




ABOUT US

- We are a 25-year-old, collective, grassroots think tank to improve transportation and trade infrastructure.
- Our membership consists of cities, counties, transit agencies, universities, and other transportation-interested entities.
- TEX-21 creates initiatives and strategies to increase investment in multi-modal transportation 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.
- TEX-21 exists to bring together passionate transportation advocates for the improvement of our multimodal transportation infrastructure assets and policies in light of Texas' ever increasing population, especially as we now have over 30 million citizens.







As a part of its efforts, TEX-21 has formed various sub-groups focused on transportation-related issues around the State of Texas and beyond. These include various "Corridor Coalitions" and the Transit/Rail Task Force.

TEX-21 INITIATIVES

-  Transit/Rail Task Force
-  Mobility Safety/Vision Zero
-  The Third Coast Initiative
-  Expiring Revenue Enhancement (ERE)
-  The Commerce of Transportation and Technological Innovation Initiative
-  Right-of-Way Preservation Initiative
-  Property Taxes Initiative

TEX-21 CORRIDOR COALITIONS

The TEX-21 Corridor Coalitions were created to unite the cities, counties, universities, etc. into a unified voice to advocate for improvements to their common highway more effectively.

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|  US-377 |  US-287 |
|  I-35 |  I-14 |
|  I-30 |  I-45 |



Transit/Rail Task Force

This task force was created to serve as an interface between transit/rail-interested members of TEX-21 (including the six largest transit authorities in Texas) and state and federal agencies, especially TxDOT and the TEX-21 legislative and congressional caucuses.

Mobility Safety/Vision Zero

Recognizes that the volume of transportation-related deaths in the state of Texas is a dire situation that requires a concerted effort of our citizens, officials, and agencies to solve. As a result, TEX-21 has passed a 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 a similar fashion to those of TxDOT and the City of Dallas.

The Third Coast Initiative

TEX-21 has had a keen focus on encouraging large capital investment into our seaports to equip them to accept the large post-Panamax ships that can now transverse the Panama Canal but cannot land at any Texas seaports. We believe that Texas is missing a huge opportunity to lower the cost of goods imported from other countries and to stimulate economic development across the state

Expiring Revenue Enhancement (ERE)

All but certainly, toll roads and CDA funding will not continue to be used in future transportation projects in Texas. To fill this enormous gap, TEX-21 has conceived 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.

The Commerce of Transportation and Technological Innovation Initiative

the commerce of transportation can be defined as the economic opportunities that follow new transportation infrastructure. TEX-21 believes that new or improved transportation infrastructure creates a lasting, positive economic impact on the surrounding communities. Moreover, TEX-21 is involved in the ongoing discussion on the implementation of new technology into transportation infrastructure, such as autonomous vehicles and EV charging solutions.

Right-of-Way Preservation Initiative

TEX-21 is also researching the opportunity to preserve Right-of-Way (ROW) for future transportation projects without additional land seizures. This approach would allow cities, counties, and the state to preserve ROW 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 landowner/developer and to the state.

Property Taxes Initiative

With the public's 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.

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. 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 to advocate for the expansion of a large portion of US-377 to a four-lane divided highway. As US-377 connects to a national port of entry, it presents an opportunity for improved freight movement and economic development in Texas.

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. 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 an interstate highway. 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.

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 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.

I-14 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 throughout the southern United States and connect Texas with key seaports. I-14 will also serve as the major connection between numerous military bases in Texas, Louisiana, Mississippi, Alabama, and Georgia and various seaports. This Interstate expansion has significant economic incentives and will greatly bolster our defense capabilities through improved transportation along the southern U.S. TEX-21 intends to assist and support efforts to finish the I-14 route in Texas.

I-30 Because I-30 lacks 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, 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, and 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.