

**791 PURCHASING
COOPERATIVE
BOARD / COMMISSIONERS
COURT RESOLUTION**

STATE OF TEXAS

FOR: THE 791 PURCHASING
COOPERATIVE

WHEREAS, the Board of Directors or Commissioners Court of Brown County, Texas,
(Named Public Agency), (City)

pursuant to the authority granted by TEX. GOV'T CODE § 791.001, *et seq.*, desires to participate in the 791 Purchasing Cooperative, and in the Opinion that participating in this program will be highly beneficial to the taxpayers through the anticipated savings to be realized.

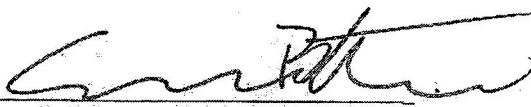
Therefore, be it RESOLVED that the Brown County requests a stated need for
(Named Public Agency)

participation in 791 Purchasing Cooperative (791 Coop) whereby Shane Britton
(Name of Authorized Person)

is authorized and directed to sign and deliver any and all necessary requests and documents in connection therewith for and on behalf of Brown County
(Named Public Agency)

I certify that the foregoing is a true and correct original Resolution duly adopted by the Brown County Commissioners Court and is filed on record at the 791 Coop office.
(Named Public Agency)

In witness thereof, I have set my hand and signature this 20 day of November, 2023

By: 
(Authorized Signature)

Shane Britton
(Printed Authorized Name)
County Judge
(Title)

This legal document will remain current on file until either party severs the agreement.

January 8, 2024
(Exhibit #5)

MASTER INTERLOCAL AGREEMENT

This Master Interlocal Agreement ("Agreement") is made by and between 791 Purchasing Cooperative ("791 COOP") and Brown County ("End User"), (collectively referred to as the "Parties" or individually as the "Party") acting herein by and through their respective authorized officers, agents, and/or employees.

PURPOSE

WHEREAS, the federal, state, and territorial governments of the United States of America have expressly authorized and encouraged the use of cooperative purchasing agreements to increase quality and efficiency in purchasing for public, publicly funded, and other legally authorized entities; and

WHEREAS, 791 Purchasing Cooperative LLC through its purchasing cooperative named 791 Purchasing Cooperative (791 COOP) is committed to providing cooperative purchasing contracts with lead public agencies to eligible organizations, including, but not limited to, public and private K12 schools, cities, counties, institutions of higher education, and other eligible units of government ("Authorized Users") in all states in order to increase quality and efficiency in purchasing; and

WHEREAS, 791 COOP is authorized to contract with the End User entity through Chapter 791 of the Texas Government Code, Chapter 252, 262, and 2269 of the Texas Government Code, Chapter 44 of the Texas Education Code, and other relevant federal and state laws to provide goods and service through legally compliant mechanisms; and

WHEREAS, The Parties wish to enter into this Agreement to maximize spending power of End User entity and provide increased efficiency in the sourcing and purchase of goods and services; and

WHEREAS, the governing bodies of the Parties, individually and corporately do hereby adopt and find the foregoing promises as findings of said Authorized Users; and

NOW, THEREFORE, premises considered, and in consideration of and conditional upon the mutual covenants and agreements herein, the Parties herein mutually agree as follows:

AGREEMENT

- 1. Term:** This Agreement is effective for ten (10) years from the date of the last signature and shall automatically renew annually unless either party gives sixty (60) days prior written notice of non-renewal.
- 2. Permissions:** This Agreement shall: (1) Allow Authorized User/End User entities to purchase goods and services by purchase order, contract, agreement, or other legally permitted mechanisms through 791 COOP's competitively awarded vendor list; (2) allow the Authorized User to access 791 COOP's cooperative contracts to purchase products or services from vendors which have been awarded contracts through statutorily authorized methods; and (3) allow the Authorized User/End User entities to access 791 COOP subject matter expertise to facilitate best practices in sourcing and procurement.
- 3. Relationship:** The relationship between the Parties is that of the Independent Contractor. Neither Party has the authority to bind the other in any manner beyond the terms of this Agreement. The

End User entity may be required to enter into subsequent contractual arrangements with 791 COOP to ensure pricing, standards, and compliance, and for specific products or services.

- 4. Confidentiality and Safeguarding:** To the extent permitted and/or required by laws of Authorized User's operation's jurisdiction, proprietary information and intellectual property of 791 COOP will be shielded from public inquiry without the prior written consent of 791 COOP.
- 5. Venue and Governing Law:** The Parties covenant and agree that any litigation relating to this agreement, the terms, and conditions of the agreement will be interpreted according to the laws of the State of Texas and the venue shall be exclusively in Bexar County, Texas.

Jeffrey Shekman | 11/29/2023
Jeffrey Shekman, CEO Date
791 Purchasing Cooperative

[Signature] | 11/29/23
Authorized User Representative Date Governing Body Approval Date
Brown County 200 S. Broadway Brownwood Tx 76801
Entity Name Entity Address (Principal Office)
375 643 2828 stephanie.vpt@browncountytx.gov
Entity Contact Telephone Number Entity Contact E-mail Address

Vance Hill
Sheriff
375 642 2960

Vance.hill@browncountytx.gov

2023 VOTING MEMBERS:

ALLEN * Blaine Brooks
 ARGYLE * Rick Bradford
 ARK-TEX COG * Mary Beth Rudel
 BOWIE COUNTY * Tom Whitten
 Capital Metro * Dottie Watkins
 Cass County * Travis Ransom
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 MOUNT PLEASANT * Ed Thatcher
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 Oak Leaf * Michelle Hillery
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 TITUS COUNTY * Kent Cooper
 Trinity METRO * Richard Andreski
 VIA METRO * Jeffrey Arndt
 WEATHERFORD * James Hotopp
 Wilmer * Jeff Steele
 WYLIE * Chris Holsted

2023 Associate Members:

AAA TEXAS * Anne O’Ryan
 DEC Engineering * Johan Petterson
 TexAmericas Center * Scott Norton

2023 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

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Gary Fickes Chair Tarrant County	Chris Brown Vice Chair Sulphur Springs EDC	Theresa Daniel Vice Chair Dallas County	Tom Whitten Vice Chair Bowie County
Jeff Branick Vice Chair Jefferson 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

December 19, 2023

ATTN: Commissioner Gary Worley
 200 South Broadway #322
 Brownwood, Texas 76801

Commissioner Worley,

I want to thank you for the interest you have shown in TEX-21 by attending in person meetings, as well as some of our Zoom calls. I would also like to thank you for your interest in our various initiatives including but - not - limited to the improvement of US-377.

I would like to formally invite Brown County to consider joining TEX-21 as a member. Being a member of this organization will allow you to join together with your colleagues representing counties, cities, and businesses from around the state in order to advocate for beneficial transportation policy.

With this kind of joint effort everyone's needs can be heard for mutual benefit from major improvements in transportation around Texas. You expressed great interest in the improvement and expansion of US-377. With US-377 running directly through Brown County, the improvement and expansion of US-377 would create major economic opportunities for your county, and would also significantly improve congestion and road safety in your area. The expansion of I-14 into a national Forts to Ports Highway also represents enormous opportunity for an increase in trade and commerce as well. In addition to this, the potential conversion of US-287 to an Interstate would also provide substantial economic opportunities due to an increase in trade and commerce coming through Texas. Because of where Brown County stands, I believe that these transportation initiatives will positively affect your county.

TEX-21 has a consistent history of aiding local governments and businesses to work as one organization, dedicated to improving transportation for the benefit of everyone.

I hope that Brown County will strengthen our membership by deciding to join. To do so, you will need to designate a representative to become the voting member, that will be listed on the letterhead, as well as 1-2 alternates, who are knowledgeable about TEX-21 and could take the place of the representative if needed. Also, as a member, Brown County would have the privilege of having any number of officials and staff attend the meetings at no extra cost. Based on the 2020 census and our dues schedule, Brown County's dues would be \$5,000 annually.

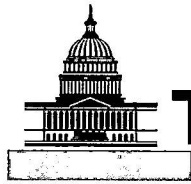
Once again, your interests and passion in US-377 improvements and expansions as well as our other transportation initiatives will make you a great addition to TEX-21 and our every growing member base of cities, counties, and businesses from all around the State of Texas.

Sincerely,

Gary Fickes, TEX-21 Chair
 Tarrant County Commissioner

Dean International, Inc.
 Public Policy Consultants
 2306 Routh Street • Dallas, Texas 75201
 Phone (214) 750-0123
 www.TEX21.net

January 8, 2024
 (Exhibit #5)



TEX-21

Transportation Excellence
for the 21st Century



**BETTER MOBILITY
THROUGH
BETTER
POLICY**

Transportation Excellence for the 21st Century

DEAN INTERNATIONAL, INC.
PUBLIC POLICY CONSULTANTS
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TEXAS 75201 Phone
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Chair
Tarrant County

Chris Brown
Vice Chair
Ark-Tex COG

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Adam McGough
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Bowie County

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Jefferson 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.”



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 businesses 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.

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.

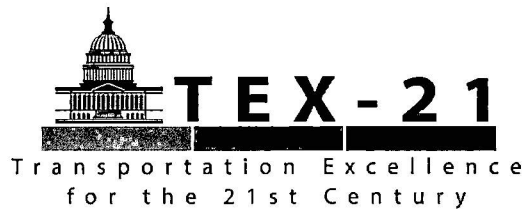
TEX-21 was the first group to discuss high speed rail, with a goal to bring such a system to Texas. We collaborated with Japanese, French, and German rail companies and engineers, bringing them to Texas to aid in designs. At least one of those entities is currently planning to build high speed rail in 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"!



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.

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.



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 advocate 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.

I-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 will identify ways by which the I-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 I-35



TEX-21 Corridor Coalitions

I-30

Due to I-30's lack of continuous service roads, an accident can prohibit the free movement of traffic along the corridor. The TEX-21 I-30 Corridor Task Force will bring together key stakeholders along the entire I-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 I-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.

I-45/US-75/Loop 9

Currently, I-45 connects Houston to the DFW metroplex. TEX-21 would like to see the northward expansion of I-45 bypassing Dallas to Big Cabin/Vinita, Oklahoma, terminating at I-44. This would be accomplished via the double signing of Loop 9 around Dallas and US-75 north of Dallas as I-45. US-75 begins in Dallas and continues into Oklahoma where it is concurrent with US-69, and Loop 9 is planned to be a North-South bypass of Dallas, looping to the east and connecting with US-75 north of Dallas. TEX-21 will work with key stakeholders to develop loop 9 and US-75/69 to the appropriate standards in order to be concurrently signed with I-45.



Transportation Excellence
for the 21st Century

2023 OFFICERS:

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		WYLIE * Chris Holsted

2023 ASSOCIATE MEMBERS:

AAA TEXAS * **Anne O’Ryan**
DEC ENGINEERING * **Johan Petterson**
TEXAMERICAS CENTER * **Scott Norton**

2023 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**



TEX-21 Transportation Legislative Caucus, 88th session

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BRANDON CREIGHTON
BOB HALL
KELLY HANCOCK
JUAN HINOJOSA
BRYAN HUGHES
NATHAN JOHNSON**

**PHIL KING
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**CHARLES SCHWERTNER
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VIKKI GOODWIN
BOBBY GUERRA
RYAN GUILLEN
SAM HARLESS**

**CODY HARRIS
RICHARD HAYES
COLE HEFNER
ABEL HERRERO
DONNA HOWARD
CARRIE ISAAC
JACEY JETTON
JULIE JOHNSON
VENTON JONES
KEN KING
STEPHANIE KLICK
STAN LAMBERT
BROOKS LANDGRAF
JEFF LEACH
TERRI LEO-WILSON
OSCAR LONGORIA
JANIE LOPEZ
RAY LOPEZ
J.M. LOZANO
JOHN LUJAN
ARMANDO MARTINEZ
TREY MARTINEZ FISCHER
MORGAN MEYER
TERRY MEZA
CHRISTINA MORALES
EDDIE MORALES JR.
GEANIE MORRISON
SERGIO MUNOZ JR.
VICTORIA NEAVE**

**CANDY NOBLE
TOM OLIVERSON
CLAUDIA ORDAZ
EVELINA ORTEGA
JARED PATTERSON
DADE PHELAN
MIHAELA PLESA
ANA-MARIA RAMOS
JOHN RANEY
RICHARD RAYMOND
GLENN ROGERS
TONI ROSE
MATT SHAHEEN
PENNY MORALES SHAW
CARL SHERMAN SR.
HUGH SHINE
SHELBY SLAWSON
REGGIE SMITH
LYNN STUCKY
TONY TINDERHOLT
CARL TEPPER
SHAWN THIERRY
ED THOMPSON
SENFRONIA THOMPSON
STEVE TOTH
GARY VANDEAVER
HUBERT VO
ARMANDO WALLE
ERIN ZWIENER**



