



INCREASING TEXAS' STATE HIGHWAY TRANSPORTATION FUNDS

Title of Bills: Proposition 1 (2014), Proposition 7 (2015)

Purpose: To direct state revenue from various taxes to the State Highway Fund. This revenue is to solely be used for maintaining and constructing public roadways and repaying general obligation bonds used for highway improvement projects.

- *Proposition 1 (Senate Joint Resolution 1):* Redirects an estimated \$1.2 billion in oil and gas tax revenues from the state's rainy day fund to the State Highway Fund for the purpose of construction and maintenance of public roads.
- *Proposition 7 (Senate Joint Resolution 5):* Directs \$2.5 billion into the state's transportation fund once Texas's general sales tax revenue exceeds \$28 billion in the fiscal year. And beginning in September 2019, 35 percent of motor vehicle sales tax revenue over the \$5 billion threshold will be used for transportation projects.

Status of Amendments: Signed into law on Nov. 4, 2014 and Nov. 3, 2015 respectively upon voter approval.

Public Votes for Prop 1 (2014) and Prop 7 (2015)		
	Proposition 1 (SJR 1)	Proposition 7 (SJR 5)
FOR	80% (3,213,483)	83% (1,296,356)
AGAINST	20% (810,382)	17% (261,019)

History

Transportation Funding

Texas' state motor fuel tax rate was last raised to 20 cents-per-gallon in 1991¹. After non-highway use is deducted, 25 percent of gas tax revenue is allocated to the state's Available School Fund, with the remaining 75 percent dedicated to the State Highway Fund. The first \$7.3 million deposited into the State Highway Fund is transferred to the County and Road District Highway Fund. In 2014, the gas tax generated \$2.48 billion and the diesel tax generated \$833 million.

Other revenue deposited into the State Highway Fund includes motor lubricants sales tax; motor vehicle title certificate fees; motor vehicle registration fees; and special vehicle registration fees.

In the agency's 2016-2017 Legislative Appropriation Requestⁱⁱ, TxDOT identified state highway funds as making up 37 percent of the department's funding. Federal reimbursement rates comprised 42 percent (\$8.37 billion) of the account, and bond proceeds rated as the third largest funding source (10 percent, or \$2.02 billion). Other financing included:

- General revenue (3.7 percent, \$0.72 billion);
- The Texas Mobility Fund (4 percent, \$0.79 billion); and
- Concession fees (3.7 percent, \$0.74 billion).

Shortfall

Acknowledging the challenges already facing the state, Texas Gov. Rick Perry (R) convened a volunteer committee of state business leaders in May 2008 to assess the state's transportation mobility needs. Led by Texas Transportation Commission Chair Deidre Delisi, the committee released two reports.

This first report, *2030 Committee Texas Transportation Needs Report*ⁱⁱⁱ, was completed in February 2009. The main findings included:

- Texas has the most paved-lane miles of any other state (192,150 lane-miles), and while the state ranked first in funding for pavement maintenance it ranked 22nd in dollars spent per lane-mile due to the size of its transportation infrastructure. Of the state's lane-miles, over 60,000 of them were rural highways.
- In addition, Texas reported the largest system of state highway bridges in the nation with over 50,000 bridges and 417 million square feet of deck area. In total, the state had 33,500 on-system bridges (bridges owned and maintained by TxDOT) which carried 584 million vehicles per day, and 17,567 off-system (bridges owned by cities and counties) bridges which carried 57 million vehicles per day. As of 2007, bridges conditions included:
 - Structurally Deficient Bridges: 421 on-system and 1,552 off-system.
 - Functionally obsolete: 3,987 on-system and 3,918 off-system.
 - Substandard for load-only: 107 on-system and 1,245 off-system.
- Highway traffic delays in urban areas increased 500 percent in the past two decades, with the total annual cost of travel delays totaling \$6.7 billion (\$570 annually per commuter). With an increase of 18 million people by 2040, congestion was anticipated to increase over time.
- The state's transportation system required \$315 billion over the next 22 years, with a focus on maintaining pavements and bridges, preventing an increase in congestion in urban areas, and ensuring rural mobility and safety.

The second report, *It's About Time: Investing in Transportation to Keep Texas Economically Competitive*^{iv}, was completed in March 2011. The report identified seven factors that heavily impacted the quality of Texas' transportation infrastructure:

- Growing population.
- Increasing amounts of freight.

- Road deterioration.
- Deficient bridges.
- Increasing time and cost to improve the system due to delayed work
- Erosion of traditional transportation funding sources.
- One-time funding instead of recurring revenue.

The updated report laid out four differing scenarios. To achieve a 'Grade B', the state would increase work to maintain road conditions as they currently were when the report was published in 2010. 'Grade C' would require Texas to maintain its roads in a condition equal-to or –better-than neighboring states. 'Grade D' – called the 'worst acceptable conditions'—would require reducing the amount of roads and bridges needing extensive rebuilding. 'Grade F'—'unacceptable conditions'—was the name for conditions that would result due to current policies and funding.

The report also identified seven goals:

- "First and foremost, preserve Texas' substantial investment in transportation infrastructure.
- Ensure Texas is getting "bang for the buck" from its transportation system.
- Involve transportation users and employers in transportation solutions.
- Attack problems and seize opportunities.
- Display results and support accountability.
- Require users to pay for services they "consume".
- Make timely decisions about transportation investment levels (including addressing pavement and bridge quality as well as urban mobility and rural connectivity)."

