

## **BILL ANALYSIS**

Senate Research Center  
86R14007 MTB-F

S.B. 2260  
By: Flores  
Transportation  
4/15/2019  
As Filed

### **AUTHOR'S / SPONSOR'S STATEMENT OF INTENT**

In 2013, the Texas Legislature passed S.B. 1747 to act as the disbursement mechanism for a corresponding appropriation to fund projects that would improve county road infrastructure in energy producing areas. This occurred because the legislature recognized that existing county road infrastructure was not equipped to handle current and anticipated vehicle traffic in counties that have been at the forefront of the production of oil and natural gas in Texas.

With record production occurring across the state, as well as record severance tax collections, counties have continued to see a need in funding that would allow them to construct, repair, and maintain county roads. Additionally, there is a need to focus funding dollars, if they are appropriated, to the areas of greatest need. Less infrastructure challenges in these revenue producing regions increase severance tax collections that may be used for a wide variety of statewide purposes.

S.B. 2260 seeks to modify the mechanisms by which this grant program functions in order to more efficiently ensure the greatest benefit to these counties, who in turn, generate significant severance tax revenue back to the state for appropriations to statewide areas of need.

In order to promote efficiency and transparency throughout the county transportation infrastructure funds operations, the committee substitute seeks to further target state dollars to counties by using metrics for consideration of eligible entities, as well as address how funds may be used, and the method by which contracts may be entered into by eligible counties.

As proposed, S.B. 2260 amends current law relating to the grant program distributing money from the transportation infrastructure fund.

### **RULEMAKING AUTHORITY**

This bill does not expressly grant any additional rulemaking authority to a state officer, institution, or agency.

### **SECTION BY SECTION ANALYSIS**

SECTION 1. Amends Section 256.105(a), Transportation Code, to require that, except as provided by Subsection (b), to be eligible to receive a grant under the program, matching funds be provided, from any source, including in-kind contributions, in an amount equal to at least 20 percent of the amount of the grant.

SECTION 2. Amends Section 256.106(b), Transportation Code, to authorize the Texas Department of Transportation to use one-half of one percent of the amount deposited into the fund in the preceding or current fiscal year, rather than the preceding fiscal year, not to exceed \$500,000 in a state fiscal biennium, to administer this subchapter (Transportation Infrastructure Fund).

SECTION 3. Effective date: September 1, 2019.