TEX-21 Congressional Caucus, 118th Congress

SENATORIAL CHAIR

JOHN CORNYN

CONGRESSIONAL CO-CHAIR

MICHAEL BURGESS

CONGRESSIONAL MEMBERS

BRIAN BABIN

JOHN CARTER

JASMINE CROCKETT

HENRY CUELLAR

LLOYD DOGGETT

PAT FALLON

SYLVIA GARCIA

VICENTE GONZALEZ

LANCE GOODEN

KAY GRANGER

AL GREEN

RONNY JACKSON

SHELIA JACKSON LEE

MIKE MCCAUL

TROY NEHLS

PETE SESSIONS

MARC VEASEY

RANDY WEBER

ROGER WILLIAMS



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**

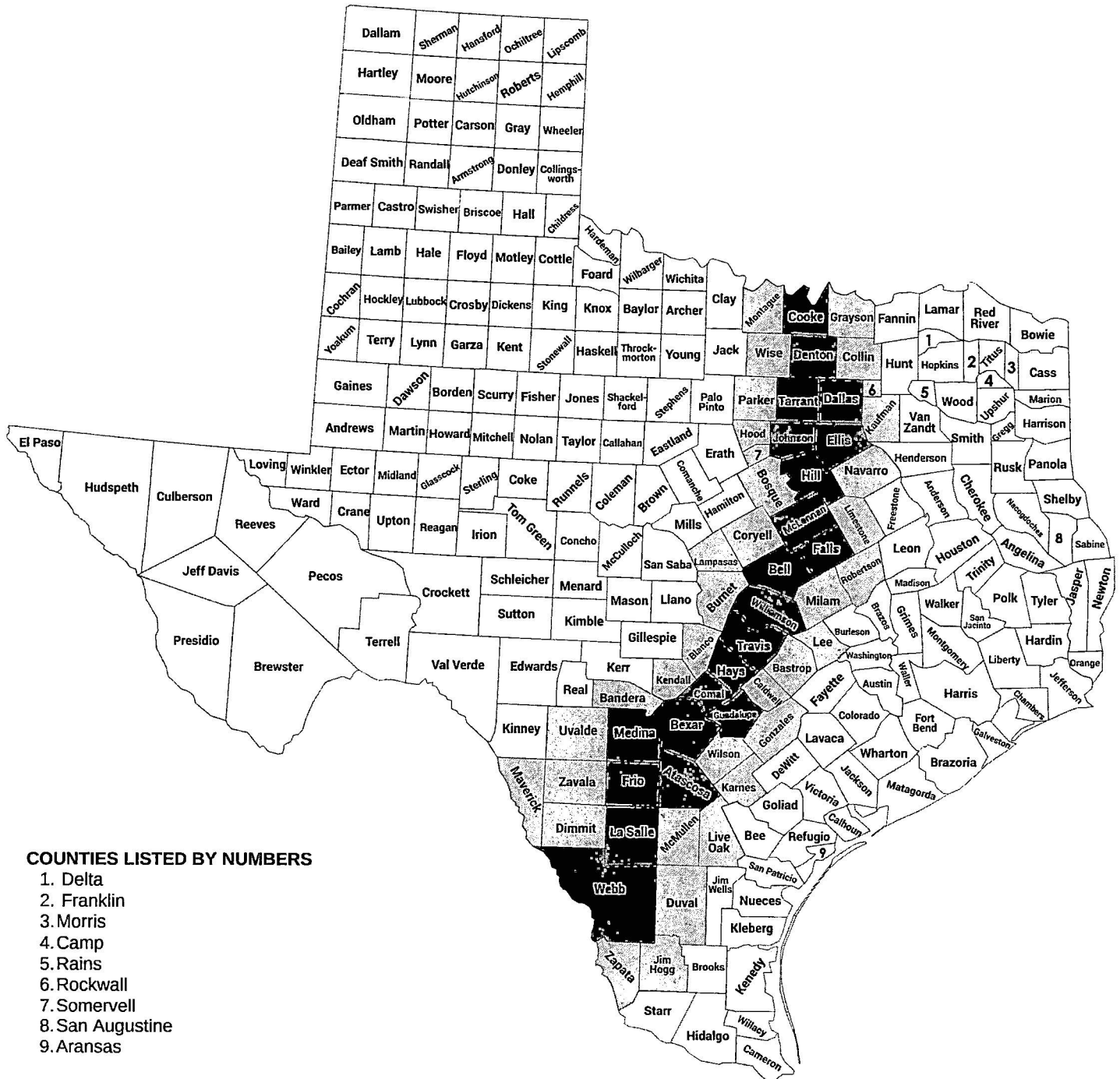
I-35



FACTS ABOUT I-35

- Southern terminus: Laredo
- Northern terminus: Duluth, Minnesota,
- 588 miles within Texas; 1,569.06 miles total
- 9th longest interstate
- 7 TxDOT Districts
- 15 Texas State Senators
- 42 Texas State Representatives

I-35

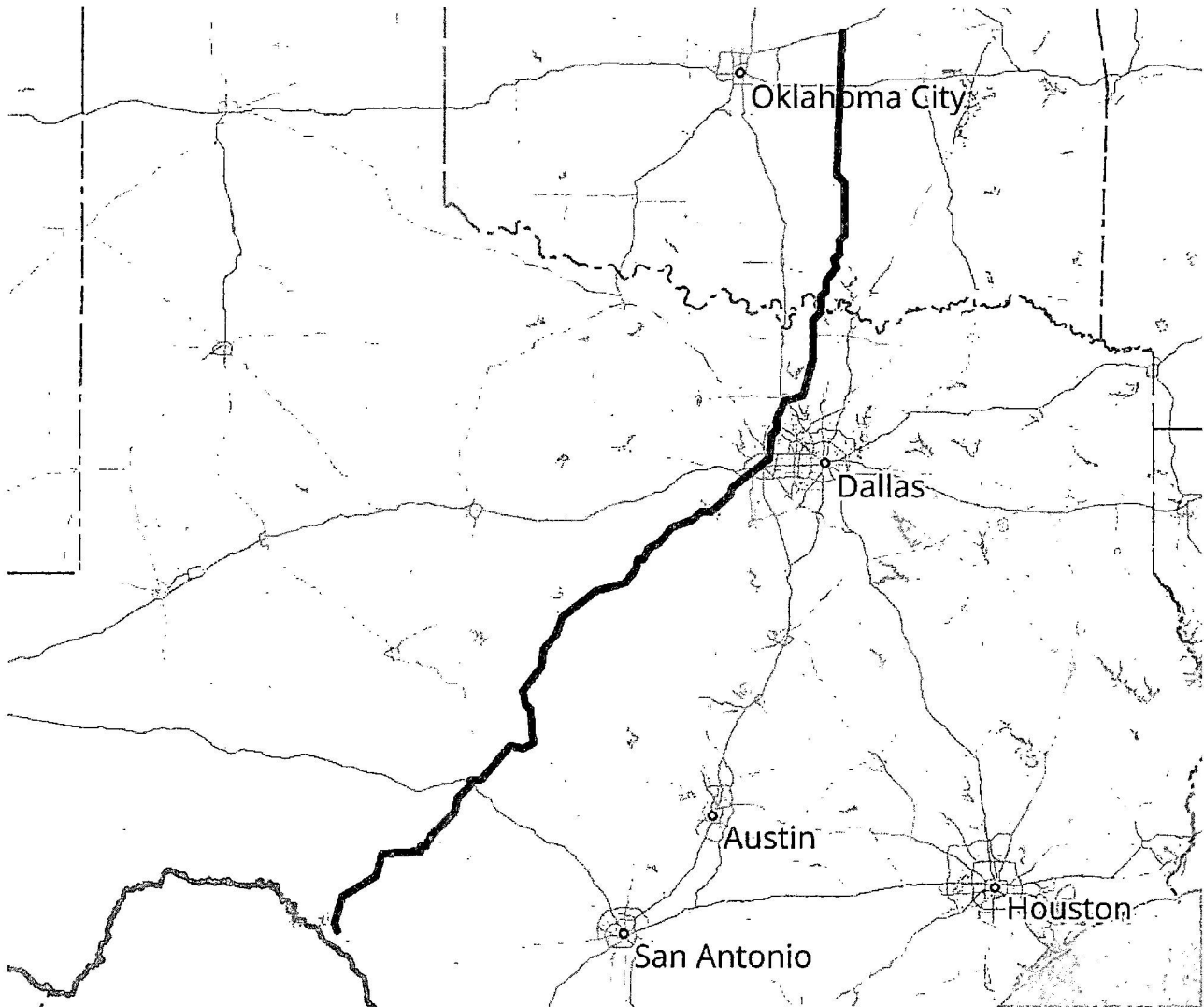


COUNTIES LISTED BY NUMBERS

1. Delta
2. Franklin
3. Morris
4. Camp
5. Rains
6. Rockwall
7. Somervell
8. San Augustine
9. Aransas

- RIGHT-OF-WAY COUNTIES
- ECONOMIC IMPACT CORRIDOR

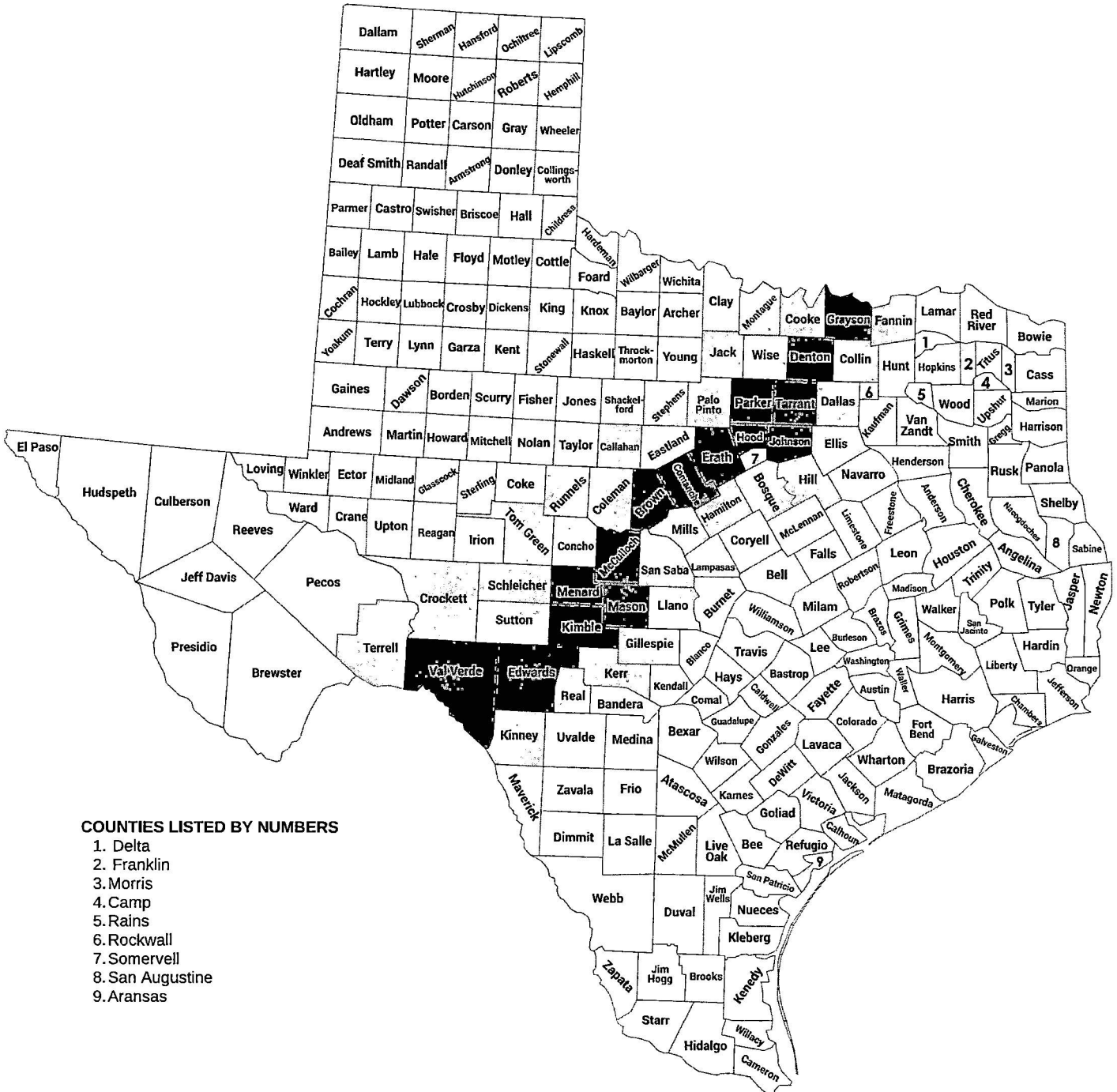
US-377



FACTS ABOUT US-377

- The southern terminus: Del Rio, Texas, near the Mexican border
- The northern terminus: Stroud, Oklahoma
- Texas has 461 miles of US-377
- 7 TxDOT Districts
- 32 Cities are in the direct impact zone, and 47 Counties in total are affected by US-377
- 8 Texas State Senator District
- 16 Texas State Representatives Districts
- 7 US Congressional Districts
- 55% higher crash rate than the statewide average
- By 2040, The GDP is expected to reach \$1.1T, from the \$532B in 2021

