

Inside the Texas Legislature – 84TH Legislative Session



LEGISLATIVE DAY 2015

Everyone Encouraged to Attend

Monday, January 26, 2015

Ride to the Capitol

We will stage on Monday starting at 7am in front parking lot of the **Austin American Statesman**
305 South Congress Ave
Kick Stands Up to the Capitol at High Noon

PRE-EVENT

Sunday January 25th

Texas COC&I Meeting 1 pm – Bikini's Bar & Grill located at 6901 N I-35

Learn about legislative updates on current Biker Bills, Safety and Awareness initiatives, Legal Issues and more.

HOTEL SPECIALS

La Quinta Inn 5812 N I-35, Austin - call 512-459-4381 for reservations
Mention "Texas ABATE" - \$63.25 per night

Crowne Plaza 6121 N I-35, Austin - call 512-323-5466 for reservations
Mention "Texas Confederation of Clubs & Independents" - \$113.85 per night

Texas ABATE and the US DEFENDERS/C.O.I.R. will have support gear available for your much needed donation! **Motorcycle Rights work is not free** your support it is greatly appreciated!

Visit us at www.texasabate.com
www.txcocinews.org
www.usdefenders.org for regular updates

**THE TEXAS CAPITOL HAS TIGHT SECURITY
WITH METAL DETECTOR'S. PLEASE NO
WEAPONS OF ANY KIND INSIDE CAPITOL!**

For more information visit
<http://www.visitthecapitol.gov/plan-visit/prohibited-items#.VJSRy14ClA>

Inside the Texas Legislature – 84TH Legislative Session



Robin Warfield Macevicius

December 19, 2014

HOTEL INFO for LEGISLATIVE DAY ...

Mention "Texas ABATE" and reserve one of our blocked rooms at the rate of \$55 + tax per night \$63.25 total

We've blocked 50 rooms for January 25, 2016, for your convenience, be sure to make your reservation. They will release the rooms on January 19th!

La Quinta Inn Austin University Area

5812 I-35 North,
Austin, TX 78751

Phone: 1-512-459-4381

<http://www.lq.com/.../hotel-details.austin-highland-mall.html...>



La Quinta Inn Austin University Area

◆points Account Summary 5812 I-35 North, Austin, TX 78751 Phone: 1-512-459-4381 11000 La Quinta Returns points for a free night stay.

LQ.COM

Like · Comment · Share



Robin Warfield Macevicius

January 1 at 8:13pm

Call the hotel directly at 512-323-5466- this does not expedite your reservation use the on line "Best Results"

1. Ask for "reservations." (there may be a delay as busy goes to voice mail)
2. Specify the dates you wish to stay – : any days from January 23-27, 2015
3. Identify yourself as wanting to book a room in the "the "Texas Confederation of Clubs and Independents "block" or use code TCI block.

<http://www.ihg.com/crownepla.../.../en/austin/ausgz/hoteldetail...>



Inside the Texas Legislature – 84TH Legislative Session

Skee Dodson:

January 13th, at 12:00 noon, the 84th Texas Legislature kicked off—1 down, and 139 days to go! Today many new legislators will take their oath of office, and most Freshman legislators will be eager to get started in their new field of legislative responsibility. I am sure that none of these Freshmen will have a shortage of advice and talking points; However, if I could, I would give each one of them a bit of my own advice—for what it's worth. I would ask them to set their own goals, and to evaluate them often; I would ask them to make up their own mind, and to vote with their conscience; I would ask them to do what they think is right, and to stay true to their constituents. I would remind them that we elected them to this important position because they earned our confidence--please don't let us down. Today starts with our resolve to do something important—let's own it!

Skee Dodson
Texas Legislative Officer
Texas ABATE

Of the 24 freshman members to the House, these are from North Texas:

Linda Koop, R-Dallas
Morgan Meyer, R-Dallas
Matt Rinaldi, R-Irving
Ramon Romero, D-Fort Worth
Matt Shaheen, R-Kaufman
Tony Tinderholt, R-Arlington
John Wray, R-Waxahachie

Of the eight freshman members to the Senate, these are from North Texas:

Konni Burton, R-Colleyville
Bob Hall, R-Edgewood
Don Huffines, R-Dallas
Van Taylor, R-Plano (previously in the House)

David Dobyns

November 17, 2014

WE NEED ALL OF YOU TO JOIN US IN FORCE FOR THIS HISTORIC EVENT!

Like · Comment · Share

Robin Warfield Macevicius, David Macevicius, Christi Roark-Dobyns
and 4 others like this.

Seen by 44

Skee Dodson It is the epitome of being a freedom fighter!

November 17, 2014 at 10:06pm · Like

Inside the Texas Legislature – 84TH Legislative Session

Hello freedom fighters,

As you may already know, HB 383 (filed 11/25/2014 by McClendon) is very similar to HB 2225 from the 83R legislative session in 2013 (McClendon). We definitely appreciate her commitment to transportation safety, and for re-introducing this bill for the 84th Texas Legislative session. I believe that support for this bill, by Texas ABATE--and from the aspect of any unprotected road user (motorcyclist, pedestrian, horse & rider, utility worker, etc.), is unanimous.

Last session--HB 2225 (83R) was supported by Phillips, Martinez, Burkett, Fletcher, Guerra, Harper-Brown, and McClendon. The main objection received to HB 2225 was that existing lanes are not wide enough to allow six feet when passing an unprotected road user; Also, it would create an even more hazardous situation, as motor vehicles would have to swerve into oncoming traffic. Another concern was that money would have to be spent toward widening the roads to legally allow for the six foot requirement. In my opinion, that was possibly the main reason why it didn't pass (money).

This session--HB 393 (84R) allows for a compromise for passenger cars and light trucks. These vehicles would only have to keep a safe distance of 3 feet, compared to the six feet introduced last session (since pedestrians, runners, handicapped people, horses, and motorcycles can swerve to avoid drainage grates, potholes, and other obstacles, I hope 3 feet is enough). However, if this bill passes, 3 feet would be better than no requirements at all--as it stands now. Skee

HB 383 is "relating to the operation of a motor vehicle in the vicinity of an unprotected road user; providing penalties".