At the beginning of the 2013 legislative session, the Texas Department of Transportation (TxDOT) informed legislators the state was facing an annual transportation funding gap of \$4 billion between anticipated federal and state revenue over the next several years and revenue needed in order to maintain the highway network at 2010 levels of congestion and maintenance. Later, the agency clarified that the \$4 billion shortfall did not include funding needed to address the rapid deterioration of roadways in regions heavily impacted by a dramatic increase in heavy truck traffic associated with energy development. With that additional sum of \$1 billion in unmet transportation revenue needs, the annual state transportation funding shortfall total was increased to \$5 billion.

Rainy Day Fund

The state's Rainy Day Fund (Economic Stabilization Fund) was established in 1988 and is meant to be used when there are revenue shortfalls, holes in the budget, or emergency funds in the case of natural disasters.^v Before the passage of Proposition 1, the Rainy Day Fund received 75 percent of oil and natural gas production tax revenue that exceeds what the amount the state collected when the fund was first established. The comptroller also transfers remaining balance of the general revenue fund to the rainy day fund every two fiscal years.^{vi}

Since Proposition 1 diverts revenue from the Rainy Day Fund to the State Highway Fund, an enabling measure, HB 1, was added to safeguard the Rainy Day Fund. The legislation states that before funds can be transferred to the State Highway Fund, a committee will recommend a minimum balance for the Rainy Day Fund. The state legislature must approve a minimum balance by two-thirds or more, and the number does not have to be what the committee recommends. However, if the legislature cannot agree on a minimum balance, then the number presented by the committee takes effect.^{vii}

Summary of Legislation

How the Bill Was Passed

Proposition 1 was introduced as Senate Joint Resolution (SJR) 1 and passed by the Senate on July 30, 2013. Prior to SJR 1, enabling legislation House Bill 1 was passed in order to protect the Rainy Day Fund. Before voting on the full Senate floor, the bill passed through the Finance committee and a public hearing. After passing in the Senate, the bill was then referred to the Transportation Funding Committee and returned without amendments. The bill was transferred to the House where, according to *My San Antonio*, they spent five hours debating the bill. The House offered two amendments where \$600 million of unused funds would be diverted to highways and Texas Mobility Funds would be used to loan money to port projects. The senate rejected the amendment in relation to Texas Mobility Funds. The House then voted and passed the legislation in their third session.^{viii} Once passing through the state legislature on August 5, 2013, the bill was sent to the Secretary of State and voted on by the public in the next election year. The public voted in favor of Proposition 1 and it was signed into law.^{ix}

Proposition 7 was introduced in February of 2015. After being read to the senate, the bill was amended with new allocations for the State Highway Fund, General Fund, and Available School Fund. After the amendment was approved the bill was sent to the House on March 5, 2015. The bill was also sent to the Transportation committee and returned unaltered. The House continued to make three amendments where they edited for certain situations when the comptroller may not make a deposit. The House and the Senate both voted again passing the amendment. Like Proposition 1, the bill was then put to a public vote, which passed Proposition 7 in November of 2015.^x

What the Bill Does

Proposition 1:

Before the passage of Proposition 1, revenue from oil and gas production taxes were transferred to the Rainy Day Fund. Proposition 1 directs half of that revenue to State Highway Fund instead of the Rainy Day Fund.

Proposition 1 would be effective immediately after passage. In addition, this would apply to transfers completed after September 1, 2014. Revenue diverted to the State Highway Fund may only be used for

construction, maintenance, and acquisition of rights of way for public roadways. The funds may not be used for toll roads.

Proposition 7:

Proposition 7 declares that revenue from state sales and use tax and taxes from the sale or rental of a motor vehicle will be dedicated to the State Highway Fund. Money from the tax revenue shall only be used by the State Highway Fund for the construction, maintenance, and acquisition of rights of way for public roadways. This does not include toll roads. They revenue may also be used to repay certain general obligation bonds under Section 49-p. This includes funding for highway improvement projects.

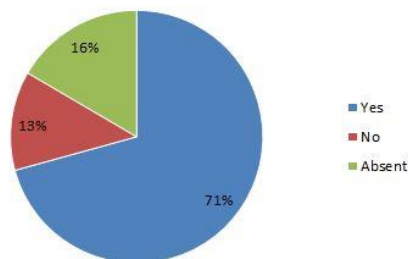
This allocation of funds would begin in 2017 (FY 2018). When the revenue from sales and use taxes reaches \$28 billion in that fiscal year, then the next \$2.5 billion received are transferred to the State Highway Fund. Revenue reallocation from sales and use taxes would end in 2032. Additionally starting in 2019 (FY 2020) and ending in 2029, a portion of motor vehicle sales and rental taxes will be allocated to the State Highway Fund. If the state receives \$5 billion or more from sales or rental taxes, then 35% of the \$5 billion is transferred to the State Highway Fund.^{xi}

Legislative Makeup

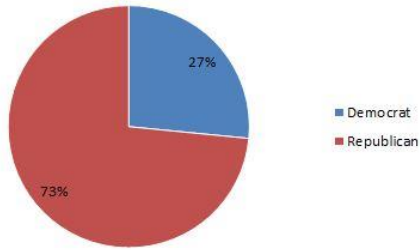
At the time of Proposition 1’s passage, Texas’ Governor Rick Perry was Republican, and the legislature was majority Republican. Of the legislators voting on the bill, 71 voted to approve while 13 percent opposed it and 16 percent abstained or were absent. After the bill was passed through the legislature, the public voted and passed Proposition 1 with 80 percent voting in favor and 20 percent against.

