



MEETING NOTICE

TO: North East Texas Regional Mobility Authority Board Members
FROM: Linda Thomas, Chair
DATE: Tuesday, May 8, 2018
SUBJECT: **May Board Meeting**

The next meeting of the NET RMA is scheduled as follows:

DATE: Tuesday, May 8, 2018
TIME: 1:30 PM
PLACE: Henderson Civic Center
1005 State Highway 64 W
Henderson, TX 75652
Rusk County

Enclosed please find the agenda and other pertinent information for your review prior to the meeting. Should you have any questions, please call Bianca Blattman at 903.630.7894.

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY (NET RMA)
BOARD OF DIRECTORS REGULAR MEETING
Tuesday, May 8, 2018, 1:30 PM
Henderson Civic Center
1005 State Highway 64 W
Henderson, TX 75652
Rusk County

1. CALL TO ORDER AND DECLARATION OF QUORUM

Notice of this meeting was posted with the Secretary of State's Office and on the NET RMA website and office on Friday, May 4, 2018.

Called to order at 1:31.

2. INVOCATION

Moment of silence.

3. WELCOME & INTRODUCTION OF BOARD MEMBERS

Tim McRae, John Cloutier, Bob Moore, Andrea, Larry Morse, Barham Fulmer, Gary Halbrooks, Linda Thomas, Chris Miller, Dave Spurrier, Keith Honey, Robert Messer, Nate Priefert, Belinda Andrus

4. REMARKS BY RUSK COUNTY JUDGE JOEL HALE

Welcomed all to Rusk County. He thanked the NET RMA for all that they do.

5. OPEN PUBLIC FORUM/COMMENT PERIOD

Weston Harper spoke. His brother was killed about 3 years ago. He commended the NET RMA for the road improvements they are enacting. He asked the board to continue to improve the road. He also wanted to note that since the speed limit has dropped due to construction, there have not been any fatalities. He asked the board to consider leaving the speed limit where it is at to keep the road as safe as possible.

6. DISCUSSION, CONSIDERATION AND APPROVAL OF THE MINUTES FOR THE APRIL 10, 2018 BOARD MEETING
Action Item

Motion: Bob Moore. 2nd: Gary Halbrooks, unanimously approved.

7. CHAIR'S REPORT

Linda Thomas

Linda Thomas quickly discussed the handout related to people that are against the toll roads. She thanked everyone for making it to the meeting. She congratulated the Long-Range Planning Committee for heading the Priority Project selections.

8. COMMITTEE REPORTS

A. Executive Committee/Audit Committee

Linda Thomas

No report.

B. Personnel Committee

Jason Ray

No report.

C. Project Development & Implementation Committee

Barham Fulmer

Barham Fulmer stated that they went over several projects and change orders that would be considered during this meeting. They also received an update on improvement project for 3B. The report on 3B would be presented later on in the meeting as well.

D. Long-Range Planning Committee

John Cloutier

E. East Texas Hourglass Committee

Dave Spurrier

Dave Spurrier. Meeting scheduled for May 23 at 10AM so a report would be available afterwards. He also stated that Karen Owen, Longview MPO is retiring May 9th and he would like to do something to honor her work. A reception will be

held from 1-2:30 on May 9th and he suggested having board members attend that were available. Gary Halbrooks asked for suggestions on how they should honor her service. Dave Spurrier stated that an honorary resolution and possible letter from Chair Linda would be a nice gesture. Linda Thomas stated that her leaving is a loss as she served for 24 years.

F. Investment Committee

Robert Messer

No report.

G. Facilities Committee

Gary Halbrooks

No report.

H. Marketing/Community Relations Committee

Andrea Williams-McCoy

Andrea McCoy stated they had a meeting and Colleen Colby pulled together several data pieces from Facebook and NET RMA website analytics and other marketing outlets. They looked into all media outlets. She stated it was interesting to note the analytics on the website were surprising. The datapoints were not exactly what they had expected. In the short-term, they pushed forward on an add announcing the speed limit being raised. They'll be reviewing the analytics from those ads to see what information they can learn for future marketing avenues.

