

- SUBJECT:** Revising regulation of regional mobility authorities
- COMMITTEE:** Transportation — committee substitute recommended
- VOTE:** 8 ayes — Krusee, Phillips, Callegari, Casteel, Deshotel, Hamric, Hill, West  
0 nays  
1 absent — Flores
- WITNESSES:** None
- BACKGROUND:** Regional mobility authorities (RMAs) were created by SB 342 by Shapiro during the 77th Legislature in 2001. Any county or set of counties may petition the Texas Transportation Commission (TTC) to form an RMA. RMAs construct and manage transportation projects with the goal of improving mobility in a region. RMAs have the power of eminent domain, may issue bonds, and may enter into contracts with private entities for transportation projects.
- DIGEST:** HB 2655 would require board members and employees of RMA's to be subject to conflict of interest guidelines that apply to local government officials.
- The bill would allow information collected through automated enforcement technology, such as a security camera, to be used to determine if someone has committed a toll violation. The bill also would ensure that customer account information, such as contact and payment information, read by toll-collecting transponders would remain confidential.
- The bill would repeal a requirement that an RMA's acquisition or relocation of Texas Transportation Commission property is considered a conversion of a state highway and subject to applicable restrictions.
- In addition, HB 2655 would specify that RMA's are not authorized to construct, maintain or operate transportation projects involving federally regulated airports.

The bill would take effect September 1, 2005.

NOTES:

The substitute specified that RMA's do not have control over federally regulated airports, exempt RMA acquisitions of Texas Transportation Commission property from conversion requirements and would make transponder information confidential.