

BILL ANALYSIS

C.S.H.B. 2223
By: Canales
Transportation
Committee Report (Substituted)

BACKGROUND AND PURPOSE

Transportation infrastructure is severely underfunded due to the size and needs of the state. A recent study showed that Texas is underinvesting in transportation by several billion dollars each year. In addition, the Texas Department of Transportation (TxDOT) already spends roughly half of its infrastructure revenue on maintenance of the state highway system. An important component of transportation investment is knowing who the consumers of the pavement are and whether their taxes and fees contribute their fair share into the state highway fund. Understanding how to develop smart public policy on this issue requires data that Texas does not currently have. C.S.H.B. 2223 seeks to remedy this situation by providing for a study by TxDOT on the impact of certain classifications of motor vehicle on the roads and bridges of Texas.

CRIMINAL JUSTICE IMPACT

It is the committee's opinion that this bill does not expressly create a criminal offense, increase the punishment for an existing criminal offense or category of offenses, or change the eligibility of a person for community supervision, parole, or mandatory supervision.

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

C.S.H.B. 2223 requires the Texas Department of Transportation (TxDOT), in consultation with the Texas A&M Transportation Institute, The University of Texas Center for Transportation Research, and transportation industry representatives, to conduct a study on the impact on the roads and bridges in Texas by motor vehicles classified as passenger vehicles, commercial motor vehicles, and oversize or overweight vehicles. The bill provides for the required determinations, assessments, and recommendations of the study and the submission of a TxDOT report on the findings of the study to the governor, the lieutenant governor, and the legislature not later than December 1, 2022. The bill's provisions expire May 1, 2023.

EFFECTIVE DATE

On passage, or, if the bill does not receive the necessary vote, September 1, 2021.

COMPARISON OF ORIGINAL AND SUBSTITUTE

While C.S.H.B. 2223 may differ from the original in minor or nonsubstantive ways, the following summarizes the substantial differences between the introduced and committee substitute versions of the bill.

The substitute includes a requirement for the study to assess the overall economic benefits to the state economy of commercial motor vehicles and oversize or overweight vehicles.

The substitute changes the report submission deadline from November 1, 2022, to December 1, 2022.

The substitute changes the bill's effective date from September 1, 2021, to on passage or September 1, 2021, if the bill does not receive the necessary vote for immediate effect.