

By: Goodwin

H.B. No. 5300

A BILL TO BE ENTITLED

AN ACT

relating to a project to identify and address high injury road segments and the designation of highway safety corridors; increasing a fine.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. This Act shall be known as the Dr. Michael James Babineaux Act.

SECTION 2. Subchapter H, Chapter 201, Transportation Code, is amended by adding Section 201.6014 to read as follows:

Sec. 201.6014. HIGH INJURY NETWORK PROJECT. (a) In this section:

(1) "High injury network project" means the project developed by the institute under this section.

(2) "Institute" means the Texas A&M Transportation Institute.

(3) "Intervention strategy" means a department plan to reduce traffic deaths and serious injuries in a certain public roadway segment.

(4) "Political subdivision" means a municipality or county.

(5) "Safety action plan" means a plan prepared for the Safe Streets and Roads for All grant program.

(b) Subject to the availability of funds, the institute shall develop and maintain a high injury network project that

1 includes an interactive map and data that allows ranking of all  
2 public roadway segments in the state according to the estimated  
3 total cost of traffic crashes for each roadway segment during the  
4 preceding five years, accounting for personal injuries, personal  
5 property damage, and cost of repairs to the roadway. The institute  
6 shall update the project's map and rankings at least once every five  
7 years.

8 (c) The department shall annually develop an intervention  
9 strategy for:

10 (1) the two highest ranking roadway segments in a  
11 rural district on the high injury network project;

12 (2) the two highest ranking roadway segments in an  
13 urban district on the high injury network project; and

14 (3) each of the 10 highest ranking roadway segments in  
15 any district on the high injury network project that are not  
16 described by Subdivisions (1) and (2).

17 (d) The department may partner with a political subdivision  
18 to implement, on its own initiative or in collaboration with any  
19 governmental unit, for a roadway segment among the 100 highest  
20 ranking roadway segments on the high injury network project:

21 (1) adaptive signal timing, signal preemption for  
22 emergency vehicles, wrong-way driving alerts, intelligent  
23 transportation systems, vehicle-to-infrastructure technology, or  
24 traffic demand management;

25 (2) highway safety corridors or variable speed limits;

26 (3) interim or innovative design improvements,  
27 including temporary improvements that do not involve permanent

1 roadway reconstruction, including painting, plastic delineator  
2 posts, water-filled plastic barriers, planters, traffic cones,  
3 raised line separators, and temporary speed humps/bumps that may be  
4 used to right-size roadways, create curb extensions, shorten  
5 crosswalk distances, create roundabouts, establish bike lanes, and  
6 implement other safety countermeasures that slow speeds and make  
7 roads safer for multiple road user types;

8 (4) upgrades to any portion of a right-of-way to  
9 optimize safe travel by any mode of transportation, including  
10 reducing the portion of a right-of-way dedicated to single occupant  
11 vehicle lanes if the department determines through an engineering  
12 and traffic investigation that an updated design will be an  
13 effective way to reduce deaths and serious injuries on one of the  
14 100 highest ranking roadways identified in the high injury network  
15 plan; or

16 (5) any proven safety measure, including any measure  
17 listed in the Texas Strategic Highway Safety Plan, the Federal  
18 Highway Administration's Proven Safety Countermeasures initiative  
19 as it existed on May 1, 2025, or Proven Safety Countermeasures in  
20 Rural Communities publication as the publication existed on May 1,  
21 2025, or a local or regional safety action plan if the roadway  
22 segment is within the area covered by the safety action plan.

23 (e) Notwithstanding any other law, a safety measure under  
24 Subsection (d)(1) or (5) may be implemented with no requirement for  
25 environmental process, public input opportunity, engineering and  
26 traffic investigation, or any other administrative procedure.

27 (f) The department may not implement a safety measure under

1 Subsection (d)(2), (3), or (4) before a simple majority vote in  
2 support of implementing the measure on that roadway segment or a  
3 broader area by:

4 (1) the governing body of the municipality in which  
5 the roadway segment is located; or

6 (2) the commissioners court of the county in which the  
7 roadway segment is located, if the roadway segment is in an  
8 unincorporated area.

9 (g) This subsection applies only to an on-system roadway  
10 segment that is not a controlled access highway and has been listed  
11 as one of the 100 highest ranking roadway segments under the high  
12 injury network project for three or more years and for which total  
13 deaths and serious injuries have not decreased by an average of at  
14 least three percent per year. A municipality in which a roadway  
15 segment to which this subsection applies is located or a county in  
16 which a roadway segment to which this subsection applies is located  
17 if in an unincorporated area may request that:

18 (1) the department address the safety problems in a  
19 manner consistent with department plans and guidelines, the  
20 political subdivision's design manuals, local or regional safety  
21 action plans that include the roadway segment, and other local  
22 transportation plans that include the roadway segment; or

23 (2) the department transfer ownership, operations, or  
24 maintenance responsibility for the roadway segment to the political  
25 subdivision.

