

# Texas 88th Session Recap

**TXTA & SMA Wrap Up  
of the 2023 Legislative  
Session**





# Texas 88th Legislative Session

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The 88th Texas Legislative Session proved to be another successful one for the trucking and moving industries. While ending the regular session by starting a special one, we have grown accustomed to the political dynamics factoring in the success or failure of legislation. This year proved to be no different, with social issues dominating most of the session and a handful of sensitive items over gun rights and school safety. In addition, school choice, border security and the politics between Texas and the Biden Administration played out daily in the national media and impacted the trajectory of this session. TXTA and SMA took a somewhat more defensive posture this session, protecting our past gains while also pursuing unique opportunities. Strategically planning for multiple outcomes versus what is the most likely outcome has also proven to be very fruitful. Logic and public policy, topped with a healthy dose of politics rarely intersect where you might expect.



# Passed Bills



**HB 433**

## **Definition of a Commercial Fleet**

Rep. Gary VanDeaver (R – New Boston)

Motor carriers have expressed concern regarding the difficulties of trying to manage a large number of commercial vehicles that total fewer than 25. Motor carriers with fleets of 24 or less have been unable to conveniently align their registration renewals to occur at the same time. HB 433 seeks to address this issue and increase efficiency and accommodation for commercial drivers by decreasing the number of vehicles necessary to constitute a fleet for registration purposes from 25 to 12. This will ensure that individuals who own large commercial fleets of 12 or more will be allowed to renew registrations for the vehicles in a more timely and convenient manner. **Signed by the Governor. Effective date September 1, 2023.**

**HB 1846**

## **Skills Test Required for Certain Commercial Learners Permit Holders**

Rep. Trent Ashby (R- Lufkin) with Senate Sponsor Sen. Robert Nichols (R – Jacksonville)

This bill requires the Texas Department of Public Safety (TxDPS) to conduct skills testing on out-of-state students. This can also be done third-party through public or private training schools in Texas that choose to participate and are approved by TxDPS. **Signed by the Governor. Effective date September 1, 2023.**

**HB 2195**

## **Wrong, Fictitious or Obscured License Plates**

Rep. Candy Noble (R- Lucas)

Current law requires drivers to ensure that their license plates are not obstructed or obscured from view. The placement of anything on a car that may obscure a license plate, impair its readability, or have a blurring or reflective effect on the plate is a hindrance to law enforcement, tolling authorities, and the public. This bill seeks to encourage compliance by increasing the maximum fine for a first-time offense and providing for an escalation in fines for a subsequent offense. The legislation also prohibits a vehicle with an obscured, altered, or fictitious license plate from passing state inspection. **Signed by the Governor. Effective date September 1, 2023.**

**HB 19**

## **Creation of a Specialty Trial Court to Hear Certain Cases**

Rep. Andrew Murr (R – Junction)

This bill's companion in the senate was SB 27 by Sen. Bryan Hughes (R – Mineola). Texas' judicial system is highly specialized and is one of only two states with specialized high courts. Texas has the Supreme Court of Texas, which hears civil and juvenile cases, and the Texas Court of Criminal Appeals, which hears criminal cases. According to the Office of Court Administration of the Texas Judicial System, the state has over 200 specialized courts, from probate courts in some counties to specialized district courts designated to hear family cases, juvenile cases, or veterans' cases. Texas, however, does not have a court specializing in resolving complex business disputes. In this respect, Texas lags behind other states. HB 19 creates a specialized business trial court, allocates the assignment of business court judges to align with the state's Administrative Judicial Regions, and sets up specific jurisdictional parameters for the court. This bill is intended to streamline resolutions of business disputes and ensure the court is staffed by qualified and skilled judges, ideally giving businesses confidence in Texas' legal system, and encouraging them to incorporate and headquarter in Texas. **Signed by the Governor, Effective date September 1, 2023**

# The 88th Session by the Numbers



**8,530**

Total Number of Bills, including resolutions, filed during the 88th Texas Legislative Session

**1357**

Number of Bills Ultimately Passed



**16**

Percent Passage Rate



**102**

Bills Actively Tracked by TXTA



**76**

Bills Vetoed by Governor Abbott

**HB 718**

## Issuance of Temporary Tags and Metal License Plates by a motor dealer

Rep Craig Goldman (R – Ft. Worth)

