



# TXTA 89TH LEGISLATIVE PRIORITY REPORT

**E**ach legislative session brings its own challenges, and the 89th was no exception. While several long-standing priority bills finally crossed the finish line, our top goal—passing a second tort reform measure—fell short. This year, our team closely tracked nearly 200 bills related to trucking, transportation, small business, taxes, safety, border security and the state budget—the only bill the Texas Legislature is required to pass. The budget often includes valuable funding opportunities, and this session TXTA secured support for truck driver and technician training.

During the 89th Texas Legislative Session, 8,719 bills were filed and only 1,187 became law. That is a 14 percent success rate. As TXTA has shared before, passing good legislation is never easy—but just as often, real victories come from stopping harmful bills in their tracks. Therefore, our mission remains twofold: advancing sound public policy that protects safety and operations while stopping measures that threaten our industry. Just know that as long as the Legislature meets, TXTA will continue to serve as the unified voice of Texas trucking.

The following are highlights from the 89th Legislative Session for our industry.

## KEY BILLS THAT PASSED

**SB 771 – Sen. Chuy Hinojosa (D)/  
Rep. Trent Ashby (R)**

**Diesel Fuel Tax Refunds for Auxiliary Power Units (APU)**—Provides a credit or refund for diesel taxes paid when fuel is used for auxiliary power units or power take-off equipment. TXTA has worked to support this effort for numerous sessions, and with its passage corrects an error that goes back decades, inadvertently leaving off a refund enjoyed by gasoline users. Passage of this legislation means hundreds of thousands of dollars in refunds or tax credits for truckers. The bill went into effect September 1, 2025.

**SB 494 – Sen. Kevin Sparks (R)/  
Rep. Brooks Landgraf (R)**

**Petroleum Theft Task Force**—Creates a Railroad Commission task force to combat petroleum theft and recommend prevention strategies through 2030. TXTA supported this effort to raise awareness and address the growing problems associated with fuel and petroleum product fuel theft.

**SJR 59 – Sen. Brian Birdwell (R)/  
Rep. Stan Lambert (R)**

**Constitutional Amendment – TSTC Capital Funds**—Dedicates \$850 million in state appropriations to create two funds for Texas State Technical College infrastructure, distributing up to 5.5 percent annually for capital needs. TXTA supported this effort that ultimately funds growth for truck driver and technician training. Voters overwhelmingly passed Proposition 1 on November 4, 2025, which activated this funding.

**SB 1008/HB 2156 – Sen. Mayes  
Middleton (R)/Rep. Cody Harris (R)**

**Regulation of Food Service Deliveries**—Amends state law to streamline sound permit requirements, ensuring consistent statewide regulations that support delivery operations, enhance food safety and reduce burdens on local businesses. TXTA supported this effort.



**SB 2807 – Sen. Brent Hagenbuch (R)/  
Rep. Pat Curry (R)**

**Worker Misclassification Protection for Motor Carriers**—Provides protection from lawsuits citing worker misclassification when requiring the use of specific safety equipment and technology to qualify to move freight.

**SB 2425 – Sen. Robert Nichols (R)/  
Rep. Giovanni Capriglione (R)**

**Automated Motor Vehicle Regulation**—Establishes safety and operational standards for driverless vehicles, requiring insurance, data recording and traffic law compliance—building on earlier legislation that enabled truck platooning and fostered safe autonomous trucking growth. TXTA was part of a large coalition of industry stakeholders that included all autonomous vehicles companies and worked to support the Senate Transportation Chairman's initiative to address the concerns brought up in the previous 88th Legislative Session. (Amended onto SB 2807 late in the session).

## KEY BILLS THAT FAILED

**SB 2949 – Sen. Chuy Hinojosa (D)/  
Rep. Eddie Morales (D)**

**Regulation of Fuel & Hazardous Material Transport**—Creates licensing, documentation and enforcement standards for transloading/export facilities, and it also introduces penalties for violations. TXTA saw the opportunity to amend this bill to include a number of the safety provisions and to counteract the border bills we opposed, but the legislation ultimately failed.

**SB 2200 – Sen. Brian Birdwell (R)/  
Rep. Marc LaHood (R)**

**Unauthorized Overweight Hazmat Vehicles**—Creates a second-degree felony for operating overweight hazardous material vehicles off permitted routes. A major initiative of defense for the numerous bills that sought to encourage

overweight fuel traffic. TXTA supported this effort.

## HARMFUL BORDER BILLS THAT FAILED

**HB 137/HB 1978/SB 1116 – Rep.  
Janie Lopez (R)/Sen. Adam Hinojosa (R)**

**Overweight/Overweight Vehicle Route Designations (Border Counties)**—Amends Transportation Code to require TxDOT to designate specific routes for oversized/overweight vehicles between international bridges and ports in Cameron and Hidalgo counties. The bill adds routes to western Cameron County and replaces State Highway Spur 29 with the eastern Hidalgo County line. These routes enable illicit fuel transport by overweight trucks from Mexico and were opposed by TXTA.

**HB 1683 – Rep. Terry Canales (D)**

**County Road Administration in Border Counties**—Allows large border counties with populations greater than 870,000 to adopt county road administration systems without a public election. TXTA opposed this bill as it broadly included the ability to expand the border routes for Mexican fuel trucks at 125,000 lbs. and greater.

**HB 2455 – Rep. Terry Canales (D)/  
Sen. Adam Hinojosa (R)**

**Vehicle Weight at Ports of Entry**—Revises maximum vehicle weight rules for ports of entry, allowing municipal bridges in mid-sized cities to issue exemptions. This initiative enabled illicit fuel transport by overweight truck configurations common in Mexico across the Texas–Mexican border and were opposed by TXTA.