US-377



COUNTIES LISTED BY NUMBERS

1. Delta
2. Franklin
3. Morris
4. Camp
5. Rains
6. Rockwall
7. Somervell
8. San Augustine
9. Aransas

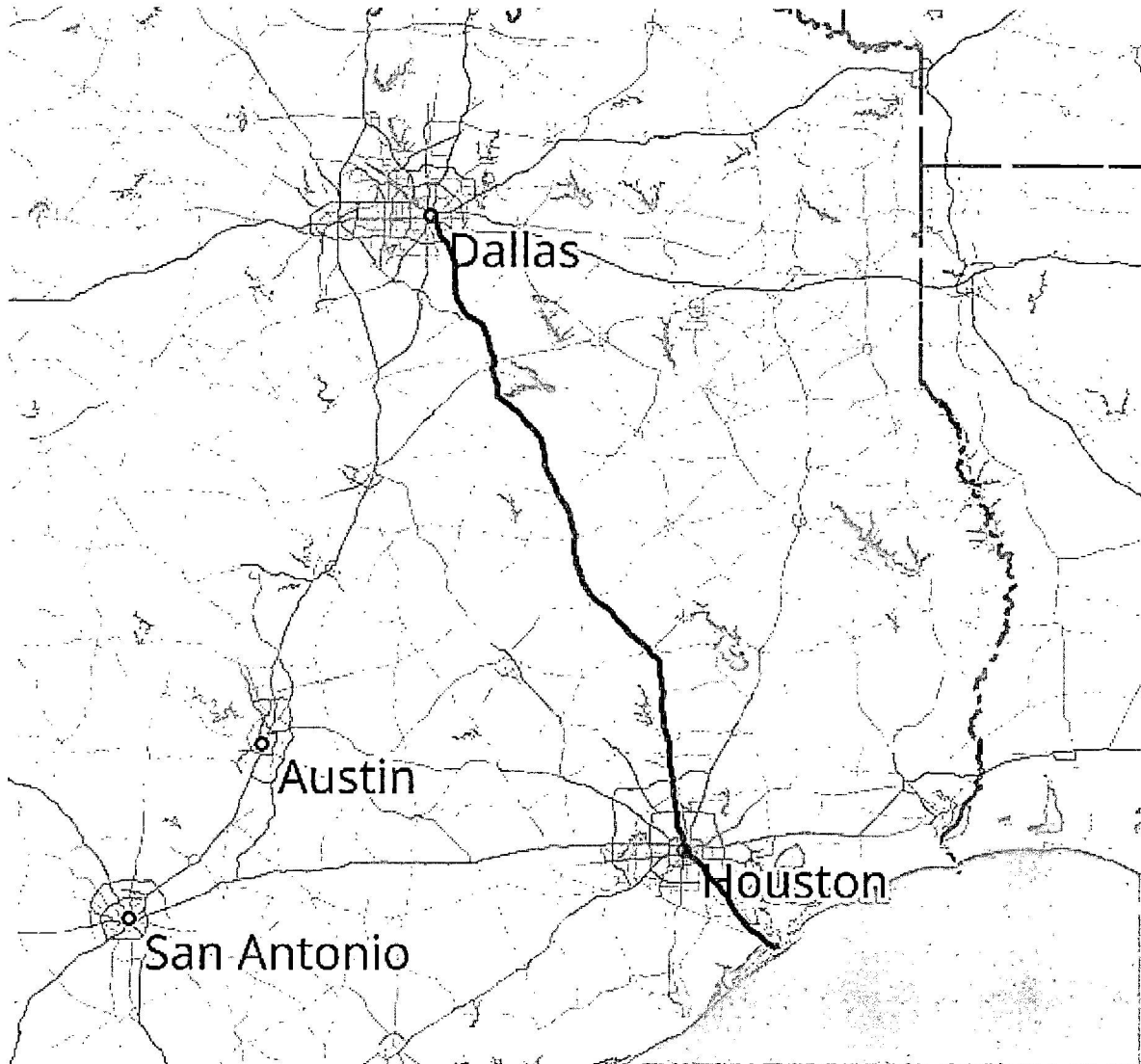


RIGHT-OF-WAY COUNTIES



ECONOMIC IMPACT CORRIDOR

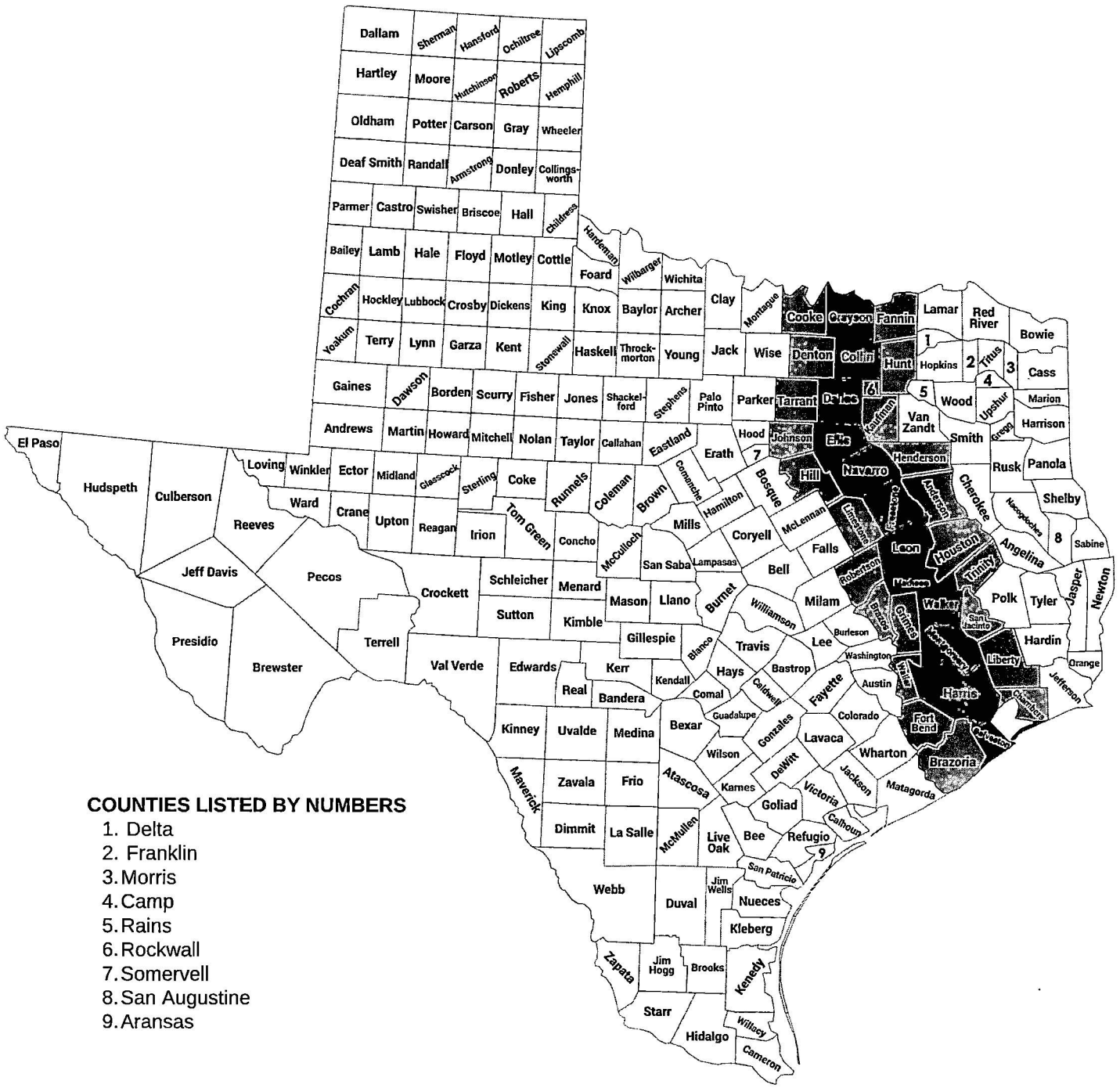
I-45



FACTS ABOUT I-45

- 284.913 miles from Gulf Coast to downtown Dallas
- Houston residents call it the Gulf Freeway because it connects the Gulf Coast to Harris County.
- I-45 runs end to end from Houston to Dallas, the two largest cities in Texas.
- 7 TxDOT Districts
- 9 Texas State Senators
- 21 Texas State Representatives

I-45



COUNTIES LISTED BY NUMBERS

- 1. Delta
- 2. Franklin
- 3. Morris
- 4. Camp
- 5. Rains
- 6. Rockwall
- 7. Somervell
- 8. San Augustine
- 9. Aransas

RIGHT-OF-WAY COUNTIES
 ECONOMIC IMPACT CORRIDOR

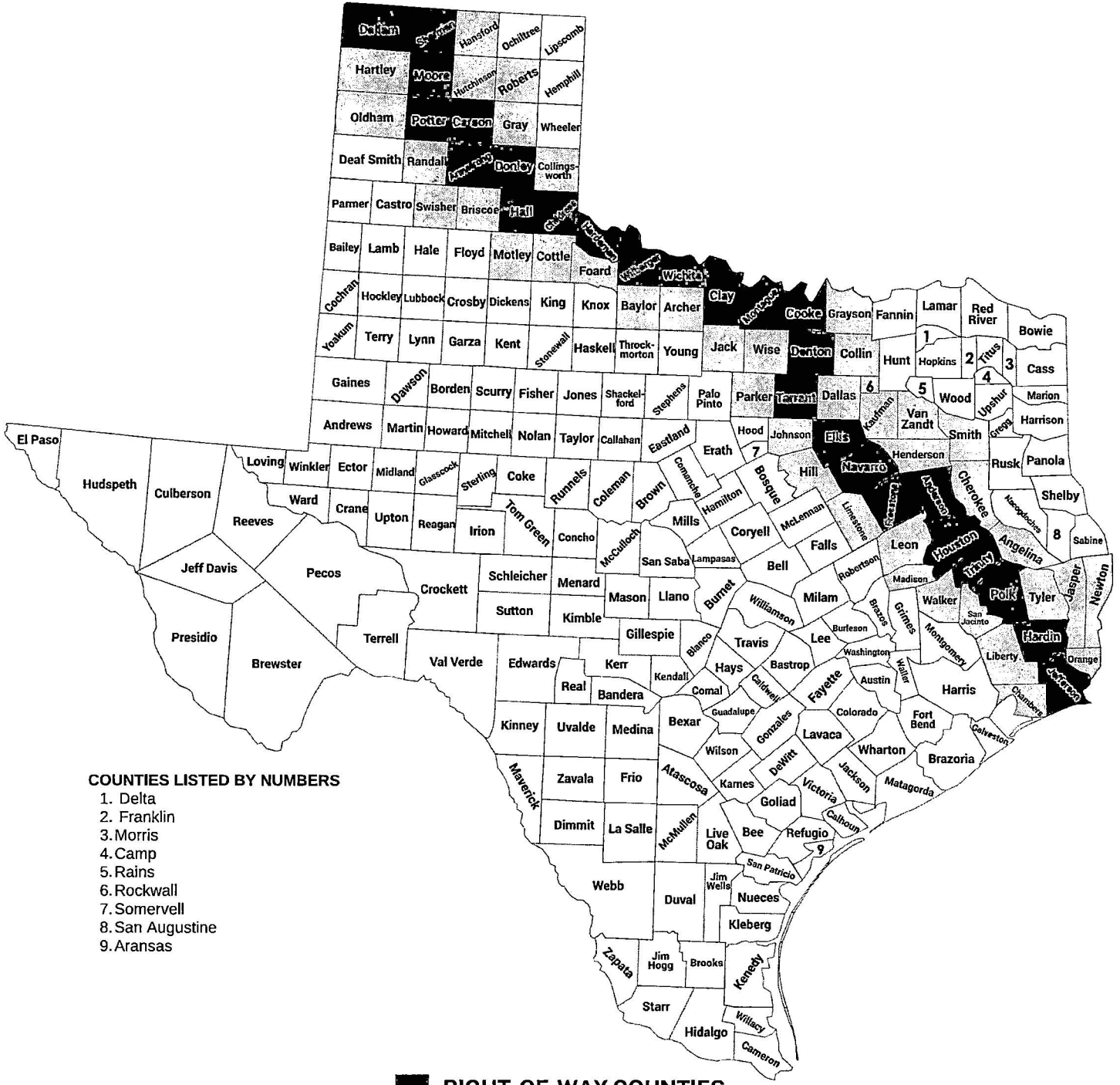
US-287



FACTS ABOUT US-287

- The northern terminus: Choteau, Montana south of the Canadian border.
- The southern terminus: Port Arthur, Texas near the Sabine River from the Gulf of Mexico.
- Texas has 754 miles of the 1,791 miles total of US-287
- 43 counties and 261 cities
- 9 TxDOT Districts
- 36% of the Texas population
- 261 affected cities and 51 cities in the direct US-287 path
- 91 Counties
- 20 State Senators
- 100 State Representatives
- By 2040, the GDP is expected to reach \$1,076T from \$613B in 2019

US-287



COUNTIES LISTED BY NUMBERS

- 1. Delta
- 2. Franklin
- 3. Morris
- 4. Camp
- 5. Rains
- 6. Rockwall
- 7. Somervell
- 8. San Augustine
- 9. Aransas

