

SENATE AMENDMENTS

2nd Printing

By: Bell of Kaufman, Guillen, Toth, Hayes,
Olcott, et al.

H.B. No. 5033

A BILL TO BE ENTITLED

1 AN ACT

2 relating to the authority of this state to implement a motor vehicle
3 emissions inspection and maintenance program.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 382, Health and Safety
6 Code, is amended by adding Section 382.2025 to read as follows:

7 Sec. 382.2025. IMPLEMENTATION OF PROGRAM. Notwithstanding
8 any other law, the commission and the Department of Public Safety
9 are not required to implement or enforce any other provision of this
10 subchapter or a requirement under Chapter 548, Transportation Code,
11 related to emissions inspections.

12 SECTION 2. (a) Except as otherwise provided by this
13 section, this Act takes effect September 1, 2025.

14 (b) Section 1 of this Act takes effect on the 30th day after
15 the date:

16 (1) the United States Congress enacts legislation that
17 becomes law that repeals the federal Clean Air Act (42 U.S.C.
18 Section 7401 et seq.) or amends it in a way that the motor vehicle
19 emissions inspection and maintenance program established under
20 Subchapter G, Chapter 382, Health and Safety Code, is no longer
21 required;

22 (2) of the issuance of a United States Supreme Court
23 judgment that recognizes the authority of the states to prohibit
24 vehicle emissions inspection and maintenance programs or to solely

1 regulate vehicle emissions; or

2 (3) of the adoption of an amendment to the United
3 States Constitution giving states the authority to prohibit vehicle
4 emissions inspection and maintenance programs or to solely regulate
5 vehicle emissions.

6 (c) If an action described by Subsection (b) of this section
7 does not occur, Section 1 of this Act has no effect.

ADOPTED

MAY 25 2025

Latey Law
Secretary of the Senate

By: Flores

H.B. No. 5033

Substitute the following for H.B. No. 5033:

By: Peter P. Flores

C.S. H.B. No. 5033

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17 becomes law that repeals the federal Clean Air Act (42 U.S.C.
18 Section 7401 et seq.) or amends it in a way that the motor vehicle
19 emissions inspection and maintenance program established under
20 Subchapter G, Chapter 382, Health and Safety Code, is no longer
21 required; or

22 (2) of the adoption of an amendment to the United
23 States Constitution giving states the authority to prohibit vehicle
24 emissions inspection and maintenance programs or to solely regulate

1 vehicle emissions.

2 (c) If an action described by Subsection (b) of this section
3 does not occur, Section 1 of this Act has no effect.

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION

May 26, 2025

TO: Honorable Dustin Burrows, Speaker of the House, House of Representatives

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB5033 by Bell, Keith (Relating to the authority of this state to implement a motor vehicle emissions inspection and maintenance program.), **As Passed 2nd House**

Estimated Two-year Net Impact to General Revenue Related Funds for HB5033, As Passed 2nd House: a positive impact of \$4,028,544 through the biennium ending August 31, 2027.

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 General Revenue Related Funds
2026	\$2,014,272
2027	\$2,014,272
2028	\$2,014,272
2029	\$2,014,272
2030	\$2,014,272

All Funds, Five-Year Impact:

<i>Fiscal Year</i>	Probable Savings/(Cost) from General Revenue Fund 1	Probable Revenue Gain/(Loss) from Appropriated Receipts 666	Probable Revenue Gain/(Loss) from Clean Air Account 151	Change in Number of State Employees from FY 2025
2026	\$2,014,272	(\$61,575)	(\$5,379,056)	(56.5)
2027	\$2,014,272	\$0	(\$5,379,056)	(56.5)
2028	\$2,014,272	(\$61,575)	(\$5,379,056)	(56.5)
2029	\$2,014,272	\$0	(\$5,379,056)	(56.5)
2030	\$2,014,272	(\$61,575)	(\$5,379,056)	(56.5)

Fiscal Analysis

The bill would direct the Texas Commission on Environmental Quality (TCEQ) and the Department of Public Safety (DPS) to not implement or enforce certain codes related to vehicle emissions under certain conditions.

Methodology

Any fiscal impact associated with implementing the provisions of the bill is conditioned on certain federal actions, which cannot be determined at this time.

According to DPS, if a condition as outlined by the bill is met, the agency would require 39.0 fewer Program Investigator full-time equivalents (FTEs) that execute the current responsibilities associated with the vehicle emissions program for a savings of \$2,014,272 per fiscal year, based on fiscal year 2025 data. Additionally, DPS estimates a reduction of \$61,575 every two fiscal years related to license fee revenue from inspection stations and vehicle inspectors, based on fiscal year 2025 data.

According to TCEQ, if a condition as outlined by the bill is met, the agency would receive an estimated \$5,379,056 less revenue to General Revenue – Dedicated Clean Air Account No. 0151 per fiscal year for annual vehicle emissions inspections in certain counties as well as a reduction of 17.5 FTEs, based on fiscal year 2024 data.

