
Description: Resolution Adopting the Values and Missions of TxDOT's Traffic Safety Campaigns and the City of Dallas' Vision Zero Action Plan and Encouraging All TEX-21 Members to Develop Individual Safety Action Plans in Similar Fashion to those of TxDOT and Dallas.

WHEREAS, Transportation Excellence for the 21st Century (TEX-21) is a statewide coalition of cities, counties, transit agencies, universities, private businesses, and other transportation-interested groups from around the State of Texas, focused on improving transportation policy in the State of Texas and is organized as a private, not for profit corporation in Texas; and

WHEREAS, the promotion of road and mobility safety is a priority for the members of TEX-21; and

WHEREAS, The Texas Department of Transportation (TxDOT) has resolved to "reduce crashes and fatalities by continuously improving guidelines and innovations along with increased targeted awareness and education," through multiple Traffic Safety Campaigns; and

WHEREAS, the City of Dallas has adopted the Vision Zero Action Plan with "a goal of eliminating traffic fatalities and cutting severe injuries in half by 2030;" and

WHEREAS, the US-377 Corridor stretches ~461 centerline-miles across the State of Texas from the Rio Grande Northeast to the Red River; and

WHEREAS, most of US-377 is 2-lane undivided across rural Texas; and

WHEREAS, according to TxDOT, "traffic crashes in rural areas accounted for 51.04% of the state's traffic fatalities;" and

WHEREAS, the US-377 Highway Corridor had over 12,000 traffic accidents from 2017 to 2020; and

WHEREAS, road and mobility safety in general is a priority in every area of multi-modal transportation, including each of the highway corridors and initiatives focused on by TEX-21 through various sub-coalitions, such as the IH-14, IH-20, IH-30, IH-35, US-75/IH-45, US-287, US-377, Transit, and the Third Coast Initiative.

NOW, THEREFORE BE IT RESOLVED BY TRANSPORTATION EXCELLENCE FOR THE 21ST CENTURY:

THAT Transportation Excellence for the 21st Century (TEX-21) hereby adopts the values and missions of TxDOT's Traffic Safety Campaigns and the City of Dallas' Vision Zero Action Plan and encourages all TEX-21 members to develop individual safety action plans in similar fashion to those of TxDOT and Dallas.

THAT this resolution shall be circulated to interested parties including the Texas Congressional delegation, Governor of Texas, Lieutenant Governor, Speaker of the House, members of the Texas Legislature, members of the Texas Congressional Delegation, Texas Transportation Commission, TxDOT, USDOT, Texas Municipal League, Texas Association of Counties, media, and others, and is so accordingly ordered.

**Made Effective this the 29th day of July 2022 by TEX-21,
Meeting In Granbury, Hood County, Texas.**

**Gary Fickes, TEX-21 Chair,
Tarrant County Commissioner**



Transportation Excellence
for the 21st Century



BETTER MOBILITY THROUGH BETTER POLICY

Transportation Excellence for the 21st Century



TEX-21

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."