RIGHT-OF-WAY COUNTIES
 ECONOMIC IMPACT CORRIDOR



NATIONAL U.S. 287 HIGHWAY ASSOCIATION
INCORPORATED 1963

U.S.
287

1963



WISCONSIN
MONTANA
WYOMING

U.S.
287

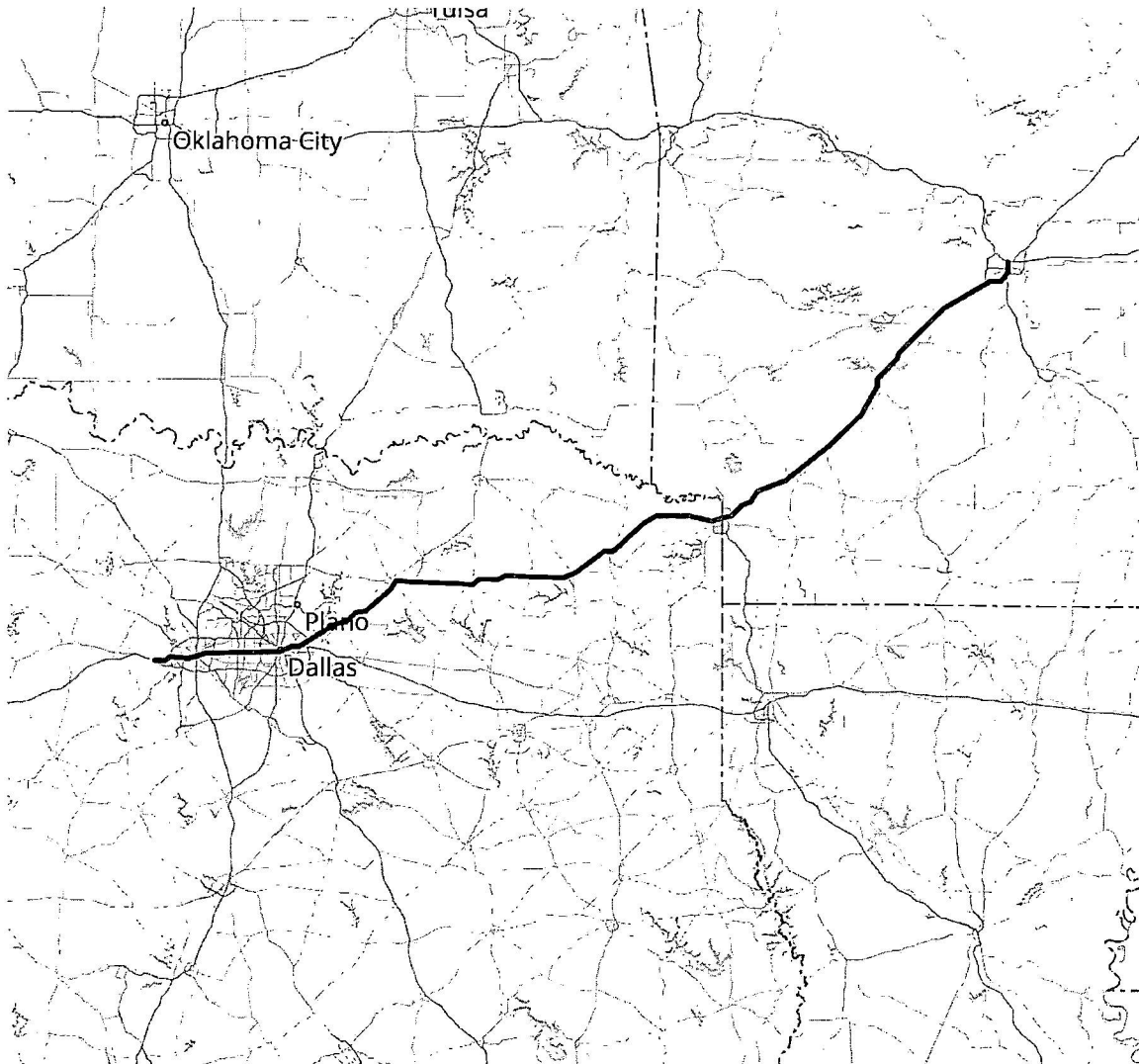
COLORADO

OKLAHOMA
TEXAS

SOLVENTR
HALE
DRIE

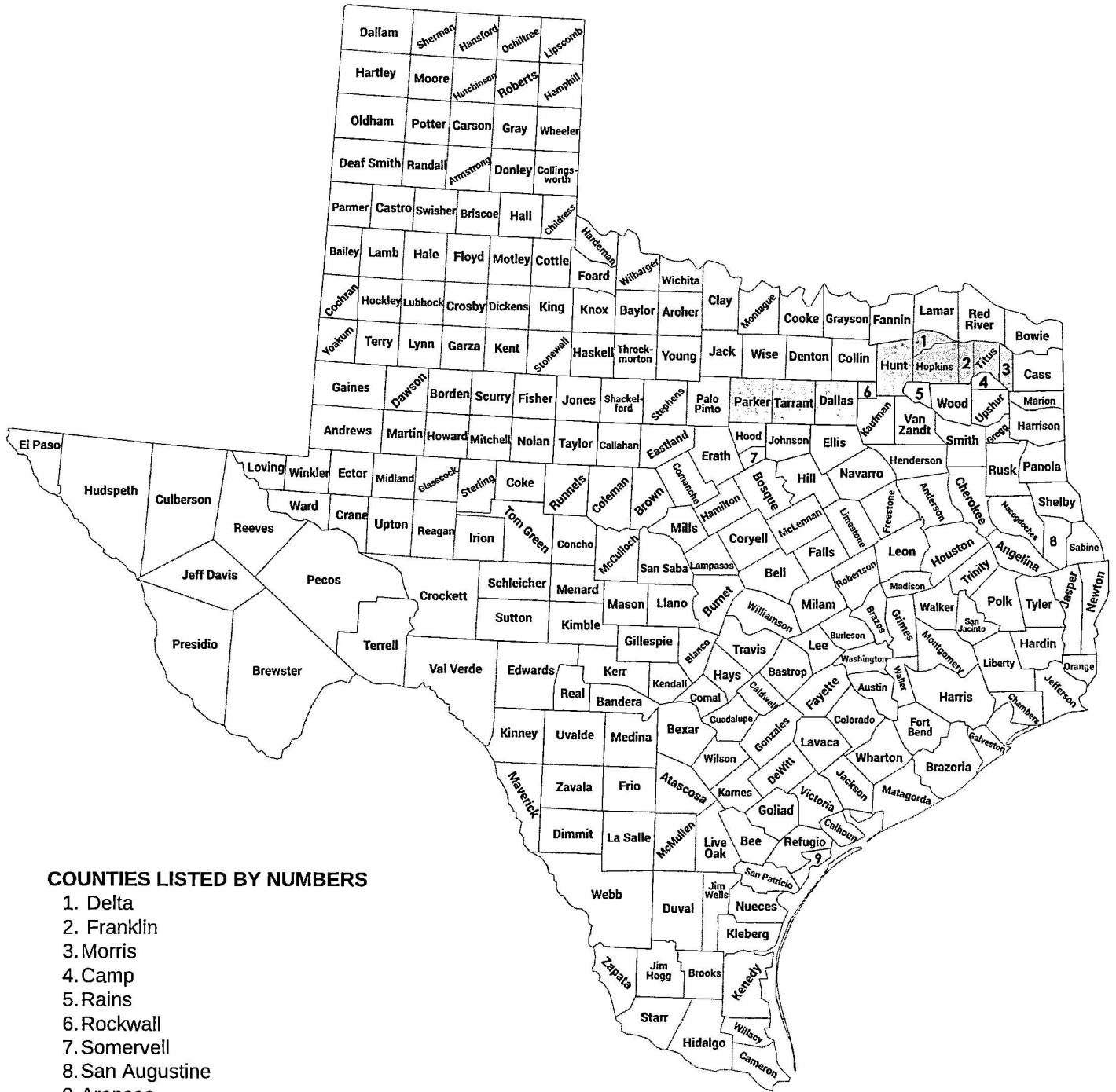
U.S. DEPARTMENT OF COMMERCE
BUREAU OF ECONOMIC ANALYSIS
WASHINGTON, D.C. 20540

I-30



FACTS ABOUT I-30

- Texas has 223.74 miles, 366.76 miles total of highway.
- Western terminus: Aledo, TX
- Eastern terminus: Little Rock, AR
- Passes through 17 counties
- First fully controlled-access part of the highway known as the turnpike is now called the Tom Landry highway.
- The turnpike's presence stimulated growth in Arlington and Grand Prairie and facilitated the construction exits for Six Flags Over Texas, Cowboys stadium, and the Arlington Rangers stadium.
- 3 TxDOT districts
- 19 Texas State House Representatives
- 9 Texas State Senators



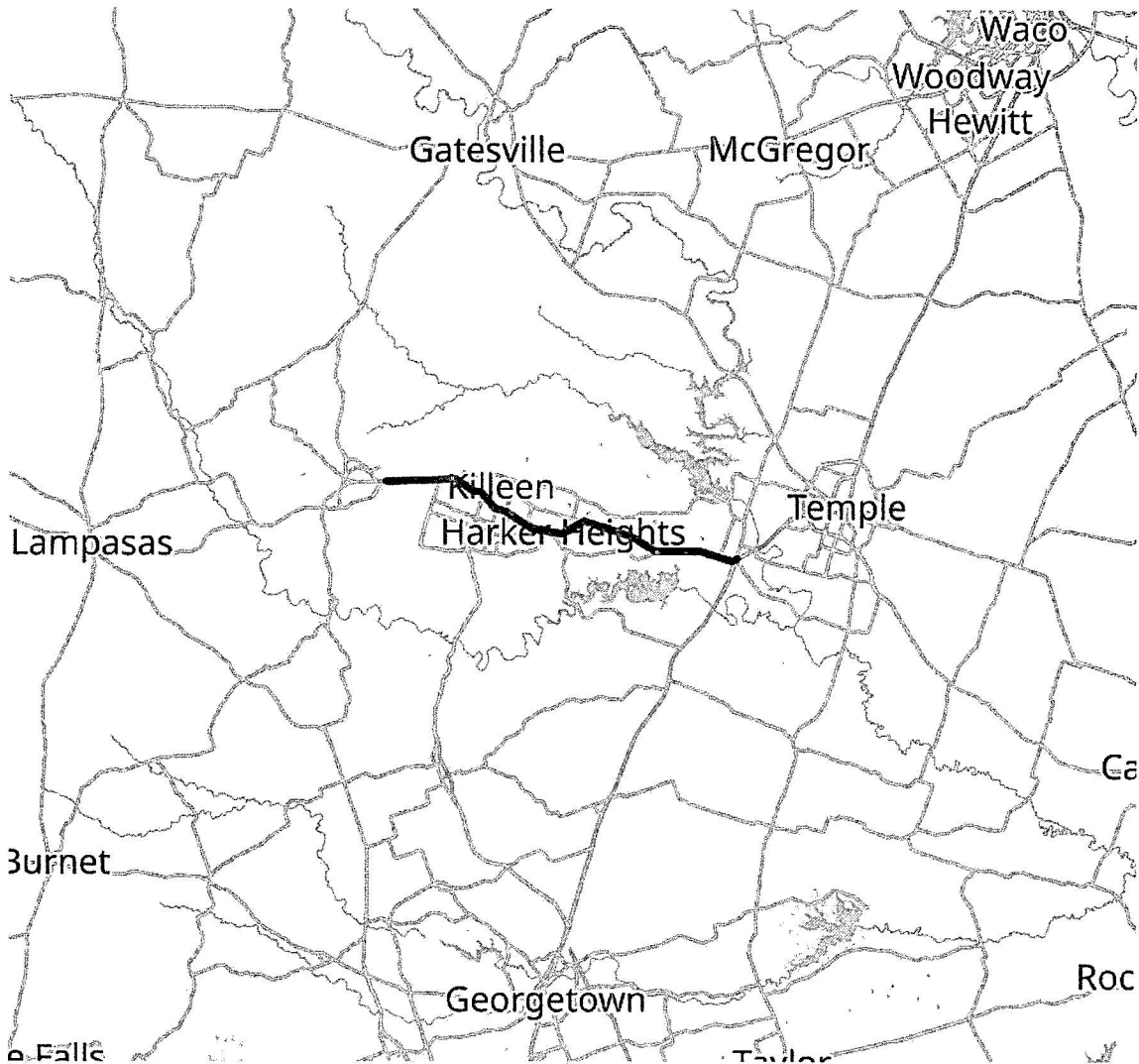
COUNTIES LISTED BY NUMBERS

- 1. Delta
- 2. Franklin
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RIGHT-OF-WAY COUNTIES
 ECONOMIC IMPACT CORRIDOR

