



They're comin' for our cars

What will the 90th Legislature do to stop it?

The globalist plan to take your car & unleash a
government surveillance state

For further information visit www.TexasTURF.org

Tolls as a means of coercion

- On January 1, 2025, NYC imposed a **congestion tolling** scheme to enter Manhattan.
 - \$9 for cars. More for vehicles with 3 or more axles.
 - Over \$30 to access some tunnels.
- **Stated purpose:** “The toll is meant to reduce traffic gridlock in the densely packed city while raising money to help fix its ailing public transit infrastructure.”

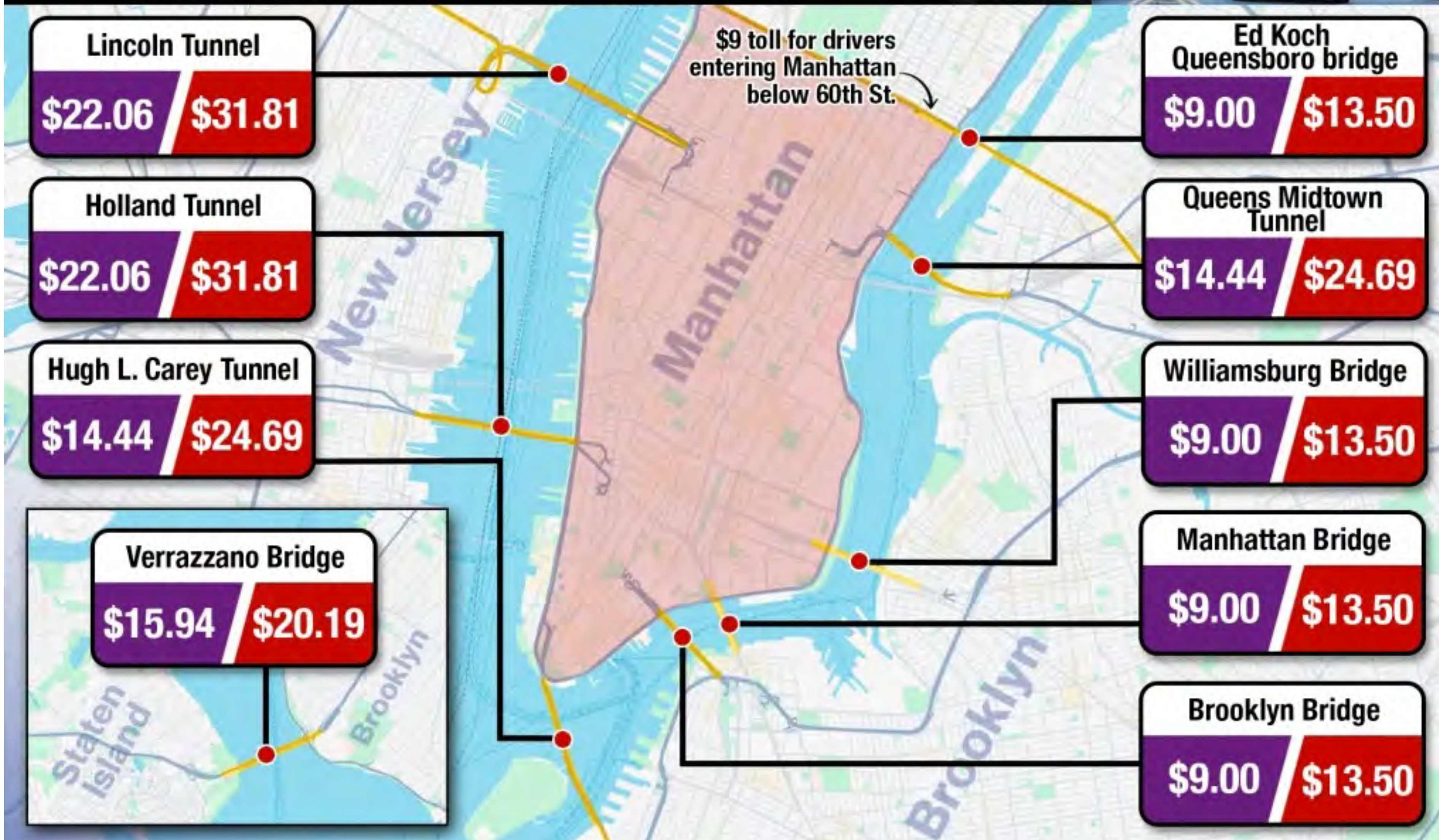
SOURCE: *Nation's first congestion toll now active in Manhattan*, NYC ABC Eyewitness News, January 6, 2025.



Tolls to enter Congestion Zone

All toll prices for two axle vehicles at peak times

KEY:  EZ Pass  Toll by plate



Left-Right Opposition

- Congestion tolls are **deeply unpopular**:
 - ▶ “Some drivers have begun **concealing their plates in an effort to avoid the toll.**”
 - ▶ “My friends on the far left really don’t care about the outer boroughs,” said a moderate independent. “They’re **creating** less congestion in Manhattan [with the tolls] and **more congestion everywhere else.**”
 - ▶ “People are going to do whatever they can to **avoid [the toll].**”
- President Trump opposed it; **Trump Tower** in ‘congestion zone.’ Bipartisan members of congress filed **flurry of bills** to stop it.
- **Multiple lawsuits** sought to stop the congestion tolling scheme, most by Democrats.

SOURCES: *First congestion toll plan in US facing serious hurdles under Trump*, Politico, 01/05/25 & *Nation's first congestion toll now active in Manhattan*, NYC ABC Eyewitness News, January 6, 2025.



Trump nixed NYC Congestion Tolls

NYC congestion pricing axed as Trump's DOT pulls approval of hated toll

New York Post

February 19, 2025

President Trump's administration **signed the death warrant for New York's congestion pricing scheme** Wednesday — a move widely cheered as a win for the working class.

In a letter to Gov. Kathy Hochul, US Transportation Secretary Sean Duffy said he'd be pulling federal approval of the deeply unpopular program...

“CONGESTION PRICING IS DEAD. Manhattan, and all of New York, is SAVED. LONG LIVE THE KING!” Trump wrote on Truth Social.

...Congestion pricing runs counter to the federal highway aid program, which **prohibits tolling on roads built with federal funds** unless Congress grants an exception, the DOT said.



Congestion pricing battle NOT over

- Hochul **keeping toll in place** despite Trump admin pulling the plug on the federal program that enabled it.

“New York City’s \$9 congestion toll on drivers in Manhattan’s busiest areas **will remain in effect**, despite the federal government’s Sunday deadline to scrap the program.

“In a statement on the deadline, a spokesperson for New York Gov. Kathy Hochul said, ‘The program is working. **Traffic is down**, business is up and the cameras are staying on.’

“‘USDOT will continue to **fight for working class Americans** whose **tax dollars have already funded and paid for these roads**,’ the department said.”

(SOURCE: CNBC, 04/20/25, “NY Gov. says congestion pricing will remain despite federal deadline to end the program Sunday”)

- Duffy/Trump promise **severe consequences** for NY if Hochul doesn’t come into compliance.

