

**Summary of Enacted Transportation
and General Government Legislation**

MOVING TEXAS FORWARD TxDOT'S LEGISLATIVE REVIEW

89th Legislature (2025)





89TH LEGISLATURE (2025)



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MESSAGE FROM TXDOT EXECUTIVE DIRECTOR



We are pleased to present *Moving Texas Forward*, the Texas Department of Transportation's (TxDOT) Legislative Session Review. This publication highlights key legislation passed during the 89th Regular Texas Legislative Session that affects TxDOT's operations, the state's transportation system, and the traveling public.

The 2026-2027 biennial budget reflects the Texas Legislature's continued commitment to transportation and economic growth. The biennial budget allocates an estimated **\$39.92 billion** to TxDOT, with **89 percent dedicated to project development, delivery, and maintenance**—ensuring sustained progress in statewide transportation improvements. The 2026-2027 biennial budget also allocates **\$588 million** for capital facilities, vehicles, and equipment, along with **\$394 million** for critical information technology infrastructure—essential tools for TxDOT's daily operations and mission of *Connecting You With Texas*. Additionally, the budget strengthens multimodal investments, supporting rural and urban public transportation, rail, port connectivity, and general aviation airports across the state.

New legislation enhances TxDOT's ability to recruit and retain employees, invests in general aviation, improves rail safety, and supports maritime infrastructure.

Key provisions include:

- **House Bill 252** – Enables TxDOT to compensate certain TxDOT professionals twice a month.
- **House Bill 4520** – Reduces local matching requirements for general aviation airport grants in economically disadvantaged counties.
- **Senate Bill 1555** – Allows TxDOT to administer grants for pedestrian and roadway rail grade separation projects.
- **Senate Bill 1939** – Ensures interest earned on the Ship Channel Improvement Revolving Fund (SCIRF) remains in the fund to support further maritime investments.

TxDOT staff's expertise, dedication, and collaboration were instrumental in monitoring legislation, providing timely analysis, and educating policymakers through testimony, meetings, and correspondence. I appreciate TxDOT staff's hard work to ensure the Texas Legislature and Office of the Governor received timely, accurate information on the potential impact of proposed legislation on TxDOT policy, operations, and personnel. Their work did not go unnoticed.

I extend my sincere gratitude to Governor Greg Abbott, the Texas Legislature, the Texas Transportation Commission, transportation stakeholders, and the public for their contributions during this legislative session. This collaboration is vital to advancing mobility, fostering economic opportunity, and enhancing quality of life through improved transportation solutions.

For further information on this publication or transportation-related issues, please contact TxDOT's State Legislative Affairs Section in the Government Affairs Division.

Respectfully,

A handwritten signature in black ink, appearing to read "M. Williams".

Marc D. Williams, P.E.
Executive Director, TxDOT

TEXAS TRANSPORTATION COMMISSION



J. Bruce Bugg, Jr.
Chairman



W. Alvin New
Commissioner



Robert C. Vaughn
Commissioner



Alejandro G. Meade, III
Commissioner



Steven D. Alvis
Commissioner

The Texas Department of Transportation is governed by the five-member Texas Transportation Commission and an executive director selected by the Commission. Commission members serve overlapping six-year terms and are appointed by the governor with the advice and consent of the Texas Senate.

TEXAS DEPARTMENT OF TRANSPORTATION

TxDOT ADMINISTRATION



Marc D. Williams, P.E.
Executive Director



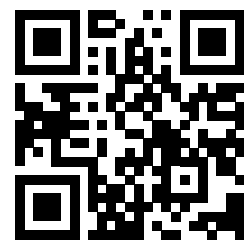
Brandye Hendrickson
Deputy Executive Director for
Planning and Administration



Brian Barth, P.E.
Deputy Executive Director for
Program Delivery



TEXAS DEPARTMENT OF TRANSPORTATION



<https://www.txdot.gov/>

TEXAS DEPARTMENT OF TRANSPORTATION

GOVERNMENT AFFAIRS DIVISION



Trent W. Thomas
Government Affairs Director



**TxDOT:
GOVERNMENT AFFAIRS
DIVISION**

[https://www.txdot.gov/about/divisions/
government-affairs-division.html](https://www.txdot.gov/about/divisions/government-affairs-division.html)

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TxDOT MAP OF DISTRICTS AND COUNTIES

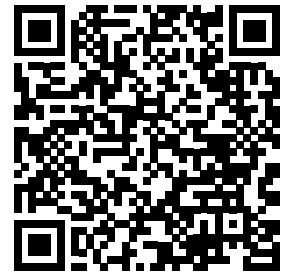


DISTRICT AND COUNTY MAPS



<https://www.txdot.gov/data-maps/reference-maps/district-county-maps.html>

REFERENCE MAPS



<https://www.txdot.gov/data-maps/reference-maps/reference-marker-maps.html>

MISSION, VISION, VALUES AND PRIORITIES

MISSION

Connecting you with Texas.

VISION

A forward-thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.

VALUES

People

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

Accountability

We accept responsibility for our actions and promote open communication and transparency at all times.

Trust

We strive to earn and maintain confidence through reliable and ethical decision-making.

Honesty

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.

PRIORITIES

Safety

Design, build, operate, and maintain our transportation system with safety as our #1 priority.

Delivery

Responsible program execution throughout the transportation life cycle (planning, design, construction, maintenance, and operations).

Innovation

Forward-thinking, technology-focused, fostering a culture of continuous improvement.

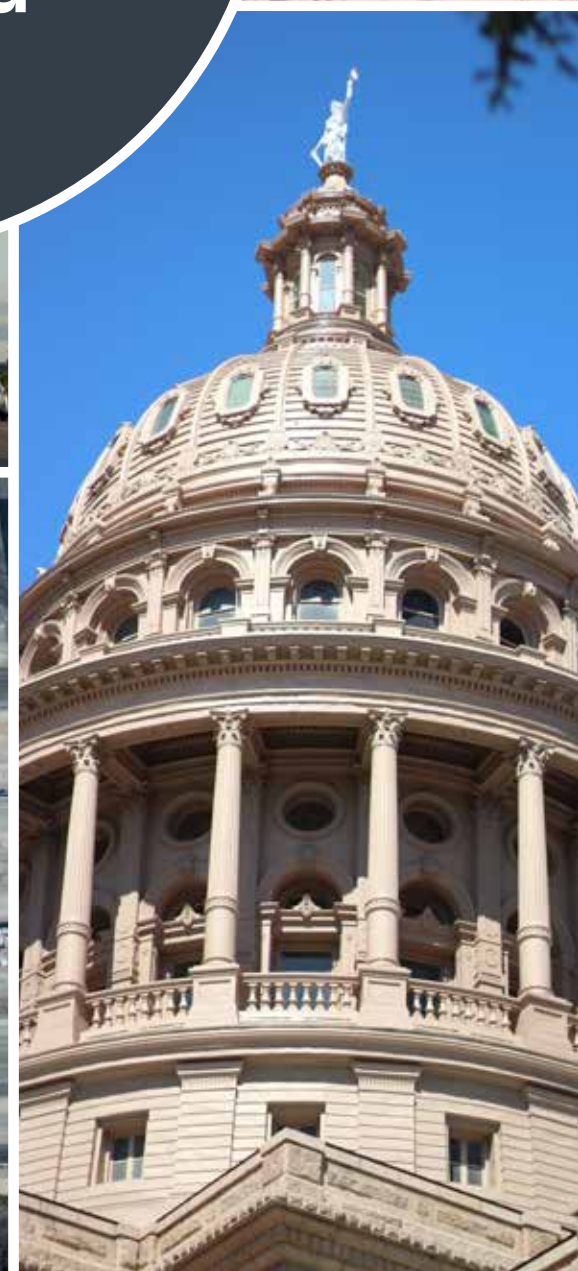
Stewardship

Professional, responsible stewards of resources.





APPROPRIATIONS AND TRANSPORTATION FUNDING



APPROPRIATIONS AND TRANSPORTATION FUNDING

SB 1

Author: Senator Joan Huffman (R-Houston)
Sponsor: Representative Greg Bonnen (R-Friendswood)



General Appropriations Bill.

SUMMARY

SB 1, the General Appropriations Act (GAA), provides the state budget for fiscal years (FY) 2026-2027. SB 1 funds all state agencies and institutions, appropriating a total of \$338.02 billion from all state funding sources across state agencies, institutions, and programs. This is a \$16.68 billion (five percent) increase from the FY 2024-2025 General Appropriations Act.

IMPACT ON TxDOT

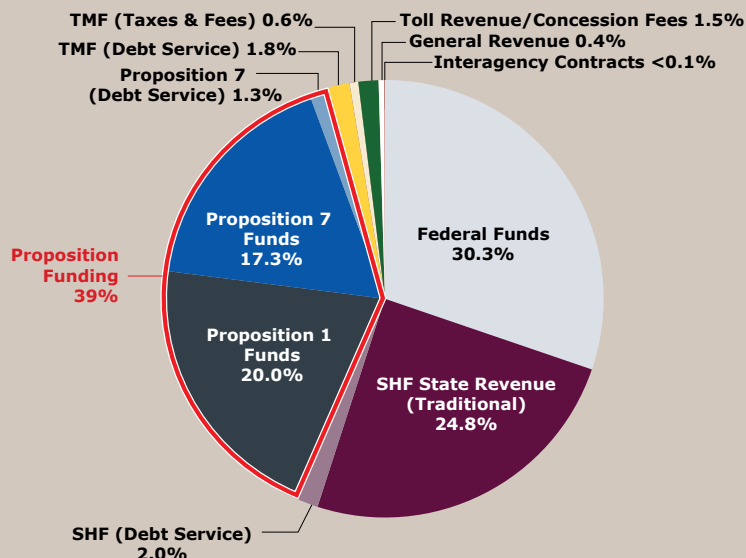
Direct appropriations for the Texas Department of Transportation's (TxDOT) FY 2026-2027 budget total \$39.92 billion (see Figure 1: Budget Sources and Figure 2: Budget Uses). TxDOT's FY 2026-2027 total appropriations represent an approximately \$2.61 billion increase compared to the FY 2024-2025 biennium (6.5 percent increase).

SB 1 appropriates \$35.36 billion, or 89 percent, of TxDOT's total budget to highway improvement project development and delivery as well as contracted and routine roadway maintenance.

Effective Date: September 1, 2025



FIGURE 1: BUDGET SOURCES



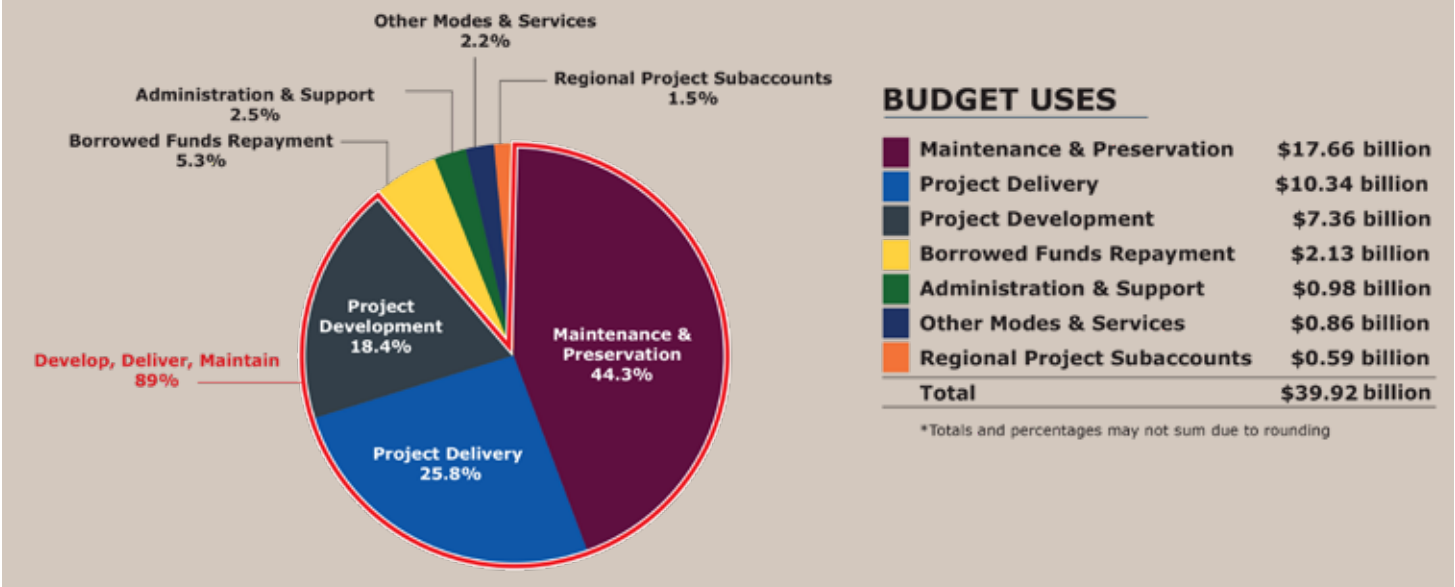
BUDGET SOURCES

Federal Funds	\$12.07 billion
SHF (Traditional)	\$9.88 billion
SHF (Debt Service)	\$0.80 billion
Proposition 1 Funds	\$8.00 billion
Proposition 7 Funds	\$6.92 billion
Proposition 7 (Debt Service)	\$0.50 billion
TMF (Debt Service)	\$0.72 billion
TMF (Taxes & Fees)	\$0.25 billion
Toll Revenue/Concession Fees	\$0.59 billion
General Revenue	\$0.18 billion
Interagency Contracts	\$0.01 billion
Total	\$39.92 billion

*Totals and percentages may not sum due to rounding

SB 1 APPROPRIATIONS AND TRANSPORTATION FUNDING

FIGURE 2: BUDGET USES



SUMMARY OF KEY FUNDING SOURCES

Of TxDOT's \$39.92 biennial budget, SB 1 appropriates \$21.20 billion in FY 2026 and \$18.72 billion in FY 2027. The budget includes approximately \$12.07 billion in federal funds, accounting for 30.2 percent of TxDOT's budget estimate. While federal funds make up the largest individual portion of TxDOT's funding, collectively, Propositions 1 and 7 comprise 39 percent. State fees, taxes—primarily motor fuel and lubricant taxes and motor vehicle registration fees—and other revenues comprise the remaining funding.

PROPOSITION 1

(Oil and Natural Gas Production Taxes)

SB 1 appropriates a total of \$4.45 billion in FY 2026 and \$3.54 billion in FY 2027 in Proposition 1 funds. Proposition 1 funds include a portion of existing oil and natural gas production taxes, also known as severance taxes. Of the appropriated amounts, estimated Proposition 1 deposits will total \$2.45 billion in FY 2026 and \$2.64 billion in FY 2027, according to the Texas Comptroller of Public Accounts' 2025 Biennial Revenue Estimates. Under Section 49-g(c), Article III, Texas Constitution, the funds deposited in the State Highway Fund may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.



FIGURE 3: PROPOSITION 1



<https://www.txdot.gov/about/financial-management/funding-needs-potential-sources/proposition-1-funding.html>

SB 1 APPROPRIATIONS AND TRANSPORTATION FUNDING

PROPOSITION 7

(Sales and Use Tax; and Motor Vehicle Sales and Rental Taxes)

SB 1 appropriates a total of \$3.74 billion in FY 2026 and \$3.69 billion in FY 2027 in Proposition 7 funds. Proposition 7 funds include a portion of state sales and use taxes as well as a portion of motor vehicle sales and rental taxes. Of the appropriated amounts, TxDOT anticipates receiving the full \$2.5 billion in state sales and use tax revenues in both FY 2026 and FY 2027. These funds are dedicated under the Texas Constitution and are contingent upon revenue collection levels. TxDOT also expects to receive \$638.80 million and \$689.17 million in state motor vehicle sales and rental tax revenues in FY 2026 and 2027, respectively. Of the more than \$6 billion in new Proposition 7 funds appropriated for the FY 2026-2027 biennium, SB 1 dedicates approximately \$502.76 million to pay debt service on Proposition 12 General Obligation Highway Improvement Bonds. TxDOT will distribute the remaining \$6.9 billion in Proposition 7 funds to the development, delivery, and maintenance of non-tolled public roadway projects.

Section 7-c, Article VIII of the Texas Constitution, authorizes the funds to be used for the following purposes:

- (1) construct, maintain, or acquire rights-of-way for public roadways other than toll roads and;
- (2) the legislature may appropriate Proposition 7 funds to pay for the debt service on Proposition 12 Highway Improvement General Obligation Bonds.

SUMMARY OF KEY FUNDING USES

In the FY 2026-2027 biennium, around 89 percent (\$35.5 billion) of TxDOT's budget is directed to the development, delivery, and maintenance of public state roads. Figure 2 shows the distribution of various funding sources across budget uses. In previous biennia, TxDOT leveraged reduced borrowing rates and federal incentives to deliver large-scale projects. TxDOT retains several tools (funds) designed to pay back debt service. Regional Project Subaccounts represent projects that have received funding for

FIGURE 4: PROPOSITION 7



<https://www.txdot.gov/about/financial-management/funding-needs-potential-sources/proposition-7-funding.html>

local projects from past concession agreements and toll revenue. TxDOT retains limited authorized funding for multimodal transportation projects and services, including public transit, aviation, maritime, and rail. SB 1 appropriates approximately \$860 million for multimodal transportation projects and services, including public transit, aviation, maritime, and rail. SB 1 also appropriates approximately \$80 million in general revenue funding for various specified roadway, pedestrian, rail, and aviation projects (see New Riders).

Lastly, SB 1 appropriates just over \$900 million for the capital budget needs of TxDOT, including funds for the construction and repair of TxDOT buildings and facilities, as well as critical information technology (IT) needs.

FULL-TIME EQUIVALENTS

SB 1 authorizes an additional 18 full-time equivalents (FTEs) to TxDOT's existing full-time equivalents limit (13,157) for an FY 2026-2027 biennium total of 13,175 full-time equivalents.