Sec. 545.428. UNPROTECTED ROAD USERS. (a) In this section, "unprotected road user" means:

(1) a pedestrian, including a runner, physically disabled person, highway construction and maintenance worker, tow truck operator, utility worker, other worker operating legally in or near the road or right-of-way, or stranded motorist or passenger;

(2) a person on horseback;

(3) a person operating equipment other than a motor vehicle, including a bicycle, handcycle, horse-driven conveyance, farm tractor, implement of husbandry, or self-propelled unit of farm equipment; or

(4) a person operating a motorcycle, moped, motor-driven cycle, or motor-assisted scooter.

(b) An operator of a motor vehicle passing an unprotected road user operating on a highway or street shall:

(1) vacate the lane in which the unprotected road user is located if the highway has two or more marked lanes running in the same direction; or

(2) pass the unprotected road user at a safe distance.

(c) For the purposes of Subsection (b)(2), when road conditions allow, safe distance is at least:

(1) three feet if the operator's vehicle is a passenger car or light truck; or

(2) six feet if the operator's vehicle is a truck, other than a light truck, that is a commercial motor vehicle as defined by Section 522.003.

Inside the Texas Legislature – 84TH Legislative Session

By: Zedler H.B. No. 864

A BILL TO BE ENTITLED AN ACT

relating to the rules of the road regarding red signals at certain traffic control signals.

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

SECTION 1. Section 544.007, Transportation Code, is amended by amending Subsection (d) and adding Subsection (d-1) to read as follows:

(d) An operator of a vehicle facing only a steady red signal shall stop at a clearly marked stop line. In the absence of a stop line, the operator shall stop before entering the crosswalk on the near side of the intersection. Except as provided by Subsection (d-1), a [A] vehicle that is not turning shall remain standing until an indication to proceed is shown. After stopping, standing until the intersection may be entered safely, and yielding right-of-way to pedestrians lawfully in an adjacent crosswalk and other traffic lawfully using the intersection, the operator may:

(1) turn right; or

(2) turn left, if the intersecting streets are both one-way streets and a left turn is permissible.

(d-1) An operator of a vehicle facing only a steady red signal at a traffic-actuated electric traffic-control signal, as described by Section 544.0075, may proceed if the traffic-actuated electric traffic-control signal fails to register the vehicle within a reasonable period of time. The right to proceed is subject to the rules applicable after stopping at a stop sign.

SECTION 2. This Act takes effect September 1, 2015.

Robin

Inside the Texas Legislature – 84TH Legislative Session

84R3333 AAF-F

By: Gonzales H.B. No. 439

A BILL TO BE ENTITLED AN ACT

relating to the definition of a motorcycle.

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

SECTION 1. Section 541.201(9), Transportation Code, is amended to read as follows:

(9) "Motorcycle" means a motor vehicle, other than a tractor, that is:

(A) equipped with a rider's saddle or a seat for the use of:

(i) a rider; and

(ii) a passenger, if the motor vehicle is designed or used primarily to transport a passenger; and

(B) designed to have when propelled not more than three wheels on the ground.

SECTION 2. This Act takes effect September 1, 2015.

Inside the Texas Legislature – 84TH Legislative Session

A RESOLUTION

A RESOLUTION OF TEXAS ABATE AND OTHER TEXAS MOTORCYCLE ORGANIZATIONS IN THE STATE OF TEXAS URGING THE TEXAS DEPARTMENT OF TRANSPORTATION, AND THE STATE OF TEXAS, TO REPLACE OUTDATED AND DANGEROUS MEDIAN LANE DIVIDERS WITH MODERN SLOPED-CURB LANE DIVIDERS, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE MOTORCYCLE COMMUNITY, ALL MOTORISTS, CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF TEXAS.

- WHEREAS,** The Texas Department of Transportation (TXDOT) is a multi-modal transportation agency whose mission is to provide a safe, economical and effective transportation network for the citizens, commerce and communities of Texas; And
- WHEREAS,** Vertical faced curbs, utilized for lane or traffic dividers, often have a 90° edge and are also called barrier, non-mountable or insurmountable curbs; And
- WHEREAS,** In low-speed environments vertical median curbs can be effective at channeling motor vehicle traffic, however, barrier curbs with a 90° leading edge can destabilize any vehicle that strikes it, and experts agree that even very low speed impacts can cause significant misalignment or damage to components--especially if they occur at an unusual angle or head-on; And,
- WHEREAS,** There is no evidence of any significant cost savings for utilizing barrier curbs (90° edge) over sloped curbs; Barrier curbs add to the cost of the road, and are generally limited to urban and suburban areas, except where certain drainage conditions make them necessary; And,
- WHEREAS,** A road hazard is defined as: A side slope, a fixed object, or water that, when struck, can result in unacceptable impact forces on a vehicle's occupants or place the occupants in a hazardous position; And,
- WHEREAS,** Barrier curbs (90° edge), are used to discourage motor vehicle operators from leaving their lane of travel; however, when unnoticed they become a dangerous and costly road hazard; And,
- WHEREAS,** Barrier curbs (90° edge), can destabilize a vehicle that strikes it, and the vehicle may actually turn towards the median rather than be directed away from it, or the vehicle can be tripped into a rollover crash or vaulted into the air; And,
- WHEREAS,** Barrier curbs (90° edge), are dangerous and cause expensive repair for a motorist in almost every instance, however, they can prove to be fatal for a motorcyclist vaulted into the air --even at low speeds! Existing barrier curbs are dangerous and need to be visible by day, as well as by night.

BE IT THEREFORE RESOLVED, that the Texas ABATE Federation emphatically supports legislation aimed at reducing dangerous road hazards, reducing expensive road damage to our vehicles, possible cost-savings in median curb construction, and most importantly--possibly saving someone's life by incorporating and/or retro-fitting the existing outdated barrier curbs (90° edge) with the more modern and much safer sloped curbs for all road median edges that are facing traffic.

BE IT FURTHER RESOLVED, that if retro-fitting the existing outdated barrier curbs (90° edge) is cost prohibitive, or would require a lengthy implementation period, that all existing leading median edges (facing traffic) of barrier curbs be made highly visible to all motorists—at all times. There are many existing road marking systems available, such as utilizing reflector road studs, reflector vinyl adhesive, or even reflecting paint.