“US transportation secretary Sean Duffy issued a warning to New York governor Kathy Hochul on Monday saying that the state of New York ‘**risks serious consequences**’ if it does not suspend its congestion pricing program.”

(SOURCE: The Guardian, 04/21/25, “Trump official threatens New York governor over halt of congestion pricing”)



Courts blocked Trump on tolls

- Despite Trump's efforts to **withhold federal funds** from NYC over its congestion tolls, **the courts have blocked** his ability to do so.
- In March 2026, a federal judge ruled the rescission "arbitrary and capricious," **lacked statutory authority**, and was unlawful. The court blocked related enforcement, including funding threats tied to it.
- Congress *HAS NOT* yet filed **ANY** legislation to **END** the congestion pricing program, nor is it in the **BUILD Act**. It's been a **temporary 'pilot' program since 1991** (that's 35 years)!



Tolls need to come off

- **SH 288 debacle** - TxDOT bought back the private toll project with **\$1.7 billion**. Kept the tolls in place.
- Former Senator **Mayes Middleton** & Rep. **Briscoe Cain** both asked TxDOT to **remove the tolls**.
- Rep. **Will Metcalf** pushed a bill to allow tolls to be extended by a public vote every 5 years.
>> However, the RPT platform plank #56 calls for tolls to be abolished, not extended.
- **Toll cessation bill from 89th** (**HB 2948** (Lowe)/**HB 2323** Shaheen/**HB 2324** Paxton), would remove the tolls once the debt is retired. (*These were adopted by LP Committee as priority bills. But HB 2323 left pending in House committee.*)

Instead, House passed HJR 144 (Morales) to unleash RMAs/tolls everywhere!

House also passed HB 2876 (Gerdes) to extend tolls on SH 130 another 20 years!

Both failed to advance in the Senate.



Tolls unsustainable tax on driving

- Dallas Morning News expose' - toll billing nightmare.

“We were sold a bill of goods,” said State Rep. **Ramon Romero**,
D-Ft. Worth.

- Cost can exceeds **\$48/DAY** to get from Ft. Worth to Dallas (on a privatized, toll road that uses congestion pricing).
- **Congestion pricing** on Katy Toll Lanes, MoPac in Austin, & I-635, I-820, & I-35 in DFW.

SOURCE: “Lawmakers turned to toll roads to boost the Texas economy and address population growth without raising taxes, but the consequences have adversely affected some drivers,” *Dallas Morning News*, May 13, 2024.



Texas is nation's toll road capitol

- In the last 20 years, TX has built more toll roads than almost all other states combined. The state also **aggressively penalizes drivers** with unpaid toll bills.
- TX leads the U.S. in the number of tollway operators with **128 toll facilities**.
- North Texas has more toll facilities than any other region in the state. In Dallas County, toll roads make up nearly **one-third of all major thoroughfares**.
- About **1.4 million people** in North Texas live in areas where tollways are within a one-mile radius of their homes and their **free road options...are among the state's most congested**.
- In North Texas, tickets for unpaid toll fees now exceed legal cases for other disputes heard in justice of the peace courts...toll operators are often **inflexible with drivers** with large balances.

SOURCE: "Lawmakers turned to toll roads to boost the Texas economy and address population growth without raising taxes, but the consequences have adversely affected some drivers," *Dallas Morning News*, May 13, 2024.



Toll billing reform

- **HB 1333** (Harrison) / **SB 137** (Hall) - Broad reform, would cap the fines and fees at **\$48/yr.**, streamlines billing, mandates payment plans, removes the criminal penalty for unpaid tolls, caps civil penalties at **\$50/yr.**
- **HB 4907** (Rodriguez Ramos) / **SB 756** (Middleton) - Would **only remove the criminal penalty** for an unpaid toll bill. That means no more blocking your vehicle registration or impounding your car!

**Neither bill even got a hearing despite all the talk,
& DMN exposé!**



“The state is ill-equipped to serve millions of additional drivers in the future without more toll roads.”

—State Rep. **Terry Canales**, (D-Edinburg), Chairs the House Transportation Subcommittee on Funding

SOURCE: “Lawmakers turned to toll roads to boost the Texas economy and address population growth without raising taxes, but the consequences have adversely affected some drivers,” *Dallas Morning News*, May 13, 2024.



Freedom to Travel Under Assault

- California-style '**road diet**' being imposed in every corner of the state.
- **Radical environmental agenda** driving these anti-car policies.
- **Diversity, Equity, Inclusion** (DEI) initiatives being forced into transportation decision-making.
- Systematic effort to shrink auto capacity and make driving ***miserable*** enough to get you out of your car.
 - >> That means using tolls, slower speeds, shrinking # of auto lanes
- **HB 4348** (Capriglione) / **SB 1993** (Hall) - To restrict cities from doing road diets!

HB 4348 got voted out of committee late, but didn't make it onto final calendar.

We killed the 20 MPH speed limit bill, bike bills.



Radical Green Agenda - Net Zero

“It’s getting crazy out there. More and more of the policy proposals put out by the Green activists reveal their movement is more about **forcing radical changes to our lifestyles** and not about climate science or the environment. It’s like a **religion** where infidels must conform to their rites and rituals and heretics must be silenced.”

— **Tom DeWeese**, American Policy Center

SOURCE: “The Green Drive to Reorganize Human Society,” American Policy Center, 8/18/23



VISION ZERO or NET ZERO Climate Mandates: Globalist plan to **FORCE** a 'road diet'

VISION ZERO = ZERO traffic fatalities.

NET ZERO = ZERO emissions.

- Designed to **force** drivers out of their cars and into mass transit. **Nanny state big government policies of California and New York made it to Texas through our big city mayors.**
- Created by **Swedish activists** trying to impose a socio-political ethic in transportation.
- The UN adopted it under its **sustainable development agenda** and globalists are pushing it into every city in the US.
- Tied it to **social justice** and **public health** to further regulate, lobbying to tie all future increases in road funding to mass transit to **divert road taxes to transit** & climate initiatives.



VISION ZERO continued

Houston's **Vision Zero** includes:

- **Widening sidewalks** by 50 miles per year.
- Increasing **bike lanes** by 25 miles a year.
- **Slowing speed limits** within city limits by lobbying the state to reduce the default speed limit on city residential streets to 25 miles per hour and on all other city streets to 30 miles per hour.
- **Narrowing streets** and lanes available to cars to deliberately slow traffic to force drivers to leave their cars and use mass transit.



Austin's Climate Plan

“We created the plan
through the lens of
racial equity.”



Austin's Climate Plan

- Austin's CAP strategy #4 reveals the goal is to encourage car-free transport:

“Support locally initiated community events that are **car-free** and expand ‘**Slow Streets**’ programs...”

- In its bicycle policy advocates traffic-calming, which is code for barriers to driving:

“These local, neighborhood streets ... can be further improved for people through measures such as **traffic-calming**.”



