



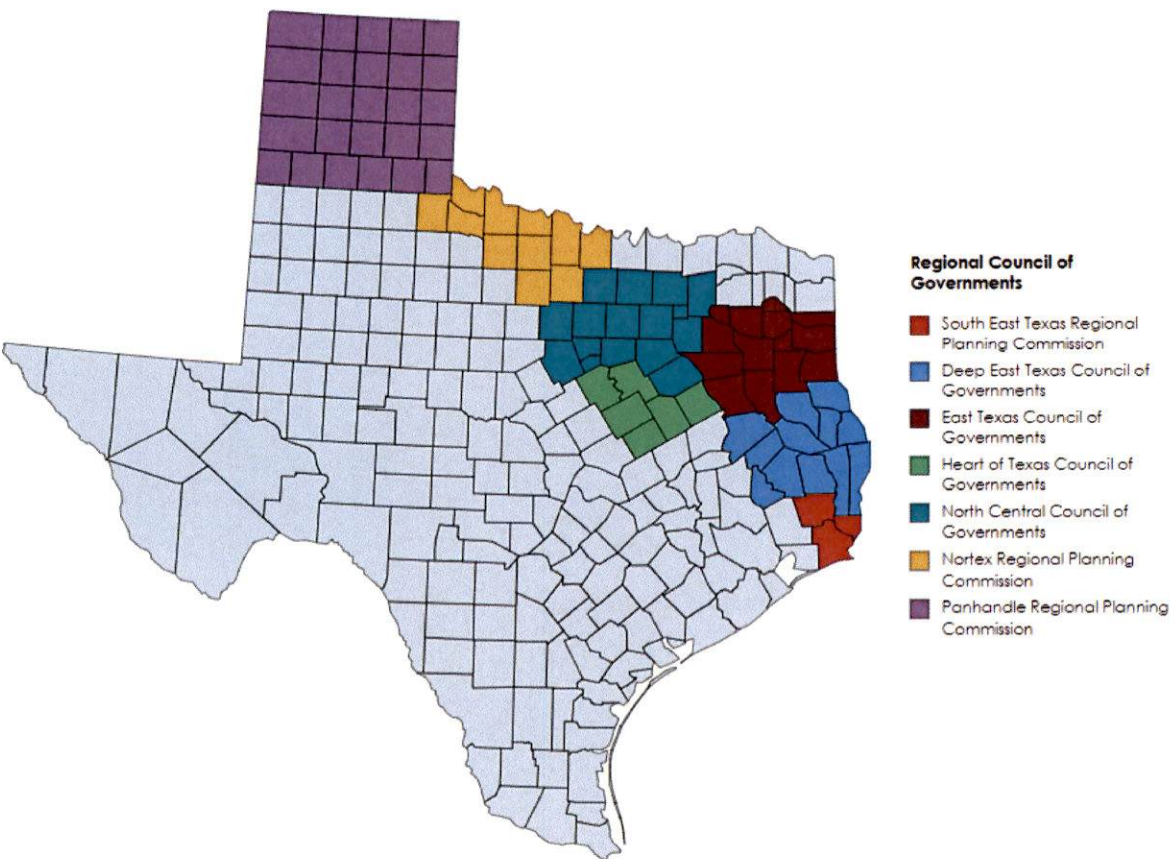
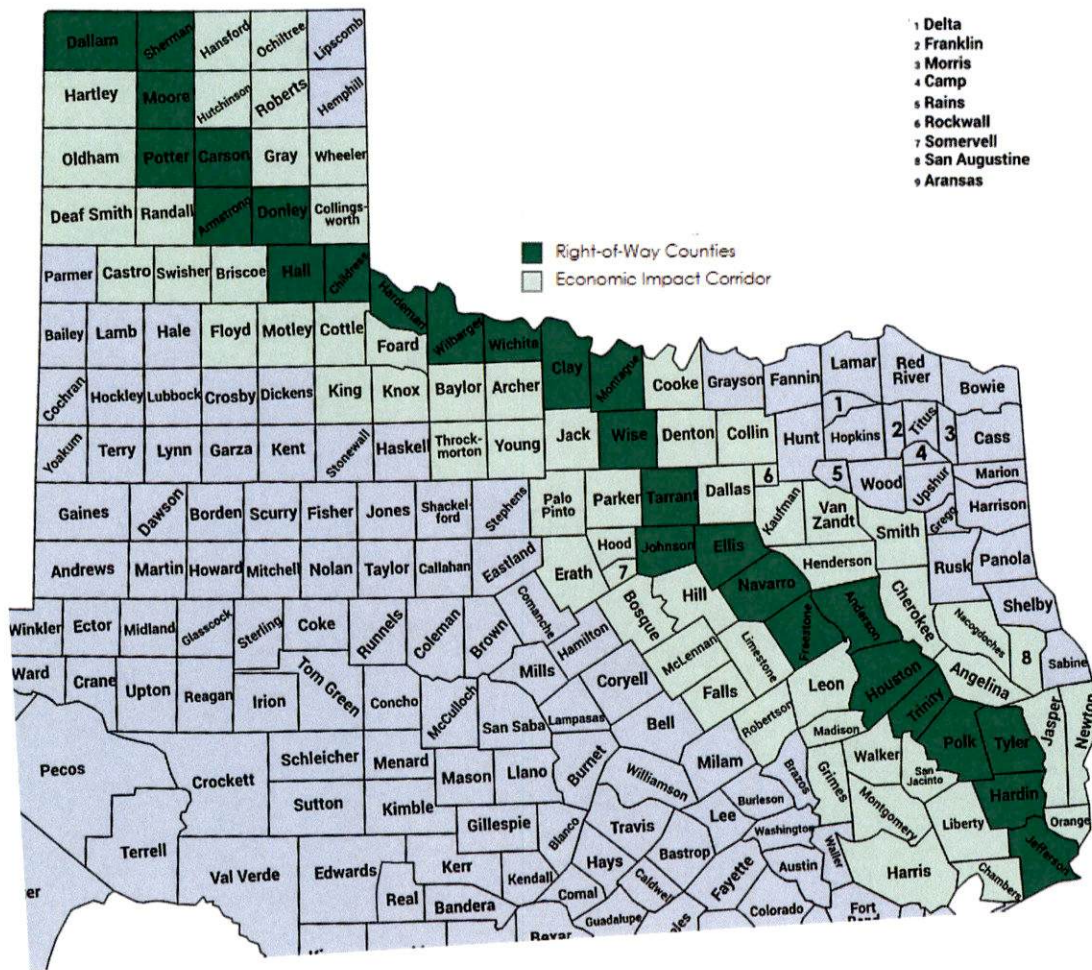
Transportation Excellence
for the 21st Century