I-14

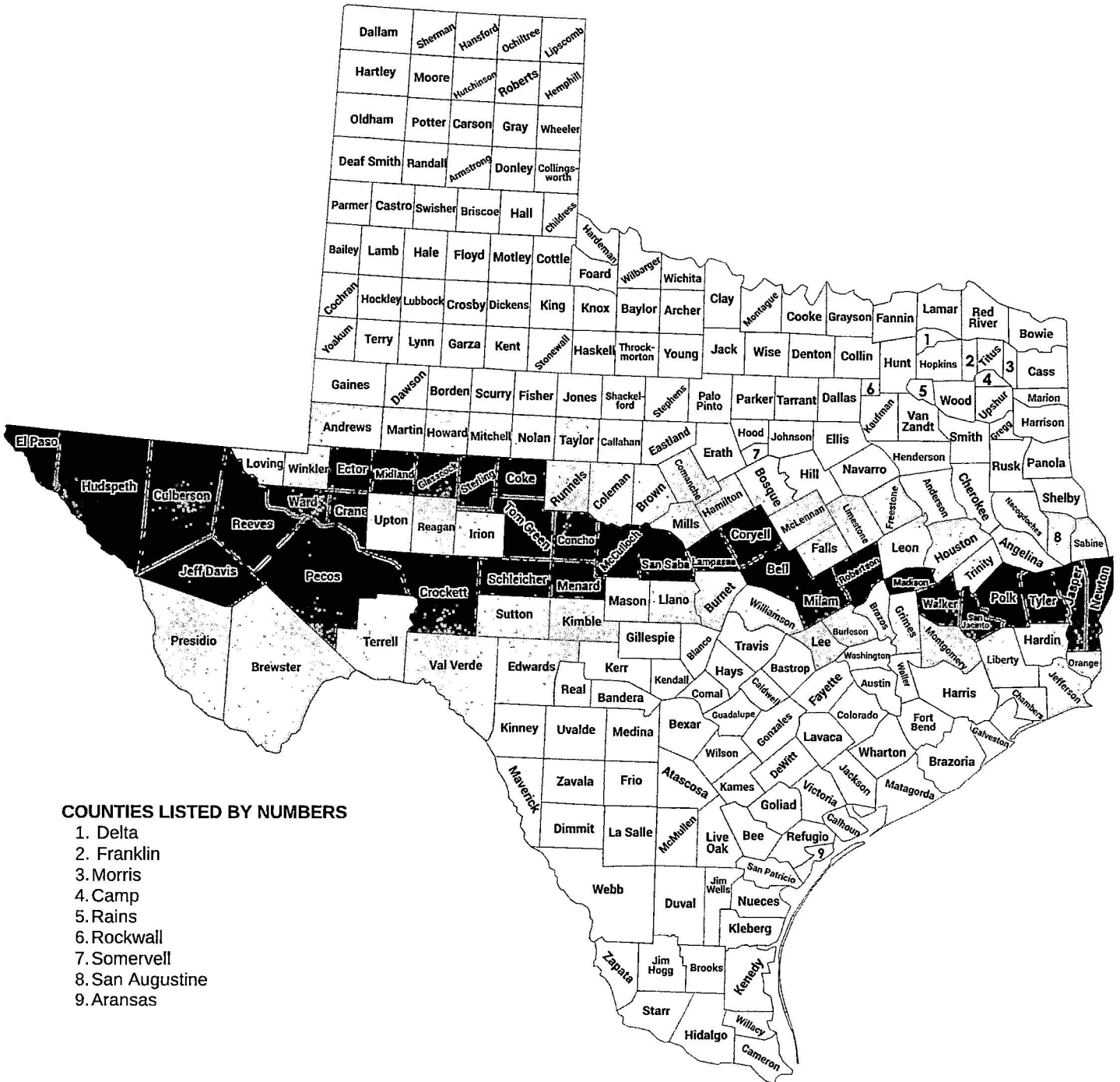
FORTS TO PORTS



FACTS ABOUT I-14

- 24.80 miles long
- The Central Texas Corridor is currently only located in Bell County. It is the smallest Interstate.
- The name "Forts to Ports" is because it connects strategic ports to the military. Forts are located across the lower United States, making it one of the most strategic interstates in the United States.
- I-14 will connect 5 states and connect 10 senators along the direct route.

I-14



COUNTIES LISTED BY NUMBERS

1. Delta
2. Franklin
3. Morris
4. Camp
5. Rains
6. Rockwall
7. Somervell
8. San Augustine
9. Aransas



RIGHT-OF-WAY COUNTIES






ECONOMIC IMPACT CORRIDOR

Five-State Expansion of the Congressionally Designated Interstate 14 Corridor

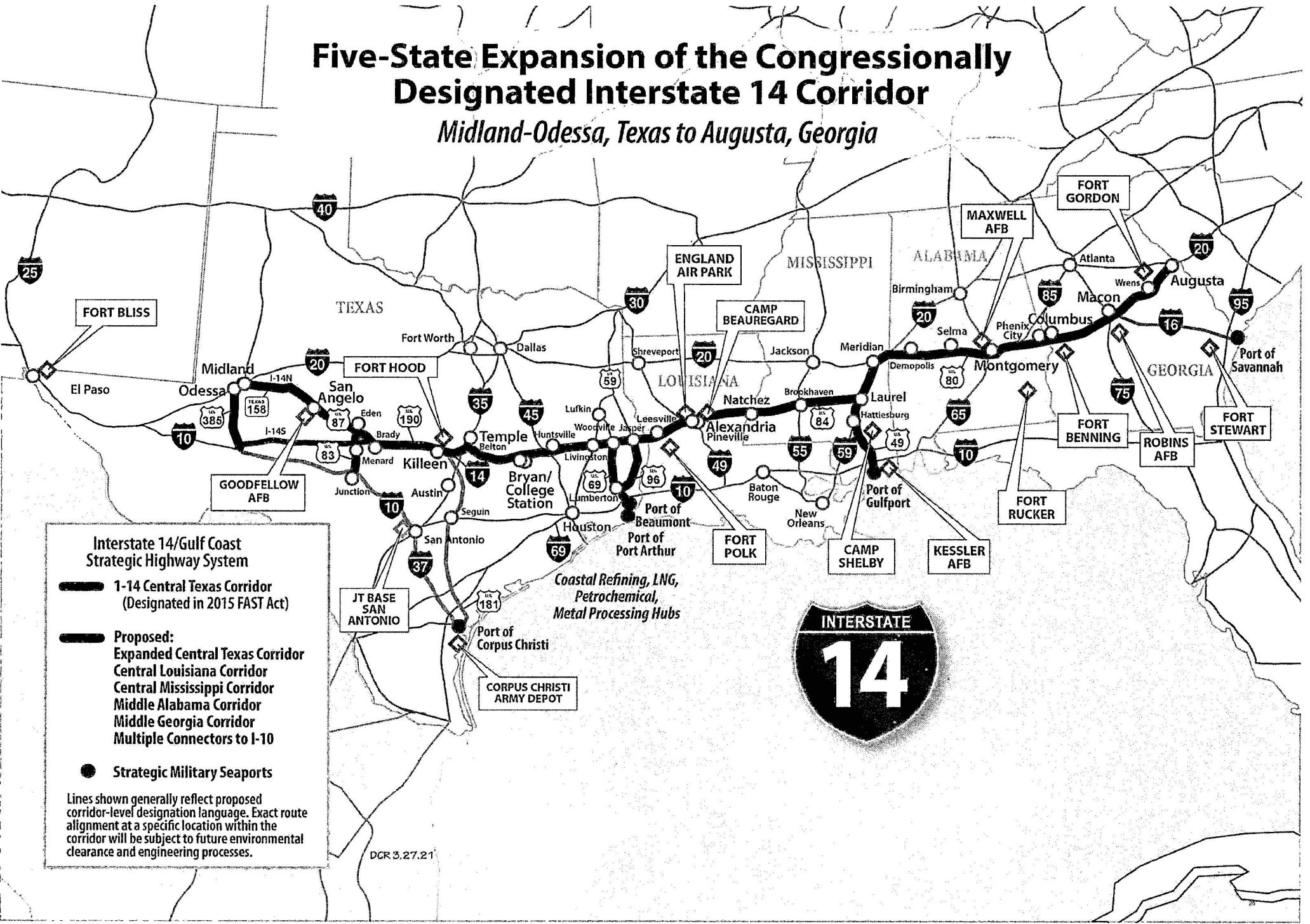
Midland-Odessa, Texas to Augusta, Georgia

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.

