

BILL ANALYSIS

C.S.H.B. 1764
By: Israel
Transportation
Committee Report (Substituted)

BACKGROUND AND PURPOSE

Interested parties note a discrepancy between the operation of certain metropolitan rapid transit authorities and the requirement for such an authority to report performance measures for service directly operated by the authority. C.S.H.B. 1764 seeks to broaden the scope of performance indicators used to track these authorities by including performance measures for service other than service directly operated by an authority.

CRIMINAL JUSTICE IMPACT

It is the committee's opinion that this bill does not expressly create a criminal offense, increase the punishment for an existing criminal offense or category of offenses, or change the eligibility of a person for community supervision, parole, or mandatory supervision.

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. 1764 amends the Transportation Code to remove the specification that the service used in the computation of the following performance indicators for performance audits of a metropolitan rapid transit authority in which the principal municipality has a population of more than 1.9 million or less than 850,000 is service directly operated by the authority: number of accidents per 100,000 miles and number of miles between mechanical road calls. The bill changes the cap on the amount a metropolitan rapid transit authority may spend for capital improvements from the total amount allocated for major capital expenditures in the annual budget to the total amounts allocated for major capital expenditures in the current and preceding annual budget of the authority.

EFFECTIVE DATE

September 1, 2017.

COMPARISON OF ORIGINAL AND SUBSTITUTE

While C.S.H.B. 1764 may differ from the original in minor or nonsubstantive ways, the following comparison is organized and formatted in a manner that indicates the substantial differences between the introduced and committee substitute versions of the bill.

INTRODUCED	HOUSE COMMITTEE SUBSTITUTE
No equivalent provision.	SECTION 1. Section 451.133(a),

Transportation Code, is amended to read as follows:

(a) An authority may not spend for capital improvements money in excess of the total amounts [~~amount~~] allocated for major capital expenditures in the current and preceding annual budget of the authority [~~budget~~].

SECTION 1. Sections 451.455(h) and (i), Transportation Code, are amended.

SECTION 2. This Act takes effect September 1, 2017.

SECTION 2. Same as introduced version.

SECTION 3. Same as introduced version.