- There were 67 Democrats in the Texas legislature, with 34 voting in favor of Proposition 1, 16 opposed, and 17 were abstained or were absent.
- There were 114 Republicans in the Texas legislature, with 94 voting in favor, 7 opposed, and 13 abstained or were absent.

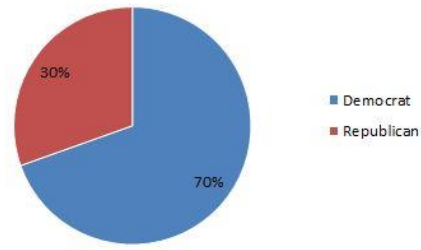
**Legislative Votes on Texas' Proposition 1
(2014)**



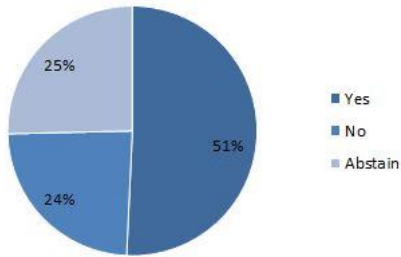
Legislators Voting for TX Prop 1



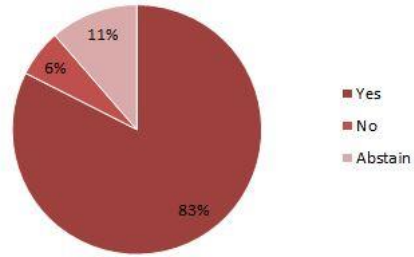
Legislators Voting Against TX Prop 1



Democrat Votes



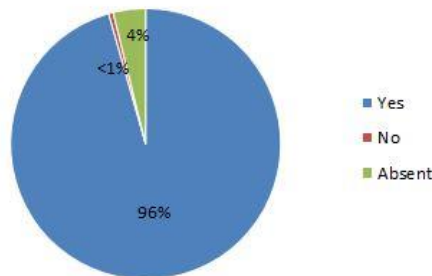
Republican Votes



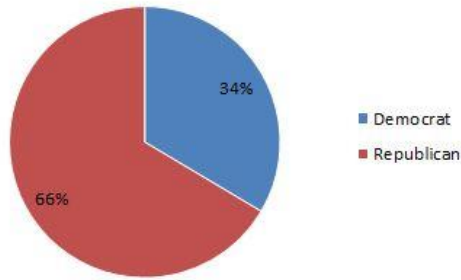
At the time of Proposition 7’s passage, Texas’ Governor Greg Abbott was Republican, and the legislature was majority Republican. Of the legislators voting on the bill, 96 voted to approve while less than 1 percent opposed it and 4 percent abstained or were absent. After the bill was passed through the legislature, the public voted and passed Proposition 7 with 83 percent voting in favor and 17 percent against.

- There were 62 Democrats in the Texas legislature, with 58 voting in favor of Proposition 7, 1 opposed, and 3 were abstained or were absent.
- There were 119 Republicans in the Texas legislature, with 115 voting in favor, 0 opposed, and 4 abstained or were absent.

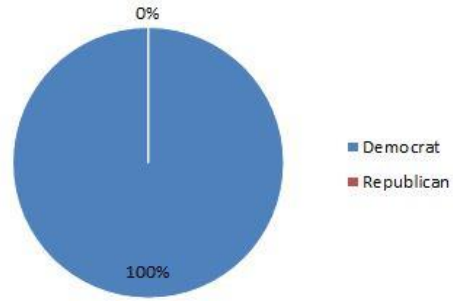
Legislative Votes on Texas' Proposition 7 (2015)



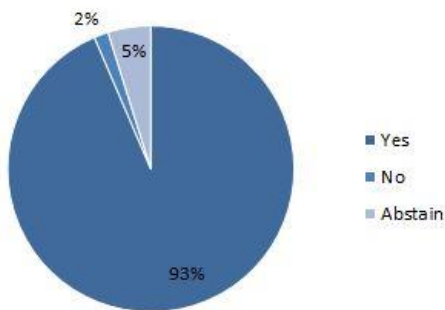
Legislators Voting for TX Prop 7



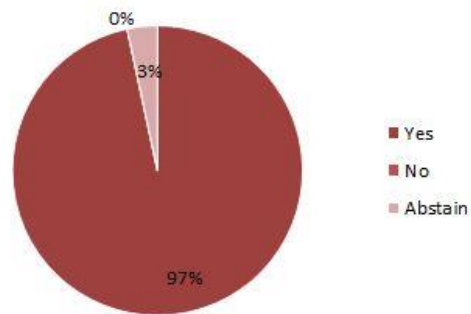
Legislators Voting Against TX Prop 7



Democrat Votes



Republican Votes



Supporters

Arguments:

- The State Highway Fund would gain “consistent and reliable revenue” for public roads.^{xii} Due to the extra income, the Fund would not need to rely on debt or borrowing to maintain the roads. Steady yearly income is a better method than one large transfer of cash.^{xiii} Predictable revenue would allow for more efficient planning on projects.^{xiv}
- For Proposition 1, there is a clause added so that the Rainy Day fund would not fall below a certain amount. Additionally, after the first transfer is made, the Fund would still have more than needed.
- For Proposition 1, the state would maintain its good credit rating because it still keeps money in reserves, but also spends funds on what is necessary.^{xv}
- Joe Straus commented that Proposition 7 would “address the state’s transportation needs and support private-sector growth.”^{xvi}
- In order to not divert too much from other resources, there are base amounts in place for other sectors, so they will still receive enough funding, and the legislature may reduce the amount allocated to the State Highway Fund if need be.^{xvii}
- Texas’ population continues to grow at a rapid rate. Specifically in San Antonio, TRIP estimates that the congestion problem is “only going to get worse.”^{xviii} The combination of growing demand and unimproved highways could also hinder economic growth. TRIP also estimates in a

different report, in relation to Houston, that traffic congestion reduces business efficiency, increases anxiety, and decreases air quality of the area. Overtime these effects could decrease the lives of travelers and economic productivity.^{xix}

Key Players:

“Move Forward Texas”

- Website: <http://movetexasforward.com/>
- President (2014): Scott Haywood
- President (2015): Jack Ladd

“Move Forward Texas” is a non-profit organization that advocates for the expansion of infrastructure in the state of Texas. It believes that transportation should grow alongside the state’s economy and population. “Move Forward Texas” campaigned for the passage of Proposition 1 and 7.

The organization released numerous video advertisements and gained partners to help increase funding for transportation. Partners include Texas Association of Business, Texas Oil and Gas Association, and local chambers of commerce.^{xx} From their video advertisements, which featured Butch Gilliam and Rooster McConaughy— self-made entrepreneurs and investors—the key slogan was “*Let’s invest in Texas roads and move Texas forward*”.^{xxi}

Bill Sponsors:

- Rep. Joe Pickett (D- District79)
- Rep. Larry Phillips (R- District 62)
- Sen. Linda Harper-Brown (R- District 105)
- Rep. Drew Darby (R-District 72)
- Rep. John Otto (R- District 18)
- Rep. Patricia Harless (R- District 126)
- Rep. Tan Parker (R- District 63)
- Rep. Yvonne Davis (D- District 111)^{xxii}

Businesses/Organizations:

- Texas Turf/Texans for Toll-free Highways
- Transportation Advocates of Texas
- Tarrant Regional Transportation Council
- Dallas Regional Chamber
- San Antonio Mobility Coalition, Inc.
- DRMC
- Alamo RMA, Cameron County RMA, Central Texas RMA, Grayson County RMA, North East Texas RMA
- CEC
- Travis County Commissioners Court
- Greater El Paso Chamber of Commerce
- Texas Trucking Association
- Transportation Advocacy Group-Houston Region
- Texas Association of Realtors
- Fort Worth Chamber of Commerce
- Austin Chamber of Commerce
- Riewit Infrastructure

- Texas Forestry Association
- AGC of Texas
- Greater Houston Partnership
- Texas Conference of Urban Counties
- Old Castle Materials
- Texas Municipal League
- American Council of Engineering Companies of Texas
- Tarrant County Commissioners Court
- Texas Independent Producers and Royalty Owners Association
- Bexar County Commissioners Court
- Dallas Regional Chamber, Richardson Chamber
- BNSF Railway
- AGC of Texas-Highway
- Texas Association of Builders
- AAA Texas
- Texas Good Roads Association
- Andrews Kurth Law Firm
- Fort Bend County Toll Road Authority
- Port of Beaumont
- Parsons
- Texas Oil and Gas Association
- Texas Association of Business
- San Antonio Chamber of Commerce
- Port San Antonio
- Zachry Corporation
- Texas Alliance of Energy Producers
- Tarrant Regional Transportation Coalition
- Texas Poultry Fed and Earthmoving Contractors Association
- Dallas Regional Mobility Coalition/ Collin County
- Texas Business Leadership Council
- Texas Municipal League^{xxiii}

Gov. Greg Abbot (R)

“By voting for Proposition 7, you are directing an unprecedented \$4 billion a year be added to the state highway fund for the building and repairing of our roads — without adding a penny more in new fees, tolls, taxes or debt. And none of this money can be used for toll roads.”^{xxiv}

Opponents

Arguments:

Proposition 1:

- While this would be extra revenue for the State Highway Fund, there is not any additional revenue coming in to the state. This merely transfers revenue that the state is already receiving.
- No guarantee that the Rainy Day Fund will have a minimum sufficient balance. This is due to the fact that each legislature individually approves or does not approve of a transfer to Fund 6. Therefore depending on the priorities of that legislative body, the Fund may fall below what the state would need during an economic recession.
- This bill would show that transportation is considered the highest priority when there are other sectors that need funding as well, such as public education.

- Having a stable Rainy Day Fund is better for the state’s credit rating. If the money falls below a certain level then the state’s rating could fall. This makes the cost of borrowing more expensive, which could have additional repercussions.
- This funding will not improve all the state’s transportation problems. More is still needed.^{xxv}

Proposition 7:

- If money is being diverted to transportation or the State Highway Fund then there is less for other sectors, such as public education or health services, that also need the state’s attention. Depending on the state’s economic health, more money may be cut from other services causing them to be underfunded.
- There are other and more effective methods for increasing funding for transportation, but don’t divert funds from other sectors. Texas has a budget surplus that could be used to fund transportation or taxes that already fund transportation could be increased to provide additional revenue.^{xxvi}
- The new funding is strictly for public roadways and doesn’t fund other forms of transportation such as bike paths or pedestrian walkways. Research indicates that increasing the number of choices people can travel around different areas will decrease highway congestion, not adding more lanes.^{xxvii}

Key Players:

Businesses/Organizations:

- Center for Public Policy Priorities
- TX-American Federation of Teachers^{xxviii}

Opposition between the two bills

Opposition arguments are similar across Propositions 1 and 7. There were reservations about diverting resources from other important sectors such as public education. Oppositions to both bills also hypothesized that more funding for highways will not solve all the state’s transportation problems or problems only facing the state’s highway system. However, arguments could be made that opposition fell between Proposition 1 and 7.

