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| BILL ANALYSIS |

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| C.S.H.B. 4483 |
| By: Lozano |
| Transportation |
| Committee Report (Substituted) |

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| **BACKGROUND AND PURPOSE** Ports in Texas contribute to the Texas economy and provide a valuable economic lifeline for coastal communities. C.S.H.B. 4483 provides for a quantitative analysis of the economic contribution of ports to the state by requiring the Texas A&M Transportation Institute to conduct a study to examine the economic impact and potential for economic growth of navigation districts in Texas. |
| **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. 4483 requires the Texas A&M Transportation Institute to conduct a study to examine the economic impact and potential for economic growth of navigation districts in Texas. The bill requires the study to determine the following:* the direct economic impact of each navigation district on the economy of Texas;
* the total population located in the boundaries of each navigation district;
* the projected economic growth over the next 10 years for each navigation district; and
* the economic impact, population, and projected economic growth of each navigation district at the county level.

The bill requires the Texas A&M Transportation Institute, not later than December 1, 2024, to submit a written report containing the results of the study to the lieutenant governor, the speaker of the house of representatives, and each member of the legislature. |
| **EFFECTIVE DATE** September 1, 2023. |
| **COMPARISON OF INTRODUCED AND SUBSTITUTE**While C.S.H.B. 4483 may differ from the introduced in minor or nonsubstantive ways, the following summarizes the substantial differences between the introduced and committee substitute versions of the bill.The substitute omits the following provisions from the introduced:* a provision subjecting the Port of Corpus Christi Authority of Nueces County, Texas, to review under the Texas Sunset Act;
* a requirement for the review to be conducted as if the authority were a state agency scheduled to be abolished on September 1, 2025, and every 12th year after that year;
* a requirement for the authority to pay the costs incurred by the Sunset Advisory Commission in performing the review;
* a requirement for the commission to determine the incurred cost; and
* a requirement for the authority to pay that amount promptly on receipt of a statement from the commission detailing the cost.

The substitute includes the following provisions absent from the introduced:* a requirement for the Texas A&M Transportation Institute to conduct a study to examine the economic impact and potential for economic growth of navigation districts in Texas;
* a requirement for the study to determine the following:
	+ the direct economic impact of each navigation district on the economy of Texas;
	+ the total population located in the boundaries of each navigation district; and
	+ the projected economic growth over the next 10 years for each navigation district;
* a requirement for the study to determine the economic impact, population, and projected economic growth of each navigation district at the county level; and
* a requirement for the institute to submit a written report containing the results of the study, not later than December 1, 2024, to the lieutenant governor, speaker of the house of representatives, and each member of the legislature.
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