

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

**FISCAL NOTE, 85TH LEGISLATIVE REGULAR SESSION**

**April 4, 2017**

**TO:** Honorable John Zerwas, Chair, House Committee on Appropriations

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

**IN RE: HB2686** by Guillen (Relating to a study by the Texas A&M Transportation Institute on vehicle fleet management.), **As Introduced**

**Estimated Two-year Net Impact to General Revenue Related Funds** for HB2686, As Introduced: a negative impact of (\$275,000) 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:**

<b>Fiscal Year</b>	<b>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</b>
2018	(\$275,000)
2019	\$0
2020	\$0
2021	\$0
2022	\$0

**All Funds, Five-Year Impact:**

<b>Fiscal Year</b>	<b>Probable Savings/(Cost) from General Revenue Fund</b> <b>1</b>	<b>Change in Number of State Employees from FY 2017</b>
2018	(\$275,000)	2.5
2019	\$0	0.0
2020	\$0	0.0
2021	\$0	0.0
2022	\$0	0.0

**Fiscal Analysis**

The bill would amend the Government Code to require the Texas A&M Transportation Institute (TTI) to conduct a study to evaluate the effectiveness and efficiency of vehicle fleet management, and specific study requirements are identified in the bill's provisions. The TTI would be required to submit a report on the study's results to the Comptroller, the Governor, the

Lieutenant Governor, and the Speaker no later than August 31, 2018. The bill would also require the Comptroller's Office of Vehicle Fleet Management (OVFM) to incorporate the study's recommendations into the OVFM's vehicle fleet management plan.

The legislation would take effect on September 1, 2017, and would expire September 1, 2020.

### **Methodology**

The TTI indicates that given the number and variety of vehicles required for evaluation under the provisions of the bill, the number of data points per vehicle, and the need to survey other states in order to implement the provisions of the bill, TTI would need additional funding of \$275,000. The TTI reports the costs are related to a need for additional personnel (\$261,000 for salaries and fringe benefits for 2.5 full-time-equivalent positions), travel (\$6,600), and other operating expenses (\$7,400).

The Comptroller's office indicates that any OVFM duties and responsibilities associated with implementing the provisions of the bill could be accomplished by utilizing existing resources.

### **Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 304 Comptroller of Public Accounts, 727 Texas A&M Transportation Institute

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