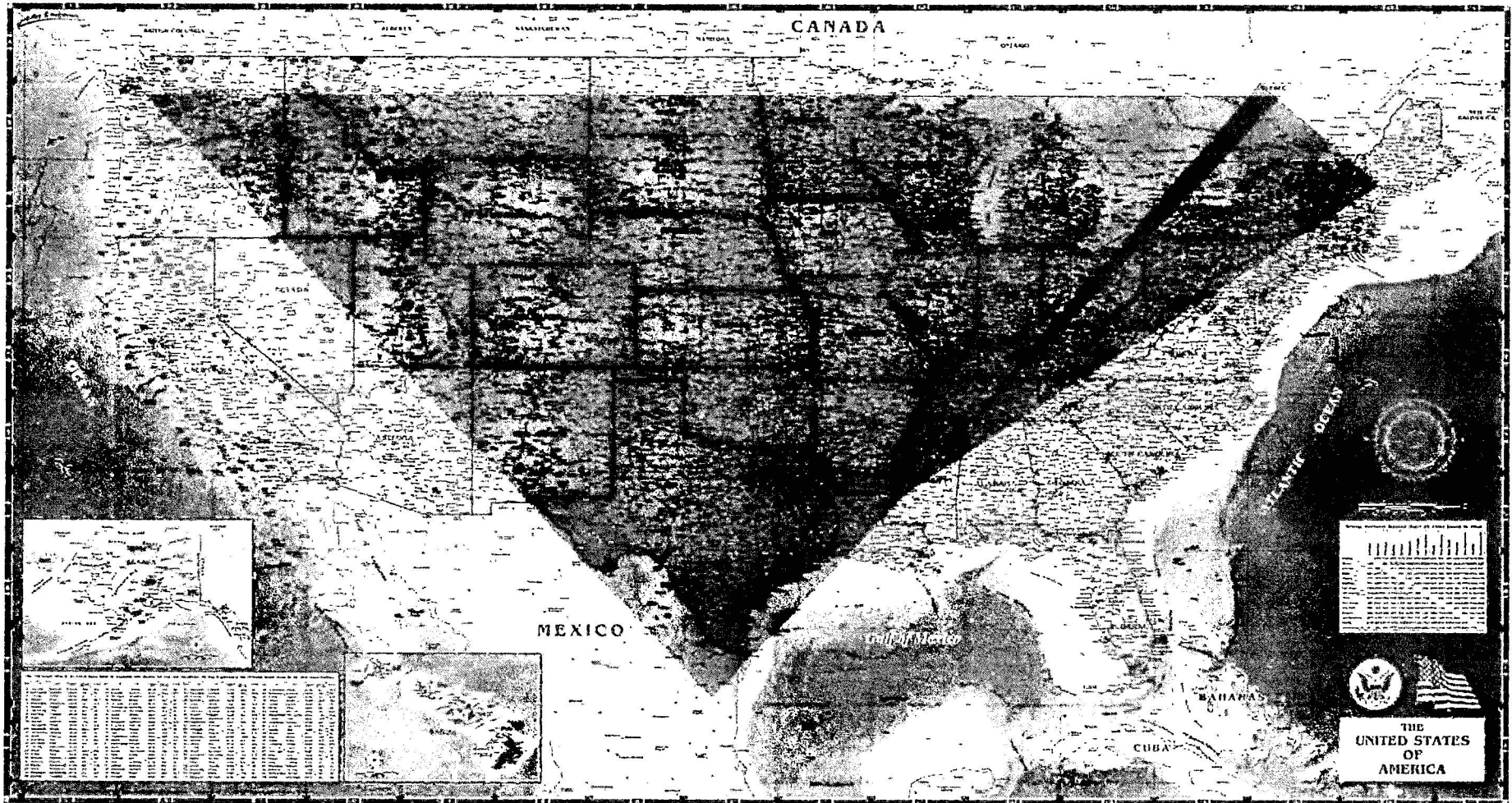
DCR 3.27.21



THIRD COAST INITIATIVE MAP



Impact of Expansion on Container Services

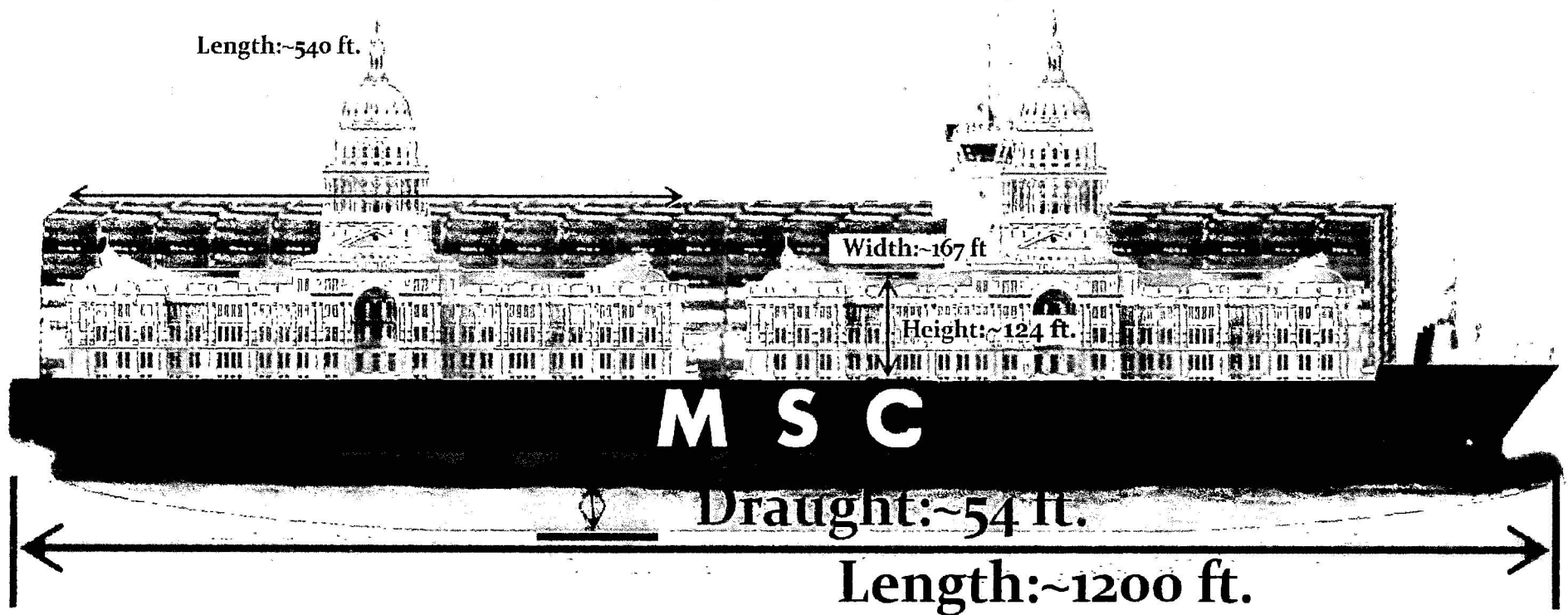


Inland Ports and Sea Ports offer Entire State Benefits



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

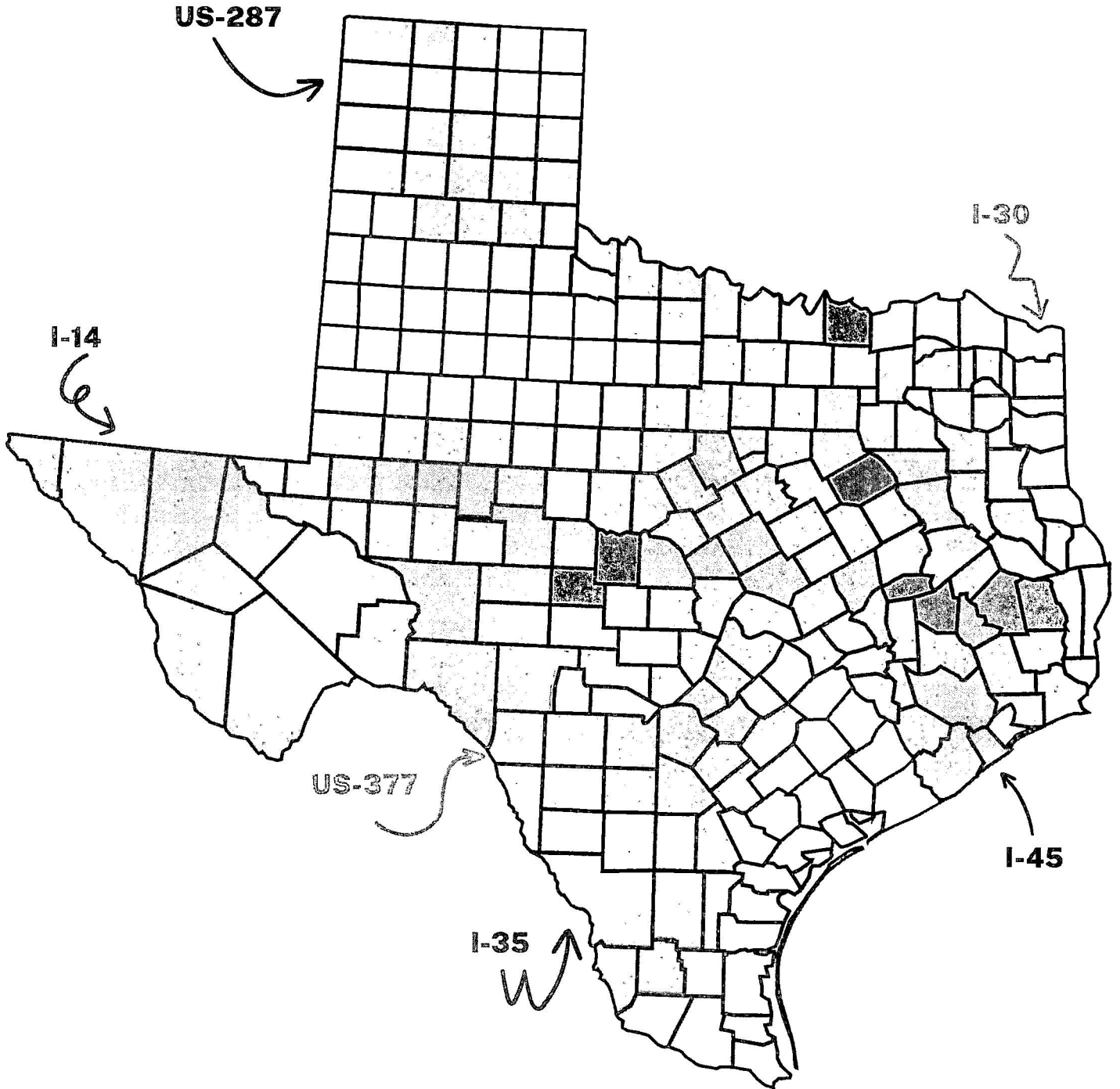
Capitol Space: ~9845600 ft.³

Space in TEUs: ~7239.5 TEUs

TEX-21 CORRIDOR COALITION WITH INTERSTATE MAP



TEX-21 CORRIDOR COALITION MAP





TEX-21 2024 Schedule of Meetings

Dates:	Times:	Locations
Friday, January 19, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, February 23, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, March 22, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, May 3, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, June 21, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, July 26, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, August 16, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, November 15, 2024	9:30 AM – 11:30 AM CST	ZOOM
Friday, December 6, 2024	9:30 AM – 11:30 AM CST	ZOOM

In-Person Meetings

Thursday, April 18 – Friday, April 19, 2024	1:00 PM – Dinner (Thurs) 9:00 AM – 1:00 PM CST (Fri)	Corpus Christi, CCRTA
*Thursday, July 25 – Friday, July 26, 2024	1:00 PM – Dinner (Thurs) 9:00 AM – 1:00 PM CST (Fri)	Mesquite, City of Mesquite
Thursday, September 19, 2024	9:00 AM – 2:00 PM CST	Legislative Mission to Austin
Thursday, Oct. 17 – Friday, Oct. 18, 2024	1:00 PM – Dinner (Thurs) 9:00 AM – 1:00 PM CST (Fri)	Hurst, Tarrant County

*Date subject to change

On September 19, 2024, we will meet one day in Austin from 9 AM – 1 PM for a legislative mission.

On Thursdays, the quarterly meetings will typically commence at 1 PM and will include dinner.

On Fridays, the meetings will generally start at 9 AM, include lunch, and adjourn at 1 PM.



Schedule of Membership Dues

Schedule of Membership Dues:

The membership dues for a municipality, county, or Native American Tribe shall be based on population according to the schedule below. The dues are based on the most recent decennial census.

<u>Population</u>	<u>Dues</u>
> 500,000	\$25,000
200,000 – 499,999	\$20,000
100,000 – 199,999	\$15,000
50,000 – 99,999	\$10,000
25,000 – 49,999	\$ 5,000
< 24,999	\$ 2,500

The membership dues for other entities shall be based on gross revenue according to the schedule below.

<u>Gross Revenue</u>	<u>Dues</u>
> \$50 M	\$25,000
\$25 - <\$50 M	\$20,000
\$10 - <\$25 M	\$15,000
\$ 5 - <\$10 M	\$10,000
\$0.5 - <\$ 5 M	\$ 5,000
< \$0.5 M	\$ 2,500



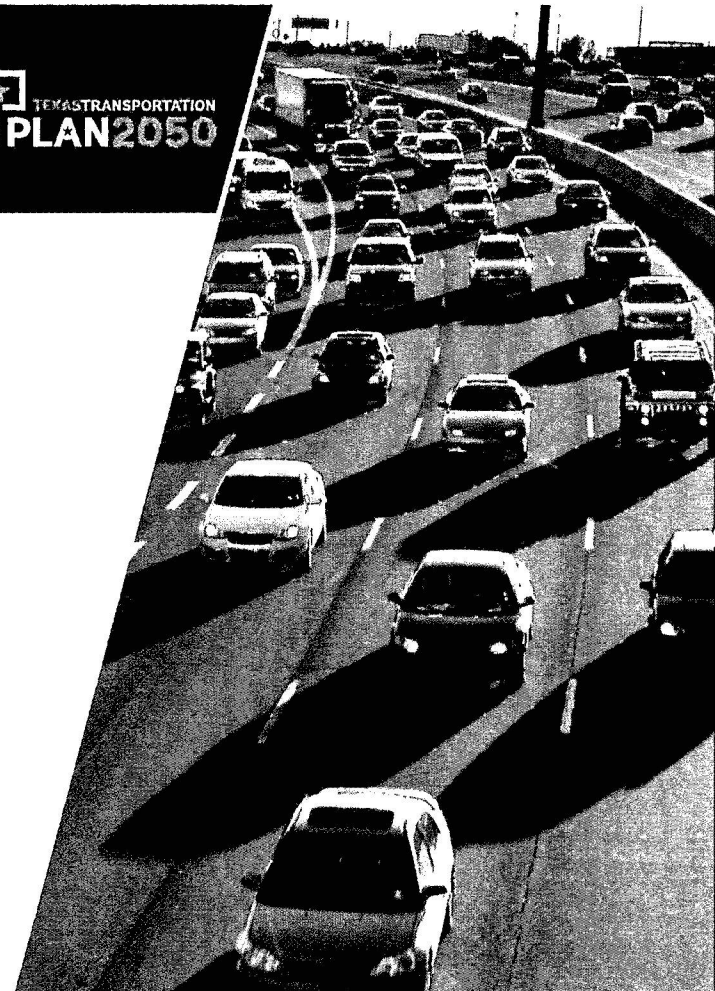
Lorena Echeverria de Misi, P.E.

Manager, Corridor Planning Branch - TPP

Texas Department of Transportation

☎ (512) 696-3203

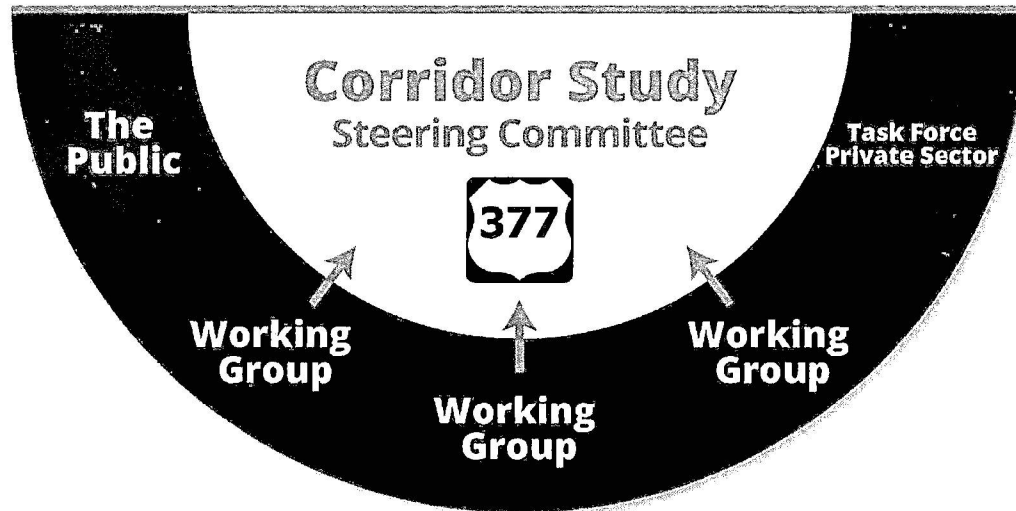
✉ lorena.echeverriademisi1@txdot.gov



US 377 Texas Corridor Study: Stakeholder Engagement & PI Strategy

Kick off - Spring 2024

Corridor Implementation Plan - Fall 2025



■ Key Partner Outreach

- Corridor Steering Committee
- Three Segment Working Groups
- TxDOT Districts and Divisions
- Bi-national workshops

■ Public Outreach

- Public Meetings and Surveys
- Private Industry Engagement

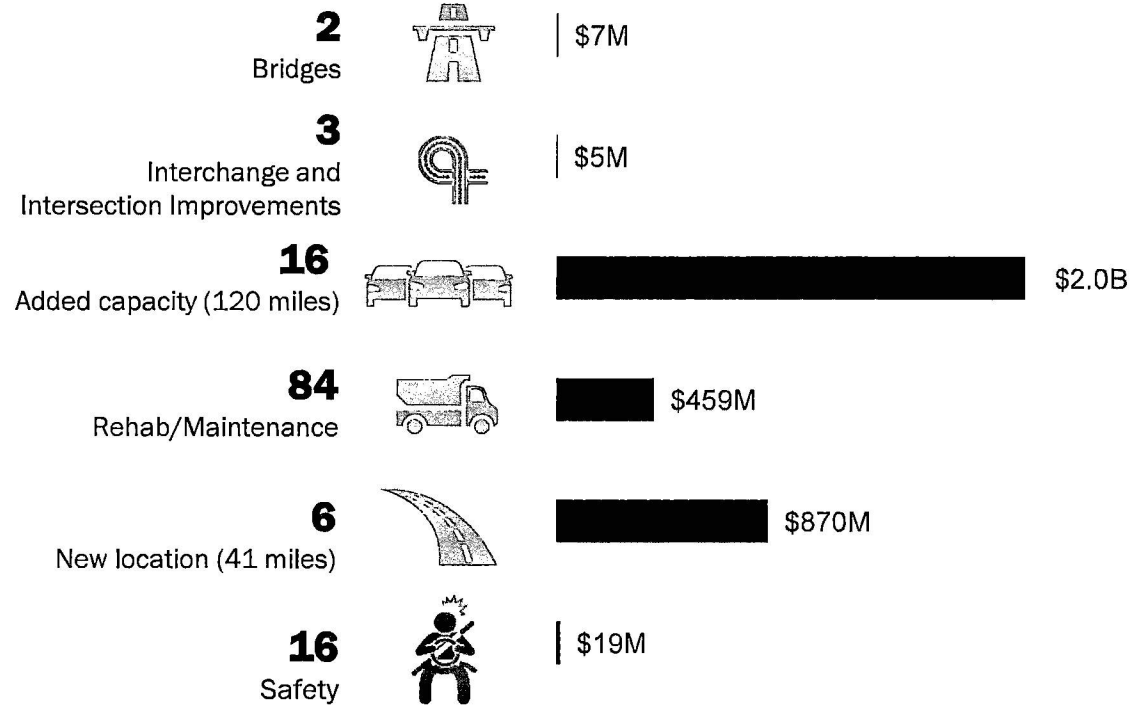
December 8, 2023



US 377 Corridor Investments: Active Projects (10 years)

