

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 87TH LEGISLATIVE REGULAR SESSION

April 20, 2021

TO: Honorable Robert Nichols, Chair, Senate Committee on Transportation

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: SB1053 by Kolkhorst (Relating to commercial motor vehicle route restrictions in certain counties; creating a criminal offense.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would authorize a county that contains Interstate Highway 10 and U.S. Highway 77 and a highway under the jurisdiction of the Texas Department of Transportation (TxDOT), to make a request to the Texas Transportation Commission (TTC) to restrict the operation of commercial motor vehicles on a highway in the county to routes designated by the county, as approved by the county commissioners court after notice and public hearing. The bill would require the TTC, after receiving a county's request, to restrict the operation of commercial motor vehicles on highways in the county to the routes designated in the request and post signage for each highway for which the operation of a commercial motor vehicle is prohibited, notifying operators of commercial motor vehicles of the prohibition and the routes where the operation of a commercial motor vehicle is permitted. The bill would establish an offense if a person operates a vehicle in violation of the prohibition, which would be a Class C misdemeanor.

TxDOT reports provisions of the bill would apply to Fayette County. Based on the information provided by TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within the agency's existing resources.

Based on the analysis of the Office of Court Administration, no significant fiscal impact to the state court system is anticipated.

Local Government Impact

The offense created by the bill would be a Class C misdemeanor. A Class C misdemeanor is punishable by a fine of not more than \$500. In addition to the fine, punishment can include up to 180 days of deferred disposition. Costs associated with enforcement and prosecution could likely be absorbed within existing resources. Revenue gain from fines imposed and collected is not anticipated to have a significant fiscal impact.

No significant fiscal impact to units of local government is anticipated.

Source Agencies: 212 Office of Court Admin, 601 Department of Transportation

LBB Staff: JMc, AAL, MB, TG, AF