

1-1 By: Blanco S.B. No. 1907
 1-2 (In the Senate - Filed March 12, 2021; April 1, 2021, read
 1-3 first time and referred to Committee on Transportation;
 1-4 April 26, 2021, reported adversely, with favorable Committee
 1-5 Substitute by the following vote: Yeas 9, Nays 0; April 26, 2021,
 1-6 sent to printer.)

1-7 COMMITTEE VOTE

	Yea	Nay	Absent	PNV
1-8				
1-9	X			
1-10	X			
1-11	X			
1-12	X			
1-13	X			
1-14	X			
1-15	X			
1-16	X			
1-17	X			

1-18 COMMITTEE SUBSTITUTE FOR S.B. No. 1907 By: West

1-19 A BILL TO BE ENTITLED
 1-20 AN ACT

1-21 relating to a feasibility study on the colocation of federal and
 1-22 state motor vehicle inspection facilities at ports of entry.

1-23 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

1-24 SECTION 1. DEFINITIONS. In this Act:

1-25 (1) "Department" means the Texas Department of
 1-26 Transportation.

1-27 (2) "Institute" means the Texas A&M Transportation
 1-28 Institute.

1-29 (3) "Port of entry" has the meaning assigned by
 1-30 Section 201.710, Transportation Code.

1-31 SECTION 2. FEASIBILITY STUDY ON COLOCATED INSPECTION PORTS.

1-32 (a) The institute, in consultation with the department and the
 1-33 Department of Public Safety, shall conduct a feasibility study on
 1-34 erecting and maintaining a colocated federal and state inspection
 1-35 facility at each port of entry in this state for the inspection of
 1-36 motor vehicles for compliance with federal and state commercial
 1-37 motor vehicle regulations. The study must include:

1-38 (1) a summary of:

1-39 (A) past efforts by the Department of Public
 1-40 Safety and the Federal Motor Carrier Safety Administration to
 1-41 maintain colocated federal and state inspection facilities at each
 1-42 port of entry;

1-43 (B) any current efforts to colocate or separate
 1-44 federal and state inspection facilities at ports of entry in other
 1-45 states;

1-46 (C) current wait times at inspection facilities
 1-47 at each port of entry;

1-48 (D) current priorities and expectations of the
 1-49 department and the Department of Public Safety regarding motor
 1-50 vehicle inspections at ports of entry;

1-51 (E) the department's and Department of Public
 1-52 Safety's perspectives on the advantages and disadvantages of
 1-53 colocated federal and state inspection facilities; and

1-54 (F) the Federal Motor Carrier Safety
 1-55 Administration's perspective on the advantages and disadvantages
 1-56 of colocated federal and state inspection facilities, as solicited
 1-57 by the institute under Subsection (b) of this section;

1-58 (2) potential scenarios for the colocation of federal
 1-59 and state inspection facilities at each port of entry in this state
 1-60 and an analysis of each scenario's advantages and disadvantages;

2-1 (3) an analysis of potential economic benefits of
2-2 collocating federal and state inspection facilities at each port of
2-3 entry; and

2-4 (4) an analysis of the potential effects of collocating
2-5 federal and state inspection facilities at each point of entry on
2-6 wait times at inspection facilities.

2-7 (b) In conducting the study under this section, the
2-8 institute shall solicit the Federal Motor Carrier Safety
2-9 Administration's perspective on the advantages and disadvantages
2-10 of colocated federal and state inspection facilities.

2-11 SECTION 3. REPORT. (a) Before the study under Section 2 of
2-12 this Act is completed, the institute shall contact the Federal
2-13 Motor Carrier Safety Administration to arrange receipt of the
2-14 report required by this subsection. Not later than December 1,
2-15 2022, the institute shall report the results of the study conducted
2-16 under Section 2 of this Act and any recommendations to the Federal
2-17 Motor Carrier Safety Administration in the manner and format
2-18 requested by the Federal Motor Carrier Safety Administration.

2-19 (b) Not later than December 1, 2022, the institute shall
2-20 submit to the members of the legislature a report on the results of
2-21 the study conducted under Section 2 of this Act and any
2-22 recommendations for legislative or other action.

2-23 SECTION 4. EXPIRATION DATE. This Act expires January 1,
2-24 2023.

2-25 SECTION 5. IMPLEMENTATION. The Texas A&M Transportation
2-26 Institute is required to implement this Act only if the legislature
2-27 appropriates money specifically for that purpose. If the
2-28 legislature does not appropriate money specifically for that
2-29 purpose, the Texas A&M Transportation Institute may, but is not
2-30 required to, implement this Act using other appropriations
2-31 available for the purpose.

2-32 SECTION 6. EFFECTIVE DATE. This Act takes effect September
2-33 1, 2021.

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