This bill as originally filed did not impact commercial motor carriers. A late substitute was added that would encompass trucking and we were able to work with both Chairman Goldman and the author of the senate companion, SB 2567 by Sen. Royce West (D –Dallas), to maintain the paper plates for 72/144 hour permits. The challenge this bill seeks to address is the current temporary paper license plate system in Texas, as it has provided criminals an easy way to disguise vehicles, avoid prosecution, and inflate a public safety problem in Texas. NBC and CBS News report that the use of fraudulent paper license plates has resulted in the death of law enforcement, enabled drug cartels and human smugglers to avoid law enforcement and created a more than \$200 million black market industry in Texas. Even with a recent redesign by the Texas Department of Motor Vehicles (TxDMV) which includes new security features, concerns remain as to the efficacy of these features in curtailing this illegal activity. By joining other states that do not issue temporary paper license plates, Texas law enforcement will be able to competitively address the amount of fraud and public safety impacts attributed to these tags. HB 718 seeks to address these issues by effectively eliminating paper license plates in Texas. Note that this effective date is purposefully extended to work out unintended consequences of application **Signed by the Governor, Effective date July 1, 2025**

**SB 505**

## Imposing an Additional Fee for Electric Vehicle Registration

Sen. Robert Nichols (R - Jacksonville)

HB 2199 was the identical bill filed by House Transportation Chairman Rep. Terry Canales (D – Edinburg). More and more Texans are choosing to switch from traditional gasoline-powered vehicles to electric vehicles. Currently, the state uses gasoline and diesel fuel tax revenue to fund transportation projects. With this growing use of electric vehicles, fewer



Texans are paying these taxes, which diminishes the state's ability to fund road improvements for all drivers. Electric vehicles use the same roads as petroleum-powered vehicles and thus drivers of these vehicles should also help provide funding for that infrastructure. SB 505 seeks to address this issue by imposing an additional registration fee, initially in the amount of \$400 for new electric vehicles that require the two-year initial inspection at the point of sale and an annual \$200 at every subsequent annual registration renewal. These funds are to be deposited to the state highway fund. The fee is applicable only with respect to a motor vehicle that has a gross weight of 10,000 pounds or less and uses electricity as its only source of motor power and is not applicable to an autocycle, a moped, a motorcycle, or a neighborhood electric vehicle. **Signed by the Governor, Effective date September 1, 2023.**

## SB 1045

### Creation of a Fifteenth Court of Appeals with jurisdiction over certain civil cases

Sen. Joan Huffman (R – Houston)

HB 3166 is the identical bill filed by Rep. Andrew Murr (R-Junction) in the House. Civil cases of statewide significance frequently involve the state, a state agency, or a state employee, sued in connection with their official capacity, as a party. These cases require courts to address complex areas of law including sovereign immunity, administrative law, and constitutional law. Under the current judicial system, these cases of statewide significance are heard by one of the state's 14 intermediate appellate courts. These courts have varying levels of experience with the complex legal issues involved in cases, which may lead to inconsistent results across the state. SB 1045 seeks to address this issue by establishing the Fifteenth Court of Appeals, which has exclusive jurisdiction over appeals of certain civil cases to which the state, a state agency, or a state employee is a party, appeals of cases when the constitutionality or validity of a statute or rule is challenged and the attorney general is a party, and appeals of other matters as provided by law. The court consists of a chief justice and



Members of TTXA and SMA joined for Trucking and Moving Day at the Capitol on February 22. Members met with legislators and staff to advocate on behalf of the trucking industry.

four justices. SB 1045 amends the Occupations Code, with respect to the judicial review of a final order, rule, decision, or other action of the TxDMV board relating to the sale or lease of motor vehicles or to dealer's and manufacturer's vehicle license plates by a Travis County district court. This newly created Fifteenth Court of Appeals can be petitioned for judicial review.  
**Signed by the Governor, Effective date September 1, 2023.**