Inside the Texas Legislature – 84TH Legislative Session

HB 3838 – “Malorie’s Law”

The final implementation of HB 3838, known as Malorie’s Law, took effect on January 1, 2015--and changes the Texas Transportation Code. Specifically, this law will require motorcycles that are designed to carry more than one person to have foot pegs and handholds for the passenger’s use. This house bill sailed through the Transportation Committee by a unanimous vote—with the expectation to make it safer for motorcycle riders and passengers.

Much of this law was already in effect--such as prohibiting carrying a passenger unless the motorcycle is designed to carry one, provisions for license requirements for three-wheeled motorcycles, and specific education for riding with a passenger. Malorie’s Law, which was passed during the Texas 2013 legislative session, was named after 19-year old Malorie Bullock, who lost her life in a tragic 2010 motorcycle accident when she, as a passenger, was thrown off the motorcycle as it swerved off the road to avoid hitting a truck that pulled in front of it. Both riders were wearing a helmet at the time.

Texas is a popular motorcycle destination, and motorcycle laws in Texas are designed to protect riders and passengers as they travel throughout the state. It is hard to imagine, that before Malorie’s Law, Texas was only 1 of 3 states that did not require any foot pegs for the passenger (AMA; Missouri and Mississippi being the other two). "Both the operator and the rider have a shared responsibility reading the law" said Greg Arceneaux, manager of Harley Davidson of Waco. He said “most passenger bikes made in the past 20 years will already be equipped with a handhold strap and foot rests when it comes from the factory”. Handholds can also give some passengers a place to hold on to if the operator takes off aggressively. However, what constitutes a handhold can become confusing. A leather strap (as many bikes are equipped with) counts as a handhold, as well as the bottom of a “sissy-bar” or luggage rack—if it’s permanently affixed and your passenger can hold on to it. Not every passenger will want to hold on to the driver’s waist, but as most motorcycle rider training courses will teach you--that is still the best way to operate the motorcycle safely. The new law does require foot pegs and handholds, but it does not require the passenger to use them.

Time will tell whether or not Malorie’s Law will get amended, and how--but for now it is the law; Not following Malorie’s Law (footpegs & handholds) is considered a Class-C misdemeanor, and is punishable by a fine up to \$500.

The bill text can be found here: <http://www.legis.state.tx.us/.../8.../billtext/html/HB03838F.htm>

Skee Dodson
State Legislative Officer
Texas ABATE

TALKING POINTS

2015 TEXAS LEGISLATIVE DAY

84th Legislature

SB 334 “Dead” Red Light Bill - Senator Kirk Watson

The Dead Red Bill is relating to proceeding through a steady red traffic light when the traffic actuated electric traffic-control signal device has failed to register the presence of a vehicle and change the light.

SECTION 2. Section 544.007 (d) (3), Transportation Code, is added to read as follows: Sec. 544.007 (d) (3), A bicycle, motorcycle or other motor vehicle and/or pedestrian may (after yielding the right of way to all approaching or present bicycles, motorcycles, other motor vehicles and/or pedestrians) turn left, enter or cross an intersection controlled by a traffic-control signal against a steady red light where the traffic actuated electric traffic-control signal device (as described in Sec. 544.0075, Transportation Code), has malfunctioned or failed to register the presence of the bicycle, motorcycle, or other vehicle, and/or pedestrian and the light has failed to change under the following conditions: (3)(ia) The bicycle, motorcycle, or other motor vehicle and/ or pedestrian has been brought to a complete stop; and (ii)(b) The traffic signal continues to show a steady red light and failed to change the light in the normal signal cycle sequence; may 3(c) Enter or cross the intersection by yielding the right of way to all present or approaching bicycles, motorcycles, or other motor vehicles and/or pedestrian traffic and proceed only when safe to do so.

SECTION 3. Section 544.012 (e), Transportation Code, is amended to read as follows: Sec 544.012 (e), Subsection (d) does not prohibit a peace officer from arresting or issuing a citation and notice to appear to a person whom the officer observes to have failed to comply with the instructions of a properly operating traffic-control signal located at the intersection. See Transportation Code Section 544.007 (d)(3) for exceptions for traffic-control signals located at an intersection that are not operating properly.

HB 864 “Dead” Red Light Bill State Rep. Bill Zedler

Rep. Zedler is working closely with Senator Watson’s office on this very important Legislation.

84R 3595 Motorcycle Safety Fund Bill: Senator Kirk Watson

Please note: First draft out of the Legislative Council is in play; Senator Watson is waiting on confirmation from TXDOT Legislative Advisers as to how the funding will be directed to more than one agency. More info to follow.pl

Motorcycle fatalities are decreasing nationwide and increasing in the State of Texas. The average fatalities per 100,000 motorcycles in Texas are 99.4 while the National average Texas has the third highest number of motorcycle registrations yet leads all other states in motorcycle fatalities per 100,000 registered motorcycles. Motorcycle fatalities as a percentage of the total fatalities is 15% in Texas and 16% nationally. The total number of motorcycle fatalities in Texas increased 6% in 2013 compared to -10.1 percent nationally. All these statistics point to the urgent need for significant changes in the states motorcycle safety funding structure and efficient utilization of the available funds to address strategic, proactive initiatives, and strategies to reduce motorcycle crash, injury, and fatality rates in the state. Our Motorcycle Safety Fund Bill is a revenue neutral, self-funded measure by the States motorcyclists to address these urgent concerns. The Honorable Kirk Watson from Texas Senate District 14 has agreed to champion our bill in the Senate. We are encouraging all Senators and House members in our districts to sponsor, co-sponsor, and support the bill.

