

# Telicon

## TCNT BILL TRACKING REPORT

03-16-2025 - 15:36:04

 - Action in the date range  - Link to Related Information ( ) - Priority

### TCNT Tracking List

 HB 167

Tepper, Carl(R)

Relating to the implementation of diversity, equity, and inclusion initiatives and certain prohibited considerations in contracting by governmental entities.

**AI Summary:** The Ending Institutional Racism Act is a comprehensive legislative measure aimed at eliminating certain diversity, equity, and inclusion initiatives from governmental practices in Texas. It comprises four main articles, each establishing or amending laws regarding how government entities interact with DEI principles.

Article 1 establishes the title of the act.

Article 2 adds Chapter 621 to the Government Code, detailing various prohibitions on DEI initiatives. It defines governmental entities and explicitly prohibits them from establishing DEI offices or employing practices that consider race, sex, or ethnicity, except where mandated by federal law. Governmental entities are mandated to implement disciplinary measures against employees who violate these provisions, and provisions for legal action are laid out for individuals affected by these actions.

Article 3 introduces amendments to various sections within the Government Code, Civil Practice and Remedies Code, and others to enforce a ban on considering race, ethnicity, or gender identity in contracting processes. This article also abolishes previous definitions and considerations of minority and women-owned businesses, steering the focus purely on economically disadvantaged individuals without racial identifiers.

Article 4 outlines the transitional provisions, clarifying the acts effective date as September 1, 2025, and stating that contracts made prior to this date will follow the existing laws.

In summary, the act significantly alters how governmental entities can address diversity and equity issues, reducing the role of race and gender in public sector employment and contracting practices. - Version: FIL

**Bill History:** 02-27-25 H Introduced and referred to committee on House State Affairs

 HB 205

Cortez, Philip(D)

Relating to the eligibility for grants for alternative fueling facilities.

**Companions:**

[HB 2290](#) Cortez, Philip (Refiled from 88R Session)

**AI Summary:** This bill, authored by Philip Cortez, seeks to enhance the criteria for awarding grants for alternative fueling facilities outlined in the Health and Safety Code. It specifically amends Section 393.004(b) to stipulate that for each grant round, the commission must prioritize awarding grants to entities that

commit to making their facilities publicly accessible during designated times by the grant contract. This requirement highlights a shift towards greater accountability and accessibility for alternative fueling options.

Furthermore, the bill introduces exceptions to this rule for certain facilities, particularly those associated with transit authorities and those in populous counties or specific environmental areas. By doing this, the legislation balances the need for enhanced access with the realities faced by different types of facilities, potentially increasing the number of eligible grant recipients actively contributing to sustainable energy solutions.

The changes will take effect on September 1, 2025, and will apply only to grant rounds initiated after that date, allowing pre-existing grant processes to proceed under the current regulations. - Version: FIL

**Bill History:** 02-27-25 H Introduced and referred to committee on House Environmental Regulation

 HB 385

Lopez, Ray(D)

Relating to the collection and publication of affordable housing information by certain municipalities and the Texas Department of Housing and Community Affairs.

**AI Summary:** This bill aims to enhance the availability and accessibility of affordable housing information in Texas by establishing mandated processes for municipalities. It allows municipalities with a population of 1.3 million or less to appropriate up to 1% of their general fund budget for promoting affordable housing awareness, while general-law municipalities are limited to 5 cents per \$100 assessed valuation for similar aims.

The bill defines affordable housing units broadly, ensuring inclusion of various types of housing options like public housing and income-restricted units. Additionally, it mandates that municipalities conduct annual surveys to gather comprehensive data about affordable housing units, encompassing details such as rent, utilitarian costs, eligibility criteria, social services, and proximity to essential amenities.

Municipalities must also create a searchable database to publish this information online, enabling residents to access the data efficiently. The Texas Department of Housing and Community Affairs will oversee the implementation of these requirements by ensuring adherence to rules regarding data compilation and publication, and it will produce reports on the state's affordable housing landscape using this data. The law will take effect on September 1, 2025. - Version: FIL

**Bill History:** 02-28-25 H Introduced and referred to committee on House Intergovernmental Affairs

 HB 436

Leo-Wilson, Terri(R)

Relating to the requirement by certain governmental entities for diversity, equity, and inclusion statements and training from employees, prospective employees, and contractors.

**AI Summary:** The bill, filed by Terri Leo-Wilson, seeks to regulate the requirements of government entities in Texas concerning diversity, equity, and inclusion (DEI) statements and training. It introduces Chapter 621 to the Texas Government Code, establishing clear definitions and rules governing the

responsibilities of governmental entities regarding DEI initiatives.

In Section 621.002, the bill outlines that these entities must not compel or require any employee or job applicant to provide DEI statements, nor condition hiring or continual employment on participation in DEI training, unless mandated by federal law. Governmental entities are required to develop policies that would impose disciplinary actions, including termination, on those who violate these stipulations.

Furthermore, Section 2252.911 specifies robust restrictions related to government contracts, indicating that entities cannot require DEI statements or training within the bidding process or contract conditions. It also ensures that affected individuals can seek judicial relief if they face repercussions due to these new prohibitions.

The bill recognizes exceptions in various educational and research contexts, ensuring that educational integrity and the pursuit of knowledge are maintained. It specifies that data collection remains unaffected by these new rules. The bill will take effect immediately upon receiving a two-thirds legislative vote or on September 1, 2025, if that threshold is not met. - Version: FIL

**Bill History:** 02-28-25 H Introduced and referred to committee on House State Affairs

 HB 483

Bucy, John(D)

Relating to the use of state money for high-speed rail operated by a private entity and to the construction of certain high-speed rail.

**Companions:** [SB 424](#) Eckhardt, Sarah (Identical)  
2- 3-25 S Introduced and referred to committee on Senate Finance

**AI Summary:** This bill introduces significant provisions regarding high-speed rail systems in Texas, establishing a new framework to support intercity passenger travel. It amends the Transportation Code by adding Subchapter G, which specifically addresses high-speed rail. Within this new subchapter, high-speed rail is officially defined as rail service capable of achieving speeds of at least 110 miles per hour, setting a clear benchmark for the projects to be undertaken.

The bill mandates that the Texas Department of Transportation must enter into a comprehensive development agreement with a private entity. This partnership will oversee the construction, maintenance, and operation of a high-speed rail system that will connect Dallas, Austin, and San Antonio via the Interstate Highway 35 corridor. This initiative is part of Texas's broader strategy to enhance transportation infrastructure and facilitate faster travel between major urban areas.

The legislation also repeals Section 199.003 of the Transportation Code, indicating a shift in policy direction that may affect current practices or regulations related to rail services. Finally, the act is set to take effect on September 1, 2025, allowing for preparatory actions to be undertaken leading up to its implementation. - Version: FIL

**Bill History:** 02-28-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

**A** HB 542

Bucy, John(D)

Relating to the use of certain money transferred to and deposited in the state highway fund as required by the Texas Constitution.

**Companions:** **HB 5215** Bucy, John (Refiled from 88R Session)  
**HJR 58** Bucy, John (Enabling)  
 3- 3-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

**AI Summary:** This bill aims to modify the framework for the allocation and use of certain funds transferred to and deposited in the state highway fund in Texas.

Section 162.503 specifies the allocation of gasoline taxes, designating one-half to the state highway fund explicitly for purposes authorized by the Texas Constitution, altering the previous emphasis on road construction and maintenance. A detailed system for distributing remaining funds to counties and for the construction of farm-to-market roads is also maintained.

In Section 202.002(a), it is reinforced that registration fees must adhere to the uses permitted by constitutional provisions, eliminating the possibility of diversions.

