

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

**FISCAL NOTE, 86TH LEGISLATIVE REGULAR SESSION**

**May 9, 2019**

**TO:** Honorable Robert Nichols, Chair, Senate Committee on Transportation

**FROM:** John McGeady, Assistant Director    Sarah Keyton, Assistant Director  
Legislative Budget Board

**IN RE:** **HB1079** by Price (relating to a study by the Texas Department of Transportation of the Ports-to-Plains Corridor, including an evaluation of the feasibility of certain improvements to Interstate Highway 27.), **Committee Report 2nd House, Substituted**

<p><b>No significant fiscal implication to the State is anticipated.</b></p>
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The bill would require the Texas Department of Transportation (TxDOT) to conduct a study of the Ports-to-Plains Corridor that evaluates the feasibility of, costs, and logistical matters associated with certain improvements that would extend Interstate Highway 27. The bill would require TxDOT to establish a Ports-to-Plains advisory committee, composed of certain local officials representing counties and cities located along the corridor, to assist the department in conducting the study. The bill would require TxDOT and the advisory committee to establish segment committees for each geographic segment along the corridor to be composed of volunteers. Each segment committee would be required to submit a report to the advisory committee providing input for the study conducted by TxDOT. The bill would require the advisory committee to compile the segment committee reports and submit to TxDOT a summary of any recommendations based on those reports. The bill would require TxDOT to submit report on the results of the Ports-to-Plains Corridor study no later than January 1, 2021. The provisions of the bill would expire on August 31, 2021.

Based on LBB's analysis of information provided by TxDOT, it is assumed any costs or duties associated with implementing the provisions of the bill could be accommodated within the agency's existing resources and available highway planning and construction funds.

**Local Government Impact**

No significant fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation

**LBB Staff:** WP, JGAn, TG