Transportation Excellence
for the 21st Century

2022 OFFICERS:

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

2022 VOTING MEMBERS:

- | | | |
|---|---------------------------------|---|
| ALLEN * Ken Fulk | DALLAS COUNTY * Theresa Daniel | MOUNT VERNON * Brad Hyman |
| ARGYLE * Rick Bradford | DECATUR * Mike McQuiston | ROCKWALL * Kevin Fowler |
| ARK-TEX COG * Chris Brown | DENISON * Janet Gott | ROCKWALL COUNTY * David Sweet |
| BOWIE COUNTY * Tom Whitten | EAGLE PASS * Ivan Morua | SEAGOVILLE * Patrick Stallings |
| CAPITAL METRO * Randy Clarke | FARMERSVILLE * Ben White | SHERMAN * Robby Hefton |
| CCRTA * Jorge Cruz-Aedo | GRANBURY * Jim Jarratt | SULPHUR SPRINGS * Marc Maxwell |
| CHILDRESS COUNTY * Kim Jones | HASLET * James Quin | SULPHUR SPRINGS HOPKINS COUNTY EDC
* Roger Feagley |
| COLLEGE STATION * Karl Mooney | HOOD COUNTY * Ron Massingill | TARRANT COUNTY * Gary Fickes |
| COLLEYVILLE * Richard Newton | HOPKINS COUNTY * Robert Newsom | TEMPLE * Brynn Myers |
| COLLIN COUNTY * Chris Hill | HOUSTON METRO * Tom Lambert | TEXARKANA * Bob Bruggeman |
| COMANCHE * Mary Boyd | HUNTSVILLE * Andy Brauninger | TITUS COUNTY * Brian Lee |
| COMANCHE COUNTY *
Stephanie Davis | IRVING * Rick Stopfer | Trinity METRO * Paul Ballard |
| COPPELL * Wes Mays | JEFFERSON COUNTY * Jeff Branick | VIA METRO * Jeffrey Arndt |
| CROCKETT EDC * James Gentry | KAUFMAN * Jeff Jordan | WEATHERFORD * James Hotopp |
| DALLAS * Adam McGough | LANCASTER * Opal Mauldin-Jones | WILMER * Jeff Steele |
| DALLAS AREA RAPID TRANSIT
* Nadine Lee | MANSFIELD * Michael Evans | WYLIE * Chris Holsted |
| DALLAS COLLEGE * Justin Lonon | MCGREGOR * Kevin Evans | |
| | MONT BELVIEU * Scott Swigert | |
| | MOUNT PLEASANT * Ed Thatcher | |

2022 ASSOCIATE MEMBERS:

- AAA TEXAS * Anne O’Ryan
- DEC ENGINEERING * Johan Petterson
- R.K. HALL CONSTRUCTION * Robert Hall
- TEXAMERICAS CENTER * Scott Norton

2022 RESOURCE AGENCIES:

- HOWARD PAYNE UNIVERSITY * Cory Hines
- SW ARKANSAS PLANNING &
DEVELOPMENT DISTRICT * Renee Dycus
- TARLETON STATE UNIVERSITY * James Hurley
- TEXAS SOUTHERN UNIVERSITY * Carroll Robinson
- TEXAS TRANSPORTATION INSTITUTE * Greg Winfree



2022 Schedule of Zoom Meetings

For the first half of the year, we will continue the Zoom meeting format, then Fall 2022 we will begin in-person meetings.

Friday, January 21, 2022	9:30a – 11:30a CST Zoom Meeting
Friday, February 25, 2022	9:30a – 11:30a CST Zoom Meeting
Friday, March 11, 2022	9:30a – 11:30a CST Zoom Meeting
Friday, April 29, 2022	9:30a – 11:30a CDT Zoom Meeting
Friday, May 20, 2022	9:30a – 11:30a CDT Zoom Meeting
Friday, June 17, 2022	9:30a – 11:30a CDT Zoom Meeting

2022 Schedule of In-Person Meetings

Friday, September 9, 2022	Houston
Friday, October 21, 2022	Tarrant County
Friday, December 2, 2022	San Antonio

2022 Sub-Coalition Meetings*

Friday, July 29, 2022	US-377 Meeting in Granbury
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*Additional meeting dates for US-287, I-14, Third Coast, and Transit are being determined — more information to follow.

Due to the on-going COVID-19 pandemic, all dates and venues are subject to change per local, state, and federal regulations.

Direct all questions, comments, and concerns to
Zach Turner at ZTurner@dean.net



TEX-21
Transportation Excellence
for the 21st Century

Who We Are

TEX-21 is a collective, grassroots effort to improve transportation and trade 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 infrastructure, improve the planning and management of our transportation facilities, and increase public awareness of the necessity of multi-modal transportation for efficient economic development and sustainability.

One of TEX-21's biggest strengths is the fact that 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 State and Federal legislative and executive branches.

Focused attention on key transportation corridors in Texas and Oklahoma through Corridor Coalitions, including US-287, US-377, I-14, and US-175. Similar coalitions are dedicated to the Third Coast Initiative, which is dedicated to expanding and developing maritime trade ports throughout the state.

Up-to-date information and analysis of key transportation policy issues. 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.

For more information, contact John Zareva, Senior Public Policy Consultant for Dean International, Inc., at jzareva@dean.net, 214.750.0123(o) or 949.351.8663(c).



