

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 88TH LEGISLATIVE REGULAR SESSION

March 28, 2023

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

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB4015 by Thompson, Ed (Relating to the disposition of certain fees collected for the rail safety program.), As Introduced

Estimated Two-year Net Impact to General Revenue Related Funds for HB4015, As Introduced : a negative impact of (\$3,289,000) through the biennium ending August 31, 2025.

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>	Probable Net Positive/(Negative) Impact to <i>General Revenue Related Funds</i>
2024	(\$1,642,000)
2025	(\$1,647,000)
2026	(\$1,652,000)
2027	(\$1,657,000)
2028	(\$1,662,000)

All Funds, Five-Year Impact:

<i>Fiscal Year</i>	Probable Revenue Gain/(Loss) from <i>General Revenue Fund</i> 1	Probable Revenue Gain/(Loss) from <i>State Highway Fund</i> 6
2024	(\$1,642,000)	\$1,642,000
2025	(\$1,647,000)	\$1,647,000
2026	(\$1,652,000)	\$1,652,000
2027	(\$1,657,000)	\$1,657,000
2028	(\$1,662,000)	\$1,662,000

Fiscal Analysis

The bill would amend Transportation Code, Section 111.101, to require certain fees collected for the rail safety program to be deposited to the State Highway Fund instead of the General Revenue Fund.

The bill would take effect on September 1, 2023.

Methodology

The revenues collected from rail safety program fees are currently deposited to the General Revenue Fund. Based on the analysis provided by the Comptroller of Public Accounts, implementation of the bill would result in a revenue loss to the General Revenue Fund and a corresponding revenue gain to the State Highway Fund in each fiscal year beginning in fiscal year 2024 as shown in the table above. Estimated rail safety program fees are based on the Comptroller's *2024-25 Biennial Revenue Estimate*.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 304 Comptroller of Public Accounts, 601 Department of Transportation

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