



Annual Report 2012
December 2012



Contents	Page
Toll 49 Reaches I-20	1
Toll 49 – Segment 3B Design and Construction	1
Toll 49 – East Texas Hour Glass	3
Loop 571 Extension – Rusk County	4
Smith County Multi-Modal Transportation Facility	5
T-L Rail Coalition	7
NET RMA Board Members	10
NET RMA FY 2013 Budget	11
Notes	12

List of Figures

Figure 1: Location of Toll 49 Segment 3B.	2
Figure 2: Construction at Toll 49 and SH 110.	2
Figure 3: Nighttime Bridge Girder Installation at Toll 49 and I-20.	3
Figure 4: Conceptual Location of Toll 49 ETHG.....	4
Figure 5: Conceptual Alignment of Loop 571 in Henderson, Rusk County, Texas.....	5
Figure 6: Conceptual View of Smith County MMF.....	6
Figure 7: Conceptual floor plan for Smith County MMF.....	7
Figure 8: Location of potential T-L High Speed Rail Corridors.	8

TOLL 49 REACHES I-20

Toll 49 construction has reached I-20 on Segment 3B! The North East Texas Regional Mobility Authority (NET RMA) is moving ahead with the completion of Segment 3B, proving to the region that what was once a dream is about to become reality. Following its mission of providing solutions to expedite transportation and mobility projects that improve the quality of life, enhance the regional economy, and ensure efficient mobility in the northeast Texas region, the NET RMA is now on solid footing as a full transportation planning, design and construction agency. Even further, the NET RMA began planning for the operations and maintenance phase of Toll 49, passing a FY 2013 Budget that includes approximately \$1.1 million in funding for operating and maintaining Toll 49. With this milestone, the NET RMA has completed the first phase of conceptualizing, planning, designing, constructing, operating and maintaining a major transportation project in North East Texas. **But we are not done yet as there is still more to do!**

During FY 2012, the NET RMA made many great strides in other regional transportation projects. In addition to the Segment 3B project, progress was also made on the Toll 49 East Texas Hour Glass (ETHG) Feasibility Study, with the project need and purpose task, environmental constraints mapping, new corridor alignments developed and initial meetings held in both Smith and Gregg Counties.

For the Smith County Multi-Modal Site Feasibility Study, the site evaluations, utility assessments and traffic modeling tasks were all completed and a draft report was prepared and edited in FY 2012, with submittal of the final report to TxDOT slated for early FY 2013.

Progress continues on the Loop 571 Extension project in Henderson, with the final design schematics and initial environmental studies complete and submitted by TxDOT to the Federal Highway Administration (FHWA) for review.

In addition, the NET RMA Rail Committee took a giant leap forward by getting Committee Chair Ms. Celia Boswell named as Chair of the Texas – Louisiana Rail Coalition (T-L Rail Coalition). The T-L Rail Coalition is promoting the concept of High-Speed Passenger Rail Service between the Dallas/Fort Worth Metroplex and Shreveport /Bossier City. Further details on each of these projects are presented below.

TOLL 49 – SEGMENT 3B DESIGN AND CONSTRUCTION

Constructing 85% of the Toll 49 Segment 3B Project was the NET RMA's major accomplishment of FY 2012. The Toll 49 Segment 3B Project is being constructed by Design/Build CDA Developer, CH2M Hill. Beginning at SH 31 west of Tyler, Segment 3B extends approximately 10.2 miles north to the new intersection with I-20 (Figure 1).

The current construction consists of the western two lanes.