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 "transportation is such a critical issue; we need to meet more than once a year." This concept gave rise to 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, at the same time educating others on policy issues that needed attention. 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 would fight to get funding for their specific project. The problem was that 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 its goal of raising awareness of the importance of mobility to communities throughout the state. They also educated them on how much tax revenue was raised, where it came from, and where the funds were being spent. In 2001, TEX-21 promoted the Mobility Fund Initiative, which 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, 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. This was a common sense initiative, since essentially one taxing governing entity was paying another taxing entity.

Through this process, several other initiatives were adopted. From the inception of TEX-21, one of the top priorities was ending diversions from Fund VI, 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, deciding instead to fund DPS through the general fund. We protected taxpayers by leading an initiative requiring all diversions from the transportation fund to be ended before any type of tax increase was passed by the Legislature. And so since the creation of TEX-21, there has not been a single tax increase. Our initiative may not be the sole cause, but it has certainly played a large role.

Another initiative, brought forward by municipal members and adopted by the full membership early on, was reducing the municipal responsibility for utility relocation costs. This initiative was successful, and was renewed in later years.

TEX-21 has worked to streamline legislative processes, and over the years TEX-21 has generated several ideas for streamlined processes that have been adopted. For example, it was TEX-21's initiative to simplify vehicle registrations, which has now been successfully implemented.



TEX-21 has long advocated a multi-year reauthorization of the Federal Transportation Bill and the Airport Bill (among others), so that states can have long term funding continuity instead of needing continuing resolution fixes. This is critical, since most projects take many years to plan, design, and build. It is impossible to authorize a project if an entity is unsure that funding will be available the following year to complete construction. We also accomplished modifications in each reauthorization bill that eliminated many of the "silos" that had formed, creating unnecessarily specific federal requirements for use.

TEX-21 began coalitions along various corridors in Texas. The coalition dedicated to I-30 directly led to an official TxDOT Corridor Study, which ultimately led to the successful accomplishment of our goal of that highway's improvement and expansion. We currently maintain several Corridor Coalitions concerning US-287, US-377, I-14, and US-175.

We have also urged the State to use its bonding capacity to the full extent possible, which was also accepted by TXDOT.

Each toll road authority in Texas operates under different rules. TEX-21 worked toward equality across all toll entities, so all Texans would be treated fairly. While not every toll authority operates completely the same, several of these differences have been adjusted and smoothed out. We also supported a universal toll system that allowed drivers to go from one area of the state to another using only one toll tag.

We supported a successful initiative mandating that all toll road revenue should remain in the area they were originally generated, never used to build projects in other areas of the state. We fought unrealistic regulations that would not allow alternative routes to compete with toll roads. We also successfully achieved a temporary moratorium on toll roads construction.

TEX-21 has supported additional security and efficiency at the border, in order to decrease illicit drug and human trafficking.

We have always supported commuter rail systems in Texas. We worked hard to ensure that DART members finally received the commuter rail infrastructure they were promised, including, Irving, Carrollton and Rowlett.

TEX-21 was the first group to discuss high speed rail, with a goal to bring such a system to Texas. We collaborated with Japanese, French, and German rail companies and engineers, bringing them to Texas to aid in designs. At least one of those entities is currently 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, since major shipping companies would be using ships with wider bodies and deeper draft depths. At the time, Texas ports could not accommodate the vast sizes of these new vessels.



We brought research to the Texas Legislature, which was given a subcommittee hearing. Lieutenant Governor Dan Patrick realized through TEX-21's efforts that Texas is a Maritime State, with billions of dollars in trade passing through our ports annually. He understood that no one along the Gulf Coast had prepared for these new ships, and that Texas had the opportunity to be the first. Texas has a huge advantage over West Coast ports, since it is a Right to Work state, eliminating many of the numerous labor problems that West Coast ports have been plagued with.

The Lieutenant Governor created the Senate Select Committee on Ports to study the sea and inland ports in Texas to determine what would need to be done to keep them competitive.