## **SB 1364**

### **Weight limitations for certain natural gas or electric vehicles**

**Sen. Carol Alvarado (D – Houston)**

Identical bill HB 3284 filed by Rep. John Lujan in the House. Current federal law allows vehicles fueled primarily by natural gas or powered primarily by means of electric battery power to exceed the weight limit on the power unit by up to 2,000 pounds, up to a maximum gross vehicle weight of 82,000 pounds, on the U.S. Interstate Highway System. In the 85th Texas legislative session, HB 2319 was passed into law to allow this exemption to apply to vehicles fueled primarily by natural gas. As electric trucks are growing in popularity, they are currently limited to travel on U.S. interstate highways in Texas if they exceed the 80,000-pound weight limit. SB 1364 seeks to create uniformity across Texas roads by allowing this 2,000-pound weight exemption for vehicles fueled primarily by means of electric battery power. Additionally, the bill specifies that the weight limitation that may be exceeded is the gross weight limitation, includes a vehicle with an engine powered primarily by means of electric battery power among the vehicles that may exceed that weight limitation, and removes references to a combination of vehicles in that excess weight allowance.  
**Signed by the Governor, Effective date September 1, 2023.**

## **HB 4218**

### **Civil Actions Involving Commercial Motor Vehicles**

**Rep. Jeff Leach (R – Plano)**

Sponsored by Sen. Mayes Middleton (R – Galveston) in the Senate. Many Texas businesses lease their commercial motor vehicle (CMV) fleets from third-party truck rental companies. These truck rental companies are often sued in

CMV collision cases even though they did not control the vehicle or driver at the time of the collision. These defendants are sued under a negligence theory that certain safety equipment or technology that might have been included on the CMV by the manufacturer was not present at the time of the collision, and had it been present, the collision would have been avoided. HB 4218 seeks to address this gap by exempting a seller who rents or leases an applicable motor vehicle to another person from liability in a civil action for failing to retrofit the vehicle with component parts or equipment, or for failing to select component parts or equipment included in the vehicle, that was not required by applicable federal motor vehicle safety standards at the time the vehicle was manufactured or sold.  
**Signed by the Governor, Effective date September 1, 2023**

## **HB 4337**

### **Definition of a Governmental Record and Work Visa with a Mexical CDL**

**Rep. Terry Canales (D – Edinburg).**

Identical bill filed by Sen. Chuy Hinojosa (D – McAllen) in the Senate. Currently, prosecutors across Texas do not have a clear mechanism for adjudicating the offense involving tampering with a governmental record as it pertains to persons in possession of a fictitious Mexican commercial driver's license or other foreign documents. HB 4337 seeks to address this issue by classifying a license, certificate, permit, seal, title, letter of patent, or similar document issued by an applicable foreign government as a governmental record for purposes of offenses related to perjury and other falsification. HB 4337 amends the Penal Code to classify as a "governmental record," for purposes of provisions relating to perjury and other falsification, a license, certificate, permit, seal, title, letter of patent, or similar document issued by a foreign government engaged in a reciprocal treaty or memorandum of understanding with the United States. This bill was also amended to include HB 4338 which requires foreign CDL drivers to be in possession of temporary federal work authorization documents in order for their CDL to be valid outside border counties. The bill applies only to an offense committed on or after the bill's effective date and provides for the continuation of the law in effect before the bill's effective date for purposes of an offense, or any element thereof, that occurred before that date.  
**Signed by the Governor, Effective date September 1, 2023**



## HB 4885

### Changes to the Texas Emissions Reduction Program (TERP)

Rep. Brooks Landgraf (R – Odessa)

The bill establishes the Texas hydrogen infrastructure, vehicle, and equipment grant program, and makes several adjustments to funding percentages across TERP. The bill also adjusts Texas Commission on Environmental Quality (TCEQ) program administration funding so that it is based on a percentage of the TERP fund, closely linking the workforce needed for administration to the relative size and usage of the fund. Finally, the bill updates several programs to reflect new technologies and opportunities to improve the state implementation plan. **Signed by the Governor, Effective date September 1, 2023**

## SB 224

### Prosecution and Punishment for Catalytic Converter Theft; Increasing Criminal Penalties

Sen. Carol Alvarado (D – Houston)