BETTER MOBILITY
THROUGH
BETTER
POLICY

Transportation Excellence for the 21st Century





Directly Benefited Cities and Counties

County	Judge	City	Mayor
Jefferson	Jeff Branick	Port Arthur	Thurman "Bill" Bartie
		Nederland	Don Albanese
		Beaumont	Becky Ames
Hardin	Wayne McDaniel	Lumberton	Don Surratt
		Kountze	Fred E. Williams
Tyler	Jacques L. Blanchette	Ivanhoe	Cathy Bennett
		Woodville	Paula Jones
		Chester	Floyd Petri
Polk	Sydney Murphy	Corrigan	Johnna Gibson
Trinity	Doug Page	Groveton	Tommy Walton
Houston	Jim Lovell	Crockett	Ianthia Fisher
		Latexo	Robert Hernandez
		Grapeland	Mitchell Woody
Anderson	Robert D. Johnston	Elkhart	Jennifer McCoy
		Palestine	Steve Presley
Freestone	Linda K. Grant		
Navarro	H. M. Davenport, Jr.	Eureka	Tammy Cantrell
		Mildred	Bryan Roach
		Corsicana	Don Denbow
		Rice	Vickie Young
Ellis	Todd Little	Alma	Ginger Gonzalez
		Ennis	Angie W. Juenemann
		Waxahachie	David Hill
		Midlothian	Richard Reno
		Grand Prairie	Ron Jensen
Johnson	Roger Harmon	Mansfield	Michael Evans
Tarrant	B. Glen Whitley	Arlington	Jeff Williams
		Fort Worth	Betsy Price
Wise	J.D. Clark	Rhome	Jo Ann Wilson
		New Fairview	Joe Max Wilson
		Decatur	Mike McQuiston
		Alvord	Jim Enochs
Montague	Kevin Benton	Bowie	Gaylynn Burris
Clay	Mike Campbell	Bellevue	Robert Ratliff
		Henrietta	Howard Raeke
		Jolly	D. LeAnn Skinner
Wichita	Woodrow W. Gossom, Jr.	Wichita Falls	Stephen Santellana
		Iowa Park	Ray Schultz
		Electra	Lynda Lynn
Wilbarger	Greg Tyra	Vernon	Pam Gosline
Hardeman	Ronald Ingram	Chillicothe	Cathy Young
		Quanah	Dale Eaton
Childress	Jay Mayden	Childress	Cary Preston
Hall	Ray Powell	Estelline	Jeff Jones
		Memphis	Joe Davis
Donley	John C. Howard, M.D.	Hedley	Carrie Butler
		Clarendon	Sandy Skelton
Armstrong	Hugh Reed	Claude	Joe Minkley
Carson	Daniel Looten		
Potter	Nancy Tanner	Amarillo	Ginger Nelson
Moore	J.D. "Rowdy" Rhoades	Dumas	Bob Brinkmann
		Cactus	Socorro Marquez
Sherman	Terri Beth Carter	Stratford	Greg Wright
Dallam	Wesley C. "Wes" Ritchey		

TX Senate District	Sen.
4	Brandon Creighton
3	Robert Nichols
5	Charles Schwertner, M.D.
22	Brian Birdwell
10	Beverly Powell
9	Kelly G. Hancock
12	Jane Nelson
30	Drew Springer, Jr.
28	Charles Perry
31	Kel Seliger
TX House District	Rep.
21	Dade Phelan
22	Joseph "Joe" Deshotel
19	James White
57	Trent Ashby
8	Cody Harris
10	Jake Ellzey
58	DeWayne Burns
96	David Cook
94	Tony Tinderholt
95	Nicole Collier
90	Ramón Romero
93	Matt Krause
99	Charlie L. Geren
61	Phil S. King
68	David Spiller
69	James Frank
88	Ken King
87	Four Price
86	John T. Smithee

U.S. Congressional Districts: 10
State Senate Districts: 10
State House Districts: 19
Counties Passed Through: 27
Cities Passed Through: 51
MPOs along 287
South East Texas RPC
North Central Texas COG
Witchita Falls MPO
Amarillo MPO



**Transportation Excellence
for the 21st Century**

Gary Fickes
Chair
Tarrant County

Chris Brown
Vice Chair
Ark-Tex COG

Tom Whitten
Vice Chair
Bowie County

Chris Hill
Vice Chair
Collin County

Adam McGough
Vice Chair
City of Dallas

Theresa Daniel
Vice Chair
Dallas County

Chris Coffman
Vice Chair
City of Granbury

Tom Lambert
Vice Chair
Houston METRO

Jeffrey Arndt
Vice Chair
VIA Metropolitan Transit

Carol Strain-Burk
Treasurer
City of Lancaster

TEX-21 Mission Statement

“TEX-21 is an organization whose purpose is to join together cities, counties, private businesses, ports, and transportation entities in a collective, informed voice to the State and Federal Executive and Legislative Policymakers to improve transportation in Texas. This effort includes strategies to increase investment in multi-modal transportation infrastructure, improve the planning and management of our transportation facilities, and increase the awareness of the importance of transportation to all areas of Texas.”



