

**LEGISLATIVE BUDGET BOARD**

**Austin, Texas**

**FISCAL NOTE, 87TH LEGISLATIVE REGULAR SESSION**

**April 12, 2021**

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

**FROM:** Jerry McGinty, Director, Legislative Budget Board

**IN RE: HB795** by Goodwin (Relating to the designation of highway safety corridors; increasing a fine.), **As Introduced**

**No significant fiscal implication to the State is anticipated.**

The bill would amend Subchapter K, Chapter 201 of the Transportation Code to require the Texas Department of Transportation (TxDOT) to designate as a "highway safety corridor" a portion of a roadway containing a site among the 500 sites with the highest number of fatalities as described by Transportation Code §201.905 or a site with a high number of traffic fatalities as identified by the governing body of the municipality or county in whose jurisdiction the site is located. The bill would require TxDOT to erect road signs indicating the designation of a highway safety corridor. The bill would require the Texas Transportation Commission to adopt rules to establish a process for the governing body of a municipality or county to identify sites with high numbers of traffic fatalities and to inform TxDOT of sites for designation as a highway safety corridor. The bill would amend Subchapter D, Chapter 542 of the Transportation Code to establish that a fine for certain traffic offenses committed in a designated highway safety corridor are twice the minimum and maximum fine that would be applicable if it were committed outside of the safety corridor.

TxDOT anticipates implementation of the bill would require the fabrication, installation, and maintenance of at least two signs to be posted at each end of each designated highway safety corridor. Because the number, location, and boundaries of potential highway safety corridors is unknown, the potential cost for the signs cannot be determined at this time. Based on information provided by TxDOT, it is assumed the costs of signs would either be accommodated within the agency's existing resources or paid for by a participating municipality or county, pursuant to rules adopted by the Transportation Commission for the implementation of the program.

Because the number, location, and boundaries of potential highway safety corridors is unknown and the number and variety of traffic offenses that may be committed in such corridors is unknown, this analysis does not include an estimated impact to the State and units of local government relating to the doubling of minimum and maximum fines for offenses committed inside a designated corridor.

**Local Government Impact**

The fiscal impact to units of local government would depend on local governments' participation in identifying highway safety corridors under rules adopted by the Transportation Commission and the number, location, and boundaries of potential highway safety corridors that may be established within the jurisdiction of a municipality or county.

**Source Agencies:** 405 Department of Public Safety, 601 Department of Transportation

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