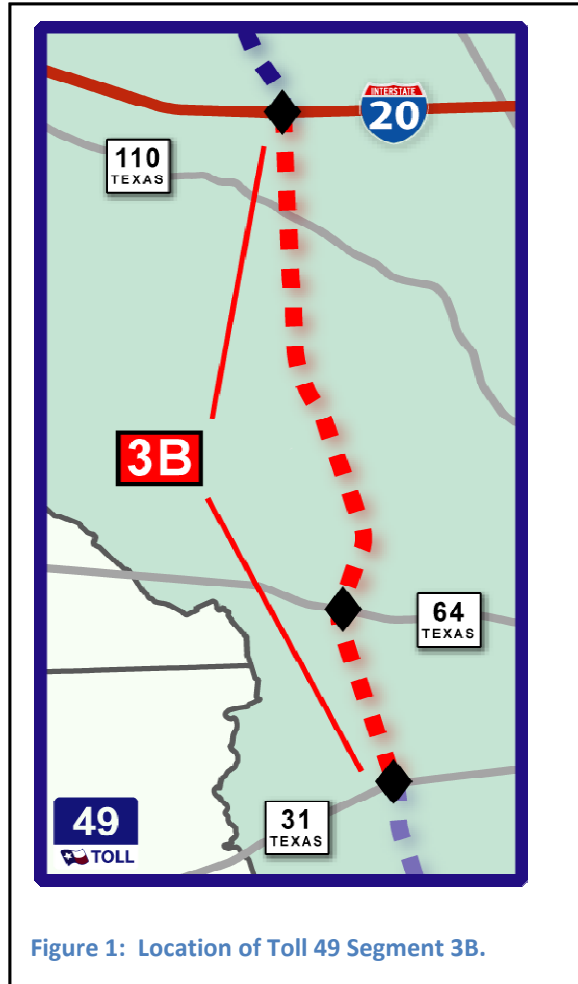


Figure 1: Location of Toll 49 Segment 3B.

During FY 2012, CH2M Hill completed 100% of the earthwork and drainage work and approximately 99% of the utility work for the project. Major work was also completed on the bridges at SH 64, FM 724, Black Fork Creek, Prairie Creek, CR 46, Caney Creek and SH 110 (Figure 2). In addition, a significant amount of work on the bridge abutments and entrance and exit ramps at I-20 was completed, offering the

traveling public on I-20 a first glimpse of the coming Toll 49 roadway. Roadway base and surface paving was completed on approximately 70% of the project, and 30% of the work on roadway striping, signing, and toll facility gantry installation was completed. During all of these construction activities, the NET RMA kept the public informed about construction activities as well as traffic notices informing the traveling public of roadway lane closures, detours, and temporary roadway closures. By the end of FY 2012, the Toll 49 Segment 3B project site was looking like a real roadway.



Figure 2: Construction at Toll 49 and SH 110.

All of the planned design, construction and construction management activities scheduled for FY 2012 were finished on time and on budget. Construction schedules were submitted at the end of FY 2012 for installing the bridge beams and decks on the I-20 Bridge (Figure 3) and for finishing the roadway paving, striping, signal, toll gantry and gantry electronics

installation tasks. These schedules verified that the Toll 49 Segment 3B project will be completed and open to traffic in early spring of 2013.



Figure 3: Nighttime Bridge Girder Installation at Toll 49 and I-20.

TOLL 49 – EAST TEXAS HOUR GLASS

The Toll 49 ETHG is a proposed extension of Toll 49 that includes Toll 49 Segments 6, 6A, 7, 8 and 8A. The approximately 80-mile road will extend east from SH 110 in southeast Tyler to I-20 at the Gregg County Line, then north and east around Longview to US 259 and then easterly to US 59/I-69 above Marshall (Figure 4). Conceptual alignments for this corridor are illustrated in the map on page 4. During late FY 2011, the NET RMA Board of Directors allocated \$1.5M of the Toll 49 construction budget toward funding updated feasibility studies for the ETHG. A sub-consultant was contracted to begin the updated feasibility

study in February 2012 and is anticipated to complete the study by April 2013. This study will:

- Define the project purpose and need (a mandatory step required for receiving federal funding on transportation projects).
- Map sensitive environmental constraints (such as the presence of cemeteries, archeological sites, wetlands and hazardous sites) that must be considered and, if possible, avoided during construction of a roadway.
- Make projections of the traffic and revenue that would be generated by the proposed project as a toll road.
- Identify feasible corridor locations for each of the segments based on the environmental constraints and traffic and revenue projections.
- Evaluate the implementation priority and/or potential sequence of construction of the individual segments that will best meet the project purpose and need.
- Determine the types of financing that could be utilized for further planning, design, construction and maintenance of the roadway.

Once the priority of the segments has been evaluated and potential corridors have been identified, a detailed environmental study will be conducted for the first priority segment in accordance with the National Environmental Policy Act (NEPA). This NEPA study will document the detailed environmental study and will identify a preferred roadway alignment for the first priority segment. Once the NEPA document has been approved by FHWA, detailed engineering design and ROW purchased on the first priority segment may begin.

