

BILL ANALYSIS

H.B. 2795
By: Canales
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

Communities all across Texas face unprecedented population growth and increased congestion on roadways. The state is struggling to deliver transportation projects to match the rate of Texas' historic growth. H.B. 2795 seeks to address congestion and reliability issues for the fast-growth communities along the I-35 corridor at no cost or liability to the state. This area of Texas is a critical freight and trade corridor, where delays have a significant impact on our state's businesses and supply chain. The legislation supports development of a new non-tolled highway between State Highway 130 and I-35 at no cost to the state or taxpayers as the Texas Department of Transportation would require its private partner on the adjacent southern section of that state highway to fund construction of the connector through an amendment to the existing contract. It is important to take a proactive approach to infrastructure investment and take advantage of this unique opportunity to deliver a much-needed project that has broad local and regional support. This roadway will provide better connectivity to the interstate highway system and provide options for drivers when there are crashes or major delays in the area.

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. 2795 amends the Transportation Code to require the Texas Department of Transportation (TxDOT), not later than September 1, 2024, to amend a comprehensive development agreement entered into on or before March 22, 2007, for State Highway 130 from U.S. Highway 183 to Interstate Highway 10 (Segments 5 and 6) to extend the term of the agreement for up to 20 additional years if the amendment does the following:

- outlines the benefit the state will derive from extending the term; and
- requires the private participant to provide funds to TxDOT not later than December 31, 2024, in an amount agreed to by TxDOT and the participant in accordance with the requirements of the amendment.

The bill requires the funds received from the private participant to be used by TxDOT, or on behalf of TxDOT using TxDOT's procurement process, for the design, financing, and construction of a nontolled connector between Interstate Highway 35 and State Highway 130 to be located wholly or partly in a county in which the project that is the subject of the comprehensive development agreement is located. TxDOT is required to own the connector.

EFFECTIVE DATE

September 1, 2023.