

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY 2009 ANNUAL REPORT

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MESSAGE FROM THE CHAIRMAN

It has been an exciting year for the 12-county North East Texas Regional Mobility Authority (NET RMA). The NET RMA counties have already made progress toward gaining a seat at the transportation planning table by being a member of the NET RMA. However, just being a member doesn't mean funding automatically appears for a project. Here are some actions to take to jump start transportation projects:

1. **Learn about alternative funding solutions.** Texas, along with the nation, is experiencing an extreme transportation funding crisis. Now is the time to think creatively and learn how others are handling the funding challenge. The NET RMA is currently exploring many innovative and alternative funding solutions to address northeast Texas' transportation related projects. NET RMA representatives can help in determining which funding solution might be right for your project.
2. **Make transportation a priority.** Capital is much harder to obtain. State and Federal funding levels are not sufficient to fund every project. Projects that can show local funding and political support will get first consideration by state agencies.
3. **Consider creating a transportation fund.** If a fund is established for transportation related items, agencies can put forth a local match when a project priority becomes apparent.
4. **Set priorities, and revisit them often.** Priority projects have been established for all 12 counties. The NET RMA has worked with TxDOT, the MPOs and counties to outline the top projects in the region.
5. **Strive for "Shovel Ready" project status.** Shovel-ready projects are those that have completed the environmental clearance, engineering, land acquisition and utility adjustment processes. It is imperative that there is local support to assist with the project development process. TxDOT cannot afford to support all of the project development process anymore. If a community is able to perform any of the project development process, it will move the project up in the funding queue. It is imperative that a project can demonstrate financial and political support.
6. **Support the concept of Regional Mobility Authorities (RMAs) at the state level.** RMAs can be to rural areas what MPOs are to urban areas – a source of funding and a voice at the transportation planning table. Support legislative efforts to strengthen RMAs and make them an important part of the political process.



The NET RMA is required by statute to present its member counties with an annual report on the progress and activities performed throughout the past year, as well as our plans for the future. Please accept this letter and accompanying material as the *2009 NET RMA Annual Report*.

I would like to thank everyone for their continued support of the NET RMA. Together, we will continue to move transportation forward for all of Northeast Texas.

Jeff Austin, III

Chairman, North East Texas Regional Mobility Authority

Strength in numbers improves transportation in Northeast Texas

The North East Texas Regional Mobility Authority's (NET RMA) goal is to enhance mobility and create economic opportunity in the North East Texas Region. The agency is set on reaching this goal through a 'bottom's up' approach. "The NET RMA is a way to address local transportation needs," said NET RMA Chairman Jeff Austin, III. "Each county is empowered to secure its own local funding and political support to make their prioritized projects occur more quickly, utilizing the 12-county strength of the NET RMA. This agency is building a transportation platform for generations to come."