**HB 813 (first draft) Lane Splitting/Sharing;
State Representative Munoz**

Please note: This first draft contains mandatory helmet language that we do not support. Our meeting with Rep. Munoz's policy analyst on Jan.22 confirmed that they would remove the helmet language in their bill. Final draft is expected soon. pl

This lane splitting bill refers to the practice of moving between lanes of stopped or slow moving traffic, as not only a beneficial tool in relieving highway congestion, it is also safer for the motorcyclist. In addition to contributing to congestion reduction by the capacity/size differential, motorcycles help to free additional space when lane sharing or "Splitting". When motorcycles move from the travel lane to the center line, space is created. Here is a quote from the 2010 Oregon Dept. of Transportation review on the subject of lane filtering; "... A potential safety benefit is increased visibility for the motorcyclist. Splitting lanes allows the motorcyclist to see what the traffic is doing ahead and be able to proactively maneuver."

Studies have shown that it can be 6 times safer for motorcyclists. One study done for the US Dept. of Transportation by UC Berkeley comparing riders in; California, Texas, and Florida, found that motorcyclists are 20% less likely to be involved in a fatal rear-end collision when allowed to lane filter. The 2009 MAIDS (Motorcycle Accident In-Depth Study) in Europe (where lane splitting is an everyday way of travel for motorcyclists) attributed a total of 0.45% of all motorcycle accidents to lane filtering maneuvers. – *above lane-splitting information courtesy of ABATE of Washington*

H.B. No. 383 Sec. 545.428. UNPROTECTED ROAD USERS By: McClendon

(a) In this section, "unprotected road user" means: (4) a person operating a motorcycle, moped, motor-driven cycle, or motor-assisted scooter. (b) An operator of a motor vehicle passing an unprotected road user operating on a highway or street shall: (1) vacate the lane in which the unprotected road user is located if the highway has two or more marked lanes running in the same direction; or (2) pass the unprotected road user at a safe distance. (c) For the purposes of Subsection (b)(2), when road conditions allow, safe distance is at least: (1) three feet if the operator's vehicle is a passenger car or light truck; or (2) six feet if the operator's vehicle is a truck, other than a light truck, that is a commercial motor vehicle as defined by Section 522.003. (d) An operator of a motor vehicle that is making a turn at an intersection, including an intersection with an alley or private road or driveway, shall yield the right-of-way to an unprotected road user who is in the intersection or in such proximity to the intersection as to be an immediate hazard. (e) An operator of a motor vehicle may not overtake an unprotected road user and subsequently turn in front of the unprotected road user unless the operator is safely clear of the unprotected road user, taking into account the speed at which the unprotected road user is traveling and the braking requirements of the turning vehicle. (f) An operator of a motor vehicle may not maneuver the vehicle in a manner that: (1) is intended to cause intimidation or harassment to an unprotected road user; or (2) threatens an unprotected road user. (g) An operator of a motor vehicle shall exercise due care to avoid colliding with any unprotected road user on a roadway or in an intersection of roadways. (h) A violation of this section is punishable under Section 542.401 except that: (1) if the violation results in property damage, the violation is a misdemeanor punishable by a fine not to exceed \$500; or (2) if the violation results in bodily injury, the violation is a Class B misdemeanor. (i) It is a defense to prosecution under this section that at the time of the offense the unprotected road user was acting in violation of the law.

Inside the Texas Legislature – 84TH Legislative Session

HB No. 401 Sec. 502.251. FEE Increase : MOTORCYCLE OR MOPED By: Harless

The fee for a registration year for registration of a motorcycle or moped is \$45 [\$30]. (b) Effective January 1, 2018, Section 502.251, Transportation Code, is amended to read as follows: The fee for a registration year for registration of a motorcycle or moped is \$60 [\$30]. It also increases every other vehicle on the road, nearly doubling registration fees over a period of 3 years. This Act takes effect January 1, 2016, **but only if** the constitutional amendment proposed by the 84th Legislature, Regular Session, 2015, limiting the permissible uses of the state highway fund, including further limiting the use of additional tax and fee revenue attributable to changes to certain state taxes and fees, to increase revenue for nontolled public highway purposes is approved by the voters. If that amendment is not approved by the voters, this Act has no effect.

AGAIN, another definition of motorcycle (there are already 3 separate definitions in Texas codes) By:

Gonzales **H.B. No. 439** SECTION 1. Section 541.201(9), Transportation Code, is amended to read as follows: (9) **“Motorcycle” means** a motor vehicle, other than a tractor, that is: (A) equipped with a rider's saddle or a seat for the use of: (i) a rider; and (ii) a passenger, if the motor vehicle is designed or used primarily to transport a passenger; and (B) designed to have when propelled not more than three wheels on the ground. SECTION 2. This Act takes effect September 1, 2015.

HB 3838 Malorie’s Law in effect January 1st 2015

Malorie’s Law passed and was signed by the Governor in 2013, the law took effect Jan 1, 2015. Specifically, this law will require motorcycles that are designed to carry more than one person to have footpegs and handholds for the passenger’s use. This house bill sailed through the Transportation Committee by a unanimous vote—with the expectation to make it safer for motorcycle riders and passengers. Much of this law was already in effect--such as prohibiting carrying a passenger unless the motorcycle is designed to carry one, provisions for license requirements for three-wheeled motorcycles, and specific education for riding with a passenger. Malorie’s Law, which was passed during the Texas 2013 legislative session, was named after 19-year old Malorie Bullock, who lost her life in a tragic 2010 motorcycle accident when she, as a passenger, was thrown off the motorcycle as it swerved off the road to avoid hitting a truck that pulled in front of it. Both riders were wearing a helmet at the time.