9. PARTNERSHIP UPDATES

A. East Texas Corridor Council

Bob Moore

No report.

B. I-69 Alliance Committee

Linda Thomas

Cory Floyd stated that he and Judge Carlow were recently at an I69 meeting. He stated it is obviously incomplete at the moment and their advisory committee has put together projects that need to be completed and are looking for funding. \$700 million is currently unfunded. They are going to restock the shelf with projects for TxDOT to consider. They expect to release prioritized projects for I69. He stated it would be helpful for others to contact TxDOT representatives on the projects they would like included. Judge Carlow wanted to thank the committee for approving their priority project. He stated their project has a lot of potential to reach out to others.

C. East Texas Council of Governments

Linda Thomas

Linda Thomas stated that the projects have been submitted so they are just waiting on funding. No additional report.

10. REVIEW AND ACCEPTANCE OF NET RMA FINANCIAL STATEMENTS

Michelle Colburn

Michelle Colburn provided the presentation which covered February 2018. She stated that overall this year, transactions have generally been lower than last year; however, there has been an upward trend. However, overall this year has been lower in revenue than last year. Operating expenses were up about 200k compared to Feb. 2017 largely due to legal fees related to employee issues. Auditing fees also contributed to that amount as they covered twice the normal amount of work. Gary Halbrooks asked if it would be possible to have a percentage column showing if expenses have increased or decreased. Michelle responded that she would be happy to. Operating expenses are higher in comparison to last year but that's largely due to the GECs It is a timing issue where they are ahead of budget. It is not expected that this will continue. Roadway maintenance is also up which is not surprising considering this year has had a significant amount of maintenance work done compared to all other years. Mark McClanahan stated that this year, they have completed maintenance tasks that should have been done in previous years past. They have taken several measures to clean up the area as well as deal with erosion issues. John Cloutier asked if the erosion issues were on 3B. Mark McClanahan stated it was mostly 3A. Michelle continued her presentation and stated that the change in net position of about 290k is what they have gained since the beginning of the year. Operating revenues (actual compared to budget) – down about 900k compared to budget which is largely due to the decrease in transactions which they believe is due to construction and weather. Once construction ends, they hope that transactions will increase. Operating expenses compared to budget, they are down 143k compared to budget largely due to auditing and legal fees. There was also a 10k Hilder Group invoice. Toll operating expenses, they are down from budget about 33k. Toll processing costs are down largely because the transactions are down. GEC is up about 133k likely due to a timing issue. Cash flow shows that they have plenty to

pay off interest. Assets are 396.76 M. Construction and process is what's changed from month to month. Current liabilities are 9.9M. Long term liabilities are bond payable which do not change monthly. Board approved priority projects are also included on there.

Motion: Larry Morse; Second: Andrea McCoy. Unanimously approved.

11. REPORT ON TOLL 49 TOLLING TRANSACTIONS AND REVENUE

Chris Miller

Chris Miller stated that an upward trend in transactions is developing as the winter months pass. Dave Spurrier asked for a deeper dive on 18 wheelers vs regular car traffic. Chris Miller stated that they would like to report on that on a quarterly basis. Andrea McCoy stated that something they want to do as the marketing committee is to create advertisements that has a measurable metric and one way to do that would be to possibly use the transaction reports.

