

7. 90TH SESSION OF THE TEXAS LEGISLATURE - LEGISLATIVE POLICY PRIORITIES AD HOC COMMITTEE RESOLUTION

BACKGROUND

The House Transportation and Infrastructure Committee approved the BUILD America 250 Act on May 22, 2026, as a step towards a multi-year reauthorization of federal surface transportation programs before they expire on September 30, 2026. The Texas Legislature will also begin its 90th Legislative session preparations this fall for opening day of the session, January 12, 2027. Both the federal and state legislative processes provide an opportunity to identify legislative priorities that may impact the region.

At the June 26, 2026, Transportation Policy Council (TPC) meeting, Chair Beckendorff established the Legislative Policy Priorities Ad Hoc Committee to address this opportunity and invited TPC members to volunteer for participation. Following the meeting, staff distributed a request for volunteers and asked interested members to submit their names for consideration by July 17, 2026.

At the July 24, 2026, Transportation Policy Council (TPC) meeting, Chair Beckendorff established the Legislative Policy Priorities Ad Hoc Committee and appointed the following members to serve on this Committee:

Judge Mark Keough – Chair – Montgomery County
Commissioner Lesley Briones- Harris County
Council Member Sally Branson – City of Friendswood
Council Member Suzanne Whatley – City of Sugar Land
Mr. Kerrick Henny – Port Houston
Dr. Shelley Sekula-Gibbs – The Woodlands Township

The Committee met on August 5th and August 17th to identify and discuss the legislative priorities that will impact the region. Judge Mark Keough presented these legislative priorities to the full membership of the Transportation Policy Council at the August 28, 2026 meeting. At the September 25, 2026, Transportation Policy Council meeting they were approved by the Council.

CURRENT SITUATION

Staff have prepared a resolution for the Transportation Policy Council to approve capturing these priorities. This resolution can be helpful as local governments seek to pass their own. Additional information included for discussion purposes consists of sample talking points that members can use as they speak to legislators and a sample resolution that may be used by local governments.

ACTION REQUESTED

Transportation Policy Council approval of Resolution 2026-28.



Resolution

No. 2026-28

A RESOLUTION OF THE TRANSPORTATION POLICY COUNCIL SUPPORTING REGIONAL TRANSPORTATION PRIORITIES FOR THE 90TH TEXAS LEGISLATURE.

WHEREAS, a safe, reliable, accessible, and efficient transportation system is essential to public safety, economic competitiveness, quality of life, and the continued growth of the Houston-Galveston region and the State of Texas; and

WHEREAS, the region's transportation needs exceed currently available funding, resulting in project delays, higher costs, congestion, infrastructure deterioration, and safety risks; and

WHEREAS, cities, counties, transit agencies, transportation authorities, metropolitan planning organizations, and other public entities must work cooperatively to address regional transportation needs;

NOW, THEREFORE, BE IT RESOLVED THAT THE:

The Transportation Policy Council supports increasing reliable revenue available to the State Highway Fund by increasing the revenue shares or transfers associated with Proposition 1 and Proposition 7 and reprioritizing appropriate state resources, including funding allocated to the Texas Enterprise Fund, toward transportation infrastructure.

The Transportation Policy Council supports restricting surplus toll-road revenue to roadway infrastructure and directly related projects.

The Transportation Policy Council supports increasing state funding to eliminate or mitigate unsafe at-grade railroad crossings

The Transportation Policy Council supports modifying applicable statutes, rules, and administrative policies, including 43 Texas Administrative Code §16.153, to remove unnecessary restrictions imposed by TxDOT funding categories and preserve meaningful regional transportation decision-making authority.

The Transportation Policy Council supports reauthorizing as necessary and expanding the County Transportation Infrastructure Fund to include roadways affected by a broad range of industrial activities and establishing additional dedicated transportation funding for high-growth communities.

ADOPTED AND APPROVED, this 23rd day of October 2026, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Metropolitan Planning Area.