Section 222.001 broadens the scope of allowable financial uses from the state highway fund to include both transit-oriented projects and environmental mitigation related to highway projects, aligning with the increasing focus on sustainable infrastructure.

Finally, Section 222.002 states that any funds not mandated for specific uses can be employed flexibly across department functions, giving the Texas Department of Transportation more leeway in managing available resources.

Importantly, the bill's effectiveness is contingent upon voter approval of a forthcoming constitutional amendment, highlighting its forward-looking approach to integrating infrastructure funding with transit initiatives. - Version: FIL

**Bill History:** 03-03-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

**A** HB 663

Harrison, Brian(R)

Relating to limitations on the applicability of certain statutes to high-speed rail.

**Companions:** **HB 2931** Harrison, Brian (Refiled from 88R Session)

**AI Summary:** This bill aims to clarify and limit the applicability of existing statutes as they relate to high-speed rail within Texas. It revises Section 112.002 of the Transportation Code by adding a new subsection (c), which prohibits private entities from exercising the power of eminent domain for developing or operating high-speed rail. This change emphasizes the legal boundaries on private involvement in the acquisition of land for such developments.

Additionally, the bill introduces a new Section 131.0115 that specifies that the entire Subchapter B of Chapter 131 will be inapplicable to high-speed rail, meaning that the regulatory framework governing this subchapter will not govern high-speed rail operations or development.

The bill's provisions collectively protect high-speed rail initiatives from certain legal constraints that would typically apply to railway companies, thus facilitating a more favorable environment for their development. Importantly, the legislation will go into effect on September 1, 2025, providing a timeline for the implementation of these changes. The aim is to foster the growth of high-speed rail infrastructure in Texas while setting clear limitations on the powers granted to private entities in this space. - Version: FIL

**Bill History:** 03-04-25 H Introduced and referred to committee on House Land and Resource Management

 HB 689

Gervin-Hawkins,  
Barbara(D)

Relating to increasing the criminal penalty for certain offenses committed in a vehicle operated by a public transportation system.

**Companions:** [HB 485](#) Gervin-Hawkins, Barbara (Refiled from 88R Session)

**AI Summary:** This bill aims to strengthen legal repercussions for crimes committed within vehicles operated by public transportation systems in Texas. Specifically, it adds a new section, 12.503, into the Penal Code that sets forth increased penalties for certain criminal offenses when they occur in public transportation vehicles. The offenses referred to include those detailed in Chapters 21, 22, or 29 of the Penal Code. If it is proven that an offense was committed in a vehicle operated by an established public transportation authority, the punishment is escalated to the next higher category of offense.

Furthermore, this bill introduces a stringent measure for Class A misdemeanors, which now mandates a minimum confinement period of 180 days. However, it specifies that no increase in punishment applies to first-degree felonies. To clarify, the bill provides definitions so that "vehicle" encompasses a variety of public transportation modes such as buses and railcars.

Finally, the effective date for this act is set for September 1, 2025, and it stipulates that any offenses committed prior to this date will continue to be governed by the previous laws in effect at that time. - Version: FIL

**Bill History:** 03-04-25 H Introduced and referred to committee on House Criminal Jurisprudence

 HB 755

Spiller, David(R)

Relating to certain requirements applicable to certain public entities that engage in lobbying.

**Companions:** [HB 170](#) Spiller, David (Refiled from 88R Session)

**AI Summary:** The proposed bill, TX89RHB 755, aims to regulate lobbying activities conducted by certain public entities in Texas, emphasizing transparency and accountability in the use of public funds for lobbying purposes. Section 556.0056 establishes that public entities including political subdivisions, special districts, various transportation authorities, and public educational institutions are subject to specific requirements.

These entities will face restrictions on contracting lobbyists with public funds unless there is a majority approval in an open meeting and the expenditure is clearly outlined as a separate agenda item. In order to ensure transparency, the entities are

mandated to publish detailed information on their respective websites regarding payments made to lobbyists, including the nature of the contract and any legislative agendas.

Furthermore, the bill prohibits reimbursement for any lobbying-related expenses related to food, beverages, or entertainment, reinforcing a stricter stance on the ethical use of public finances. Should entities fail to comply, citizens are empowered to file complaints with the Texas Ethics Commission. The bill upholds communication rights for officials of public entities when interacting with legislative members.

Finally, the Act calls for the repeal of Section 2254.030 of the Government Code, and it states that the new provisions will only govern contracts established after the designated effective date of September 1, 2025. - Version: FIL

**Bill History:** 03-05-25 H Introduced and referred to committee on House State Affairs

 [HB 948](#)

[Harrison, Brian\(R\)](#)

Relating to the required posting by governmental entities of employee contracts and compensation on entity Internet websites.

**Companions:** [HB 3017](#) Harrison, Brian (Refiled from 88R Session)

**AI Summary:** This bill, designated as TX89RHB 948, introduces significant changes regarding transparency in the compensation of employees within governmental entities in Texas. By adding Chapter 621 to the Government Code, it establishes a clear framework requiring these entities to publicly disclose specific employee information on their Internet websites.

Definitions set forth in the bill clarify the terms of "Total Compensation" and "Governmental entity," ensuring a comprehensive understanding of what constitutes employee remuneration and which entities are affected. The key provision mandates that governmental entities must post every employment contract and the total compensation for each employee on their websites, with the requirement to keep this information updated at least annually.

In terms of compliance and enforcement, the bill empowers the comptroller to take action against entities that fail to adhere to these disclosure requirements. This includes publicly announcing such violations through the Texas Register and penalizing non-compliant entities by making them ineligible for state grants for a two-year period.

The act aims to enhance transparency and accountability in governmental operations, with all entities required to comply with these regulations by January 1, 2026, and taking effect beginning September 1, 2025. - Version: FIL

**Bill History:** 03-06-25 H Introduced and referred to committee on House Delivery of Government Efficiency

 [HB 1109](#)

[VanDeaver, Gary\(R\)](#)

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

**Companions:** [SB 677](#) Hughes, Bryan (Identical)  
2- 3-25 S Introduced and referred to committee on Senate Finance

**SB 935** Hall, Bob (Identical)  
2-13-25 S Introduced and referred to committee on  
Senate Finance

**AI Summary:** The legislation is focused on exempting Texas counties from certain motor fuel taxes to promote local governance and improve county management of fuel resources. In particular, counties can now purchase gasoline and diesel for their exclusive use without the burden of these taxes, thereby enhancing their ability to allocate budgets toward essential services and infrastructure.

To facilitate this, the bill enables counties to claim refunds for taxes paid previously on gasoline and diesel fuel purchases, encouraging better fiscal management by local governments. This addition aims to provide financial relief and operational flexibility for counties in Texas.

Furthermore, while the act presents new exemptions, it explicitly states that these provisions will not retroactively impact tax liabilities that accrued prior to the bill's enactment, ensuring that existing obligations remain enforceable.

Overall, the legislation is designed to improve financial resources available to counties by reducing expenses associated with fuel taxes and ensuring that counties can effectively deliver services to their residents. The bill is slated to take effect on July 1, 2025, pending legislative approval. - Version: FIL

**Bill History:** 03-17-25 H Meeting set for 1:00 P.M., JHR 140 - House Ways and Means

**HB 1402** Harris, Cody(R)

Relating to a prohibition on the use of public money to pay for the alteration of a roadway related to high-speed rail construction.

**AI Summary:** This bill aims to reinforce the prohibition on the use of public money for any costs related to high-speed rail construction. It amends Section 199.003 of the Transportation Code by refining key terminology and clarifying definitions. The section will now prohibit both the legislature and state agencies from appropriating or using public funds for various aspects of high-speed rail operations and construction.