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Carol Strain-Burk
Treasurer
City of Lancaster

Who We Are

TEX-21 is a collective, grassroots effort to improve the transportation infrastructure in the States of Texas and Oklahoma. With its growing membership of cities, counties, ports and other entities, TEX-21 creates strategies to increase investment in transportation infrastructure, improve the planning and management of our transportation facilities, and increase public awareness of the importance of multi-modal transportation that is required for efficient economic development and sustainability.

One of TEX-21's biggest strengths is two-thirds of the Texas Legislature and 90 percent of the Washington delegation are members of our Transportation caucus. During times of political transitions, the "voice" of TEX-21 provides stabilizing advocacy efforts for transportation policy. Our cooperative approach has consistently gained praise from policymakers at each level of government as we collaborate for effective transportation policy and tackle the challenges in our state capitol and with the new administration in Washington.

Benefits of Membership

Opportunities to create productive relationships with like-minded transportation advocates from across the States of Texas, Oklahoma, and Arkansas.

High-level access to transportation decision makers at the Federal and State levels through TEX-21's strong Legislative Caucuses, Texas Department of Transportation (TxDOT), Texas Transportation Commission, Oklahoma Department of Transportation and the USDOT

Opportunities to raise awareness of transportation needs in your region and collaborate with representatives from the State and Federal legislative and executive branches.

Focused attention on key transportation corridors in Texas and Oklahoma through Corridor Task Forces including IH-30, US 75/IH 45, US 287, IH-35, The Outer Loop in Collin, Dallas, Denton, Ellis, Grayson, Rockwall, and Kaufman Counties and also a key initiative on The Third Coast, opportunities created by the expanded Panama Canal.

Up-to-date information and analysis of key transportation policy issues. TEX-21 is currently focused on the highway funding crisis, with passage in 2015 of the Federal surface re-authorization bill, and the State's proposals to increase funding. Through TEX-21 research, a new funding proposal called the Expiring Revenue Enhancement (ERE) is being proposed, based on future growth of state sales tax dollars for a limited time.



HISTORY & ACHIEVEMENTS

Transportation EXcellence for the 21st Century (TEX-21) was founded over twenty years ago, as a result of the Transportation Summit hosted by the City of Irving. Summit attendees repeatedly lamented that "transportation is such a critical issue; we need to meet more than once a year." This concept became TEX-21. We are a non-profit organization made up of cities, counties, economic development corporations and private business that meet on a monthly basis in various locations around the state in order to educate ourselves on diverse infrastructure needs and their cost, at the same time educating others on policy issues that needed change. In 1999, when TEX-21 began, we had five successful legislative points.

The first issue that TEX-21 undertook was transportation funding. In the past, each individual community or area of the state would fight to get funding for their specific project. The problem was that the funding was incredibly limited, so they were fighting over a "sliver from a very small pie." TEX-21 adopted the theory that, "a rising tide raises all ships." The communities that banded together under TEX-21 worked to increase the size of the "pie" itself. At that time the transportation budget in Texas was only \$4 billion per biennium. Through various efforts, TEX-21 achieved their goal of raising awareness of the importance of mobility to individuals within communities throughout the state. They also educated them on how much tax revenue was raised, where it came from, and where the dollars raised were spent. In 2001, TEX-21 promoted the Mobility Fund Initiative and it passed. In 2003, the legislature passed ten TEX-21 Initiatives.

Of course, transportation funding continued to be a major imperative for TEX-21. We developed numerous tools adopted by the legislature that added additional dollars to the TxDOT budget. On the federal level, Texas has always been a donor state. We send more gas tax dollars to Washington, so TEX-21 worked with Senator Kay Bailey Hutchison to get a guaranteed percentage return to all states and allowing the remaining percentage to be used by states that do not generate enough gas tax dollars to maintain the interstate system. We also supported exemption from gas taxes for transit entities, a common sense initiative, because it was one taxing entity paying another taxing entity.