**HB 2427 – Rep. Terry Canales (D)**

**Overweight/Overweight Vehicle Permits in Hidalgo County**—Updates routes and increases permit fees from \$200 to \$250. Adds West Doffing Road and limits aggregate transport to specified routes. TXTA opposed this legislation as it relates to overweight fuel movement.

**HB 2699 – Rep. Ryan Guillen (R)**

**City of Roma Overweight/Overweight Permits**—Authorizes the City of Roma to issue permits for overweight vehicles in Starr County with a \$200 max fee and a \$500,000 surety bond. This initiative enabled illicit fuel transport by overweight truck configurations common in Mexico across the Texas–Mexican border and were opposed by TXTA.



**HB 3678/SB 1512 – Rep. Janie Lopez (R)/Sen. Adam Hinojosa (R)**

**Oversize/Overweight Routes Port of Harlingen, Port of Brownsville and numerous State Highways in Specific Border Counties**—Establishes numerous new route designations for heavy trucks in key crossing routes to include Gateway International Bridge and Veterans International Bridge at Los Tomates and Free Trade International Bridge and encompasses the use of multiple state highways to include access through Farm-to-Market Roads as well effecting fuel movement at 125,000 lbs. and greater. TXTA opposed as enabling growth of the heavyweight fuel market for Mexican trucks.

**HB 4663/HB 5218/SB 2841 – Rep. Janie Lopez (R)/Sen. Adam Hinojosa (R)**

**Oversize/Overweight Routes to the Port of Brownsville**—Designates specific international bridge-to-port routes serving deepwater seaports on the border (e.g., Port of Brownsville). TXTA opposed this legislation since it would enable the proliferation of unregulated fuel depots in the area and the support of the nefarious activity associated with moving fuel into Mexico with Mexican fuel tankers well over legal weight limits.

**TORT REFORM  
BILLS THAT FAILED**

**SB 30/HB 4806 – Sen. Charles Schwertner (R)/Rep. Greg Bonnen (R)**

**Civil Actions & Recovery of Health Care Damages**—Restricts evidence in civil cases to actual amounts paid by insurers or claimants; increases transparency for letters of protection. TXTA supported this legislation and shifted the former Keep Texas Trucking Coalition into the Lone Star Economic Alliance to help gather the support of the business community. The bill fell one vote short of defeating a gutting amendment lead by Rep. Joe Moody (D) and Rep. Mitch Little (R).

**HB 939 – Rep. Cody Vasut (R)**

**Liability Limits for Noneconomic Damages**—Caps noneconomic damages in personal injury claims to the greater of five times economic damages or \$5 million, making liability exposure more predictable. TXTA supported this effort.

**HB 2888 – Rep. Carrie Isaac (R)**

**Recovery Rights of Unlicensed/Uninsured Motorists**—Bars unlicensed or uninsured drivers from suing for damages after an accident. TXTA supported this effort.

**HB 4688/SB 39/SB 1135 – Rep. Jeff Leach (R)/Sen. Brian Birdwell (R)/Sen. Brent Hagenbuch (R)**

**Civil Liability of CMV Owners/Operators**—Clarifies employer liability for commercial motor vehicle operators under *respondeat superior* and restricts the introduction of certain evidence in bifurcated trials until employee negligence is established. TXTA supported this tort reform measure.

**SB 3025 – Sen. Brent Hagenbuch (R)**

**Mandatory Disclosure of Third-Party Litigation Financing Agreements**—Requires the disclosure of third-party litigation financing agreements in civil cases, aiming to enhance transparency in the litigation funding sector. It also would have delegated authority to the Supreme Court of Texas to create and implement rules that will govern the mandatory disclosure process, ensuring relevant parties are informed when third-party financing is involved. TXTA supported this effort.

**MISC WEIGHT BILLS**

**HB 2999/SB 2945 – Rep. Caroline Harris Davila (R)/Sen. Brent Hagenbuch (R)**

**Weight Limits for Hydrogen-Fueled Vehicles**—Permits hydrogen-fueled vehicles to exceed standard weight lim-

its by the difference in system weight, capped at 82,000 lbs.—contingent on federal approval. TXTA has supported its uniform application with the federal contingent for several sessions. These bills did not pass.

**HOUSEHOLD GOODS**

**HB 3731 – Rep. Armando Martinez (D)**

**Uniform Cargo Liability Standards**—Requires TxDMV to establish mandatory uniform cargo liability standards and bills of lading with a minimum cargo liability of \$0.60 per lb. This bill was only recently discovered to be unenforceable by TXDMV. TXTA and the Southwest Movers Association (SMA) supported this bill as it matched a longtime industry standard and a current federal standard. However, it did not pass.

**TOWING & TRUCK PARKING**

**HB 3881 – Rep. Suleman Lalani (D)**

**Parking of Commercial Vehicles in Residential Areas**—Expands parking prohibitions for CMVs in or near residential subdivisions to all hours (not just overnight); allows 2-hour exceptions. TXTA monitored this legislation with concerns over broad effects and limiting ability for drivers parking in their own neighborhoods without parking options. This bill did not pass.

**SB 1175 – Sen. Carol Alvarado (D)**

**Biennial Towing Fee Adjustments**—This bill would have tied private towing fees to the Consumer Price Index (CPI) every two years and eliminated cost-study requirements. TXTA opposed it, citing ongoing abuses in non-consent towing and the need for broader reform before fee increases could be justified. The bill did not pass. ■