RIDER REVISIONS

TxDOT requested and received several significant rider amendments, additions, and deletions in its pattern for the FY 2026-2027 biennium.

MODIFICATION OF EXISTING RIDERS

- **Rider 2. Capital Budget:** Rider amended to align with funding for the FY 2026–2027 biennium, including the removal of capital budget authority for Flight Services – New Hangar and Ramp Rehabilitation and modification of capital budget authority for Acquisition of Land and Other Real

SB 1 APPROPRIATIONS AND TRANSPORTATION FUNDING

Property, Construction of Buildings and Facilities, Repair or Rehabilitation of Buildings and Facilities, Acquisition of Information Resource Technologies, Acquisition of Capital Equipment and Items, Centralized Accounting and Payroll/Personnel System (CAPPS), Cybersecurity, and Legacy Modernization. SB 1 provides \$224 million in FY 2026 for TxDOT to continue its Facilities Master Plan schedule and just over \$500 million for non-information technology capital budget items. SB 1 includes over \$19 million for the replacement of legacy technology systems and a total of \$394 million for all information technology capital budget items. These critical investments will continue to enhance operational capabilities, allowing TxDOT to deliver projects more efficiently and ensure the resiliency of critical assets across the agency.

UNEXPENDED BALANCE AUTHORITY

SB 1 added several riders to provide unexpended balance authority for specific projects, including:

- **Rider 44. Southern Gateway Deck Park:** Amends rider to grant unexpended balance authority for any unexpended balances of Federal Funds administered by TxDOT for the Southern Gateway Park project remaining at the end of the FY 2024-2025 biennium for the same purpose. This will allow TxDOT to carry over any unexpended balances across the biennium.
 - **Rider 45. Unexpended Balance Appropriation—Improvements to the Sugar Land Regional Airport:** Appropriates any unexpended balances of general revenue appropriated for improvements to the Sugar Land Regional Airport remaining at the end of the FY 2024–2025 biennium for the same purposes in the FY 2026-2027 biennium.
 - **Rider 47. Unexpended Balance Appropriation: Improvements to Pharr International Bridge.** Appropriates any unexpended balances of general revenue appropriated for improvements to the Pharr International Bridge in Hidalgo County remaining at the end of the FY 2024-2025 biennium for the same purposes in the FY 2026-2027 biennium.
- ## NEW RIDERS
- SB 1 adds several new riders to fund specific projects, including:
- **Rider 46. Improvements to Wharton County Weigh Station:** Provides \$100,000 in general revenue for improvements to the Wharton County Weigh Station in Hungerford, Texas, located in TxDOT's Yoakum District.
 - **Rider 48. Sergio Ivan Rodriguez Memorial Pedestrian Bridge Project:** Provides \$10 million in general revenue for the design and construction of the Sergio Ivan Rodriguez Memorial Pedestrian Bridge Project (off-system) at the Union Pacific rail line near Milby High School in Houston, Texas, located in TxDOT's Houston District.
 - **Rider 52. State Highway 71 Pedestrian Crossing:** Provides \$10 million in general revenue for the purpose of funding the design and construction of a pedestrian crossing as part of the State Highway 71 facility to connect the City of Smithville, Texas, and the Vernon L. Richards Riverbend Park, located in TxDOT's Austin District.
 - **Rider 55. Railroad Grade Crossing Bridge Project at Little York Road and Hirsch Road:** Provides \$5 million in general revenue for the planning, development, and construction of a new railroad grade crossing bridge at Little York Road and Hirsch Road in Houston, Texas, located in TxDOT's Houston District.
 - **Rider 56. Railroad Grade Crossing Bridge at Tidwell Road and Hirsch Road:** Provides \$5 million in general revenue for the planning, development, and construction of a new railroad grade crossing bridge at Tidwell Road and Hirsch Road in Houston, Texas, located in TxDOT's Houston District.
 - **Rider 57. Improvements to Farm-to-Market Road 653:** Appropriates \$28.4 million in general revenue for water line relocation, curbs, gutters, sidewalks, storm water drainage, and road improvements to Farm-to-Market Road 653 in Wharton County, located in TxDOT's Yoakum District.
 - **Rider 58. Texas State Railroad:** Appropriates \$10 million in general revenue for projects related to the Texas State Railroad.

SB 1 APPROPRIATIONS AND TRANSPORTATION FUNDING

- **Rider 59. Improvements to Victoria Regional Airport:** Appropriates \$2.5 million in general revenue for the purposes of funding expansion and improvement projects at Victoria Regional Airport.

SB 1 requires TxDOT to use existing federal funding, if available, to pay for specific projects. These riders did not appropriate new funds:

- **Rider 49. Southern Gateway Deck Park:** Requires TxDOT to provide \$10 million in federal funds available for the Southern Gateway Deck Park project in TxDOT's Dallas District if the project meets federal funding requirements. It should be noted that this is in addition to the rider in TxDOT's FY 2024-2025 budget and continued into FYs 2026-2027.



- **Rider 50. Interstate 10 Deck Park Plaza Project:** Requires TxDOT to provide \$10 million in federal funds available for the Interstate 10 Deck Park Plaza project in TxDOT's El Paso District, if the project meets federal funding requirements.
- **Rider 53. Southwestern Medical District Transformation Project:** Requires TxDOT to provide \$20 million in federal funds available for the planning and construction of the Southwestern Medical District Project if the project meets federal funding requirements.

SB 1 requires TxDOT to use existing State Highway Fund dollars to pay for the construction and maintenance of state highway infrastructure in coordination with the Texas Space Commission:

- **Rider 54. Space Industry Corridor:** Requires TxDOT to allocate \$131 million in State Highway

Fund dollars for the construction and maintenance of the state highway infrastructure in coordination with the Texas Space Commission, as identified in the Texas Space Industry Highway Transportation Needs Assessment report and TxDOT's 2026 Unified Transportation System. Rider 54 also provides \$5 million in general revenue for administration.

NEW POSTING REQUIREMENTS

SB 1 adds new Rider 51, Engineering and Engineering-Related Service Contracts, requiring TxDOT to post all engineering contracts on its website (updated monthly) and provide special notification if they are suspended or stopped for more than 30 days. Prior to suspending or stopping such projects, written approval must be obtained from the Deputy Executive Director for Program Delivery and posted on the TxDOT website, along with the corresponding contract information.

DELETED RIDERS

The legislature eliminated the following riders from SB 1, which were either out of date or already fully implemented:

- **Rider 13. Full-Time Equivalent:** Summer Hire Program.
- **Rider 45. Unexpended Balance:** Construction of Intelligent Transportation Systems (El Paso).
- **Rider 46. Appropriation for Ship Channel Improvement Revolving Loan Program.**
- **Rider 48. Evaluation and Report of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity.**
- **Rider 49. Railroad Grade Separation Project Study.**
- **Rider 50. U.S. 290 Traffic Study.**
- **Rider 51. Port of Victoria Rail Expansion Study.**
- **Rider 52. Appropriations for TxDOT:** Appropriated general revenue for FYs 2024-2025 in the following amounts: \$20 million for the purpose of funding improvements to the Pharr International Bridge located in Hidalgo County, \$10 million for funding projects related to the Texas State Railroad, \$8 million for runway expansion projects at Wood County Airport-Collins Field, \$5 million for funding

SB 1 APPROPRIATIONS AND TRANSPORTATION FUNDING

of a hangar facility project at McKinney National Airport for use by the Department of Public Safety, \$20 million for purpose of funding improvements to the Abilene Regional Airport, and \$10 million for funding airport runway improvements at Sugar Land Regional Airport. See New Riders 47 (providing unexpended balance authority for improvements to the Pharr International Bridge) and 58 (appropriating \$10 million in general revenue for projects related to the Texas State Railroad in the 2026-2027 biennium).

- **Rider 53. South Texas International Airport** (Edinburg).
- **Rider 54. Emergency and First Responder Airport Facilities** (Mid-Valley Airport in Weslaco).

- \$14 million for Athens Municipal Airport.
- \$10 million for Weslaco Mid-Valley Airport runway expansion.
- Unexpended balance authority remaining from appropriations made in Sec. 17.40, Article IX, General Appropriations Act, 88th Legislature, Emergency and First Responder Airport Facilities, (estimated to be \$0), is appropriated for the same purpose (Mid-Valley Airport in Weslaco for airport facilities used by the Department of Public Safety).
- \$40 million for Lubbock Reese Redevelopment Authority (with Texas Tech University).
- \$10 million for East Texas Regional Airport upgrades near Longview in Gregg County, Texas.

ARTICLE IX PROVISIONS

Section 17.19, TxDOT: Direction for Aviation Services Funding in HB 500 (the Supplemental Appropriations Bill), found in Article IX of the FY 2026-2027 General Appropriations Act, directs the appropriation of \$106.8 million in general revenue in HB 500, Section 7.03, for Aviation Services to provide funding for the following projects in the following amounts:

- \$10 million for South Texas International Airport in Edinburg, Texas.
- \$14.8 million for McKinney National Airport.
- \$8 million for emergency and first responder Airport facilities.



APPROPRIATIONS AND TRANSPORTATION FUNDING

HB 500

Author: Representative Greg Bonnen (R-Friendswood)
Sponsor: Senator Joan Huffman (R-Houston)



Relating to making supplemental appropriations and reductions in appropriations and giving direction and adjustment authority regarding appropriations.

SUMMARY

HB 500, the supplemental appropriations bill, makes additional appropriations and reductions to supplement and adjust the funds appropriated during the previous legislative session (88th Regular Legislative Session, 2023) and special sessions of the 88th Legislature. HB 500 appropriates approximately \$25 billion in all funds.

IMPACT ON TxDOT

HB 500 appropriates a total of \$504.1 million in general revenue and State Highway Funds to the Texas Department of Transportation (TxDOT) for the following:

- \$250 million in general revenue for rail-roadway grade separation projects that are not part of the state highway system; and rail-pedestrian grade separation projects that are located at intersections of railroads and public pedestrian crossings, for the purpose of increasing public safety, enhancing economic development, and reducing traffic as authorized by SB 1555.
- \$52 million in general revenue (minus any surplus funds from the sale of current aircraft) for the purchase of three new aircraft for the State of Texas' Flight Services, which provides low-cost travel to state officials, employees, and contractors traveling on official state business.
- \$106.8 million in general revenue for aviation services (aviation grants) to the following projects, as allocated by Section 17.19, Article IX, SB 1 (General Appropriations Act, 89th Legislature, 2025):
 - \$10 million for South Texas International Airport;
 - \$14.8 million for McKinney National Airport;
 - \$8 million for Emergency and First Responder Airport Facilities (Mid-Valley Airport in Weslaco for airport facilities used by the Department of Public Safety);

- \$14 million for Athens Municipal Airport;
- \$10 million for Weslaco Mid-Valley Airport Runway Expansion;
- Unexpended balance authority remaining from appropriations made in the General Appropriations Act, 88th Legislature, 2023, Article IX, Sec. 17.40, Emergency and First Responder Airport Facilities, (estimated to be \$0), is appropriated for the same purpose (Mid-Valley Airport in Weslaco for airport facilities used by the Department of Public Safety);
- \$40 million for Lubbock Reese Redevelopment Authority (with Texas Tech University); and
- \$10 million for East Texas Regional Airport Upgrades near Longview in Gregg County, Texas.
- \$20 million in general revenue for access road improvements on State Highway 99 between Interstate Highway 10 and Westpark Tollway in Fort Bend County.
- \$22 million in general revenue for runway expansion and improvements at the Texarkana Regional Airport in Texarkana, Arkansas, jointly owned by the City of Texarkana, Texas.
- \$15 million in general revenue for the construction of aircraft hangar space for the State of Texas' Flight Services located at Austin-Bergstrom International Airport (ABIA).
- \$38.3 million in State Highway Funds for capital transportation items (TxDOT fleet/vehicles).

Effective Date: June 22, 2025

APPROPRIATIONS AND TRANSPORTATION FUNDING

HB 1109

Author: Representative Gary VanDeaver (R-New Boston)
Sponsor: Senator Bob Hall (R-Edgewood)



Relating to an exemption from certain motor fuel taxes for counties in this state.

SUMMARY

Texas counties purchase motor fuels to operate vehicles essential for public services, such as road maintenance and emergency response. Historically, these counties have paid state motor fuels taxes on fuel purchases, which contribute to the State Highway Fund.

HB 1109 exempts Texas counties from paying state motor fuels taxes on gasoline and diesel fuel sold to a county in Texas for the county's exclusive use. Under the new law, counties can claim refunds for taxes paid on qualifying fuel purchases and a fuels tax license holder, as described in Tax Code, Chapter 162, may take a tax credit on a tax return if the license holder paid tax on the purchase of gasoline or diesel fuel and resold the gasoline or diesel, without collecting the tax, to a county for the county's exclusive use.

IMPACT ON TxDOT

Based on the Texas Comptroller of Public Accounts' estimates, the State Highway Fund is anticipated to decrease by the amounts outlined below.

Estimated Revenue Loss from the State Highway Fund

FY 2026	(\$3,139,000)
FY 2027	(\$3,202,000)
FY 2028	(\$3,266,000)
FY 2029	(\$3,331,000)
FY 2030	(\$3,397,000)

Effective Date: July 1, 2025



APPROPRIATIONS AND TRANSPORTATION FUNDING

SB 771

Author: Senator Juan Hinojosa (D-McAllen)
Sponsor: Representative Trent Ashby (R-Lufkin)



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.

SUMMARY

Prior to 2003, Texas allowed for a credit or refund for motor fuels taxes paid on either gasoline or diesel used to operate auxiliary power units (APUs) and power take-off (PTO) equipment. In 2003, the previous motor fuels tax law, Chapter 153, Texas Tax Code, was replaced with Chapter 162, Tax Code, and the motor fuels tax code was rewritten. The new motor fuels tax law changed the point of taxation and eliminated credit and refund provisions related to tax paid on diesel fuel.

SB 771 reinstates a portion of Chapter 153, Texas Tax Code, to allow a credit or refund of diesel fuel tax paid on diesel fuel used for auxiliary power units or power take-off equipment on any vehicle.

IMPACT ON TxDOT

Based on the Texas Comptroller of Public Accounts' estimates, the State Highway Fund is anticipated to decrease by the amounts outlined below.

Estimated Revenue Loss from the State Highway Fund

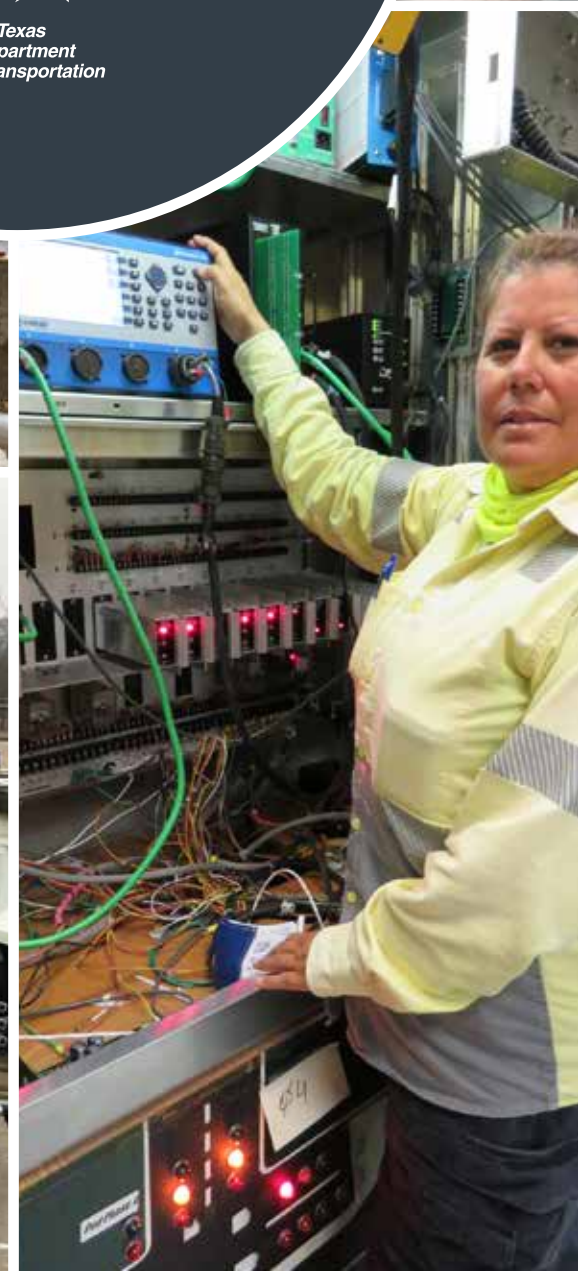
FY 2026	(\$6,798,000)
FY 2027	(\$7,579,000)
FY 2028	(\$7,744,000)
FY 2029	(\$7,905,000)
FY 2030	(\$8,063,000)

Effective Date: September 1, 2025





CONTRACTING AND PROCUREMENT



HB 4748

Author: Representative Pat Curry (R-Bruceville)
Sponsor: Senator Judith Zaffirini (D-Laredo)



Relating to multiple award of contracts with indefinite delivery and indefinite quantity terms.

SUMMARY

HB 4748 amends Chapter 2156, Texas Government Code, by stipulating Chapter 2156 does not apply to a contract for professional services as the term is defined by Section 2254.002, Texas Government Code.

HB 4748 authorizes the Texas Comptroller of Public Accounts or a state agency to use the multiple award purchasing procedure to award a contract to more than one vendor for the purchase of similar goods or services as necessary to ensure adequate delivery, service, or product compatibility. HB 4748 requires the Texas Comptroller of Public Accounts or a state agency to prepare a written determination stating the reasons for using the multiple award purchasing procedure and to retain the determination in a file for multiple award contracts.