127
projects

\$3.4B
estimated
construction cost



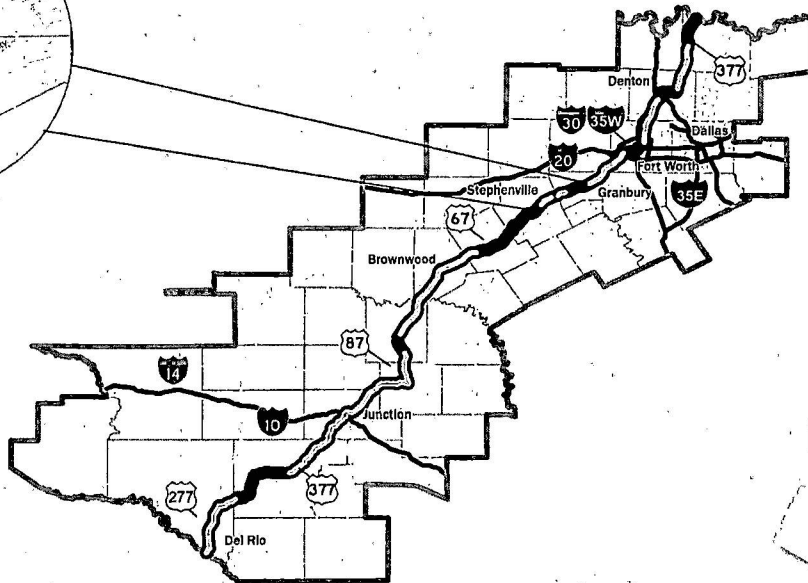
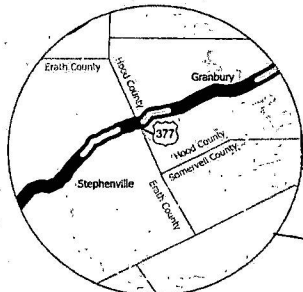
Source: TxDOT Project Tracker, 2023

December 8, 2023

US 377 Corridor Safety: Crash Rate and Fatal Crashes (2017-2021)

Crash Rate (Compared to Statewide Average)

All Fatal Crashes (Density)

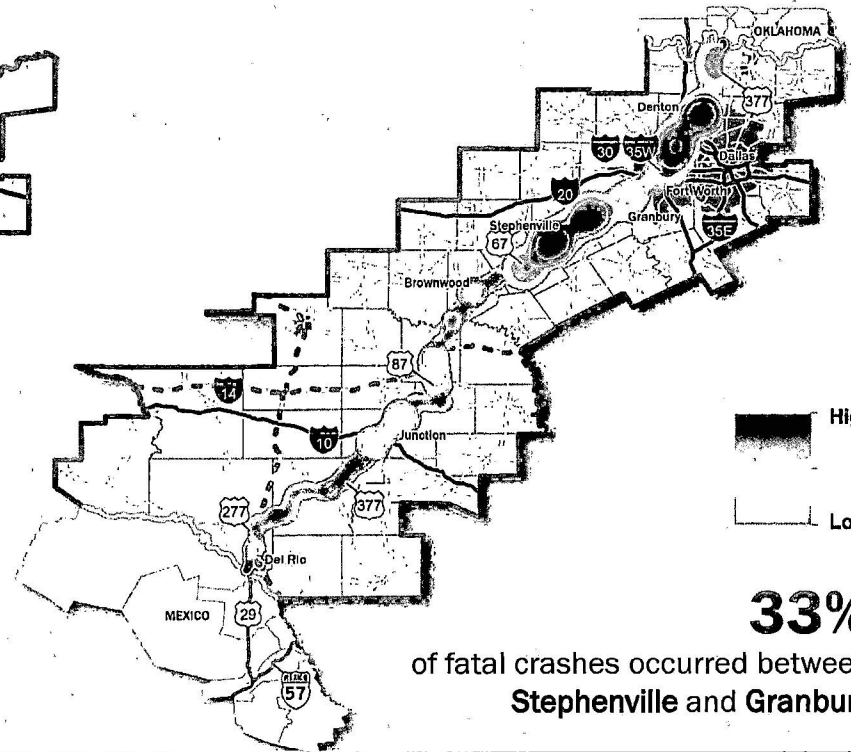


Crash Rate Compared to Statewide Average

- Less than 0.5x
- 0.5x to 1.0x
- 1.0x to 1.5x
- More than 1.5x

55%

of US 377 has a higher crash rate than the statewide average



- High
- Low

33%

of fatal crashes occurred between Stephenville and Granbury

Source: TxDOT C.R.I.S., 2021

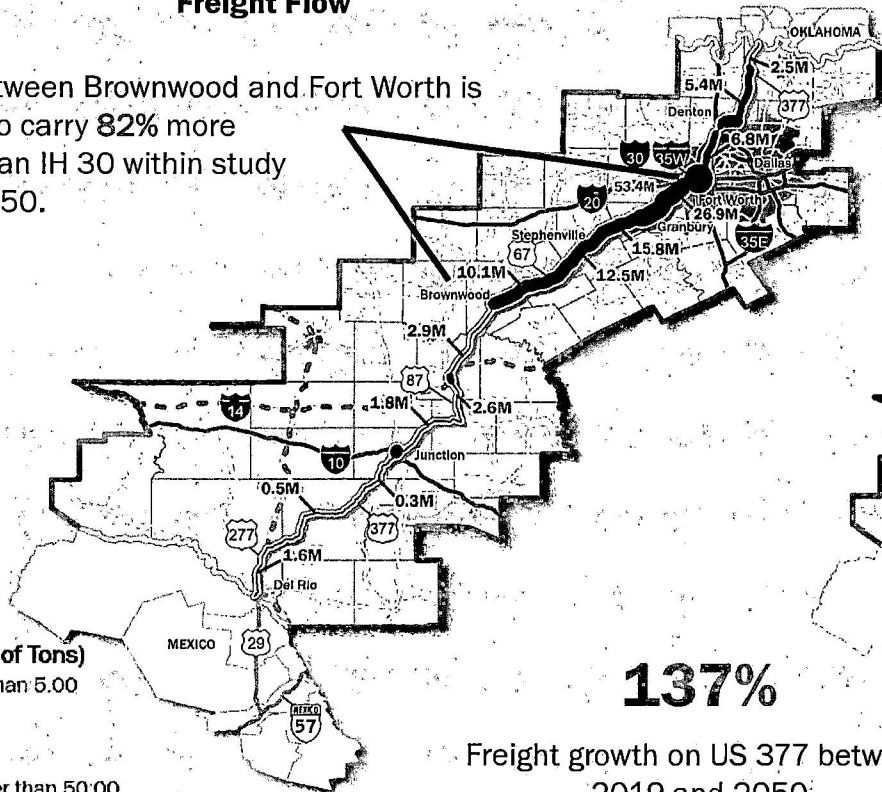
December 8, 2023



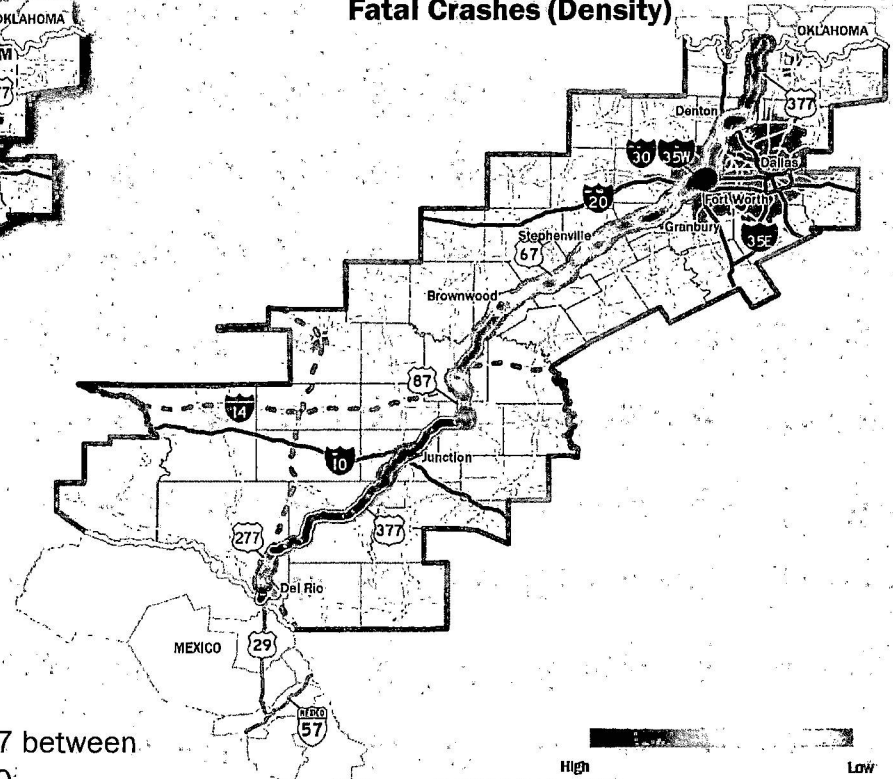
US 377 Corridor: Total Freight Flow (2050) and CMV Fatal Crashes (2017-2021)

Freight Flow

US 377 between Brownwood and Fort Worth is projected to carry 82% more tonnage than IH 30 within study route in 2050.



Commercial Motor Vehicle Fatal Crashes (Density)



137%

Freight growth on US 377 between 2019 and 2050

Source: Transearch (IHS Markit), 2022

Source: TxDOT C.R.I.S., 2022

US 377 Corridor Total Employment - 2021 and 2050



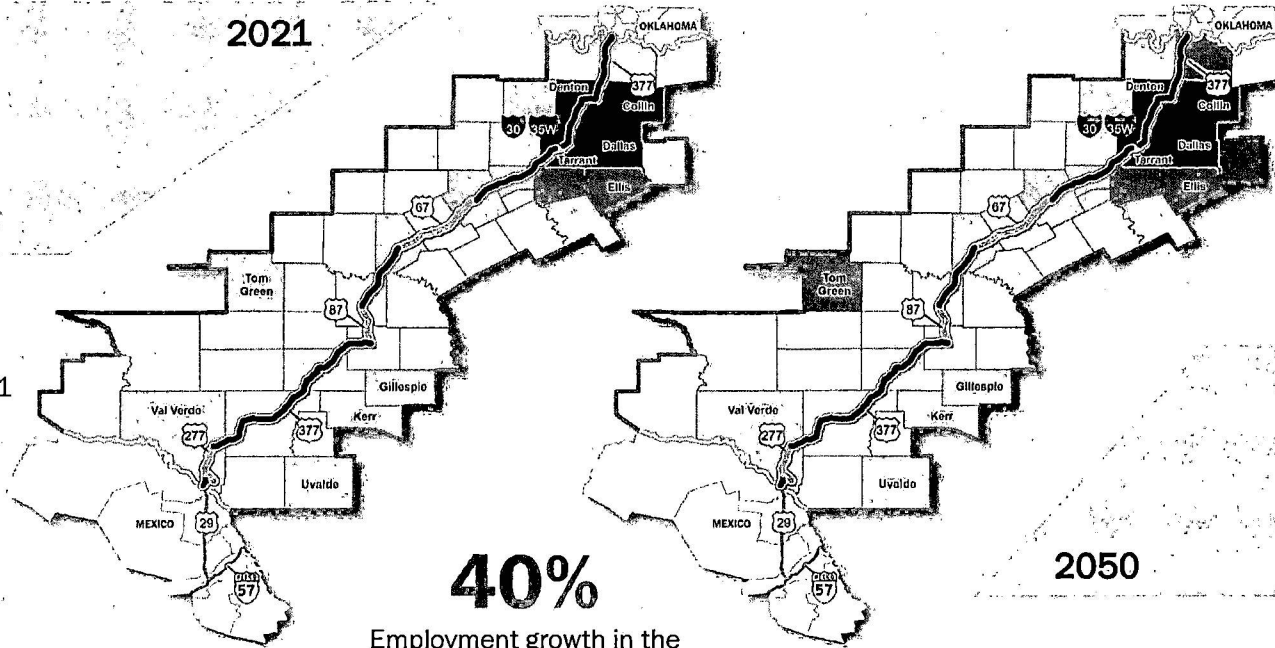
Top 5 Counties in study area

1. Dallas
2. Tarrant
3. Collin
4. Denton
5. Ellis

4.0M

Total employment in the Study Area in 2021

2021



40%

Employment growth in the Study Area from 2021 through 2050

5.6M

Total employment in the Study Area in 2050

Top 5 Counties in study area

1. Dallas
2. Tarrant
3. Collin
4. Denton
5. Ellis

2050

Employment

- 10,000 people or less
- 10,001 - 50,000
- 50,001 - 100,000
- 100,001 - 250,000
- Greater than 250,000

