

# SENATE AMENDMENTS

2<sup>nd</sup> Printing

By: Kent, Shelton, Kuempel, Marquez, Lewis,  
et al.

H.B. No. 2642

A BILL TO BE ENTITLED

1 AN ACT  
2 relating to a program to designate historic roads and highways in  
3 this state.

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

5 SECTION 1. Subchapter A, Chapter 442, Government Code, is  
6 amended by adding Section 442.025 to read as follows:

7 Sec. 442.025. TEXAS HISTORIC ROADS AND HIGHWAYS PROGRAM.

8 (a) The commission shall cooperate with the Texas Department of  
9 Transportation to establish a program for the identification,  
10 designation, interpretation, and marketing of Texas historic roads  
11 and highways.

12 (b) To supplement revenue available for the program, the  
13 commission and the Texas Department of Transportation may pursue  
14 federal funds dedicated to highway enhancement for the program.

15 SECTION 2. This Act takes effect September 1, 2009.

**ADOPTED**

MAY 26 2009

*Atkey*  
Secretary of the Senate

By: CARONA

H.B. No. 2642

Substitute the following for H.B. No. 2642:

By: Caron

C.S. H.B. No. 2642

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6 amended by adding Section 442.025 to read as follows:

7 Sec. 442.025. TEXAS HISTORIC ROADS AND HIGHWAYS PROGRAM.

8 (a) The commission shall cooperate with the Texas Department of  
9 Transportation to establish a program for the identification,  
10 designation, interpretation, and marketing of Texas historic roads  
11 and highways.

12 (b) The designation of a road or highway under a program  
13 established under this section is not, and may not be considered to  
14 be, a designation under the National Historic Preservation Act (16  
15 U.S.C. Section 470 et seq.).

16 (c) To supplement revenue available for the program, the  
17 commission and the Texas Department of Transportation may pursue  
18 federal funds dedicated to highway enhancement for the program.

19 (d) The Texas Department of Transportation is not required  
20 to construct or erect a marker under this section unless a grant or  
21 donation of funds is made to cover the cost of the design,  
22 construction, and erection of the marker. Money received to cover  
23 the cost of a marker under this subsection shall be deposited to the  
24 credit of the state highway fund.

1 SECTION 2. This Act takes effect September 1, 2009.

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

**FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION**

**May 27, 2009**

**TO:** Honorable Joe Straus, Speaker of the House, House of Representatives

**FROM:** John S. O'Brien, Director, Legislative Budget Board

**IN RE:** **HB2642** by Kent (Relating to a program to designate historic roads and highways in this state.), **As Passed 2nd House**

**No significant fiscal implication to the State is anticipated.**

The bill would amend the Government Code to require the Texas Historical Commission (THC) to cooperate with the Texas Department of Transportation (TxDOT) to establish a program to identify, designate, interpret, and market Texas historic roads and highways. The bill would authorize TxDOT and THC to pursue federal funds dedicated to highway enhancement for the project. The bill would specify that TxDOT is not required to construct or erect a highway marker under the program unless a grant or donation of funds is made to cover the costs.

Based on the analysis of TxDOT and THC, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation, 808 Historical Commission

**LBB Staff:** JOB, SD, KJG, SZ, TG

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

**FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION**

**May 20, 2009**

**TO:** Honorable John Carona, Chair, Senate Committee on Transportation & Homeland Security

**FROM:** John S. O'Brien, Director, Legislative Budget Board

**IN RE:** **HB2642** by Kent (Relating to a program to designate historic roads and highways in this state.), **Committee Report 2nd House, Substituted**

**No significant fiscal implication to the State is anticipated.**

The bill would amend the Government Code to require the Texas Historical Commission (THC) to cooperate with the Texas Department of Transportation (TxDOT) to establish a program to identify, designate, interpret, and market Texas historic roads and highways. The bill would authorize TxDOT and THC to pursue federal funds dedicated to highway enhancement for the project. The bill would specify that TxDOT is not required to construct or erect a highway marker under the program unless a grant or donation of funds is made to cover the costs.