Local Government Impact

According to TCEQ, certain local entities would experience cost savings from: (1) labor cost savings from not having to perform inspections; (2) for those that don't perform their own inspections, savings from eliminating inspection station fees; and (3) savings from eliminating the \$2.50 annual emissions inspection fee required of all entities during vehicle registration.

Source Agencies: 405 Department of Public Safety, 582 Commission on Environmental Quality

LBB Staff: JMc, SD, TUF, CSh, KVEL, FV, AJL

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION

May 21, 2025

TO: Honorable Brian Birdwell, Chair, Senate Committee on Natural Resources

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB5033 by Bell, Keith (relating to the authority of this state to implement a motor vehicle emissions inspection and maintenance program.), **Committee Report 2nd House, Substituted**

Estimated Two-year Net Impact to General Revenue Related Funds for HB5033, Committee Report 2nd House, Substituted: a positive impact of \$4,028,544 through the biennium ending August 31, 2027.

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:

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Fiscal Analysis

The bill would direct the Texas Commission on Environmental Quality (TCEQ) and the Department of Public Safety (DPS) to not implement or enforce certain codes related to vehicle emissions under certain conditions.

Methodology

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According to DPS, if a condition as outlined by the bill is met, the agency would require 39.0 fewer Program Investigator full-time equivalents (FTEs) that execute the current responsibilities associated with the vehicle emissions program for a savings of \$2,014,272 per fiscal year, based on fiscal year 2025 data. Additionally, DPS estimates a reduction of \$61,575 every two fiscal years related to license fee revenue from inspection stations and vehicle inspectors, based on fiscal year 2025 data.

According to TCEQ, if a condition as outlined by the bill is met, the agency would receive an estimated \$5,379,056 less revenue to General Revenue – Dedicated Clean Air Account No. 0151 per fiscal year for annual vehicle emissions inspections in certain counties as well as a reduction of 17.5 FTEs, based on fiscal year 2024 data.

Local Government Impact

According to TCEQ, certain local entities would experience cost savings from: (1) labor cost savings from not having to perform inspections; (2) for those that don't perform their own inspections, savings from eliminating inspection station fees; and (3) savings from eliminating the \$2.50 annual emissions inspection fee required of all entities during vehicle registration.

Source Agencies: 405 Department of Public Safety, 582 Commission on Environmental Quality

LBB Staff: JMc, TUf, CSh, KVEL, FV, AJL

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION

May 19, 2025

TO: Honorable Brian Birdwell, Chair, Senate Committee on Natural Resources

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB5033 by Bell, Keith (Relating to the authority of this state to implement a motor vehicle emissions inspection and maintenance program.), **As Engrossed**

Estimated Two-year Net Impact to General Revenue Related Funds for HB5033, As Engrossed: a positive impact of \$4,028,544 through the biennium ending August 31, 2027.

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>
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Fiscal Analysis

The bill would direct the Texas Commission on Environmental Quality (TCEQ) and the Department of Public Safety (DPS) to not implement or enforce certain codes related to vehicle emissions under certain conditions.

Methodology

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According to DPS, if a condition as outlined by the bill is met, the agency would require 39.0 fewer Program Investigator full-time equivalents (FTEs) that execute the current responsibilities associated with the vehicle emissions program for a savings of \$2,014,272 per fiscal year, based on fiscal year 2025 data. Additionally, DPS estimates a reduction of \$61,575 every two fiscal years related to license fee revenue from inspection stations and vehicle inspectors, based on fiscal year 2025 data.

According to TCEQ, if a condition as outlined by the bill is met, the agency would receive an estimated \$5,379,056 less revenue to General Revenue – Dedicated Clean Air Account No. 0151 per fiscal year for annual vehicle emissions inspections in certain counties as well as a reduction of 17.5 FTEs, based on fiscal year 2024 data.

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Source Agencies: 405 Department of Public Safety, 582 Commission on Environmental Quality

LBB Staff: JMc, TUf, FV, CSh, KVEL, AJL

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION

April 29, 2025

TO: Honorable Brooks Landgraf, Chair, House Committee on Environmental Regulation

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB5033 by Bell, Keith (relating to the authority of this state to implement a motor vehicle emissions inspection and maintenance program), Committee Report 1st House, Substituted

Estimated Two-year Net Impact to General Revenue Related Funds for HB5033, Committee Report 1st House, Substituted: a positive impact of \$4,028,544 through the biennium ending August 31, 2027.

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

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LBB Staff: JMc, FV, CSh, KVEL, AJL

LEGISLATIVE BUDGET BOARD

Austin, Texas

FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION

April 16, 2025

TO: Honorable Brooks Landgraf, Chair, House Committee on Environmental Regulation

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB5033 by Bell, Keith (Relating to elimination of the motor vehicle emissions inspection and maintenance program.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for HB5033, As Introduced: a positive impact of \$4,028,544 through the biennium ending August 31, 2027.

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