

BILL ANALYSIS

H.B. 4520
By: Martinez
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

Under current law, the Texas Department of Transportation may provide financial assistance to support the construction and repair of certain eligible aviation facilities. This is accomplished through loans or grants which the Texas Transportation Commission must vote to approve. To qualify for state aviation grant funding, 10 percent of the total project cost must be provided by a source other than the state. The bill author has informed the committee that the 10 percent local match requirement often comes from the airport sponsor, which is either a county or city government; however, many general aviation airports do not have available funding from the airport sponsor, especially those in economically disadvantaged counties. H.B. 4520 seeks to address this issue by lowering the local match requirement for airports that are located in an economically disadvantaged county.

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. 4520 amends the Transportation Code to include among the requirements that the Texas Transportation Commission must require, before approving a loan or grant to a state agency with a governing board authorized to operate an airport or to a governmental entity, that at least five percent of the total project cost be provided by sources other than the state if the airport is located in an economically disadvantaged county.

EFFECTIVE DATE

September 1, 2025.