

SUBJECT: Safety inspections for commercial fleet vehicles and certain trailers

COMMITTEE: Transportation — favorable, without amendment

VOTE: 10 ayes — Morrison, Martinez, Burkett, Y. Davis, Goldman, Minjarez,
Phillips, Simmons, E. Thompson, Wray

1 nay — Israel

2 absent — Pickett, S. Thompson

SENATE VOTE: On final passage, May 1 — 31-0

WITNESSES: *On House companion bill, HB 946:*

For — (*Registered, but did not testify*: Jason Winborn, AT&T; Chuck Mains, Boating Trades Association of Metropolitan Houston; June Deadrick, CenterPoint Energy; Felicia Wright, Texas Association of Builders; Scott Norman, Texas Association of Builders; Miranda Goodsheller, Texas Association of Business; Mark Borskey, Texas Recreational Vehicle Association)

Against — None

On — Jeremiah Kuntz, Texas Department of Motor Vehicles; (*Registered, but did not testify*: Marc Williams, Texas Department of Transportation; Pablo Luna, Texas Department of Public Safety)

BACKGROUND: Transportation Code, ch. 548 requires most vehicles to undergo a safety inspection covering various equipment, such as brakes, headlights, mirrors, tires, seat belts, and window tint.

Some observers note that certain vehicles in commercial fleets that are subject to periodic safety inspections also are required to be inspected under the state's vehicle inspection program in ch. 548.

DIGEST: SB 1001 would allow a mandated safety inspection of a fleet vehicle to be

conducted by an inspector qualified under federal law and employed or acting as an agent of a commercial fleet.

The bill would increase the weight at or below which a trailer, semitrailer, pole trailer, or mobile home was not subject to state-mandated inspection from 4,500 pounds to 7,500 pounds. However, a vehicle weighing more than 4,500 pounds but no more than 7,500 pounds would be subject to an additional \$7.50 fee charged upon registration of the vehicle. Of this fee, \$3.50 would go to the Texas Mobility Fund, \$2 would go to the general revenue fund, and \$2 would go to the Clean Air Account.

This bill would take effect September 1, 2017.

NOTES:

According to the Legislative Budget Board's fiscal note, this bill would not have a significant fiscal implication to the state because revenue from the new \$7.50 fee would be offset by the loss of inspection revenue from the additional vehicles exempted by weight.

A companion bill, HB 946 by Paul, was reported favorably by the House Committee on Transportation on May 2.