

## **BILL ANALYSIS**

H.B. 1116  
By: Thompson, Ed  
Transportation  
Committee Report (Unamended)

### **BACKGROUND AND PURPOSE**

Concerns have been raised regarding the assessment of tolls in situations in which multiple toll entities each attempt to collect toll payments incurred during a single trip on multiple segments of a road. When multiple tolls are assessed by different entities, toll customers often experience confusion when attempting to pay and resolve the tolls and associated fines and may be less likely to pay those tolls. Furthermore, when initial notices remain unpaid for the components of a single trip, and are separated through different collections processes, the initial invoicing entity oftentimes does not have access to the trip information or have the ability to collect payment. H.B. 1116 seeks to address these issues and alleviate confusion by creating a seamless and more simplified process for toll road customers.

### **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. 1116 amends the Transportation Code to give an entity operating a toll lane under a comprehensive development agreement the same powers and duties as the Texas Department of Transportation (TxDOT) under statutory provisions relating to state highway toll projects with regard to toll collection and enforcement for that toll lane. A toll collected pursuant to an agreement for tolling services with a toll project entity other than TxDOT is governed by the fee and fine structure of the entity issuing the initial toll invoice.

### **EFFECTIVE DATE**

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