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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JOHN CORNYN

CONGRESSIONAL CO-CHAIRS

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TEX-21 Transportation Legislative Caucus

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LINA ORTEGA
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DADE PHELAN
ANA-MARIA RAMOS
JOHN RANEY
RICHARD RAYMOND
DUSTIN ROBERTS^
EDDIE RODRIGUEZ
GLENN ROGERS
TONI ROSE
SCOTT SANFORD
MATT SHAHEEN
CARL SHERMAN SR.
SHELBY SLAWSON
REGGIE SMITH
JIM SORVILLO*
PHIL STEPHENSON
LYNN STUCKY
TONY TINDERHOLT
SHAWN THIERRY
ED THOMPSON
SENFRONIA THOMPSON
STEVE TOTH
GARY VANDEAVER
HUBERT VO
ARMANDO WALLE
JAMES WHITE
ERIN ZWIENER

As of 05/03/2022

*Indicates Arkansas Member ^Indicates Oklahoma Member



TEX-21 Corridor Coalitions

US-287

This vital highway travels 754 miles in Texas from the ports of Beaumont/Port Arthur through to the Panhandle region, eventually leading all the way to the border of Montana and Canada. US-287 serves as the major transportation route for trade operating out of the ports of Beaumont, Port Arthur, and Sabine Pass, and is therefore extremely important for TEX-21's Third Coast Initiative. The corridor includes 261 cities, 43 counties, 4 MPOs, and 9 TxDOT districts, encompassing 36% of the population of Texas overall.

TEX-21 is gathering a robust coalition of cities, transit agencies, and other governing bodies along US-287 and its wider economic impact area in order to advocate for the highway to be converted into a national interstate. This will expand the capabilities of the highway substantially, and foster major economic expansion all throughout the corridor and the state of Texas as a whole.

US-377

Another major highway for economic development in Texas, US-377 travels from the border with Mexico into Oklahoma, connecting South Texas with the DFW Metroplex and Denton. It is a key route for students attending Tarleton State University in Stephenville from the metroplex. The highway is currently in dire need of expansion and attention, as areas such as Granbury are far too congested to deal with the traffic pressure going through their areas.

TEX-21 is currently building a coalition of entities who want to fight for the expansion of US-377 to a level that can handle the need. This serves as a major opportunity to improve transportation and commerce along the corridor, and stimulate economic development throughout Central and North Texas.

I-14 (Forts to Ports)

Plans are being developed for the smaller Interstate I-14 to be expanded dramatically into a major transit route connecting the military bases and forts of West Texas, and the area of Midland/Odessa, with the east coast port of Savannah, Georgia. This will create dramatic trade improvement all throughout the Southern United States, and will connect Texas with key maritime trade port on the East Coast. I-14 will also serve as the major connection between numerous military bases in Texas, Louisiana, Mississippi, Alabama, and Georgia. This Interstate expansion not only has significant economic incentives, but will greatly bolster our defense capabilities through improved transportation along the southern U.S.

Due to the connection this creates between Texas military bases and the East Coast, this new expansion project for I-14 is being dubbed Forts to Ports. Coalitions are being developed in Texas along the proposed route in order to advocate for the interests of the communities that will be affected and improved.

IH-35

TEX-21 was involved in the creation of the I-35 Corridor Coalition which led to the formation of the national River of Trade Corridor Coalition. TEX-21 will continue to pursue policies and infrastructure improvements along the I-35 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
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TEX-21 Initiatives in 2022

The Third Coast Initiative

New projects include The Third Coast Initiative, which would increase economic development throughout the state following expansion of our Texas Gulf (the Third Coast, joining the East and West Coasts) seaports, along with the supporting railroads, docks, cranes, and roads necessary to handle the additional movement of freight. This is all made possible by the recent expansion of the Panama Canal, which allows the giant Post-Panamax ships to transit the Canal.

Texas currently spends little money on its ports, preferring to leave it for local government entities to pay for with local taxes. Other states on the Gulf Coast, however, are making capital improvements to be able to handle post-Panamax size ships. 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

It is all but certain that toll roads and CDA funding, which TxDOT has used in the past, will not continue to be used in future transportation projects in Texas. To fill this enormous gap, TEX-21 has conceived of an idea, embraced by both sides of the aisle, named the ERE. This is NOT a new tax.

If created by the Legislature, an ERE would allow TxDOT to fund new highway projects by creating state sales tax increment zones around the projects. This way, the future state-portion 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 land seizures. This approach would allow cities, counties and the state to preserve Right of Way before development begins. 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 that will not cause any harm to TEX-21 members and their infrastructure projects.

