

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 85TH LEGISLATIVE REGULAR SESSION

March 29, 2017

TO: Honorable Geanie W. Morrison, Chair, House Committee on Transportation

FROM: Ursula Parks, Director, Legislative Budget Board

IN RE: HB141 by Raymond (Relating to prohibiting the operation of State Highway 255 as a toll project.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB141, As Introduced: an impact of \$0 through the biennium ending August 31, 2019.

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
2018	\$0
2019	\$0
2020	\$0
2021	\$0
2022	\$0

All Funds, Five-Year Impact:

Fiscal Year	Probable Revenue (Loss) from State Highway Fund
	6
2018	(\$1,940,620)
2019	(\$1,957,063)
2020	(\$1,973,507)
2021	(\$1,996,169)
2022	(\$2,036,396)

Fiscal Analysis

The bill would amend Chapter 228 of the Transportation Code to prohibit the Texas Department of Transportation (TxDOT) from operating any part of State Highway 255 in Webb County as a toll project.

The bill would take effect immediately if it receives a vote of two-thirds of all members elected to each house. Otherwise, the bill would take effect on September 1, 2017.

Methodology

TxDOT currently operates State Highway 255 as a toll project. TxDOT reports that there is no debt on the facility. Pursuant to Chapter 228 of the Transportation Code, toll revenue from the project is deposited to the State Highway Fund (SHF). For the purpose of this analysis, it is assumed TxDOT would cease toll collection on the project beginning in fiscal year 2018 pursuant to the enactment of the legislation. Based on the analysis of TxDOT, it is assumed the bill would result in a revenue loss to the SHF of approximately \$2.0 million each fiscal year beginning in fiscal year 2018 and continuing beyond fiscal year 2022.

Base on LBB's analysis of 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 current resources.

Local Government Impact

No significant fiscal implication to units of local government is anticipated.

Source Agencies: 601 Department of Transportation

LBB Staff: UP, AG, EH, TG