



## Amendment Floor Report for SB 312- Tuesday, May 16, 2017

| Author                                   | Analysis  | Recommendation                  |
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| <b>Gonzalez, Larry</b><br>P.2<br>852007  | This amendment would require that a state employee fill out an affidavit prior to using a state-operated aircraft maintaining that the use will be only for official state business. The affidavit would remain in effect for one year before needing to be reauthorized. An administrative head of an agency must verify the use of aircraft for official purposes. Approval would not be needed for legislators. This amendment could reduce the number of illicit trips taken by employees and reduce the burden on taxpayers. | <u><b>Favorable</b></u>         |
| <b>Gonzalez, Larry</b><br>P. 3<br>852006 | This amendment adds to Section 2205.032 of the bill, which discusses the rates collected for the capital costs of replacing aircraft in the pool which must be deposited into a separate account in the state highway fund. As stipulated in the bill, the funds in this account may only be used to acquisition an aircraft for the pool. The amendment inserts language which states that investment income created by money deposited to the credit of the account must be credited to the account.                            | <u><b>Favorable</b></u>         |
| <b>Stickland</b><br>P.4<br>851986        | This amendment moves TxDOT's next Sunset review date up 6 years from 2029 to 2023. Sunset reviews are timely and costly to conduct, and it can take a significant amount of time for Sunset recommendations to be implemented. 6 years likely won't be an adequate amount of time for the agency to conclude whether the implemented recommendations have improved efficiency or effectiveness; the standard 12-year Sunset review period is more appropriate and ensures the process is able to play-out fully.                  | <u><b>Unfavorable</b></u>       |
| <b>Stickland</b><br>P.5-8<br>851991      | This amendment would prohibit municipalities and counties from installing or utilizing red light cameras within their respective jurisdictions. While red light cameras seek to increase public safety by deterring people from running red lights, they have been cited as the cause of multiple accidents and municipalities often install them with a profit-based motive.   | <u><b>Will of the House</b></u> |
| <b>Rinaldi</b><br>P.9-12<br>851997       | This amendment would prohibit municipalities and counties from installing or utilizing red light cameras within their respective jurisdictions. While red light cameras seek to increase public safety by deterring people from running red lights, they have been cited as the cause of multiple accidents and municipalities often install them with a profit-based motive.   | <u><b>Will of the House</b></u> |
| <b>Wray</b><br>P.13<br>852000            | This amendment adds a new section to SB 312 regarding high-speed rail technologies. High-speed rail means intercity passenger service that is reasonably expected to reach speeds of at least 110 miles per hour. A private entity that constructs a rail facility for high-speed rail service shall ensure that the facility is compatible with more than one type of train technology.  | <u><b>Will of the House</b></u> |

OK for Distribution – Rep Garnet Coleman

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| <p><b>Wray</b><br/>P.14<br/>851990</p>      | <p>This amendment adds a new section to SB 312 regarding elevated high-speed rail tracks in certain counties. High-speed rail means intercity passenger rail reasonably expected to reach speeds of at least 120mi per hour. High-speed rail tracks located in a county with a population of more than 1 million or a county adjacent to a county with a population of more than 1 million must be elevated on pylons to 40 feet or more above the ground.</p> <p>Infrastructure should be designed by subject matter experts and reviewed by regulators, not dictated by “arbitrary” standards imposed by the Legislature. There are options that have been negotiated on over 30% of the parcels required for construction, not one has expressed a desire for a 40ft structure on their property. This amendment will turn away investments and job-creations.</p>   | <p><b><u>Will of the House</u></b></p>         |
| <p><b>Cyrier</b><br/>P.15-16<br/>851992</p> | <p>This amendment clarifies language in the Civil Practice and Remedies Code, and then amends the Government Code to provide that an award of attorney’s fees in breach of contract claims against the state may be awarded, if: the contract is related to engineering, architectural, or construction services, and the amount in controversy is less than \$250,000. Currently, an award of damages for a breach of contract claim may not include attorney’s fees for the prevailing party. For some parties, it is not worth pursuing a claim of breach in these contracts against the state for damages under \$250,000 without the potential for recovering attorney’s fees. For instance, if the damages are \$100,000, it is not in the party’s best interest to sue when their attorney’s fees are expected to be between \$100,000 to \$200,000. This amendment simply aligns this provision of breach of contract against the state with that of local government entities, allowing the courts to award attorney’s fees to the prevailing party.