LOOP 571 EXTENSION – RUSK COUNTY

TxDOT, with assistance from the NET RMA, is extending Loop 571 in Henderson (Rusk County) Texas approximately 3.4 miles, from US 79 east to US 259 (Figure 5).

TxDOT has defined the Right-of-Way (ROW) Corridor for the project and has completed preliminary (schematic) designs for the roadway to be constructed within the corridor. The NET RMA has completed environmental delineations of wetlands and initial archeological surveys within the ROW corridor. The archeological surveys identified several sites that will need to be studied for importance and possible

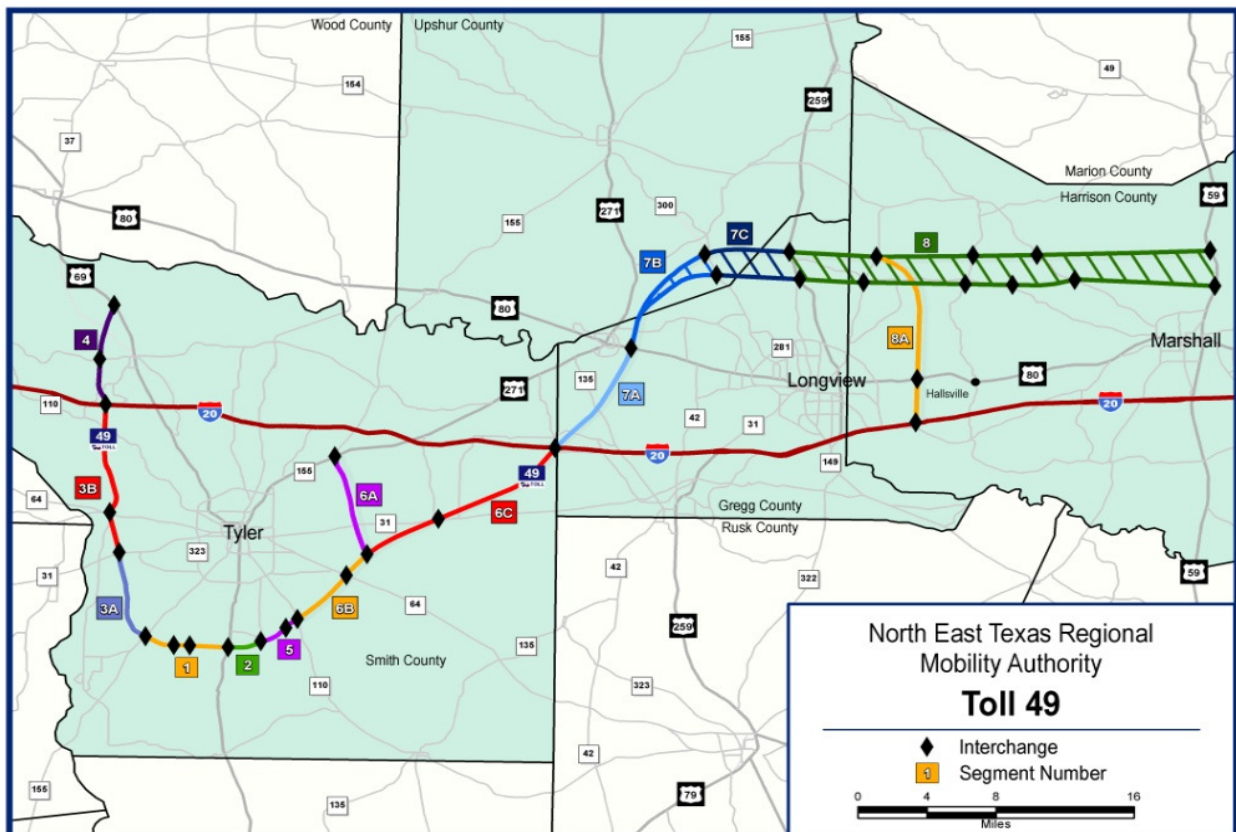
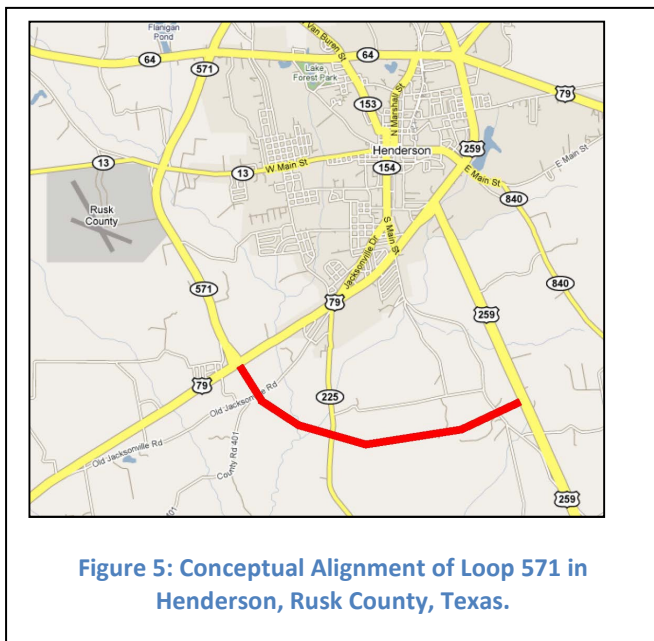