Texas is a popular motorcycle destination, and motorcycle laws in Texas are designed to protect riders and passengers as they travel throughout the state. It is hard to imagine, that before Malorie’s Law, Texas was only 1 of 3 states that did not require any foot pegs for the passenger (AMA; Missouri and Mississippi being the other two). "Both the operator and the rider have a shared responsibility reading the law" said Greg Arceneaux, manager of Harley Davidson of Waco. He said “most passenger bikes made in the past 20 years will already be equipped with a handhold strap and foot rests when it comes from the factory”. Handholds can also give some passengers a place to hold on to if the operator takes off aggressively. However, what constitutes a handhold can become confusing. A leather strap (as many bikes are equipped with) counts as a handhold, as well as the bottom of a “sissy-bar” or luggage rack—if it’s permanently affixed and your passenger can hold on to it. Not every passenger will want to hold on to the driver’s waist, but as most motorcycle rider training courses will teach you--that is still the best way to operate the motorcycle safely. The new law does require footpegs and handholds, but it does not require the passenger to use them. Time will tell whether or not Malorie’s Law will get amended, and how--but for now it is the law; not following Malorie’s Law (footpegs & handholds) is considered a Class-C misdemeanor, and is punishable by a fine up to \$500. The bill text can be found at

www.legis.state.tx.us/tlodocs/83R/billtext/html/HB03838F.htm

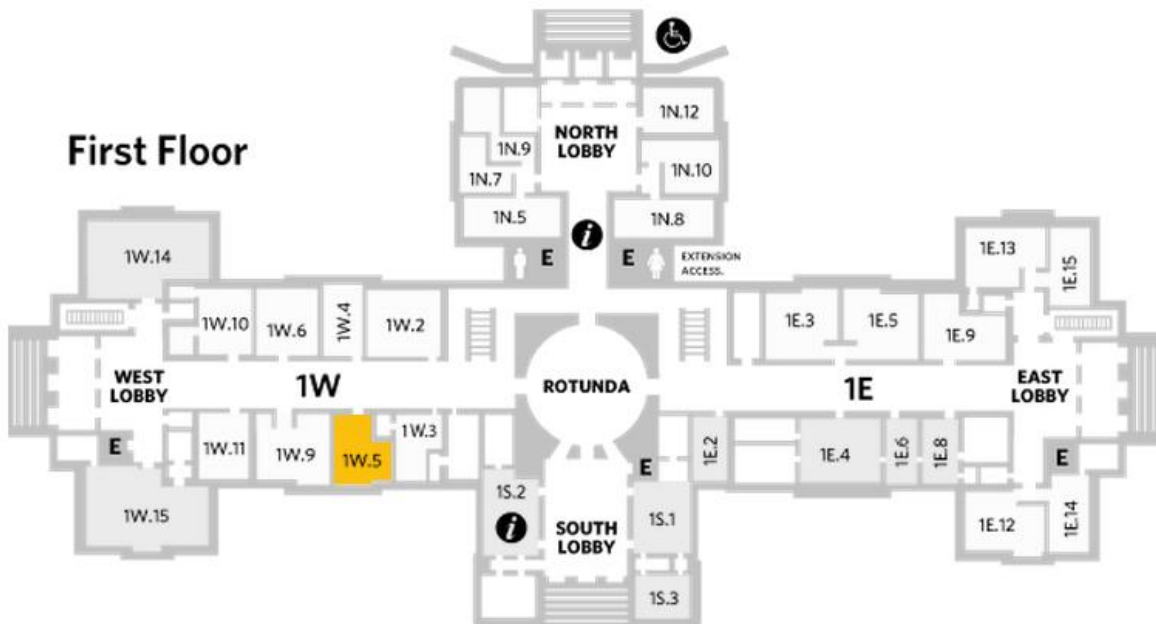
Meet your Legislators and thank them for protecting our rights, our freedoms and our roadways for all Texas Motorcyclists!

Inside the Texas Legislature – 84TH Legislative Session

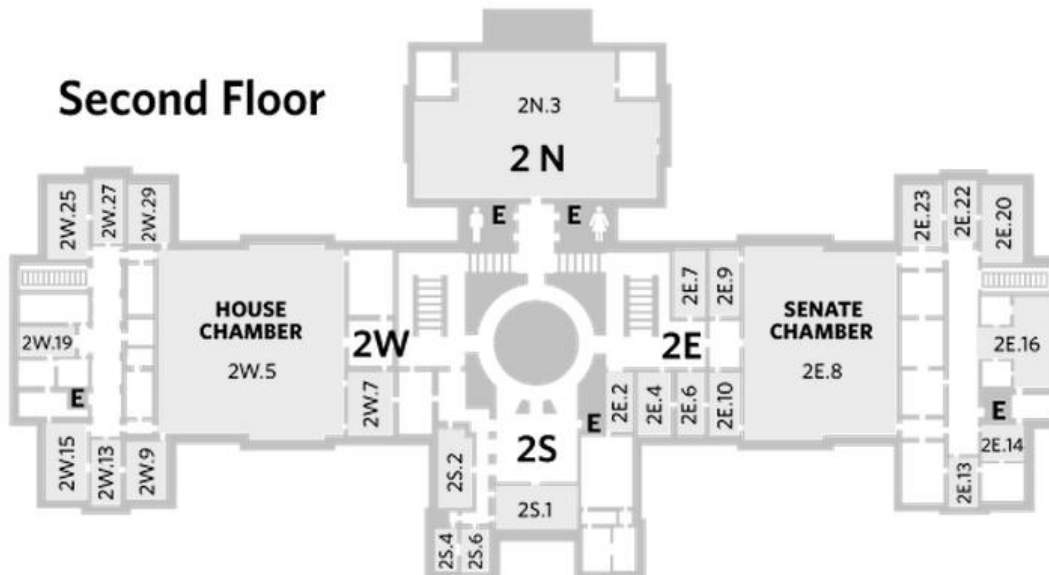
Ground Floor (Basement)