12. BANK OF AMERICA/MERRILL LYNCH BOND MARKET PRESENTATION

Mitchell Gold

Mitchell Gold provided the presentation. They serve as the bond under-writer for toll bonds. The NET RMA sold just over 180M of toll revenue bonds in May and June of 2016 to fund Segment 4 improvements. They mature in 2046 on a 3.96 fixed interest rate. Currently, the timing on the selling of those bonds has proved to be good. Rates have gone up since then. Timing was good to sell which is one of the reasons why they got such good rates. Looking back 10 years, rates have generally drifted higher each year which means they locked into great rates. The rating agencies check each year how they're doing, and they did so in Fall 2017. They reaffirmed the ratings and stable outlook which means there is nothing on the horizon that worries them. He also listed the groups that hold their bonds. The top holders are well-known mutual funds. There have also been a few secondary market investors that came on after the original sale. He also commented on the concentration among the recorded holders; the top 5-7 hold 80% of bonds which is relatively normal. The fact that well-known toll investors hold the majority of bonds is a generally good thing. The investors are hanging in there and they are well represented. Gary Halbrooks asked if there were some that joined later, does that mean 3 previous holders either sold or reduced their bonds? Mr. Gold responded that sometimes it's an issue of credit. It could also be because of tax reform. Because of that, they don't benefit as much which has led to a lot of selling.

13. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE THE AWARD OF PRIORITY PROJECT GRANTS.

(RESOLUTION 18-23)

Action Item

John Cloutier stated that for Priority Project recipients, they would like to keep track of who has received funds and what they have done with those funds as well as where they're projects are. He stated that for this year, they chose two projects related to the I69 corridor. They scored much higher than the others across the board. The NET RMA is uniquely positioned with the I69 corridor. It's a project that's very dear to East Texas and it is a critical component of East Texas growth which is why they were scored the highest. They recommend a split of the funds – 350k to Bowie and 150k to Harrison County. He stated he sees it as a rising tide to lift East Texas. He congratulated the committee and stated that they have done a good job in choosing the right people. Keith Honey asked if they were both feasibility studies. John Cloutier stated yes. He also stated that when they looked at the projects, they were each backed by the people. Bob Moore stated that there are a lot of anti-toll road folks out there that don't quite understand it. There needs to be awareness out there to show people the benefits of toll roads. John Cloutier agreed and stated that local control is what the NET RMA is all about because they don't wait on Austin to give them funds. It's all about uplifting the local counties. Robert Messer asked if the hard dollar is certain for the feasibility study or is it more of a percentage? John Cloutier stated that the intent of NET RMA funds serve more as a primer or a bridge in a gap. It is a hard dollar cap on what the NET RMA is willing to give. Robert Messer commended them. He also stated that a suggestion could be in the future to make it a variability cost. He then asked when does the money get handed out? John Cloutier stated upon completion. Linda Thomas commended John Cloutier and the committee for their good work.

Motion: Bob Moore, 2nd: Dave Spurrier. Unanimously approved.

14. REPORT ON TOLL 49 IMPROVEMENT PROJECT.

Kate Wilder

Kate Wilder provided the updates. She stated the total project price is 8.3 M and about \$5.9 M has been paid out for completed work through April 1st. As a reminder, it's a unit bid price contract. Expenditure categories for the project showed there was a 43 % remaining on the paving. Pavement and striping are about 60% complete. Most of the work remaining is the pavement overlay and striping. In January, they opted to suspend paving activities due to cold weather. The contractor has since returned and resumed pavement activities. They expect to finish most of the punch list items in June. Guard rail adjustment is complete. The remaining projects are: completion of overlay for Segment 3B, permanent striping, rumble strips, pavement markers, relocation of large signs, mowing and seeding. She also stated she wanted to update the board on conversations between the contractors. They stated they have updates and the contractor is current on all sub-payments. The contractors made good faith efforts on the latest revised schedule. They feel confident the contractor will finish in a timely manner.

15. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE CHANGE ORDER NO. 3.0 WITH IOC COMPANY, LLC FOR A REDUCTION OF METAL BEAM GUARD FENCE QUANTITIES, LUMINAIRE RELOCATION, AND FOG SEAL FOR THE TOLL 49 IMPROVEMENT PROJECT. (RESOLUTION 18-24)

Action Item

Kate Wilder stated it is a deductive change order that will reduce overall project costs. This was presented to project development committee. It involves reducing metal beam guard fencing and relocating road side lighting. She stated that due to the widening, the metal beams were needed for protection measures. Once they got out on the field and based on good pricing by the contractor, it was decided that they could eliminate some guard fencing. These changes would have a reduction of 166k. John Cloutier asked if moving the light fixtures would have any major impact. Kate Wilder stated no.