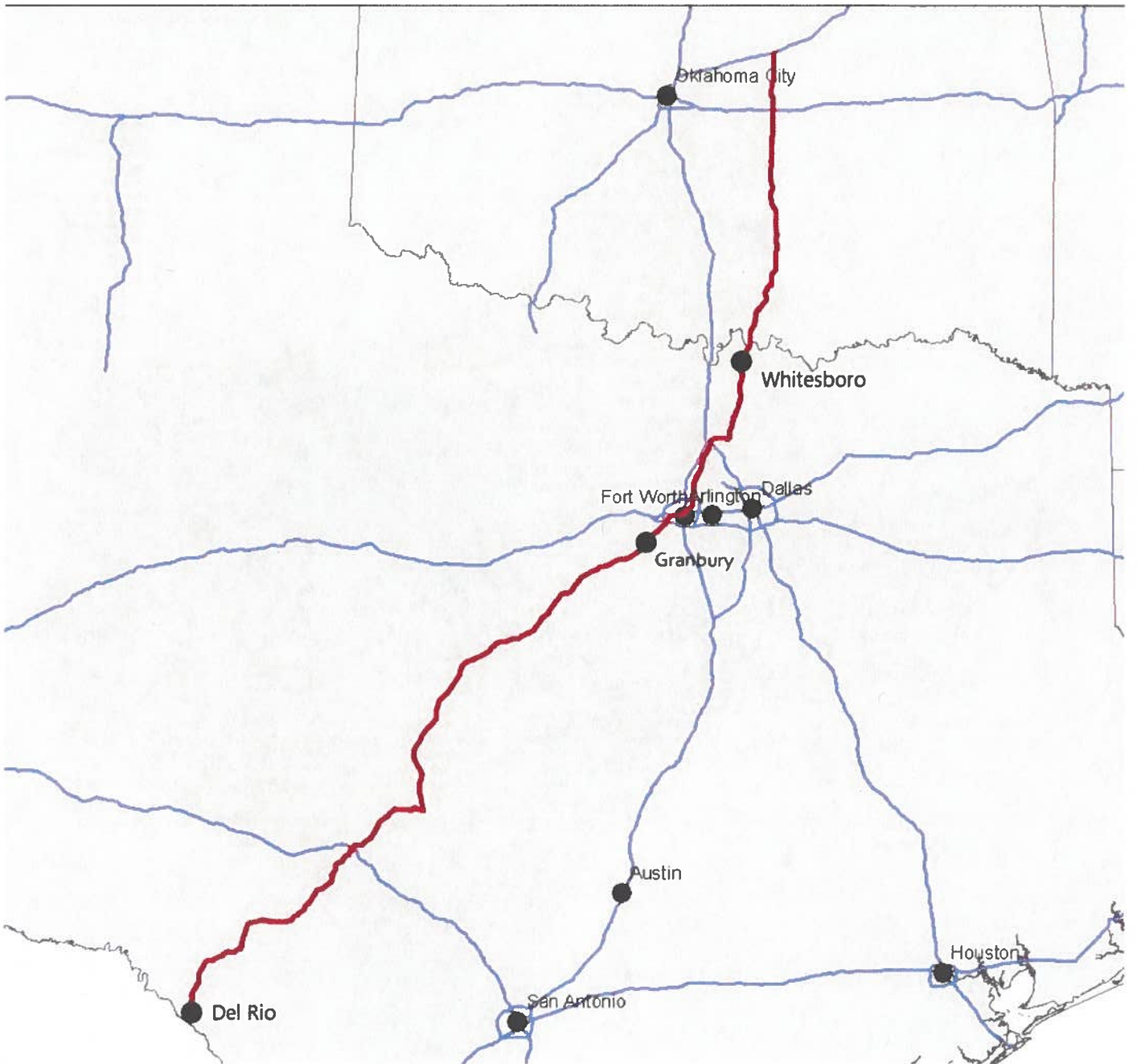
IH-45 Expansion Initiative

TEX-21 is continuing its work to cause the northward expansion of I-45 around Dallas to Big Cabin/Vinita, Oklahoma at I-44 via the conversion of US-75/69 to interstate status.

