

## 2021 Texas Legislative Session Recap

TAG is incredibly grateful for the tireless work of House and Senate leaders as well as our mobility advocates who persevered during an extremely challenging session. This work has paid off and we look forward to continued advocacy and education moving forward. Below is a brief of major victories and next steps.

**HJR 99** - Terry Canales (*HD-40*) This legislation, also known as the County TRZ bill, passed both chambers. It proposes an amendment authorizing a county to finance the development or redevelopment of unproductive, underdeveloped, or blighted areas in the county; authorizing bonds and notes.



### NEXT STEPS

This constitutional amendment now requires statewide approval and will be on the November 2, 2021 ballot. Stay tuned for how you can get involved with this critical campaign to provide Texas counties the authority to bond Transportation Revenue Zones.



**HB 2219** - Terry Canales (*HD-40*) Also known as the Texas Mobility Fund (TMF) bill, this legislation passed both chambers with bipartisan support and would re-open the TMF to new highway and transit projects with a potential funding leverage of \$3 billion.

### NEXT STEPS

Signed by Governor Abbott and effective immediately as of June 18, 2021

**HB 2222** - Terry Canales (*HD-40*) This legislation, also known as the TxDOT study bill, authorizes TxDOT and the Texas A&M Transportation Institute to assess funding needs, costs, and benefits through 2045.



### NEXT STEPS

This bill passed the House but did not make it through the Senate. We will prioritize this for the 2023 session.



**SB 1728** Charles Schwerter (*SD-5*) This legislation, known as the Electric Vehicle fee bill, specifically addresses the equalization for road use consumption for alternatively fueled vehicles imposed at the time of registration or renewal and authorizes a fee.

### NEXT STEPS

This legislation had support in both the House and the Senate, however there is still a lot of work to be done to finalize critical elements for full agreement in both chambers. We will prioritize this for the 2023 session.

**HB 3282** - Terry Canales (*HD-40*) This legislation, also known as the highway work zone bill, passed both chambers. It seeks to ensure the safety of highway maintenance workers, contractors, and the traveling public by authorizing a district engineer of the TxDOT to temporarily lower a prima facie speed limit under certain circumstances.



#### NEXT STEPS

Signed by Governor Abbott and effective immediately as of June 15, 2021



**SB 1990** - Borris Miles (*SD-13*) This legislation, also known as the Gulf Coast Rail District (GCRD) bill, passed both chambers with strong local support. This legislation amends Section 171.053, Texas Transportation Code, to include advanced transportation technologies such as bus rapid transit and other modes of services to existing GCRD authority.



#### NEXT STEPS

This legislation was filed and will go into effect September 1, 2021.

**HB 2223** - Terry Canales (*HD-40*) This legislation, also known as the equity in road consumption bill, passed both chambers. It requests a study by the Texas Department of Transportation on the impact of certain classifications of motor vehicles on roads and bridges across the state.



#### NEXT STEPS

Signed by Governor Abbott and effective immediately as of June 4, 2021.



**HB 442** - Celia Israel (*HD-50*) This legislation, also known as the Safe Neighborhood Streets bill, amends the Transportation Code to establish a municipality's authority to declare a lower speed limit for certain two-lane, undivided highways or parts of a highway if the prima facie speed limit is determined to be unreasonable or unsafe.



#### NEXT STEPS

We will work with partners and advocates to bring this issue back for the 2023 session.

**SB 1727** - Robert Nichols (*SD-3*) This legislation prohibits Harris County from creating a local government corporation (LGC) to develop, construct, operate, manage, or finance a toll project or system. Further, it prohibits any existing LGC created by Harris County from undertaking any new bonds, notes, or other obligations or extending the terms of any existing bonds, notes, or other obligations; or from entering into any new contracts or extending the terms of any existing contracts. Revenue earned by such an LGC can only be used to pay the costs of a turnpike project or road, street, or highway projects.



#### NEXT STEPS

Signed by Governor Abbott and effective immediately as of June 7, 2021.