

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

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

**April 5, 2021**

**TO:** Honorable James B. Frank, Chair, House Committee on Human Services

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

**IN RE: HB2633** by Johnson, Ann (Relating to resources provided to human trafficking victims and the establishment of the trafficked persons grant program.), **As Introduced**

**Estimated Two-year Net Impact to General Revenue Related Funds** for HB2633, As Introduced : a negative impact of (\$11,567,814) through the biennium ending August 31, 2023.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

This legislation would do one or more of the following: create or recreate a dedicated account in the General Revenue Fund, create or recreate a special or trust fund either with or outside of the Treasury, or create a dedicated revenue source. The fund, account, or revenue dedication included in this bill would be subject to funds consolidation review by the current Legislature.

**General Revenue-Related Funds, Five- Year Impact:**

<i>Fiscal Year</i>	<b>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</b>
2022	(\$6,254,262)
2023	(\$5,313,552)
2024	(\$5,314,139)
2025	(\$5,314,745)
2026	(\$5,315,373)

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

<i>Fiscal Year</i>	<b>Probable Savings/(Cost) from General Revenue Fund 1</b>	<b>Probable Savings/(Cost) from GR Match For Medicaid 758</b>	<b>Probable Savings/(Cost) from New General Revenue Dedicated NEW-GR-DED</b>	<b>Probable Savings/(Cost) from Federal Funds 555</b>
2022	(\$6,249,877)	(\$4,385)	(\$4,400)	(\$39,465)
2023	(\$5,310,810)	(\$2,742)	(\$4,466)	(\$24,674)
2024	(\$5,311,392)	(\$2,747)	(\$4,532)	(\$24,724)
2025	(\$5,311,992)	(\$2,753)	(\$4,598)	(\$24,777)
2026	(\$5,312,614)	(\$2,759)	(\$4,664)	(\$24,830)

<i>Fiscal Year</i>	<i>Probable Revenue Gain/(Loss) from Tx Dept of Motor Vehicles Fnd 10</i>	<i>Probable Revenue Gain/(Loss) from All Local Units of Government LOCAL-ALL</i>	<i>Probable Revenue Gain/(Loss) from New General Revenue Dedicated NEW-GR-DED</i>	<i>Change in Number of State Employees from FY 2021</i>
2022	\$1,500	\$100	\$4,400	4.0
2023	\$1,523	\$102	\$4,466	4.0
2024	\$1,545	\$103	\$4,532	4.0
2025	\$1,568	\$105	\$4,598	4.0
2026	\$1,590	\$106	\$4,664	4.0

**Fiscal Analysis**

The bill would amend the Health and Safety Code, to establish the trafficked persons program account as a General Revenue-Dedicated Account and require the Department of Family and Protective Services (DFPS) to administer the account. DFPS would also be required to submit a report on the needs to establish safe housing for youth who are victims of trafficking.

The bill would amend Government Code to allow a person to contribute to the trafficked persons program when the person makes an electronic payment to the state.

The bill would amend Transportation Code by allowing individuals to make a voluntary contribution to the General Revenue-Dedicated Account when registering a vehicle or renewing a vehicle registration, applying for or renewing a driver's license or identification card, and applying for or renewing a commercial driver's license. In addition, the bill would authorize the Department of Motor Vehicles (DMV) to produce and make available to the public specialty license plates. After deduction for DMV administrative costs, DMV would deposit the remainder of the issuance fee in the account created by the bill.

**Methodology**

This analysis assumes that the Department of Information Resources would need to update Texas.gov to allow for an individual to make donations while accessing driver's license transactions, vehicle registrations transitions, and without transacting any other business for a total cost of \$750,000 in fiscal year 2022.

This analysis assumes, based on other specialty license plates, that 200.0 of the Stop Human Trafficking specialty license plate would be sold in fiscal year 2022, and assumes a 1.5 percent growth rate for each subsequent fiscal year. From each \$30.00 specialty license plate fee, \$22.00 would be distributed to the new General Revenue-Dedicated Account, \$7.50 distributed to the DMV, and \$.50 distributed to local government for administrative costs.

The analysis assumes an additional need of \$5.0 million in each fiscal year for the related grants, consistent with funding in other grant programs. In addition, this analysis assumes DFPS would need 1.0 Attorney III Full-time Equivalent (FTE), 1.0 Contracts Technician III FTE, 1.0 Program Specialist VI FTE and 1.0 Manager IV FTE in each fiscal year to administer the grant program.

The cost of the grant program would be offset by specialty license plate fee retained in the new General Revenue-Dedicated account as well as any additional voluntary donations, the level of which cannot be determined at this time. Any remaining costs associated with the grant program are assumed to be covered by General Revenue Fund 1.

In addition, this analysis assumes \$0.2 million in fiscal year 2022 to conduct and report on the study on the needs to establish safe housing for youth who are victims of trafficking.

Based on analysis of the Office of Court Administration, the Comptroller of Public Accounts, the Secretary of State, the Department of Public Safety, and the Department of Motor Vehicles, this analysis assumes that the costs associated with implementing the provisions of the bill could be absorbed within existing resources.

## **Technology**

This analysis assumes a cost of \$750,000 in fiscal year 2022 to implement the different types of donation transactions on Texas.gov.

## **Local Government Impact**

According to the Tax Assessor-Collectors for Lubbock and Nueces counties, fiscal impact is not anticipated to their counties.

**Source Agencies:** 212 Office of Court Admin, 304 Comptroller of Public Accounts, 307 Secretary of State, 313 Department of Information Resources, 405 Department of Public Safety, 530 Family & Protective Services, 608 Department of Motor Vehicles

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