

## **BILL ANALYSIS**

S.B. 977  
By: Schwertner  
Transportation  
Committee Report (Unamended)

### **BACKGROUND AND PURPOSE**

Interested parties suggest that a recently proposed high-speed rail project in Texas linking two major metropolitan areas not only encroaches on private property rights, but also provides little economic benefit for the communities along the proposed route that would be affected most by the construction of the rail system. S.B. 977 seeks to address this issue by prohibiting the use of state funds for the construction or operation of a high-speed rail project operated by a private entity, with limited exceptions.

### **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**

S.B. 977 amends the Transportation Code to prohibit the legislature from appropriating money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operation of, high-speed rail operated by a private entity, and to prohibit a state agency from accepting or using state money to pay for such a cost, except as required by federal law or other state law. The bill defines "high-speed rail" as intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour. The bill requires a state agency to prepare a semiannual report of each such expense for high-speed rail and to submit a copy of each report to the Texas Transportation Commission, the comptroller of public accounts, the committee in each house of the legislature with primary jurisdiction over transportation, the speaker of the house of representatives, the lieutenant governor, and the governor. The bill establishes that its provisions are not intended to preclude or limit the execution of the Texas Department of Transportation's responsibilities under federal law or other state law.

### **EFFECTIVE DATE**

September 1, 2017.