Sponsored by Rep. Jeff Leach (R – Plano) in the House. According to the National Insurance Crime Bureau, catalytic converter thefts have increased by 1,200 percent between 2019 and 2021. Catalytic converters contain amounts of precious metals, specifically rhodium, palladium, and platinum, which can be valued at thousands of dollars per ounce. Thieves often saw these converters off vehicles and sell them to metal recycling entities. Tragically, last year in Harris County, off-duty Deputy Darren Almendarez was shot and killed when he interrupted three men attempting to steal a catalytic converter off his personal vehicle outside of a grocery store. Catalytic converter theft has become an organized, and often violent, crime. SB 224, the Deputy Darren Almendarez Act, seeks to address catalytic converter regulation and theft through a thorough and comprehensive set of regulations, which include making the unauthorized possession of a catalytic converter a felony and increasing other criminal penalties. **Signed by the Governor, Effective date May 29, 2023, except Sections 1956.030 and 1956.001 (6-b) and (7) effective date July 1, 2023.**



## Political & Public Advocacy

Influencing Leaders and  
Promoting a Positive Image  
of the Texas Trucking Industry

The TTXA TruckPAC Committee is a critical network of TTXA leaders and members who donate their time and dollars to supporting the association and promoting a positive image of the trucking industry.

Donations to TruckPAC are used to strengthen our legislative advocacy efforts.



Engage local  
elected officials  
and regulatory  
agency leaders



Make a positive  
impact within the  
trucking industry



Participate in  
PAC Committee  
meetings and special  
legislative events



**TXTA TruckPAC**

[texastrucking.com/truckpac/](https://texastrucking.com/truckpac/)

# Failed Bills



## HB 1460

**Rep. Ryan Guillen (R – Rio Grande City)** introduced legislation relating to axel limitations for certain vehicles transporting aggregates. Commercial vehicles with shifting loads, particularly those used to ship aggregate material, violate current single and tandem axle weight limits, and may be ticketed for that violation despite being under the overall gross weight limit. HB 1460 attempted to address this issue by authorizing a vehicle or combination of vehicles that are transporting aggregates over a highway or road of this state to operate at a maximum single axle weight of 20,000 pounds or a maximum tandem axle weight of 34,000 pounds, including all enforcement tolerances, plus a tolerance allowance of 15 percent of that allowable weight, provided that the maximum gross weight of the vehicle or combination of vehicles is not heavier than 80,000 pounds. The bill defines “aggregates” by reference to the Water Code as any commonly recognized construction material originating from an aggregate production operation from which an operator extracts dimension stone, crushed and broken limestone, crushed and broken granite, crushed and broken stone not elsewhere classified, construction sand and gravel, industrial sand, dirt, soil, or caliche. The bill passed the House 134 to 7 and was referred to the Senate Transportation Committee where it received no formal hearing.

## HB 1716

**Rep. Ryan Guillen (R – Rio Grande City)** introduced legislation relating to the minimum motor vehicle liability insurance coverage requirement for damage to or destruction of property of others. HB 1716 aimed to increase property damage coverage from \$25k to \$50k. HB 1716 died in committee. Also filed in the Senate by SB 474 Springer (R – Muenster) was referred to the Senate Business and Commerce Committee where it received no formal hearing.

## HB 2739

**Rep. Reggie Smith (R – Sherman)** introduced legislation relating to the operation of a vehicle or combination of vehicles on a state highway or farm or ranch road that would have allowed the TxDOT Executive Director to impose a criminal penalty for a weight that exceeds the current maximum weight authorized for the road. The bill was referred to the House Transportation Committee and received no formal hearing.

## HB 2795

**Rep. Terry Canales (D – Edinburg)** introduced legislation, also filed by Sen. Donna Campbell (R – New Braunfels) in the Senate, relating to the amendment of an existing comprehensive development agreement for a portion of State Highway 130. The bill passed the House on a vote of 99 – 46 and was referred to the Senate Transportation Committee where it received no formal hearing.

## HB 2838

**Rep. DeWayne Burns (R- Cleburne)** introduced legislation relating to the exclusion of the operation of certain vehicles operated within 150 miles of the vehicles primary storage location and has a gross vehicle weight rating of 48,000 pounds or less and is not transporting passengers or hazardous materials from CDL requirements. The bill was referred to the House Transportation Committee and received no formal hearing.