</p> | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Ashby</b><br/>P.17-18<br/>851980</p>  | <p>This will amend the Transportation Code by adding Section 199.003 which addresses the use of state money for a high-speed rail. It defines “high-speed rail” as any intercity passenger rail service which reaches a speed of at least 110 miles per hour. This amendment precludes the state from appropriating state funds to the department for the planning, construction, maintenance, security, promotion, or operation of a high-speed rail operated by a private entity and may not accept money for those purposes. The department must prepare a semi-annual report of each expense to be submitted to the listed entities. It is not the intent of this statute to limit or preclude the department’s responsibilities under state or federal law.</p>  | <p><b><u>Will of the House</u></b></p>         |
| <p><b>Munoz</b><br/>P.19-20<br/>852005</p>  | <p>This amendment increases the number of members appointed to the Texas Transportation Commission from five to seven, and stipulates that the members must be appointed from diverse geographic regions and population groups in Texas themselves rather than simply reflecting those areas and groups. The amendment further allows commission members to serve staggered six-year terms, with either two or three members’ terms expiring February 1 of each odd-numbered year. These provisions will ensure that Texas Transportation Commission members are serving to the best of their ability and have a more comprehensive experience serving their communities.</p>   | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Simmons</b><br/>P.21<br/>852014</p>   | <p>TTC shall adopt rules to provide goals for increasing the contract awards for the purchase of goods or services by the department to businesses that are owned, operated, and controlled wholly or partly by one or more individuals with a disability. This amendment came as a recommendation from Sunset report. However, making sure we support the HUBs currently already in the system is important as is adding in a new category as an option for state contracts.</p>   | <p><b><u>Favorable w/<br/>Concerns</u></b></p> |
| <p><b>Anchia</b><br/>P.22<br/>852023</p>    | <p>This amendment repeals the Sunset Provision for the Department of Transportation, in which the department would be abolished September 1, 2029 under the Texas Sunset Act. This would consequently eliminate the required standards and process by which the Sunset Advisory Commission reviews the state agency to determine whether it should be continued or abolished.</p>   | <p><b><u>Will of the House</u></b></p>         |
| <p><b>Anchia</b><br/>P.23<br/>852022</p>    | <p>This amendment strikes substantive changes in SB 312 to the Statewide Transportation Plan. These changes would require the Texas Department of Transportation (TxDOT) to include specific and clearly-defined transportation system strategies, as well as other performance related goals.</p>  | <p><b><u>Will of the House</u></b></p>         |



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| <p><b>Neave</b><br/>P. 24<br/>852003</p>      | <p>This amendment adds language regarding reporting of on-the-job fatalities. Every year, the department is mandated to submit a report which summarizes the preceding years amount of on-the-job fatalities, occurring during a highway construction or maintenance project and involving employees or those under contract with the department. This report is to be published on the departments website.</p>   | <p><b><u>Favorable</u></b></p>         |
| <p><b>Pickett</b><br/>P.25<br/>851993</p>     | <p>This amendment would require the Department of Transportation to publish a semiannual report on their website detailing the status of ongoing construction projects. This report must include information on the project’s progress in relation to its scheduled timeline and budget. Allowing the public to access information about highway projects in their districts would help keep TxDOT accountable for their progress.</p>   | <p><b><u>Favorable</u></b></p>         |
| <p><b>Munoz</b><br/>P. 26<br/>852012</p>      | <p>This amendment adds to the Transportation Code a requirement on reporting certain engineering expenditures. It states that at the end of each calendar quarter, the department must publish the amount in expenditures paid to third parties for engineering services on its website.</p>   | <p><b><u>Favorable</u></b></p>         |
| <p><b>Martinez</b><br/>P.27<br/>851981</p>    | <p>This amendment creates a 60-day deadline for department district office decisions regarding requests for driveway or other access to a specific location on a controlled access highway. This amendment also makes TxDOT responsible for the payment of all costs associated with providing a driveway or other access in the event that access is required to be modified as a result of construction/expansion/re-construction/maintenance of a controlled access highway by TxDOT.</p>   | <p><b><u>Favorable</u></b></p>         |