HB 4748 requires the Texas Comptroller of Public Accounts or a state agency to disclose in the solicitation for a multiple award contract the comptroller's or agency's intent to use the multiple award purchasing procedure and criteria for an award under that procedure. HB 4748 requires the Texas Comptroller of Public Accounts or a state agency to solicit, evaluate, and award a multiple award contract in accordance with Subchapters A and C, Texas Government Code, or the "request for offers" method prescribed by Texas Comptroller of Public Accounts' rules adopted under Section 2157.006, Texas Government Code. HB 4748 requires each contractor to provide or be capable of providing the best value to the state. It requires the Texas Comptroller of Public Accounts or a state agency to place each order under the multiple award contract in a manner that provides the best value to the state, in accordance with standards provided in Chapters 2155, 2156, 2157, and 2158, Texas Government Code. HB 4748 authorizes the Texas Comptroller of Public Accounts

or an agency to conduct a competitive, secondary solicitation among the vendors awarded a multiple award contract before placing the order, if necessary, to determine the best value to the state. HB 4748 requires the Texas Comptroller of Public Accounts or a state agency to document the method used for determining the best value to the state under a multiple award contract and retain the documentation in the contract file.

IMPACT ON TxDOT

The Texas Department of Transportation (TxDOT) already issues multiple award contracts, so HB 4748 will have minimal impact. This language already exists in TxDOT's solicitation templates, and the process is permissive.

Effective Date: September 1, 2025



HB 5061

Author: Representative Jeff Leach (R-Plano)
Sponsor: Senator Charles Schwertner (R-Georgetown)



Relating to prohibiting certain activities by contractors and vendors of state agencies.

SUMMARY

HB 5061 adds a new subchapter to Chapter 2261, Texas Government Code, known as the “Texas Integrity in State Contracting and Private Protection Act.” HB 5061 specifically applies to any procurement of goods or services by a state agency, and prohibits a contractor or subcontractor of a state agency or a vendor responding to a contract solicitation from directly or indirectly engaging in surveillance of the following:

- (1) state legislators or legislative staff;
- (2) a family member of a legislator or legislative staff;
- (3) state agency employees; or
- (4) an individual making a complaint or raising concerns about state agency operations or contracting.

HB 5061 prohibits entities that contract or solicit contracts with the state from engaging in intimidation or coercion of such persons to influence, silence, or retaliate against them. HB 5061 designates the State Auditor’s Office (SAO) as the agency responsible for overseeing and enforcing provisions and is authorized to collaborate with the Texas Ethics Commission. The Texas Rangers are designated as the investigative entity of any alleged criminal offenses related to violations of the subchapter. HB 5061 provides a complaint process for individuals who believe a violation has occurred as well as an investigation process conducted by the State Auditor’s Office.

If the State Auditor’s Office determines a person has committed a violation, the person is subject to the following penalties:

- (1) a first or second offense subjects an individual or entity to immediate termination of state contracts and makes them liable for an administrative penalty with the amount depending on the offense.
- (2) a first offense additionally bars individuals or entities from responding to a solicitation for

10 years—or 15 years if the violation involves the undue influence or misuse of private and confidential information.

- (3) after a second offense, the individual or entity is barred permanently from responding to solicitations or being awarded state contracts.

An individual who authorizes or directs an entity to violate the provisions of HB 5061 may also be subject to these same penalties. A violation by a parent company, subsidiary, affiliate, division, subcontractor, agent, joint venture, employee, or officer is considered a breach by the contractor, subcontractor, vendor, or respondent, and those persons are also subject to the penalties. HB 5061 requires the State Auditor’s Office to notify the Texas Comptroller of Public Accounts of violations and requires the Texas Comptroller of Public Accounts to distribute information concerning a violation to state agencies. Each state agency is required to ensure it does not award a contract to a violating entity.

HB 5061 provides whistleblower protections for an employee or another person with knowledge of a violation for reporting to a supervisor, state regulatory agency, or law enforcement agency a violation of the subchapter or initiating or cooperating in any investigation by or proceeding of a governmental entity relating to a state contract, including by providing information or testimony in the proceeding. HB 5061 authorizes the petitioner to recover actual damages and damages for lost wages or services if the petitioner’s employment was suspended or terminated, exemplary damages, court costs, and reasonable attorney’s fees. In addition to the recovery amounts, a person whose employment is suspended or terminated is entitled to appropriate injunctive relief, including, if applicable, reinstatement in the person’s former position and reinstatement of lost fringe benefits or seniority rights.

HB 5061 CONTRACTING AND PROCUREMENT

HB 5061 establishes time constraints of 90 days for a petitioner to bring suit or to provide notification to the Texas Workforce Commission of a petitioner's intent to sue. HB 5061 places the burden of proof upon the petitioner. There is a rebuttable presumption if the person's employment was suspended or terminated for reporting abuse, neglect, or exploitation within 120 days after the date the person reported the violation or initiated or cooperated in an investigation or proceeding. HB 5061 requires the State Auditor's Office to provide legal assistance to a petitioner who brings a lawsuit. Employment retaliation includes harassment, blacklisting, changes or impact to a contract or state services an individual may be receiving, and any other adverse action affecting an individual's livelihood, employment, or access to services.

HB 5061 requires the State Auditor's Office and the Texas Rangers, each year, to jointly submit to the governor, the lieutenant governor, the speaker of the house of representatives, and each member of the legislature a written report on the number and nature of complaints filed alleging a violation, outcome of each complaint investigated, and penalties imposed.

IMPACT ON TxDOT

HB 5061 will require revisions to the "Terms and Conditions" portion in the Texas Department of Transportation's (TxDOT) procurement of goods and services contracts.

Effective Date: September 1, 2025



SB 1364

Author: Senator Robert Nichols (R-Jacksonville)
Sponsor: Representative Stan Gerdes (R-Smithville)



Relating to the repeal of wheelbase and horsepower restrictions for the state's passenger vehicle fleet.

SUMMARY

SB 1364 repeals Section 2158.003, Texas Government Code, which prohibits state agencies from purchasing vehicles that exceed specific parameters regarding wheelbase length (maximum 113 inches) and net horsepower (maximum 160) with limited additions to those maximums for certain vehicles converted to use alternative fuels and exceptions for specified vehicles, such as pickup trucks, vans, and trucks.

IMPACT ON TxDOT

SB 1364 results in operational improvements for the Texas Department of Transportation (TxDOT). Repealing the restrictions of Section 2158.003, Texas Government Code, provides flexibility for TxDOT to purchase vehicles that offer the best value and performance for TxDOT's operational needs. The current restrictions primarily impact SUV purchases, as pickup trucks are already exempt. Few vehicles manufactured today have a wheelbase of 113 inches or less, or 160 horsepower or less.

Effective Date: September 1, 2025





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EMERGENCY OPERATIONS





Relating to creating the Texas State Guard Professionalization Task Force.

SUMMARY

The Texas State Guard currently plays a role under the Texas Military Department in supporting disaster response efforts, which often involves the Texas Department of Transportation (TxDOT). HB 101 amends the Texas Government Code to create the Texas State Guard Professionalization Task Force to advise the adjutant general on the professionalization of the Texas State Guard and examine the state missions and operations of the Texas State Guard, including emergency response efforts. The Texas State Guard Professionalization Task Force is composed of the following members:

- the adjutant general or the adjutant general's designee;
- the director of the Department of Public Safety or the director's designee;
- the chief of the Texas Division of Emergency Management or the chief's designee;
- the executive director of TxDOT or the executive director's designee;
- the director of the Texas A&M Forest Service or the director's designee; and
- the executive head of any other state agency or the executive head's designee as determined by the adjutant general or the adjutant general's designee.

HB 101 requires the Texas State Guard Professionalization Task Force, not later than August 31, 2026, to submit a report to the adjutant general and the governor that contains the findings and recommendations. The Texas State Guard Professionalization Task Force is set to expire on September 1, 2026.

IMPACT ON TxDOT

HB 101 will have minimal impact on TxDOT's operations and will require the executive director or designee to participate in Texas State Guard Professionalization Task Force meetings and assist with the required report as needed.

Effective Date: June 20, 2025





GENERAL GOVERNMENT



HB 163

Author: Representative Philip Cortez (D-San Antonio)
Sponsor: Senator César Blanco (D-El Paso)



Relating to the possession and administration of epinephrine delivery systems by certain entities.

SUMMARY

Section 773.0145, Texas Health and Safety Code, permits certain entities, such as amusement parks, child-care facilities, restaurants, and sports venues, to establish policies for the maintenance, administration, and disposal of epinephrine delivery systems. If a private entity chooses to adopt such a policy, Texas law outlines specific requirements, including regulatory guidelines that involve training employees to administer epinephrine delivery systems and allowing pharmacists to prescribe them. However, this allowance is not applicable to governmental entities, thus preventing them from adopting policies related to epinephrine delivery system maintenance, administration, and disposal. With more than 33 million Americans living with life-threatening food allergies, the availability of epinephrine delivery systems in government buildings and facilities in the event of an emergency is important to the public. To address this issue, HB 163 authorizes, but does not require, governmental entities to adopt policies for the maintenance, administration, and disposal of epinephrine auto-injectors.

IMPACT ON TxDOT

HB 163 is permissive, granting governmental entities the discretion to adopt policies for maintaining epinephrine delivery systems in their facilities. If the Texas Department of Transportation (TxDOT) chose to implement a policy, it would have to establish a policy, establish a training program, ensure enough employees are trained annually, procure epinephrine delivery systems, designate storage locations within its facilities, and comply with any other applicable regulations enacted by the Health and Human Services Commission. The primary cost of implementing a policy would result from procuring epinephrine delivery systems for approximately 275 TxDOT employee-based facilities statewide. TxDOT estimates epinephrine delivery systems currently cost \$100 each.

Effective Date: September 1, 2025



GENERAL GOVERNMENT

HB 3112

Author: Representative Carl H. Pepper (R-Lubbock)
Sponsor: Senator Charles Perry (R-Lubbock)



Relating to the application of the open meetings law and public information law to government information related to certain cybersecurity measures.

SUMMARY

Cybersecurity attacks can have a negative impact on the confidentiality, integrity, and availability of public records and meetings, posing a concern for governmental entities. HB 3112 amends the Texas Open Meetings Act, Chapter 551, Texas Government Code, and the Texas Public Information Act, Chapter 552, Texas Government Code, to protect cybersecurity information for critical infrastructure facilities in the state.

HB 3112 defines “cybersecurity” as any measure taken to protect computers, computer networks or systems, or other similar technological infrastructure from unauthorized use or access. “Critical infrastructure facility,” by definition, is limited to communication or cybersecurity infrastructure, electrical power systems, natural gas systems, hazardous waste systems, and water systems.

HB 3112 adds two types of protections for cybersecurity information and critical infrastructure facilities. First, not all governmental entities are required to deliberate cybersecurity matters that are solely intended to protect a critical infrastructure facility in open meetings. Second, HB 3112 adds a new exception to the public disclosure of certain cybersecurity-related information. The new exception is limited to the following categories of information:

- (1) cybersecurity measures, policies, or contracts for the sole protection of a critical infrastructure facility;
- (2) insurance coverage or costs set aside to self-insure mitigation risk;
- (3) cybersecurity incidents;
- (4) network, software, hardware, encryption, or other information related to detecting, responding; and
- (5) investigation of cybersecurity incidents, if such disclosure would grant unauthorized access to IT resources or data.

Governmental entities may share information as necessary to comply with state and federal law. If disclosing the information is required, a governmental entity, such as the Texas Department of Transportation (TxDOT), must inform the owner of the critical infrastructure facility within five business days before the information is released, or within five business days after the information is released, if immediate disclosure is required. TxDOT must also retain all existing labeling indicating that such information is confidential or privileged.

IMPACT ON TxDOT

TxDOT will need to identify any information covered by the exception and raise the exception to the Office of the Attorney General (OAG) to withhold related security information requested by the public. TxDOT will also need to notify the facility owner(s) that the information is being released within five business days of the release, or within five business days after the release, if the release is immediately required by law. TxDOT must also retain any labeling indicating that such information is confidential or privileged when releasing it to the public.

Effective Date: June 20, 2025



GENERAL GOVERNMENT

HB 4230

Author: Representative Will Metcalf (R-Conroe)
Sponsor: Senator Donna Campbell (R-Bulverde)



Relating to the establishment of a hike and bike trail to be known as the Bicentennial Trail.

SUMMARY

HB 4230 directs the General Land Office (GLO) to coordinate the establishment of a network of hike-and-bike trails connecting the Alamo to the Texas Capitol and other specified locations. HB 4230 adds Subchapter J, Chapter 31, Texas Natural Resources Code, and directs the General Land Office to enter memoranda of understanding with entities, including the Texas Department of Transportation (TxDOT), as necessary, to establish and maintain the network of hike-and-bike trails.

IMPACT ON TxDOT

TxDOT will not manage any portion of the project; therefore, its involvement in the project will include permitting the trail to cross or share state highway right of way as necessary. TxDOT can achieve this through a Multiple Use Agreement under Section 11.21, Title 43, Texas Administrative Code.

HB 4230 does not appropriate additional funding, nor does it provide TxDOT with additional legal authority to maintain or establish the trail. TxDOT is limited in its current statutory authority and available funding to provide for trails outside of highway projects.

Effective Date: September 1, 2025



HB 4395

Author: Representative Chris Turner (D-Grand Prairie)
Sponsor: Senator Royce West (D-Dallas)



Relating to electronic submission and delivery of public securities and records of proceedings for those securities.

SUMMARY

The Texas Transportation Commission is authorized through various statutory and constitutional provisions to issue public securities, including general obligation and revenue bonds. When issuing these securities, the Texas Transportation Commission must follow the approval process outlined in Chapter 1202, Texas Government Code, which requires the Office of the Attorney General (OAG) to review all public securities issued by governmental entities in the state of Texas. If the Office of the Attorney General determines that a security complies with state law, it must provide the Texas Comptroller of Public Accounts with a legal opinion approving the security and the record of proceedings.

Chapter 1202, Texas Government Code, does not authorize the Office of the Attorney General to approve public securities that include electronic signatures. HB 4395 addresses this limitation by amending Chapter 1202, Texas Government Code, to require the issuers of public securities, records of proceedings, and credit agreements to submit all necessary documents to the Office of the Attorney General in an electronic format, accompanied by electronic signatures. Additionally, HB 4395 mandates the Office of the Attorney General to transmit the approved documents to the Texas Comptroller of Public Accounts electronically, if applicable, with electronic signatures. The new law applies to documents submitted to the Office of the Attorney General on or after January 1, 2026.

IMPACT ON TxDOT

The implementation of electronic signatures and submissions under HB 4395 will enable the Texas Department of Transportation (TxDOT) to streamline the debt issuance process by reducing time and costs, including printing expenses. HB 4395 will enhance efficiency by minimizing the costs and delays associated with printing, execution, and delivery of public securities documents submitted to the Office of the Attorney General by the Texas Transportation Commission, TxDOT, and TxDOT-controlled entities, such as the Grand Parkway Transportation Corporation (GPTC), the Texas Private Activity Bond Surface Transportation Corporation, and the Texas Transportation Finance Corporation.

Effective Date: January 1, 2026





Relating to a special right of access under the public information law for a member of a governing board.

SUMMARY

The Public Information Act (PIA) ensures public access to governmental records. Under current law, members of a governing board are treated the same as any member of the public when accessing public information.

HB 4310 grants members of a governing board a special right of access to obtain public information. HB 4310 also permits confidentiality agreements for the sharing of confidential information, which may be reviewed by the Office of the Attorney General (OAG). The parties to the agreement and any person with a proprietary or privacy interest in the information covered by the agreement may appeal to a Travis County court. Members of a governing board may file a writ of mandamus to compel a governmental body to adhere to the new provision.

In a newly created Subchapter K, Section 552.401, Texas Government Code, defines “members of a governing board” as all individuals appointed, designated, or elected to a board or group of individuals overseeing governmental bodies, non-governmental bodies, and governing bodies of a municipality or county commissioner. The section defines “non-governmental bodies” as entities that contract with the state for at least \$1 million. HB 4310 defines “promptly” to mean as soon as practicable.

Section 552.403, Texas Government Code, grants a special right-of-access for members of a governing board to request public information, so long as the request is made in the member’s official capacity. The information shall be provided without charge. If requested, confidential information must be redacted, and no charge may be assessed for the time spent on redaction. Attorney-client information is expressly removed from this special right of access unless

the privilege applies to the requesting member. If the information is withheld due to attorney-client privilege, the responding entity must inform the requesting member that the information is withheld under the attorney-client privilege.

Section 552.404, Texas Government Code, provides for confidentiality agreements to share confidential information. A governmental body or non-governmental body may, but is not required to, request that a member of the governing board enter into a confidentiality agreement to receive confidential information. The agreement may limit the disclosure and the number of copies to be made of the information, including notes implicating the confidential information, or require the labeling of confidential information and its safekeeping. Releasing confidential information, whether by agreement or not, does not waive future confidentiality of the information.

Section 552.405, Texas Government Code, provides a member of a governing board with the right to have the Office of the Attorney General issue an opinion about the confidentiality agreement. Any information found to be non-confidential is not covered by the agreement. The Office of the Attorney General may enact procedural rules for this request, but it must render the decision within 45 business days. The decision may be appealed to a Travis County district court by any party to the agreement and by any interested person with a privacy or proprietary right to the confidential information.

Section 552.406, Texas Government Code, provides a member of a governing board a legal remedy if the governmental body or non-governmental body fails or refuses to comply with this chapter. The member must bring a writ of mandamus to the Travis County court for state agencies, in any county where the

HB 4310 GENERAL GOVERNMENT

non-state agency governmental body is located, or in the county where the non-governmental body has its principal place of business. The governing board member is entitled to all reasonable attorney's fees, expenses, and court costs if the member prevails in court. Section 552.407, Texas Government Code, adds a caveat that Subchapter K does not replace or otherwise affect other procedures to obtain or use confidential information.



IMPACT ON TxDOT

The Texas Department of Transportation (TxDOT) rarely receives requests for public information from members of a governing board. To the extent TxDOT has received these requests, TxDOT responded to the request as if it came from any member of the public. TxDOT releases or withholds information in accordance with the Texas Public Information Act.

