

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

**FISCAL NOTE, 84TH LEGISLATIVE REGULAR SESSION**

**May 12, 2015**

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

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

**IN RE: HB2861** by Raymond (Relating to an optional procedure for the issuance of a permit by the City of Laredo for the movement of oversize or overweight vehicles carrying cargo in Webb County; authorizing a fee; adding a provision subject to criminal penalties.), **As Engrossed**

The bill would have an indeterminate revenue gain to the State Highway Fund. The impact cannot be determined based on the unknown number of permits that would be issued and the unknown fee to be levied for each permit.

The bill would amend the Transportation Code relating to the issuance of permits for the movement of oversized and overweight vehicles by the City of Laredo on certain roads in Webb county. Under the provisions of the bill, the fees collected would be permitted to be used for the operation and maintenance of the roadways and for the City of Laredo's administrative costs, which would be prohibited from exceeding 15% of the fees collected. The bill would require the remaining fees to be distributed between the state and the city based on lane mile calculations between on-system and off-system roadways subject to the bill. The bill would require the state's portion of the fees collected to be submitted to the comptroller for deposit to the credit of the State Highway Fund. The bill provides requirements for the issued permits under the chapter.

The bill would do one or more of the following: create or recreate a dedicated account in the General Revenue Fund, create or recreate a special or trust fund either with or outside of the Treasury, or create a dedicated revenue source. The fund, account, or revenue dedication included in this bill would be subject to funds consolidation review by the current Legislature.

Based on the information provided by the Texas Department of Transportation, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

The Department of Public Safety indicated the costs associated with the implementing the provisions of the bill could be reasonably absorbed within current resources.

**Local Government Impact**

There could be an increase in revenue to the local road improvement funding in the local entities; however, the fiscal impact cannot be determined based on the unknown number of permits that would be issued and the unknown fee to be levied for each permit.

**Source Agencies:** 304 Comptroller of Public Accounts, 405 Department of Public Safety, 601 Department of Transportation, 608 Department of Motor Vehicles

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