APPROVED:

ATTEST:

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

Hon. Sally Branson, Secretary
Transportation Policy Council

SAMPLE RESOLUTION – 90th LEGISLATIVE SESSION TRANSPORTATION PRIORITIES

RESOLUTION NO. [_____]

A RESOLUTION OF THE GOVERNING BODY OF [MEMBER ENTITY NAME] SUPPORTING REGIONAL TRANSPORTATION PRIORITIES FOR THE 90TH TEXAS LEGISLATURE.

WHEREAS, a safe, reliable, accessible, and efficient transportation system is essential to public safety, economic competitiveness, quality of life, and the continued growth of the Houston-Galveston region and the State of Texas; and

WHEREAS, the region's transportation needs exceed currently available funding, resulting in project delays, higher costs, congestion, infrastructure deterioration, and safety risks; and

WHEREAS, cities, counties, transit agencies, transportation authorities, metropolitan planning organizations, and other public entities must work cooperatively to address regional transportation needs;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF [ENTITY NAME] THAT:

[ENTITY NAME] supports increasing reliable revenue available to the State Highway Fund by increasing the revenue shares or transfers associated with Proposition 1 and Proposition 7 and reprioritizing appropriate state resources, including funding allocated to the Texas Enterprise Fund, toward transportation infrastructure.

[ENTITY NAME] supports restricting surplus toll-road revenue to roadway infrastructure and directly related projects.

[ENTITY NAME] supports increasing state funding to eliminate or mitigate unsafe at-grade railroad crossings.

[ENTITY NAME] supports modifying applicable statutes, rules, and administrative policies, including 43 Texas Administrative Code §16.153, to remove unnecessary restrictions imposed by TxDOT funding categories and preserve meaningful regional transportation decision-making authority.

[ENTITY NAME] supports reauthorizing as necessary and expanding the County Transportation Infrastructure Fund to include roadways affected by a broad range of industrial activities and establishing additional dedicated transportation funding for high-growth communities.

The [PRESIDING OFFICER/EXECUTIVE DIRECTOR/CHIEF ADMINISTRATIVE OFFICER OR DESIGNEE] is authorized to distribute this resolution and communicate the entity's support for these priorities to the Texas Legislature, state officials, the Texas Transportation Commission, TxDOT, the metropolitan planning organization, and other interested parties.

ADOPTED AND APPROVED on this the [] day of [], 2026.

TPC - Discussion Points

90th Session of the Texas Legislature

Core Regional Message

"Our region is asking the 90th Texas Legislature to strengthen transportation investment in five ways: provide more reliable revenue to the State Highway Fund; keep surplus toll revenue focused on roadway infrastructure; increase funding for unsafe railroad crossings; preserve meaningful regional authority over transportation funds allocated to metropolitan areas; and expand infrastructure assistance to address industrial impacts and rapid growth. These priorities will improve safety, preserve existing infrastructure, support economic opportunity, and help state, regional, and local transportation dollars go further."

1. Increase Revenue Available to the State Highway Fund

Key message: Texas should dedicate a larger and more reliable share of available state resources to transportation infrastructure.

- Population, freight movement, construction costs, and infrastructure demands continue to increase.
- Delaying transportation projects does not save money. It often increases right-of-way, labor, material, maintenance, and construction costs.
- Proposition 1 and Proposition 7 established important transportation revenue streams, but the Legislature should examine whether current transfer amounts and thresholds are sufficient for current and projected needs.
- Where constitutional changes are required, the Legislature should give Texas voters an opportunity to approve a stronger and more reliable transportation funding commitment.
- Additional transportation funding should supplement, rather than replace, existing transportation appropriations.
- The Legislature should evaluate discretionary economic-development appropriations, including the Texas Enterprise Fund, in relation to the state's unmet infrastructure needs.
- Reliable transportation infrastructure is itself a powerful economic-development tool that benefits existing Texas employers as well as businesses considering relocation or expansion.