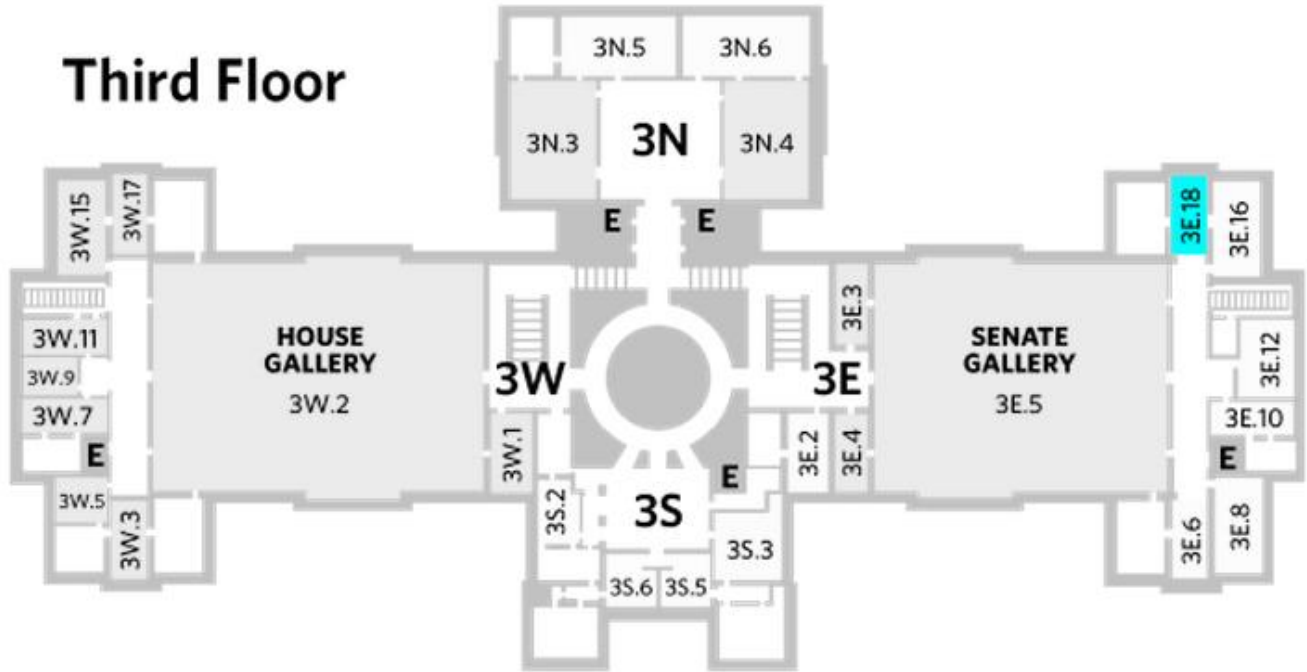
First Floor



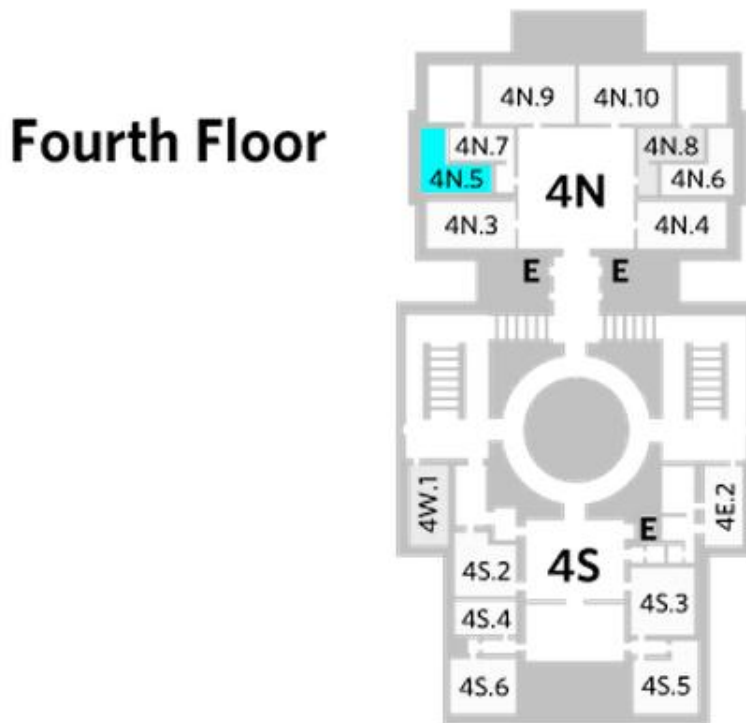
Second Floor



Inside the Texas Legislature – 84TH Legislative Session



Rep. Craig Estes.....Rm. 3E.18



Rep. Larry Phillips.....Rm. 4N5

Inside the Texas Legislature – 84TH Legislative Session

Official	Room	Official	Room
<input type="checkbox"/> Alma A. Allen	E1.506	<input type="checkbox"/> Joe Deshotel	GW.12
<input type="checkbox"/> Roberto R. Alonzo	1N.12	<input type="checkbox"/> Dawanna Dukes	1W.2
<input type="checkbox"/> Carol Alvarado	E2.808	<input type="checkbox"/> Harold Dutton Jr.	3N.5
<input type="checkbox"/> Rafael Anchia	4N.6	<input type="checkbox"/> Gary W. Elkins	4N.3
<input type="checkbox"/> Charles "Doc" Anderson	GW.8	<input type="checkbox"/> Rodney Ellis	3E.6
<input type="checkbox"/> Rodney Anderson	E1.424	<input type="checkbox"/> Kevin P. Eltife	3E.16
<input type="checkbox"/> Trent Ashby	E2.414	<input checked="" type="checkbox"/> Craig L. Estes	3E.18
<input type="checkbox"/> Jimmie Don Ayccock	E2.708	<input type="checkbox"/> Wayne Faircloth	E2.812
<input type="checkbox"/> Cecil Bell Jr.	E2.710	<input type="checkbox"/> Pat Fallon	E2.604
<input type="checkbox"/> Paul Bettencourt	E1.712	<input type="checkbox"/> Joe Farias	4S.4
<input type="checkbox"/> Brian Birdwell	E1.706	<input type="checkbox"/> Marsha Farney	E2.606
<input type="checkbox"/> César Blanco	E1.218	<input type="checkbox"/> Jessica Farrar	1N.8
<input type="checkbox"/> Dwayne Bohac	GS.6	<input type="checkbox"/> Allen Fletcher	GW.4
<input type="checkbox"/> Dennis Bonnen	1W.6	<input type="checkbox"/> Dan Flynn	GN.7
<input type="checkbox"/> Greg Bonnen	E2.504	<input type="checkbox"/> James Frank	E2.304
<input type="checkbox"/> Cindy Burkett	E2.322	<input type="checkbox"/> Troy Fraser	1E.12
<input type="checkbox"/> DeWayne Burns	E2.804	<input type="checkbox"/> John Frullo	E2.608
<input type="checkbox"/> Dustin Burrows	E2.820	<input type="checkbox"/> Rick Galindo	E1.410
<input type="checkbox"/> Konni Burton	GE.7	<input type="checkbox"/> Sylvia R. Garcia	3E.12
<input type="checkbox"/> Angie Chen Button	E2.910	<input type="checkbox"/> Charlie Geren	GW.17
<input type="checkbox"/> Donna Campbell	3E.8	<input type="checkbox"/> Helen Giddings	GW.11
<input type="checkbox"/> Terry Canales	E2.816	<input type="checkbox"/> Craig Goldman	E2.720
<input type="checkbox"/> Giovanni Capriglione	E2.714	<input type="checkbox"/> Larry Gonzales	E2.418
<input type="checkbox"/> Travis Clardy	E2.314	<input type="checkbox"/> Mary González	E1.302
<input type="checkbox"/> Garnet Coleman	4N.10	<input type="checkbox"/> Robert "Bobby" Guerra	E2.818
<input type="checkbox"/> Nicole Collier	E2.508	<input type="checkbox"/> Ryan Guillen	4S.3
<input type="checkbox"/> Byron Cook	GN.11	<input type="checkbox"/> Roland Gutierrez	GN.9
<input type="checkbox"/> Tom Craddick	1W.9	<input type="checkbox"/> Bob Hall	E1.808
<input type="checkbox"/> Brandon Creighton	E1.606	<input type="checkbox"/> Kelly Hancock	1E.9
<input type="checkbox"/> Myra Crownover	1N.10	<input type="checkbox"/> Patricia Harless	E2.408
<input type="checkbox"/> Tony Dale	E2.904	<input type="checkbox"/> Ana Hernandez	4S.2
<input type="checkbox"/> Drew Darby	E1.308	<input type="checkbox"/> Abel Herrero	GW.6
<input type="checkbox"/> Sarah Davis	E2.310	<input type="checkbox"/> Juan "Chuy" Hinojosa	3E.10
<input type="checkbox"/> Yvonne Davis	4N.9	<input type="checkbox"/> Donna Howard	E1.420
		<input type="checkbox"/> Dan Huberty	E2.722