Figure 4: Conceptual Location of Toll 49 ETHG.

historical registration and mitigation. Landowner parcel information and property boundary maps also have been obtained that will be used for preparation of ROW maps so that the required ROW may be acquired for roadway construction. All of this information has been submitted to the FHWA for review and approval.



Once FHWA approval for the project is obtained, TxDOT Tyler District will proceed with the design of construction plans for the roadway. The NET RMA will complete the remaining archeological surveys and prepare environmental permit applications for construction of the proposed Loop 571 Extension.

SMITH COUNTY MULTI-MODAL TRANSPORTATION FACILITY

In FY 2011, the NET RMA teamed with Smith County to study the feasibility of building a multi-modal facility (MMF) in Tyler. The Smith County MMF would consist of a 15,000 square foot (sf) ground-floor customer service center plus a 200,000 sf four-level parking garage. The customer service center would contain tenant offices, customer service counters, an operations center for the Coordinated Travel Management System (CTMS) and a large lounge where customers could wait on transit services. Amenities within the Smith County MMF could include: taxi services, rental car agencies, local bus services, regional bus services, Greyhound National Bus services, para-transit services, shuttle bus services to local and regional airports, and eventually commuter/high speed rail connections to Dallas and Shreveport.

In August 2011 the NET RMA, working in conjunction with the Smith County Transportation Advisory Committee (STAC), received a \$120,000 TxDOT Grant and a \$10,000 Smith County local match for preparing a Smith County MMF Site Feasibility Study. A draft site feasibility study report was completed by Atkins North America, Inc. and submitted in August 2012. This report described the purpose and need for the MMF project, provided justification

FY 2012 ANNUAL REPORT

for furthering local (Tyler Area Metropolitan Planning Organization - MPO) and regional (East Texas Council of Governments - ETCOG) transportation recommendations and recommended that the facility be located in Smith County, which is in the center of ETCOG's 14-county planning region. Since Tyler is the largest city in Smith County, thirteen sites in Tyler were identified as possible locations for the Smith County MMF. These 13 preliminary sites were screened to 9 intermediate sites and then screened to 3 final sites for detailed evaluation. Site 7, a 1.15-acre parking lot

owned by Smith County and located adjacent to the Smith County Annex building was selected as the preferred location for the MMF. Site 7 is located adjacent to the Union Pacific Rail Line in Tyler and is bounded by East Ferguson Street on the south and East Locust Street on the north, thus connecting the site to major roadways in the region (Figures 6 and 7). This project must now go through a Financial Feasibility Evaluation and, if favorable, will then be a candidate for schematic designs and environmental evaluations.