| <p><b>Martinez</b><br/>P.28-31<br/>851985</p> | <p>This amendment provides a number of clarifications in relation to control of access under Chapter 203, Transportation Code. 1) This clarifies the procedure in regard to requests for a driveway or other access to a controlled access highway, such that the request may not be made later than the 60th day after the date of receipt of the request. 2) Adds to the “control of access” list of procedures that variance to a requirement in the access management standards must be approved by the director or their designee. 3) Clarifies that the person requesting the construction of a driveway or other access to a controlled access highway is responsible for the construction and all payments associated. However, the Department is responsible if the request for a driveway or other access to a controlled access highway is necessary as a result of the Department’s maintenance, expansion, construction or reconstruction to the highway.</p> | <p><b><u>Favorable</u></b></p>         |
| <p><b>Pickett</b><br/>P.32-33<br/>851970</p>  | <p>This amendment grants TxDOT more latitude to relocate utility facilities that interfere with the completion of necessary highway improvements. When the evaluation of a proposed highway expansion or improvement reveals that a utility facility needs to be moved, TxDOT and the utility are expected to come to an agreement on how to accomplish the move within 90 days, with the costs of the move being shared equally between the two entities. If such an agreement is not reached within the 90-day period, TxDOT is already authorized to conduct the move at the full expense to the utility. This amendment gives TxDOT the option of contracting with a third party to handle the move, and to take punitive action against the utility by denying or revoking their existing permits.</p>  | <p><b><u>Will of the House</u></b></p> |
| <p><b>Cosper</b><br/>P.34<br/>852009</p>      | <p>Requires TxDOT to establish a system to track liquidated damages, including road user costs, retained by the department associated with delayed transportation project contracts. This amendment also instructs TxDOT to allocate transportation project funds retained in the previous year to each department district to fund transportation projects located in that district. For transportation projects that are the subject of liquidated damages and located in more than one department district, this amendment allows TxDOT to allocate liquidated damages from those projects among the districts in which the project is located.</p>   | <p><b><u>Favorable</u></b></p>         |



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| <p><b>Pickett</b><br/>P. 35-38<br/>851968</p> | <p>This amendment strengthens language regarding the repayment of TxDOT funds used in the construction of toll roads. The bill gives the department and transit authorities some leeway about which department funds must be repaid and from which revenue streams, but the amendment makes repayment mandatory. This change allows TxDOT to retain its ability to participate in toll road projects without affecting its long-term capacity for other projects.</p>   | <p><b><u>Favorable</u></b></p>   |
| <p><b>Martinez</b><br/>P.39-40<br/>851984</p> | <p>Currently under the Transportation Code, the Department may enter into a comprehensive development agreement for a variety of specific projects listed in Section 223.2011. This amendment simply adds three projects to this list: 1) the International Bridge Trade Corridor Project in Hidalgo County, 2) the U.S. Highway 83 La Joya Relief Route project in Hidalgo County, and 3) the State Highway 68 project in Hidalgo County. This amendment also specifies that before entering into a comprehensive development agreement, the Department or other appropriate authority must obtain an appropriate environmental clearance, and present both a finding stating that the commission does not expect appropriated or other funds to be available for the project for a period of 10 years from the date of issuance of the finding, and a full financial plan for the project.</p>  | <p><b><u>Favorable</u></b></p>   |
| <p><b>Blanco</b><br/>P.41<br/>852015</p>      | <p>This amendment requires the governor to designate at least 5% of funds available to the state from the federal Surface Transportation Block Grant Program for border infrastructure projects.</p>  | <p><b><u>Favorable</u></b></p>   |
| <p><b>Munoz</b><br/>P.42<br/>852021</p>       | <p>This amendment would stipulate that the department of transportation cannot enter into a contract with any entity providing engineering services, unless the owner of the entity is a licensed engineer.</p>   | <p><b><u>Favorable</u></b></p>   |