Inside the Texas Legislature – 84TH Legislative Session

<input type="checkbox"/>	Donald Huffines	E1.608	<input type="checkbox"/>	Doug Miller	GN.10
<input type="checkbox"/>	Joan Huffman	1E.15	<input type="checkbox"/>	Rick Miller	E2.312
<input type="checkbox"/>	Bryan Hughes	4S.5	<input type="checkbox"/>	Joseph "Joe" Moody	E2.214
<input type="checkbox"/>	Todd Hunter	GW.18	<input type="checkbox"/>	Geanie W. Morrison	1N.9
<input type="checkbox"/>	Jason A. Isaac	E1.414	<input type="checkbox"/>	Sergio Muñoz Jr.	E1.508
<input type="checkbox"/>	Celia Israel	E1.406	<input type="checkbox"/>	Jim Murphy	E1.408
<input type="checkbox"/>	Eric Johnson	E1.204	<input type="checkbox"/>	Andrew Murr	E1.412
<input type="checkbox"/>	Kyle Kacal	E2.420	<input type="checkbox"/>	Elliott Naishtat	GW.16
<input type="checkbox"/>	James "Jim" Keffer	1W.11	<input type="checkbox"/>	Jane Nelson	1E.5
<input type="checkbox"/>	Mark Keough	E2.402	<input type="checkbox"/>	Afonso "Poncho" Nevárez	E1.306
<input type="checkbox"/>	Ken King	E2.416	<input type="checkbox"/>	Robert Nichols	E1.704
<input type="checkbox"/>	Phil King	1N.5	<input type="checkbox"/>	René Oliveira	3N.6
<input type="checkbox"/>	Susan L. King	GN.12	<input type="checkbox"/>	John Otto	E1.504
<input type="checkbox"/>	Tracy King	GW.7	<input type="checkbox"/>	Christopher "Chris" Paddie	E2.412
<input type="checkbox"/>	Tim Kleinschmidt	E2.806	<input type="checkbox"/>	Tan Parker	E2.602
<input type="checkbox"/>	Stephanie Klick	E2.716	<input type="checkbox"/>	Dennis Paul	E2.814
<input type="checkbox"/>	Lois Kolkhorst	3E.2	<input type="checkbox"/>	Gilbert Pena	E1.416
<input type="checkbox"/>	Linda Koop	E1.512	<input type="checkbox"/>	Charles Perry	E1.810
<input type="checkbox"/>	Matt Krause	E2.212	<input type="checkbox"/>	Dade Phelan	E1.324
<input type="checkbox"/>	John Kuempel	E2.422	<input checked="" type="checkbox"/>	Larry Phillips	4N.5
<input type="checkbox"/>	Brooks Landgraf	E1.312	<input type="checkbox"/>	Joe Pickett	1W.5
<input type="checkbox"/>	Lyle Larson	E2.406	<input type="checkbox"/>	Walter T. "Four" Price	E2.610
<input type="checkbox"/>	Jodie Laubenberg	1N.7	<input type="checkbox"/>	John Raney	E2.706
<input type="checkbox"/>	Jeff Leach	E1.314	<input type="checkbox"/>	Richard Peña Raymond	1W.4
<input type="checkbox"/>	Oscar Longoria	E1.510	<input type="checkbox"/>	Ron Reynolds	E2.306
<input type="checkbox"/>	Jose Manuel Lozano	E2.908	<input type="checkbox"/>	Debbie Riddle	4N.7
<input type="checkbox"/>	Eddie Lucio III	E1.320	<input type="checkbox"/>	Matt Rinaldi	E1.422
<input type="checkbox"/>	Eddie Lucio Jr.	3S.5	<input type="checkbox"/>	Eddie Rodriguez	4S.6
<input type="checkbox"/>	Marisa Márquez	E2.822	<input type="checkbox"/>	José R. Rodriguez	E1.610
<input type="checkbox"/>	Armando "Mando" Martinez	4N.4	<input type="checkbox"/>	Justin Rodriguez	E1.212
<input type="checkbox"/>	Trey Martinez Fischer	1W.3	<input type="checkbox"/>	Ramon Romero Jr.	E1.208
<input type="checkbox"/>	Ruth Jones McClendon	3S.2	<input type="checkbox"/>	Toni Rose	E2.302
<input type="checkbox"/>	José Menéndez	GW.5	<input type="checkbox"/>	Scott Sanford	E2.210
<input type="checkbox"/>	Will Metcalf	E2.704	<input type="checkbox"/>	Matt Schaefer	E2.510
<input type="checkbox"/>	Morgan Meyer	E1.418	<input type="checkbox"/>	Mike Schofield	E2.316
<input type="checkbox"/>	Borris L. Miles	E2.718	<input type="checkbox"/>	Charles Schwertner	E1.806

