

# SENATE AMENDMENTS

2<sup>nd</sup> Printing

By: Price, King of Hemphill, Smithee,  
Springer

H.B. No. 1079

A BILL TO BE ENTITLED

1 AN ACT

2 relating to a study by the Texas Department of Transportation of the  
3 feasibility of certain improvements to Interstate Highway 27.

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

5 SECTION 1. (a) In this Act:

6 (1) "Improvement" has the meaning assigned by Section  
7 221.001, Transportation Code.

8 (2) "Port of entry" has the meaning assigned by  
9 Section 621.001, Transportation Code.

10 (b) The Texas Department of Transportation shall conduct a  
11 comprehensive study of the feasibility of and the costs and  
12 logistical matters associated with improvements that:

13 (1) extend Interstate Highway 27:

14 (A) from its northern terminus to Dumas;

15 (B) from Dumas to Stratford; and

16 (C) from Stratford to the Oklahoma state border;

17 (2) extend Interstate Highway 27:

18 (A) from its northern terminus to Dumas;

19 (B) from Dumas to Dalhart; and

20 (C) from Dalhart to the New Mexico state border;

21 and

22 (3) extend Interstate Highway 27:

23 (A) from its southern terminus to Interstate

24 Highway 20;

1 (B) from Interstate Highway 20 to Interstate  
2 Highway 10; and

3 (C) from Interstate Highway 10 to the port of  
4 entry located in Laredo.

5 (c) Not later than January 1, 2021, the Texas Department of  
6 Transportation shall submit a report on the results of the study to  
7 the governor, the lieutenant governor, the speaker of the house of  
8 representatives, and the presiding officer of each standing  
9 committee of the legislature with jurisdiction over transportation  
10 matters.

11 (d) This Act expires August 31, 2021.

12 SECTION 2. This Act takes effect immediately if it receives  
13 a vote of two-thirds of all the members elected to each house, as  
14 provided by Section 39, Article III, Texas Constitution. If this  
15 Act does not receive the vote necessary for immediate effect, this  
16 Act takes effect September 1, 2019.

**ADOPTED**

MAY 15 2019

*Atay Spaw*  
Secretary of the Senate

By: Perry

H.B. No. 1079

Substitute the following for H.B. No. 1079:

By: Clay

C.S. H.B. No. 1079

A BILL TO BE ENTITLED

1 AN ACT

2 relating to a study by the Texas Department of Transportation of the  
3 Ports-to-Plains Corridor, including an evaluation of the  
4 feasibility of certain improvements to Interstate Highway 27.

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

6 SECTION 1. (a) In this Act:

7 (1) "Advisory committee" means the Ports-to-Plains  
8 Advisory Committee established under this section.

9 (2) "Department" means the Texas Department of  
10 Transportation.

11 (3) "Improvement" has the meaning assigned by Section  
12 221.001, Transportation Code.

13 (4) "Port of entry" has the meaning assigned by  
14 Section 621.001, Transportation Code.

15 (5) "Ports-to-Plains Corridor" means the highways  
16 designated as the Ports-to-Plains Corridor under Section 225.069,  
17 Transportation Code.

18 (b) The department shall conduct a comprehensive study of  
19 the Ports-to-Plains Corridor. The study must evaluate the  
20 feasibility of, and the costs and logistical matters associated  
21 with, improvements that create a continuous flow, four-lane divided  
22 highway that meets interstate highway standards to the extent  
23 possible, including improvements that:

24 (1) extend Interstate Highway 27:

1 (A) from its southern terminus to Interstate  
2 Highway 20;

3 (B) from Interstate Highway 20 to Interstate  
4 Highway 10; and

5 (C) from Interstate Highway 10 to the port of  
6 entry located in Laredo;

7 (2) extend Interstate Highway 27:

8 (A) from its northern terminus to Dumas;

9 (B) from Dumas to Stratford; and

10 (C) from Stratford to the Oklahoma state border;

11 and

12 (3) extend Interstate Highway 27:

13 (A) from its northern terminus to Dumas;

14 (B) from Dumas to Dalhart; and

15 (C) from Dalhart to the New Mexico state border.

16 (c) In conducting the study under Subsection (b) of this  
17 section, the department shall:

18 (1) use the reports submitted to the department by the  
19 advisory committee under Subsection (j) of this section; and

20 (2) hold quarterly public meetings on a rotational  
21 basis in Amarillo, Laredo, Lubbock, and San Angelo to gather public  
22 feedback on improvements or expansions to the Ports-to-Plains  
23 Corridor.

24 (d) The department shall establish a Ports-to-Plains  
25 Advisory Committee to assist the department in conducting the study  
26 under Subsection (b) of this section.

27 (e) The advisory committee is composed of:

1           (1) the county judge, or an elected county official or  
2 the administrator of the county's road department, as designated by  
3 the county judge, of each county along the Ports-to-Plains  
4 Corridor, including the counties along the possible extensions of  
5 Interstate Highway 27 described by Subsection (b) of this section;  
6 and

7           (2) the mayor, or the city manager or assistant city  
8 manager, as designated by the mayor, of Amarillo, Big Spring,  
9 Carrizo Springs, Dalhart, Del Rio, Dumas, Eagle Pass, Eldorado,  
10 Lamesa, Laredo, Lubbock, Midland, Odessa, San Angelo, Sonora,  
11 Sterling City, Stratford, and Tahoka.