| <p><b>Rinaldi</b><br/>P.43-45<br/>851989</p>  | <p>This amendment requires that all business contracting with TxDOT for maintenance, construction, or highway improvement projects must certify in writing that they have used E-Verify to verify their employees' information. It would also allow the Comptroller to bar businesses that violate this section from contracting with TxDOT for up to 5 years. E-verify is a flawed software that has falsely identified people as undocumented on numerous occasions. Additionally, many undocumented people could lose their jobs and be unable to support their families if this amendment goes into effect.</p>   | <p><b><u>Unfavorable</u></b></p> |
| <p><b>Romero, Jr.</b><br/>P.46<br/>852024</p> | <p>This amends the Transportation Code to protect workers employed by contractors who are awarded a public works contract, by prohibiting the contractor from classifying the worker as an independent contractor in order to not pay them in accordance with section 2258 of the Government Code. This would require TxDOT to conduct compliance audits on all public works contracts to ensure workers are being fairly paid.</p>   | <p><b><u>Favorable</u></b></p>   |
| <p><b>Minjarez</b><br/>P.47<br/>851987</p>    | <p>This amendment adds Section 224.034, addressing highway closures during certain periods, to the Transportation Code. If an improvement must be made to a state highway which requires a road closure then the department must coordinate the closure by communicating with public officials in municipalities affected, before entering into a contract for the proposed improvement in order to avoid adverse economic impact on municipalities during:</p> <ul style="list-style-type: none"> <li>• Periods of increased travel such as during state, federal, and school holidays</li> <li>• Other periods of high commercial activity in the state, including times when certain items are exempted from the sales tax</li> </ul> <p>Any contract which requires a highway closure must include a provision that identifies the days on which the highway may not be closed. This amendment also mandates the department to submit an annual report that details the estimated economic impact of those road closures.</p> | <p><b><u>Favorable</u></b></p>   |



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| <p><b>Turner</b><br/>P.48<br/>852011</p>      | <p>This amendment designates a portion of State Highway 360 as the Rosa Parks Memorial Highway in honor of civil rights activist Rosa Parks. It also designates portions of State Highway 360 as Senator Chris Harris Memorial Highway in honor of former Texas State Senator Chris Harris. It instructs TxDOT to construct and post markers indicating the designations. While it is admirable to designate a portion of Highway 360 after Rosa Parks, it is concerning that another portion of the highway will be named after a former State Senator who is well known for making racially derogatory comments on multiple occasions.</p>  | <p><b><u>Favorable w/<br/>Concerns</u></b></p> |
| <p><b>Shaheen</b><br/>P.49-53<br/>851983</p>  | <p>This amendment provides a mandatory mechanism for transitioning toll projects into the state highway system once the costs related to acquisition and construction of the toll project have been paid off, including repayment of all bonds and interest bonds made in relation to the toll project. The amendment stipulates that a toll project may not amend or refinance in a manner that would extend the date by which it would become part of the state highway system. The costs associated with maintaining these roads once they become state highways will be left to the state or local municipalities; this could put a financial strain on local governments and the General Revenue fund.</p>   | <p><b><u>Will of the House</u></b></p>         |
| <p><b>Raymond</b><br/>P.54<br/>852018</p>     | <p>State Highway 255 is an all-electronic toll road stretching 22 miles from the Colombia-Solidarity International Bridge to I-35 north of Laredo (Webb County). Toll rates are \$3 for 2 axle vehicles (regular car) to \$15.00 for 6 axles vehicles (multi-trailer). This amendment would prohibit TxDOT from operating any part of State Highway 255 as a toll project. Toll roads are used to finance the infrastructure project and this road is already paid for, which is why a toll on State Highway 255 is unnecessary. Trade goes through Laredo and trucks don't use other highways. Keeping a toll on State Highway 255 will hurt trade opportunities, which are essential for the Texas economy to thrive. It will additionally hurt the local area from progressing in economic development.</p>  | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Minjarez</b><br/>P.55-62<br/>851988</p> | <p>TxDOT shall send to the registered owner of a vehicle a written invoice and related communications containing an assessment for tolls incurred by the vehicle. An invoice must: require payment not later than the 30th day after the date the invoice is mailed; and conspicuously state the amount due, the date by which the amount due must be paid, and that failure to pay the amount due in the required period will result in the assessment of an administrative fee and may result in liability for a civil penalty. If the individual fails to pay the amount mentioned in the invoice, then TxDOT may add an administrative fee not to exceed \$6 to the amount the person owns. TxDOT may not charge a person more than \$48 in administrative fees in a 12-month period. An individual who receives 2 or more invoices for unpaid tolls and who has not paid the amount due within 30 days of the date of the invoice is subject to a civil penalty of \$25 but, only one civil penalty may be assessed 6-month period. This amendment will provide more accountability for individuals to pay their toll fees without too much of a harsh punishment. This amendment also simplifies the process of TxDOT notifying about unpaid notices.