Technology in Transportation

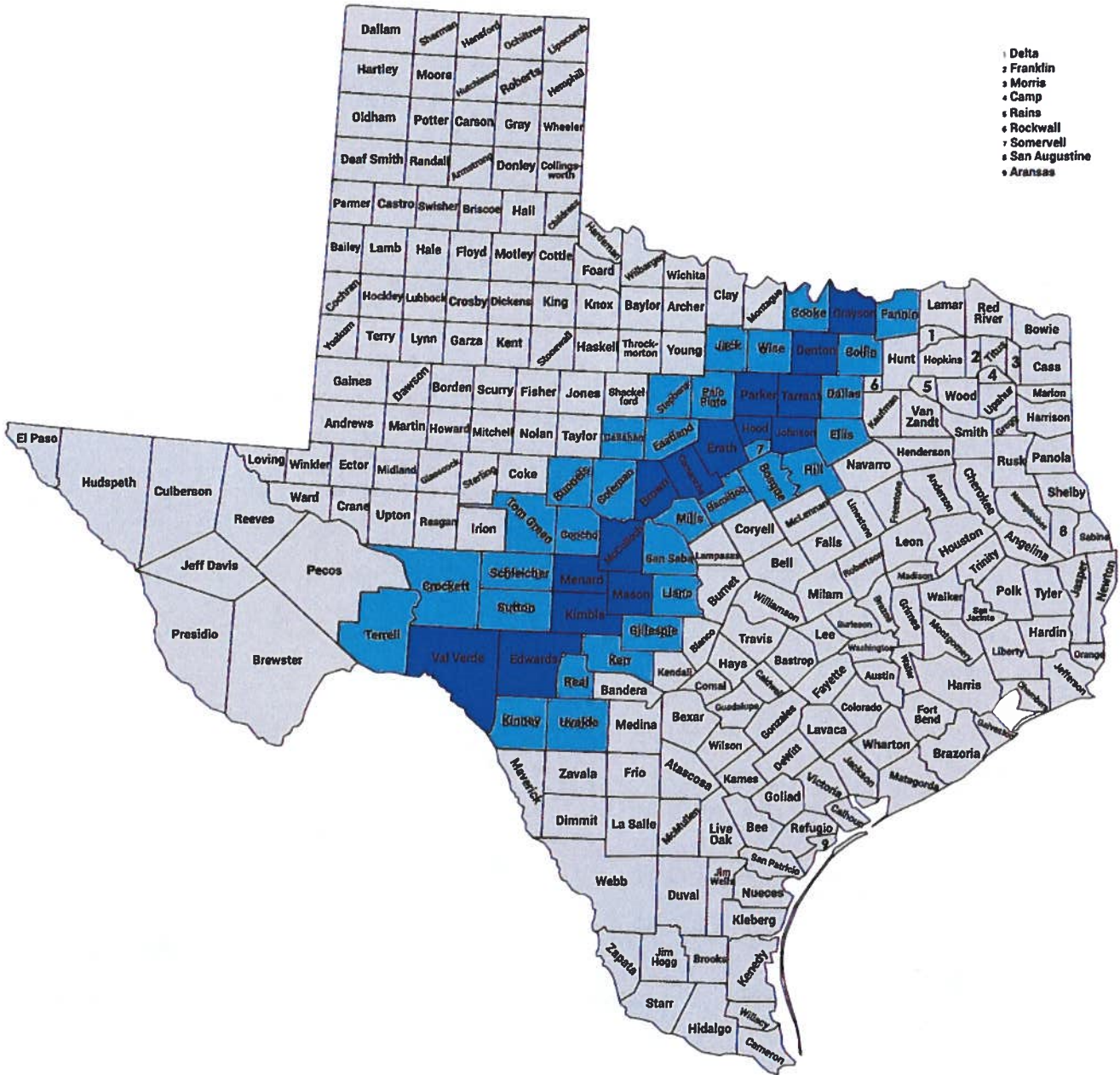
TEX-21 is involved in the on-going discussion on the implementation of new technology into transportation infrastructure, such as autonomous vehicles, EV charging solutions, and commercial delivery drones.