TxDOT Open Records Coordinators will need training to identify any request received by a member of a governing board. If the information is confidential, TxDOT must either release the confidential information, with or without a confidentiality agreement, or redact the confidential sections upon request, but it must otherwise disclose the information. The Public Information Act denotes information as: (1) public; (2) public but excepted from disclosure; and (3) public but confidential and excepted from disclosure. Only information in the third category may be redacted, and TxDOT will not be able to request a ruling from the Office of the Attorney General for the remainder of the information. TxDOT is not required to enter into confidentiality agreements; therefore, the additional procedures guiding the Office of Attorney General determinations and appeals will impact TxDOT only if TxDOT elects to enter into a confidentiality agreement.

Effective Date: September 1, 2025



Relating to reforming the procedure by which state agencies adopt rules and impose regulatory requirements and the deference given to the interpretation of laws and rules by state agencies in certain judicial proceedings.

SUMMARY

The Administrative Procedures Act (APA), Chapter 2001, Texas Government Code, provides standards of uniform practice and procedure for state agencies, including the procedure for state agencies to adopt rules (administrative laws). The Texas Transportation Commission and the Texas Department of Transportation (TxDOT) have a process for proposing and adopting new rules, whether the impetus for the rulemaking originates from state or federal legislation or needs identified internally by TxDOT.

SB 14 establishes the Texas Regulatory Efficiency Office (TREO) within the Office of the Governor to:

- (1) identify and expand opportunities for implementing efficiencies in:
 - (a) the process by which state agencies adopt rules;
 - (b) the regulatory review process; and
 - (c) the processes by which contested cases are conducted;
- (2) assist state agencies in identifying:
 - (a) unnecessary and ineffective rules;
 - (b) the effect and cost to this state and regulated persons of the agencies' rules and proposed rules; and
 - (c) opportunities to repeal or amend rules to provide effective protection to the public with the least cost and inconvenience to regulated persons;
- (3) coordinate with the Secretary of State, the Texas Department of Information Resources (DIR), and other state agencies to:
 - (a) improve public access to information regarding state agency rules, forms, and filings; and
 - (b) create an interactive Internet website for use by the public to search and obtain information regarding rules, forms, and filings applicable to specific regulated

occupations, industries, professions, and activities;

- (4) coordinate with state agencies to reduce rules or other regulatory requirements, including by
 - (a) eliminating unnecessary or ineffective rules or other regulatory requirements; and
 - (b) reducing the inefficiencies resulting from rules or other regulatory requirements adopted by the agency by:
 - (i) reducing required training hours while protecting the health and safety of the residents of this state;
 - (ii) reducing the number of forms a regulated person is required to complete;
 - (iii) reducing the amount of information required by forms that a regulated person is required to complete;
 - (iv) reducing the amount of or eliminating fees imposed by the rules;
 - (v) reducing the number of activities covered by the rules; or
 - (vi) creating waivers for or exemptions from the rules under certain circumstances; and
- (5) prepare and publish written manuals, guides, or other publications as required by SB 14.

The Texas Regulatory Efficiency Office will prepare and publish a regulatory economic analysis manual that identifies and describes best practices for state agencies to follow in rulemaking. The Texas Regulatory Efficiency Office will prepare and publish a regulatory reduction guide that will be available to both the public and state agencies. The purpose of the guide is to reduce the number of rules and regulatory requirements of an agency. SB 14 also requires the Texas Regulatory Efficiency Office to prepare a biennial report for the governor, lieutenant governor, the speaker of the House of Representatives, and

SB 14 GENERAL GOVERNMENT

the Legislative Budget Board (LBB) on the activities undertaken by the office during the previous two years. The report must also be made available online for the public.

SB 14 requires the Secretary of State, the Texas Department of Information Resources, and the Texas Regulatory Efficiency Office to coordinate with state agencies to establish a public website that allows a person to search for rules and related information from all state agencies. The establishment of the website is mandated only if the legislature appropriates money specifically for that purpose, but SB 14 authorizes the named entities to establish the website in the absence of such an appropriation.

SB 14 requires the text of a proposed rule to be written in plain language to the extent practicable and requires that the notice of a proposed rule (preamble) include “a request for information related to the cost, benefit, or effect of the proposed rule, including any applicable data, research, or analysis, from any person required to comply with the proposed rule or any other interested person.” SB 14 provides that in addition to the reasons provided in current law, a rule is voidable if the notice of the proposed rule does not include an effective local employment impact statement. SB 14 also repeals the hold harmless provision applicable to the failure to comply with the government growth impact statement requirements for proposed rules.

SB 14 codifies that a court is not required to give deference to a state agency’s legal determination regarding the construction, validity, or applicability of a rule, statute, or constitutional provision. This change follows the recent Chevron Doctrine decision by the United States Supreme Court’s ruling in *Loper Bright Enterprises v. Raimondo*, 603 U.S. 369 (2024).

SB 14 allows the Texas Regulatory Efficiency Office to establish the Texas Regulatory Efficiency Advisory Panel as an advisory panel to the office. SB 14 outlines the duties, procedures, and composition of the panel, if established.

IMPACT ON TxDOT

SB 14 requires the text of a proposed rule to be written in plain language to the extent practicable and requires that the notice of a proposed rule (preamble) include “a request for information related to the cost, benefit, or effect of the proposed rule, including any applicable data, research, or analysis, from any person required to comply with the proposed rule or any other interested person.” Additionally, rules become voidable if the notices of proposed rules do not include effective local employment impact statements or effective government growth impact statements. SB 14 does not change the Administrative Procedures Act, Chapter 2001, Texas Government Code.

As the Texas Regulatory Efficiency Office implements the provisions of SB 14 and publishes the required regulatory economic analysis manual and regulatory reduction guide, TxDOT will make necessary changes to TxDOT’s rulemaking policies and procedures. SB 14 provides for the outside review of TxDOT rules with the intention of providing recommendations for the repeal of some existing rules. TxDOT will also need to work with the Texas Regulatory Efficiency Office to upload the necessary information for its public-facing website detailing the agency’s rules.

Effective Date: September 1, 2025

SB 765

Author: Senator Lois Kolkhorst (R-Brenham)
Sponsor: Representative Brooks Landgraf (R-Odessa)



Relating to the confidentiality of fraud detection and deterrence information under the public information law.

SUMMARY

Currently, information relating to the methods by which a governmental body detects and deters fraud is not explicitly protected from disclosure under the state's public information law.

SB 765 adds Section 552.164, Texas Government Code, which creates an exception for confidentiality regarding any information relating to fraud detection and deterrence measures.

The new section would apply to the following:

- (1) risk assessments;
- (2) reports;
- (3) data;
- (4) protocols;
- (5) technology specifications;
- (6) manuals;
- (7) instructions;
- (8) investigative materials;
- (9) crossmatches;
- (10) mental impressions; and
- (11) communications that may reveal the methods or means by which the state agency prevents, investigates, or evaluates fraud. The information can either be created by or in the custody of a governmental body.

The new exception does not conflict with the state agency's ability to share this information with law enforcement or for fraud detection and prevention purposes.

IMPACT ON TxDOT

SB 765 adds a new exception to the disclosure of public information, and the Texas Department of Transportation (TxDOT) will need to ensure all internal, fraud prevention, and detection documents, whether created or held by TxDOT, are properly labeled. TxDOT will also need to update its internal procedures and provide additional training to its open records coordinators about the confidentiality of these records.

Effective Date: September 1, 2025



SB 1062

Author: Senator Lois Kolkhorst (R-Brenham)
Sponsor: Representative John Smithee (R-Amarillo)



Relating to the type of newspaper required for publication of public notices.

SUMMARY

Digital news consumption in Texas continues to grow, driven by the increasing use of online platforms and social media. However, many rural areas across the state still face limited access to traditional print newspapers, posing challenges for governmental entities in meeting legal requirements for public notice by publication in a printed newspaper.

Section 2051.044, Texas Government Code, sets certain requirements for the type of newspaper in which a notice must be published. The newspaper in which a notice is published must:

- (1) devote not less than 25 percent of its total column lineage to general interest items;
- (2) be published at least once each week;
- (3) be entered as second-class postal matter in the county where published; and
- (4) have been published regularly and continuously for at least 12 months before the governmental entity or representative publishes notice.

Section 2051.0441, Texas Government Code, however, sets alternative newspaper requirements for notices published by a governmental entity in a county that does not have a newspaper meeting the qualifications above or in a county with a population of between 30,000 and 42,000 bordering the Red River.

SB 1062 authorizes a governmental entity, to which Section 2051.0441, Texas Government Code, applies, in lieu of the current requirements, to publish a notice in a digital newspaper that:

- (1) has an audited, paid-subscriber base;
- (2) has been in business for at least three years;
- (3) employs staff in the governmental entity's jurisdiction;
- (4) reports on local events and governmental activities in that jurisdiction;

- (5) provides general interest news to people in the jurisdiction; and
- (6) updates its news at least weekly.

IMPACT ON TxDOT

No significant fiscal implication to the Texas Department of Transportation (TxDOT) is anticipated. Public participation and involvement are integral to today's transportation planning and project development processes. TxDOT's project development and environmental review process has various requirements for when the notice of a project must be published for local communities and impacted landowners. SB 1062 could provide cost savings to the department by providing an alternative to print publications in certain counties.

Effective Date: May 19, 2025



SB 1350

Author: Senator Bryan Hughes (R-Mineola)
Sponsor: Representative Jeff Leach (R-Plano)

Relating to a commission to coordinate celebrations of the bicentennial anniversary of Texas' independence.

SUMMARY

Texas declared its independence from Mexico on March 2, at the Convention of 1836 in Washington-on-the-Brazos. In 1979, seven years before the state's 150th anniversary, the legislature established a sesquicentennial planning group to produce numerous celebrations across the state. On March 2, 2036, Texas will celebrate its 200th anniversary of independence.

SB 1350 establishes a 23-member Texas Bicentennial Commission to coordinate and promote celebrations of the bicentennial anniversary of Texas' independence in 2036. The Texas Bicentennial Commission will include nine public members appointed by the governor; three senators appointed by the lieutenant governor; three representatives appointed by the house speaker; and eight, ex officio members from various state agencies and cultural institutions, including the Director of the Travel Information Division for the Texas Department of Transportation (TxDOT). The commission's primary responsibilities include encouraging, coordinating, and providing standards for bicentennial activities across the state, promoting tourism, creating a bicentennial logo, and other related tasks. The commission is authorized to solicit donations, establish rules, and create a nonprofit organization to support its mission.

The governor, lieutenant governor, and speaker of the house must appoint the initial members to the Texas Bicentennial Commission no later than December 1, 2025. The commission will be dissolved on September 1, 2037, after submitting a final report to the governor and the legislature on the effects of the bicentennial activities conducted in the state on the state's economy.

IMPACT ON TxDOT

The Director of TxDOT's Travel Information Division will participate as needed.

Effective Date: September 1, 2025





HUMAN RESOURCES





Relating to the payment of employment compensation by certain state agencies.

SUMMARY

The Texas Department of Transportation (TxDOT) often receives requests from new maintenance employees for the option to be paid more than once per month, a common practice in the private sector for the profession. State law authorizes certain state agencies to pay employees twice per month. Still, this authorization is limited to employees classified below Salary Group A12 in the State of Texas Salary Schedules Classification Plan.

HB 252 allows certain state agencies, including TxDOT, to elect to pay employment compensation twice a month to all employees in Salary Schedule A. HB 252 requires a state agency that elects to pay employment compensation twice a month Salary Schedule A employees to satisfy the Texas Comptroller of Public Accounts requirements relating to the payment of compensation twice a month.

IMPACT ON TxDOT

The proposed change will allow TxDOT to better recruit and retain employees who request compensation twice per month, particularly new hires for TxDOT maintenance crews transitioning from the private sector in the construction industry. TxDOT will need to ensure compliance with any comptroller requirements, update job postings to reflect the bi-monthly pay frequency for affected employees, and enter personnel actions for each affected employee modifying pay frequency.

Effective Date: June 20, 2025



HB 5196

Author: Representative Giovanni Capriglione (R-Southlake)
Sponsor: Senator Phil King (R-Weatherford)



Relating to telework for state employees.

SUMMARY

Current law allows state agencies to authorize telework for employees. HB 5196 establishes a more robust framework for state agencies to offer a telework policy, if they choose to do so. HB 5196 authorizes the administrative head of a state agency to enter written telework agreements with employees for reasons such as space constraints or flexibility needs. These agreements must include a justification for telework, revocation terms, an annual renewal provision, and language allowing agencies to revoke the agreements without notice.

HB 5196 prohibits offering telework as a condition of employment. It also requires state agencies to create and publish telework plans that outline eligibility criteria, performance and security standards, productivity tracking, disciplinary consistency, and rules prohibiting in-person business at an employee's home.

IMPACT ON TxDOT

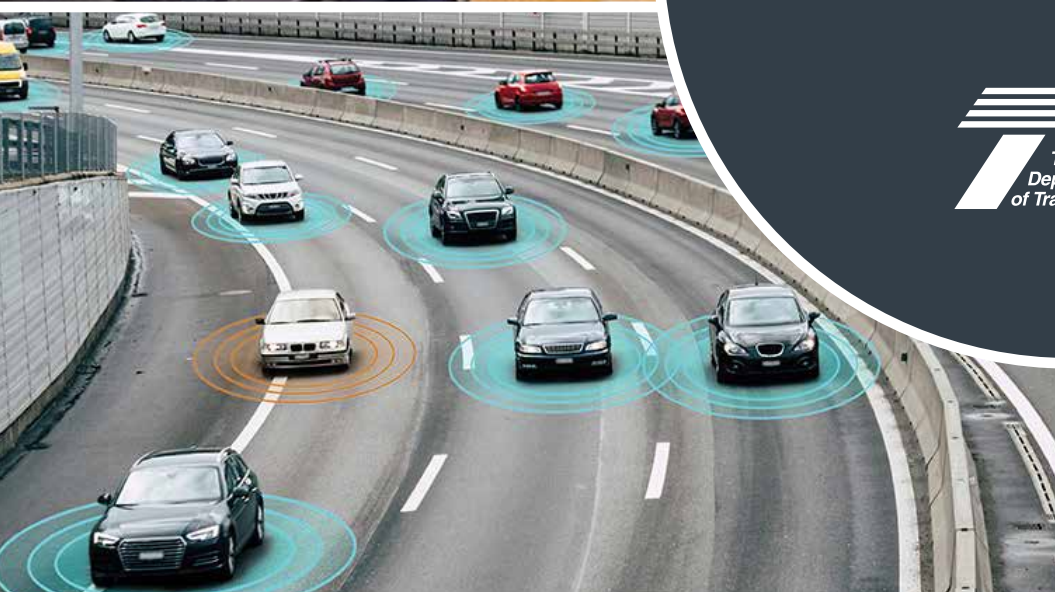
HB 5196 requires the Texas Department of Transportation (TxDOT) to develop telework policy and procedures, including a telework agreement, and publish it on TxDOT's public-facing website.

Effective Date: September 1, 2025





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INFORMATION TECHNOLOGY



HB 149

Author: Representative Giovanni Capriglione (R-Southlake)
Sponsor: Senator Charles Schwertner (R-Georgetown)



Relating to regulation of the use of artificial intelligence systems in this state; providing civil penalties.

SUMMARY

During the 88th Legislative Interim, the House Select Committee on Artificial Intelligence and Emerging Technologies convened to review the artificial intelligence systems of state agencies, given the rapidly evolving landscape of artificial intelligence and its increasing integration into society and state government operations. The committee found artificial intelligence poses significant risks if used in state government operations and, if unchecked, can compromise data privacy, perpetuate biases, or make erroneous decisions that adversely affect consumers.

HB 149 establishes the Texas Responsible Artificial Intelligence Governance Act, which provides certain consumer protection and enforcement mechanisms; a regulatory sandbox program for testing innovative artificial intelligence systems; and the creation of an Artificial Intelligence Council to support innovation and oversee compliance. HB 149 aims to protect public safety, individual rights, and privacy while encouraging the safe advancement of artificial intelligence technology in Texas.

Accordingly, HB 149 establishes disclosure requirements for governmental agencies that make available an artificial intelligence system intended to interact with consumers. The legislation identifies specific artificial intelligence prohibitions, including those that do the following:

- manipulate human behavior to circumvent informed decision-making;
- incite harm;
- lead to social scoring by governmental entities;
- identify specific individuals using biometric identifiers or gather images or information from other media, which would then be used to inhibit the legal rights of such individuals;
- be used to infringe, restrict, or otherwise impair a person's constitutional right or other unlawful discrimination; and
- use explicit content.

HB 149 authorizes the Office of the Attorney General (OAG) to enforce the provisions set forth in the Texas Responsible Artificial Intelligence Governance Act and requires the Office of the Attorney General to provide an online mechanism on its website for consumers to submit complaints, investigate violations, determine if violations have occurred, provide violators an opportunity to cure the violation, impose and collect civil penalties, and seek injunctive relief for violations.

HB 149 authorizes a state agency to impose sanctions against a person licensed, registered, or certified by that agency for a violation, and further enforcement if the Office of the Attorney General has recommended additional enforcement by the applicable agency. The sanction may include suspension, probation, revocation of a license, registration, certificate, or other authorization to engage in an activity, and a monetary penalty not to exceed \$100,000.

HB 149 requires the Texas Department of Information Resources (DIR) to establish an Artificial Intelligence Sandbox Program to test innovative artificial intelligence systems without obtaining a license, registration, or other regulatory authorization. It sets forth requirements for participating in the sandbox program and requires each sandbox participant to submit a quarterly report to the Texas Department of Information Resources, including system performance metrics, updates on how the system mitigates any risks associated with its operation, and feedback from consumers and affected stakeholders. The Texas Department of Information Resources is required to submit an annual report to the legislature, detailing the number of program participants, overall performance, impact of artificial intelligence systems involved in the program, and legal or regulatory recommendations for future legislative consideration.

