

## **BILL ANALYSIS**

C.S.S.B. 1461  
By: Carona  
Transportation  
Committee Report (Substituted)

### **BACKGROUND AND PURPOSE**

It has been reported that the Dallas Area Rapid Transit Authority may collaborate with the municipality of Arlington on the possible operation of test express bus service to The University of Texas at Arlington. However, current law is unclear on the ability of certain municipalities to become part of the territory of a regional transportation authority. Interested parties assert that The T, Fort Worth's transportation authority, is experiencing a similar a problem. C.S.S.B. 1461, among other items, seeks to remove ambiguity in certain laws relating to adding a municipality to the territory of a regional transportation authority.

### **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.S.B. 1461 amends the Transportation Code to redefine "special sales and use tax," for purposes of statutory provisions relating to adding a municipality to a regional transportation authority, as a sales and use tax levied by a municipality that is in excess of one percent, rather than a sales and use tax levied by a municipality under specified state law or an additional municipal sales and use tax levied by a municipality under the Municipal Sales and Use Tax Act. The bill authorizes a municipality that does not have territory that is part of a regional transportation authority, rather than a municipality that is not part of such an authority, to be added to the territory of an authority on a date determined by the executive committee of the authority if certain established conditions are fulfilled. The bill changes one of those conditions to require any part of the territory of the municipality be located in a county in which the authority has territory or in a county that any part of the territory of the municipality be located in a county that is adjacent to a county in which the authority has territory, rather than requiring any part of the municipality be located in a county in which the authority has territory. The bill adds to those conditions that the executive committee states, by resolution, the authority's intention to provide transportation services in the territory of the municipality.

### **EFFECTIVE DATE**

On passage, or, if the bill does not receive the necessary vote, September 1, 2013.

### **COMPARISON OF ORIGINAL AND SUBSTITUTE**

C.S.S.B. 1461 differs from the engrossed version by adding a Texas Legislative Council document footer.