

BILL ANALYSIS

H.B. 1461
By: Guillen
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

Smaller cities and counties in rural South Texas receiving grants from the Texas Department of Transportation (TxDOT) have faced financial challenges when a funded project is managed by TxDOT and surpasses the awarded amount. The issue presents itself as a threat to rural counties that are not prepared to take on economic disruption due to insufficient funding. H.B. 1461 aims to incentivize TxDOT to adequately manage the costs of the grant-based projects it manages by requiring TxDOT to compensate any recipient of a TxDOT grant for the construction of a transportation project in a county with a population with less than 25,000 or a municipality with a population of less than 15,000 for costs sustained by the recipient that surpass the amount of the grant awarded if the construction project is managed by TxDOT.

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

H.B. 1461 amends the Transportation Code to require the Texas Department of Transportation (TxDOT) to reimburse the recipient of a grant awarded by TxDOT for the construction of a transportation project in a county with a population of less than 25,000 or a municipality with a population of less than 15,000 for costs incurred by the recipient that exceed the grant amount if the construction is managed by TxDOT.

H.B. 1461 applies only to a grant awarded by TxDOT on or after the bill's effective date.

EFFECTIVE DATE

September 1, 2023.