HB 149 creates the Texas Artificial Intelligence Council and sets forth its duties, responsibilities,

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composition, and qualifications, including the following:

- ensure artificial intelligence systems in the state are ethical, developed in the public's best interest, and do not harm public safety or undermine individual freedoms;
- identify existing laws and regulations that impede innovation in the development of artificial intelligence systems and recommend appropriate reforms;
- analyze opportunities to improve the efficiency and effectiveness of state government operations through the use of artificial intelligence systems;
- make recommendations to applicable state agencies regarding the use of artificial intelligence systems to improve the agencies' efficiency and effectiveness;
- evaluate potential instances of regulatory capture, including undue influence by technology companies or disproportionate burdens on smaller innovators caused by the use of artificial intelligence systems;
- evaluate the influence of technology companies on other companies and determine the existence or use of tools or processes designed to censor competitors or users through the use of artificial intelligence systems;
- offer guidance and recommendations to the legislature on the ethical and legal use of artificial intelligence systems;
- conduct and publish the results of a study on the current regulatory environment for artificial intelligence systems; and
- receive reports from the Texas Department of Information Resources regarding the regulatory sandbox program and make recommendations for improvements.

HB 149 requires the Texas Sunset Advisory Commission, when reviewing a state agency, to consider an assessment of the agency's use of artificial intelligence systems, in its operations and its oversight of the use of artificial intelligence systems by persons under the agency's jurisdiction, and any related impact on the agency's ability to achieve its mission, goals, and objectives, made using

information available from the Texas Department of Information Resources, the Office of the Attorney General, or any other appropriate state agency.

HB 149 requires the Texas Department of Information Resources to collect an evaluation of the use, or considered use, of artificial intelligence systems by each state agency, as well as an inventory of the agency's artificial intelligence systems.

HB 149 requires state agencies to implement the mandatory provisions in HB 149 only if money is appropriated to carry out that duty. Furthermore, state agencies are authorized to implement the mandatory provision in the fiscal year to the extent that other funding is available to the agency to do so. If a state agency does not implement the mandatory provisions in HB 149 after receiving an appropriation for such duty or is unable to make other available funds for said duty, the state agency is required in its Legislative Appropriations Request to acknowledge it and include a written estimate of the costs of implementing the provision in each year of the next state fiscal biennium.

IMPACT ON TxDOT

HB 149 will apply to the Texas Department of Transportation (TxDOT) if it deploys artificial intelligence systems designed to interact with the public in the future (in which case, the disclosure requirements would apply). Under HB 149, the Texas Department of Information Resources will be required to collect information from each state agency regarding the agency's use of artificial intelligence or artificial intelligence systems.

Effective Date: January 1, 2026

HB 1500

Author: Representative Keith Bell (R-Forney)
Sponsor: Senator Tan Parker (R-Flower Mound)



Relating to the continuation and functions of the Department of Information Resources, including the composition of the governing body of the department and, in collaboration with the comptroller, the administration of state assistance opportunities.

SUMMARY

The Texas Legislature schedules reviews of each state agency by the Texas Sunset Advisory Commission to occur approximately every 12 years. Through the Texas Sunset Advisory Commission's review process, the legislature evaluates an agency's mission, functions, and governance to determine its need, relevance, and whether the agency should be abolished or continue in operation. If the Texas Sunset Advisory Commission recommends the continuance of an agency, it will suggest operational improvements. During the 88th Legislative Interim, the Texas Sunset Advisory Commission reviewed the Texas Department of Information Resources (DIR) and advised continuing the agency for an additional 12 years; various recommendations were provided, including adjusting the department's advisory committees and restructuring its board to better represent and serve government entities with widely differing information technology (IT) needs; providing more training and assistance to other agencies for information technology procurements; and offering more cybersecurity training for state and local government entities.

HB 1500 creates an 11-member board to govern the Texas Department of Information Resources, composed of seven voting members appointed by the governor with the advice and consent of the senate, and four, non-voting members, also appointed by the governor, who represent state agencies that use the departments' services.

HB 1500 requires the Texas Department of Information Resources, referred to as "department" below, to:

- provide training and certification for a licensed state agency purchasing and contracting personnel, as well as upper management;



- provide the governor a list of the 10 state agencies that spent the most money on the department's products and services during the previous fiscal year, no later than December 1 of every even-numbered year;
- establish an advisory committees on department functions to advise the board on the governing and primary functions of the department, including procurement, security, and strategic planning;
- establish a Statewide Information Security Advisory Committee composed of information security professionals employed by state agencies and local governments to make recommendations to the department on improving the effectiveness of the state's information security operations;
- establish a Customer Advisory Committee composed of state agency employees to report to

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and advise the board on improving the effectiveness and efficiency of the department's service;

- establish a Procurement Services Pilot Program to assist participating state agencies with the procurement of information resources and technologies;
- receive results of state agency data governance assessments and reporting requirements, no later than June 1 of every even-numbered year, and upon request, the state agency shall report results to the governor, lieutenant governor, and speaker of the House of Representatives; and
- perform [or select a vendor to perform] an information security assessment and penetration test on each state agency once every two years.

IMPACT ON TxDOT

HB 1500 requires TxDOT to submit a data governance assessment report to the Texas Department of Information Resources, as well as complete an information security assessment and penetration test conducted by the Texas Department of Information Resources or a selected vendor once every two years. Additionally, the Texas Department of Information Resources will conduct periodic Information Resources Deployment Reviews (IRDRs) based on a rotating schedule among state agencies.

TxDOT will need to actively monitor the Texas Department of Information Resources' implementation of HB 1500, specifically concerning information technology procurement, security requirements, and training, and update TxDOT's processes and policies accordingly.

Effective Date: September 1, 2025





Relating to the artificial intelligence division within the Department of Information Resources.

SUMMARY

The Texas Department of Information Resources (DIR) contracts with the private sector for legacy modernization projects and other initiatives requested by state agencies through a competitive best-value procurement process. However, due to the complexity and the number of resources sometimes needed to complete these projects, the costs can often exceed the amount of money an agency has available for the project in their biennial budget.

HB 2818 requires the Texas Department of Information Resources to establish an Artificial Intelligence Division to assist state agencies in implementing generative artificial intelligence technology, modernizing legacy systems, and other related projects. HB 2818 requires the Texas Department of Information Resources to coordinate division activities to ensure an efficient system implementation and to streamline the use of information-sharing and personnel across state agencies.

IMPACT ON TxDOT

The Texas Department of Transportation (TxDOT) will need to actively monitor the Texas Department of Information Resources' implementation of HB 2818, specifically concerning information technology (IT) procurement, security requirements, and training, and update TxDOT's processes and policies accordingly.

Effective Date: September 1, 2025



HB 3512

Author: Representative Giovanni Capriglione (R-Southlake)
Sponsor: Senator César Blanco (D-El Paso)



Relating to artificial intelligence training programs for certain employees and officials of state agencies and local governments.

SUMMARY

Artificial Intelligence systems have grown in usage over the past few years, with many state agencies adopting this technology to help with professional workflows. Many state agencies are using artificial intelligence to enhance efficiency in customer service applications, translating materials, and fulfilling cybersecurity roles.

HB 3512 adds artificial intelligence training to the state agency cybersecurity training requirement and requires certification from the Texas Department of Information Resources (DIR). The requirements are like the Texas Department of Transportation's (TxDOT) current cybersecurity training.

IMPACT ON TxDOT

HB 3512 will require TxDOT to develop and track artificial intelligence training for the agency and its employees and contractors. TxDOT will also need to create dashboards to track training completion for contractors and full-time employees to report on completion percentages as required.

Effective Date: September 1, 2025





Relating to modernization of state agency Internet websites and digital services.

SUMMARY

Under current law, there is no uniform requirement for how state agency websites should be designed, maintained, or made accessible. This results in inconsistent, outdated, and difficult-to-navigate platforms that create barriers for small businesses, elderly users, individuals with disabilities, and Texans with limited Internet access.

HB 5195 requires each state agency to assess its Internet website and online service portals to identify areas for improvement in user accessibility, navigation, and digital service efficiency. HB 5195 requires state agencies to consider strategies to simplify user access to forms, applications, and agency services; provide opportunities to reduce or eliminate paperwork requirements if electronic alternatives exist; provide an enhancement to ensure compliance with accessibility standards; use responsive web design to ensure the agency's Internet website is equally accessible using a desktop computer, laptop computer, or mobile device, including a tablet or cellular telephone; adopt best practices for search functionality, page load speed, and service integration; and use the Texas Department of Information Resources (DIR) web page templates and web design guidelines to provide consistency among state agency Internet websites and improve the usability of the website.

Furthermore, HB 5195 requires the Texas Department of Information Resources to develop certain guidance and best practices for website modernization, user-centered design, digital accessibility, and service integration, and to submit a report to the legislature detailing the status of every state agency's digital modernization planning effort as well as common priorities and challenges. Additionally, HB 5195 authorizes the Texas Department of Information Resources to establish a working group of state agency technology officers to support consistency across agencies.

IMPACT ON TxDOT

The Texas Department of Transportation (TxDOT), under its normal activities, will work to confirm that it meets or exceeds each of the requirements of HB 5195 for website modernization. HB 5195 further permits the Texas Department of Information Resources to establish an interagency work group that will require the participation of a technical resource from TxDOT's Information Technology Division. Currently, TxDOT has accessibility and practices in place that align with the requirements of HB 5195. On a biennial basis, TxDOT will have to submit information for a Texas Department of Information Resources and Legislative Budget Board (LBB) analysis of the cost efficiency of TxDOT's modernization efforts; the effectiveness of digital service upgrades in improving public access; and TxDOT's compliance with any statewide guidance relating to digital modernization. The impact on TxDOT will depend on the Texas Department of Information Resources' guidance and best practices for website modernization.

Effective Date: September 1, 2025

HB 5331

Author: Representative Jay Dean (R-Longview)
Sponsor: Senator Phil King (R-Weatherford)



Relating to the enforceability of certain state agency and local government contract language regarding required security incident notifications.

SUMMARY

Current state law requires state agencies and local governments to report cyberattacks to the Texas Department of Information Resources (DIR) within 48 hours of discovery. However, some cybersecurity insurance policies contain clauses that restrict the disclosure of cybersecurity incidents, conflicting with existing state law.

HB 5331 makes cybersecurity insurance contracts and other contracts for goods or services that prohibit or restrict compliance with certain security incident notification requirements voidable and unenforceable.

IMPACT ON TxDOT

All agencies, including the Texas Department of Transportation (TxDOT), must follow the notification requirements set forth in Section 2054.603, Texas Government Code, regardless of any conflicting requirements in the agencies' insurance policies.

Effective Date: June 20, 2025



SB 1964

Author: Senator Tan Parker (R-Flower Mound)

Sponsor: Representative Giovanni Capriglione (R-Southlake)



Relating to the regulation and use of artificial intelligence systems and the management of data by governmental entities

SUMMARY

During the 88th Legislative Interim, the House Select Committee on Artificial Intelligence and Emerging Technologies convened to review the artificial intelligence systems of state agencies, given the rapidly evolving landscape of artificial intelligence and its increasing integration in society and state government operations. Current state law does not sufficiently address issues of transparency, accountability, and protection of individual rights related to the governmental use of artificial intelligence systems.

SB 1964 intends to modernize the government code by establishing a clear and enforceable framework for the procurement, development, and deployment of artificial intelligence systems by government agencies in Texas. SB 1964 defines “artificial intelligence systems,” “controlling factor,” and “heightened scrutiny artificial intelligence systems.”

SB 1964 requires, as part of the Texas Department of Information Resources’ (DIR) deployment review, the inclusion of an inventory and identification of artificial intelligence systems and heightened scrutiny artificial intelligence systems deployed by state agencies, such as evaluations of purpose and risk mitigation measures for each system and analyses of how each system supports state agencies’ strategic plans. Further responsibilities include confirming the compliance of state agencies with the requirements for an artificial intelligence system and the code of ethics for governing such systems.

SB 1964 authorizes a state agency with 150 or fewer full-time employees to enter into an agreement with another state agency to employ a shared data management officer, if approved by the Texas Department of Information Resources.

SB 1964 adds Subchapter S, Artificial Intelligence, to

Section 2054, Texas Government Code. Subchapter S begins with the definition of “unlawful harm,” described as a condition in which the use of an artificial intelligence system results in a consequential decision that causes harm to a member of the public. SB 1964 requires the Texas Department of Information Resources, by rule, to establish an artificial intelligence system code of ethics, specifying principles like human oversight, fairness, transparency, security, privacy, and accountability. SB 1964 requires the Texas Department of Information Resources, by rule, to develop standards aligned with the National Institute of Standards and Technology’s risk management framework for the management and governance of artificial intelligence and systems that require heightened scrutiny. It requires state agencies to adopt this code of ethics. Additionally, SB 1964 requires the Texas Department of Information Resources to create educational materials and training programs about responsible artificial intelligence usage for government employees and the public.

SB 1964 establishes a Public Sector Artificial Intelligence Systems Advisory Board to assist agencies in managing and improving artificial intelligence systems, detailing membership and responsibilities. The board consists of a total of eight members, including six members representing state agencies, one of whom represents an agency with fewer than 150 employees, appointed by the governor; and two public members, appointed by the governor or the governor’s designee, with technology expertise. The board will identify opportunities to implement artificial intelligence solutions to reduce administrative burdens, recommend the elimination of regulations that unnecessarily restrict artificial intelligence innovation, and identify ways to streamline procurement processes to facilitate the adoption of artificial intelligence.

SB 1964 INFORMATION TECHNOLOGY

SB 1964 creates a sandbox program for testing artificial intelligence systems in a controlled environment with reduced regulatory burdens, outlining criteria for participation and reporting requirements. The program requires entities and vendors to submit quarterly reports to the Texas Department of Information Resources, including performance measures, risk mitigation strategies, feedback on the program's effectiveness and efficiency, and any other information requested by the Texas Department of Information Resources.

SB 1964 requires a state agency and a vendor contracting with a state agency to disclose to the public its artificial intelligence system in accordance with the code of ethics standards.

SB 1964 requires state agencies or contracting vendors that deploy or use heightened scrutiny artificial intelligence systems to conduct semiannual system assessments that outline any risks of unlawful harm, system limitations, and information governance practices. State agencies and vendors must submit these assessments to the Texas Department of Information Resources upon request. The assessments are confidential and may be redacted or withheld without requiring an opinion from the Office of the Attorney General (OAG).

State agencies, if made aware of a legal violation, must report it to the Texas Department of Information Resources and, if applicable, to the Office of the

Attorney General. SB 1964 outlines vendor penalties established by the Office of the Attorney General. If the vendor fails to address identified issues, the state agency may void the contract. Additionally, the Texas Department of Information Resources must create a web-based complaint reporting process, for which a summary will be submitted to the legislature.

If a state agency uses an artificial intelligence system accessed by the public, which becomes the controlling factor in any decision having a materially legal impact on the provision, denial, or conditions of a person's access to a particular government provision or service, shall include a standardized notice on all related applications, Internet websites, and public computer systems. SB 1964 establishes a form that requires the inclusion of general information about the system, information on data sources, and the measures taken to maintain compliance with privacy laws and ethics standards.

SB 1964 requires the Texas Department of Information Resources to coordinate the activities mentioned and any other law relating to artificial intelligence systems to ensure efficient system implementation and to streamline the use of department resources, including information sharing and personnel. SB 1964 grants rulemaking authority to the Texas Department of Information Resources to implement Subchapter S.



SB 1964 INFORMATION TECHNOLOGY

IMPACT ON TxDOT

SB 1964 requires the Texas Department of Transportation (TxDOT) to report inventory and identification of the artificial intelligence systems and heightened scrutiny systems deployed by TxDOT to the Texas Department of Information Resources. TxDOT must report on the purposes and risk mitigation measures for each artificial intelligence system and analyze how each system supports TxDOT's strategic plan. Furthermore, TxDOT must provide confirmation of compliance with the artificial intelligence system's requirements, including the code of ethics for the system.

SB 1964 requires TxDOT's data management officer to annually post on the Texas Open Data Portal at least three high-value data sets, as defined by Section 2054.1265, Texas Government Code, that are neither confidential nor protected from disclosure.

TxDOT may be selected to participate in the Public Sector Artificial Intelligence Systems Advisory Board established by SB 1964 and may be required to act on recommendations or opportunities offered by the board.

TxDOT may also opt-in to participate in the Artificial Intelligence Sandbox Program; if so, TxDOT will need to provide quarterly reports to the Texas Department of Information Resources including certain information such as performance measures for the artificial intelligence system; risk mitigation strategies implemented during testing; feedback on program effectiveness and efficiency; and any additional information requested by the Texas Department of Information Resources.

Effective Date: September 1, 2025



LOCAL TRANSPORTATION ISSUES





Relating to regulation by certain counties of roadside or parking lot vendors and solicitors.

SUMMARY

Section 285.001(a), Texas Transportation Code, establishes the authority for certain counties to regulate roadside vendors and solicitors. To promote public safety, the commissioners court of a county with a population of more than 1.3 million (Harris, Dallas, Tarrant, Bexar, and Travis County), by order, may regulate the following in the unincorporated area of the county if they occur on a public highway or road, in the right-of-way of a public highway or road, or in a parking lot:

- (1) the sale of items by a vendor of food or merchandise, including live animals;
- (2) the erection, maintenance, or placement of a structure by a vendor of food or merchandise, including live animals; and
- (3) the solicitation of money.

However, fast-growing counties like Montgomery County have experienced a significant rise in unregulated roadside vending without having the same regulatory authority.

HB 2012 amends Section 285.001(a), Texas Transportation Code, to include a county with a population of more than 600,000 that is adjacent to a county with a population of more than four million (Fort Bend and Montgomery County) to the specified counties that may regulate roadside and parking lot vendors in unincorporated areas if on a public highway or road, in the right-of-way of a public highway or road, or in a parking lot.