## HB 3023

**Rep. Janie Lopez (R – San Benito)** introduced legislation relating to weight limitations for liquefied petroleum gas motor vehicles. State law allows vehicles powered primarily by natural gas to exceed the prescribed vehicle weight limitations. This exemption subtracts the weight of the natural gas fuel and treats the vehicle as a standard diesel to determine the maximum weight. However, this exemption only applies to vehicles using natural gas and not those that use liquefied petroleum gas (LPG). LPG systems allow trucking companies to travel greater distances and save a considerable amount of money in comparison to regular diesel-fueled vehicles. LPG systems can be quite heavy, and companies prefer to transport more cargo instead of incorporating LPG systems that must adhere to weight limitations. HB 3023 seeks to give trucking companies an incentive to incorporate LPG systems in their vehicles without sacrificing cargo space by treating LPG vehicles in the same way as natural-gas-fueled vehicles with respect to weight limitations. The bill passed the House on a vote of 134 – 0, was referred to the Senate Transportation Committee where it received no formal hearing.



## HB 3148

**Rep. Erin Gamez (D – Brownsville)** introduced legislation relating to a vehicle storage facility operator's possessory lien on a commercial vehicle and the vehicles cargo, contents, and other personal property. The bill was referred to the House Committee on Licensing and Administrative Procedures where it received a formal hearing and was left pending.

## HB 3155

**Caroline Harris (R – Round Rock)** introduced HB 3155 in the House and **Sen. Judith Zaffarini (D – Laredo)** introduced SB 41 in the Senate. Both bills attempted to clarify current laws against operating a handheld device in any vehicle that is in motion. Current laws on distracted driving are arguably difficult to enforce and this law adds clarity and mirrors federal laws that exist prohibiting commercial vehicles already. Known this session as the Allie's Way Act, named after a child who was walking with her father in a parking lot in north Austin and was run over and killed by a driver who was texting on their phone at the time. The bills were both referred to their respective transportation committees where neither received a hearing.

## HB 3274

**Rep. Erin Gamez (D – Brownsville)** introduced legislation relating to human operators of automated motor vehicles. This bill was also filed in the Senate (SB 2156) by Sen. Sarah Eckhardt (D – Austin) which was referred to Senate Transportation and received no formal hearing. This pro-union bill would have required a human operator to be in the vehicle at all times. The bill was referred to the House Transportation Committee and was left pending following a formal hearing.

## HB 3418

**Rep. Terry Canales (D – Edinburg)** introduced legislation relating to the implementation by TxDOT of a vehicle mileage user fee (VMT) pilot program and a task force to assist in developing and evaluating the program as an alternative to the current system of taxing highway use through motor fuel taxes. This bill was amended following its hearing in House Transportation to attempt to address stakeholder concerns aired in the House hearing. The bill passed the House 96-46. That amended bill was sponsored by Senate Transportation Chairman Sen. Robert Nichols (R – Jacksonville) in the Senate and subsequently received a hearing in Senate Transportation where it was left pending without a committee vote.

## HB 3478

**Rep. Tracy King (D – Uvalde)** introduced legislation relating to the mediation of certain fee disputes between towing companies and motor carriers. The trucking industry in Texas has been subject to isolated exorbitant towing charges, particularly for incident management tows. This bill attempted to implement reforms to segregate the unscrupulous towing companies from the respectable ones. Excessive fees continue to plague the industry with little recourse to the victims of these bad actors. If a motor carrier believes they have been overcharged for an incident management tow with towing and recovery charges exceeding \$20,000, their only recourse is to file a civil action. Motor carriers cannot immediately request mediation in a fee dispute with a towing company. HB 3478 would have provided for a motor carrier to request mediation in a fee dispute with a towing company and requires the towing company to participate in the mediation. The bill provides for requirements relating to a mediator and sets out requirements for the Texas Department of Licensing and Regulation relating to the mediation. It passed the House on a 122-24 vote but was never referred to a committee in the Senate.

