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**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE NORTH EAST TEXAS
REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 22-21

WHEREAS, the North East Texas Regional Mobility Authority (“NET RMA”) was created pursuant to the request of Gregg and Smith Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the “RMA Rules”); and

WHEREAS, the Board of Directors of the NET RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, subsequent to the initial formation of the NET RMA the Counties of Cherokee, Rusk, Harrison, Upshur, Bowie, Panola, Titus, Van Zandt, Wood, Kaufman, Cass and Camp joined the Authority and are represented on the Board of Directors; and

WHEREAS, the NET RMA is responsible for the operation of Toll 49; and

WHEREAS, the NET RMA Executive Director recommends that a traffic signal (the “Traffic Signal”) be designed and constructed within right-of-way owned by the Texas Department of Transportation (“TxDOT”) at the intersection of Toll 49 and SH 110 which will benefit the users of Toll 49; and

WHEREAS, the NET RMA has determined that an agreement must be executed with TxDOT in order for the NET RMA to provide the design services for the Traffic Signal and to fund TxDOT’s construction of the Traffic Signal within the SH 110 right-of-way.

NOW THEREFORE BE IT RESOLVED, that the NET RMA Board of Directors authorizes the Executive Director to negotiate, finalize, and execute an agreement with TxDOT for an amount not to exceed \$505,000.00, to provide the design services for the Traffic Signal and to fund TxDOT’s construction of the Traffic Signal.

Adopted by the Board of Directors of the North East Texas Regional Mobility Authority on the 13th day of September, 2022.

Submitted and reviewed by:

Approved:



C. Brian Cassidy
General Counsel for the North East
Texas Regional Mobility Authority



Gary Halbrooks
Chair, Board of Directors
Date Passed: 09/13/22
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