</p> | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Pickett</b><br/>P.63<br/>851995</p>     | <p>This amendment prohibits TxDOT from including frontage roads in its calculations to determine if any lanes of a highway can be transferred to a toll project. This action is already prohibited in statute unless the reconfigured highway contains an equal or greater number of non-toll lanes. Keeping frontage lanes out of the equation preserves their intended use as local access and limits the expansion of toll road projects where they would restrict normal traffic flow.</p>  | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Pickett</b><br/>P.64-65<br/>851996</p>  | <p>This amendment strikes references to high occupancy vehicles (HOV) from Sec. 228.201 of the Transportation Code, effectively removing them from eligibility when TxDOT considers transferring lanes to a toll authority on an existing highway. One of the provisions removed by this amendment would allow these lanes to be converted with an exemption for vehicles above a certain ridership threshold that would offer drivers greater flexibility in high-traffic situations. Toll road usage is a highly situational mechanism used to defray maintenance costs on highways, so outright removing their potential use in relation to HOV lanes may prove detrimental to some jurisdictions.</p>   | <p><b><u>Will of the House</u></b></p>         |
| <p><b>Cain</b><br/>P.66-67<br/>P.852010</p>   | <p>This amendment strikes highways that were designated as high occupancy vehicle lanes on or before May 1, 2005 from the list of highways that may be converted or transferred into toll projects. Additionally, it clarifies that when TxDOT is determining the number of non-tolled lanes required to comply with Section a(3), relating to toll eligibility, that they may only consider general purpose lanes that are part of a highway and may not consider frontage road lanes.</p>   | <p><b><u>Will of the House</u></b></p>         |



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| <p><b>Pickett</b><br/>P.68<br/>852013</p>    | <p>This amendment would convert the Cesar Chavez Freeway, a section of toll road in El Paso, back to a general use freeway, contingent on a vote to that effect by the local mobility authority. Any outstanding financial obligation to the state from the Cesar Chavez section of Loop 375 would be transferred to another section of the loop slated to become a toll road upon its completion. These changes gives the regional mobility authority the flexibility to determine whether the Cesar Chavez toll road is still necessary for traffic entering and exiting Interstate 10.</p>   | <p><b><u>Favorable</u></b></p>         |
| <p><b>Lucio III</b><br/>P.69<br/>851972</p>  | <p>This amendment adds a subsection allowing a county with at least 200,000 or more and borders the United Mexican States the ability to enter into a comprehensive development agreement with TxDOT. This would allow for specific areas along the border who have a need for further transportation the ability to do.</p>  | <p><b><u>Favorable</u></b></p>         |
| <p><b>Munoz</b><br/>P.70<br/>852004</p>      | <p>This amendment adds Section 370.040, regarding sunset review, to the Transportation Code. It sets in statute that an authority is subject to review under the Texas Sunset Act may not be abolished. The review must be conducted as if the authority were scheduled to be abolished September 1, 2019. It also states that the authority will pay the incurred cost of the review conducted by the Sunset Advisory Commission. The commission is tasked with determining the cost.</p>  | <p><b><u>Will of the House</u></b></p> |
| <p><b>Phelan</b><br/>P.71-72<br/>851998</p>  | <p>This amendment would create stipulations on comprehensive development agreements of toll project entities that:</p> <ul style="list-style-type: none"> <li>• Receives funding, tax credits, or other financial assistance through a federal agency specifically geared toward infrastructure development through a public private partnership</li> <li>• Must be voted on by Metro Planning Organization</li> <li>• TxDOT may not be allowed to enter into more than 3 comprehensive development agreements per year</li> <li>• The local toll project entities may enter into only 2 agreements per year</li> <li>• State funds utilized for these projects must be repaid by the toll project entity</li> <li>• By December 1st of each year the toll project entity must submit a report regarding the status of any comprehensive development agreements.</li> </ul> <p>This amendment would ensure that all projects undertaken would have adequate funding and the proper rules are established on the reach of either TxDOT or an entity may on projects per year. This will help with completion of projects and also provide updates on the progress.</p> | <p><b><u>Favorable</u></b></p>         |