Through this process, several other initiatives were adopted. From the inception of TEX-21, one of the top priorities was to end diversions from Fund VI, which is the transportation funding account. The major diversion, besides the constitutional education funding portion (25% of the gas tax), was Department of Public Safety funding. We realized the need to end that diversion and instead fund DPS through the general fund. We protected taxpayers by leading an initiative requiring that before any type of tax increase was passed by the Legislature, all diversions from the transportation fund must be ended. Since the creation of TEX-21, there has not been a single tax increase. Our initiative is not solely responsible, however it did play a large role, as it seemed reasonable to most legislators and was heard repeatedly when the subject of a gas tax increase or indexing the gas tax came up.

Another initiative that the municipal members brought forward and was adopted by the full membership early on was to reduce the municipal responsibility for utility relocation costs. This initiative was successful, and was renewed once again in later years. Another TEX-21 objective was to streamline legislative processes, and over the years TEX-21 has generated ideas for several streamlined processes that have been adopted into practice. For example, it was TEX-21's initiative to streamline and simplify vehicle registrations, which has now been successfully implemented.

TEX-21 has long advocated a multi-year reauthorization of the Federal Transportation Bill and Airport Bill (and others) so that the states would have long term funding continuity instead of passing a continuing resolution fix or a short term bill. This is critical because most projects take more than a year to plan, design and build. It is impossible to authorize a project if you are unsure that funding will be available the next year to complete the design process or the construction. We also accomplished modifications in each reauthorization bill, streamlining the processes to build a road and eliminating some of the many "silos" created which had unnecessarily specific federal requirements for their use.



TEX-21 began coalitions along various corridors in Texas. For example, a task force on IH-30 that led directly to an official TxDOT Corridor Study, successfully accomplishing our goal. We currently maintain several Corridor Task Forces. TEX-21 also urged the State to use their bonding capacity authorized by the voters to the full extent possible instead of leaving the dollars unspent in years that projects were needed and other funding was not available. This was also accepted by TXDOT.

Toll road authorities in Texas operate under different rules for each entity. TEX-21 worked toward equality across all toll entities so all Texans would be treated fairly by these authorities. While not every aspect is alike, several of these differences were adjusted across the authorities. We also supported a universal toll system that allowed drivers to go from one area of the state to another and through the airports using only one toll tag. We supported a successful initiative that if toll roads were to be built, the tolls should remain in the area they were generated, not used to build projects in other areas of the State. We fought unrealistic tenets of a public-private partnership which would not allow other roads to be built parallel or crossing a toll road that might reduce the return on investment to the toll authority, and successfully got a temporary moratorium on toll roads that gave ultimate granting authority to the Legislature.

TEX-21 also supported additional security and efficiency at the border, decreasing the illicit drug trafficking and human traffickers across the border.

TEX-21 has always supported commuter rail in Texas. We worked hard to ensure the cities that had been members of DART for many years finally received the rail service they were promised. This included Irving, Carrollton and Rowlett, and today they all have successful commuter rail systems. We also supported expanding the rail division within TxDOT to more than one person, because multi-modal systems are essential for mobility, you cannot simply cover the state in concrete. TxDOT increased from one person to three, a marked improvement. We also supported the creation of the Rail Relocation and Improvement Fund in hopes of eliminating at grade rail crossings. The fund was created but unfortunately it was not funded.

TEX-21 was the first group to discuss high speed rail, with a goal to bring high speed rail to Texas. Our vision in the beginning was called the Texas T-Bone, which would be a line running from Houston to San Antonio, then north to DFW. We felt it would be the cheapest route that would cover the major cities because it eliminated the need for two independent lines running essentially parallel, Houston to DFW and San Antonio to DFW. We also were the first group to speak to the Japanese, French, and German Rail Companies about coming to Texas. At least one of those entities is planning to build high speed rail in Texas currently.

We began our research on the expansion of the Panama Canal long before we began making the annual TEX-21 Mission to Panama in 2009. TEX-21 realized that the expansion of the Panama Canal could jeopardize the usefulness of Texas gulf ports because the major shipping companies would be using ships with a wider body and deeper draft. At the time, Texas ports could not accommodate the vast sizes of these new vessels.