US-377



US-377

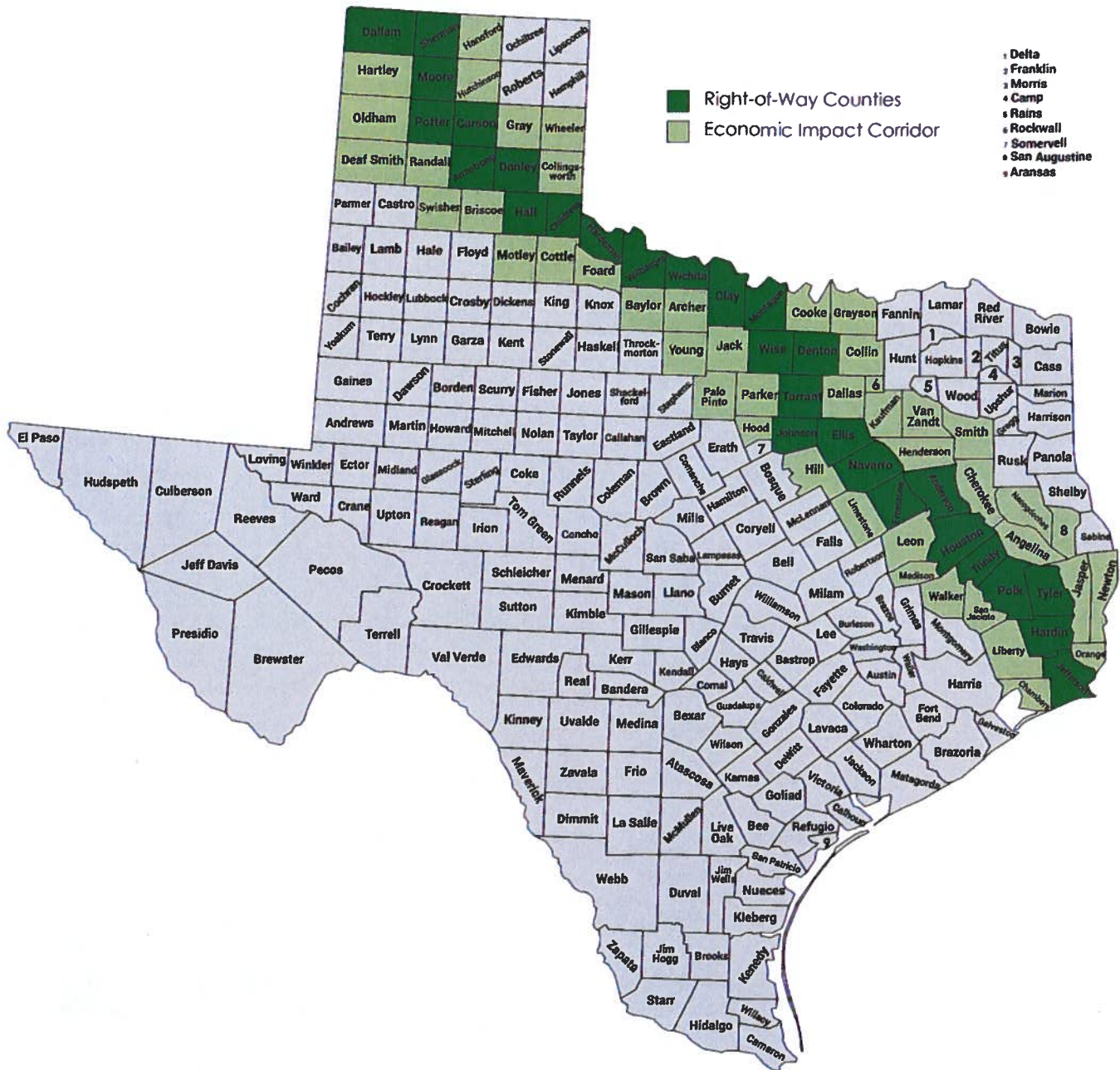
- Right-of-Way Counties
- Economic Impact Corridor