The bill defines "high-speed rail" as intercity passenger rail service expected to exceed speeds of 110 miles per hour. It further defines "public money" as funds controlled or directed by state entities. One of the most notable additions includes the outright ban on using public money for the alteration of roadways associated with high-speed rail projects, regardless of whether they are managed by public or private entities.

The bill takes effect on September 1, 2025, signaling a shift in the funding approach for high-speed rail initiatives in Texas, aiming to limit the financial burden on public finances related to infrastructure changes necessitated by such projects. - Version: FIL

**Bill History:** 03-11-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

**HB 1713** Plesa, Mihaela(D)

Relating to increasing the criminal penalty for the offense of criminal mischief involving impairment of electric vehicle supply equipment.

**AI Summary:** This bill aims to enhance penalties for crimes associated with damages to electric vehicle supply equipment within the context of the existing criminal mischief laws.

The current structure differentiates offenses based on the amount of pecuniary loss, categorized from Class C misdemeanors for losses under \$100 to felonies of the first degree for losses exceeding \$300,000. A significant change is introduced in Section 28.03(b)(5), where a new inclusion specifies that any act causing impairment or disruption to electric vehicle supply equipment falls under the third-degree felony category, irrespective of the monetary loss. This addition reflects a broader acknowledgment of the significance of maintaining and protecting electric vehicle infrastructure as the number of electric vehicles continues to grow.

Additionally, the bill states that it will only apply to offenses committed on or after its effective date, set for September 1, 2025. Any offenses occurring before this date will still be governed by the previous law, ensuring a clear demarcation between older and newer offenses. This legislative change is aligned with the aim of promoting environmental sustainability and the transition to electric vehicles within the state. - Version: FIL

**Bill History:** 03-14-25 H Introduced and referred to committee on House Criminal Jurisprudence

 HB 1951

Hefner, Cole(R)

Relating to certain agreements with collective bargaining organizations related to certain publicly funded public work contracts.

**Companions:**

<a href="#">HB 2753</a>	Smithee, John	(Refiled from 88R Session)
<a href="#">SB 936</a>	Hancock, Kelly	(Refiled from 88R Session)
<a href="#">SB 925</a>	Hancock, Kelly	(Identical)
	3-13-25 S Reported from committee as substituted Senate Business and Commerce	

**AI Summary:** This bill reforms the legal framework for agreements with collective bargaining organizations relating to public work contracts in Texas. It amends Section 51.7761 of the Education Code and Section 2269.0541 of the Government Code to explicitly prevent institutions and governmental entities from imposing restrictions or discrimination on contractors or subcontractors concerning their agreements with collective bargaining organizations. Key additions to the law define public work contracts as those funded wholly or partly by state or local governmental money, including specifics such as governmentally administered financial assistance, funds derived from ratepayers, and user fees.

By adding these definitions, the bill aims to create a more equitable bidding environment that protects the rights of businesses and labor organizations. It ensures that entities involved in public work contracts cannot unfairly influence the bidding process based on a participant's engagement with collective bargaining. The new rules will come into play only for contracts whose solicitations are published after the bill's enactment. If the bill passes with the required votes, it will be immediately effective; otherwise, its enforcement will begin on September 1, 2025. - Version: FIL

**Bill History:** 03-14-25 H Introduced and referred to committee on House State Affairs

**A** HB 2148

Gervin-Hawkins,  
Barbara(D)

Relating to the construction manager-at-risk and design-build methods of project delivery for a public work contract.

**AI Summary:** The bill modifies various sections of the Government Code involved with construction delivery methods for public works. Significant changes are made to the way proposals are requested and managed. In particular, government entities are redefined to mandatorily request fees and methods for risk management in both one-step and two-step proposal processes. This change emphasizes the necessity for transparency in cost proposals, as these prices are deemed allowable costs under the construction contract.ed in determining contract fees. This bill also addresses the functioning of design-build firms, enabling them to perform some construction work themselves provided they meet specific criteria.

Overall, the bill aims to enhance efficiency and clarity in public construction contracts while protecting the interests of all parties involved. - Version: FIL

**Bill History:** 03-14-25 H Introduced and referred to committee on House State Affairs

**A** HB 2418

Harris, Cody(R)

Relating to the waiver of certain examination requirements for certain applicants for an engineering license.

**AI Summary:** This bill modifies the criteria for waiving examination requirements under the Occupations Code for applicants seeking an engineering license. It empowers the board to waive all or part of the examination requirements if they determine that the applicant possesses sufficient qualifications and that granting the license will not jeopardize public health, safety, or welfare.

One significant change is the mandatory waiver of the fundamentals of engineering examination for applicants with at least 15 years of active engineering practice, regardless of prior failures on the exam in Texas or elsewhere. To qualify for the waiver, applicants must also submit a written waiver request simultaneously with their application and fulfill the educational criteria specified in Section 1001.302(a)(1).

The bill will affect only those applications filed on or after the effective date, September 1, 2025, ensuring that older applications will remain under the existing legal framework. This initiative aims to ease the process for experienced engineers seeking licensure while maintaining necessary public safety and welfare standards. - Version: FIL

**Bill History:** 02-04-25 H Filed

**A** HB 3019

Cain, Briscoe(R)

Relating to the authority of certain metropolitan rapid transit authorities and related entities to request and receive federal funds.

**AI Summary:** This bill aims to regulate the process by which certain metropolitan rapid transit authorities in Texas can obtain federal funding for light rail systems. Specifically, it adds Section 451.069 to the Transportation Code, which stipulates that only authorities confirmed before July 1, 1985, in municipalities with

populations below 850,000, and the local governmental corporations associated with them can apply for federal funds.

Before proceeding with applications, these authorities must acquire approval from the governor, who will assess various factors. These factors include the municipalitys efforts to address health and safety issues for the homeless, the enforcement of restrictions against public camping, and the competition for funding from other Texas entities to avoid placing the state at a disadvantage.

Additionally, to ensure proper enforcement of restrictions linked to public safety, the governor has the authority to request that the Attorney General provide guidance on whether municipalities are adhering to the established voter-approved measures. The bill is scheduled to take effect on September 1, 2025. - Version: FIL

**Bill History:** 02-19-25 H Filed

 HB 3187

Shaheen, Matt(R)

Relating to powers of regional transportation authorities.

**Companions:** SB 1557 Paxton, Angela (Identical)  
3- 6-25 S Introduced and referred to committee on Senate Transportation

**AI Summary:** This bill focuses on enhancing the operational capabilities of regional transportation authorities in Texas by instituting a General Mobility Program that allows municipalities within those authorities to allocate a portion of their sales and use tax revenues for transportation-related improvements. Under this program, municipalities can use up to 25% of the tax for projects including the construction and maintenance of streets, sidewalks, and drainage improvements.

Additionally, the bill modifies the authoritys ability to pledge revenues for bond security, changing the cap from all or part to not more than 75%, thus providing increased financial flexibility. The usage of excess revenue is expanded to support operating reserves and further fund the newly established mobility program.

Further adjustments to the sales tax rates allow for more gradual increases, while restrictions on the issuance of obligations prevent authorities from accruing financial obligations when theres an impending withdrawal election. The legislation also continues the collection of taxes in previously withdrawn units until specified obligations are met, thereby ensuring financial stability within those regions affected by withdrawals. The law is set to become effective on September 1, 2025. - Version: FIL

**Bill History:** 02-21-25 H Filed

 HB 3643

Troxclair, Ellen(R)

Relating to the withdrawal of a unit of election from certain metropolitan rapid transit authorities and the net financial obligation of that withdrawal.

**AI Summary:** This bill modifies the stipulations surrounding the withdrawal of a unit of election from certain metropolitan rapid transit authorities. Notably, it changes the timeline for initiating a withdrawal election, prohibiting such elections from being held until the second anniversary of the last election, in contrast to the former rule that allowed for elections only after the fifth

anniversary.

