

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

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

**April 25, 2017**

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

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

**IN RE: HB3951** by Gonzales, Larry (Relating to the functions of the Texas Department of Transportation relating to aircraft owned or leased by the state; authorizing an increase in rates charged for the use of state aircraft to provide for the acquisition of replacement aircraft.), **As Introduced**

<b>No significant fiscal implication to the State is anticipated.</b>
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The bill would amend the Government Code and the Transportation Code relating to the control, operation, and maintenance of state-owned aircraft by the Texas Department of Transportation (TxDOT). The bill would amend Chapter 2205 of the Government Code to require TxDOT to include in its long-range aircraft fleet plan an analysis of the impact of including capital recovery costs in the rates TxDOT charges for interagency aircraft services. The bill would authorize TxDOT to adopt rates for interagency aircraft services that include capital recovery costs in addition to the direct cost of services if TxDOT's long-range plan analysis finds that including capital recovery costs is a practicable fleet replacement strategy. The bill would require the capital recovery portion of the rates to be deposited to a separate account in the State Highway Fund (SHF), which could be used only for acquisition of aircraft for the pool operated by TxDOT. The bill would take effect on September 1, 2017.

This analysis assumes TxDOT would adopt interagency aircraft services rates that include capital recovery costs only if the agency determines that it would be an effective fleet replacement strategy and not have a negative impact on customer utilization costs. If TxDOT were to adopt capital recovery rates, it is assumed the incremental rates charged would result in an insignificant positive fiscal impact to the SHF.

Based on the analysis of 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.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation

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