Traffic calming = slower cars

- The Federal Highway Administration (FHWA) defines the objective of traffic-calming as lowering speeds:

“These objectives are typically achieved by **reducing vehicle speeds.**”

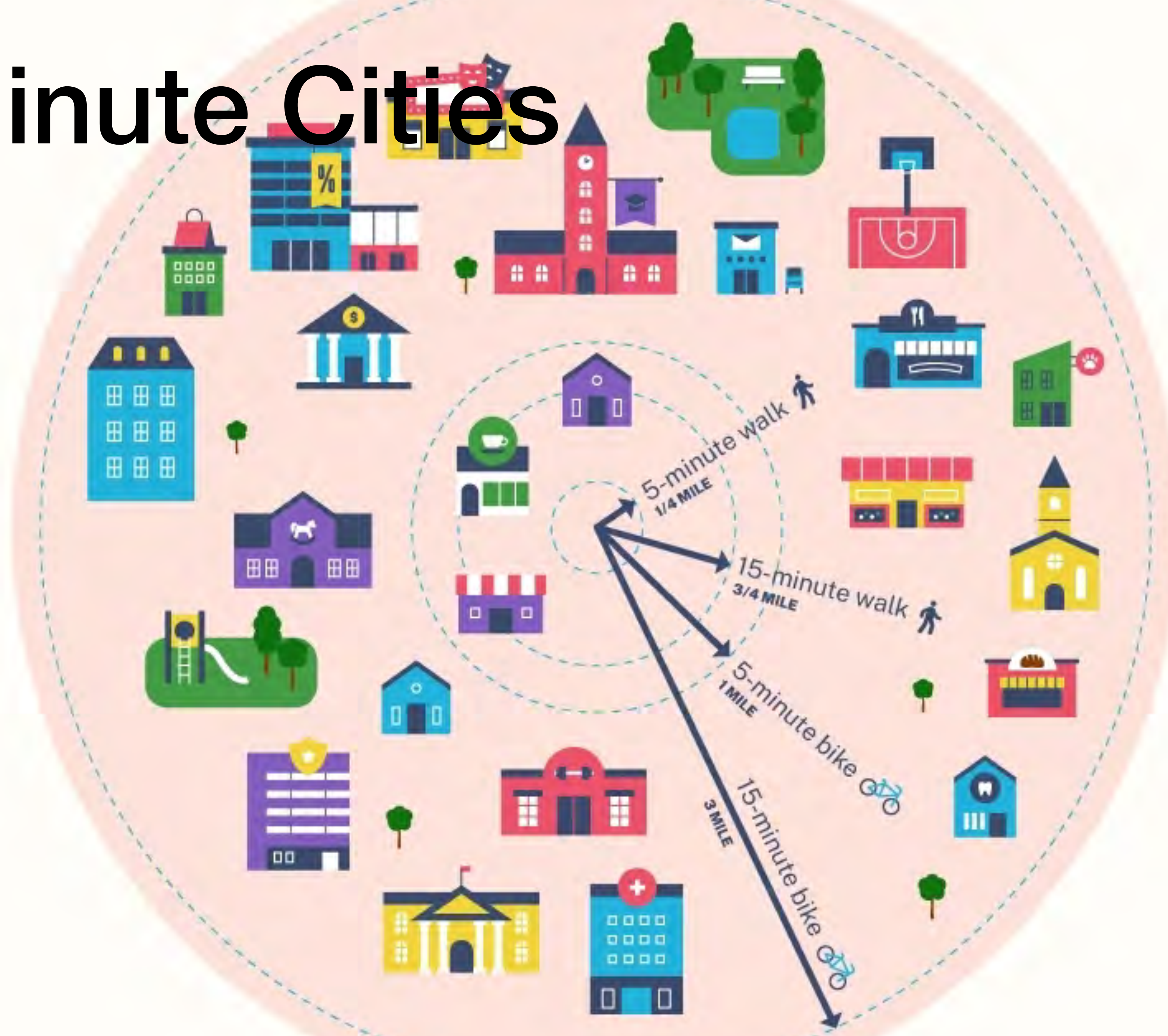
15 Minute Cities

- **Government-forced isolation inside cities**, claiming everything you need must be within 15 minutes of your house. **Modeled after Paris.**
- Use **Climate Plans** to enact their radical anti-car ideology.
- Will use mileage or 'congestion' tax to keep you within their designated 'Sustainable Travel Zone' (STZ).
- Proposed in Cambridge, England: **£5**/cars, **£20** for vans, **£50** for trucks between 7 AM - 7 PM.
 - >> **Why?** Special interests want to use the new tax to build an 'efficient' bus service.
 - >> **Purpose:** "To encourage people to **switch from car** to frequent, reliable public transport."
- Tax auto users to pay for transit users.

Anti-car = Anti-human



15 Minute Cities



15-Minute Cities = Total Control

- A way for them to **restrict, coerce, fine, punish, surveil, and limit** the **fundamental right of freedom of movement** for residents.
 - >> For example, residents are **not allowed to leave their 15-minute city** by car more than the government-allotted times a year. Violators will be fined. In addition, the government will **track and control your every movement** through your smartphones and facial recognition technology.

The New Lockdown for Climate

- Oxford declared a '**climate emergency**,' hoping their 15-minute cities would help achieve the Council's 'Net Zero Carbon Oxford' vision by 2040.
- Oxford imposes "**climate lockdowns**" on residents.
- The "15-minute city" concept is crucial for the **United Nations Agenda 2030** & the **World Economic Forum** (WEF) is also pushing the idea.

SOURCE: *The 15 Minute Trap*, By Amy Mek, Eagle Forum, Jan. 2024



WEF wants your cars GONE!

- WEF wants **90% of cars off road**, erase car ownership altogether.
- Reason? EVs consume too much of world's critical metals, so ditch your car and eat bugs.

“...’shortages of these critical minerals could raise the costs of clean energy technologies,’ which include cellphones, **electric vehicles**, wind turbines and efficient lighting.”

- **WEF Solution:** “Imagine instead a world where fleets of **autonomous vehicles** that are **electric and shared** slash the number of vehicles on the road by **as much as 90%**. Hailing and paying for a ride or delivery is as easy as tapping a smart phone app...”
- “Perhaps best of all, imagine wider, less congested streets with more room for **pedestrians and bicycles...**”



Autonomous Vehicles (AV) in TX

- **SB 2425 (Nichols)** - To authorize completely driverless, Level 4 & 5 AVs onto Texas roadways with minimal regulation, free pass on liability. Written by industry.
- While the bill itself never came up for a vote on the last calendar, it was **tacked onto an unrelated bill** at the end of session log jam, became law without debate or amendments.
 - ~House sponsor, Rep. **Capriglione** attached it to SB 2807 by Sen. **Brent Hagenbuch**, without any debate. No one realized what the amendment was, so no amendments offered.

KUT Reporter Lauren McGaughy: “Like building the plane while it’s in the air.”

- Bill authors fully expect **lots of lawsuits** when accidents happen and want the courts to hash out (not lawmakers) who gets the blame.
- **SERIOUS NAT’L SECURITY THREAT:** A hostile actor or government could gain control of a fleet of AVs and use them for a mass casualty event.