Source: IHS Markit, 2021

December 8, 2023



US 377 Corridor Gross Domestic Product (GDP) – 2021 and 2050

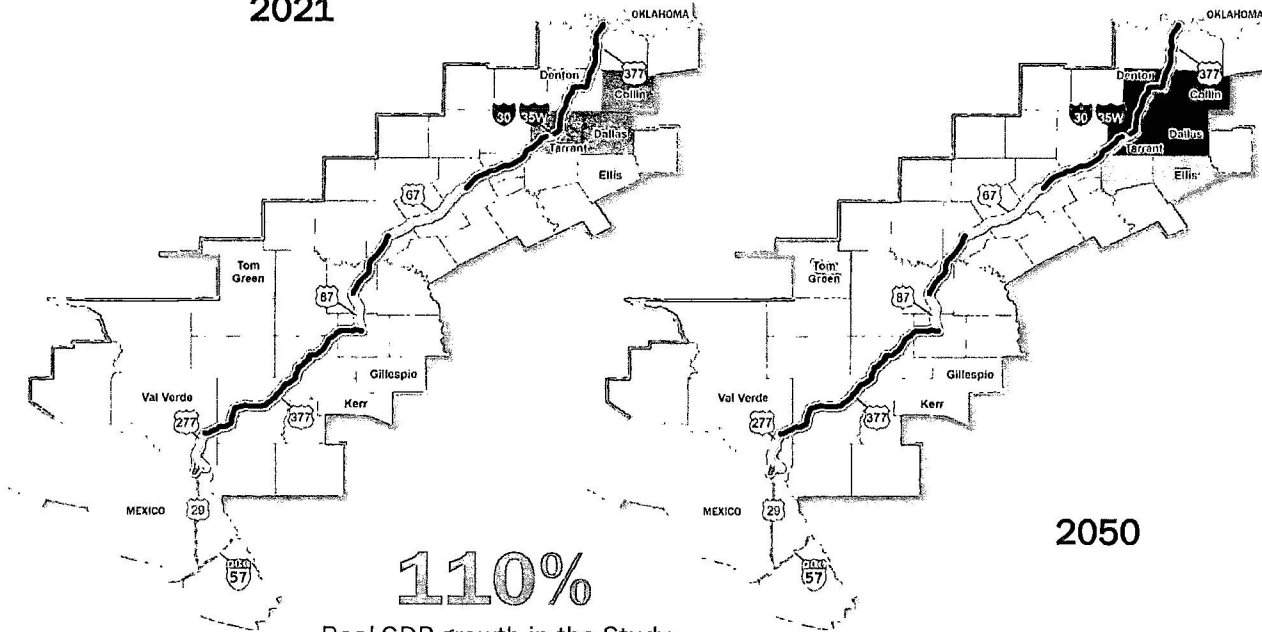
Top 5 Counties in study area

1. Dallas
2. Tarrant
3. Collin
4. Denton
5. Johnson

\$532B

Real GDP in the Study Area in 2021

2021



110%

Real GDP growth in the Study Area from 2021 through 2050

\$1.1T

Real GDP in the Study Area in 2050

Top 5 Counties in study area

1. Dallas
2. Tarrant
3. Collin
4. Denton
5. Ellis

Real GDP (in Billions of 2012 Dollars)

- 2.5B or less
- 2.5B - 10B
- 10B - 50B
- Greater than 50B

Source: IHS Markit, 2021

US 377 Corridor Total Population – 2021 and 2050



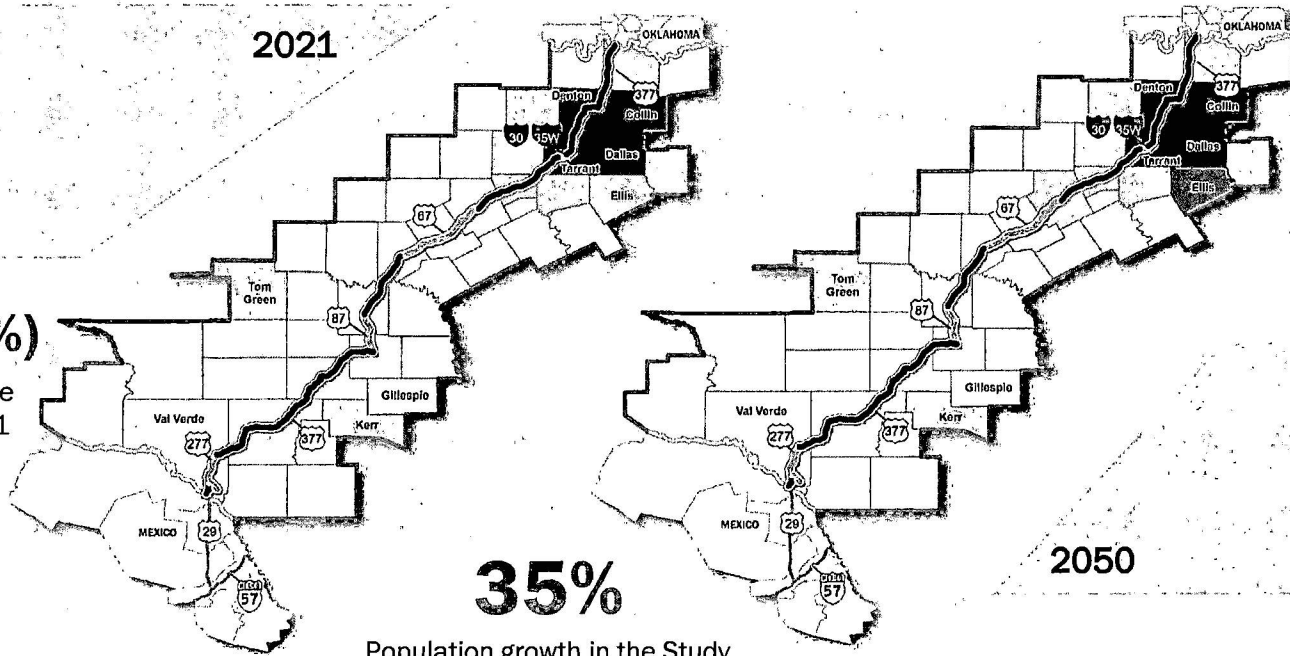
Top 5 Counties in study area

1. Dallas
2. Tarrant
3. Collin
4. Denton
5. Ellis

2021

8.5M (29%)

Of Texans live in the Study Area in 2021



35%

Population growth in the Study Area from 2021 through 2050

11.5M (29%)

Of Texans live in the Study Area in 2050

Top 5 Counties in study area

1. Tarrant
2. Dallas
3. Collin
4. Denton
5. Ellis

Population

- 50,000 people or less
- 50,001 - 250,000
- 250,001 - 500,000
- Greater than 500,000

Source: IHS Markit, 2021

US 377 Corridor Overview

461 Miles

(~127 multiple designation highway miles)

182 Miles

Total Trunk System Miles along corridor

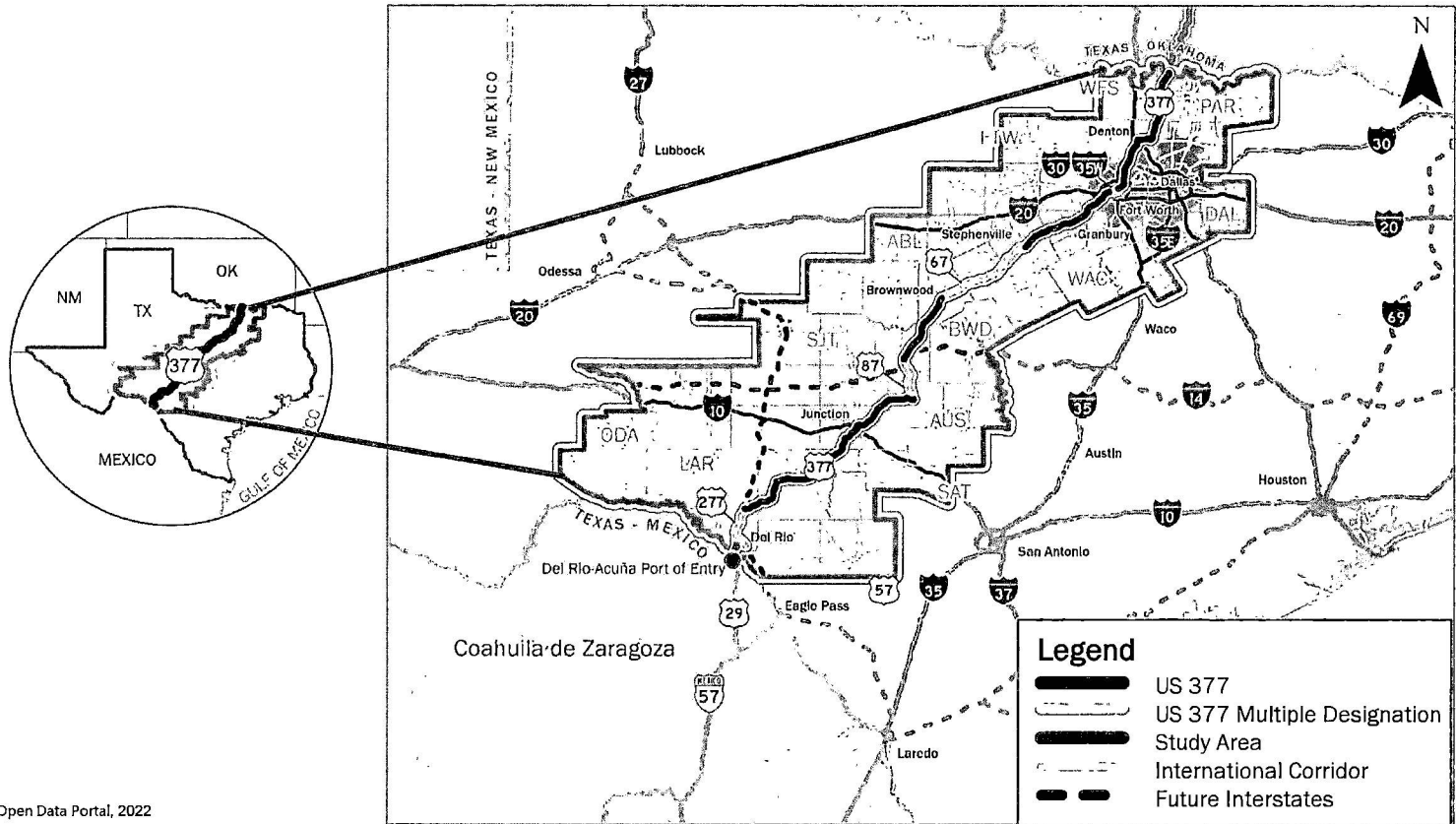
7 Districts

Total 12 districts in overall study area

15 Counties

Total 47 counties in overall study area

32 Cities



Source: TxDOT Open Data Portal, 2022

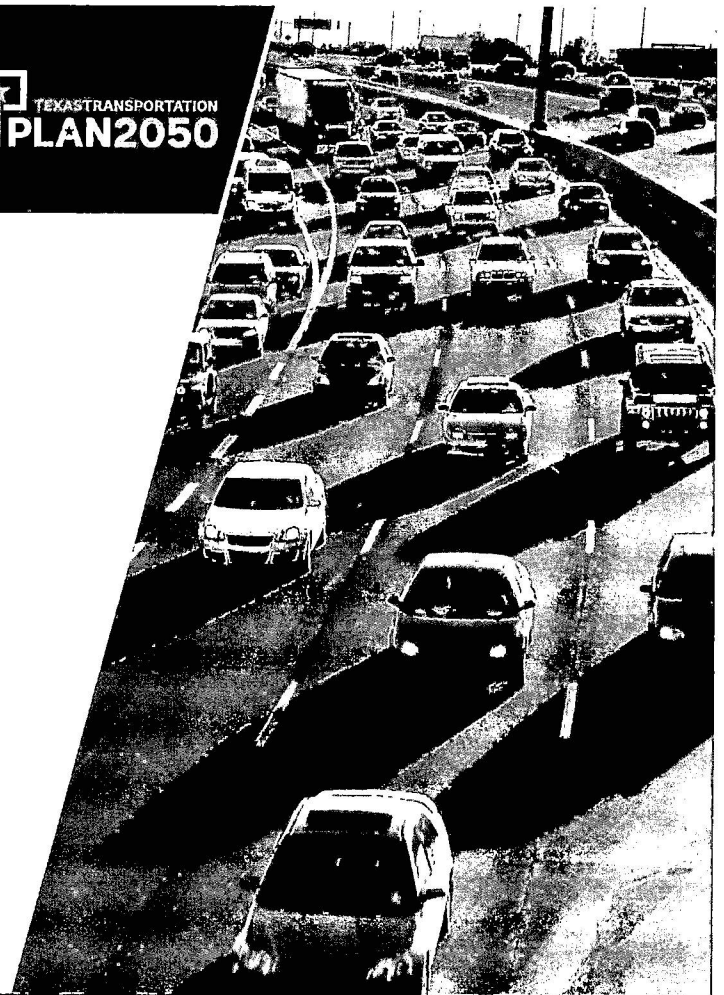
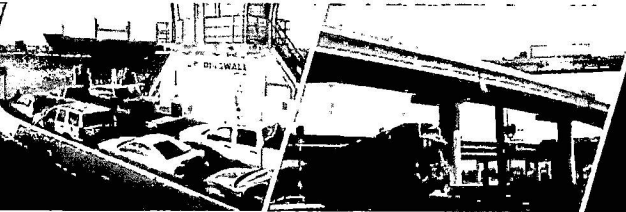
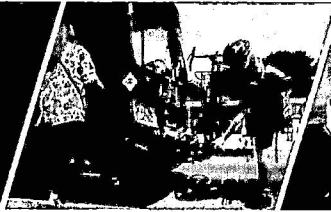
Agenda for TxDOT Updates

1 Corridor Overview

2 Corridor Existing and Forecast Conditions

3 Corridor Investments

4 New 2024 Corridor Study - Stakeholder Engagement & Public Involvement



US 377 Corridor

Lorena Echeverria de Misi, P.E.

Corridor Planning Branch Manager

Transportation Planning and Programming Division, TxDOT

TEX-21 December 2023 Meeting

Safety Moment

HELP
#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



December 8, 2023