We brought the research to the Texas Legislature and it was given a subcommittee hearing, but until recently, nothing moved forward. However, Lieutenant Governor Dan Patrick realized through TEX-21's efforts that Texas is a Maritime State, and that billions of dollars in trade passes through these ports annually. He also understood that no one along the Gulf had prepared for the new ships, meaning Texas could be the first. Texas has a huge advantage over the West coast ports because it is a right to work state, eliminating the possibility of our gulf ports having the numerous labor problems that West Coast ports have historically been plagued with. The delays at West Coast ports can cost a big box store \$1.5 billion a day.

The Lieutenant Governor created the Senate Select Committee on Ports to study the sea and inland ports to determine what would need to be done to keep them competitive. Kudos to Governor Patrick for having the vision to establish the committee and to TEX-21 for continuing to present the information until someone took notice.

Join TEX-21 today, and be on the front lines of "better mobility through better policy"!



Transportation Excellence
for the 21st Century

TEX-21 Congressional Caucus, 117th Congress

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VAN TAYLOR

SYLVIA GARCIA

MARC VEASEY

LOUIE GOHMERT

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TEX-21 Transportation Legislative Caucus

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HUBERT VO
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JAMES WHITE
JOHN ZERWAS
ERIN ZWIENER



TEX-21 Corridor Task Forces 2021

Overall Goal

The members of the TEX-21 Corridor Task Forces will pursue policies and infrastructure improvements along the Corridors that will better enable the safe, fast, and efficient movement of goods to and along the Corridors, thereby enhancing ongoing efforts to attract and retain world-class corporate residents to this growing region. By fostering and encouraging an informed and energized effort at the federal and state levels focused on the importance and potential of these Corridors, the Corridors will be positioned to better provide for the mobility needs for the citizens of the state of Texas.

IH-35

The members of the TEX-21 IH-35 Corridor Task Force will pursue policies and infrastructure improvements along the Corridor that will better enable the safe, fast, and efficient movement of goods to and along the Corridor, thereby enhancing ongoing efforts to attract and retain world-class corporate residents to this growing region. TEX-21 will identify ways by which the IH-35 corridor will not only attract further funding but have increased national visibility and mobilize representatives from the cities, counties, businesses and organizations along this corridor to speak with one voice about issues facing IH-35 including but not limited to the possible repeal of NAFTA.

IH-30

Due to IH-30's lack of continuous service roads, an accident can prohibit the free movement of traffic along the corridor. The TEX-21 IH-30 Corridor Task Force will bring together key stakeholders along the entire IH-30 Corridor in Texas and Arkansas tasked with the creation of a focus on reinvigorating and greatly enhancing the commerce of transportation along one of the most vibrant and fastest-growing transportation Corridors in the country. With one in three vehicles traveling down IH-30 being a semi-truck (TxDOT) it is vital to encourage an informed and energized effort at the federal and state levels to better provide for the mobility needs of the region's corporate and residential citizens.

US 287

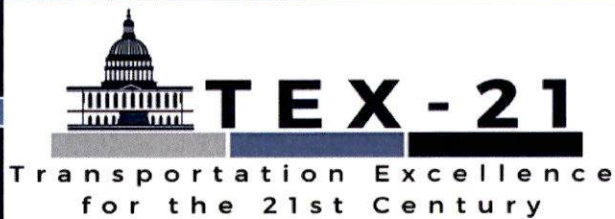
US 287 is the only highway in Texas running from Beaumont-Port Arthur all the way to Canada. At the southern end of US 287, the Port of Beaumont is the number one strategic military port in the world. The US 287 corridor is also a critical evacuation route for Texas residents during hurricanes. The goal of the US 287 Corridor Task Force is to obtain interstate status. Which will position its members to attract further funding and available resources at the federal and state levels. By encouraging proactive efforts at the federal and state levels, TEX-21 US 287 Corridor Task Force will promote the importance and potential opportunities available within the US 287 Corridor. As a result of these energized efforts, US 287 Corridor will be better suited to provide for the mobility needs of the region's military, corporate, and residential constituents.