Brave New World of AVs

- Level 4 and Level 5 Autonomous Vehicles (AVs) (primarily commercial trucks) — can now operate on Texas roads with no human driver onboard.
- AVs represent a grave national security threat.
- Hacking by hostile actors (or nations) or technological malfunctions could be **weaponized** and used to cause catastrophic damage.
- While we work to **close dangerous loopholes** around foreign CDL holders, Big Tech is quietly replacing them with driverless trucks that are just as, if not more, **dangerous**.



Track your carbon usage

HEADLINE: Americans Likely to Be Tracked for CO2 Emissions Under SEC's Climate Rule

By Harry Lee, *The Epoch Times*, July 24, 2022

- Consumer group warns our CO2 emissions data will be collected and **reported to the government**...based on proposed Biden-era SEC rule.
- Would require companies to **estimate the carbon output** for a consumer using their product.
- “Let’s say you bought an internal combustion engine lawnmower. The lawn mower company will need to know how many times you mow your lawn...And so you could see how this starts to **lay the groundwork for scoring actual individual people’s activities.**”



Track your carbon usage

- The proposed rule is an ESG-style policy and ESG scores are “similar” to China’s **social credit** scores.
- China’s social credit system is notorious for quickly advancing from a banking and financial credit rating tool to a **comprehensive government surveillance system**.





DISTRACTION	30
ANGER	100
MOUTH OPEN	100
EYE CLOSURE	0
JOY	0

Track your carbon usage

- A FICO analyst, Doug Craddick, predicted that in 2022 “there will be an increased focus on developing new data assets such as **individual carbon profiles**.” FICO is a consumer credit rating agency.
- “Over the longer term, we expect that **ESG and climate risk evaluations** will become **an integral element of credit risk** and affordability assessments,” added Craddock.
- “I think it is highly likely...you’re going to see financial institutions start to use a **personalized social credit score** of some kind to make decisions about things like your access to loans, your interest rate, or whether you’re eligible for insurance coverage,” — Justin Haskins, director at The Heartland Institute.



Climate Score in Housing, too

- Major real estate platforms, including Zillow, Realtor.com, Homes.com, and Redfin, now display **climate risk scores** produced by a private company called **First Street**.
- Unlike FEMA flood determinations, these private climate scores are based on predictive modeling, not historical data; carry no statutory authority; offer **no meaningful dispute process for homeowners**; and can directly contradict FEMA's official flood determinations, categorizing properties as **high flood risk** when FEMA labels those same properties as minimal flood risk..
- These scores appear prominently on home listings alongside FEMA flood maps, creating the false impression that they carry equivalent legal weight. They influence buyer perception, insurance requirements, days on market, sale price, and ultimately property values.
- **BlackRock**, **Vanguard**, and **State Street** ("The Big Three") hold significant ownership stakes in the parent companies of the nation's largest real estate listing platforms. **These same firms have actively promoted Net-Zero climate and ESG governance.**
- **American Energy Works** & realtors are asking **congress to investigate** & give homeowners a dispute process. (THE CLIMATE)

(SOURCE: *Score Scam: How Wall Street is quietly undermining American Home Values*, July 2026)



DOT Emission Reporting, too

- FHWA & DOT proposed new regulations in July 2022 requiring states to measure Greenhouse Gas Emissions (GHG) 'associated with transportation' & **report those figures to the federal government**. Final rule was released Nov. 2023.
- States were required to establish emissions targets aligned with 'national policy' established by Biden's climate-related executive orders, despite Congress expressly **NOT** including such a mandate in the highway bill.
- Biden **defied two court rulings** that said he lacked the authority to impose GHG emissions reporting.
- **Trump** rescinded the GHG rule January 29, 2026.

MANDATORY REPORTING ➡ **REGULATION** ➡ **RATIONING**



SOURCE: "Electric Car Drivers: Why You Might Not Be Pumped Over Privacy-Jolting Mileage Taxes," *Epoch Times*, 8/3/22

CHARGE BY MILE TAX = TOLLS

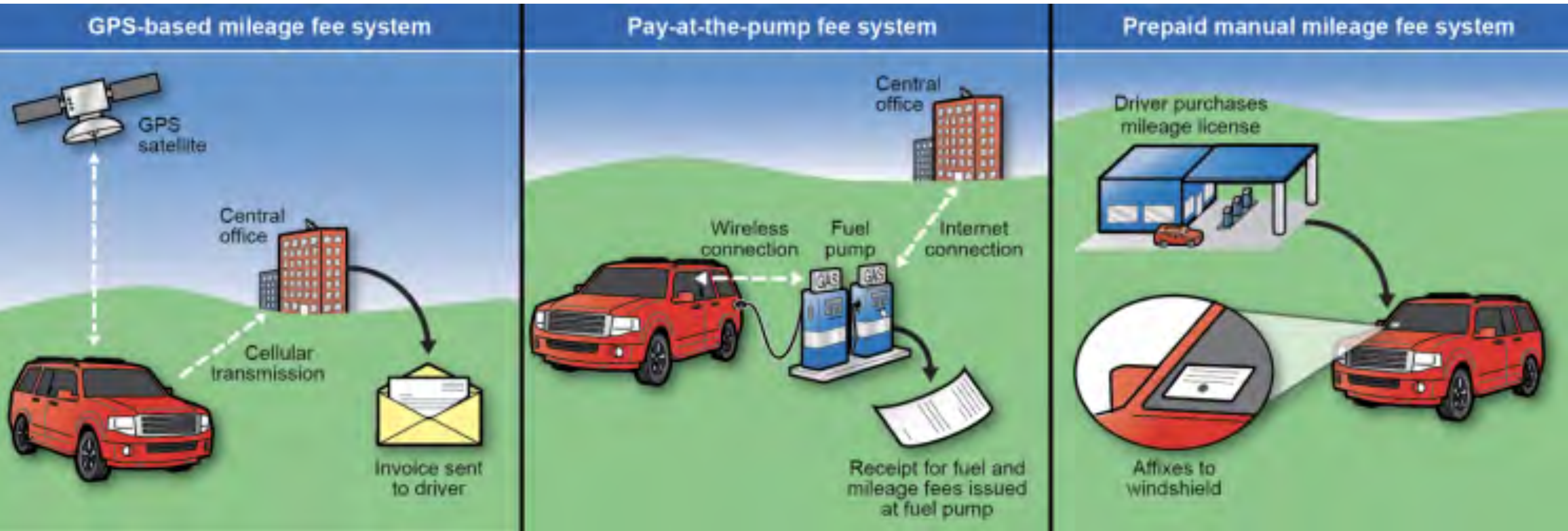
HEADLINE: Infrastructure Bill Gives Feds Go-Ahead to Test Taxing Every Mile Americans Drive

- Pilot program to demonstrate & gain acceptance for a **national motor vehicle per-mile user fee**. To spend **\$10 million**/yr through 2026.
- Require the Treasury Department to establish a **mechanism to collect motor vehicle per-mile user fees** from the participants.
- “But the move to user-based fees is a **nationwide effort** being discussed in every state. Oregon, Utah, and Virginia have already implemented pilot programs.”