Motion: Barham Fulmer; 2nd: Larry Morse. Unanimously approved.

16. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE SUPPLEMENTAL WORK AUTHORIZATION NO. 17.1 WITH RS&H FOR A TIME EXTENSION OF CONSTRUCTION ENGINEERING AND INSPECTION SERVICES FOR THE TOLL 49 IMPROVEMENT PROJECT. (RESOLUTION 18-25)

Action Item

Kate Wilder stated this is a supplemental work authorization. It was also presented to project development committee. They anticipated the improvement project would wrap up in December – January time frame but they now believe it will completed in the May – June time period. It is to provide additional time and manpower to provide the oversight to get the improvement project completed. The total amount is 128k which would increase the total WA to about 880k. John Cloutier asked if it was a per-day contract or if it is an “up-to” number. Barham Fulmer answered that it was an “up-to” amount.

Motion: John Cloutier; 2nd: Andrea McCoy. Unanimously approved.

17. REPORT ON CONSTRUCTION OF SEGMENT 4 OF TOLL 49.

Kate Wilder

Kate Wilder stated substantial completion is slated for February 2019. Contractual final acceptance would be in June 2019. Construction expenditures are largely wrapping up. Earthwork is 99% complete. Structures are 100% complete. The roadway work itself is largely what's outstanding. Barham Fulmer asked what the likely hood is of finishing in February 2019. Kate Wilder stated that the latest estimates the completion data on a December timeframe. The contractor has been paid roughly 61 M for work completed through April 1st. Total expenditures are 86M with the total project budget at 126.2 M. Contingency remaining is 13.4 M. Ongoing construction activities include work at the SH110 ramps, FM849 pavement tie-ins, earthwork, concrete rip rap at bridge abutments and for drainage and erosion control. She also wanted to state that they have been working closely with Mark McClanahan to identify certain measures that will help erosion control in the long term. They are in the early phases of the investigation. Linda Thomas invited all to Lindale to visit the road and stated it is a beautiful road. Chris Miller stated if anyone wishes to take a ride down the

road, Mark would be happy to give them a tour.

18. REPORT ON CHANGE ORDERS APPROVED BY THE EXECUTIVE DIRECTOR SINCE PREVIOUS BOARD MEETING. **Chris Miller**

Chris Miller stated there was a total of 31k approved which was the total of 4 total change orders. They involved guard rail extension, sewer adjustments, water pumps etc. These items were discussed with the project development committee.

19. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE CHANGE ORDER NO. 22 WITH WEBBER FOR CONSTRUCTION OF CONCRETE PAVEMENT AT TOLL ZONES ON SEGMENT 4 OF TOLL 49. (RESOLUTION 18-26) **Action Item**

No action. It was pulled. Barham Fulmer stated it was related to redoing the treadles when asphalt is being redone. The staff looked into the potential of concreting where the treadles were going. However, they have found that the life of the treadles is about 5 years so it would not be cost affective to add concrete pavement.

20. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE CHANGE ORDER NO. 23 WITH WEBBER FOR STREAM REALIGNMENT ON SEGMENT 4 OF TOLL 49. (RESOLUTION 18-27) **Action Item**

Kate Wilder again stated that this was presented to the project development committee. There are a number of stream crosses on the road. A stream has reoriented itself under a bridge and it is likely a combination of vegetation, sandy soil, topography changes. She stated that streams realign themselves all the time during projects and the only reason they are worried about this one is because it is aligned towards the bridge footing. The stream is also a protected stream. Total dollar amount is 71k.

Motion: Keith Honey; 2nd: Larry Morse. Unanimously approved.

21. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE SUPPLEMENTAL WORK AUTHORIZATION 10.1 WITH KAPSCH TRAFFICOM TRANSPORTATION, NORTH AMERICA FOR LIGHTNING PROTECTION SYSTEM INSTALLATION ON SEGMENT 4 OF TOLL 49. (RESOLUTION 18-28) **Action Item**

Kate Wilder again stated that this was presented to project development committee. It is regarding lightning protection installation on Segment 4 which will shield toll equipment from severe weather. The cost is accounted for in the overall project budget. John Cloutier asked why it wasn't accounted for in the original numbers. Kate Wilder stated that it was included in the budget but not added in the scope of work. Barham Fulmer reiterated that it is still under budget for that section and that the 98k was just not added to the original contract. It is a work authorization to include it at this point. Chris Miller stated that KAPSCH is a separate and not integrated with Webber due to the larger mark up. John Cloutier asked for a list of the contractors working on the project that states their scope of work and where they are in completion. Robert Messer asked what is the value of the equipment that was being protected. Kate Wilder stated that she doesn't have the number available, but it is well over 100k. Barham Fulmer stated the value of the equipment is the small part, it is the loss in revenue if the equipment goes down that is the bigger cost.

Motion: Robert Messer; 2nd: Andrea Williams-McCoy. Unanimously approved.

22. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE AN INTERLOCAL AGREEMENT WITH CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY FOR TOLL PROCESSING AND COLLECTION SERVICES. (RESOLUTION 18-29) **Action Item**

Chris Miller stated that a draft between the CTRMA and NET RMA back office relationship within the ILA would be provided. The intent is to let the board members review it and think on it. They would like to walk through it and take any comments board members may have. CTRMA will be reviewing their portion as well. Brian O'Reilly stated that his understanding was that the NET RMA wanted more of a direct contact with the contract. All of the areas that will hold Cofiroute accountable will not be changed without the NET RMA's consent. Cofiroute will also provide weekly summary of the tolls collected. John Cloutier stated that the biggest concern was related to the toll fees. They did not want to lose control on that because there were rumors that CTRMA would match TxDOT's fee schedule and the NET RMA does not want to do that. Brian O'Reilly stated that the NET RMA does not need to follow CTRMA's fees. Dave Spurrier asked why payment first goes through CTRMA rather than go to the NET RMA directly. Chris Miller stated that they would look into that. Brian O'Reilly stated that all transactions are sent through a HUB that CTRMA, NTTA and HCTRA can access. Those transactions then need to be processed and sent through the CTRMA which is the current set up. Cory Floyd asked what the milestones were for the ILA. John Cloutier stated it is a way to keep the NET RMA from having to deal with MSB or Cofiroute. Dave Spurrier stated they have had an ILA with CTRMA for 15 years. Chris Miller stated that in the early years of the NET RMA, it was beneficial for the NET RMA to jump on with the CTRMA. Because CTRMA has a relationship with Cofiroute, our relationship with the CTRMA allows the NET RMA to have a similar relationship with Cofiroute as well. He stated that eventually it may be a good idea for NET RMA to have their own back office, but they're not quite there. Cory Floyd then restated that it's basically simpler and cheaper for NET RMA to work with the CTRMA. Dave Spurrier asked if we are currently receiving a check on tolls and asked how that would work with Cofiroute. Michelle responded that MSB sends checks, not CTRMA. Dave Spurrier asked if the NET RMA will have direct communication with Cofiroute. Chris Miller stated that the NET RMA will have direct access to Cofiroute. Brian O'Reilly stated that the ILA agreement basically states that the CTRMA cannot do anything without the ENT RMA consent. Brian O'Reilly stated that the contract is similar in structure to the ones they have used for the last 15 years. Robert Messer stated that intuitively it seems that NET RMA will be getting a better deal by working with CTRMA. However, it is important to know the details of what they're getting into. Dave Spurrier stated that he believes in the ILA but also feels that is important to establish that the NET RMA does not need to go through the CTRMA in order to get various information from Cofiroute. A direct line of communication is necessary. Linda Thomas stated that the NET RMA cannot expect to get exactly what they want since it they do have a working relationship with the CTRMA. Everett Owen stated that both he and Ron have made comments on the ILA that have not been reflected in writing yet. There are two types of payments. There are payments that will come directly to NET RMA from Cofiroute. He believes it's the same ILA that started with MSB where payments went directly to CTRMA. That is no longer what they want to use. Payments will come directly from Cofiroute. The only checks that go directly to the CTRMA first and then to the other RMA's are payments that went through the transaction HUB. They currently get detailed reports from MSB and with this new contract, they will get direct reports from Cofiroute. Robert Messer asked about fees from the CTRMA. Everett stated that the CTRMA does not get paid by the NET RMA. Andrea Williams McCoy stated that it is important to be mindful to make the best deal they can make and maintain a level of control and she believes it starts with being heavily involved with the scope of the contract. It makes her feel better that she was able to have a conference call with Cofiroute. It's important to have that good will in writing in the contract. She also stated she appreciates the staff's work. Larry Morse asked if Brian O'Reilly has been involved with the contract with Cofiroute. Brian O'Reilly stated that he has not been personally involved but Brian Cassidy has been involved with CTRMA council. Dave Spurrier asked if the fee structure in the draft is current. Everett Owen stated it does not reflect the current fee structure. He also stated that Ron Fagan represents NET RMA in negotiations with CTRMA and Cofiroute. Keith Honey asked what the fees due to the CTRMA are. Everett Owen stated that the fee from usage of the HUB is the fee that is due to the CTRMA. Dave Spurrier asked who owns the HUB. Everett responded it is HCTRA, CTRMA, and TxDOT. Dave Spurrier asked for an executive summary of the contract that highlights the key points. Chris Miller stated yes and that he would like to hear comments from board members.

