

BILL ANALYSIS

C.S.H.B. 483
By: Bucy
Transportation
Committee Report (Substituted)

BACKGROUND AND PURPOSE

The bill author has informed the committee that transportation between major cities in Texas occurs almost exclusively on major highways or through air travel and that, despite the lack of current infrastructure, the state has several major cities that could benefit greatly from a high-speed rail service, which would ease congestion on roadways and reduce the negative environmental impact of cars and planes. The bill author has also informed the committee that Texans seeking alternate methods of transportation have suggested that establishing a high-speed rail service between Dallas, Waco, Austin, and San Antonio would greatly benefit the state's residents. C.S.H.B. 483 seeks to require the Texas Department of Transportation to enter into an agreement with a private entity to construct high-speed rail connecting Dallas, Waco, Austin, and San Antonio along the I-35 Corridor.

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. 483 amends the Transportation Code to require the Texas Department of Transportation (TxDOT) to enter into a comprehensive development agreement with a private entity to construct, maintain, and operate high-speed rail connecting Dallas to Waco to Austin to San Antonio along the Interstate Highway 35 corridor. The bill defines "high-speed rail" for this purpose as intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

C.S.H.B. 483 repeals Section 199.003, Transportation Code, which prohibits the appropriation and use of state money for certain expenses relating to high-speed rail operated by a private entity and which requires state agencies to prepare a semiannual report of such expenses.

EFFECTIVE DATE

September 1, 2025.

COMPARISON OF INTRODUCED AND SUBSTITUTE

While C.S.H.B. 483 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.

Both the introduced and the substitute require TxDOT to enter into a comprehensive development agreement with a private entity to construct, maintain, and operate high-speed rail connecting certain cities along the Interstate Highway 35 corridor. However, whereas the introduced required the agreement to provide for high-speed rail connecting Dallas to Austin to San Antonio, the substitute requires the agreement to provide for high-speed rail connecting Dallas to Waco to Austin to San Antonio.