Based on the analysis of TxDOT and THC, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within existing resources.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation, 808 Historical Commission

**LBB Staff:** JOB, KJG, SZ, TG

**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION**

**May 14, 2009**

**TO:** Honorable John Carona, Chair, Senate Committee on Transportation & Homeland Security

**FROM:** John S. O'Brien, Director, Legislative Budget Board

**IN RE: HB2642** by Kent (Relating to a program to designate historic roads and highways in this state.), **As Engrossed**

**No significant fiscal implication to the State is anticipated.**

The bill would amend the Government Code to require the Texas Historical Commission (THC) to cooperate with the Texas Department of Transportation (TxDOT) to establish a program to identify, designate, interpret, and market Texas historic roads and highways. The bill would authorize TxDOT and THC to pursue federal funds dedicated to highway enhancement for the project.

Based on the analysis of TxDOT, it is assumed the agency would incur costs for consultant services, the design and installation of highway signs, and development and production of brochures for promotion purposes. The total costs would depend on the number and length of highways and roads that would be identified and designated as historic roads under the proposed program. TxDOT indicates that the availability of federal highway enhancement funds for this purpose are limited. Therefore, it is assumed TxDOT would accommodate any costs associated with the implementation of the bill through the reallocation of existing State Highway Fund appropriations for transportation planning and maintenance.

Based on the analysis of THC, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within the agency's existing resources.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation, 808 Historical Commission

**LBB Staff:** JOB, KJG, SZ, TG

**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION**

**April 9, 2009**

**TO:** Honorable Mark Homer, Chair, House Committee on Culture, Recreation & Tourism

**FROM:** John S. O'Brien, Director, Legislative Budget Board

**IN RE: HB2642** by Kent (relating to a program to designate historic roads and highways in this state.), **Committee Report 1st House, Substituted**

**No significant fiscal implication to the State is anticipated.**

The bill would amend the Government Code to require the Texas Historical Commission (THC) to cooperate with the Texas Department of Transportation (TxDOT) to establish a program to identify, designate, interpret, and market Texas historic roads and highways. The bill would authorize TxDOT and THC to pursue federal funds dedicated to highway enhancement for the project.

Based on the analysis of TxDOT, it is assumed the agency would incur costs for consultant services, the design and installation of highway signs, and development and production of brochures for promotion purposes. The total costs would depend on the number and length of highways and roads that would be identified and designated as historic roads under the proposed program. TxDOT indicates that the availability of federal highway enhancement funds for this purpose are limited. Therefore, it is assumed TxDOT would accommodate any costs associated with the implementation of the bill through the reallocation of existing State Highway Fund appropriations for transportation planning and maintenance.

Based on the analysis of THC, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within the agency's existing resources.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation, 808 Historical Commission

**LBB Staff:** JOB, SZ, TG, WK

**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 81ST LEGISLATIVE REGULAR SESSION**

**March 31, 2009**

**TO:** Honorable Mark Homer, Chair, House Committee on Culture, Recreation & Tourism

**FROM:** John S. O'Brien, Director, Legislative Budget Board

**IN RE: HB2642** by Kent (Relating to a program to designate historic roads and highways in this state.), **As Introduced**

**No significant fiscal implication to the State is anticipated.**

The bill would amend the Transportation Code to require the Texas Department of Transportation (TxDOT) and the Texas Historical Commission (THC) to cooperatively establish a program to identify, designate, interpret, and market Texas historic roads and highways. The bill would authorize TxDOT and THC to pursue federal funds dedicated to highway enhancement for the project.

Based on the analysis of TxDOT, it is assumed the agency would incur costs for consultant services, the design and installation of highway signs, and development and production of brochures for promotion purposes. The total costs would depend on the number and length of highways and roads that would be identified and designated as historic roads under the proposed program. TxDOT indicates that the availability of federal highway enhancement funds for this purpose are limited. Therefore, it is assumed TxDOT would accommodate any costs associated with the implementation of the bill through the reallocation of existing State Highway Fund appropriations for transportation planning and maintenance.

Based on the analysis of THC, it is assumed any costs or duties associated with implementing the provisions of the bill could be absorbed within the agency's existing resources.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation, 808 Historical Commission

**LBB Staff:** JOB, WK, TG