signs and pavement markings. The bill would require TxDOT to fund the implementation of the program and require participating mass transit entities to reimburse TxDOT for funds spent on implementation of the program features. The bill would require TxDOT to submit a report regarding the pilot program no later than December 31, 2017.

Based on the information provided by TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within the agency's existing resources. It is also assumed that TxDOT expenditures for implementation of certain features of the pilot program would be reimbursed by the participating mass transit entities as required under the provisions of the bill.

Local Government Impact

There would be costs to the applicable counties for the requirement to establish and operate a motor-bus-only pilot lane for highways, but the amounts would vary.

The Capital Metropolitan Transportation Authority (Cap Metro) in Travis County reported one-time costs to establish the program would not be significant. These costs could be offset by revenues from increased ridership due to improved service of Cap Metro under the program.

Source Agencies: 405 Department of Public Safety, 601 Department of Transportation

LBB Staff: UP, AG, NV, TG, EK