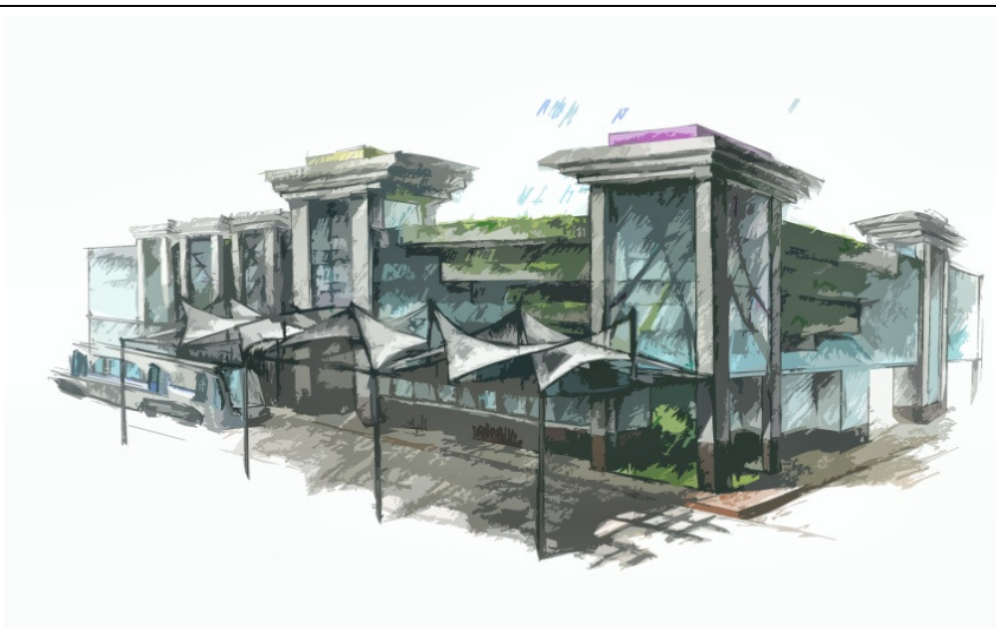


Figure 6: Conceptual View of Smith County MMF.

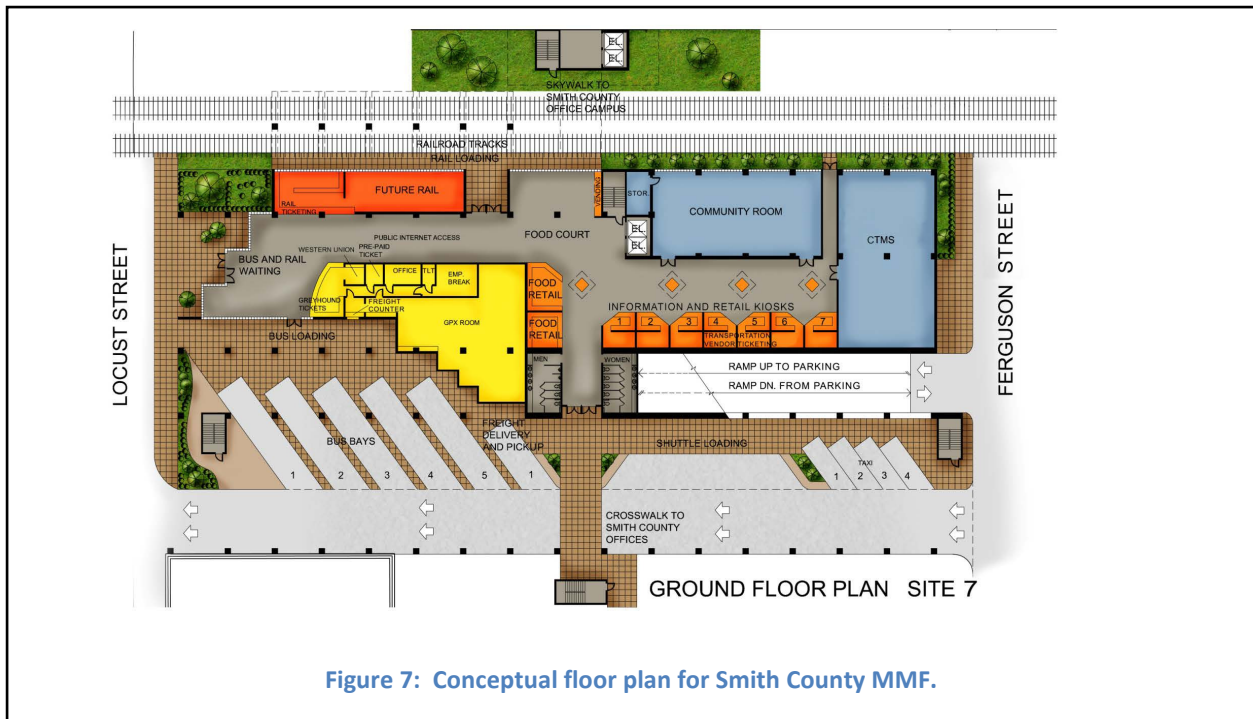


Figure 7: Conceptual floor plan for Smith County MMF.