| <p><b>Pickett</b><br/>P.73-74<br/>851967</p> | <p>This amendment introduces a requirement that any proposed toll road project include a feasibility study to determine its stand-alone viability. These studies and their resulting determinations must be done in conjunction with local government entities that represent the location of the project. The amendment’s scope is limited to whether or not a proposed toll road project be added to existing systems, and does not grant local entities the authority to override a proposed toll project.</p>   | <p><b><u>Favorable</u></b></p>         |
| <p><b>Wray</b><br/>P.75<br/>851999</p>       | <p>This amendment adds a new section to SB 312 regarding the height of signs. A sign may not be higher than 85ft, excluding a cutout that extends above the rectangular border of the sign, measured: from the grade level of the centerline of the main-traveled way, not including a frontage road of a controlled access highway, closest to the sign at a point perpendicular to the sign location or if the main-traveled way is below grade, from the base of the sign structure. The current provisions on sign height from the Transportation Code is outdated. There are studies that indicate that for a functional viewing distance at 60-70mph a sign should have to be approximately 85ft of vertical offset.</p>  | <p><b><u>Favorable</u></b></p>         |



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| <p><b>Raymond</b><br/>P.76<br/>852016</p>     | <p>This amendment adds language to the Transportation Code that addresses spacing requirements in certain municipalities. This amendment defines “electronic sign” as a sign that changes its message by a programmable or mechanical process. The amendment states that the department may not require an electronic sign owned by the municipality to be over 500 feet away from another sign in regulating outdoor advertising in municipal corporate boundaries with a population of more than 200,000, located in a county residing on the Texas-Mexico border, with a population less than 300,000.</p>   | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Kacal</b><br/>P.77-78<br/>851979</p>    | <p>This amendment expands the list of affirmative defenses for a single axle weight or tandem axle weight that is heavier than authorized. Current affirmative defenses to prosecution for such offense includes those carrying certain agriculture products such as livestock or cotton, this would add to include livestock feed and certain grains. This will allow operators of such vehicles to remain in compliance when transferring such goods from the first place of marketing or processing and lessens restrictions on transferring agricultural products.</p>  | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Martinez</b><br/>P.79-80<br/>851982</p> | <p>This amendment allows vehicles transporting certain agricultural products during harvest season to operate at a weight that exceeds current weight limitations by ten percent. These vehicles must be transporting products to a county located on the Texas-Mexico border or adjacent counties. This amendment also instructs TxDOT to coordinate with the Texas A&amp;M AgriLife Extension Service to determine the harvest season of each agricultural product authorized to be transported under this section. Interested parties contend that allowing this could cause further deterioration of roads.</p>   | <p><b><u>Favorable w/<br/>Concerns</u></b></p> |
| <p><b>Pickett</b><br/>P.81-86<br/>851969</p>  | <p>This amendment adds a new section to the Transportation Code relating to automobile transports, authorizing them to carry general freight on the return leg of their route after delivering assembled automobiles. The authorized limits for emergency vehicle size and language concerning oversize load permits are also updated to comply with new standards. These changes bring state statute in line with federal regulations to ensure continued federal transportation funding.</p>  | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Landgraf</b><br/>P.87<br/>852019</p>    | <p>This amendment would allow for TxDOT to enter into an agreement with local governments, convention or visitors bureaus, chamber of commerce, or other entities for the purposes of purchasing supplies and materials for beautification projects regarding entrances to cities or census along a highway, interstate, or overpasses. This would preclude TxDOT from spending appropriated funds to plan, design, or construct these structures.