

BILL ANALYSIS

H.B. 1969
By: Martinez, "Mando"
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

Interested parties note that for certain communities along the Texas-Mexico border with an international bridge, a large driver of the economy is the commercial traffic crossing the bridge. The parties note, however, that because of differing truck weight regulations between Texas and Mexico some trucks stop before crossing into Texas and redistribute their loads so as to comply with state regulations. The parties contend that this procedure represents another obstacle to an already laborious and time-consuming process and that the extra time spent shifting loads and weights results in lost revenue and hurts the economy in Texas and across the nation. One recent solution to this obstacle has been the designation of certain overweight vehicle corridors on Texas roadways that allow for more efficient truck transport. H.B. 1969 seeks to provide for additional corridors in order to promote commerce.

CRIMINAL JUSTICE IMPACT

It is the committee's opinion that this bill does not expressly create a criminal offense, increase the punishment for an existing criminal offense or category of offenses, or change the eligibility of a person for community supervision, parole, or mandatory supervision.

RULEMAKING AUTHORITY

It is the committee's opinion that this bill does not expressly grant any additional rulemaking authority to a state officer, department, agency, or institution.

ANALYSIS

H.B. 1969 amends the Transportation Code to include among the roads for which the Texas Transportation Commission may authorize the issuance of permits by a regional mobility authority for the movement of oversize or overweight vehicles carrying cargo in Hidalgo County: Farm-to-Market Road 1015 between its intersection with U.S. Highway 281 and its intersection with U.S. Highway 83 Business; U.S. Highway 83 Business between its intersection with Farm-to-Market Road 1015 and its intersection with South Pleasantview Drive; Farm-to-Market Road 1015 between its intersection with U.S. Highway 83 Business and its intersection with Mile 9 Road North; and Mile 9 Road North between its intersection with Farm-to-Market Road 1015 and its intersection with Joe Stephens Avenue.

EFFECTIVE DATE

September 1, 2015.