## HB 3484

**Rep. Caroline Harris (R – Round Rock)** introduced legislation relating to weight exemptions for alternative fuel heavy weight vehicles on state highways. In 2017, the Texas Legislature enacted legislation to allow a natural gas fueled vehicle an additional 2,000 pounds of weight, totaling 82,000 pounds on state highways. The additional weight is also allowed on federal highways under federal law. Additionally, the private sector has widely accepted the development of hydrogen fuel for heavy-weight trucks due to the reduction in and, in some applications, lack of nitrogen oxide and carbon emissions associated with using it. HB 3484 attempted to apply the same weight cap for natural gas and hydrogen fueled vehicles once the additional weight limit is increased by the federal government on federal interstates or highways. The bill passed the House on a local calendar 134-0 and was referred to the Senate Transportation Committee where it did not receive a formal hearing.

## HB 3934

**Rep. J.M. Lozano (R- Kingsville)** introduced legislation that would have required a permit to allow for increased gross vehicle weight to 96,000 pounds and increased the allowable tandem axle weight to 44,000 pounds relating to the operation of vehicles transporting iron or steel products. This bill received a formal hearing in House Transportation and was left pending.

## SB 1438

**Sen Drew Springer (R- Muenster)** introduced legislation relating to a credit or refund for diesel fuel taxes paid on diesel fuel used in this state by auxiliary power units or power take-off equipment. Prior to 2003, Texas provided the same refund for motor fuels tax paid on either gasoline or diesel used to operate auxiliary power units and power take-off equipment. Because the fuel used to power APUs and PTO equipment is not used to propel a vehicle on the highway, Texas historically provided such a credit or rebate for the motor fuel tax paid on either the gasoline or diesel used to power such equipment. In 2003, when the motor fuels tax was rewritten to change the point of taxation, the credit and refund provisions applicable to tax paid on diesel fuel were eliminated, while the same provisions for tax paid on gasoline were retained. This bill would have created a more equitable tax situation by reinstating the credit/refund previously granted to diesel fuel users. The bill passed the Senate on a vote of 27-3. It was referred the House Ways and Means Committee where it received no formal hearing.

## SJR 81

**Sen. Brian Birdwell (R- Granbury)** introduced legislation funding for Truck Driver Training with Texas State Technical College (TSTC) leading an effort to use some of the state's unprecedented tax collection windfall to set aside approximately \$1 billion for the purpose of endowing state dollars to directly fund trade school training. This would include expanding on a 56-county footprint they currently serve to reach the entire state and would significantly increase the amount of commercial driver licenses (CDL) and licensed technicians into the workforce. Other state partners, such as state colleges, were eligible for inclusion which would grow the requested amount. TSTC currently receives no funding from the state as other state colleges do and there is bi-partisan support growing in the wake of the supply chain challenges of the past two years. This bill passed the Senate on a vote of 27-3 and was left pending in the House Ways and Means Committee.

# Local CMV Enforcement & Heavyweight Bills

Every session we see local jurisdictions request authority from TXDPS to enforce on commercial motor vehicles. We successfully worked to support changes in previous sessions that clarify reporting of these entities to the Texas Comptroller's Office and in addition, provides for the removal of enforcement authority of any law enforcement agency that fails to report their fines collected and expenses incurred. We have also supported requirements that have increased transparency and accountability on those jurisdictions that have these current enforcement agreements, providing assurances that enforcement activities are conducted for safety purposes TXDPS and the industry intended and not revenue enhancement. Below is a compilation of those bills, in addition to weight tolerance bills we see every session in some form or fashion.

## HB 1967/SB 323

**Rep. Stan Kitzman (R – Pattison) and Sen. Joan Huffman (R – Houston)**

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Relating to enforcement of commercial motor vehicle safety regulations in Waller County. *Died in Committee*





## HB 2901

Rep. Cody Harris (R – Palestine) and Senate  
Sponsor Robert Nichols (R – Jacksonville)

Relating to enforcement of commercial motor vehicle safety regulations in Orange County. **Signed by the Governor, Effective date September 1, 2023**

## SB 540

Sen. Donna Campbell (R – New Braunfels) and House  
Sponsor Carrie Isaac (R – Dripping Springs)

Relating to enforcement of commercial motor vehicle safety regulations in the City of Bulverde. **Signed by the Governor, Effective date September 1, 2023**

## HB 1096

Rep. Steve Toth (R – Conroe)