Section 285.003, Texas Transportation Code, provides that if a regulation adopted under Chapter 285, Texas Transportation Code, conflicts with a statute or a state agency rule, the statute or rule will prevail to the extent of the conflict.

According to Section 22.14, Title 43, Texas Administrative Code, a person may not park or place

any vehicle or structure, wholly or partially in the right-of-way of a state highway, for the purpose of selling the vehicle or any article, service, or item from it. However, this prohibition does not apply to the following exceptions:

- (1) placing, constructing, or maintaining a structure pursuant to other statutory authority;
- (2) an activity undertaken pursuant to the terms of a right-of-way lease entered under the provisions of Article 6673a-3, Texas Civil Statutes;
- (3) the sale of an edible agricultural commodity for a period not to exceed 60 days, within the right-of-way of a state highway other than a controlled access facility, if that commodity was grown or produced upon the property immediately abutting the affected right-of-way; or
- (4) any other activity expressly authorized by law.

Section 285.003, Texas Transportation Code, the Texas Department of Transportation's (TxDOT) roadside vendor regulation, would prevail over any conflicting county regulation.

IMPACT ON TxDOT

TxDOT's roadside vendor regulations take precedence over any conflicting county regulations, thereby minimizing the impact of HB 2012 on TxDOT's operations. However, for purposes of protecting the traveling public, preventing damage to highway infrastructure, reducing litter, and avoiding the creation of unsafe or hazardous conditions, TxDOT will need to monitor any new county regulations for compliance.

Effective Date: September 1, 2025

SB 1555

Author: Senator Robert Nichols (R-Jacksonville)
Sponsor: Representative Jared Patterson (R-Frisco)



Relating to a grant program to fund certain railroad grade separation projects.

SUMMARY

As one of the nation's largest freight rail hubs, pedestrians and drivers in Texas face frequent delays and increased safety risks where roads intersect with rail lines. Grade separations—where roads and railways are constructed at different elevations—significantly reduce collision risks, protect lives, and improve emergency response times. They also relieve congestion in high-traffic areas, enable a more efficient movement of goods and people, lower transportation costs, and enhance the reliability of the state's transportation infrastructure.

However, statutory limitations and funding constraints restrict the Texas Department of Transportation's (TxDOT) ability to construct grade separations at the more than 8,000 public rail-highway crossings located on roadways off the state highway system ("off-system" roadways). As such, a dedicated, rail-roadway grade separation program for off-system crossings is critical to improving public safety, reducing traffic congestion, and supporting Texas's growing economy.

SB 1555 establishes a grant program to provide funding to political subdivisions for the following:

- (1) rail-roadway grade separation projects at intersections of railroads and public roadways not part of the state highway system; and
- (2) rail-pedestrian grade separation projects at intersections of railroads and public pedestrian crossings.

Each grant must be approved by the Texas Transportation Commission, require at least 10 percent of total project costs to be provided by non-state sources, and may not be funded using money from the State Highway Fund. A political subdivision that receives a grant under this shall designate TxDOT to manage contracting for, and supervision of, the planning and construction of a project for

which the grant was awarded. Additionally, a political subdivision must enter into an agreement with TxDOT outlining the terms of the designation. When acting as the subdivision's designee, TxDOT must execute contracts in accordance with the laws governing other TxDOT highway improvement projects contracts made by or on behalf of the state. Lastly, SB 1555 requires the Texas Transportation Commission to adopt rules to administer the program.

IMPACT ON TxDOT

SB 1555 requires TxDOT to establish and administer a grant program for the purpose of increasing public safety, enhancing economic development, and reducing traffic. The grant program funds are to be administered to political subdivisions of the state for the following:

- (1) rail-roadway grade separation projects that are located at intersections of railroads and public roadways that are not part of the state highway system; and
- (2) rail-pedestrian grade separation projects that are located at intersections of railroads and public pedestrian crossings.

This program will expand TxDOT's role in coordinating with local governments, managing grant allocations, and ensuring compliance with state and federal laws. It also introduces new administrative responsibilities related to program oversight, contract execution, and intergovernmental collaboration. TxDOT will be required to administer a call for project applications and evaluate and award appropriated funds to local governments.

The grant program established by SB 1555 is funded for the 2026-2027 fiscal biennium, with \$250 million in general revenue appropriated to TxDOT in HB 500.

Effective Date: May 24, 2025



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MULTI-MODAL TRANSPORTATION





Relating to provision to the Texas Department of Transportation of information regarding certain high-speed rail projects.

SUMMARY

Landowners affected by a certain high-speed rail project have expressed concerns about the lack of transparency in determining the project's status, making it difficult to assess the current and future value of their property.

HB 2003 requires any entity proposing a high-speed rail project to submit a report to the Texas Department of Transportation (TxDOT), which must post the report on its website each year the project appears in the Texas Rail Plan. The report must include the following:

- (1) an organizational chart of the entity's management and staff;
- (2) the proposed project route;
- (3) an estimated schedule of completion;
- (4) ridership projections and methodology;
- (5) a recent balance sheet;
- (6) the full expected cost of the proposed project;
- (7) if construction is proposed, the costs for each year of the construction;
- (8) the proposed methods of financing, including any available funding and proposed bond issuance; and
- (9) the disclosure of any current or planned foreign investment in the project.

IMPACT ON TxDOT

HB 2003 requires TxDOT to publish on its website, for public access, information about any entity proposing a high-speed rail project for each year the project appears in the Texas Rail Plan. As such, no significant fiscal impact is anticipated, as TxDOT can publish the required information using existing resources.

Effective Date: September 1, 2025





Relating to requirements for certain meteorological evaluation towers.

SUMMARY

As wind farms continue to expand across Texas, communities near military aviation installations have raised concerns about the impacts of wind farm developments on the safety of low-altitude training routes near military bases. In response, both federal and state governments have taken steps to enhance awareness and capture more information on wind turbine projects and meteorological evaluation towers (METs), which gather data on an area's wind conditions to assess the viability of future wind turbine projects.

In 2015, the legislature required the Texas Department of Transportation (TxDOT) to create a registration process for meteorological evaluation towers and mandated that any entity constructing such a tower register it with TxDOT. The legislature also mandated that meteorological evaluation tower owners properly mark these structures and install "aviation orange" marker balls to alert pilots of potential obstacles.

The safety of the national airspace is the exclusive domain of the Federal Aviation Administration (FAA), and any structure exceeding 200 feet above ground level (AGL) must be registered with the Federal Aviation Administration through its Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) Web Portal. The 2024 Federal Aviation Administration Reauthorization Act expanded these requirements, requiring registration for meteorological evaluation towers exceeding 50 feet so the Federal Aviation Administration can determine if a tower represents a potential airspace hazard. Although the Federal Aviation Administration's proposed rule has not yet been adopted, it would also include these towers in the Federal Aviation Administration's Digital Obstacle File database. To further address concerns, the U.S. Department of Defense has collaborated with



wind farm developers through its Military Aviation and Installation Assurance Siting Clearinghouse, which provides an informal notification process and facilitates communication between developers and the U.S. Department of Defense.

To enhance notifications at the state level, HB 2898 requires any entity erecting a meteorological evaluation tower to notify TxDOT at least 30 days before construction, using a TxDOT-approved online form. The notice must include the following details: the contact information for the tower's owner and operator, the tower's location, height, and elevation, the planned start date of construction, and any other necessary information. Under HB 2898, the entity must also notify TxDOT if the details change. HB 2898 expands the regulation to include towers with bases up to 12 feet in diameter (previously 6 feet). TxDOT must share the notice within 30 days with the following entities:

- (1) nearby, federally owned radar installations or military aviation training facilities within 50 nautical miles;
- (2) every county judge in the state with a radar installation or military aviation training facility within 50 nautical miles of the tower; and
- (3) county judges of affected counties within 25 miles of these installations and facilities. The new mandate requiring TxDOT to share notifications with military aviation training facilities, radar installations, and county judges adds additional responsibilities to TxDOT.

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IMPACT ON TxDOT

Existing state law requires TxDOT to maintain a registration portal for meteorological evaluation towers, managed through ArcGIS, a geographic information system software, which incurs annual costs and staff resources to maintain. To effectively implement HB 2898, TxDOT will need to adopt new rules and processes, upgrade its technology, and commit staff resources to implement and administer the new requirements. The notifications to military aviation training facilities, radar installations, and county judges will require additional staff resources to assist with webpage maintenance, research recipient contact information, maintain a point-of-contact database, and ensure notifications are sent in compliance with HB 2898.

Effective Date: September 1, 2025





Relating to requirements for certain funding of aviation facilities and projects.

SUMMARY

TxDOT is responsible for general aviation airports, which are public-use non-commercial airports, while commercial service airports, such as Dallas-Fort Worth International Airport and Austin-Bergstrom International Airport, are directly supported by the federal government. Most aircraft activity in Texas occurs at general aviation airports. These smaller airports serve flights that are not part of scheduled commercial service or military operations. To support the state’s general aviation needs, the Texas Legislature, through the Texas Department of Transportation (TxDOT), has invested over \$1.8 billion in federal and state funds over the past 30 years, enhancing and maintaining a network of 266 eligible general aviation airports.

Chapter 21, Texas Transportation Code, authorizes TxDOT to administer federal and state loans and grants for the establishment, construction, reconstruction, enlargement, or repair of general aviation airports. Under Section 21.105, Texas Transportation Code, at least 10 percent of a general aviation airport project’s total funding must come from non-state sources — commonly referred to as the “local match.” This contribution is typically provided by the airport sponsor, which is the political subdivision that owns the airport. However, many general aviation airports, particularly those not included in the Federal Aviation Administration’s (FAA’s) National Plan of Integrated Airport Systems (NPIAS), struggle to meet this requirement to secure grant funding. As a result, TxDOT is sometimes unable to allocate state grant funding to airports that need improvements the most.

HB 4520 addresses this challenge by reducing the local match requirement for loans or grants issued by the Texas Transportation Commission for certain airports. For aviation facilities located in economically disadvantaged counties, the required contribution drops from 10 percent to five percent, making state

grant funding more accessible for general aviation airports located in economically disadvantaged counties, as defined by Section 22.053, Texas Transportation Code. Economically disadvantaged county means a county that has, in comparison to other counties in the state:

- (1) below average per capita taxable property value;
- (2) below average per capita income; and
- (3) above average unemployment.

Additionally, HB 4520 repeals the prohibition on TxDOT acting as an agent for reliever airports in securing federal funds, aligning state statute with federal rules and existing agreements between TxDOT and the Federal Aviation Administration.

IMPACT ON TxDOT

HB 4520 will result in two changes to TxDOT’s role in general aviation airport funding and administration. First, HB 4520 will reduce the “local match” requirement for airport projects in economically disadvantaged counties, allowing the Texas Transportation Commission to provide additional state funding. This change enhances TxDOT’s flexibility, allowing it to allocate resources more effectively to airports in need of improvements. By lowering the financial burden on airport sponsors in economically disadvantaged counties, which may lack the funds for necessary capital and maintenance projects, TxDOT can better support the general aviation airports with the most needs.

Second, HB 4520 repeals Section 21.114(b), Texas Transportation Code, aligning state law with TxDOT’s existing agreement with the Federal Aviation Administration regarding the State Block Grant Program. Texas is currently one of ten states participating in the Federal Aviation Administration’s State Block Grant Program, which allows TxDOT to administer federal aviation grants for general aviation airports on behalf of the Federal Aviation

HB 4520 MULTI-MODAL TRANSPORTATION

Administration. As a result, TxDOT acts as an intermediary for Federal Aviation Administration discretionary and supplemental grant funding for airports included in the Federal Aviation Administration's National Plan of Integrated Airport Systems. Before the legislature passed HB 4520, state statute referenced "reliever" airports; however, the Federal Aviation Administration no longer recognizes "reliever" as a distinct federal funding category. Instead, many former reliever airports now fall under the broader "general aviation" classification within their respective service levels. Consequently, airports previously categorized as both general aviation and reliever now receive funding directly through TxDOT. In contrast, those classified as commercial-service airports continue to obtain funds directly from the Federal Aviation Administration.

Effective Date: September 1, 2025



MULTI-MODAL TRANSPORTATION

SB 1746

Author: Senator Brandon Creighton (R-Conroe)
Sponsor: Representative Will Metcalf (R-Conroe)



Relating to the relocation or removal of dredged spoils or materials by a navigation district.

SUMMARY

Under current law, navigation districts conduct dredging projects at the seaports to maintain waterway access. SB 1746 adds Section 60.1021, Texas Water Code, to authorize navigation districts to remove or relocate dredge material from existing dredge material placement areas owned, operated, managed, or established by another navigation district. A navigation district wishing to relocate or remove the dredged material from another navigation district's dredge material placement areas must ensure the activities comply with requirements from the U.S. Army Corps of Engineers and either pay for the relocation or removal or perform the project itself. If the project results in a reduction of another navigation district's capacity for dredge material placement, the navigation district seeking the removal or relocation must replace the lost capacity at an alternative placement area and pay any costs associated with the affected navigation district's use of the alternative placement area.

IMPACT ON TxDOT

The Texas Department of Transportation (TxDOT) operates as the non-federal sponsor of the Gulf Intracoastal Waterway (GIWW). Dredging material from the Gulf Intracoastal Waterway is handled through collaboration between the seaports and the U.S. Army Corps of Engineers. As such, SB 1746 does not directly impact TxDOT.

Effective Date: May 19, 2025



SB 1939

Author: Senator Juan Hinojosa (D-McAllen)
Sponsor: Representative Mary Ann Perez (D-Houston)



Relating to the ship channel improvement revolving fund.

SUMMARY

Under current law, navigation districts conduct The Ship Channel Improvement Revolving Fund (SCIRF) is a revolving loan account created in the 85th Legislature, Regular Session, 2017. The account allows the Texas Transportation Commission to provide flexible, low-interest loans to deepen or widen congressionally approved ship channel projects.

The Texas Legislature funded the Ship Channel Improvement Revolving Fund for the first time with a \$400 million appropriation (88th Legislature, Regular Session, 2023). Currently, the Ship Channel Improvement Revolving Fund account is in the state's General Revenue Fund. The interest earned on deposits and investments of the fund is "swept" (transferred out) to be used for General Revenue purposes, which prohibits them from being retained in the Ship Channel Improvement Revolving Fund for further investments (loans) to deepen or widen congressionally approved ship channel projects. SB 1939 allows the Ship Channel Improvement Revolving Fund to retain all accrued interest from revenue held in the account and be used for future loans from the account.

IMPACT ON TxDOT

The Texas Department of Transportation (TxDOT) granted \$400 million from the 88th Legislature, Regular Session, 2023, to the Brownsville Navigation District and the Sabine-Neches Navigation District. Both of those projects are currently underway. The passage of SB 1939 will ensure that, as those loans get repaid, future ship channel improvement projects will receive additional funding by keeping earned interest in the Ship Channel Improvement Revolving Fund.

Effective Date: June 20, 2025



SB 2039

Author: Senator Kelly Hancock (R-North Richland Hills)
Sponsor: Representative Dennis Paul (R-Houston)



Relating to the applicability of certain pedestrian laws to certain sidewalk users.

SUMMARY

The Texas Transportation Code defines “pedestrian” very narrowly as “a person on foot.” This definition excludes other sidewalk users, such as people using bicycles, skateboards, or scooters on sidewalks, from laws that apply to pedestrians. SB 2039 amends the Texas Transportation Code to define a “sidewalk user” as an individual lawfully operating one of the following on a sidewalk:

- (1) a bicycle;
- (2) a motor-assisted scooter or an electric personal assistive mobility device, as defined by reference to statutory provisions relating to the operation of low-powered vehicles;
- (3) a skateboard;
- (4) roller skates; or
- (5) a similar device.

SB 2039 requires motor vehicle operators to stop and yield the right-of-way to a sidewalk user, along with pedestrians, under certain circumstances, regardless of whether certain traffic control devices are available, such as a crosswalk sign.

IMPACT ON TxDOT

While the Texas Department of Transportation (TxDOT) works closely with communities to manage various traffic control devices, the implementation of SB 2039 will have a minimal impact on TxDOT, as TxDOT does not enforce traffic laws.

Effective Date: September 1, 2025





Relating to a grant program to fund certain short line railroad projects.

SUMMARY

Shortline railroads, classified as Class II and Class III railroads by the federal Surface Transportation Board, play a vital role in supporting regional economies, particularly in rural areas and smaller industrial hubs that rely on cost-effective rail access to stay competitive. By providing first- and last-mile connections, shortline railroads enhance supply chain efficiency, reduce highway congestion by keeping freight on rail, and enable businesses of all sizes to move goods reliably and affordably — all while contributing to broader economic growth. In Texas alone:

- Over 1,476 people are employed by shortline railroads, generating \$113.8 million in labor compensation and contributing \$354.4 million in total economic output.
- Shortline railroads own and operate about 20 percent of the state's rail network, ensuring continued rail service to communities that might otherwise be disconnected from national freight lines.
- More than 409 million tons of freight are moved annually on Texas railroads — an amount that would require over 22.8 million additional trucks to transport, underscoring the critical role railroads play in easing highway congestion, reducing infrastructure wear, and improving safety.

Despite their critical role in Texas' transportation network, shortline railroads often struggle to maintain and upgrade aging infrastructure due to limited financial resources. Unlike larger railroads, shortlines face significant challenges in funding essential track repairs, bridge maintenance, and equipment upgrades. As such, shortline railroads could significantly benefit from one-time capital investments to retain customers who support local communities, build businesses, and mitigate wear caused by truck traffic and congestion on the state highway system.

While the Texas Department of Transportation (TxDOT) collaborates with the shortline rail industry to plan improvements and assess project costs and benefits, its ability to provide funding for shortline rail development is restricted by statutory limitations and funding constraints. Chapter 91, Texas Transportation Code, governs the acquisition, financing, construction, operation, and maintenance of state rail facilities, such as the South Orient Rail Line (SORL), which is owned and managed by TxDOT. However, rail lines not owned by the state are ineligible for TxDOT assistance, as no statutory authority permits the agency to administer rail grants to non-state-owned railroads.

