

## **BILL ANALYSIS**

H.B. 3070  
By: Simpson  
Transportation  
Committee Report (Unamended)

### **BACKGROUND AND PURPOSE**

U.S. Highway 80 was one of the nation's first numbered highways, stretching from coast to coast between Georgia and California with a portion running through Gregg and Upshur counties. It has been reported that the highway provided an economic boon for East Texas and the Longview area specifically. Car dealerships, diners, restaurants, and many other businesses opened along the roadside, drawing people into Longview and boosting businesses. Interested parties contend that the additional infrastructure became one of the greatest economic development programs for Longview and East Texas and that designating U.S. Highway 80 as a historic highway will attract businesses and other groups seeking to reinvigorate the local economy. H.B. 3070 seeks to help provide economic development for businesses and families along the highway in Gregg and Upshur counties.

### **RULEMAKING AUTHORITY**

It is the committee's opinion that this bill does not expressly grant any additional rulemaking authority to a state officer, department, agency, or institution.

### **ANALYSIS**

H.B. 3070 amends the Government Code to require the Texas Historical Commission to cooperate with the Texas Department of Transportation (TxDOT) to designate, interpret, and market the portion of U.S. Highway 80 in Gregg and Upshur Counties as a Texas historic highway. The bill authorizes the commission and TxDOT, to supplement revenue available for those purposes, to pursue federal funds dedicated to highway enhancement. The bill prohibits a designation of a portion of U.S. Highway 80 as a Texas historic highway from being construed as a designation under the federal National Historic Preservation Act. The bill specifies that TxDOT is not required to design, construct, or erect a marker for that portion of U.S. Highway 80 unless a grant or donation of funds is made to TxDOT to cover the cost of the design, construction, and erection of the marker. The bill requires money received to cover the cost of the marker to be deposited to the credit of the state highway fund.

### **EFFECTIVE DATE**

September 1, 2013.