Additionally, the bill clarifies the calculation of a withdrawn unit's net financial obligation to the authority. It stipulates that for units with a total population of two percent or less of the authority's inhabitants, the net obligation will be determined by the fair market value of property remaining in the unit post-withdrawal rather than the previous formula based on outstanding obligations and unencumbered assets.

The legislation also compels transit authorities to prepare an annual good faith estimate of each unit's financial obligation, with a deadline for reporting set for July 1 each year. This change aims to ensure transparency and preparedness for both the authorities and the withdrawing units. The bill is set to take effect immediately upon receiving a two-thirds majority vote or by September 1, 2025, if such a vote is not achieved. - Version: FIL

**Bill History:** 03-03-25 H Filed

 HB 3879

Troxclair, Ellen(R)

Relating to restrictions on the levy and use of certain ad valorem taxes and the issuance of certain bonds supported by ad valorem taxes.

**AI Summary:** This bill introduces significant changes to the Tax Code and Government Code regarding ad valorem taxes and public securities in Texas. A new definition of "Materially Deviate" is provided, which encapsulates various critical components that can qualify as significant deviations from the purposes voters approved, covering areas such as changes in scope, financing, and legal conformance. This definition aims to safeguard voter intentions regarding tax propositions.

Additionally, the bill enhances the rights of property owners by permitting them to seek an injunction against tax collection if the taxing unit materially deviates from the approved purpose, allowing them to refrain from tax payments during legal proceedings. Should they win their case, they are entitled to refunds without needing to apply to the taxing unit collector.

Another notable change is the explicit prohibition of using increased tax revenues from maintenance and operations for repaying public securities or transferring those funds to local government corporations. This legislative effort aims to prevent misallocation of tax revenues.

The title of Chapter 1253 transitions from "General Obligation Bonds" to "Public Securities," reflecting broader financial instruments. Lastly, the bill establishes that municipal and local entities cannot use ad valorem tax revenues from approved elections for public security payments, reinforcing financial accountability in public funding. The Act intends to maintain public faith in taxation and enhance transparency regarding how taxpayer funds are utilized. - Version: FIL

**Bill History:** 03-05-25 H Filed

 HB 4248

Reynolds, Ron(D)

Relating to the authority to impose municipal sales and use taxes.

**AI Summary:** This bill amends Section 321.101 of the Tax Code to enhance the framework governing municipal sales and use taxes in Texas. Municipalities that are not disqualified may adopt an additional sales tax with the approval of qualified voters, but the

bill outlines specific conditions under which municipalities can be disqualified. These disqualifications include municipalities within designated transit authorities and those associated with population thresholds relative to larger municipalities.

A significant addition is the introduction of a new qualification (Subsection (b)(3)(D)), which allows certain municipalities with populations over 70,000, located in two counties as specified, to surpass the previous limit of a two percent combined sales tax rate. Instead, these municipalities may adopt a higher combined rate of up to three percent as outlined in the newly added Subsection (f-1). This change could lead to increased revenue opportunities for certain municipalities while clearly delineating criteria for others that remain restricted. The bill will take effect on September 1, 2025, marking a notable shift in local taxation authority. - Version: FIL

**Bill History:** 03-10-25 H Filed

 HB 4348

Capriglione, Giovanni(R)

Relating to a prohibition on certain roadway projects and to the distribution of affordable housing funds to local governmental entities that violate that prohibition.

**Companions:** [SB 1993](#) Hall, Bob (Identical)  
3- 6-25 S Filed

**AI Summary:** The proposed legislation aims to tighten local governmental entities' authority over roadway projects, reinforcing the importance of community involvement and ensuring road functionality is prioritized.

Delegated Control: The bill amends the Transportation Code to state that municipalities have delegated control over their public roadways instead of exclusive control, allowing for perhaps more oversight and cooperation with higher authorities.

When dealing with the closure of streets or alleys, municipalities are now required to follow a series of steps. This includes soliciting public input through hearings, submitting petitions with specific criteria (like demonstrating traffic congestion will not worsen), and securing voter approval through an election.

In a significant shift, the bill prohibits local governmental entities from engaging in roadway projects that reallocate roadway space (for instance, converting lanes into bike lanes or narrowing lanes) unless creating new traffic lanes. This ensures that vehicular capacity is not compromised.

Additionally, there is a strict complaint process: complaints about violations must be investigated, and findings can result in administrative actions. If violations persist, the Texas Department of Housing and Community Affairs will be notified, which can lead to financial assistance being withheld until the issues are resolved.

Lastly, Section 311.001(c) of the Transportation Code is repealed, further simplifying the framework for municipal road management. This bill is poised to take effect immediately with sufficient legislative support or by September 1, 2025, if not. - Version: FIL

**Bill History:** 03-11-25 H Filed

**A** HB 4575

Villalobos, Denise (F)(R)

Relating to the selection and retention of an insurance broker by certain metropolitan rapid transit authorities.

**AI Summary:** This bill aims to regulate the selection and retention of insurance brokers for specific metropolitan rapid transit authorities in Texas. It stipulates that the provisions apply solely to authorities whose principal municipalities have populations of less than 320,000. The bill allows the board of these authorities to appoint a licensed insurance agent as the sole broker of record to seek insurance proposals covering various areas of risk, such as public official liability, property, casualty, workers compensation, and specific stop-loss coverage for self-funded health care.

Furthermore, the retained broker must be paid solely on a fee basis by the authority, preventing them from receiving any other form of compensation from outside sources in connection with the insurance business placed under the broker of record contract. To promote transparency, brokers are required to disclose any business relationships with insurance carriers before presenting proposals to the board. Violation of these requirements can lead to disciplinary remedies under the Insurance Code, including the potential revocation of their license or financial penalties. The effective date of the bill is immediately upon receiving a two-thirds vote or, if not achieved, it will take effect on September 1, 2025. - Version: FIL

**Bill History:** 03-12-25 H Filed

**A** HB 4576

Villalobos, Denise (F)(R)

Relating to the operation of certain metropolitan transit authorities.

**AI Summary:** The bill regulates various operational aspects of metropolitan transit authorities in Texas municipalities with populations under specified thresholds. A significant change affects the fuel tax exemption, no longer permitting the exemption for compressed or liquefied natural gas if delivered from facilities also servicing vehicles other than those specified, and particularly if operated by a transit authority in smaller municipalities (under 320,000).

Also, the process for determining fare adjustments has been streamlined; such changes will take effect immediately upon board approval, ensuring rapid implementation, except for single-ride base fares which require a 60-day waiting period unless disapproved.

Furthermore, the bill introduces a new section on the selection and retention of insurance brokers, allowing transit authorities to appoint a licensed broker solely responsible for acquiring insurance proposals, with prohibitions on outside remuneration and requirements for business relationship disclosures that aim to increase accountability and transparency in selecting insurance options.

Lastly, service length determinations for board members in smaller municipalities are clarified by excluding certain periods, ensuring fairness in how members' terms are calculated. The act is designed to enhance operational efficiency and oversight for metropolitan transit authorities and will take effect immediately if passed by a two-thirds majority. If not, it takes effect September 1, 2025. - Version: FIL

**Bill History:** 03-12-25 H Filed

 HB 5049

Shaheen, Matt(R)

Relating to the composition and authority of certain subregional boards of regional transportation authorities.

**Companions:** SB 2118 Parker, Tan (Identical)  
3-10-25 S Filed

**AI Summary:** The bill introduces significant changes to the governance structure of subregional boards under the Texas Transportation Code, specifically in Section 452.112 and related sections. A major change is that each municipality in the subregional authority will appoint one member to the board, simplifying the previous arrangement where municipalities collectively appointed 15 members. This shift emphasizes the governance of local municipalities in a more equitable manner.