Source: “Pay per Mile: States Move Toward User-Based Road Tax” & “Senate Infrastructure Bill Gives Feds Go-Ahead to Test Taxing Every Mile Americans Drive,” *Epoch Times*, 1/16/23 & 8/3/21



Mileage tax pilot proposals



Privacy erased with mileage tax

- Mileage tax involves **highly sensitive personal data**.
 - >> It can reveal “what they do, who they’re with, where they worship, what medical procedures they’re having.”
- How will the federal govt. **protect that data**? It won’t. May even sell it. Likely will **weaponize it**.
- Will only the feds track drivers? Will each state and locality **also monitor drivers**? If so, will the data be pooled?
- Will **destinations** be tracked along with mileage?

“Every day we are **stalked** by the Billion-Byte Beast, and yet we remain relatively blasé about it. But gathering information on our driving for **tax purposes** is something different...”

—Theodore Claypoole, an Atlanta lawyer who edits the “HeyDataData” blog

NOTE: The **BUILD Act** (the new House GOP Highway bill) contains a mileage tax.



Mileage Tax = Toll for EVERY mile

WE STOPPED IT IN 2023 (the 88th)!

HB 3418 as filed wanted to:

“....Vary pricing based on the **time** of driving, **type of public highway**, proximity to **transit**, vehicle **fuel efficiency**, participation in **car-sharing** or pooling, or the **income** of the operator.” (*eventually ‘income’ removed*)

From GAO Report: “Another type of **equity** is the **ability-to-pay** principle, where users who are more capable of bearing the burden of fees should **pay more** for the service than those with less ability to pay.”

Mileage Tax = Carbon Tax

Mileage tax is a form of **carbon tax**.

- Government able to track & **penalize drivers** for driving ‘**too much,**’ at the ‘**wrong**’ time of day, or for actions they deem environmentally unacceptable, like choosing to **drive when you live close to transit**.
- Texans need to follow AZ’s lead (SCR 1004) & **do a constitutional amendment to protect us** from future efforts to track, tax, limit car use or how far people can drive.
- Meanwhile, the **Republican-written bill, BUILD Act**, still continues the **Biden-era Mileage Tax ‘pilot’ program!**



Kill Switch started in Biden Infrastructure Bill

- Under SEC. 24220 of the **Infrastructure Investment and Jobs Act** (IIJA), related to ‘**Advanced Impaired Driving Technology**’.
- Stated aim is to detect ‘**impaired**’ drivers (not defined in statute).
Not drunk but simply impaired.
- Potential to **track vehicles** (in order to know when a person’s driving indicates he or she is impaired).
- Technology could also be used to **surveil American citizens** without a warrant.
- This poses a **grave threat** to our freedom to travel.



(a) FINDINGS.—Congress finds that—

(1) alcohol-impaired driving fatalities represent approximately $\frac{1}{3}$ of all highway fatalities in the United States each year;

(2) in 2019, there were 10,142 alcohol-impaired driving fatalities in the United States involving drivers with a blood alcohol concentration level of .08 or higher, and 68 percent of the crashes that resulted in those fatalities involved a driver with a blood alcohol concentration level of .15 or higher;

(3) the estimated economic cost for alcohol-impaired driving in 2010 was \$44,000,000,000;

(4) “prevention technology” means a system that—

(A) can—

(i) passively monitor the performance of a driver of a motor vehicle to accurately identify whether that driver may be impaired; and

(ii) prevent or limit motor vehicle operation if an impairment is detected;

(B) can—

“prevention technology” means a system that—

(A) can—

(i) passively monitor the performance of a driver of a motor vehicle to accurately identify whether that

(i) passively and accurately detect whether the blood alcohol concentration of a driver of a motor vehicle is equal to or greater than the blood alcohol concentration described in section 163(a) of title 23, United States Code; and

(ii) prevent or limit motor vehicle operation if a

(i) passively and accurately detect whether the blood alcohol concentration of a driver of a motor vehicle is equal to or greater than the blood alcohol concentration described in section 163(a) of title 23, United States Code; and

(ii) prevent or limit motor vehicle operation if a blood alcohol concentration above the legal limit is detected; or

(C) is a combination of systems described in subparagraphs (A) and (B).

(2) **NEW.**—The term “new”, with respect to a passenger motor vehicle, means that the passenger motor vehicle—

(A) is a new vehicle (as defined in section 37.3 of

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title

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Deadline.

TECHNOLOGY

later than 3 years after the date of enactment of this Act, the Secretary shall issue a final rule prescribing a Federal motor vehicle safety standard under section 30111 of title 49, United States Code, that requires passenger motor vehicles manufactured after the effective date of that standard to be equipped with advanced drunk and impaired driving prevention technology.

Compliance.
Time period.

(d) **REQUIREMENT.**—To allow sufficient time for manufacturer compliance, the compliance date of the rule issued under subsection (c) shall be not earlier than 2 years and not more than 3 years after the date on which that rule is issued.

Determinations

(e) **TIMING** —If the Secretary determines that the Federal motor



What Can Kill Switch Do?

“The right to travel is **fundamental**, but the government has mandated a kill-switch in new vehicles sold after 2026. The kill-switch will monitor driver performance and disable cars based on the information gathered.” - Rep. Thomas Massie (R-KY)

- **Swerve** out of your lane too many times.
- **Eye monitoring** to determine if too tired or ‘impaired’.
- **Monitor breath** in air inside vehicle in real time.
- **Touch sensors** detect stress level and alcohol level by touch.
- **No due process.** Found guilty by technology and ability to drive taken away. As Massie stated, ‘**Judge, jury, executioner.**’



Massie Amendment to De-Fund Kill Switch



- Texas legislature **failed** to even hear our bill in either 2023 or 2025.
- Headed to D.C. in September '23 to get amendment to **de-fund kill switch** through THUD bill. Delivered letter of support from over 200 TX groups.
- Again went to D.C. June '25, to get congress to act!
- Massie brought our amendment again in Jan. 2026. Failed by 57 votes. We're going the wrong direction!

D.C. Trip - Massie agreed to carry amendment



2023 Amendment failed by 28 votes

- **MADD** came out in opposition.

This isn't about drunk driving.