T-L RAIL COALITION

In May 2011, NET RMA and Dallas Area Rapid Transit (DART) signed a Memorandum of Understanding (MOU) that stated the two agencies would jointly strive to develop high-speed and commuter passenger rail service in the north and northeast Texas regions. In August 2011 the NET RMA held an initial meeting with representatives from Dallas Area Rapid Transit (DART), the cities of Mesquite, Tyler, and Longview, ETCOG and the North Central Texas Council of Governments (NCTCOG) to discuss the possibility of providing passenger rail service between Dallas/Mesquite and Shreveport/Bossier City. The

proposed rail service could be achieved either by installing a new parallel track adjacent to the existing Union Pacific track that parallels US Highway 80 (Figure 8 – Blue Line) or by installing a new rail line adjacent to or in the center of I-20 (Figure 8 – Red Line).

In early 2012, this group of interested rail stakeholders discussed their vision and mission statements, legislative initiatives and other organizational and policy issues. In addition, the group members appointed Ms. Celia Boswell, Chair of the NET RMA Rail Committee, to be Chair of the group.



Figure 8: Location of potential T-L High Speed Rail Corridors.

On June 21, 2012 the group held a meeting where they selected the name “Texas – Louisiana Rail Coalition”, or more commonly the “T-L Rail Coalition”. Also at this meeting, the members of the T-L Rail Coalition heard presentations by DART and NET RMA regarding requirements for Major Investment Studies needed to get bonds from Wall Street, and in addition heard a presentation from NET RMA identifying the specific steps needed to plan, design, construct, operate and maintain a high-speed rail system and the approximate cost required to conduct each step.

In September 2012, the new T-L Rail Coalition hosted a regional conference at the UT Health Science Center north of Tyler to promote the concept of the proposed

Dallas – Shreveport High-Speed Rail. Attendees included Texas legislators, county judges, city representatives from Mesquite, Terrell, Tyler, Lindale, Longview, Marshall and Bossier City and numerous others. Presentations were made by Jeff Austin, III – member of the Texas Transportation Commission, Bill Glavin – Director of the TxDOT Rail Division, Jesse Oliver – Deputy Executive Director of DART and Linda Thomas, Chair of the NET RMA. These presentations were all very well received and many persons spoke in support of furthering the concept of a Dallas – Shreveport High-Speed Rail. The meeting concluded with the T-L Rail Coalition proposing another meeting in early FY 2013 to begin the process of planning and financing a Dallas – Shreveport High-Speed Rail program.





FY 2012 ANNUAL REPORT

NET RMA BOARD MEMBERS

Linda Ryan Thomas, Chair

Gary Halbrooks
Vice Chairman
Smith County

Tim Vaughn
Gregg County

James Harris
Harrison County

Robert Murray
Chairman, I-69 Alliance
Bowie County

Walta Pippen Cooke
Panola County

Pending
Cass County

Dave Spurrier
Secretary
Gregg County

Barham Fulmer
Smith County

Gaylon White
Harrison County

Jeff Sandford
Bowie County

Celia Boswell
Chair, Rail
Wood County

Keith Honey
Chairman, Operations
Gregg County

Andy Vinson
Treasurer
Rusk County

Mike Thomas
Smith County

Barry Tucker Hughes
Cherokee County

Hudson Old
Chairman, Long Range Planning
Titus County

Jim Stephens
Van Zandt County

Pending
Upshur County



NET RMA Board meeting in Mt. Vernon, Texas May 15, 2012

NET RMA FY 2013 BUDGET

(see next page)

North East Texas Regional Mobility Authority
 Budgeted Operating Revenues and Expenses
 During the Final Construction Phase of Toll 49
 For the Six Month Period from October 1, 2012
 to March 31, 2013

Revenues:

County contributions	\$ <u>34,000</u>
Total	<u>34,000</u>

Expenses:

Accounting fees	* 12,000
Auditing fees	* 23,000
Legal fees and notices	* 85,000
Trustee fees	* 1,250
Travel expenses	-
Seminars and conferences	-
Surety bonds	1,750
Dues and subscriptions	-
Insurance expenses	800
Other expenses	* 500
Administrative/public information expense	* 56,200
Website expenses	* <u>3,600</u>
Total	<u>184,100</u>

Excess of Revenues (Expenses)	\$ <u><u>(150,100)</u></u>
-------------------------------	----------------------------

Amounts funded by SIB and

Toll Equity loans	\$ * <u><u>181,550</u></u>
-------------------	----------------------------

Notes:

1. Construction of Toll 49 is to be completed during the first six months.
2. Operations of Toll 49 begins early in the second six months.

North East Texas Regional Mobility Authority
Construction Budget for Toll 49 Seg. 3B
For the Year Ended September 30, 2013

Sources of Funds:

State infrastructure bank loan	\$ 4,016,896
Toll equity loan	5,125,932
Funds carried over from prior year	3,164,077
Funds carried forward to future year	-
	<hr/>
Total	12,306,905
	<hr/>

Project Expenditures:

Design build developer costs	6,781,994
Construction contingencies	497,728
Environmental studies (ETHG)	1,308,000
Right-of-way purchases	-
Design oversight and quality assurance	15,616
Construction oversight and quality assurance	1,329,709
Toll system integration contract	1,032,721
Material testing lab	156,167
Environmental permitting and archeological permits	-
Environmental monitoring	-
TxDOT offsite plant inspection	35,000
Other project expenses	80,000
Administrative costs	390,000
	<hr/>
Total Project Expenditures	11,626,935

General administrative expenses included
in the operating budget

181,550

Total Expenditures

11,808,485

Excess Funds (Note)

\$ 498,420

Note: According to the SIB and Toll Equity loan agreements, any unexpended funds in the project construction account must be transferred to the Restricted General Account.

North East Texas Regional Mobility Authority
Budgeted Operating Revenues and Expenses
During the Initial Operation Phase of Toll 49
For the Six Month Period from April 1, 2013
to September 30, 2013

Revenues:

Toll revenue (6 months)	\$ <u>2,290,850</u>
Total	<u>2,290,850</u>

Expenses:

Accounting fees	12,000
Auditing fees	-
Legal fees and notices - Toll 49	85,000
Legal fees - other	50,000
Trustee fees	-
Travel expenses	2,000
Seminars and conferences	100
Surety bonds	1,450
Dues and subscriptions	150
Insurance expense	6,400
Other expenses	-
Public information expense	2,000
Website expenses	600
Toll 49 operating expenses:	
Administrative salaries and other	297,000
Toll transaction processing	183,268
Toll system operations	191,633
Maintenance expenses (TxDOT)	<u>357,590</u>
Total	<u>1,189,191</u>

Excess of Revenues (Expenses) - Note 3	\$ <u><u>1,101,659</u></u>
--	----------------------------

Notes:

1. Construction of Toll 49 is to be completed during the first six months.
2. Operations of Toll 49 begins early in the second six months.
3. According to the SIB and Toll Equity loan agreements, revenues in excess of amounts expended for administrative and operating purposes must be transferred into restricted accounts for debt service, renewal and replacement and other purposes.

North East Texas Regional Mobility Authority
Construction Budget for Loop 571 / Rusk County
For the Year Ended September 30, 2013

Sources of Funds:

Rusk County funds	\$	-
Funds carried over from prior year		268,650
Funds carried forward to future year		<u>(92,577)</u>
Total		<u><u>176,073</u></u>

Project Expenditures:

ROW acquisition services		-
Environmental permits / archeology		101,573
Project management / coordination		19,500
Project director		20,000
Legal services		25,000
Other expenses		<u>10,000</u>
Total expenses	\$	<u><u>176,073</u></u>

North East Texas Regional Mobility Authority
Construction Budget for Smith County Multi-Modal Facility
For the Year Ended September 30, 2013

Sources of Funds:

TxDOT transit grant remaining from prior year	\$	27,700
Smith County funds remaining from prior year		<u>2,300</u>
Total		<u><u>30,000</u></u>

Project Expenditures:

Feasibility planning	\$	<u><u>30,000</u></u>
----------------------	----	----------------------

[illegible]