Another critical modification is the voting structure: the designated member from the principal municipality will have enhanced voting power, able to cast three votes instead of aligning votes based on multiple members per municipality.

The bill also revises member terms; all board members will now have staggered two-year terms, with about half of the members terms expiring each year to ensure continuity and regular turnover. Moreover, the role of the presiding officer will rotate among the members every two years, ensuring no member serves consecutive terms in this capacity, which is intended to promote fairness and shared leadership.

Additionally, several sections of the current Transportation Code are repealed, which reflects a legislative intent to streamline the governing process by removing outdated provisions. Finally, the bill is set to take effect on September 1, 2025, concluding with the expiration of current board terms and the immediate establishment of the restructured subregional boards. - Version: FIL

**Bill History:** 03-13-25 H Filed

 HB 5252

Shaheen, Matt(R)

Relating to the authority of a municipality to adopt, increase or decrease the rate of, or repeal an additional sales and use tax for property tax relief by ordinance or resolution of the governing body of the municipality.

**AI Summary:** This bill grants municipalities in Texas enhanced authority regarding the adoption, rate modification, and repeal of an additional sales and use tax aimed at property tax relief. It amends Section 504.257(c) to state that if a municipality decreases the rate of the additional sales tax for a limited time, it reverts automatically after expiration unless a rate change occurs. Previously, an election was necessary to alter the rate, but this requirement is now eliminated.

All changes allow municipalities to act through ordinance or resolution, simplifying the process. The bill also revises how ballot propositions are structured, focusing on specific projects, therefore providing taxpayers clearer information on tax spending.

Additionally, several statutes are repealed to reduce complexity, specifically those outlining disqualifications and procedural requirements tied to the additional sales tax. There is a new provision allowing municipalities to present combined ballot propositions to lower or repeal any municipal sales tax while simultaneously proposing new taxes, promoting more straightforward community voting on tax-related measures.

These changes go into effect on September 1, 2025, emphasizing a more flexible and localized approach to managing local sales and use taxes. - Version: FIL

**Bill History:** 03-14-25 H Filed

 [HB 5413](#)

[Hinojosa, Gina\(D\)](#)

Relating to utilization of certain highways designated by metropolitan planning organizations.

**AI Summary:** This bill establishes new provisions under Chapter 472 of the Transportation Code, specifically adding Section 472.0355, which enables metropolitan planning organizations to play a significant role in enhancing roadway efficiency and safety for diverse transportation modes. By allowing organizations to designate up to 10 percent of highway lane miles as metropolitan lanes, the bill empowers local authorities to better cater to growing transit needs.

Upon designation, governmental entities can initiate projects that focus on increasing highway capacity for public transportation, rail, or high-speed rail and improving accessibility for pedestrians, cyclists, and users of personal mobility devices. This legislative move aims to promote sustainable transportation and improve the overall functionality of urban transport networks.

The bill is scheduled to take effect on September 1, 2025, marking a progressive step towards meeting the evolving transportation demands in metropolitan areas of Texas. - Version: FIL

**Bill History:** 03-14-25 H Filed

 [HJR 58](#)

[Bucy, John\(D\)](#)

Proposing a constitutional amendment authorizing the use of money in the state highway fund for transit-oriented projects.

**Companions:**

<a href="#">HJR 204</a>	Bucy, John	(Refiled from 88R Session)
<a href="#">HB 542</a>	Bucy, John	(Enabling)
	3- 3-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding	

**AI Summary:** This bill aims to modernize current regulations by implementing several crucial updates designed to improve accountability and efficiency in compliance practices. The bill stipulates that , thereby establishing a routine check and fostering transparency among stakeholders.

In a move to clarify repercussions, , which provides more explicit expectations and consequences for entities that fail to

adhere to the outlined standards.

Furthermore, a new definition of , ensuring that current environmental goals and practices are sustained and acknowledged within the law.

In terms of reporting requirements, the bill modifies the existing protocol by , which is expected to alleviate some administrative burdens while maintaining a sufficient level of oversight.

Overall, the changes reflect a commitment to stronger governance, improved environmental responsibility, and more efficient regulatory processes. - Version: FIL

**Bill History:** 03-03-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

 HJR 63

Walle, Armando(D)

Proposing a constitutional amendment to permit additional uses of certain dedicated general revenue transferred each fiscal year to the state highway fund.

**Companions:**

<a href="#">HJR 77</a>	Walle, Armando	(Refiled from 88R Session)
<a href="#">SJR 37</a>	Miles, Borris	(Refiled from 88R Session)
<a href="#">SJR 33</a>	Miles, Borris	(Identical)

2- 7-25 S Introduced and referred to committee on Senate Transportation

**AI Summary:** This bill aims to strengthen regulatory compliance within the affected sector. Key provisions include the establishment of , which are designed to deter violations and encourage adherence to the law. It introduces , ensuring that regulatory bodies act promptly to address infractions. Furthermore, are included to enhance transparency and accountability.

Significant changes also involve the removal of and , thus broadening the range of organizations and situations that fall under the regulatory framework. This expansion is intended to create a level playing field and ensure that all players within the sector are upheld to the same standards.

Overall, the bill reflects a commitment to not only enhance compliance and enforcement mechanisms but also to foster an environment of transparency and responsibility among all stakeholders involved. These changes underscore a proactive approach to regulation, aiming to mitigate risks and enhance the industry's integrity. - Version: FIL

**Bill History:** 03-04-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

 SB 19

Middleton, Mayes(R)

Relating to the use by a political subdivision of public funds for lobbying and certain other activities.

**Companions:**

<a href="#">HB 3257</a>	Olcott, Mike (F)	(Identical)
	2-24-25 H Filed	
<a href="#">HB 4860</a>	Patterson, Jared	(Identical)
	3-13-25 H Filed	

**AI Summary:** This bill aims to regulate the use of public funds by political subdivisions in Texas, specifically targeting lobbying activities. It adds Section 556.0056 to the Government Code, which explicitly

restricts these subdivisions from spending public funds on hiring lobbyists or engaging nonprofit associations that employ lobbyists to influence legislative outcomes.

While the bill outlines these prohibitions, it also clarifies the actions that remain permissible, such as providing information to legislators and reasonable advocacy efforts by officials that do not count as lobbying, thereby ensuring public engagement with the legislature without the use of taxpayer money for lobbying purposes.

Furthermore, the bill allows residents and taxpayers a legal avenue to challenge unauthorized expenditures related to lobbying, empowering them to seek injunctions against such actions and recoup legal costs if they prevail.

Additionally, changes to Section 89.002 of the Local Government Code ensure that counties can still spend money on memberships with nonprofit associations but must adhere to the restrictions imposed by the new lobbying provisions. The bill will take effect on September 1, 2025, indicating a future shift in how public funds can be utilized by political subdivisions in the context of legislative advocacy. - Version: SCS

**Bill History:** 03-13-25 S Placed on the Senate Calendar for

 SB 159

Menendez, Jose(D)

Relating to an education and training program for certain public transportation vehicle operators on interacting with and supporting individuals with intellectual and developmental disabilities.

**AI Summary:** This bill established a dedicated framework for improving the interaction between public transportation vehicle operators and individuals with intellectual and developmental disabilities. Specifically, it mandates the creation of Section 451.114 in the Transportation Code, which applies to transportation authorities established before 1980 in municipalities with populations under 1.9 million. Under this section, these authorities are required to develop an education and training program aimed at employees operating public transportation vehicles.

The program is designed to enhance the competence of these employees by covering essential topics such as identifying, communicating, and assisting individuals with intellectual and developmental disabilities, with a notable inclusion for those with autism spectrum disorder.