SB 2366 directs the TxDOT to establish and administer a grant program to Rural Rail Transportation Districts that own or operate a shortline railroad for track or bridge replacement, rail capacity improvement, or rail restoration to increase public safety, enhance economic development, or reduce traffic congestion on the state highway system for the purpose of increasing public safety, enhancing economic development, and reducing traffic.

A Rural Rail Transportation District that owns or operates a shortline railroad may use money awarded by TxDOT as matching funds to secure federal funding for a shortline railroad project. Each grant awarded must be approved by the Texas Transportation Commission, for which at least 10 percent of the total project costs, or if being used as matching federal funds, 10 percent of the amount used as matching funds, must be provided by a source other than the state. TxDOT may fund the grant program only from money appropriated by the legislature for this purpose and from gifts and grants, including federal government grants. Furthermore, money deposited into the State Highway Fund's credit may not be used to fund a grant awarded under the program.

SB 2366 MULTI-MODAL TRANSPORTATION

IMPACT ON TxDOT

The proposed change will allow TxDOT to establish and administer a grant program to Rural Rail Transportation Districts that own or operate a shortline railroad for track or bridge replacement, rail capacity improvement, or rail restoration to increase public safety, enhance economic development, or reduce traffic congestion on the state highway system for the purpose of increasing public safety, enhancing economic development, and reducing traffic.

This program will expand TxDOT's role in coordinating with Rural Rail Transportation Districts, managing grant allocations, and ensuring compliance with state and federal laws. SB 2366 also introduces new administrative responsibilities related to program oversight, contract execution, and intergovernmental collaboration. TxDOT will be required to administer a program call for project applications and award appropriated funds to Rural Rail Transportation Districts.

SB 1, the General Appropriations Act for the fiscal biennium 2026-2027, does not appropriate funding for this grant program. Money deposited into the State Highway Fund credit may not be used to fund a grant awarded under the grant program. Unless gifts or grants, including grants from the federal government, are obtained for purposes of the grant program, no funds are available to fund this grant program.

Effective Date: June 20, 2025. SB 2366 requires the Texas Transportation Commission to adopt rules to implement the grant program by no later than October 1, 2025.





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OVERSIZE, OVERWEIGHT, AND COMMERCIAL VEHICLES



OVERSIZE, OVERWEIGHT, AND COMMERCIAL VEHICLES

SB 995

Author: Senator Robert Nichols (R-Jacksonville)
Sponsor: Representative Dennis Paul (R-Houston)



Relating to the approval of a surety bond for a contract authorizing an oversize or overweight vehicle to cross a road or highway.

SUMMARY

Current law requires the Texas Comptroller of Public Accounts and the Office of the Attorney General (OAG) to approve surety bonds associated with Highway Crossing Agreements. Highway Crossing Agreements are contracts that allow the operator of an oversized or overweight (OSOW) vehicle to cross roads or highways under the Texas Department of Transportation's (TxDOT) jurisdiction. Surety bonds indemnify TxDOT for the cost of maintaining and repairing the part of the highway traversed by oversized and overweight vehicles. There are approximately 10-12 surety bonds annually submitted to the Texas Comptroller of Public Accounts and the Office of the Attorney General.

SB 995 allows TxDOT to approve the required surety bond, rather than requiring approval from the Texas Comptroller of Public Accounts and the Office of the Attorney General.

IMPACT ON TxDOT

The form for the surety bond will need to be revised to remove the signatures of the Texas Comptroller of Public Accounts and the Office of the Attorney General. TxDOT will also need to amend its rules and update its online manual, as well as other procedural documents. SB 995 may improve and simplify the process for TxDOT and companies seeking to enter into Highway Crossing Agreements.

Effective Date: June 20, 2025





RIGHT OF WAY





Relating to the right to repurchase from a condemning entity certain real property for which ad valorem taxes are delinquent.

SUMMARY

HB 2011 provides that if an entity acquiring real property through eminent domain fails to meet its property tax obligations on the property, then the original property owner or the owner's heirs, successors, or assigns have an opportunity to repurchase the land. Section 21.101(a), Texas Property Code, entitles a person from whom a real property interest is acquired by an entity through eminent domain for public use, or that person's heirs, successors, or assigns, to repurchase the property under certain conditions.

HB 2011 allows a former property owner—or the heirs, successors, or assigns—to repurchase the interest in the property acquired through eminent domain if the acquiring entity has an obligation to pay ad valorem taxes on the acquired property, receives a tax bill from the taxing authority, and fails to pay any property taxes on the acquired property before the third anniversary of the date on which the unpaid taxes became due. Furthermore, HB 2011 makes conforming statutory changes to Section 21.102, Texas Property Code, regarding notice requirements, Section 21.1021, Texas Property Code, regarding request for information provisions, and Section 21.103, Texas Property Code, regarding resale requirements.

No later than the 180th day after determining the former property owner is entitled to repurchase the property, the acquiring entity must send notice to the previous property owner or heirs, successors, or assigns, the ad valorem taxes due on the property have not been paid by the acquiring entity before the third anniversary of the date on which the taxes became due.

HB 2011 authorizes a former property owner—or the heirs, successors, or assigns—to request, any time after the 18-month anniversary of the acquisition,

but no more than once annually, the acquiring entity to decide and provide a statement and other relevant information regarding whether all ad valorem taxes have been paid. If taxes remain unpaid, the entity must disclose the amount unpaid, the due date, and whether it intends to pay the taxes in good faith. If the interest acquired was a fee simple interest and the property was undeveloped at the time of the acquisition, the authority to make such a request expires on the 10th anniversary of the acquisition.

A person entitled to repurchase property under HB 2011 may also notify the acquiring entity of their intent to repurchase before the entity is required to send the notice or provide the requested information.

IMPACT ON TxDOT

Section 11.11, Texas Tax Code, exempts the state or a political subdivision of the state from property taxes if used for public purposes. Accordingly, the Texas Department of Transportation (TxDOT) has no obligation to pay ad valorem taxes on property it acquires through eminent domain. However, state-owned property may become subject to taxation if it is leased for a commercial purpose. In such cases, the lease requires the lessee to pay all applicable taxes. As such, no significant fiscal implication to TxDOT is anticipated.

Effective Date: September 1, 2025



Relating to the civil penalty for certain signs placed on the right-of-way of a public road.

SUMMARY

Unless explicitly authorized, a person may not place a sign on the right-of-way of a public road. Despite law enforcement efforts, violators frequently evade accountability by denying responsibility for posting the signs or treating fines as routine business expenses. As a result, lawmakers have called for stronger enforcement measures.

HB 3611 expands the liability and increases the civil penalty for a person whose commercial advertisement appears on an unauthorized sign placed on the right-of-way of a public road. This penalty is now the same for both the person who placed the sign on the right-of-way and the person who commissioned its placement. HB 3611 further amends the law to assign liability for a first violation based on:

- (1) the applicable political subdivision providing written notice that the person may be liable for a civil penalty if the sign is not removed within a specified time period; and
- (2) the person's failure to remove the sign within that specified time.

HB 3611 also changes the civil penalty structure from a minimum of \$500 and a maximum of \$1,000 per violation, depending on certain factors, to the following penalties:

- (1) \$1,000 for a first violation;
- (2) \$2,500 for a second violation; and
- (3) \$5,000 for a third or subsequent violation.

IMPACT ON TxDOT

Section 393.007, Texas Transportation Code, authorizes a district attorney, a county attorney, or a municipal attorney in the jurisdiction where the violation occurs to impose civil penalties on individuals who place signs or whose signs are placed in the right-of-way. HB 3611 does not alter the authority of these officials to assess civil penalties under this statute and does not impact the Texas Department of Transportation's (TxDOT) commercial sign program.

Effective Date: September 1, 2025



HB 3751

Author: Representative Trent Ashby (R-Lufkin)
Sponsor: Senator Robert Nichols (R-Jacksonville)



Relating to the transfer of certain real property from the Texas Department of Transportation to the Texas Department of Public Safety.

SUMMARY

HB 3751 transfers a three-acre property tract containing the Texas Department of Transportation's (TxDOT) former maintenance barn and offices at 715 Pine Street in Woodville, Texas, Tyler County, to the Texas Department of Public Safety (TxDPS).

IMPACT ON TxDOT

HB 3751 will have no significant operational impact on TxDOT. TxDOT built a new Woodville Maintenance Office and, since 2024, has vacated the Pine Street property. The Texas Department of Public Safety is currently operating under a multiple-use agreement (MUA) for the property. The property was acquired with state funds, so no federal funding requirements are involved with the transfer. HB 3751 will have no fiscal impact on TxDOT, as TxDOT will not incur a budgetary cost for the transfer.

Effective Date: September 1, 2025



SB 687

Author: Senator Bryan Hughes (R-Mineola)
Sponsor: Representative Ben Bumgarner (R-Flower Mound)



Relating to liability for land surveying services in or in connection with certain construction or services contracts.

SUMMARY

SB 687 amends sections of the Texas Civil Practice and Remedies Code and Texas Occupations Code to indemnify or hold harmless a land surveyor from liability for damage caused by or resulting from defects in plans or negligence that arise from personal injury, death, property injury, or any other expenses arising from such.

SB 687 adds land surveyors to the existing list of individuals who may be subject to certain liabilities under Chapter 130, Civil Practice and Remedies Code. Currently, the chapter refers to contracts or agreements entered into by an owner, contractor, subcontractor, registered architect, licensed engineer, or supplier.

SB 687 states that a covenant or promise in, or collateral to a construction contract for engineering, architectural, or land surveying services related to an improvement to real property is void and unenforceable to the extent the covenant or promise provides that a licensed engineer, or registered architect, or land surveyor must defend a party, including a third party, against a claim based wholly or partly on the negligence of, fault of, or in breach of contract by the owner, owner's agent, or employee. A covenant or promise made in or collateral to a contract for engineering, architectural, or land surveying services related to an improvement to real property may provide for the reimbursement of an owner's reasonable attorney's fees in proportion to the engineer's, architect's, or land surveyor's liability. This does not apply to a covenant to defend a party, including a third party, for a claim of negligent hiring of the architect, engineer, or land surveyor.

An owner that is a party to a contract for engineering, architectural, or land surveying services related to an improvement to real property may require in the contract that the engineer, architect, or land surveyor

name the owner as an additional insured entity under any of the engineer's, architect's, or land surveyor's insurance coverage to the extent additional insured entities are allowed.

SB 687 amends Texas Local Government Code to indemnify land surveyors in local government contracts in similar circumstances to state contracts.

IMPACT ON TxDOT

By adding land surveyors to the existing list of parties who may have certain liabilities under Chapter 130, Texas Civil Practice and Remedies Code, it protects land surveyors who work on Texas Department of Transportation (TxDOT)-contracted projects from certain liabilities. TxDOT will need to update its contract language to include this additional provision. TxDOT does not expect a significant impact from this policy change.

Effective Date: September 1, 2025





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TOLLS AND TOLL OPERATIONS





Relating to the registration of vehicles, the issuance of disabled parking placards, and certain benefits associated with that registration or issuance for certain peace officers with disabilities; authorizing a fee.

SUMMARY

Currently, the Texas Department of Transportation (TxDOT) operates a toll discount program that grants free passage to certain veterans when they use TxDOT-owned and operated toll roads. The Texas Transportation Commission established the program in accordance with Section 372.053, Texas Transportation Code, which allows, but does not require, tolling entities to provide free or discounted passage to certain qualifying veterans. Under the program, free passage on TxDOT toll roads is granted to vehicles registered under Sections 504.202, 504.315(f) and (g), Texas Transportation Code, with eligibility based on designated electronic toll collection customers whose account relates to a vehicle registered under those sections, including Disabled Veteran (DV) and Purple Heart (PH) plates. When an eligible veteran's vehicle passes beneath a gantry on a TxDOT toll road, the toll is automatically waived.

SB 2001 establishes a new specialty "Disabled Peace Officer" license plate for peace officers who have been permanently disabled due to an injury sustained during the course and scope of their employment as a peace officer. SB 2001 also amends Section 372.053, Texas Transportation Code, to change the name of the Veteran Discount Program to the "Peace Officer and Veteran Discount Program," authorizing toll entities, including TxDOT, to establish a discount program, and if such a program is created, toll entities must provide under the program free passage for vehicles with "Disabled Peace Officer" license plates.

IMPACT ON TxDOT

Under SB 2001, TxDOT's Veteran Discount Program will need to be expanded to include free passage for registered vehicles of disabled peace officers. Section 372.053(a), Texas Transportation Code, states that a discount program is voluntary; however, the Texas Transportation Commission has already created such a discount program under Section 372.053. Section 372.053(a-1) requires that, once a "Peace Officer and Veteran Discount Program" is implemented, the exemption from tolls is required for vehicles registered to all electronic toll collection customers listed in the following sections and subsections of the Texas Transportation Code:

- (1) Section 504.202, Veterans with Disabilities;
- (2) Section 504.2025, Peace Officers with Disabilities;
- (3) Section 504.315(f), Legion of Valor, which includes recipients of the Air Force Cross or Distinguished Service Cross, the Army Distinguished Service Cross, the Navy Cross, or the Medal of Honor; and
- (4) Section 504.315(g), Purple Heart recipients.

Article 2A.001, Code of Criminal Procedure, defines "peace officer" for purposes of this legislation and includes a broad list of law enforcement officers, investigators, county constables, county fire marshals, sheriffs, and other security officers for state and local agencies. The Texas Transportation Commission will maintain the discretion to determine whether to implement free or discounted toll passage for vehicles with Disabled Peace Officer and certain veteran license plates.

Should the Texas Transportation Commission continue its Peace Officer and Veteran Discount Program, TxDOT would need to implement the additional free passage for peace officers in coordination with the Harris County Toll Road



SB 2001 TOLLS AND TOLL OPERATIONS

Authority (HCTRA), which provides back-office system and toll tag (transponder) services for TxDOT, including invoicing and transaction processing, under the November 2024 tolling services agreement. While TxDOT may experience minimal operational effects, implementing SB 2001 may have fiscal impacts due to reduced toll revenue and increased transactional costs from back-office providers.

Effective Date: September 1, 2025





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TRAFFIC SAFETY





Relating to the designation of portions of the state highway system as memorial highways and bridges.

SUMMARY

In 2011, the Texas Legislature created the Memorial Sign Program for victims of motorcycle crashes. The program allows family or friends of persons killed while riding or operating a motorcycle the opportunity to purchase a memorial sign.

HB 3632 amends the requirements for memorial signs for motorcyclists, aligning it with the requirements of the memorial signs for victims of impaired driving.

First, it changes the definition of “victim” in the memorial sign program to exclude motorcyclists under the influence of alcohol or drugs at the time of a crash. Second, it replaces the red cross symbol currently used on motorcyclist memorial signs with custom safety messages and requires the Texas Transportation Commission to develop official safety messages for use on those signs by December 1, 2025.

HB 3642 includes three memorial highway-naming designations that may be found on the map on page 96, with the effective date of September 1, 2025:

- **Deputy Sheriff David Bosecker Memorial Highway:** A portion of U.S. Highway 183 in Eastland County between its intersection with Farm-to-Market Road 2526 and its intersection with Farm-to-Market Road 2731.
- **Cecil and Dorothy Bell Memorial Highway:** A portion of U.S. Highway 79 in Freestone and Leon Counties between its intersection with U.S. Highway 84 and its intersection with the western municipal limits of Oakwood.

- **Hamby-Webb Memorial Highway:** A portion of State Highway 315 in Panola County between its intersection with the western Panola County line and its intersection with the western municipal boundary of Carthage.

Lastly, the bill also requires the Texas Department of Transportation (TxDOT) to install signs directing drivers to two cultural districts in North Texas by September 1, 2026—signs must follow state and federal guidelines for road signage:

- **Koreatown District** in Northwest Dallas (on I-35 and I-635) and
- **Chinatown District** in Richardson (on U.S. 75).

IMPACT ON TxDOT

Changes to the Memorial Sign Program for victims of motorcycle crashes will require the Texas Transportation Commission to amend the rules relating to the development of a motorcycle safety message for signs designed and posted under the program. These signs are posted for a period of one year.

TxDOT must receive the necessary documentation to show Koreatown and Chinatown meet the annual attendance requirements under state and federal guidelines for road signage. The implementation of this section of HB 3642 requires data to show a minimum annual attendance of 300,000 for cultural interest areas in major metropolitan areas; otherwise, the signage does not comply with state and federal guidelines.

Effective Date: September 1, 2025



TRANSPORTATION AND LAW ENFORCEMENT



SB 305

Author: Senator Charles Perry (R-Lubbock)
Sponsor: Representative Ken King (R-Canadian)

**Move Over
or Slow Down.
We're Working
Here.**

Relating to the criminal offense of passing certain vehicles on a highway.

SUMMARY

Initially passed by the Texas Legislature in 2003, the state's "Move Over, Slow Down" law, under Section 545.157, Texas Transportation Code, requires drivers to move over one lane or slow down to 20 miles per hour below the posted speed limit when approaching police, fire, and emergency vehicles using visual signals or flashing lights activated on the roadside. In 2013, the legislature added provisions to require drivers to move over or slow down when approaching the Texas Department of Transportation (TxDOT) workers and vehicles with overhead flashing blue or amber lights, and, in 2019, the legislature added service utility vehicles, including TxDOT vehicles, tow trucks, power utility vehicles, garbage trucks, and recycling vehicles. Under state law, the first violation results in a fine ranging from \$500 to \$1,250. A second offense within five years is punishable by a fine between \$1,000 and \$2,000. If the violation results in bodily injury, the offense is a Class A misdemeanor. A second offense that causes bodily injury is a state jail felony.

SB 305 amends Section 545.157(a), Texas Transportation Code, to add vehicles operated by animal control officers and vehicles operated by individuals issuing parking citations to the statutory list of vehicles for whom drivers are required to "Move Over, Slow Down" on Texas roadways.

