

## **BILL ANALYSIS**

C.S.S.B. 1394  
By: Hall  
Transportation  
Committee Report (Substituted)

### **BACKGROUND AND PURPOSE**

The bill sponsor has informed the committee that ready-mixed concrete trucks often face challenges complying with outdated axle and tire load restrictions that do not account for the unique operational requirements of these vehicles, that these restrictions can result in inefficiencies, increased operational costs, and potential penalties for truck operators, and that the current statute for weight and tire load restrictions does not align with modern federal standards or industry practices. C.S.S.B. 1394 addresses this issue by updating weight and tire load restrictions for ready-mixed concrete trucks to align them with current federal and industry standards. The bill requires that tire load ratings for such a truck not be exceeded in order to maintain safety and prevent infrastructure damage.

### **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**

C.S.S.B. 1394 amends the Transportation Code to revise the current weight and tire load restrictions under which a ready-mixed concrete truck may operate on a public highway in Texas. Whereas current law restricts such operation to a truck whose tandem axle weight is not heavier than 46,000 pounds and the single axle weight is not heavier than 23,000 pounds, the bill changes those restrictions to authorize operation of such a truck if, as follows:

- the truck's tandem axle weight, or the weight of a group of axles that does not exceed nine feet, is not heavier than 46,000 pounds;
- the truck's single axle weight is not heavier than 23,000 pounds;
- the truck's gross weight is not heavier than the greater of:
  - 69,000 pounds; or
  - the truck's maximum allowable overall gross weight on a group of two or more consecutive axles under the formula established under applicable state law determining the maximum allowable weight of a vehicle or combination; and
- the load rating of the truck's tires is not exceeded.

### **EFFECTIVE DATE**

On passage, or, if the bill does not receive the necessary vote, September 1, 2025.

## **COMPARISON OF SENATE ENGROSSED AND SUBSTITUTE**

While C.S.S.B. 1394 may differ from the engrossed in minor or nonsubstantive ways, the following summarizes the substantial differences between the engrossed and committee substitute versions of the bill.

Both the substitute and the engrossed revise the weight and tire load restrictions under which a ready-mixed concrete truck is authorized to be operated on a public highway in Texas. However, with respect to the bill's restriction that the truck's gross weight not be heavier than the greater of 69,000 pounds or the maximum allowable weight under the applicable formula, the substitute specifies that such maximum allowable weight is the maximum allowable overall gross weight on a group of two or more consecutive axles under the specific formula set out in current law for an overall gross weight on a group of two or more consecutive axles heavier than the weight computed using the prescribed formula, which the engrossed did not specify.