- Passed voice vote and then...Democrat **Mike Quigley** called for record vote.
- These **19 Republicans** voted with Democrats to shut off your vehicle:

Bilirakis (FL-12)
Carey (OH-15)
Fitzpatrick (PA-01)
Fleischmann (TN-03)
Garbarino (NY-02)
Garcia, Mike (CA-27)

Graves (LA-06)
Joyce (PA-13)
Kean (NJ-07)
Kiley (CA-03)
Kim (CA-40)
Kustoff (TN-08)

Lawler (NY-17)
Mace (SC-01)
McCaul (TX-10)
Nunn (IA-03)
Salazar (FL-27)

Smith (NJ-04)
Thompson (PA-15)



2026 Amendment failed by 57 votes

- Leadership wanted a clean bill to avert govt. shutdown.
- These **57 Republicans** voted with Democrats to shut off

your vehicle:

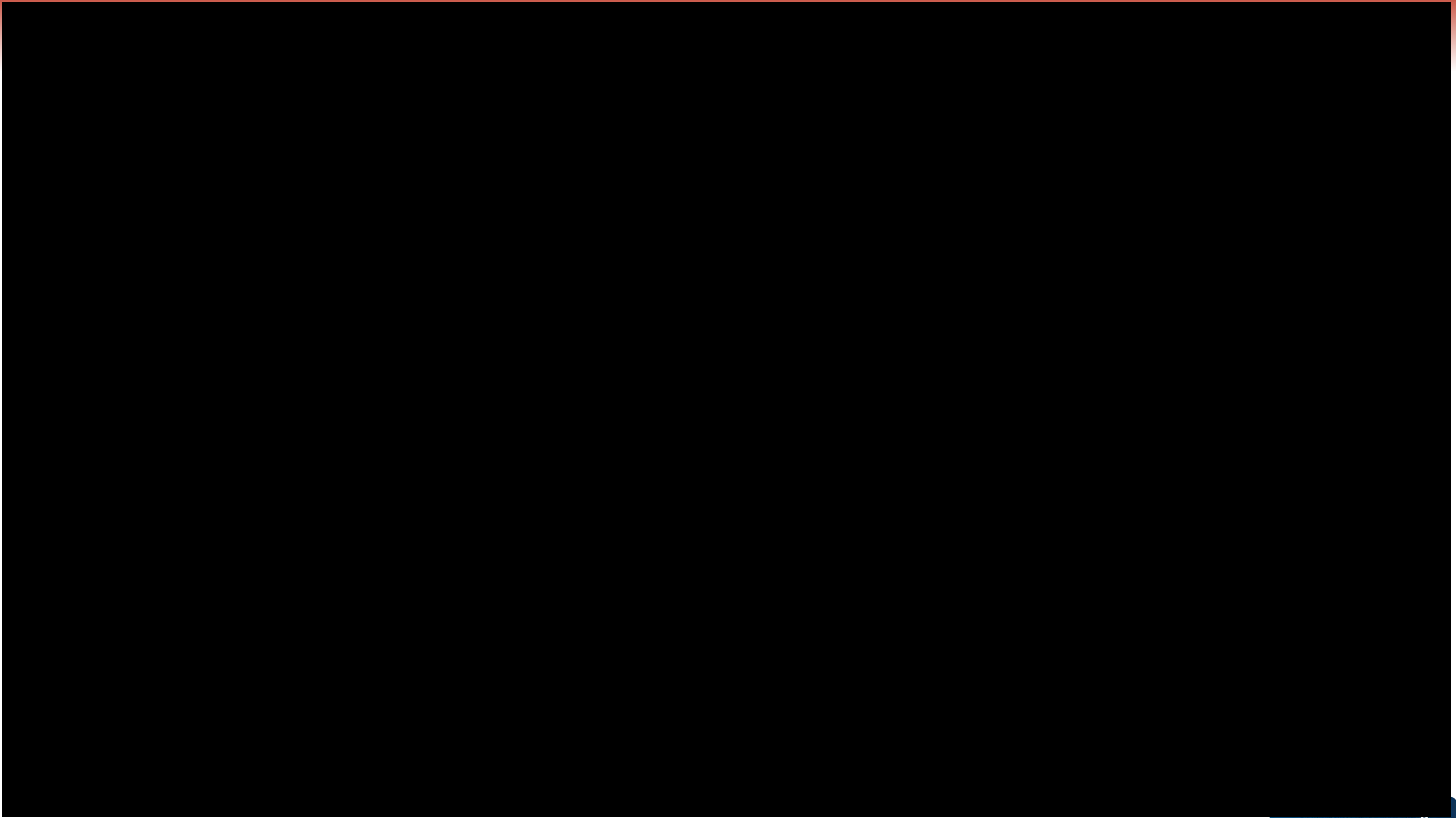
Amodei Nevada
Bacon Nebraska
Bice Oklahoma
Bilirakis Florida
Bost Illinois
Calvert California
Carter Texas
Cole Oklahoma
Diaz-Balart Florida
Dunn Florida
Edwards North Carolina
Ellzey Texas
Feenstra Iowa
Fine Florida
Fitzpatrick Pennsylvania
Fleischmann Tennessee

Fong California
Garbarino New York
Gimenez Florida
Hill Arkansas
Hurd Colorado
Jack Georgia
James Michigan
Joyce Ohio
Kean New Jersey
Kelly Pennsylvania
Kiggans Virginia
Kiley California
Kim California
King-Hinds Northern Mariana Islands
LaHood Illinois
LaLota New York

Lawler New York
Lucas Oklahoma
Malliotakis New York
Maloy Utah
Mast Florida
Meuser Pennsylvania
Miller Ohio
Miller-Meeks Iowa
Moore North Carolina
Moore Utah
Moylan Guam
Murphy North Carolina
Newhouse Washington
Nunn Iowa
Rogers Kentucky

Salazar Florida
Simpson Idaho
Stefanik New York
Thompson
Pennsylvania
Turner Ohio
Valadao California
Van Orden Wisconsin
Wittman Virginia
Womack Arkansas
Zinke Montana





Repeal the Kill Switch

ACTION ITEMS:

- ◆ Rep. **Scott Perry** filed it the U.S. House. Ask your member of congress to co-author H.R. 1137.

U.S. Capitol Switchboard: (202) 224-3121

- ◆ Sen. **Ted Cruz** needs to repeal of kill switch in this year's highway bill.
>> We need Senator Cruz to whip the vote on this like he did for school choice in Texas!
- ◆ Ask Sen. Cruz to get the kill switch repealed!
- ◆ A ban on the kill switch is NOT currently in the BUILD Act!



ALPRs popping up EVERYWHERE!

- **AUTOMATIC LICENSE PLATE READERS** (ALPR): High-speed cameras mounted on police cars, poles, or traffic lights to snap pictures of plates. Use special software to turn plate pictures into readable text. Saves the plate number, exact date, time, and GPS location.
- The ALPRs capture data on vehicles, regardless of whether they have been implicated in a crime. Police departments **do not need a search warrant** to access data.
- **FLOCK** cameras are most invasive. Use AI to capture details: make and model, unique features such as dents, scratches, stickers, and aftermarket parts.
- Flock's CEO, who said that it is "**terroristic**" for the public to want to know **where** the company's automatic license plate readers are being installed.

“AI has transformed these systems into **mass surveillance tools** that track vehicle movements over time and store detailed historical data. Common uses include creating movement profiles **without warrants**, broadly **sharing data with other agencies**, generating ongoing geofence-style surveillance.”

- Rep. Keith Self, (R-TX-3), Author of PRIVACY Act.

(SOURCE: “Texas Congressman Introduces Bill to Restrict Flock Cameras, Other Surveillance Technologies,” *The Texan*, 7/22/26)



Texas GOP Platform calls for ban

- In May, the **Republican Party of Texas** added a complete **ban on ALPRs**, including FLOCK cameras, to its **2026 Platform** (plank 55).
- Made Top 10 **Legislative Priorities**.
- HUGE issue in Texas! Radio & TV in Houston market, especially.
- NYT reports **Texas is ground zero** for ALPR/FLOCK opposition.
- Needs to be banned in Texas next session.
- Get ready for **FLOCK Alpha** - autonomous drones to track your vehicles from the air! **Thermal imaging & high definition cameras** can read plate from 2,000 ft!