Relating to enforcement of commercial motor vehicle safety regulations by constables in Montgomery County. *Referred to House Transportation Committee and received no formal hearing.*

## HB 2137

Rep. DeWayne Burns (R- Cleburne)

Relating to enforcement of commercial motor vehicle safety regulations in the City of Cleburne. *The bill was referred to the House Transportation Committee and received no formal hearing.*

## HB 3293

Rep. Cody Vasut (R- Angleton)

Relating to the designations of a weight enforcement officer in certain counties, specifically for the request of constables. *Filed and referred to House Transportation Committee, did not receive formal hearing.*

## HB 3294

Rep. Cody Vasut (R- Angleton)

Relating to enforcement of commercial motor vehicle safety regulations in the City of Brazoria. *Filed and referred to House Transportation Committee, did not receive formal hearing.*





## HB 1888/SB 1418

Rep Janie Lopez (R – San Benito) and Sen.  
Morgan Lamantia (D – South Padre)

Relating to the route designation for the issuance of a permit for the movement of oversized and overweight vehicles in certain counties. In this case Mexican trucks are beginning to pattern on a differed route because of new policies on the Mexican side of the border. This is putting overweight trucks on roads not benefiting from the permit. These bills amend the Transportation Code to require the Texas Transportation Commission to designate, for a permit for the movement of oversize and overweight vehicles that is issued by a port authority located in a county that borders the United Mexican States, and with the consent of the port authority, the most direct route from the Free Trade International Bridge to the western Cameron County line using Farm-to-Market Road 509 and U.S. Highway 281. The bill authorizes the commission to designate another route in consultation with the port authority. Current law allows the Texas Transportation Commission to authorize a port authority to issue permits for the movement of oversize or overweight trucks carrying cargo on state highways in certain counties. An overweight corridor places a fee on overweight trucks transporting goods for the purpose of maintaining and operating the overweight corridor's highways. These overweight corridors allow for the efficient and safe movement of goods and incentivize cargo transport companies to call on these ports. The 84th Texas Legislature established an overweight corridor between the Free Trade International Bridge in Los Indios to the Port of Harlingen using Farm-to-Market Roads 509 and 106. Many truckers now prefer to cross the border at a different location but to do so must travel on a 13 mile stretch of U.S. Highway 281 that has not been designated as an overweight corridor. HB 1881 and SB 1418 seeks to address this issue by creating two new overweight corridors and authorizing the commission, through their rulemaking process, and in consultation with the Harlingen Port Authority, to designate other routes as overweight corridors. *This bill passed both the House and Senate but ultimately died in Conference Committee*

## SB 1741

Sen. Judith Zaffirini (D – Laredo) with House  
Sponsor Rep. Richard Raymond (D – Laredo)

Relating to the route designation for the issuance of a permit for the movement of oversized and overweight vehicles in Webb County. Differences in weight limit regulations for trucks traveling between Texas and Mexico have required some companies operating along the border to unload shipments before crossing the border and divide the shipments into multiple trucks before driving on international bridges. This can create an extra step that makes for a more inefficient border SB 1741 amends the Transportation Code to authorize the Texas Transportation Commission to authorize the City of Laredo to issue permits for the movement of oversize or overweight vehicles carrying cargo in Webb County on specific routes. SH 255 between the Laredo-Colombia Solidarity International Bridge and its intersection with Interstate Highway 35; and FM 3338 between its intersection with State Highway 255 and its intersection with FM 1472. The bill changes a location where the commission may authorize the city to issue such permits from FM 1472 between the northernmost of its intersections with World Trade Center Loop and its intersection with Hachar Loop, if the Hachar Loop is constructed, to between World Trade Center Loop and its intersection with State Highway 255. **Signed by the Governor, Effective date September 1, 2023**



# The 89th Texas Legislative Session will begin on January 14, 2025

The next legislative session is always at the forefront of everything we do here at TXTA. During the interim, TXTA will continue to engage with our membership and identify key issues impacting the trucking industry. TXTA will remain diligent in advocacy efforts and spend the interim making lawmakers aware of legislative issues that will need attention in 2025.

Please contact TXTA Government Relations and Policy Director Dana Moore at any time with legislative or regulatory questions at [dana@texastrucking.com](mailto:dana@texastrucking.com).



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