

## **BILL ANALYSIS**

Senate Research Center  
85R21471 BEE-D

H.B. 1764  
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Transportation  
5/10/2017  
Engrossed

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

Capital Metro is the metropolitan rapid transit authority that serves the Austin area pursuant to Chapter 451, Transportation Code. During a recent state-mandated performance audit, Capital Metro discovered that several sections of Chapter 451 are out of date with its current operations. H.B. 1764 is a clean-up bill that addresses these provisions.

H.B. 1764 clarifies that Capital Metro may encumber already-approved funds from one year to the next for capital projects.

H.B. 1764 also updates the provision that requires Capital Metro to report certain performance measures. The language is currently limited to services “directly operated by the authority,” which is problematic because Capital Metro no longer operates its services directly. Thus, striking this provision ensures Capital Metro will continue to report performance measures on its services even when they are operated by outside contractors.

H.B. 1764 amends current law relating to the operation of metropolitan rapid transit 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 Section 451.133(a), Transportation Code, to prohibit a rapid transit authority (authority) from spending for capital improvements money in excess of the total amounts allocated for major capital expenditures in the current and preceding annual budget of the authority, rather than from spending for capital improvements money in excess of the total amount allocated for major capital expenditures in the annual budget.

SECTION 2. Amends Sections 451.455(h) and (i), Transportation Code, as follows:

(h) Provides that the number of accidents per 100,000 miles is computed by multiplying the annual number of accidents by 100,000 and dividing the product by the number of miles for all service, including charter and nonrevenue service, for the same period, rather than including charter and nonrevenue service, directly operated by the authority, for the same period.

(i) Provides that the number of miles between mechanical road calls is computed by dividing the annual number of miles for all service, rather than by dividing the annual number of miles for all service directly operated by an authority, including charter and nonrevenue service, by the number of mechanical road calls for the same period.

SECTION 3. Effective date: September 1, 2017.