

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

**FISCAL NOTE, 86TH LEGISLATIVE REGULAR SESSION**

**March 19, 2019**

**TO:** Honorable Terry Canales, Chair, House Committee on Transportation

**FROM:** John McGeady, Assistant Director    Sarah Keyton, Assistant Director  
Legislative Budget Board

**IN RE: HB113** by Minjarez (Relating to the registration, operation, and inspection of automated motor vehicles.), **As Introduced**

**Estimated Two-year Net Impact to General Revenue Related Funds** for HB113, As Introduced: an impact of \$0 through the biennium ending August 31, 2021.

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>
2020	\$0
2021	\$0
2022	\$0
2023	\$0
2024	\$0

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

<b>Fiscal Year</b>	<b>Probable Savings/(Cost) from Clean Air Account 151</b>
2020	(\$800,000)
2021	\$0
2022	\$0
2023	\$0
2024	\$0

**Fiscal Analysis**

The bill would amend Chapter 502 of the Transportation Code to require an applicant for registration of an automated motor vehicle to indicate in the vehicle description on the application for registration that the vehicle is an automated vehicle. The bill would amend Transportation

Code §545.454 and §548.051 to specify certain vehicle equipment and safety inspection requirements for an automated vehicle. The bill would require the Department of Public Safety (DPS) to adopt rules governing the inspection requirements established under the bill.

The bill would take effect on September 1, 2019.

**Methodology**

The Texas Commission on Environmental Quality (TCEQ) reports that implementation of the bill would require modifications to vehicle emissions analyzer software to accommodate the inspection requirements for automated motor vehicles. Based on the analysis provided by TCEQ, it is assumed the agency would incur one-time costs of \$800,000 in fiscal year 2020 from the Clean Air Account for professional services associated with this modification.

The Department of Motor Vehicles and DPS reported estimates for one-time programming costs to implement the vehicle registration and inspection requirements of the bill. Based on the information and analysis provides by DMV and DPS, it is assumed any costs associated with programming changes could be absorbed within the agencies' existing resources.

**Technology**

DMV, DPS, and TCEQ anticipate one-time programming costs to implement the provisions of the bill.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 405 Department of Public Safety, 582 Commission on Environmental Quality, 608 Department of Motor Vehicles

**LBB Staff:** WP, JGAn, SGr, TG, GDz, SMi