

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

**FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION**

**April 22, 2025**

**TO:** Honorable Phil King, Chair, Senate Committee on Economic Development

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

**IN RE: SB1520** by Campbell (Relating to the establishment of a hike and bike trail to be known as the Bicentennial Trail.), **As Introduced**

The fiscal implications of the bill cannot be determined due to the amount of land that would need to be purchased or leased; the time and cost it would take to purchase or lease the land; the number and cost of necessary engineering plans that would be needed; and the construction costs to establish the Bicentennial Trails being unknown at this time.

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

The bill would amend the Natural Resources Code to require the General Land Office (GLO) to coordinate the establishment of a hike and bike trail to be known as the Bicentennial Trail, by January 1, 2036. The bill would establish the Bicentennial Trail as a network of hike and bike trails to connect the Alamo to the State Capitol and to include hike and bike trail connections to Barton Springs, San Marcos Springs, Comal Springs, and San Antonio Springs for the purposes of promoting outdoor recreation, environmental stewardship, and the historical and cultural heritage of this state.

The bill would require the GLO to adopt rules as necessary and to enter into a memoranda of understanding (MOU) with affected local governments and organizations, the Texas Department of Transportation (TxDOT) and the Texas Parks and Wildlife Department (TPWD). The bill would authorize the MOU to address the coordination of trail development, trail maintenance, acquisition of interests in real property, conservation efforts along the trail routes, or any other matter pertinent to the establishment or maintenance of the trail. The bill would require that real property acquired by the state for the trail could only be used for the purposes of the Bicentennial Trail and would prohibit the use of eminent domain to acquire real property or interests in real property for the trail. The bill would require TPWD to maintain any real property acquired by the state for the Bicentennial Trail.

Based on information provided by the GLO, the agency would require two additional FTEs, including one Planner IV position (1.0 FTE) and one Project Manager IV position (1.0 FTE), to implement the provisions of the bill with salary, benefit, travel, and operating costs from the General Revenue Fund totaling \$260,917 in fiscal year 2026 and \$255,589 in fiscal year 2027 and each subsequent fiscal year. Included benefit costs would total \$53,671 each fiscal year.

Based on GLO's research of average trail constructions and purchase or lease of land, the agency estimates property acquisition, engineering, and construction costs could exceed \$1,000,000 per mile. The fiscal implications cannot be determined due to the amount of land that would need to be purchased or leased; the time and cost it would take to purchase or lease the land; the number and cost of necessary engineering plans that would be needed; and the construction costs to establish the Bicentennial Trails being unknown at this time.

Based on information provided by the TPWD, the agency would require four additional FTEs, including two Park Ranger III positions (2.0 FTEs), one Park Superintendent I position (1.0 FTE), and one State Park Police Officer position (1.0 FTE) to implement the provisions of the bill with salary, benefit, travel, rent, operating,

and equipment costs from the General Revenue-Dedicated State Parks Account No. 64 totaling \$1,216,097 in fiscal year 2026; \$471,093 in fiscal year 2027; \$472,184 in fiscal year 2028; \$472,340 in fiscal year 2029; and \$473,431 in fiscal year 2030. Included benefit costs would total \$71,909 in fiscal year 2026; \$71,730 in fiscal year 2027; \$71,969 in fiscal year 2028; \$72,003 in fiscal year 2029; and \$72,241 in fiscal year 2030. One-time equipment costs would be included in fiscal year 2026 totaling \$743,726 for five vehicles, including one ¾ ton truck for towing trailers, three utility task vehicles, non-transportation equipment (mowers, trailers, radios), three laptops, one rugged laptop, office equipment, and required Law Enforcement equipment. Other operating costs including rent, travel, consumables, fuel, and utilities would total \$143,185 each fiscal year. TPWD assumes the Park Rangers would work from designated locations along the trail and maintain portions of the trail, the Park Superintendent would oversee the whole trail and maintain a portion, and the State Park Police Officer would patrol the trail to maintain safety.

Based on information provided by the Texas Department of Transportation, it is assumed that costs associated with implementing the provisions of the bill could be absorbed within existing resources.

### **Local Government Impact**

The fiscal implications of the bill cannot be determined at this time.

**Source Agencies:** 305 General Land Office and Veterans' Land Board, 601 Department of Transportation, 802 Parks and Wildlife Department

**LBB Staff:** JMc, RStu, JDio, TUf, MW