



## **Proposed 82<sup>nd</sup> Session Legislative Agenda\***

1. Recommend revision of specific state statutory language to clarify that Regional Toll Revenue received from local tolls as a concession fee or excess toll revenue, when obligated by a written agreement between local political subdivisions and TxDOT is no longer state revenue, but becomes obligated local funds subject to appropriation by signator entities.
2. Support a constitutional amendment to restrict appropriations from Fund 6 to TxDOT only from funding allocations for expenditure for roads, rail and other intermodal purposes.
3. Support reauthorization of public-private partnerships (“PPP”) as a financing option where the transportation project cannot be fully funded by public revenue; in particular, support specific authorization to fully fund I-35E.
4. Preserve those gains that have been made to provide flexibility and innovation for transportation funding.
5. Support the development and implementation of a state rail plan that reasonably funds and improves passenger and freight rail without excessive regulation.
6. Support the review of financing enhancements for transportation including a vehicle miles traveled fee; an annual vehicle registration fee that more accurately reflects road impact; and corridor incremental value added contributions.
7. Support rule making or legislation that requires allocation of TxDOT discretionary funds, not otherwise categorized, to be distributed by formula or equalized to formula allocation amounts each fiscal year.

\*Approved by DRMC Legislative Committee 10/1; Pending approval by DRMC Board