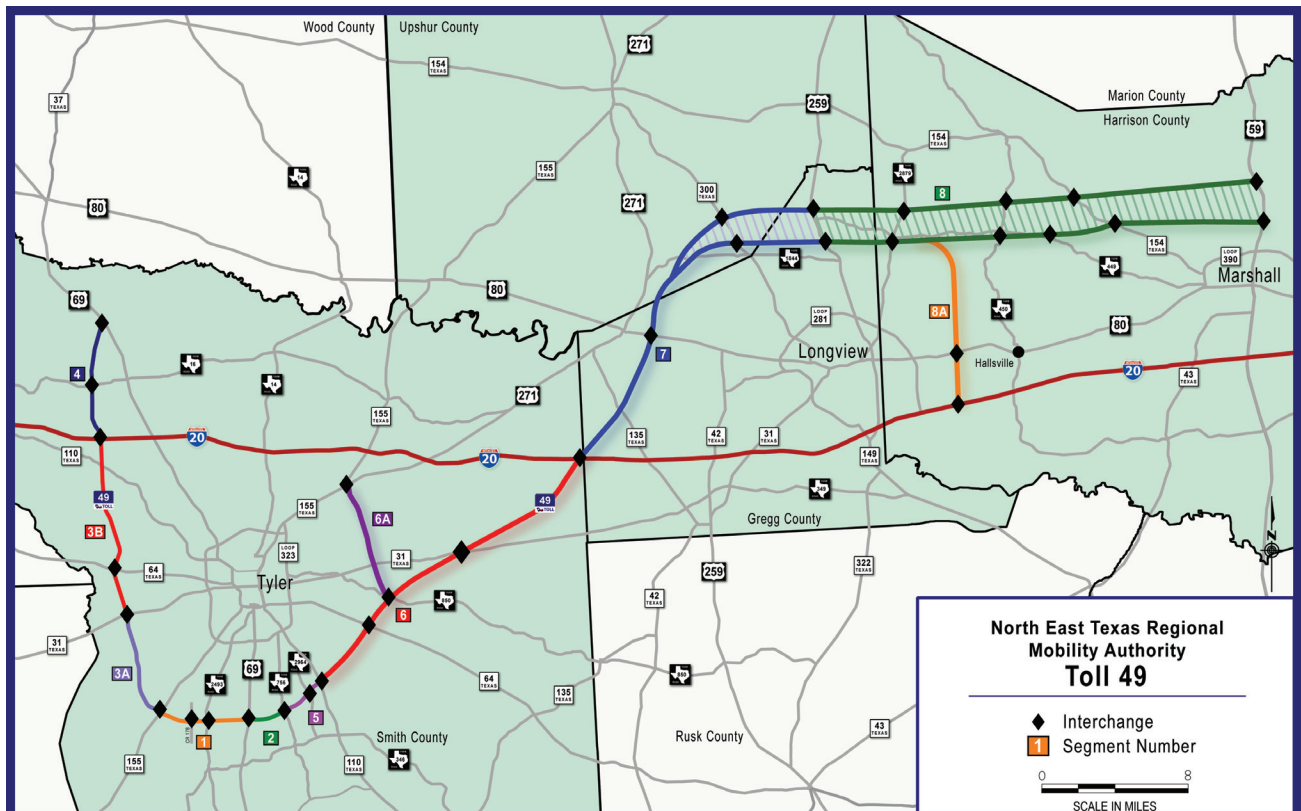
"A major advantage of the NET RMA being formed in East Texas is the legislative authority to implement innovative financing tools that may not be available through traditional means," said Tyler District Engineer Randy C. Hopmann, PE. "Additionally, the RMA provides a voice for transportation initiatives in East Texas. Speaking in one louder voice has proven

to be more effective than many softer voices. This consolidation of ideas and priorities is appreciated by transportation advocates and policy makers in the region."

The NET RMA's authority extends to developing airports, railroads, utilities, intermodal hubs and other facilities that could provide returns from county, municipal or private users. Teamwork between the NET RMA, regional political representatives and local Tx-DOT districts has resulted in forward momentum in transportation-related projects such as roads, a multi-modal facility and rail planning.

Transportation Projects Moving Forward

The on-going accomplishments of the NET RMA flagship project, Toll 49, continue to validate the concept of seed money drawing new and even unexpected revenue streams for development of highways in 2009.



This map shows Toll 49 as planned. Toll 49 has been divided into segments for further project development.

NET RMA 2009 ANNUAL REPORT

Toll 49, a proposed corridor in North East Texas connecting Tyler, Longview and Marshall, is the NET RMA's top priority project. This project is comprised of three previously unrelated projects; Loop 49, the proposed outer loop around Tyler, Texas which has been in the planning stages for over 30 years; the Longview Outer Loop, a project that has conceptually been known as the East Texas Hourglass (ETHG), with connection to Marshall and the US 59 corridor; and the Lindale Relief Route, an extension of Loop 49 from I-20 west of Tyler to US 69 north of Lindale. A partnership between TxDOT, local cities and counties and the NET RMA led to creative means to execute and finance the road. The result was the project was 'fast-tracked' ahead of hundreds of others that are still waiting to be designed and constructed.

