

BILL ANALYSIS

H.B. 1507
By: Middleton
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

The Texas Transportation Commission administers a revolving loan program to use money from the ship channel improvement revolving fund to enhance the financing capabilities of entities responsible for the local share of qualified project costs by providing revenue and security for certain loans. It has been suggested that there is confusion regarding the types of entities that are responsible for the local share of those costs under the fund. H.B. 1507 seeks to address this issue by specifying the entities for which the funding under the loan program is used.

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

H.B. 1507 amends the Transportation Code to specify that funding under the ship channel improvement revolving loan program is used for the following types of entities responsible for the local share of qualified project costs:

- a navigation district;
- a municipality that has a population of more than 5,000 and is located on the Gulf of Mexico or a channel, canal, bay, or inlet connected to that gulf; or
- a board of trustees in which the management and control of certain port improvement or facility projects is vested.

H.B. 1507 repeals Section 56.001(3), Transportation Code.

EFFECTIVE DATE

September 1, 2021.