IMPACT ON TxDOT

The "Move Over, Slow Down" law has significantly contributed to TxDOT's efforts to improve roadway safety, reduce and end roadway fatalities, and promote work zone safety awareness. TxDOT's highway safety campaign efforts, including public service announcements, digital advertisements, and outreach initiatives, work to raise awareness of the law, in addition to other statewide highway safety efforts. While TxDOT anticipates that SB 305 may have a positive safety impact on Texas roadways, it will not affect TxDOT operations. TxDOT does not directly enforce highway safety laws, including "Move Over, Slow Down." Still, TxDOT will continue to feature the law in its highway safety campaigns, update materials, and communicate legal changes to the traveling public as necessary.

Effective Date: September 1, 2025

**Move Over
or Slow Down.
We're Working
Here.**



SB 2129

Author: Senator Nathan Johnson (D-Dallas)
Sponsor: Representative Salman Bhojani (D-Euless)



Relating to the operation of vehicles at railroad grade crossings; increasing a criminal penalty.

SUMMARY

A rail flagger is a worker trained in federal and state railroad laws, regulations, policies, and procedures, who is responsible for ensuring the safety of railway workers and the public when construction, maintenance, or other activities take place near or on railroad tracks. The flagger's primary duty is to communicate with train operators and signal roadway vehicle operators when it is safe or unsafe to proceed through a railroad right of way.

Section 545.251, Texas Transportation Code, establishes an offense—punishable by a fine of not less than \$50 or more than \$200—if a roadway vehicle operator approaching a railroad grade crossing fails to comply with a lowered crossing gate or ignores a flagger's warning of an approaching train or other on-track equipment. SB 2129 enhances the penalty for failing to obey a signal or flagger's warning indicating the approach of a train or other on-track equipment from a fine between \$50 and \$200, to a fine between \$100 and \$400 if it is shown in trial the roadway vehicle operator disregarded a warning given by a flagger.

IMPACT ON TxDOT

This increase in penalty has no direct impact on the Texas Department of Transportation (TxDOT), as the agency does not enforce traffic laws or receive revenue from fines collected. However, increased penalties may help deter failure to obey a signal or flagger's warning and increase safety to the traveling public.

Effective Date: September 1, 2025





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TRANSPORTATION PLANNING





Relating to the composition of the I-27 Advisory Committee.

SUMMARY

In 2021, the 87th Legislature passed SB 1474, establishing the I-27 Advisory Committee to provide the Texas Department of Transportation (TxDOT) with input on local interests and concerns along the Ports-to-Plains Corridor. The committee includes representatives from 10 counties and seven municipalities along the corridor. However, Schleicher County, Ector County, and the City of Odessa were not originally included, despite being directly impacted by the I-27 project.

HB 2775 amends Section 201.623(c), Texas Transportation Code, to expand the I-27 Advisory Committee's membership from 23 to 26. HB 2775 adds one representative each from Schleicher County and Ector County—either the county judge or a designee, such as an elected official or the county road department administrator—and one representative from the City of Odessa, either the mayor or a designee, such as the city manager or an assistant city manager.

IMPACT ON TxDOT

The administrative impact of HB 2775 on TxDOT is minimal. Adding three members to the I-27 Advisory Committee requires only minor adjustments to operations, logistics, and coordination. This expansion of membership will seek to enhance stakeholder engagement and ensure broader representation of impacted communities along the corridor.

Effective Date: September 1, 2025





SB 7

Author: Senator Charles Perry (R-Lubbock)
Sponsor: Representative Cody Harris (R-Palestine)

Relating to the oversight and financing of certain water infrastructure matters under the jurisdiction of the Texas Water Development Board.

SUMMARY

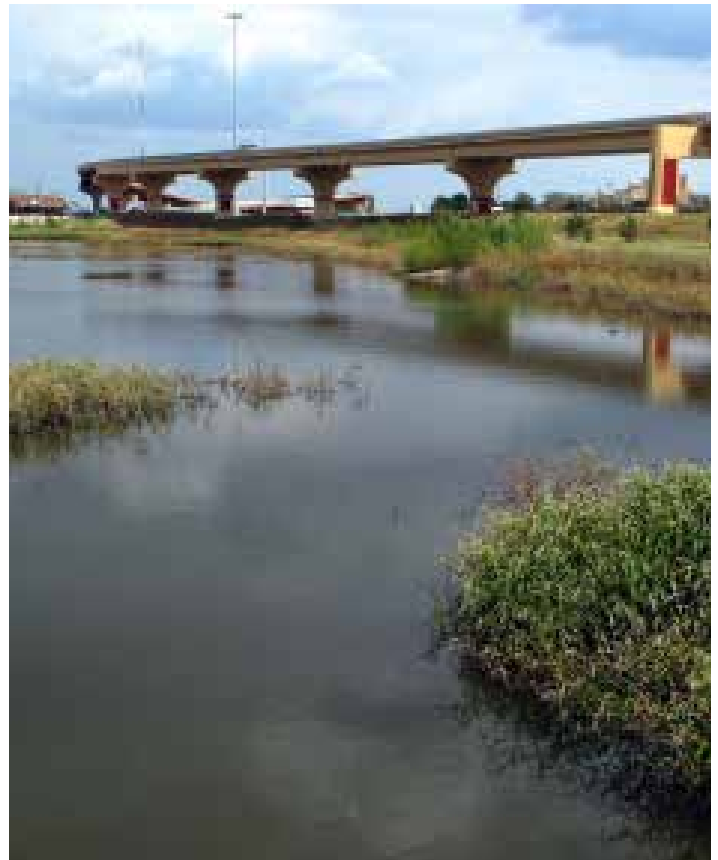
SB 7 amends current law relating to the oversight and financing of certain water infrastructure matters under the jurisdiction of the Texas Water Development Board (TWDB). SB 7 authorizes the Texas Water Development Board, for purposes of providing guidance and best practices, to convene one or more ad hoc committees composed of representatives of project sponsors, Texas Department of Transportation (TxDOT), river authorities, retail public utilities, electric utilities, counties, municipalities, special purpose districts, common carriers, and other entities considered appropriate by the Texas Water Development Board, to advise and assist the Texas Water Development Board in fulfilling the purposes of facilitating joint planning and coordination and drafting guidance and best management practices to:

- (1) reduce the necessity of any exercise of the power of eminent domain to obtain interests in real property for the development of infrastructure to transport water that is made available by a project by using preexisting transportation and utility easements;
- (2) facilitate the standardization of the specifications, materials, and components used to design and construct infrastructure to transport water, including building excess capacity into infrastructure to transport water;
- (3) ensure potential interconnectivity and interoperability between different systems developed to transport water from different projects;
- (4) facilitate the development of mechanical and technical standards for the integration of water that is made available by a project into a water supply system or into infrastructure to transport water that is made available by a project, as applicable; and
- (5) facilitate interconnectivity and interoperability between different infrastructure developed to transport water from different projects.

IMPACT ON TxDOT

Under Chapter 181, Texas Transportation Code, water infrastructure can be placed along or across TxDOT rights of way, and Section 402.104, Texas Local Government Code, further allows for the joint use of these corridors by water utility companies. As such, TxDOT may be asked to serve on one or more ad hoc committees.

Effective Date: September 1, 2025. Sections 1.04, 1.06, and 1.09 take effect September 1, 2027, if HJR 7 is approved by the voters.





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Mayor Bob Lanier
Memorial Highway

MEMORIAL HIGHWAY NAMING AND DESIGNATIONS



State Trooper
Bill Davidson
Memorial Highway

Trooper
Randy Vetter
Memorial Highway

Honorable
Teel Bivins
Memorial Highway

Deputy Sheriff
Raymond Bradley
Jimmerson
Memorial Highway



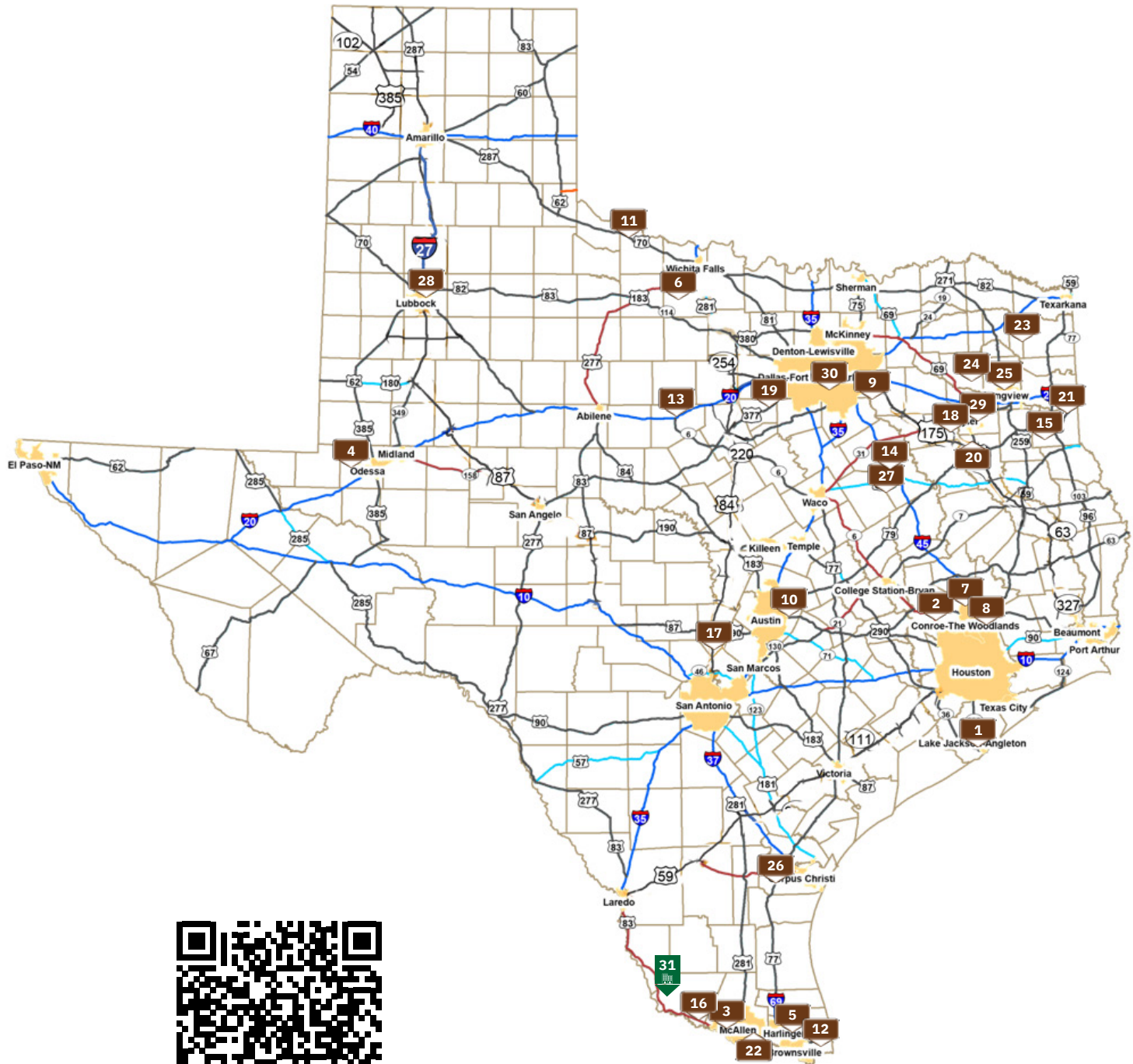
MEMORIAL HIGHWAY NAMING AND DESIGNATIONS

	Bill	Designation	Highway	Location	Bill Author/Sponsor
1	HB 227	Clarence "BB" Sasser Medal of Honor Highway	Segment of Farm-to-Market Road 521	Brazoria County	Rep. Cody Vasut Sen. Mayes Middleton
2	HB 767	Paul P. Mendes Memorial Parkway	Segment of State Highway 249	Montgomery County	Rep. Cecil Bell Sen. Paul Bettencourt
3	HB 1242	Ernesto Soliz Cantu Memorial Highway	Segment of U.S. Highway 281	Brooks County	Rep. Ryan Guillen Sen. Juan Hinojosa
4	HB 1708	Trooper Kevin Ramirez Vasquez Memorial Highway	Segment of State Highway 302	Ector County	Rep. Brooks Landgraf Sen. Kevin Sparks
5	HB 1960	Milton Resendez Memorial Highway	Segment of State Highway 345	San Benito County	Rep. Janie Lopez Sen. Adam Hinojosa
6	HB 2026	U.S. Army Staff Sergeant Gary C. Johnston and U.S. Marine Corps Sergeant Gary S. Johnston Memorial Highway	Segment of State Highway 25	Archer County	Rep. James Frank Sen. Brent Hagenbuch
7	HB 2061	Lance Corporal Hernandez Memorial Bridge	State Highway 242 Bridge	Montgomery County	Rep. Janis Holt Sen. Brandon Creighton
8	HB 2143	Army Specialist Joey Lenz Memorial Highway	Segment of Farm-to-Market Road 1097	Montgomery County	Rep. Will Metcalf Sen. Brandon Creighton
9	HB 2198	Officer Jacob Candanoza Memorial Highway	Segment of State Highway 34	Kaufman County	Rep. Keith Bell Sen. Bob Hall
10	HB 2415	Senior Police Officer Lewis "Andy" Traylor Memorial Highway	Segment of Farm-to-Market Road 969	Travis County	Rep. Sheryl Cole Sen. Sarah Eckhardt
11	HB 2457	Molly Mullens Memorial Highway	Segment of U.S. Highway 287	Wilbarger County	Rep. Morgan Meyer Sen. Tan Parker
12	HB 2523	Deputy Constable Ruben Garcia Highway	Segment of State Highway 4	Cameron County	Rep. Janie Lopez Sen. Adam Hinojosa
13	HB 3642	Deputy Sheriff David Bosecker Memorial Highway	Segment of U.S. Highway 183	Eastland County	Rep. Cole Hefner Sen. Bryan Hughes
14	HB 3642	Cecil and Dorothy Bell Memorial Highway	Segment of U.S. Highway 79	Freestone and Leon Counties	Rep. Cole Hefner Sen. Bryan Hughes

MEMORIAL HIGHWAY NAMING AND DESIGNATIONS

	Bill	Designation	Highway	Location	Bill Author/Sponsor
15	HB 3642	Hamby-Webb Memorial Highway	Segment of State Highway 315	Panola and Rusk Counties	Rep. Cole Hefner Sen. Bryan Hughes
16	HB 3986	Corporal Speedy Espericueta Memorial Highway	Segment of U.S. Highway 83	Mission	Rep. Sergio Muñoz Sen. Juan Hinojosa
17	HB 4429	Muckleroy Family Memorial Highway	Segment of U.S. 281	Blanco and Burnet Counties	Rep. John McQueeney Sen. Kelly Hancock
18	SB 682	Captain Kevin Williams and Firefighter Austin Cheek Memorial Highway	Segment of Farm-to-Market 2 Road 493	Smith County	Sen. Bryan Hughes Rep. Daniel Alders
19	SB 876	Bob Cornett Parkway	Segment of U.S. Highway 377	Hood and Johnson Counties	Sen. Brian Birdwell Rep. Shelby Slawson
20	SB 1229	Veterans Memorial Highway	Segment of U.S. Highway 69	Smith County	Sen. Bryan Hughes Rep. Daniel Alders
21	SB 1230	Deputy Sheriff Chris Dickerson Memorial Highway	Farm-to-Market Road 10	Panola County	Sen. Bryan Hughes Rep. Joanne Shofner
22	SB 1351	Jose Rodriguez-Lua Memorial Highway	Segment of U.S. Highway 281	Hidalgo County	Sen. Adam Hinojosa Rep. Armando Martinez
23	SB 1369	Army Staff Sergeant Samuel T. Castle Memorial Highway	Segment of State Highway 11	Morris County	Sen. Bryan Hughes Rep. Gary VanDeaver
24	SB 1422	Petty Officer Billy Machen Bridge	Segment of Farm-to-Market Road 852	Upshur County	Sen. Bryan Hughes Rep. Cole Hefner
25	SB 1423	Bill Stoudt Parkway	Segment of Farm-to-Market Road 2275	Gregg County	Sen. Bryan Hughes Rep. Jay Dean
26	SB 1709	Los Robles Trail	Segment of Farm-to-Market Road 70	Nueces County	Sen. Adam Hinojosa Rep. Richard Peña Raymond
27	SB 1744	Camp County Vietnam Veterans Memorial Highway	Segment of State Loop 255	Camp County	Sen. Bryan Hughes Rep. Cole Hefner
28	SB 1895	First Responders Memorial Loop	Segment of State Loop 255	Lubbock County	Sen. Charles Perry Rep. Carl Tepper
29	SB 2515	Fire Marshal Jimmy W. Seaton Memorial Highway	Segment of State Highway 64	Smith County	Sen. Bryan Hughes Rep. Daniel Alders
30	SB 2790	Eddie Bernice Johnson Memorial Highway	Segment of U.S. Highway 67	Dallas and Ellis Counties	Sen. Royce West Rep. Aicha Davis
31	HB 2763	Eduardo "Eddie" Gracia, Jr., P.E., Area Engineer and Maintenance Facility	TxDOT Building	Starr County	Rep. Ryan Guillen Sen. Judith Zaffirini

MEMORIAL HIGHWAY NAMING AND DESIGNATIONS



For more information about Memorial Highway Naming and Designations.
<https://www.txdot.gov/projects/planning/highway-designations.html>



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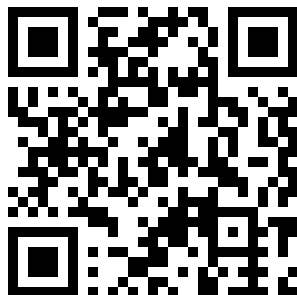
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For bill language, history, and other resources please see the official Texas Legislature Online (TLO) website.

www.capitol.texas.gov