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Oct 17, 2013, 3:03pm CDT

# Why the road bill excludes funding for all toll projects



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These days, it seems the only new roads being built have a toll component in Dallas-Fort Worth.

The constitutional amendment going before voters in November 2014 would essentially double the amount of road funding for the [Texas Department of Transportation](#) by tapping the state's Rainy Day Fund.

The additional \$1.2 billion a year cannot be spent on any toll projects, even so-called hybrid projects with managed toll lanes like the LBJ Express, DFW Connector and North Tarrant Express.

"All those were taken off the table," said [Joe Pickett](#), R-EI Paso and chairman of the House Transportation Committee. "We're



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*Lance Murray*

House representatives talked about the transportation resolution that will go before voters in November, 2014.



asking the public to let us split the money that's coming from the [oil and gas production severance tax](#), after we take off a piece for public education," Pickett said. "Currently all the balance goes directly to our Rainy Day Fund."

Pickett joined three North Texas representatives for a transportation symposium Thursday at [Southern Methodist University](#) that was led and moderated by the *Texas Tribune*.

[Larry Phillips](#), R-Sherman, underscored how important this election will be for the future economic development of Texas.

"We truly will see industry leave," Phillips said. "We'll see people quit moving here. They're going to come, it's going to get really bad and it's going to collapse."

[Linda Harper-Brown](#), R-Irving, said transportation funding is a core function of the government and blasted critics who say they're robbing the Rainy Day Fund.

"They're not really telling people the true story of what's going on," Brown said. "There are groups that are using this politically."

Nicholas covers the energy and banking beats for the Dallas Business Journal. [Subscribe the Energy Inc. newsletter](#)

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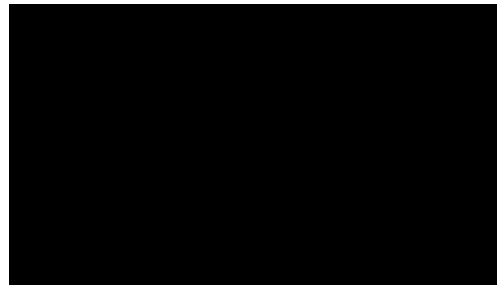
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