US 75/69

Through a coordinated effort of all stakeholders, the Task Force will identify and maximize available transportation assets and attract available resources at the federal and state levels for the improvement of US 75/69. The TEX-21 US 75/69 Corridor Task Force will seek to raise the status of US Highway 75/69 to a Congressionally Designated High Priority Corridor.

Outer Loop

The regional outer loop, first proposed in 1957, is one of the important large-scale projects to be developed in the DFW Metroplex. The current initiative is to work with key stakeholders to develop the regional outer loop with a key focus on alignment, corridor preservation and stakeholder engagement and education. Benefits of the outer loop would include it being a reliever route for US 75, IH-35E, and other major trade and traffic corridors in the DFW Metroplex; an alternative freight corridor bypassing downtown Dallas and the highly congested center of the DFW Metroplex; and it connecting IH-45 and IH-35E in the south, creating a means to have US 75/69 designated as a true interstate highway.



TEX-21 Initiatives in 2021

The Third Coast Initiative

New initiatives include The Third Coast, which would increase economic development throughout the state following expansion of our Texas Gulf (the Third Coast, after West and East Coast) seaports and the supporting railroads, docks, cranes and roads necessary to handle the additional movement of freight occasioned by the expansion of the Panama Canal, which allows the giant post-Panamex ships to transit the Canal which began in June 2016.

Texas currently spends almost no money on Texas ports, leaving it to local government entities to pay for with local taxes, while other states on the Gulf Coast are dredging their shallow ports deeper, and making other capital improvements to handle huge ships laden with containers for retail stores, primarily from Asia, and enable U.S. exports to transit the Canal. The Texas Senate has appointed a Select Committee on Ports, and some members have traveled to Panama with TEX-21 to study the Canal expansion first-hand.

Expiring Revenue Enhancement (ERE) Initiative

Almost certainly, toll roads and CDA funding opportunities that TxDOT has used in the past will not be allowed going forward leaving Texas with a deficit in maintenance and new road construction. To fill this enormous gap, TEX-21 has conceived an idea embraced by both sides of the aisle called ERE's that will NOT be a new tax, or reduce current state or local revenues and does NOT require tolls or reduction of the "rainy day fund" to be effective. We focus on the Commerce of Transportation and the growth of future state revenues to pay for projects.

If created by the Legislature, an ERE would allow TxDOT to develop new highway projects by creating state sales tax increment zones around transportation projects for funding. This way, the future state-portion only of sales tax growth would pay for the project. After a period of time the state sales tax growth would revert to the general fund as it does now. TEX-21 members created this idea, and have done sales tax research with the Comptroller's Office to show the Legislature how beneficial this approach will be.