</p>  | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Neave</b><br/>P.88<br/>852002</p>       | <p>This amendment requires the Texas Department of Transportation (TxDOT) to implement recommended management actions from the Sunset Advisory Commission Staff Report related to increasing TxDOT use of women-owned businesses in public works contracting. The amendment stipulates that the actions must be approved by the Sunset Advisory Commission. These provisions will ensure the promotion of equal representation opportunities regarding public works contracting.</p>  | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Walle</b><br/>P.89<br/>852025</p>       | <p>This amendment requires TxDOT to implement recommended management actions made under Issue 4 within the TxDOT Sunset Advisory Commission Staff Report. Issue 4 of the report recommended TxDOT to set meaningful goals for increasing contracting opportunities for disadvantaged businesses, improve monitoring and support of their business opportunity programs, evaluate their small business enterprise program, and develop policies that will provide meaningful opportunities for small businesses.</p>   | <p><b><u>Favorable</u></b></p>                 |
| <p><b>Walle</b><br/>P.90<br/>852026</p>       | <p>This amendment requires TxDOT to implement recommended management actions made under Issue 4 within the TxDOT Sunset Advisory Commission Staff Report. Issue 4 of the report recommended TxDOT to set meaningful goals for increasing contracting opportunities for disadvantaged businesses, improve monitoring and support of their business opportunity programs, evaluate their small business enterprise program, and develop policies that will provide meaningful opportunities for small businesses.</p> <p>The amendment specifically outlines the goal of increasing use of business within the historically underutilized business (HUB) program, which include businesses owned by people of color, women, and disabled veterans. Increasing TxDOT’s utilization of HUBs will increase economic opportunities for minority business owners and their employees</p> | <p><b><u>Favorable</u></b></p>                 |

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| <p><b>Herrero</b><br/>P.91<br/>852027</p>          | <p>This amendment would ensure that TxDOT implements the recommendations in Issue 4 of the Sunset Advisory Commission 85th Legislation report. Issue 4 is in regard to TxDOT not improving contracting opportunities for disadvantaged businesses. This amendment pertains to implementing the recommendation that TxDOT develop a process of monitoring and addressing any failure to meet business opportunity program goals. This would help to hold TxDOT accountable for not meeting goals and will potentially help small, women or minority-owned businesses gain contracts with the department.</p>  | <p><b><u>Favorable</u></b></p> |
| <p><b>Herrero</b><br/>P.92<br/>852028</p>          | <p>This amendment would ensure that TxDOT implements the recommendations in Issue 4 of the Sunset Advisory Commission 85th Legislation report. Issue 4 is in regard to TxDOT not improving contracting opportunities for disadvantaged businesses. This amendment pertains to implementing the recommendation that TxDOT evaluate the small business enterprise program and create policies for expanding small business contract opportunities. This clarifies TxDOT's responsibility to create more business opportunities within the state and will potentially help small businesses to gain more contracts with the department.</p>   | <p><b><u>Favorable</u></b></p> |
| <p><b>Herrero</b><br/>P.93<br/>852029</p>          | <p>This amendment would ensure that TxDOT implements the recommendations in Issue 4 of the Sunset Advisory Commission 85th Legislation report. Issue 4 is in regard to TxDOT not improving contracting opportunities for disadvantaged businesses. This amendment pertains to implementing the recommendation that TxDOT streamline the certification process for the small business enterprise program, as well as increasing participation for small businesses in multiple programs. Simplifying the process would create more incentive for small, women and minority-owned businesses to contract with the department.</p>  | <p><b><u>Favorable</u></b></p> |
| <p><b>Davis, Yvonne</b><br/>P.94-97<br/>852030</p> | <p>This amendment adds new sections about rail fixed guideway public transportation systems. TxDOT is responsible for implementing a state safety oversight program for rail fixed guideway public transportation systems but, be financially and legally independent from them, and not employ an individual that works for this public transportation system. The public transportation entity may not provide funds to TxDOT. At least once every 3 years, TxDOT shall audit the compliance of the rail fixed guideway public transportation systems. TxDOT will provide an annual status report on the safety of this public transportation system to the governor, lieutenant governor, the speaker of the house of representatives, the Federal Transit Administration, and the governing body of each rail fixed guideway public transportation system. This amendment will ensure the safety of Texans using rail fixed guideway public transportation systems while respecting the private transportation entity.</p> | <p><b><u>Favorable</u></b></p> |