FLOCK cameras CANCELED

- Austin, TX
- Los Angeles, CA
- All of New York State

>> So why are ALPRs still in **deep red** Kerr County, TX?

>> **Who's paying for it?** Kerr County's 'thrown into body cam contract for free.'

>> Federal grants (Model Cities initiative) are encouraging them.

www.haveibeenflocked.com

“Americans have a **constitutional right** to be secure in their persons, houses, papers, and effects, and our **government is supposed to get a warrant** before invading that privacy. My bill simply restores that protection. **Get a warrant.**” - Rep. Keith Self



SCOTUS ruling against geofencing

- The U.S. Supreme Court recently ruled that **law enforcement must seek a warrant to access cell phone location data** through a process known as “**geofencing.**”
 - >> The court *has not* yet ruled definitively on how and when law enforcement may obtain and use ALPR data.
- “In a 6-3 ruling, the Court held that geofence warrants for bulk cellphone location data constitute a Fourth Amendment search,” **Rep. Keith Self** told *The Texan*. “This builds directly on *Carpenter v. United States* (2018), which **required warrants for long-term cell-site location records.**”
- “The same reasoning applies to ALPR systems like Flock cameras, which create detailed historical records of vehicle movements. **Warrantless access to bulk historical ALPR data therefore likely violates the Fourth Amendment.**”



Ban on gas powered cars

- At least **12 states** banned the sale of fossil fuel powered cars.
- Biden wanted entire federal fleet converted by 2035.

“The transition to electric vehicles must happen ‘quickly’ in order to ‘beat climate change.’” — Pete Buttigieg

- Buttigieg *never* explained how mandating electric vehicles will "beat climate change." After all, the U.S. is only ***one country*** and accounts for roughly **10% of total global greenhouse gas emissions**.
- **Texas finally passed a bill, HB 2440** (Curry), *prohibiting a ban* on gas-powered vehicles.



Buttigieg: 'Roads are Racist' Plan

- Buttigieg's **Reconnecting Communities** project aimed to reunify historically black neighborhoods divided decades ago when the interstate highway system was developed and restore the civic pride that comes with safe and beautiful green spaces.
- The pilot program allowed municipalities to apply for funding for:
 - Mass transit lines
 - **Green spaces built on top of roadways**, known as freeway lids or "caps"
 - Repurposing defunct rail lines
 - Possibly rerouting or **partially removing highways**.

>>Targeted areas include New Orleans, **Houston**, Tampa, and perhaps Nashville.

All of these policies will need to be intentionally removed by Duffy, or this will happen in Texas.

San Antonio studying it right now on I-35! Already happening on I-45 in **Houston**.



Right to Repair

- Levi Russell, professor of Applied Economics, says **repealing the remote kill switch** and **protecting right to repair** are crucial for property rights and freedom to travel.
- **Planned obsolescence of vehicles**, like your computer or iPhone, except now you've paid tens of thousands for the vehicle, and either a corporation or govt. can stop you from using it.
- Right to Repair is a **critical component of our ability to maintain freedom of movement.**

>>Ensures that we are able to hire independent professionals to repair our vehicles and other products rather than being forced to pay astronomical prices to manufacturers.

Right to Repair

HEADLINE: *Family learns unforgettable lesson when electric vehicle battery suddenly dies, replacement costs more than the car*

By Chris Enloe

The Blaze

July 18, 2022

- Family spent **\$11,000** on a used electric vehicle, a **Ford Focus**, a 2014 with 60,000 miles on the odometer.
- Stopped working. Dealer tells them replacement battery cost **\$14,000**.
- Worse, they no longer make that replacement battery (in 2022, vehicle only 8 yrs old). Offer them **\$500** to take it off their hands.



Right to Repair bills

- **HB 4555** (Curry) / **SB 2748** (Hall) - Right to Repair vehicles
- **HB 2963** (Capriglione) / **SB 2428** (Hall) - Right to Repair consumer products & vehicles

“[T]he Texas Legislature has a unique opportunity to craft policy that reflects the needs of Texans —whether they are farmers struggling with tractor **software restrictions**, small business owners fighting for fair competition, or **everyday consumers burdened by costly repairs**. By enacting a right to repair law, Texas can ensure that its residents have the **freedom to maintain and repair their property** without undue interference and restrictions,”

— Grayson Gee, Texas Public Policy Foundation

‘Lawmakers Propose Bills to Lower Costs of Driving from Toll Road Reform to Vehicle Right to Repair,’ The Texan, 03/17/25

HB 2963 passed & was signed into law!
(First red state to do it.)



‘Endangerment Finding’ now gone!

- In February 2026, EPA did “the single largest deregulatory action in U.S. history,” by eliminating an Obama-era verdict against carbon dioxide and other greenhouse gases.
- Trump administration hopes it’ll save U.S. taxpayers more than **\$1.3 trillion**.
- **Began during the Bush administration**, when left-wing activists and progressive-leaning states sued for not regulating carbon dioxide under the Clean Air Act of 1963.
- On April 2, 2007, the Supreme Court handed down its decision in Massachusetts v. EPA, in which a 5-4 **liberal majority determined that carbon dioxide was a pollutant** under the Clean Air Act
- **Carbon dioxide is not a pollutant**. And yet...
- December 7, 2009, Obama administration declared carbon dioxide (and five other gaseous compounds) “**threaten[ed] the public health and welfare of current and future generations.**”
- This finding “**led to trillions of dollars in regulations** that strangled entire sectors of the United States economy, including the **American auto industry.**”



Trump Freedom to Fix EO

- Trump's June 29 memorandum impacts auto makers, car owners, and independent workshops allowing owners to legally conduct certain auto maintenance and repair jobs on emissions systems.
 - >> Targets emissions components that are strictly regulated by EPA under the federal Clean Air Act.
- Does **NOT** establish a national right-to-repair policy for a wide variety of aftermarket vehicle parts.
- The **Clean Air Act prohibits drivers from tampering with emissions systems**, including intentionally removing or bypassing a catalytic converter on a vehicle that was originally equipped with one.
- Allows truck owners to **delete DEF (Diesel Exhaust Fluid) systems** that can disable your truck, doesn't work in cold temps — without going to jail!

We need **comprehensive Right to Repair** in the **BUILD Act!**



What does this all mean?

Threading the needle:

1. Using the **mileage tax**, they'll know where we go and how many miles we drive per month.
2. Through the **carbon emissions reporting**, they'll know how much 'carbon' we supposedly emit.
3. Through the **kill switch** and/or **obsolescence of cars or their parts**, they'll monitor carbon usage & be able to keep you from driving.