In 2014, a higher percentage of the public voted against Proposition 1 than against Proposition 7. This was true in Texas’ state legislature as well. Less than one percent of Texas legislators voted against Proposition 7 while around 13 percent voted against Proposition 1. This could be due to the fact that for Proposition 1, revenue for the State Highway fund was being diverted from the Rainy Day Fund and not other yearly projects. A fear of lack of funds during an economic downturn or natural disaster could have led to increased opposition against Proposition 1.

Why did it succeed?

Governor Support

During the time of Proposition 1's passage Gov. Rick Perry (R) was the governor of Texas and Gov. Greg Abbott (R) was the state's governor during Proposition 7's passage. Both governors showed support for the proposition presented during the time they held office and expressed transportation as a top priority.

During Gov. Perry's time as governor, transportation was made a priority. While Proposition 1 was being debated through the legislature, Gov. Perry helped the legislation to pass in the House's third special legislative session.^{xxix} After both the Senate and House passed Proposition 1, Gov. Rick Perry stated, "increasing funding for transportation without raising taxes, which sends an incredibly strong message that Texas is committed to keeping the wheels of commerce turning, while protecting taxpayers." In addition, Gov. Perry showed his support to *The Texas Tribune* stating, "When it comes to transportation, the stakes facing our state could not be higher, and a failure to act now could take years — if not most of a decade — to correct, as traffic congestion increases and harms our quality of life".^{xxx}

Gov. Abbott also indicated transportation as a priority for the legislative branch in 2015. He is quoted stating he "shepherded much-needed transportation funding through the Legislature this past session."^{xxxi} On September 23, 2015, Abbott addressed the Transportation & Infrastructure Summit highlighting the importance of decreasing highway congestion. He hopes to identify the state's top highway chokepoints so projects can be implemented more effectively. He hopes funding for transportation will promote business growth and job creation with Texas' growing cities and economy.^{xxxii}

Campaigning by Organizations

The organization Move Texas Forward played a major role in campaigning and raising awareness for the importance of Propositions 1 and 7. The organization partnered with numerous businesses, such as Staples, and local chambers of commerce. They also released video advertisements and are quoted in numerous articles. Their goal is to educate the public about the importance of funding transportation. Texas Good Roads, who has partnered with Move Forward Texas, also campaigned for Propositions 1 and 7. They released two information packets about "The Cost of Doing Nothing" showcasing how much it costs to maintain highways and why it's important to invest in transportation for residents' time and safety.^{xxxiii}

Apparent Need

The problems facing Texas' highways are very apparent to the legislators and the residents. Move Texas Forward's videos indicate that it is "vital"^{xxxiv} that we maintain our roads. The video also states, "The work they're doing on these roads will save lives."^{xxxv} Texas Good Roads confirms this. Underfunded highways cost residents about \$948 annually due to accident-related costs.^{xxxvi} The Texas Transportation Institute at Texas A&M University estimated in 2014 that \$5 billion annually is needed for road maintenance and construction for current traffic congestion.^{xxxvii} Both Propositions decrease that gap in funding significantly.

Since Texas is a growing part of the country, traffic is only expected to increase as new businesses build offices in the state. Sen. Robert Nichols (R-3) touches on this subject stating, "With the Texas population growing by approximately 1,200 people every day, the demand on our infrastructure has increased significantly". Lawmakers also wrote, "A well-planned and maintained transportation system gets your businesses' goods to market, gets you to work on time, and provides a safe commute when you take your kids to school."^{xxxviii} As residents spend more time in traffic, productivity could decrease and hinder Texas' economic growth.

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Appendix

Breakdown of votes for Proposition 1

SENATE

Senators who voted in favor of Proposition 1:

- Wendy Davis (Democratic - District 10)
- Rodney Ellis (Democratic - District 13)
- Kirk Watson (Democratic - District 14)
- Juan Hinojosa (Democratic - District 20)
- Judith Zaffirini (Democratic - District 21)
- Leticia R. Van de Putte (Democratic - District 26)
- Eddie Lucio, Jr. (Democratic - District 27)
- José R. Rodríguez (Democratic - District 29)
- Sylvia Garcia (Democratic - District 6)
- Larry Taylor (Republican - District 11)
- Jane Nelson (Republican - District 12)
- Glenn Hegar (Republican - District 18)
- Bob Deuell (Republican - District 2)
- Brian Birdwell (Republican - District 22)
- Troy Fraser (Republican - District 24)
- Donna Campbell (Republican - District 25)
- Robert Duncan (Republican - District 28)
- Robert Nichols (Republican - District 3)
- Craig Estes (Republican - District 30)
- Kel Seliger (Republican - District 31)
- Tommy Williams (Republican - District 4)
- Kelly Hancock (Republican - District 9)

Senators who voted against Proposition 1:

- Dan Patrick (Republican - District 7)
- Ken Paxton (Republican - District 8)
- Charles Schwertner (Republican - District 5)

Senators who abstained from voting on Proposition 1:

- Royce West (Democratic - District 23)
- Carlos I. Uresti (Democratic - District 19)
- John Whitmire (Democratic - District 15)
- John Carona (Republican - District 16)
- Kevin Eltife (Republican - District 1)
- Joan Huffman (Republican - District 17)

HOUSE

Representatives who voted in favor of Proposition 1:

- Abel Herrero (Democratic - District 34)
- Armando Martinez (Democratic - District 39)
- Carol Alvarado (Democratic - District 145)
- Donna Howard (Democratic - District 48)
- Eddie Rodriguez (Democratic - District 51)
- Elliott Naishtat (Democratic - District 49)
- Eric Johnson (Democratic - District 100)

- Joe Deshotel (Democratic - District 22)
- Joe Moody (Democratic - District 78)
- Joe Pickett (Democratic - District 79)
- Jose Menendez (Democratic - District 124)
- Justin Rodriguez (Democratic - District 125)
- Marry Ann Perez (Democratic - District 144)
- Mary González (Democratic - District 75)
- Naomi Gonzalez (Democratic - District 76)
- Philip Cortez (Democratic - District 117)
- Poncho Nevarez (Democratic - District 74)
- Richard Raymond (Democratic - District 42)
- Robert Guerra (Democratic - District 41)
- Roberto R. Alonzo (Democratic - District 104)
- Ron Reynolds (Democratic - District 27)
- Ryan Guillen (Democratic - District 31)
- Sergio Muñoz, Jr. (Democratic - District 36)
- Terry Canales (Democratic - District 40)
- Tracy King (Democratic - District 80)
- Allan Ritter (Republican - District 21)
- Allen Fletcher (Republican - District 130)
- Angie Chen Button (Republican - District 112)
- Bennett Ratliff (Republican - District 115)
- Bill Callegari (Republican - District 132)
- Bill Zedler (Republican - District 96)
- Brandon Creighton (Republican - District 16)
- Bryan Hughes (Republican - District 5)
- Byron Cook (Republican - District 8)
- Cecil Bell Jr. (Republican - District 3)
- Charles Anderson (Republican - District 56)
- Charles Perry (Republican - District 83)
- Charlie Geren (Republican - District 99)
- Chris Paddie (Republican - District 9)
- Cindy Burkett (Republican - District 113)
- Craig Goldman (Republican - District 97)
- Dan Branch (Republican - District 108)
- Dan Flynn (Republican - District 2)
- Dan Huberty (Republican - District 127)
- Debbie Riddle (Republican - District 150)
- Diane Patrick (Republican - District 94)
- Doug Miller (Republican - District 73)
- Drew Darby (Republican - District 72)
- Drew Springer, Jr. (Republican - District 68)
- Dwayne Bohac (Republican - District 138)
- Ed Thompson (Republican - District 29)
- Four Price (Republican - District 87)
- Geanie Morrison (Republican - District 30)
- George Lavender (Republican - District 1)
- Giovanni Capriglione (Republican - District 98)
- Greg Bonnen (Republican - District 24)
- Harvey Hilderbran (Republican - District 53)
- J.D. Sheffield (Republican - District 59)
- James Frank (Republican - District 69)
- James White (Republican - District 19)
- Jason Isaac (Republican - District 45)
- Jason Villalba (Republican - District 114)
- Jeff Leach (Republican - District 67)
- Jim Keffer (Republican - District 60)
- Jim Murphy (Republican - District 133)
- Jimmie Don Aycock (Republican - District 54)
- Jodie Anne Laubenberg (Republican - District 89)
- John Davis (Republican - District 129)
- John Frullo (Republican - District 84)
- John Kuempel (Republican - District 44)
- John Otto (Republican - District 18)
- John Raney (Republican - District 14)
- John T. Smithee (Republican - District 86)
- Jonathan Stickland (Republican - District 92)
- Ken King (Republican - District 88)
- Kenneth Sheets (Republican - District 107)
- Kyle Kacal (Republican - District 12)
- Larry Gonzales (Republican - District 52)
- Larry Phillips (Republican - District 62)
- Linda Harper-Brown (Republican - District 105)
- Lois Kolkhorst (Republican - District 13)
- Lyle Larson (Republican - District 122)
- Steve Toth (Republican - District 15)
- Marsha Farney (Republican - District 20)
- Matt Krause (Republican - District 93)
- Matt Schaefer (Republican - District 6)
- Myra Crownover (Republican - District 64)
- Pat Fallon (Republican - District 106)
- Patricia Harless (Republican - District 126)
- Paul D. Workman (Republican - District 47)
- Phil Stephenson (Republican - District 85)
- Ralph Sheffield (Republican - District 55)
- Rick Miller (Republican - District 26)

- Rob Orr (Republican - District 58)
- Ron Simmons (Republican - District 65)
- Sarah Davis (Republican - District 134)
- Scott Sanford (Republican - District 70)
- Scott Turner (Republican - District 33)
- Stephanie Klick (Republican - District 91)
- Susan King (Republican - District 71)
- Tan Parker (Republican - District 63)
- Tim Kleinschmidt (Republican - District 17)
- Tony Dale (Republican - District 136)
- Travis Clardy (Republican - District 11)
- Van Taylor (Republican - District 66)
- Wayne Smith (Republican - District 128)

Representatives who voted against Proposition 1:

- Chris Turner (Democratic - District 101)
- Helen Giddings (Democratic - District 109)
- Toni Rose (Democratic - District 110)
- Yvonne Davis (Democratic - District 111)
- Trey Martinez Fischer (Democratic - District 116)
- Ruth McClendon (Democratic - District 120)
- Alma Allen (Democratic - District 131)
- Sylvester Turner (Democratic - District 139)
- Senfronia Thompson (Democratic - District 141)
- Harold Dutton, Jr. (Democratic - District 142)
- Jessica Christina Farrar (Democratic - District 148)
- Hubert Vo (Democratic - District 149)
- Craig Eiland (Democratic - District 23)
- Rene Oliveira (Democratic - District 37)
- Lon Burnam (Democratic - District 90)
- Nicole Collier (Democratic - District 95)
- Lance Gooden (Republican - District 4)
- David Simpson (Republican - District 7)
- Tryon Lewis (Republican - District 81)
- Tom Craddick (Republican - District 82)

Representatives who abstained from voting on Proposition 1:

- Rafael Anchia (Democratic - District 103)
- Joe Farias (Democratic - District 118)
- Roland Gutierrez (Democratic - District 119)
- Michael Villarreal (Democratic - District 123)
- Gene Wu (Democratic - District 137)
- Armando Walle (Democratic - District 140)
- Ana Hernandez Luna (Democratic - District 1430)
- Borris Miles (Democratic - District 146)
- Garnet Coleman (Democratic - District 147)
- Oscar Longoria (Democratic - District 35)
- Eddie Lucio III (Democratic - District 38)
- Dawonna Dukes (Democratic - District 46)
- Marisa Marquez (Democratic - District 77)
- Mark Strama (Democratic - District 50)
- Jim Pitts (Republican - District 10)
- Stefani Carter (Republican - District 102)
- Joe Straus (Republican - District 121)
- Gary Elkins (Republican - District 135)
- Dennis Bonnen (Republican - District 25)
- John M. Zerwas (Republican - District 28)
- Todd Ames Hunter (Republican - District 32)
- J. M. Lozano (Republican - District 43)
- Trent Ashby (Republican - District 57)
- Phil King (Republican - District 61)

Breakdown of votes for Proposition 7

SENATE

Senators who voted in favor of Proposition 7:

- Sylvia Garcia (Democratic - District 6)
- Rodney Ellis (Democratic - District 13)
- Kirk Watson (Democratic - District 14)
- John Whitmire (Democratic - District 15)
- Carlos I. Uresti (Democratic - District 19)
- Juan Hinojosa (Democratic - District 20)
- Judith Zaffirini (Democratic - District 21)
- Royce West (Democratic - District 23)
- Jose Menendez (Democratic - District 26)
- Eddie Lucio, Jr. (Democratic - District 27)
- José R. Rodríguez (Democratic - District 29)
- Kevin Eltife (Republican - District 1)
- Bob Hall (Republican - District 2)
- Robert Nichols (Republican - District 3)
- Brandon Creighton (Republican - District 4)
- Charles Schwertner (Republican - District 5)
- Paul Bettencourt (Republican - District 7)
- Van Taylor (Republican - District 8)
- Kelly Hancock (Republican - District 9)
- Konni Burton (Republican - District 10)
- Larry Taylor (Republican - District 11)
- Jane Nelson (Republican - District 12)
- Don Huffines (Republican - District 16)
- Joan Huffman (Republican - District 17)
- Lois Kolkhorst (Republican - District 18)
- Brian Birdwell (Republican - District 22)
- Troy Fraser (Republican - District 24)
- Donna Campbell (Republican - District 25)
- Charles Perry (Republican - District 28)
- Craig Estes (Republican - District 30)
- Kel Seliger (Republican - District 31)

Senators who voted against Proposition 7:

No senators voted against Proposition 7.

HOUSE

Representatives who voted in favor of Proposition 7:

- Joe Deshotel (Democratic - District 22)
- Ron Reynolds (Democratic - District 27)
- Ryan Guillen (Democratic - District 31)
- Abel Herrero (Democratic - District 34)
- Oscar Longoria (Democratic - District 35)
- Sergio Muñoz, Jr. (Democratic - District 36)
- Rene Oliveira (Democratic - District 37)
- Eddie Lucio III (Democratic - District 38)
- Armando Martinez (Democratic - District 39)
- Terry Canales (Democratic - District 40)
- Robert Guerra (Democratic - District 41)
- Richard Raymond (Democratic - District 42)
- Donna Howard (Democratic - District 48)
- Elliott Naishtat (Democratic - District 49)
- Celia Israel (Democratic - District 50)
- Eddie Rodriguez (Democratic - District 51)
- Poncho Nevarez (Democratic - District 74)
- Mary González (Democratic - District 75)
- César Blanco (Democratic - District 76)
- Marisa Marquez (Democratic - District 77)
- Joe Moody (Democratic - District 78)
- Joe Pickett (Democratic - District 79)
- Tracy King (Democratic - District 80)
- Ramon Romero, Jr. (Democratic - District 90)

