

## **BILL ANALYSIS**

C.S.H.B. 2715  
By: Rodriguez  
Transportation  
Committee Report (Substituted)

### **BACKGROUND AND PURPOSE**

It has been noted that motor-assisted scooters have become increasingly popular across the state. It has been suggested that more information is needed regarding the operation and accessibility of these scooters, the integration of these scooters into the state's transportation system, and the economic impact of these scooters on local governments. C.S.H.B. 2715 seeks to provide for a study on the use of shared motor-assisted scooters by the Texas Department of Transportation.

### **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. 2715 requires the Texas Department of Transportation (TxDOT), in consultation with the Texas A&M Transportation Institute or other institutions of higher education, local governments, or industry representatives, to conduct a study on the use of shared motor-assisted scooters. The bill requires the study to examine:

- the legal definition and existing local regulation of shared motor-assisted scooters;
- the liability issues related to shared motor-assisted scooter use and accidents;
- the operation of shared motor-assisted scooters, including safety standards, interaction with pedestrians, shared infrastructure, and operator qualifications;
- the economic impact of shared motor-assisted scooters, including any burdens on or benefits to local governments;
- accessibility of shared motor-assisted scooters;
- shared motor-assisted scooters' impact on public transportation;
- the social norms and etiquette of shared motor-assisted scooter use; and
- how shared motor-assisted scooters have been and may be integrated into the overall transportation system.

The bill requires TxDOT to submit to the legislature a report on the findings of the study not later than December 1, 2020. The bill's provisions expire January 1, 2021.

### **EFFECTIVE DATE**

September 1, 2019.

**COMPARISON OF ORIGINAL AND SUBSTITUTE**

While C.S.H.B. 2715 may differ from the original in minor or nonsubstantive ways, the following summarizes the substantial differences between the introduced and committee substitute versions of the bill.

The substitute changes the entity required to conduct the study from the Texas A&M Transportation Institute, in consultation with TxDOT, to TxDOT, in consultation with the Texas A&M Transportation Institute or other institutions of higher education, local governments, or industry representatives.

The substitute changes from the Texas A&M Transportation Institute to TxDOT the entity required to submit a report on the findings of the study to the legislature.

The substitute includes a specification that the motor-assisted scooters to which the study applies are shared motor-assisted scooters.