Moreover, it is outlined that no employee may operate a vehicle for public transportation unless they have successfully completed the training. Rapid transit authorities are charged with having these training programs in place by March 1, 2026. The act itself is slated to take effect on September 1, 2025, with the training requirement specifically coming into force on September 1, 2026. This initiative recognizes the need to create a more inclusive transportation system that accommodates and supports individuals with diverse needs. - Version: FIL

**Bill History:** 02-03-25 S Introduced and referred to committee on Senate Transportation

 SB 424

Eckhardt, Sarah(D)

Relating to the use of state money for high-speed rail operated by a private entity and to the construction of certain high-speed rail.

**Companions:** [HB 483](#) Meza, Terry (Refiled from 88R Session)  
[HB 483](#) Bucy, John (Identical)  
 2-28-25 H Introduced and referred to committee on House Subcommittee on Transportation Funding

**AI Summary:** This bill establishes a new framework for the development and operation of high-speed rail in Texas by introducing Subchapter G to Chapter 91 of the Transportation Code. It defines "high-speed rail" as intercity passenger rail service that is expected to achieve speeds of at least 110 miles per hour. The bill directs the state transportation department to form a comprehensive development agreement with a private entity, tasked with the construction, maintenance, and operation of high-speed rail service connecting Dallas, Austin, and San Antonio along the Interstate Highway 35 corridor.

The significance of these changes underscores a strategic push for high-speed rail infrastructure within the state, emphasizing state cooperation with private entities to facilitate this initiative. Additionally, the bill repeals Section 199.003 of the Transportation Code, signaling a shift away from prior regulations that may no longer align with the new focus on high-speed rail. The Act is set to take effect on September 1, 2025, marking a pivotal moment for the advancement of transportation in Texas as it aims to enhance connectivity between major cities. - Version: FIL

**Bill History:** 02-03-25 S Introduced and referred to committee on Senate Finance

 [SB 553](#)

Flores, Pete(R)

Relating to the design-build method for certain government construction projects.

**Companions:** [HB 5582](#) Troxclair, Ellen (Identical)  
 3-14-25 H Filed

**AI Summary:** This bill proposes significant amendments to the design-build procurement process for water and wastewater infrastructure by introducing alternative methods that enhance the flexibility and efficiency of project execution. Specifically, it creates Section 2269.3035, allowing governmental entities to utilize two types of design-build methods:

1. Fixed price design-build, where both design and construction costs are established upfront.
2. Progressive design-build, in which the design-build firm contributes early to the design phase with a stepped payment scheme tied to milestones in the project execution.

The bill stipulates that the existing requirements for design-build projects will apply to these new methods as practicable. Further, it clarifies that contracts must cover single integrated projects, establishing a clear definition that includes various elements essential for water and wastewater facilities such as pump stations and pipelines. The bill also simplifies the applicability of the subchapter by removing the population criteria for governmental entities, which now simply must be boards of trustees under Chapter 54 of the Transportation Code. Effective from September 1, 2025, these changes are anticipated to streamline processes for vital infrastructure developments. - Version: FIL

**Bill History:** 02-03-25 S Introduced and referred to committee on Senate Business and Commerce

**A** SB 677

Hughes, Bryan(R)

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

**Companions:** **HB 1109** VanDeaver, Gary (Identical)  
3-17-25 H Meeting set for 1:00 P.M., JHR 140, House Ways and Means  
**SB 935** Hall, Bob (Identical)  
2-13-25 S Introduced and referred to committee on Senate Finance

**AI Summary:** This bill aims to amend the Texas Tax Code by extending tax exemptions for motor fuel sales to include counties, thereby promoting their operational efficiency.

In Section 162.104, the bill adds subsections that stipulate that gasoline and diesel fuel sold to counties for their exclusive use will be exempt from applicable motor fuel taxes. This provision seeks to enable counties to utilize their financial resources more effectively for public services.

Additionally, the bill introduces refund opportunities for counties. If a county purchases gasoline or diesel fuel and pays tax on it, it can now file a claim to receive a refund for the taxes paid, as specified in Section 162.125 and Section 162.227.

The bill emphasizes that the changes do not affect prior tax liabilities, which will still be enforceable under existing laws. It establishes an effective date of July 1, 2025, contingent upon receiving a two-thirds majority vote in each legislative house; otherwise, it will take effect on September 1, 2025. Through these changes, the bill aims to ease the financial obligations of counties related to motor fuel use, enhancing their service provision capabilities. - Version: FIL

**Bill History:** 02-03-25 S Introduced and referred to committee on Senate Finance

**A** SB 871

Birdwell, Brian(R)

Relating to the authority of the legislature, governor, and certain political subdivisions with respect to disasters and emergencies.

**Companions:** **SJR 40** Birdwell, Brian (Enabling)  
2-13-25 S Introduced and referred to committee on Senate State Affairs

**AI Summary:** This bill enhances the structure and authority governing disaster and emergency response in Texas. Key additions include a comprehensive update to the purposes of the disaster management chapter, focusing on reducing vulnerability, preparing for effective responses, and establishing roles for the governor and the legislature. The definition of "disaster" has been revised to exclude terms related to civil unrest while maintaining a wide scope of emergencies including natural disasters and public health crises.

A significant change is the exclusive power of the legislature to impose restrictions on business operations during state emergencies, which mandates prior consultation with local leaders. The bill imposes a 30-day limit on disaster declarations, requiring legislative approval for any renewal, ensuring legislative involvement in long-term disaster management.

Furthermore, it clarifies that local declarations of disaster cannot contradict state actions unless authorized by the governor, demonstrating a unified approach to disaster management. Importantly, Section 418.019 has been repealed, potentially streamlining procedures or altering responses to disasters.

The provisions of this act will take effect on December 1, 2025, conditional upon voter approval of a related constitutional amendment, signaling the need for checks and balances between state powers during emergencies. - Version: FIL

**Bill History:** 02-13-25 S Introduced and referred to committee on Senate State Affairs

 SB 925

Hancock, Kelly(R)

Relating to certain agreements with collective bargaining organizations related to certain publicly funded public work contracts.

**Companions:**

<a href="#">HB 2753</a>	Smithee, John	(Refiled from 88R Session)
<a href="#">SB 936</a>	Hancock, Kelly	(Refiled from 88R Session)
<a href="#">HB 1951</a>	Hefner, Cole	(Identical)

3-14-25 H Introduced and referred to committee on House State Affairs

**AI Summary:** This bill aims to regulate certain agreements between collective bargaining organizations and parties involved in publicly funded public work contracts in Texas. Key definitions added clarify what constitutes a "Collective Bargaining Organization," a "Federal Match Program," and "Governmentally Administered Financial Assistance." These definitions set the stage for the primary stipulations of the bill.

Under the new framework, public work contracts that receive funding from various governmental sources including state and local funds, federal funds, federal match programs, and user fees must adhere to specific non-discrimination guidelines. Institutions awarding such contracts cannot prohibit or condition the bidding process based on a contractor's willingness to engage with collective bargaining organizations. This represents a significant shift towards fostering a level playing field in bidding for public works.

Furthermore, the bill introduces a non-preference clause that forbids giving preferential treatment or discriminating against any person involved in a public work contract based on their participation in collective bargaining agreements.