- Nicole Collier (Democratic - District 95)
- Chris Turner (Democratic - District 101)
- Rafael Anchia (Democratic - District 103)
- Roberto R. Alonzo (Democratic - District 104)
- Helen Giddings (Democratic - District 109)
- Toni Rose (Democratic - District 110)
- Yvonne Davis (Democratic - District 111)
- Trey Martinez Fischer (Democratic - District 116)
- Roland Gutierrez (Democratic - District 119)
- Ruth McClendon (Democratic - District 120)
- Diego Bernal (Democratic - District 123)
- Ina Minjarez (Democratic - District 124)
- Justin Rodriguez (Democratic - District 125)
- Alma Allen (Democratic - District 131)
- Gene Wu (Democratic - District 137)
- Sylvester Turner (Democratic - District 139)
- Armando Walle (Democratic - District 140)
- Senfronia Thompson (Democratic - District 141)
- Ana Hernandez Luna (Democratic - District 143)
- Carol Alvarado (Democratic - District 145)
- Garnet Coleman (Democratic - District 147)
- Jessica Christina Farrar (Democratic - District 148)
- Hubert Vo (Democratic - District 149)
- Gary VanDeaver (Republican - District 1)
- Dan Flynn (Republican - District 2)
- Cecil Bell Jr. (Republican - District 3)
- Stuart Spitzer (Republican - District 4)
- Bryan Hughes (Republican - District 5)
- Matt Schaefer (Republican - District 6)
- David Simpson (Republican - District 7)
- Byron Cook (Republican - District 8)
- Chris Paddie (Republican - District 9)
- John Wray (Republican - District 10)
- Travis Clardy (Republican - District 11)
- Kyle Kacal (Republican - District 12)
- Leighton Schubert (Republican - District 13)
- John Raney (Republican - District 14)
- Mark Keough (Republican - District 15)
- Will Metcalf (Republican - District 16)
- John Cyrier (Republican - District 17)
- John Otto (Republican - District 18)
- James White (Republican - District 19)
- Marsha Farney (Republican - District 20)
- Dade Phelan (Republican - District 21)
- Wayne Faircloth (Republican - District 23)
- Greg Bonnen (Republican - District 24)
- Dennis Bonnen (Republican - District 25)
- Rick Miller (Republican - District 26)
- John M. Zerwas (Republican - District 28)
- Ed Thompson (Republican - District 29)
- Geanie Morrison (Republican - District 30)
- Todd Ames Hunter (Republican - District 32)
- Scott Turner (Republican - District 33)
- J. M. Lozano (Republican - District 43)
- John Kuempel (Republican - District 44)
- Jason Isaac (Republican - District 45)
- Paul D. Workman (Republican - District 47)
- Larry Gonzales (Republican - District 52)
- Andrew Murr (Republican - District 53)
- Jimmie Don Aycock (Republican - District 54)
- Molly White (Republican - District 55)
- Trent Ashby (Republican - District 57)
- DeWayne Burns (Republican - District 58)
- J.D. Sheffield (Republican - District 59)
- Jim Keffer (Republican - District 60)
- Phil King (Republican - District 61)
- Larry Phillips (Republican - District 62)
- Tan Parker (Republican - District 63)
- Myra Crownover (Republican - District 64)
- Ron Simmons (Republican - District 65)
- Matt Shaheen (Republican - District 66)
- Jeff Leach (Republican - District 67)
- Drew Springer, Jr. (Republican - District 68)
- James Frank (Republican - District 69)
- Scott Sanford (Republican - District 70)
- Susan King (Republican - District 71)
- Drew Darby (Republican - District 72)
- Doug Miller (Republican - District 73)
- Brooks Landgraf (Republican - District 81)
- Tom Craddick (Republican - District 82)
- John Frullo (Republican - District 84)
- Phil Stephenson (Republican - District 85)
- John T. Smithee (Republican - District 86)
- Four Price (Republican - District 87)
- Ken King (Republican - District 88)

- Jodie Anne Laubenberg (Republican - District 89)
- Stephanie Klick (Republican - District 91)
- Jonathan Stickland (Republican - District 92)
- Matt Krause (Republican - District 93)
- Tony Tinderholt (Republican - District 94)
- Bill Zedler (Republican - District 96)
- Craig Goldman (Republican - District 97)
- Giovanni Capriglione (Republican - District 98)
- Charlie Geren (Republican - District 99)
- Linda Koop (Republican - District 102)
- Rodney Anderson (Republican - District 105)
- Pat Fallon (Republican - District 106)
- Kenneth Sheets (Republican - District 107)
- Morgan Meyer (Republican - District 108)
- Angie Chen Button (Republican - District 112)
- Cindy Burkett (Republican - District 113)
- Jason Villalba (Republican - District 114)
- Matt Rinaldi (Republican - District 115)
- Rick Galindo (Republican - District 117)
- John Lujan (Republican - District 118)
- Lyle Larson (Republican - District 122)
- Patricia Harless (Republican - District 126)
- Dan Huberty (Republican - District 127)
- Wayne Smith (Republican - District 128)
- Dennis Paul (Republican - District 129)
- Allen Fletcher (Republican - District 130)
- Mike Schofield (Republican - District 132)
- Jim Murphy (Republican - District 133)
- Sarah Davis (Republican - District 134)
- Tony Dale (Republican - District 136)
- Dwayne Bohac (Republican - District 138)
- Gilbert Peña (Republican - District 144)
- Debbie Riddle (Republican - District 150)

Representatives who voted against Proposition 7:

- Harold Dutton, Jr. (Democratic - District 142)

Representatives who abstained from voting on Proposition 7:

- Charles Anderson (Republican - District 56)
- Dustin Burrows (Republican - District 83)
- Dawonna Dukes (Democratic - District 46)
- Gary Elkins (Republican - District 135)
- Eric Johnson (Democratic - District 100)
- Borris Miles (Democratic - District 146)
- Joe Straus (Republican - District 121)

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