

LEGISLATIVE BUDGET BOARD  
Austin, Texas

FISCAL NOTE, 84TH LEGISLATIVE REGULAR SESSION

March 30, 2015

**TO:** Honorable Rafael Anchia, Chair, House Committee on International Trade & Intergovernmental Affairs

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

**IN RE: HB3061** by Anchia (Relating to the movement of vehicles transporting ocean cargo shipping containers; authorizing a fee.), **As Introduced**

**Estimated Two-year Net Impact to General Revenue Related Funds** for HB3061, As Introduced: a positive impact of \$1,029,000 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	\$500,000
2017	\$529,000
2018	\$560,000
2019	\$593,000
2020	\$627,000

All Funds, Five-Year Impact:

Fiscal Year	Probable Revenue Gain/(Loss) from General Revenue Fund 1
2016	\$500,000
2017	\$529,000
2018	\$560,000
2019	\$593,000
2020	\$627,000

Fiscal Analysis

The bill would amend the Transportation Code to authorize the Department of Motor Vehicles (DMV) to issue an annual permit for the movement of ocean cargo shipping containers on a trailer with three axles if the combination of vehicles transporting the containers is within certain axle

weight limits specified by the bill. The bill would prescribe a fee of \$1,000 for the annual permit.

The bill would take effect on September 1, 2015.

### **Methodology**

Based on the analysis of the DMV, it is assumed 500 of the new permits would be issued beginning in fiscal year 2015 at \$1,000 per permit and the number of permits and associated fee revenue would increase by approximately 5.8 percent each fiscal year. Because the bill does not specify the disposition of revenue for the new permit fee, it is assumed the fee would be deposited to the General Revenue Fund.

Based on the information provided by the DMV, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within the agency's existing resources.

### **Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation, 608 Department of Motor Vehicles

**LBB Staff:** UP, FR, NV, TG