

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 87TH LEGISLATIVE REGULAR SESSION

April 23, 2021

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

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB4201 by Martinez (Relating to a feasibility study on the colocation of federal and state motor vehicle inspection facilities at ports of entry.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB4201, As Introduced : a negative impact of (\$250,000) 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.

General Revenue-Related Funds, Five- Year Impact:

<i>Fiscal Year</i>	<i>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</i>
2022	(\$250,000)
2023	\$0
2024	\$0
2025	\$0
2026	\$0

All Funds, Five-Year Impact:

<i>Fiscal Year</i>	<i>Probable Savings/(Cost) from General Revenue Fund</i>
2022	(\$250,000)
2023	\$0
2024	\$0
2025	\$0
2026	\$0

Fiscal Analysis

The bill would require the Texas A&M Transportation Institute (TTI), in consultation with the Texas Department of Transportation (TxDOT) and Texas Department of Public Safety (DPS), to conduct a study on the feasibility of erecting and maintaining a colocated federal and state inspection facility at each port of entry in this state for the inspection of motor vehicles for compliance with federal and state commercial motor vehicle regulations. The bill would require TTI to report the results of the study and any recommendations to the Federal Motor Carrier Safety Administration no later than December 1, 2022. The provisions of the bill would expire on January 1, 2023.

The bill would take effect on September 1, 2021.

Methodology

Based on the information provided by TTI, it is assumed TTI would incur a one-time cost of \$250,000 from the General Revenue Fund in fiscal year 2022 to conduct the study required by the bill.

Based on the information provided by TxDOT and DPS, it is assumed any costs or duties associated with assisting in the study to be conducted by TTI could be absorbed within the agencies' existing resources.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 405 Department of Public Safety, 601 Department of Transportation, 727 Texas A&M Transportation Institute

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