12           (f) The advisory committee shall meet at least twice each  
13 year on a rotational basis in Lubbock and San Angelo.

14           (g) The department, in conjunction with the advisory  
15 committee, shall establish segment committees for each geographic  
16 segment along the Ports-to-Plains Corridor as determined by the  
17 department. The segment committees are composed of:

18           (1) volunteers who may represent:

19                   (A) municipalities, counties, metropolitan  
20 planning organizations, ports, chambers of commerce, and economic  
21 development organizations along that segment of the  
22 Ports-to-Plains Corridor;

23                   (B) the oil and gas industry; and

24                   (C) the trucking industry;

25           (2) department representatives; and

26           (3) any other interested parties.

27           (h) A segment committee established under Subsection (g) of

1 this section for a segment along the Ports-to-Plains Corridor shall  
2 submit a report to the advisory committee providing input for the  
3 study conducted by the department under Subsection (b) of this  
4 section. The report must include:

5 (1) an examination of the ability of the energy  
6 industry to transport products to market;

7 (2) an evaluation of the economic development impacts  
8 of the Ports-to-Plains Corridor, including whether the improvement  
9 or expansion of the Ports-to-Plains Corridor would create  
10 employment opportunities in this state;

11 (3) a determination of whether improvements or  
12 expansion of the Ports-to-Plains Corridor would relieve traffic  
13 congestion in the segment;

14 (4) an examination of freight movement along the  
15 Ports-to-Plains Corridor;

16 (5) a determination and prioritization of  
17 improvements and expansion of the Ports-to-Plains Corridor that are  
18 warranted in order to promote safety and mobility, while maximizing  
19 the use of existing highways to the greatest extent possible and  
20 striving to protect private property as much as possible;

21 (6) a determination of the areas that are preferable  
22 and suitable for interstate designation;

23 (7) an examination of project costs related to the  
24 improvement or expansion of the Ports-to-Plains Corridor; and

25 (8) an assessment of federal, state, local, and  
26 private funding sources for a project improving or expanding the  
27 Ports-to-Plains Corridor.

1 (i) Not later than June 30, 2020, each segment committee  
2 established under Subsection (g) of this section shall submit to  
3 the advisory committee the report described by Subsection (h) of  
4 this section, including priority recommendations for improvement  
5 and expansion of the Ports-to-Plains Corridor.

6 (j) Not later than October 31, 2020, the advisory committee  
7 shall review and compile the reports submitted by each segment  
8 committee under Subsection (i) of this section and submit to the  
9 department:

10 (1) the reports submitted by each segment committee;  
11 and

12 (2) a summary and any recommendations based on those  
13 reports.

14 (k) The advisory committee and each segment committee shall  
15 conduct extensive public involvement campaigns for feedback on  
16 preliminary recommendations made by the committees before  
17 submitting the reports under Subsections (i) and (j) of this  
18 section.

19 (l) Not later than January 1, 2021, the department shall  
20 submit a report on the results of the study conducted under  
21 Subsection (b) of this section to the governor, the lieutenant  
22 governor, the speaker of the house of representatives, and the  
23 presiding officer of each standing committee of the legislature  
24 with jurisdiction over transportation matters.

25 (m) This Act expires August 31, 2021.

26 SECTION 2. This Act takes effect immediately if it receives  
27 a vote of two-thirds of all the members elected to each house, as

1 provided by Section 39, Article III, Texas Constitution. If this  
2 Act does not receive the vote necessary for immediate effect, this  
3 Act takes effect September 1, 2019.



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

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

**May 15, 2019**

**TO:** Honorable Dennis Bonnen, Speaker of the House, House of Representatives

**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. ), **As Passed 2nd House**

<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, SD, JGAn, TG

**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**

<b>No significant fiscal implication to the State is anticipated.</b>
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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

**LEGISLATIVE BUDGET BOARD  
Austin, Texas**

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

**May 6, 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 feasibility of certain improvements to Interstate Highway 27.), **As Engrossed**

<b>No significant fiscal implication to the State is anticipated.</b>
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The bill would require the Texas Department of Transportation (TxDOT) to conduct a study of the feasibility of certain improvements that would extend Interstate Highway 27. The bill would require TxDOT to submit a report on the results of the study no later than January 1, 2021. The provisions of the bill would expire on August 31, 2021.

Based LBB's analysis of the 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 current highway planning and construction funds.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation

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

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

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

**March 11, 2019**

**TO:** Honorable Terry Canales, Chair, House 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 feasibility of certain improvements to Interstate Highway 27.), **As Introduced**

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

The bill would require the Texas Department of Transportation (TxDOT) to conduct a study of the feasibility of certain improvements that would extend Interstate Highway 27. The bill would require TxDOT to submit a report on the results of the study no later than January 1, 2021. The provisions of the bill would expire on August 31, 2021.

Based on the 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 current highway planning and construction funds.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 601 Department of Transportation

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