Importantly, the changes apply only to public work contracts solicited after the bill's effective date, September 1, 2025, thus allowing existing contracts to continue under current laws. This creates a clear framework to ensure fair treatment and equality among contractors in Texas's public work sector. - Version: SCS

**Bill History:** 03-13-25 S Reported from committee as substituted Senate Business and Commerce

 SB 935

Hall, Bob(R)

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

**Companions:** [HB 1109](#) VanDeaver, Gary (Identical)  
3-17-25 H Meeting set for 1:00 P.M., JHR 140, House Ways and Means

**SB 677** Hughes, Bryan (Identical)  
2- 3-25 S Introduced and referred to committee on  
Senate Finance

**AI Summary:** The bill aims to provide certain exemptions from motor fuel taxes for counties in Texas. It modifies existing sections of the Tax Code to include specific provisions regarding the sale of both gasoline and diesel fuel. In Section 162.104(a), new language is added to exempt fuel sold to counties, ensuring they can operate without the burden of these taxes. The same exemption is mirrored in Section 162.204(a) for diesel fuel.

Moreover, the bill amends Sections 162.125 and 162.227, allowing counties that were taxed on fuel purchases yet qualified for the exemption to file claims for refunds with the comptroller, enhancing their ability to recover costs. It makes it clear that prior tax liabilities remain intact, maintaining the legal framework for accountability regarding tax collection before the law takes effect. The changes, aimed at supporting local governments, are contingent upon a two-thirds legislative approval and become effective either in July or September of 2025, based on legislative voting outcomes. This approach aims to bolster local government operations by reducing their tax liabilities related to fuel. - Version: FIL

**Bill History:** 02-13-25 S Introduced and referred to committee on Senate Finance

**SB 1301** Sparks, Kevin (F)(R) Relating to the design-build method for certain government construction projects.

**Companions:** **HB 4625** Kitzman, Stan (Identical)  
3-12-25 H Filed

**AI Summary:** This bill aims to modernize the design-build method for government construction projects in Texas. Key revisions are made in Section 2269.352 of the Government Code, which now states that the design-build method is applicable to all governmental entities rather than just those with a population exceeding 100,000 or specific boards of trustees. This broader applicability will facilitate more entities in executing projects efficiently under the design-build model.

Another critical update is found in Section 2269.353(b), which specifies that contracts for these projects must be for a single integrated project. Notably, the description of what constitutes a single integrated project now includes water and wastewater infrastructure projects specifically detailing components such as treatment facilities, well fields, pump stations, water storage, and pipelines, thus providing a more comprehensive definition than the previous limitation to treatment plants only.

The Act is slated to take effect on September 1, 2025, indicating a planned implementation period for the revised regulations. Overall, these changes are designed to enhance the efficiency and scope of governmental construction projects within Texas, allowing for a wider array of entities and project types to engage in the design-build method. - Version: FIL

**Bill History:** 02-28-25 S Introduced and referred to committee on Senate Business and Commerce

 SB 1371

Hinojosa, Chuy(D)

Relating to the operation of certain metropolitan transit authorities.

**Companions:** [HB 5192](#) Villalobos, Denise (F) (Identical)  
3-14-25 H Filed

**AI Summary:** This bill updates several provisions concerning the operation of metropolitan transit authorities in Texas.

Firstly, it revises the fuel supply tax exemption for compressed natural gas and liquefied natural gas so that it applies only to vehicles specified in existing laws and vehicles operating under emergency conditions at refueling facilities managed by metropolitan rapid transit authorities in municipalities with populations smaller than 320,000.

Secondly, it addresses how fares and charges are set by these authorities. Previously, fare changes required prior confirmation, but now, in municipalities with populations under 1.3 million, such changes take effect immediately pending a majority board vote, with the exception of changes to single-ride base fares, which will take effect after 60 days, subject to potential disapproval by local planning organizations.

Lastly, the legislation introduces criteria for evaluating the length of service for board members working for these authorities, where certain periods of service (those related to unexpired terms or shortened tenures due to specific leadership roles) will no longer count against their overall service duration.

The bill becomes effective immediately with a two-thirds legislative approval or on September 1, 2025, if immediate approval isn't achieved. - Version: FIL

**Bill History:** 03-06-25 S Introduced and referred to committee on Senate Finance

 SB 1384

Eckhardt, Sarah(D)

Relating to the provision by a regional mobility authority of financial assistance for transportation projects of governmental entities located in the area of the authority.

**Companions:** [HB 4888](#) Canales, Terry (Identical)  
3-13-25 H Filed

**AI Summary:** This bill empowers regional mobility authorities in Texas to offer financial assistance for transportation projects undertaken by governmental entities within their jurisdictions. Section 370.174 of the Transportation Code is amended to allow authorities to assist in financing toll or toll-free projects, specifically by providing detailed financial aid as set out in the newly introduced Section 370.1745.

Financial assistance options available under this bill include extending credit through direct loans, offering credit enhancements, subsidizing interest rates, financing purchase agreements, and providing security for bonds. Such assistance is restricted to projects consistent with the transportation plan developed by the metropolitan planning organization. Importantly, funds borrowed by governmental entities must be expressly allocated for transportation project purposes, ensuring financial accountability.

Furthermore, the bill facilitates simplified bond issuance for entities receiving assistance, allowing them to issue revenue bonds devoid of typical legal constraints, while still abiding by

specific provisions of the Government Code. The issuance of bonds is subject to scrutiny by the attorney general, ensuring compliance with legal standards and enhancing financial oversight.

Overall, this legislation aims to streamline the funding and construction of critical transportation infrastructure across Texas while providing a robust framework for financial management and oversight. The bill takes effect on September 1, 2025. - Version: FIL

**Bill History:** 03-06-25 S Introduced and referred to committee on Senate Transportation

 SB 1420

Nichols, Robert(R)

Relating to the use by a county, municipality, or school district of public money for lobbying activities.

**AI Summary:** This legislation, aimed at regulating the use of public funds for lobbying, adds Section 556.0056 to the Government Code, imposing strict restrictions on counties, municipalities, and school districts. It prohibits the appropriation of public money or compensation aimed at influencing legislative outcomes, with clearly defined exceptions. These exceptions permit officers or employees to provide legislative information or advocate without requiring lobbyist registration under Chapter 305. Advocacy activities by elected officials and reimbursement for travel related to these activities are also permitted.

Notably, the bill restricts these governmental entities from establishing nonprofit organizations that engage in lobbying activities if such organizations hire registered lobbyists. This aims to prevent circumvention of the law through indirect lobbying. Furthermore, the bill empowers residents or taxpayers to seek injunctive relief against any actions deemed to violate these restrictions, alongside provisions for recovering legal fees if they prevail in such claims.

The statute is set to take effect on September 1, 2025, and applies to expenditures or nonprofit formations occurring on or after that date, marking a significant legislative shift in how local governments can engage in legislative advocacy. - Version: FIL

**Bill History:** 03-06-25 S Introduced and referred to committee on Senate State Affairs

 SB 1557

Paxton, Angela(R)

Relating to powers of regional transportation authorities.

**Companions:** [HB 3187](#) Shaheen, Matt (Identical)  
2-21-25 H Filed

**AI Summary:** The bill establishes a General Mobility Program under Section 452.204, compelling municipalities within a regional transportation authority to collaborate with a subregional board for utilizing a portion of their sales and use tax towards infrastructure improvements. This includes constructing and maintaining essential urban elements like sidewalks, hiking trails, and traffic control systems. Each participating municipality must present an annual funding proposal and is allowed to access these funds in two distributions, promoting timely project

execution while ensuring accountability for unspent taxes.

The bill revises the capital funding framework of transportation authorities, allowing them to pledge up to 75% of tax revenue rather than an unrestricted amount, while also mandating that any surplus funds be reinvested specifically into the new mobility initiative. Changes in taxation authority empower districts with more flexible tax rates for operational funding.

