

Construction will have a significant impact as well on the natural landscape including wear and tear on the existing roads and the need for new roads for semi's carrying 150' blades and cement trucks delivering tons of concrete, construction of Cement Batch Plants and Material Storage Areas for staging. The FAA will require Hazard Lights, but as of Saturday no one has asked Gainesville officials as to the impact on flight patterns at Gainesville Regional Airport.

#### Not what Chapter 313 Was Designed For

The Wildcat Tax Abatement Requests are a caricature of the kind of economic development projects Chapters 312 and 313 were designed for and make a mockery of the legislation. I know from first-hand experience as an economic development official. In the 1990's I served as President & CEO of The Arlington Chamber and on behalf of the City of Arlington my team worked some of the most significant economic development projects up to that time including retention and expansion of the General Motors Assembly Plant, the National Semiconductor Computer Chip Fab and moving Hughes Training Inc. a division of Hughes Aircraft from California and New York to Arlington. Those projects qualified for tax incentives based on capital investments ranging from \$500m to multiple billions of dollars and attracting and retaining high-skill, high-wage engineering and manufacturing jobs.

In the late 1990's Intel bought land in the Alliance Development for a manufacturing facility that would have involved well over a billion dollars in capital investment and thousands of engineering and manufacturing jobs. When Intel cancelled that project due in part to Texas's tax structure, economic development professionals and local elected officials began working with State of Texas officials and the Legislature to design an incentive structure that could make Texas more competitive for projects of that scale. Chapter 313 was the culmination of those efforts led by State Representative, later, State Senator Kim Brimer.

During the 90's I served as Chairman of the Texas Council on Workforce and Economic Competitiveness having been nominated by Governor Bush and confirmed by the State Senate. I later served in President George W. Bush's Administration as Deputy Secretary of the US Department of Commerce with national and international economic responsibilities. Wildcat Creek and other wind-energy facilities are not what economic development officials and the Texas Legislature had in mind. The Legislative intent according to Sec. 313.003 was to "encourage large scale capital investments in this state and create new, high-paying jobs in this state."

Wildcat proposes to create 4 permanent jobs associated with this project, and if other recent wind projects are indicative, they are likely to ask for a waiver of even that. The Texas Observer's review of program records shows that in more than 150 of the agreements on the books...seven deals promise zero jobs (Michels, Patrick. 2016. "Free Lunch: Meet Texas' Largest Corporate Welfare Program.")

#### Conclusion

And so now it comes down to you. Era ISD is the lynchpin. If you disapprove this tax abatement request the project will die. The County Commissioner's Court knows that, which is why they have deferred consideration of Wildcat's request until after Era ISD votes. After Saint Jo ISD and Bowie ISD rejected similar proposals in Montague County those projects were withdrawn. Similarly, just last week a proposed wind project was withdrawn in Val Verde County after opposition from the Devil's River Conservancy, the city of Del Rio and Laughlin Air Force Base. There's a reason these projects are not wanted, regardless of the new revenue they promise! And regardless of the impression EDP tries to leave with landowners and local government bodies they are negotiating with that this is inevitable... it's not. "Nothing is written, until it's written."

If this abatement request is approved, for Era it will be a replay of Esau selling his birthright for a bowl of stew.

Thank you

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