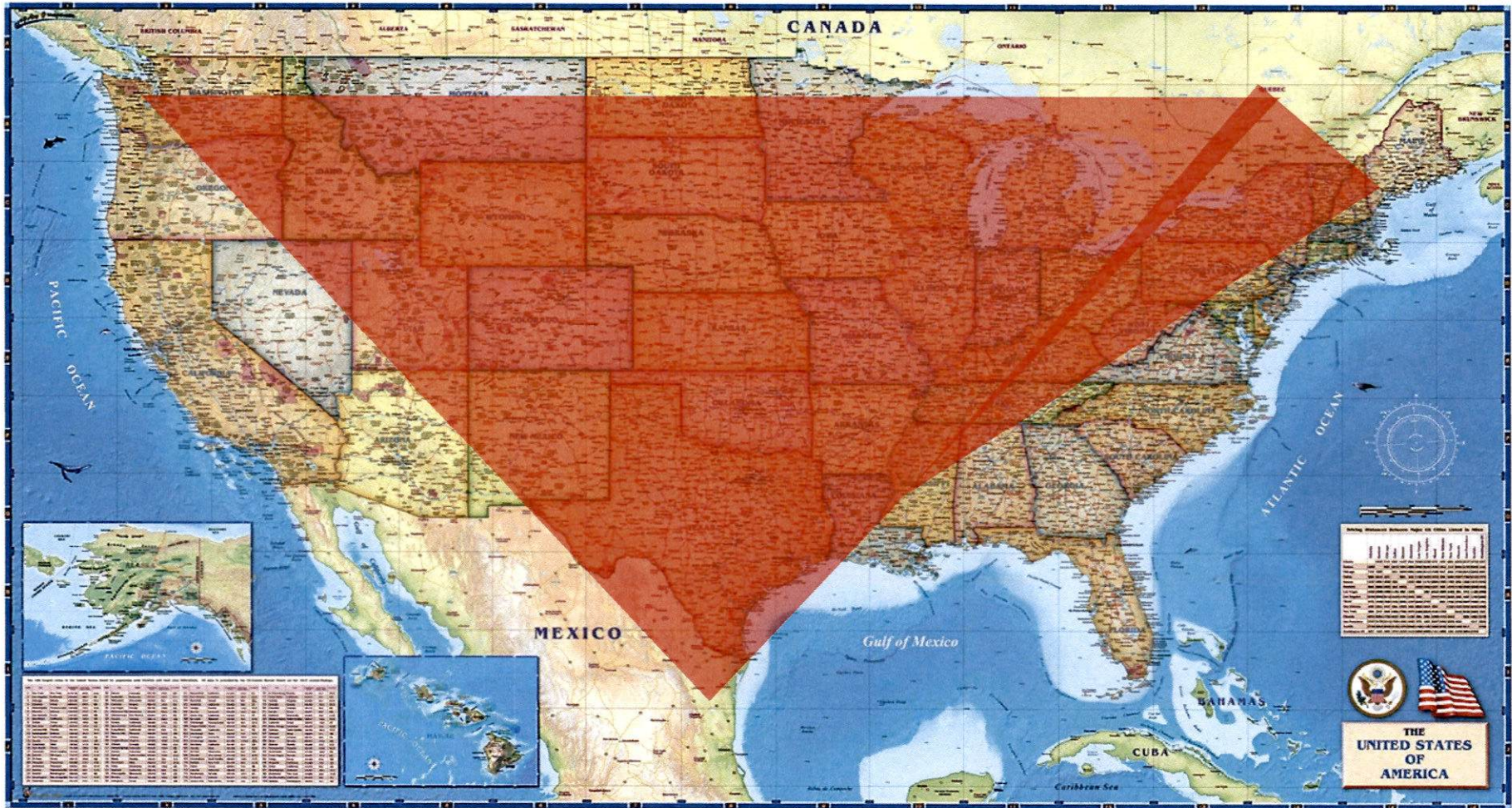
Right of Way Preservation Initiative

TEX-21 is also researching the opportunity to preserve right of way for future transportation projects without additional cost and without constituting a taking, so that there would be less need to condemn land or purchase land already developed. This approach would allow cities, counties and the state to preserve right of way before development happens and impedes a needed road or highway expansion, or makes it more expensive to acquire. If the transportation project is not developed within a set period of time, then the ROW would be released for use to the owner. TEX-21 is looking for a solution that would be mutually beneficial to the land owner/developer and to the State.

Property Taxes Initiative

With the public desire to limit property tax growth in Texas, TEX-21 is committed to working with the Legislature to make sure that sensible proposals are continually being discussed so that no harm comes to TEX-21 members and their infrastructure projects.

Impact of Expansion on Container Services



Inland Ports and Sea Ports offer Entire State Benefits



TEX-21

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Panama Canal Expansion

Ultra-Large Post-Panamax Container Ship



MSC Beatrice: 13,798 TEUs

MSC: Mediterranean Shipping Company

*35- 1.5 mile long double-stacked unit trains to unload

Capitol Space: ~9845600 ft.³

Space in TEUs: ~7239.5 TEUs