



MEETING NOTICE

TO: North East Texas Regional Mobility Authority Board Members

FROM: Gary Halbrooks

DATE: Tuesday, May 20, 2025

SUBJECT: **May Board Meeting**

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

DATE: Tuesday, May 20, 2025

TIME: 1:30 PM

PLACE: Gregg County
Maude Cobb Convention Center – Eitelman Conference Room
100 Grand Blvd
Longview, TX 75604

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

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY (NET RMA)
BOARD OF DIRECTORS REGULAR MEETING
Tuesday, May 20, 2025, 1:30 PM
Gregg County
Maude Cobb Convention Center – Eitelman Conference Room
100 Grand Blvd
Longview, TX 75604

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 16, 2025.

2. OPEN PUBLIC FORUM/COMMENT PERIOD (ALL PULLED DIRECTLY FROM RECORDING).

- a. Ken Cagle - 10-Pay-Bow, Ms. 10-52-7-4-5-Drive. I'm Tyler, Texas. Got a clock? My first thing is, while we have these meetings out of town, I really don't understand that because it deals with, the Tyler area, and you don't have to answer that, but I've talked to several, several, several of the engineers, don't we? And I was looking at that culture, but one of my deals is the route coming through right there by the high school and middle school. There was, there was already enough kids walking around, too much public activity. It's going to say, for this route to be going through right there with new drivers coming out of high school, which they don't really have much experience starting out in the driving buildings. And that's another thing to worry about, the safety issue, the main thing. And when I spoke to the engineers, I actually told them, why don't they use the purple route? To go closer to town, and then if they want to, and I'll draw it out for them, why don't they go past the old Kimball Highway, and then if they want to go further to the east, go north from there, go out on 271. And to get it that way, to get it further away from the high school, back toward town, and actually, I think, if it was done, you would probably have more business. Close to the town out in the Chapel Hill area, and I don't know, that's how I see it, and of course, Loop has a bad history of accidents. There's been 36 fatalities, 36 serious injuries, 76 not life-threatening injuries since Loop has been open on the west side. And, uh, 49 is now the most dangerous road in the Smith County right now. Why do we want to take a chance with inexperienced drivers at these schools and have this loop at this location? I don't understand. And, uh, thank you for letting me speak.
- b. Robert Wilson - My name is Robert Wilson, 10836 County Road 2206, Tyler, Texas. And I have some handouts, too, because I handed it to my time started, okay? Public deception, you say you've not picked a route. However, there's seven reasons we believe you have. We feel you hosted a scoping meeting for Segment 6 in Longview, hoping Longview Public picks the first route they encounter when driving to Tyler, the adjusted Teal route. It'll be 15 years before it connects to Longview. You're no longer bothered to use the term adjusted Teal, checking it in your publications and to the media. Is this a valid attempt to confuse folks? The route you promoted is not the original Teal, and you've ignored counting public comments for the part of the combination in your feasibility study. You made a judgment call. But more about that later. While we asked well in advance, Atkins had canceled the Save the Kids from Luke 49 group meeting at 4.58 p.m. the business day before this. Scheduled meeting, stating our group may have technical questions that you can't answer, asking if we wait until a technical person can be available. This despite the fact we asked for the same meeting hosted by other community groups well in advance, and after all, an engineering firm is by nature technical. Even with your visual prompts, you published a map of miles of extra real estate in the picture, with the three routes left justified, enforcing the visual to the bright neon teal route as the center of the page, with the dull purple route leading into the green and barely visible. Number five, the most telling and most critical point is how you calculated the data on the feasibility study. Time will not allow me to cite the many other untruths that we found, and I want you to read the four-page handout that I'm giving you. The top page is what we presented to the Chapel Hill School Board. Pages two and four are really the details of our concerns, so we should read it, please. Page three. In parentheses is a section. We had asked Atkins for that list of the working group many times without results. Please share this with us, as y'all say you will. Your inconsistent methodology in calculating public preference when you combine the original teal route with the pink route is misleading the public. This combination is one of our two greatest concerns. We never received a real explanation for the number five above. I'm on number six now. Only receiving the same canned response from Atkins every time we ask. There are

further inaccuracies in the addendum to the feasibility studies. The residential displacement, business affected, first responder availability, and more important, public preference of which NET RMA has communicated is particularly important. Smart people, you're either ignoring our concerns or intentionally misleading the public. And by the way, there were gasps in the audience at the school board when I brought up the total structure weight encouraging from Superintendent Dane, who I hope has changed his mind now. Good luck when you're paying for yourselves with Tolls just policing the taxpayer again. Take the Teal route out of consideration. Thank you.