No more CDLs to foreign drivers

HEADLINE: Texas Halts CDLs for Refugees, Asylees, and DACA Recipients After Federal Audit

- DPS **suspended** the issuance of certain commercial driver licenses in response to new emergency rules.
- Audit revealed Texas failed to properly verify immigration status before granting CDLs.
 - >> Licenses were issued to **ineligible foreign nationals**, with expiration dates extending beyond their legal stay in the United States.
- Abbott directed DPS to **begin enforcing English-language proficiency** reviews for commercial drivers
- A New York State Driver's License was issued to "**No Name Given.**"

Plank to Preserve our Freedom to Travel

Plank 53 - Freedom to Travel:

We oppose **Net Zero**, **Vision Zero**, declarations of a climate emergency, and other policies that restrict, control, or prohibit driving (particularly gas-powered vehicles), shrink auto capacity, or intentionally clog vehicle lanes to force deference to pedestrian, bike, and mass transit options and **policies that seek to restrict Texans' freedom to travel**, including the **vehicle kill switch**, road diets, autonomous vehicles, digital IDs, mileage tax, carbon tax, **emissions testing**, toll billing abuses, and ending unconstitutional tolls in perpetuity.



Toll Road Plank

Plank 56 - Toll Roads: We call on the Texas Legislature to **abolish existing toll roads** and to **prohibit future construction**, returning responsibility for road construction and maintenance to the appropriate jurisdiction. We also urge the Texas Legislature to **end toll billing abuses** and pass a uniform toll collection and billing procedure that prohibits excessive fines and fees, requires transparent and accurate billing, and removes the criminal penalties for a person with unpaid tolls.

....and yet

House passed HJR 144 (Morales) to unleash RMAs/tolls everywhere!
House also passed HB 2876 (Gerdes) to extend tolls on SH 130 another 20 years!

Both failed to advance in the Senate.



Digital ID bill

- **HB 3426** (Capriglione) - To authorize digital IDs in Texas. Claims it's 'voluntary.' But note these 9 states went from 'optional' to 'mandatory': AZ, CA, CO, GA, HI, IA, MD, NM, OH
- Digital IDs can be **hacked**, used as a means to **steal your identity**. The true **cost** to the state is **unknowable**. Surely **billions** will need to be spent on cybersecurity to keep this data secure. There's **no way** the fee that DPS could reasonably charge would cover the ***actual*** cost of keeping the data secure.
- **Texas House passed it.** Conservatives saw the word 'mandate' in the platform & didn't think 'voluntary' would lead to mandate, so **they voted for it.**



Taxpayer FIRST Legislative Agenda

1 **PROTECT** RIGHT TO DRIVE -
RIGHT TO REPAIR (STOP **KILL**
SWITCH & ROAD DIETS)

2 **REMOVE** TOLL ONCE ROAD IS
PAID FOR

3 **BROADEN** TOLL **COLLECTION/**
BILLING REFORM



TexasTURF.org

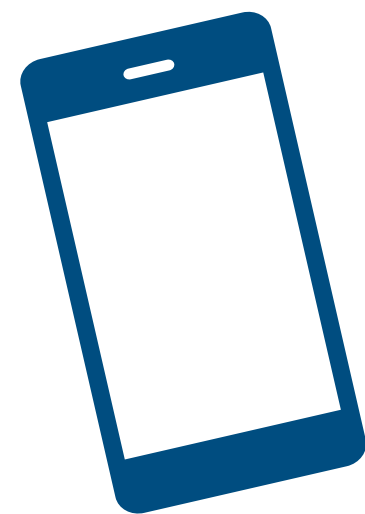
What can you do? Get involved!



- **SPREAD THE WORD**
Educate your community & sphere of influence.



- **HOLD LAWMAKERS ACCOUNTABLE!** See our **Report Card** from the 89th session. We need **transportation champions!**

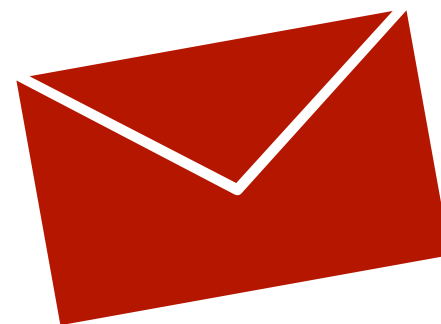


- **SIGN-UP for our TEXT MESSAGE ALERTS**

Text NOTOLLTEXAS to 210-399-8773

Msg frequency may vary. Msg and data rates may apply. Text HELP for help, or STOP to cancel.

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www.TexasTURF.org



Spirit of Liberty



A C E L E B R A T I O N
of America's 250 years!

SATURDAY
SEPTEMBER 19, 2026

A special gathering taking place
5:00 - 9:00 pm
at the
YO Conference Center
in Kerrville, Texas

OUR HOSTS



Special visit from **Benjamin Franklin.**

Patriotic dress/costumes encouraged

Featuring DEFENDERS OF LIBERTY



Texas Comptroller

Don Huffines

Founder - Huffines Liberty Foundation
Former Texas District 16 Senator



State Representative HD-10
Brian Harrison

Grassroots Champion &
Conservative Firebrand



Executive Director

JoAnn Fleming

Grassroots America - We the People
Founder, Texas Conservative Grassroots Coalition
Chair, Women for Trump, Texas



Former State Representative
Rick Green

Founder & President - The Patriot Academy
& Torch of Freedom Foundation

Special tribute to



Texas Congressman

Chip Roy

Policy Chair, House Freedom Caucus

Texas' most conservative voting record in congress
Recipient of the "American Patriot Award" (2021) and the
"Freedom Fighter Award" (2022)
We will be recognizing his service to CD-21

SPONSOR LEVELS

George Washington

\$10,000

Premier table seating for 8, Program recognition
VIP Reception & photos with Speakers & Honoree,
Banner placement at event w/table upon request, Logo
displayed on ticketing platform & online for one year,
Two (2) hotel rooms for one night



Samuel Adams

\$5,000

Premier table seating for 8, Program recognition
VIP Reception & photos with Speakers & Honoree,
Banner placement at event w/table upon request, Logo
displayed on ticketing platform & online for one year



Thomas Jefferson

\$2,500

Table seating for 8, Program recognition
VIP Reception & photos with Speakers & Honoree,
Banner placement at event w/table upon request



Patrick Henry

\$1,500

Table seating for 8, Program recognition
VIP Reception & photos with Speakers & Honoree



John Hancock

\$800

Table seating for 8



General Admission \$125

For event sponsor package
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LIATX.com/SofL





More information at:

www.TexasTURF.org

www.TollfreeHighways.com

Terri Hall - terri@TexasTURF.org

(210) 275-0640

For further information visit www.TexasTURF.org

Remote hackers, kill power to car



TexasTURF.org

Kill Switch Implications

- Will **cause** more crashes than it'll prevent.
- How will **drunk** navigate across busy highway to safely park on shoulder?
- **Who** will have access to the cameras in your car?
- **How long** will your vehicle be disabled on the side of the road?
- Who is supposed to **come get you** out in the middle of nowhere? Or worse, in the middle of a busy highway (and not have the person coming to get you hit by cars, too)?
- Will it deploy **law enforcement**? Who will have access to the report of being impaired? Your **insurance company**?
- Could be used to enforce **COVID/pandemic** or **climate mandates**.

