

By: Morales Shaw

H.B. No. 4514

A BILL TO BE ENTITLED

AN ACT

1
2 relating to revenue enhancement by the Texas Transportation
3 Commission.

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

5 SECTION 1. Section 201.109(b), Transportation Code, is
6 amended to read as follows:

7 (b) In carrying out this section, the commission shall
8 provide for:

9 (1) maximizing the generation of revenue from existing
10 assets of the department, including real estate and rights-of-way;

11 (2) increasing the role of the private sector and
12 public-private projects in the leasing of real estate and other
13 assets in the development of highway projects;

14 (3) setting and attempting to meet annual revenue
15 enhancement goals;

16 (4) reporting on the progress in meeting revenue
17 enhancement goals in the department's annual report;

18 (5) contracting for an independent audit of the
19 department's management and business operations in 2007 and each
20 12th year after 2007;

21 (6) developing a cost-benefit analysis between the use
22 of local materials previously incorporated into roadways versus use
23 of materials blended or transported from other sources; ~~and~~

24 (7) increasing private investment in the

1 transportation infrastructure, including the acquisition of
2 causeways, bridges, tunnels, turnpikes, or other transportation
3 facilities, in the border region, including the counties of
4 Atascosa, Bandera, Bexar, Brewster, Brooks, Cameron, Crockett,
5 Culberson, Dimmit, Duval, Edwards, El Paso, Frio, Hidalgo,
6 Hudspeth, Jeff Davis, Jim Hogg, Jim Wells, Kenedy, Kerr, Kimble,
7 Kinney, Kleberg, La Salle, Live Oak, Maverick, McMullen, Medina,
8 Nueces, Pecos, Presidio, Real, Reeves, San Patricio, Starr, Sutton,
9 Terrell, Uvalde, Val Verde, Webb, Willacy, Zapata, and Zavala; and
10 (8) developing a cost-benefit analysis of the
11 potential local and state budget impacts of implementing new
12 highway design concepts, including highway capping and stitching
13 projects, highway capping projects that restore the historic urban
14 street grid and allow for dense walkable development, and projects
15 to convert highways to urban boulevards.

16 SECTION 2. This Act takes effect September 1, 2021.