No action. Deferred.

- 23. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE AN INTERLOCAL AGREEMENT WITH UPSHUR COUNTY FOR DEVELOPMENT OF THE GILMER LOOP STUDY.
(RESOLUTION 18-30)**

Action Item

Chris Miller stated that as the Gilmer Loop study got going, an ILA was needed with Upshur County. They expect to have the ILA with the other priority project counties that have been awarded. Robert Messer asked if it would be possible to have one resolution for all. Chris Miller stated that it would not be the best route as each is slightly different than the other. Keith Honey asked how personnel will be involved. Chris Miller stated he would be involved but Atkins will be leading the project.

Motion: Larry Morse; 2nd: Barham Fulmer. Unanimously approved.

24. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE WORK AUTHORIZATION NO. 21 WITH ATKINS TO SUPPORT THE GILMER LOOP STUDY. (RESOLUTION 18-31) **Action Item**

Motion: Barham Fulmer; 2nd: Tim McRae. Unanimously approved.

25. EXECUTIVE DIRECTOR'S REPORT **Chris Miller**
A. Community Outreach Meetings

Chris Miller stated they are still working towards meeting with all counties. He also stated they had a good interview with KLTv. Raising the speed limit has been a big event. He commended Mark McClanahan, RS&H and Atkins for their good work with the contractor. The raising of the speed limit is something that people have been calling for. Between 31 and 110 the speed limit is now back to 70mph. Everything north of 31 to the interstate is still heavily under construction and will remain at 60 mph. It was mentioned that they are doing night paving and getting some success in that.

B. NET RMA Newsletter

It was recently sent out. Trying to call attention to local news and transportation projects. Media advertising has started today. Radio and KLTv digital will post.

C. Update on House Transportation Committee Interim Charges Hearing

System financing, oversight and transparency are things they are working on. Legislation is possible. Chris was able to speak at this meeting. He provided information for the East Texas area. Brian O'Reilly stated everyone did a great job. System financing is what the main topic was. It is an important tool and will be a big issue this session. August 20th, the senate will have their hearing. It will be on toll fees which will be of interest. John Cloutier asked if there will be anti-toll opposition. Brian O'Reilly stated yes but it's something that local delegation needs to get out and contact too. Andrea Williams-McCoy reiterated that it is so important for the board to be heavily involved in contracts because there are anti-toll groups with agendas waiting to pounce on any wrong-doings or mistakes. Chris Miller stated that it is important also to have all counties respond and pass resolution to expand the NET RMA with the new counties.

