

SUBJECT: Commissioning a study on the colocation of certain vehicle inspections

COMMITTEE: Transportation — favorable, without amendment

VOTE: 12 ayes — Canales, E. Thompson, Ashby, Bucy, Harris, Landgraf,
Lozano, Martinez, Ortega, Perez, Rogers, Smithee

0 nays

1 absent — Davis

SENATE VOTE: On final passage, April 29 — 31-0, on Local and Uncontested Calendar

WITNESSES: None

DIGEST: SB 1907 would require the Texas A&M Transportation Institute (TTI), in consultation with the Department of Transportation (TxDOT) and the Department of Public Safety (DPS), to conduct a feasibility study on erecting and maintaining a colocated federal and state inspection facility at each port of entry in Texas for the inspection of motor vehicles for compliance with federal and state commercial motor vehicle regulations.

Feasibility study. The study would have to include a summary of:

- past efforts by DPS and the Federal Motor Carrier Safety Administration (FMCSA) to maintain colocated federal and state inspection facilities at each port of entry;
- any current efforts to colocate or separate federal and state inspection facilities at ports of entry in other states;
- current wait times at inspection facilities at each port of entry;
- current priorities and expectations of the TxDOT and DPS regarding motor vehicle inspections at ports of entry;
- the perspectives of TxDOT and DPS on the advantages and disadvantages of colocated federal and state inspection facilities; and

- the perspective of FMCSA on the advantages and disadvantages of colocated federal and state inspection facilities, as solicited by TTI.

The study also would be required to include:

- potential scenarios for the collocation of federal and state inspection facilities at each port of entry in Texas and an analysis of each scenario's advantages and disadvantages;
- an analysis of potential economic benefits of collocating federal and state inspection facilities at each port of entry; and
- an analysis of the potential effects of collocating federal and state inspection facilities at each port of entry on wait times at inspection facilities.

In conducting the study, TTI would be required to solicit the FMCSA perspective on the advantages and disadvantages of colocated federal and state inspection facilities.

Report. Before the study was completed, TTI would have to contact the FMCSA to arrange receipt of the report. By December 1, 2022, TTI would be required to report the study's results and any recommendations to the FMCSA in the manner and format requested by FMCSA.

TTI would be required to submit to the Legislature a report on the results of the study and any recommendations for legislative or other action by December 1, 2022.

Implementation. TTI would be required to implement the bill's provisions only if the Legislature appropriated money specifically for that purpose. If the Legislature did not appropriate money for that purpose, TTI could, but would not be required to, implement the bill's provisions using other appropriations available.

The bill would take effect September 1, 2021, and its provisions would expire January 1, 2023.

SUPPORTERS SAY: SB 1907 would require a study to explore potential efficiencies for the colocation of federal and state inspection facilities at each port of entry in Texas. Trade between Mexico and Texas totals hundreds of billions of dollars annually, and is only expected to increase, making efficiency of the ports of entry between Texas and Mexico crucial for Texas's economic future. Commercial vehicle traffic that currently passes through ports of entry in Texas is subject to separate federal and state inspections, leading to long wait times and less efficient cross-border trade. California and Arizona have had success with colocation strategies for federal and state inspections at ports of entry. The feasibility study proposed by SB 1907 could set Texas on a similar path to more efficient trade at the border.

CRITICS SAY: No concerns identified.

NOTES: According to the Legislative Budget Board, the bill would have a negative impact of \$350,000 to general revenue through fiscal 2023.

The House companion bill, HB 4201 by Martinez, was considered by the House Transportation Committee in a public hearing on April 27, reported favorably as substituted on May 4, and placed on the General State Calendar for May 12.