

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 88TH LEGISLATIVE REGULAR SESSION

May 9, 2023

TO: Honorable Dan Patrick, Lieutenant Governor, Senate

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: SB1500 by Nichols (Relating to powers and duties of navigation districts and the boards of trustees of municipal port facilities.), **As Passed 2nd House**

Estimated Two-year Net Impact to General Revenue Related Funds for SB1500, As Passed 2nd House : a negative impact of (\$664,000) through the biennium ending August 31, 2025.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

General Revenue-Related Funds, Five- Year Impact:

<i>Fiscal Year</i>	<i>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</i>
2024	(\$531,500)
2025	(\$132,500)
2026	\$0
2027	\$0
2028	\$0

All Funds, Five-Year Impact:

<i>Fiscal Year</i>	<i>Probable Savings/(Cost) from General Revenue Fund 1</i>
2024	(\$531,500)
2025	(\$132,500)
2026	\$0
2027	\$0
2028	\$0

Fiscal Analysis

Among other provisions, the bill would require the Texas A&M Transportation Institute, in consultation with the Comptroller of Public Accounts and standing committees of the Legislature, to study waterborne commerce economics of navigation districts in the state. No later than December 1, 2024, the institute would have to prepare a written report, a summary of its findings, and recommendations for legislative or other action.

Methodology

Texas A&M Transportation Institute (TTI) researchers are compensated on an hourly basis for work performed.

According to analysis from TTI, compensating researchers to conduct a study per the provisions of the bill would cost \$525,000 in fiscal year 2024 and \$126,000 in fiscal year 2025. TTI also estimates travel costs of \$1,200 and other expenses of \$5,300 in fiscal year 2024 and travel costs of \$800 and other expenses of \$5,700 in fiscal year 2025.

Local Government Impact

No significant fiscal implication to units of local government is anticipated.

Source Agencies: 727 Texas A&M Transportation Institute

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