

BILL ANALYSIS

H.B. 594
By: Israel
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

The opening of State Highway 130 was intended to alleviate worsening traffic congestion along the IH-35 corridor through Williamson and Travis Counties, but interested parties have noted that this goal has not been fully achieved. The parties note that this may be due in large part to cost-prohibitive toll rates for certain trucks traveling on certain segments of the highway that are three to six times higher than toll rates for passenger vehicles on those segments. These parties are optimistic, however, that truck traffic on State Highway 130 can be increased because the Texas Department of Transportation has reported increased truck traffic when temporary reductions in those toll rates were imposed in the past. H.B. 594 seeks to enhance these toll-reduction efforts.

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

H.B. 594 amends the Transportation Code to require the Texas Transportation Commission and the Texas Department of Transportation (TxDOT), in an effort to encourage an operator of a vehicle or combination of vehicles with three or more axles to use State Highway 130, to develop a program to discount or adjust toll rates for such a vehicle or combination of vehicles traveling on Segments 1–4 of State Highway 130. The bill requires the commission and TxDOT to develop and implement the toll rate adjustment program not later than January 1, 2016.

EFFECTIVE DATE

September 1, 2015.