D. Department Reports

- 1. Maintenance Department**
- 2. Finance Department**
- 3. Marketing/Public Relations/Human Resources Department**
- 4. Toll Operations/Customer Service Department**

26. ADJOURNMENT

Adjourned - 3:30

EXECUTIVE SESSION - PURSUANT TO CHAPTER 551, SUBCHAPTER D, TEXAS GOVERNMENT CODE, IF ANY

- **At any time during the meeting of the NET RMA Board of Directors, the Board may meet in executive session for consultation concerning matters under Chapter 551 of the Texas Government Code, including:**
 - A. Section 551.071. Consultation with Attorney—Consultation with and advice from legal counsel concerning pending/contemplated litigation, settlement offers and negotiations, ongoing disputes and potential disputes, and other legal issues, including pending litigation related to Cause No. 18-0744-B.**
 - B. Section 551.072. Deliberation Regarding Real Property—Discussion of real property purchase, exchange, lease, license, gift, donation, and/or negotiated settlement, including property to be acquired for right-of-way.**
 - C. Section 551.074. Personnel Matters—Deliberation concerning the appointment, employment, reassignment, evaluation, duties, discipline, and/or dismissal of personnel.**

Tentatively Scheduled NET RMA Board Meetings:

June 12, 2018 – Terrell, TX
July 10, 2018 – Jacksonville, TX
August 14, 2018 – Tyler, TX

Non-Scheduled Meetings / Functions - Where a Quorum could be Present, but No RMA Business would be conducted:

May 24, 2018 – Texas Transportation Commission

PARTICIPATION BY TELEPHONE CONFERENCE CALL:

One or more members of the Board may participate in this meeting through a telephone conference call, as authorized by Section 370.262, Texas Transportation Code. Under that law, each part of the telephone conference call meeting that by law must be open to the public shall be audible to the public at the meeting location. During the meeting, the identification of each party shall be clearly stated prior to speaking, and the meeting shall be documented by written minutes. On conclusion of the meeting, the written minutes of the meeting will be made available to the public.

COURTESY RULES

Thank you for your presence. The NET RMA appreciates your interest. If you wish to address the RMA on any agenda item, Public Participation Forms will be available before the meeting. These forms must be filled out and turned in to the RMA Chair or Secretary *prior* to the time the agenda item in question is addressed by the RMA.

You must be recognized by the Chair. (NOTE: Items will not necessarily be presented in the order they are posted.)

OPEN COMMENT PERIOD

At the conclusion of all other agenda items, the Board will allow an open comment period, **not to exceed one hour**, to receive public comment on any other matter that is under the jurisdiction of the Board. Public comment that does not relate to a specific agenda item must be made during the open comment period.

Each speaker will be allowed a **maximum of three (3) minutes**. Speakers must be signed up prior to the beginning of the open comment period. For subjects that are not otherwise part of the agenda for the meeting, Board members may neither comment nor question speakers during the open comment period, but may request the Chair, or a recognized committee, to investigate the subject further. No action will be taken on matters that are not part of the agenda for the meeting.

NOTE

Enumerated agenda items are assigned for ease of reference only, and will not necessarily be considered by the Board in that particular order. The Chair may rearrange the order in which agenda items are considered.

Presenters with audiovisual needs are requested to contact NET RMA at 903.630.7894 at least two working days prior to the meeting.

ACCESSIBILITY STATEMENT FOR DISABLED PERSONS

This meeting site is accessible to disabled persons as follows: wheelchair ramp at the main entrance. If any special assistance or accommodations are needed in order to attend this RMA meeting, please contact NET RMA at 903.630.7894 at least two working days prior to the meeting so that appropriate arrangements can be made.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services, such as interpreters for person who are deaf or hearing impaired, and readers of large print or Braille, are requested to contact NET RMA at 903.630.7894 at least two working days prior to the meeting so that appropriate arrangements can be made.