- c. Alan Baldwin - Alan Baldwin, 1714 Onyx Cove, White House, Texas. I'm here to state my position to the plan total. I don't think it's necessary or acceptable to help me. This is a solution and it's a plan by the problem. 49 has been on the west side of the town for, what, 5, 10 years. Where's the study, where's the information that has benefited the community? I'd like to see that. I ride on it every once in a while. I paid five bucks, saved me two minutes, five dollars, or five minutes to go up to DFW. I just don't see this all. And I've got no interest. I have no property. I have no anything to do with where it's going to be in White House. I have to live in White House. I just see this as, I mean, we have worse problems coming up. We've got AI to deal with it. We've got chronic disease issues. I just, there's just, I don't see any point of the burden. Purely. Everyone says, development. I don't develop. Okay, fine. I don't know. It just doesn't make any sense to me on anybody. And, yeah, the dangerousness of 49. It's not. It's 75 miles an hour. Someone wants to go 85 because they paid five bucks. You know, they get right on your tail, and it's 10 at night, which is happening to me. I can see how dangerous it is. And I haven't seen great development or great benefit. Bringing the exits already. This has been five to ten years. Why don't you, you know, do some polling or do some sort of research and say, hey, has this really benefited the last part of Tyler? Are people really thriving? Is this making everybody great? Is this, it just makes no sense. I mean, you have other problems. This is, you know, that's all I need do.
- d. Elizabeth Christ - My name is Elizabeth Christ. I lived at 10680, and I lived at 214. First of all, let me thank you all for being here. I know you guys work hard. This is probably not the most fun things that you do. I would like to echo what Ken said as far as the dangerousness to the school systems. There are three schools, as you know, right on the toll road that, as a mother of a seven-year-old, that frightens me. The high school... Full issue. think you've raised it. High schoolers are one of the best drivers in the world. I'd hate to see high schoolers being dumped on or near that road, being as new as they are. I think the purple route, from what I understand, there are two other routes, the purple and the yellow. The purple and the yellow run almost right next to each other, where we're talking about if you could just move teal over to purple or yellow, it would alleviate a lot of the dangers to school. My husband has been in the HVAC business for about 50 years, and there's a tremendous amount of air quality health issues that go into being next to a highway, especially for the little ones. There's also a daycare. It has 80 kids in it. All of this is right by where the teal route would cross over 64. I'd also love to see the price per mile. I don't know if anybody can, if that's ever going to be published to a price approximate price. For my post, for Purple, Yellow, and Teal. I think that would be a great thing to show the public.

3. WELCOME AND INTRODUCTION OF BOARD MEMBERS.

In Person – Larry Morse, Dr. John Ray, Dan Droege, Gary Halbrooks, Dave Spurrier, Curtis Rath

Zoom – Jason Ray, John Cloutier, Rush Harris, Matthew Nelson, Ben Hamilton, Howard Patterson, Robert Messer, Andrea Williams-McCoy

4. CHAIR'S REPORT.

Gary Halbrooks

Gary Halbrooks – The annual report is complete and has been sent out to our county representatives. Staff did a great job.

5. DISCUSSION, CONSIDERATION AND APPROVAL OF THE MINUTES FOR THE MARCH 27, 2025 REGULAR BOARD MEETING.

1st – Dr. John Ray, 2nd – Larry Morse, Motion Approved

6. COMMITTEE REPORTS.

Dave Spurrier (ETHG) – This committee met May 13th, and the timeline is on the slides. We are in the process of continuing to evaluate the routes. We still have another year and half of this work. We had two public meetings. May 6th and May 8th. The first one was located at the Tyler Rose Garden in Tyler. The second was in Longview at the Longview Exhibit Center. Please also see the slide that shows a breakdown of what the timeline will be for our Segment 6 Project. Questions?

Andrea Williams McCoy – We did make our selections for our Linda Thomas Safe Driving Scholarship. We gave out \$20,000 worth of scholarships to 10 separate students across the NET RMA footprint. We were very impressed with our students. We had a lot of great responses, and they made it tough to make these selections.

7. REVIEW AND ACCEPTANCE OF NET RMA FINANCIAL STATEMENTS.

Glenn Green – Net electronic actual is over by 4%, net video revenue over budget by 6%, operating revenue is over budget by 4%, operating expenses over budget 9%, Toll 49 operating expenses over budget 20%, net other income expense is on budget at 0%, net income deficit over budget 118%.

