

## **BILL ANALYSIS**

C.S.H.B. 1201  
By: Kolkhorst  
Transportation  
Committee Report (Substituted)

### **BACKGROUND AND PURPOSE**

Publicly announced almost a decade ago and authorized by statute a year later, the Trans-Texas Corridor (TTC) was a proposed multiuse, statewide transportation network designed to incorporate existing and new highways, railways, and utility rights-of-way. The Texas Department of Transportation (TxDOT) was designated to be responsible for planning, construction, and ongoing maintenance, although private vendors would be responsible for much of the daily operations.

However, since authorization of the TTC, there has been overwhelming public concern over contractual negotiations, implementation, and planning on behalf of Texas by TxDOT, operation of the TTC by international vendors, and the announcement by state officials that the TTC would no longer be pursued or implemented. Finally, in 2010, the Federal Highway Administration issued an official decision of no action for the TTC-35 project, effectively ending the TTC. C.S.H.B. 1201 removes or repeals the authority for the establishment and operation of the TTC.

### **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**

C.S.H.B. 1201 amends the Transportation Code to remove or repeal statutory references to the Trans-Texas Corridor in provisions relating to the Texas Department of Transportation, the state highway system, road laws relating to particular counties, turnpikes and toll projects, and rules of the road.

C.S.H.B. 1201 authorizes the Texas Transportation Commission to authorize the operation of a vehicle that exceeds lawful weight or size limitations on a lane designated as an exclusive lane under state law if supported by an engineering and traffic study that includes an analysis of the structural capacity of bridges and pavements, current and projected traffic patterns and volume, and potential effects on public safety. The bill specifies that this provision does not authorize the operation of a vehicle that exceeds a lawful maximum axle weight and does not apply to a roadway that is part of the national system of interstate and defense highways.

C.S.H.B. 1201 authorizes the Texas Transportation Commission to establish a speed limit not to exceed 85 miles per hour on a part of the state highway system if that part of the highway system is designed to accommodate travel at that established speed or a higher speed and the commission determines, after an engineering and traffic investigation, that the established speed limit is reasonable and safe for that part of the highway system.

C.S.H.B. 1201 amends the Tax Code to make nonsubstantive and conforming changes.

C.S.H.B. 1201 repeals the following provisions of the Transportation Code:

- Section 201.618(e)
- Chapter 227
- Section 284.0032
- Section 366.305
- Section 370.316
- Section 545.3531

**EFFECTIVE DATE**

On passage, or, if the bill does not receive the necessary vote, September 1, 2011.

**COMPARISON OF ORIGINAL AND SUBSTITUTE**

C.S.H.B. 1201 contains a provision not in the original authorizing the Texas Transportation Commission to authorize the operation of a vehicle that exceeds lawful weight or size limitations on a lane designated as an exclusive lane under certain conditions. The substitute contains a provision not in the original authorizing the commission to establish a speed limit not to exceed 85 miles per hour on a part of the state highway system under certain conditions.