

BILL ANALYSIS

C.S.H.B. 2692
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Land & Resource Management
Committee Report (Substituted)

BACKGROUND AND PURPOSE

Texas' urban and suburban communities are increasingly incorporating commuter rail systems to address congestion and mobility problems. Because rail projects attract more intense development, rail projects cause surrounding property values to go up and threaten to displace lower-income working families and seniors from their neighborhoods due to increased property taxes. In Dallas, for example, the Dallas Area Rapid Transit project resulted in a 32 percent increase in residential property values near the stations. In Austin, similar projects are in the planning stages and could result in increased residential property values.

C.S.H.B. 2692 gives cities with a population of less than 1.1 million a tool to ensure that low to moderate-income households have the opportunity to live near commuter rail stations by promoting affordable housing within one mile of a commuter rail station.

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. 2692 amends the Local Government Code to exempt a multifamily residential development of eight or more residential units intended for private sale and located less than one mile from a commuter rail station located in a municipality with a population of less than 1.1 million from the prohibition against a municipality adopting a requirement that establishes a maximum sales price for a privately produced housing unit or residential building lot.

EFFECTIVE DATE

On passage, or, if the act does not receive the necessary vote, the act takes effect September 1, 2009.

COMPARISON OF ORIGINAL AND SUBSTITUTE

C.S.H.B. 2692 differs from the original by making provisions relating to the prohibition of certain municipal requirements regarding sales of housing units or residential lots inapplicable to a multifamily residential development of eight or more residential units intended for private sale and located less than one mile from a commuter rail station located in a municipality with a population of less than 1.1 million, whereas the original makes the same prohibition inapplicable to property located within one-half mile of a commuter rail station.