1st – Dave Spurrier, 2nd – Andrea William McCoy, Motion Approved

8. QUARTERLY REPORT ON TOLL 49 TRANSACTION AND REVENUE.

CDM SMITH

Justin Winn – Quarter one 2025 transactions are up by 3.6% vs the Quarter one 2024 transactions. 74%-75% of Toll 49 transactions are now collected by transponder. In the beginning only 61% were collected. Truck traffic is approximately 8% of our transactions and generates about 23% of Toll 49's revenue. Lastly, the highest traffic volume is on Fridays and the lowest is on Sundays.

Andrea Williams-McCoy – Did you say we see a spike in truck traffic on Fridays?

Justin Winn – Not really truck traffic, but we just see increased traffic in general on Fridays. This is very common in urban areas in the state of Texas.

Discussion Ensued

9. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE AN EXTENSION TO THE INTERLOCAL AGREEMENT WITH THE TEXAS DEPARTMENT OF TRANSPORTATION FOR INCIDENT RESPONSE FOR MAINTENANCE AND TRAFFIC OPERATIONS. (RESOLUTION 25-17)

Action Item

Glenn Green – This is our standard agreement with TxDOT, but instead of a whole new interlocal agreement we are just doing an extension. There is still enough money at this time so no need to redo the contract.

1st – Dave Spurrier, 2nd – Andrea Williams-McCoy, Motion Approved

10. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO APPROVE WORK AUTHORIZATION NO. 15 WITH SICE, INC. FOR TEMPORARY TOLL GANTRY INSTALLATION. (RESOLUTION 25-18)

Action Item

Glenn Green – As most of you know, we had an accident where a driver did a U-turn and caused significant damage to our equipment. Thankfully no one was hurt. This will give us an opportunity to collect tolls until we can get the permanent gantry in place.

Dave Spurrier – Will this be recouped from our insurance claim?

Glenn Green – Our chances are good that we will collect some of our funds. I also communicated with the Board the day of that accident we needed to do immediate action.

Discussed Ensued

1st – Curtis Rath, 2nd – Dr. John Ray, Motion Approved

**11. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO DESIGNATE A POOL OF FIRMS TO PROVIDE UNDERWRITING SERVICES FOR THE FINANCING OF NET RMA PROJECTS.
(RESOLUTION 25-19)**

Action Item

Glenn Green – I just wanted to introduce Colby Eckols as our financial advisor. We are currently pursuing the potential opportunity to refinance our bond debt. Through this process we had 33 applications and 30 made the pool. These applicants have been reviewed by staff and Hilltop Security.

Colby Echols – The three that were not included were much lower ranked than the 30 listed on the sheet.

1st – Dan Droege, 2nd – Larry Morris, Motion Approved.

**12. DISCUSSION, CONSIDERATION AND POSSIBLE ACTION TO DESIGNATE A LEAD SENIOR MANAGER AND A SYNDICATE OF INVESTMENT BANKING FIRMS TO PROVIDE UNDERWRITING SERVICES FOR THE REFUNDING OF NET RMA TOLL ROAD REVENUE BONDS.
(RESOLUTION 25-20)**

Action Item

Glenn Greens – Back to the sheet of paper with 30 firms, the highlighted firms are the ones that staff recommends leading the refunding.

Colby Echols – We will have two senior underwriters and the other 3 will work on a lower level. All the firms will have a job and they are as follows: Bank of America – Co-Senior Manager (Bookrunner); Jefferies – Co-Senior Manager; RBC – Co-Manager; Estrada Hinojosa – Co-Manager; Raymond James – Co-Manager.

Discussion Ensued (Unable to hear from recording)

1st – Andrea Williams-McCoy, 2nd – Curtis Rath, Motion Approved

13. EXECUTIVE DIRECTOR'S REPORT.

Glenn Green – I would just like to remind everyone that we have our 3B Resurfacing Project coming up. This is the area that is showing the most needs. This work will start after the July 4th holiday. We will be doing the work at night to not disrupt the public and keep it as safe as possible. Segment 1 was a similar project and is still working beautifully.

Dave Spurrier – How long is the project?

Glenn Green – About 3 weeks.

14. ADJOURNMENT.

It is 2:21, and the meeting is adjourned.

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.
 - 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.

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.

OPEN COMMENT PERIOD

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, including an item listed on the agenda. Public comment must be made during the open comment period. You must be recognized by the presiding officer.

Each speaker will be allowed a **maximum of three (3) minutes**. 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 presiding officer, 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 presiding officer 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 to attend this meeting, please contact the 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 the NET RMA at 903.630.7894 at least two working days prior to the meeting so that appropriate arrangements can be made.