26 (h) If the department determines that a measure requested  
27 under Subsection (g)(1) is warranted through an engineering and

1 traffic investigation, the department may implement the measure  
2 following a majority vote of:

- 3 (1) the governing body of a municipality; or  
4 (2) the commissioners court of a county if the roadway  
5 segment is in an unincorporated area.

6 (i) The department may, at the request of a political  
7 subdivision under Subsection (g)(2), transfer ownership,  
8 operations, or maintenance responsibility of a roadway segment to  
9 the political subdivision to allow for the political subdivision to  
10 address the safety issues on the roadway.

11 (j) The commission shall adopt rules as necessary to  
12 administer this section.

13 (k) This section may not be construed to limit existing  
14 department practices for making roadways safer.

15 SECTION 3. Subchapter K, Chapter 201, Transportation Code,  
16 is amended by adding Section 201.9051 to read as follows:

17 Sec. 201.9051. HIGHWAY SAFETY CORRIDOR. (a) In this  
18 section, "political subdivision" means a municipality or county.

19 (b) The department may designate as a highway safety  
20 corridor a portion of a roadway if the roadway segment is one of the  
21 100 highest ranking roadway segments in the high injury network  
22 project under Section 201.6014, and the governing body of the  
23 political subdivision identified under Section 201.6014(f) has  
24 approved the designation.

25 (c) The department shall remove a highway safety corridor  
26 designation made under Subsection (b) on the 10th anniversary of  
27 the designation unless the governing body of the political

subdivision that approved the designation notifies the department that the designation should be removed before that date or extended after that date. Each designation extension made under this subsection must be for a period of 10 years unless a shorter period is requested by the governing body and may be removed or extended as provided by this subsection for an initial designation.

(d) The department may:

(1) designate as a highway safety corridor a portion of a roadway containing a site with a high number of traffic collisions that lead to a serious injury or fatality as identified by the department; and

(2) at the department's discretion, remove a designation made under this subsection.

(e) The department shall erect a sign at each end of a designated portion of a roadway and at appropriate intermediate sites along the roadway:

(1) indicating that the roadway is a highway safety corridor; and

(2) stating "Fines double: highway safety corridor."

(f) The department by rule may prescribe forms for use by a political subdivision for the designation of a highway safety corridor under Subsection (b) and the removal or extension of a highway safety corridor designation under Subsection (c).

(g) The department may distribute literature to the public concerning highway safety corridors designated under this section.

SECTION 4. Subchapter D, Chapter 542, Transportation Code, is amended by adding Section 542.405 to read as follows:

Sec. 542.405. FINE FOR OFFENSE IN HIGHWAY SAFETY CORRIDOR.

(a) In this section, "highway safety corridor" means a portion of a roadway designated under Section 201.9051.

(b) If an offense under this subtitle, other than an offense under Chapter 548 or 552 or Section 545.412 or 545.413, is committed in a highway safety corridor:

(1) the minimum fine applicable to the offense is twice the minimum fine that would be applicable to the offense if it were committed outside a highway safety corridor; and

(2) the maximum fine applicable to the offense is twice the maximum fine that would be applicable to the offense if it were committed outside a highway safety corridor.

SECTION 5. Section 545.353, Transportation Code, is amended by adding Subsection (l) to read as follows:

(l) A speed limit established under the program established under Subsection (k) may be set at any speed supported by an engineering and traffic investigation if:

(1) the roadway segment is one of the 100 highest ranking roadway segments under the high injury network project established under Section 201.6014; and

(2) the department has determined a variable speed limit may be an effective way to reduce deaths and serious injuries on the roadway segment.

SECTION 6. The change in law made by this Act applies only to an offense committed on or after the effective date of this Act. An offense committed before the effective date of this Act is covered by the law in effect immediately before the effective date

1 of this Act, and the former law is continued in effect for that  
2 purpose. For purposes of this section, an offense was committed  
3 before the effective date of this Act if any element of the offense  
4 was committed before that date.

5       SECTION 7. This Act takes effect immediately if it receives  
6 a vote of two-thirds of all the members elected to each house, as  
7 provided by Section 39, Article III, Texas Constitution. If this  
8 Act does not receive the vote necessary for immediate effect, this  
9 Act takes effect September 1, 2025.