Inside the Texas Legislature – 84TH Legislative Session

<input type="checkbox"/>	Kel Seliger	GE.4
<input type="checkbox"/>	Matt Shaheen	E1.322
<input type="checkbox"/>	Kenneth Sheets	E1.404
<input type="checkbox"/>	J.D. Sheffield	E2.320
<input type="checkbox"/>	Ron Simmons	E2.712
<input type="checkbox"/>	David Simpson	E2.502
<input type="checkbox"/>	Wayne Smith	GN.8
<input type="checkbox"/>	John Smithee	1W.10
<input type="checkbox"/>	Stuart Spitzer	E1.316
<input type="checkbox"/>	Drew Springer	E2.410
<input type="checkbox"/>	Phil Stephenson	E2.906
<input type="checkbox"/>	Jonathan Stickland	E1.402
<input type="checkbox"/>	Larry Taylor	GE.5
<input type="checkbox"/>	Van Taylor	E1.708
<input type="checkbox"/>	Ed Thompson	E2.506
<input type="checkbox"/>	Senfronia Thompson	3S.6
<input type="checkbox"/>	Tony Tinderholt	E1.216
<input type="checkbox"/>	Chris Turner	E2.318
<input type="checkbox"/>	Scott Turner	E1.318
<input type="checkbox"/>	Sylvester Turner	GW.15
<input type="checkbox"/>	Carlos "Charlie" Uresti	4E.2
<input type="checkbox"/>	Leticia Van de Putte	3S.3
<input type="checkbox"/>	Gary VanDeaver	E1.310
<input type="checkbox"/>	Jason Villalba	E2.404
<input type="checkbox"/>	Hubert Vo	E2.208
<input type="checkbox"/>	Armando Walle	E1.304
<input type="checkbox"/>	Kirk Watson	E1.804
<input type="checkbox"/>	Royce West	1E.3
<input type="checkbox"/>	James White	E2.204
<input type="checkbox"/>	Molly S. White	E2.702
<input type="checkbox"/>	John Whitmire	1E.13
<input type="checkbox"/>	Paul Workman	E2.902
<input type="checkbox"/>	John Wray	E1.220
<input type="checkbox"/>	Gene Wu	E2.810
<input type="checkbox"/>	Judith Zaffirini	1E.14
<input type="checkbox"/>	Bill Zedler	GS.2
<input type="checkbox"/>	John Zerwas	E2.308

Confirmed: meeting with Representative **Larry Phillips** on Monday In his office after the House adjourns (2:00 in his office).

Not confirmed: Hon. Senator Estes ...

Suggestion: Meet with the Senate while the House is in session (12:00 - 1:00) --then go meet with the the House reps. after their session (2:00 - 3:00)

APPOINTMENTS / NOTES:

Inside the Texas Legislature – 84TH Legislative Session



Craig Lambert These are listed as my current ones.

Diane is the only one in the past to allow us in via appointment, but just to see her subordinates.

< Who Represents Me--Districts B...



U.S. Senators represent the entire state. Texas' current U.S. Senator

Texas U.S. Representative

Congressional District 6--Congressman Joe Barton
[Texas Congressional Member Websites](#)

Texas State Senator

Texas State Senate District 10--[Senator Wendy Davis](#)
Capitol Office: CAP 3E.12
Capitol Phone: (512) 463-0110
Capitol Address: P.O. Box 12068, Capitol Station
Austin, TX 78711
District Address: 707 W. Vickery Blvd., Suite 102
Fort Worth TX 76104
Phone: (817) 332-3338
[State District Offices](#)

Texas State Representative

Texas State House District 94--[Representative Diane Patrick](#)
Capitol Office: EXT E2.806
Capitol Phone: (512) 463-0624
Capitol Address: P.O. Box 2910
Austin, TX 78768
District Address: 318 West Main Street, Ste. 102
Arlington TX 76010
Phone: (817) 548-9091

Texas State House District for the 2014 Elections

Texas State House District 94

Texas State Board of Education Member

Texas State SBOE District 13--Ms. Mavis Best Knight
[State Board of Education Member Websites](#)

Inside the Texas Legislature – 84TH Legislative Session



STATE OF TEXAS OFFICE OF THE GOVERNOR

The Lone Star State is home to one of the nation's largest motorcycle-riding populations. Our beautiful roadways and mild winters make for a year-round riding season, contributing to the popularity of motorcycling as both transportation and recreation for many Texans.

Riding a motorcycle safely requires specific skills, and riding without proper knowledge can be a recipe for disaster. Attending special training courses, knowing traffic laws and licensing requirements, wearing the correct protective equipment and exercising sound judgment make Texas' roads safer for everyone.

Promoting motorcycle safety and awareness of motorcycles is vital to protecting lives. The Texas Department of Public Safety provides tools to make Texans' motorcycling experiences safer. Through informative literature, the Motorcycle Safety Unit's web page (<http://www.txdps.state.tx.us/msb>) and an annual awareness campaign, DPS is working to increase safety and awareness.

At this time, I encourage all Texas drivers to do everything they can to ensure the safety of motorcyclists and all who travel on Texas roadways. The steps we take today can make a positive difference for the future.

Therefore, I, Rick Perry, Governor of Texas, do hereby proclaim May 2014 to be

Motorcycle Safety and Awareness Month



in Texas, and urge the appropriate recognition whereof.

In official recognition whereof, I hereby affix my signature this the 6th day of May, 2014.

Rick Perry
Governor of Texas