

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 86TH LEGISLATIVE REGULAR SESSION
Revision 1

April 12, 2019

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

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

IN RE: **HB2855** by Landgraf (relating to a study by the Texas A&M Transportation Institute on the impacts to state and local roads and bridges from increasing maximum weight limits for certain vehicles transporting sand.), **Committee Report 1st House, Substituted**

Estimated Two-year Net Impact to General Revenue Related Funds for HB2855, Committee Report 1st House, Substituted: a negative impact of (\$450,000) 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:

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2020	(\$430,000)
2021	(\$20,000)
2022	\$0
2023	\$0
2024	\$0

All Funds, Five-Year Impact:

Fiscal Year	Probable Savings/(Cost) from General Revenue Fund
	1
2020	(\$430,000)
2021	(\$20,000)
2022	\$0
2023	\$0
2024	\$0

Fiscal Analysis

The bill would require Texas A&M Transportation Institute (TTI) to conduct a study to assess anticipated impacts to state and local roads and bridges, including impacts on traffic volume and safety, resulting from increasing the maximum allowable weight limits established by Subtitle E, Title 7, Transportation Code, for a truck-tractor and semitrailer combination transporting sand at the gross weights and axle requirements specified by Section 623.402 of the Transportation Code.

Methodology

This analysis assumes that the study would begin on September 1st, 2019, and conclude by October 1st, 2020. TTI anticipates \$300,000 would be used for personnel costs, \$60,000 for travel, and \$90,000 for supplies and equipment. The agency indicates that no new FTEs would be needed to conduct the study.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 727 Texas A&M Transportation Institute

LBB Staff: WP, JGAn, DEH, CBR, SD