

BILL ANALYSIS

Senate Research Center

S.B. 1650
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Transportation & Homeland Security
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As Filed

AUTHOR'S / SPONSOR'S STATEMENT OF INTENT

Comprehensive development agreements cover a range of contracting options from the most basic, from mere design and construction (called design-build) to the most inclusive (called design-build-finance-operate-maintain-concession payment). The ability to contract for multiple services at once can save significant time for full build-out and cost for major infrastructure projects as well as provide private sector financing when public dollars are not available or are insufficient to complete the project.

The authorization for regional mobility authorities to enter any type of comprehensive development agreement expires on August 31, 2011. It has been the practice of the past two legislatures to authorize these types of agreements on a project-by-project basis.

S.B. 1650 adds two projects to the list of projects eligible to use this type of agreement: Loop 1 (the MoPac Improvement Project) from north of FM 734 (Parmer Lane) to the Cesar Chavez Interchange (1st/5th Street); and US 183 (Bergstrom Expressway) from just south of Springdale Road to Patton Avenue.

As proposed, S.B. 1650 amends current law relating to certain comprehensive development agreements of regional mobility authorities.

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 Subchapter G, Chapter 370, Transportation Code, by adding Section 370.3051, as follows:

Sec. 370.3051. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING COMPREHENSIVE DEVELOPMENT AGREEMENTS. Authorizes certain regional mobility authorities, notwithstanding Sections 370.305(d) (relating to entering into a comprehensive development agreement expiring on August 31, 2009) and (f) (relating to entering into a comprehensive development agreement expiring on August 31, 2011), to enter into a comprehensive development agreement relating to improvements to:

(a) Loop 1 (the MoPac Improvement Project) from north of FM 734 (Parmer Lane) to the Cesar Chavez Interchange (1st/5th Street); or

(b) US 183 (Bergstrom Expressway) from just south of Springdale Road to Patton Avenue.

SECTION 2. Effective date: upon passage or September 1, 2011.