Suggested legislative request: Increase Proposition 1 and Proposition 7 revenue shares or transfers, preserve or extend those revenue streams, and redirect appropriate discretionary state resources to transportation infrastructure.

2. Keep Toll-Road Surplus Revenue Focused on Roadways

Key message: Revenue paid by roadway users should remain connected to roadway infrastructure.

- Toll revenue should first satisfy the facility's operations, maintenance, debt, reserve, and contractual requirements.
- Once those obligations are met, surplus revenue should be reinvested in roadway projects that benefit toll-system users and the surrounding roadway network.
- Clear statutory guardrails promote public confidence by ensuring that toll revenue is not treated as a general-purpose funding source.
- Eligible projects could include rehabilitation, safety improvements, congestion relief, system connectivity, frontage roads, interchanges, and improvements to roads that feed or relieve the toll facility.

TPC - Discussion Points

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Suggested legislative request: Restrict surplus toll revenue to roadway infrastructure and directly related projects.

3. Increase Funding for Unsafe At-Grade Railroad Crossings

Key message: Railroad-crossing safety requires a larger, sustained state investment.

- At-grade crossings create conflict points among trains, vehicles, transit operations, pedestrians, bicyclists, school transportation, and emergency responders.
- Growth in train frequency and roadway traffic can cause crossings that were once manageable to become significant safety and mobility concerns.
- Blocked crossings can delay police, fire, ambulances, buses, paratransit vehicles, and other essential services.
- Grade separations are often the safest long-term solution, but their costs are beyond the capacity of many local and regional entities.
- Not every crossing requires a bridge or underpass. The state should also support warning devices, crossing surfaces, signals, illumination, closures, consolidation, and other targeted safety measures.
- Projects should be prioritized using transparent data, including crash history, train volume, roadway volume, blocked-crossing duration, emergency and transit routes, school access, pedestrian activity, and hazardous-material movement.

Suggested legislative request: Establish or increase a dedicated, recurring appropriation for at-grade railroad-crossing safety and grade-separation projects.

4. Preserve Meaningful Regional Decision-Making Authority

Key message: Locally accountable officials should have meaningful authority over transportation funds allocated to their metropolitan region.

- Metropolitan planning organization policy boards include public officials who are directly accountable to the communities affected by transportation decisions.
- Local and regional leaders understand travel patterns, growth, project readiness, safety concerns, system connectivity, land use, and economic conditions.
- State funding categories should promote accountability without preventing a region from directing funds to its highest transportation priorities.
- The goal is a balanced partnership in which TxDOT provides expertise and statewide coordination while regional policy boards retain meaningful project-selection and programming authority.

Suggested legislative request: Revising 43 Texas Administrative Code §16.153 should focus on removing unnecessary category-based restrictions.

5. Expand Transportation Infrastructure Funding for Industrial Impacts and High-Growth Areas

Key message: Communities need a recurring state funding partner for roads affected by industrial activity and rapid growth.

- Heavy industrial and commercial vehicles can cause roadway deterioration beyond what was anticipated when many roads were designed.

TPC - Discussion Points

90th Session of the Texas Legislature

- Transportation impacts are not limited to oil and gas production. Manufacturing, mining, agriculture, warehousing, logistics, energy projects, and major construction can produce similar impacts.
- Rapid population and employment growth can create transportation needs faster than traditional funding formulas can respond.
- Counties generally have limited transportation revenue options and often cannot recover the full cost of industrial roadway impacts.
- The existing statutory framework for the County Transportation Infrastructure Fund can serve as a foundation for a broader and more predictable program.
- Funding formulas should consider road conditions, truck traffic, industrial impacts, population and employment growth, safety, fiscal capacity, and project readiness.
- Local-match requirements should be reasonable and should not prevent economically disadvantaged communities from participating.

Suggested legislative request: Recapitalize and expand the County Transportation Infrastructure Fund to include roadways affected by a broad range of industrial activities and establish additional dedicated transportation funding for high-growth areas.