US-287



US-287



Five-State Expansion of the Congressionally Designated Interstate 14 Corridor

Midland-Odessa, Texas to Augusta, Georgia



Interstate 14/Gulf Coast Strategic Highway System

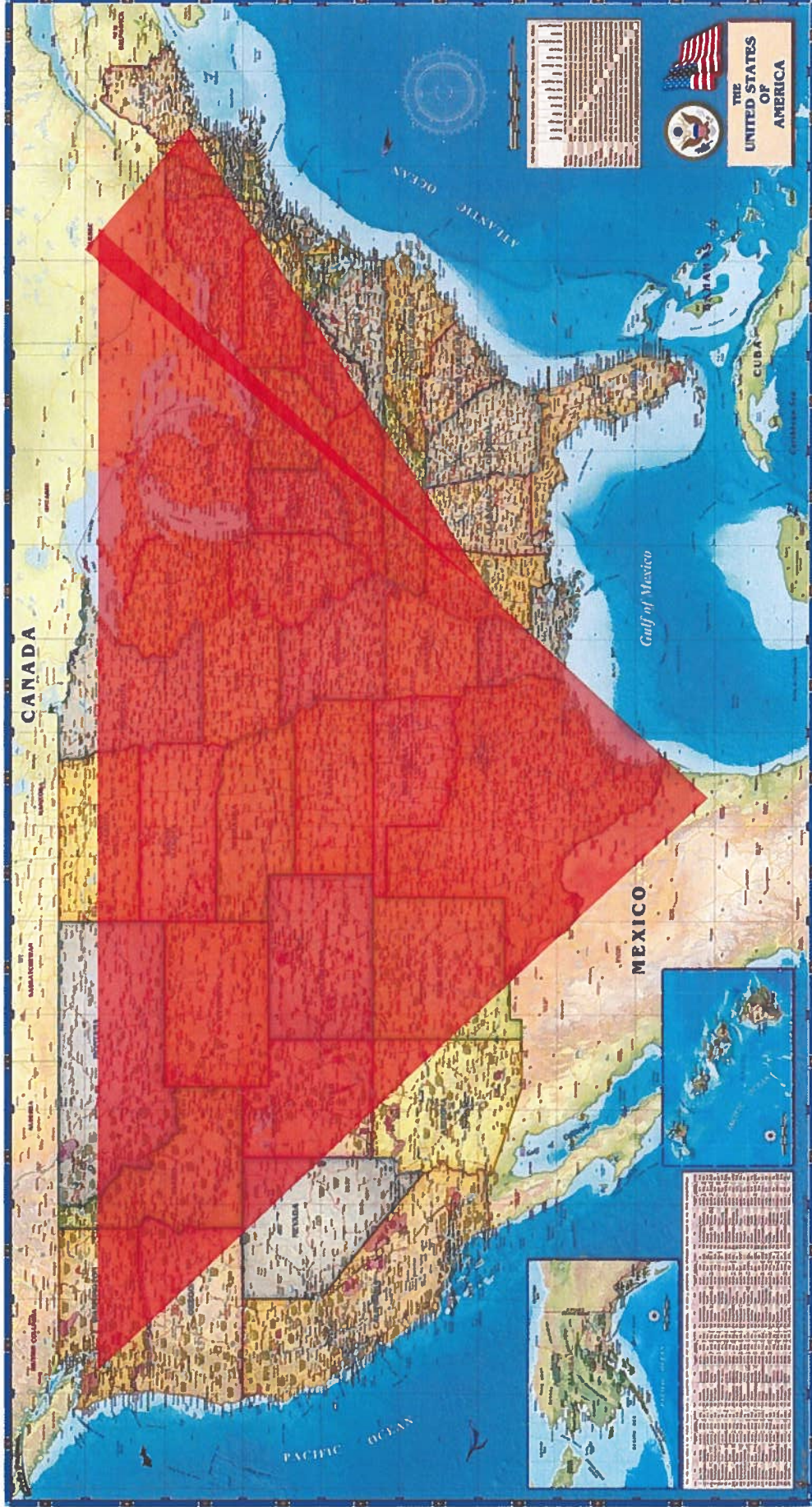
- 1-14 Central Texas Corridor (Designated in 2015 FAST Act)
- Proposed:
 - Expanded Central Texas Corridor
 - Central Louisiana Corridor
 - Central Mississippi Corridor
 - Middle Alabama Corridor
 - Middle Georgia Corridor
 - Multiple Connectors to I-10
- Strategic Military Seaports

Lines shown generally reflect proposed corridor-level designation language. Exact route alignment at a specific location within the corridor will be subject to future environmental clearance and engineering processes.

DCR 3.27.21

Third Coast Initiative

Impact of Expansion on Container Services



Inland Ports and Sea Ports offer Entire State Benefits

Panama Canal Expansion

Ultra-Large Post-Panamamax 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