Furthermore, the legislation imposes new restrictions to ensure financial stability in authority bond obligations, wherein sales and use taxes continue to be collected in withdrawn units until all financial commitments are satisfied. The bill will come into effect on September 1, 2025, introducing notable changes to enhance regional transportation effectiveness and fiscal responsibility. - Version: FIL

**Bill History:** 03-06-25 S Introduced and referred to committee on Senate Transportation

 SB 1770 Cook, Molly (F)(D)

Relating to the accommodation of pedestrians, bicyclists, persons with disabilities, children, senior citizens, users of public transportation, movers of commercial goods, and motorists on streets and highways.

**AI Summary:** This bill aims to enhance the infrastructure for a wide range of street users through the introduction of a Complete Streets Policy in Texas. It instructs the Texas Department of Transportation to prioritize considerations for motorists, public transport, and all roadway users in all aspects of transportation planning, design, and maintenance.

A comprehensive definition of the Complete Streets Policy is introduced, mandating that it includes the safety and mobility needs of various users and accounts for the context of urban, rural, and suburban areas. Local authorities are empowered to adopt this policy, ensuring compliance for all federally or state-funded transportation projects, which includes designated improvements for access roads, bicycle paths, and sidewalks.

Exemptions to the policy can be granted at the discretion of the department or local authorities under conditions that include disproportionate costs or legal prohibitions. Additionally, the Texas Transportation Commission is required to compile a best practices report by July 1, 2028, examining how the policy is being implemented across various levels of government.

The bill outlines an effective date of September 1, 2025, providing a timeline for the transition to these new requirements and the establishment of protocols for enhancing transportation inclusivity across Texas. - Version: FIL

**Bill History:** 03-13-25 S Introduced and referred to committee on Senate Transportation

 SB 1922 West, Royce(D)

Relating to appointments to the public transportation advisory committee.

**Companions:** [HB 5295](#) Paul, Dennis (Identical)  
3-14-25 H Filed

**AI Summary:** This bill revises the structure and appointment process of the public transportation advisory committee. The changes

emphasize the need for a more representative committee structure, increasing representation to three members each for public transportation providers, transportation users, and the general public. The bill notably transfers the power of appointing committee members from multiple high-ranking legislators to the Texas Transportation Commission, allowing for a more centralized and potentially streamlined appointment process.

Furthermore, it establishes that members will serve at the pleasure of the commission, ensuring consistency in governance and continuity of service regardless of previous appointing authority. Members will not receive compensation for their roles, but they will be reimbursed for reasonable expenses incurred while performing their duties on the committee.

Additionally, the bill mandates that by January 1, 2026, the Texas Transportation Commission must ensure all existing vacancies on the committee are filled, facilitating immediate attention to any organizational gaps. The effective date of this act is set for September 1, 2025, signaling a timeline for implementation of these changes. - Version: FIL

**Bill History:** 03-05-25 S Filed

**A** SB 1993

Hall, Bob(R)

Relating to a prohibition on certain roadway projects and to the distribution of affordable housing funds to local governmental entities that violate that prohibition.

**Companions:** **HB 4348** Capriglione, Giovanni (Identical)  
3-11-25 H Filed

**AI Summary:** This bill establishes regulations concerning roadway projects by local governmental entities in Texas. It defines the authority of home-rule municipalities, stating they have delegated control over public highways, streets, and alleys. To vacate or close a street or alley, municipalities must hold a public hearing, obtain commission approval, and secure two-thirds voter support in an election specifically held for this purpose, with required notifications to local residents.

Moreover, the bill introduces a new subchapter prohibiting local governmental entities from implementing roadway projects that reallocate existing road space or narrow lanes unless certain criteria are satisfied to avoid increasing vehicular congestion. The Texas Department of Transportation is tasked with investigating complaints related to such violations and must report the outcomes to the appropriate local entities and the commission.

If violations are confirmed, the commission must notify both the local governmental entity involved and the Texas Department of Housing and Community Affairs. Notably, the bill also restricts financial assistance to local governmental entities if they are found to have violated roadway project regulations. This prohibition lasts until specific compliance conditions are fulfilled. The overall aim is to enhance community input and reduce congestion caused by roadway modifications. The act is set to take effect immediately with a two-thirds vote or on September 1, 2025, if that vote isn't achieved. - Version: FIL

**Bill History:** 03-06-25 S Filed

**A** SB 2118

Parker, Tan(R)

Relating to the composition and authority of certain subregional boards of regional transportation authorities.

**Companions:** **HB 5049** Shaheen, Matt (Identical)  
3-13-25 H Filed

**AI Summary:** This act aims to redefine the governance structure of subregional boards within regional transportation authorities in Texas. The key change is a reduction in the number of members on the subregional board from 15 to one per municipality, ensuring that each municipality has a single representative. This appointed member will have enhanced voting rights by being able to cast three votes, rather than a complex allocation based on prior member counts.

Additionally, the act establishes a rotating presiding officer system that mandates a two-year term for this role, with strict rules prohibiting consecutive terms to encourage leadership rotation among board members. The staggered two-year terms for board members will now all end on the same date, July 1, under a new system of expiration aiming to streamline governance.

Importantly, several obsolete provisions within the Transportation Code are also repealed to facilitate these changes. On the effective date of this Act, current members' terms will expire, allowing the new structure to be established promptly. The legislation is set to take effect on September 1, 2025, paving the way for a revitalized approach to transportation governance in Texas. - Version: FIL

**Bill History:** 03-10-25 S Filed

**A** SB 2519

Bettencourt, Paul(R)

Relating to restrictions on the levy and use of certain ad valorem taxes and on the issuance of certain bonds supported by ad valorem taxes.

**AI Summary:** This bill introduces various changes to the Texas Tax Code and Government Code concerning ad valorem taxes and public securities. A significant aspect is the new definition of "Materially Deviate," which specifies conditions under which changes to a tax proposition post-election would be viewed as substantial and thus problematic for voter expectations.

To protect property owners, the bill establishes their right to seek injunctions against tax collection if a taxing unit materially deviates from the originally stated purpose approved by voters. This provision allows property owners to withhold tax payments while seeking legal recourse, ensuring they can reclaim any taxes paid along with associated legal costs if they win their case.

Additionally, the bill imposes strict restrictions on how maintenance and operations tax revenue can be utilized, specifically prohibiting its allocation to local government corporations for the purposes of repaying public securities.

The changes to terminology in Chapter 1253 of the Government Code reflect a shift from general obligation bonds to a broader category of public securities.

Lastly, the applications of these changes are specified to be effective for ad valorem tax rates and public securities issued on or after the effective date of the Act, which could be immediate

or delayed until September 2025 based on legislative approval. -  
Version: FIL

**Bill History:** 03-13-25 S Filed

 SJR 33

Miles, Borris(D)

Proposing a constitutional amendment to permit additional uses of certain dedicated general revenue transferred each fiscal year to the state highway fund.

**Companions:** HJR 63 Walle, Armando (Identical)  
3- 4-25 H Introduced and referred to committee on  
House Subcommittee on Transportation Funding

**AI Summary:** This joint resolution proposes an amendment to the Texas Constitution that seeks to enhance the utilization of dedicated general revenue allocated to the state highway fund each fiscal year. The current law stipulates that funds transferred by the comptroller must be used solely for constructing, maintaining, and acquiring rights-of-way for public roadways, specifically excluding toll roads. Under the new provision, the designated uses of the funds will be expanded to include not only public roadways but also public transportation, public bicycle paths, and public sidewalks. These additions aim to support a more comprehensive approach to infrastructure development that caters to various modes of transportation and improves community mobility.

The proposed constitutional amendment will be presented for voter approval in an election scheduled for November 4, 2025. The ballot will allow voters to express their support or opposition to this expansion of funding uses within the state highway fund.  
- Version: FIL

**Bill History:** 02-07-25 S Introduced and referred to committee on Senate Transportation

**Total Bills:** 48

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