Looking to develop new revenue streams for highway construction, the NET RMA received a 2006 Texas Transportation Commission Toll Equity Loan for \$12.25 million. This initial capital was the catalyst for moving Toll 49 from concept to drawing board to construction. The funds were provided from TxDOT to continue the development of the Toll 49 project, which included administrative and engineering support. The design of Toll 49 Segment 5 and Segment 3A commenced.

In October 2008, the Texas Transportation Commission approved \$20 million to fund Segment 5 from the proceeds of State Highway Fund revenue bonds (Proposition 14). At this point, the project plans were 75 percent "shovel-ready" due to the toll equity loan. The project was issued for contractors' bids in December 2009.

A similar chain of events occurred with Segment 3A. In the winter of 2008, when stimulus money was being discussed, the NET RMA was nearing 60 percent completion of Segment 3A design. Because of the NET RMA's foresight in accelerating the plans for construction, the Segment 3A project was "shovel-

ready" and was able to proceed to letting in June 2009. The TxDOT Tyler District received \$37.8 million from the American Recovery and Reinvestment Act (ARRA). Additionally, \$19.2 million was received from the Tyler Metropolitan Planning Organization, cities and Congressional Demonstration funding for construction of Segment 3A.

The ability to use the initial \$12.25 million toll equity loan has created great momentum for the NET RMA.

This momentum will be used to further the conceptual planning components of the ETHG. The next steps for the ETHG include corridor and environmental studies. Subsequently, the alignment of the proposed roadways will be accurately established.

The final step will be the start of the quest for financial support for the remaining segments. Creative funding, coupled with "out of the box thinking" and partnering between NET RMA, TxDOT and regional political representatives will continue the project development of Toll 49.

As demonstrated in Smith County, the key to new construction is supplementary financing for the early stages of a proposed project's development. That ranges from money for anything or everything from advance environmental study to engineering design or right of way acquisition so that projects are "shovel-ready" as funds become available, said NET RMA Project Oversight Director Everett Owen.

"As in the past, having substantial financial support from local governmental entities is viewed very favorably by the Federal agencies providing loan for transportation projects," Mr. Owen continued.

NET RMA member counties should have a logical advantage to getting projects completed ahead of the non-RMA counties.

TxDOT's vested interest in the future of RMAs lies in securing new revenue streams. While the NET

“...THE POTENTIAL TO GENERATE AN INCOME STREAM...HAS TO MAKE THIS A REVENUE-POSITIVE ENTERPRISE.”

“...THE LOGICAL BEGINNING WAS SURVEYING OUR REGION TO IDENTIFY NEEDS THAT WILL SUPPORT...FUTURE BUSINESS AND INDUSTRY.”

NET RMA 2009 ANNUAL REPORT

RMA's success to date has been built on Federal and State funding for Tyler's loop, the \$411,000 expenditure approved by the Rusk County Commissioner's court for advance work on Loop 571 has also served as a catalyst moving forward TxDOT plans that had lain dormant for 20 years.

"Strong partnerships can be formed between counties, the RMA and TxDOT to develop needed projects by introducing local funding to the project to advance delivery," said Mr. Hopmann. "The days of TxDOT paying for all improvements are long gone and communities are now pooling their resources to deliver the project. One example is Rusk County's participation on Loop 571. Rusk County committed to providing all necessary right of way, utility adjustments and paying for the RMA to use their consultants to assist with environmental services. TxDOT is responsible for updating the schematic, public involvement, environmental documentation and preparing detailed construction plans to get the project to the 'shovel-ready' stage. This project would not have happened without this strong partnership arrangement."



Jamal Moharer, President of NDMJ, Ltd. and former Regional Transit Authority Chair sits in his Tyler office. No stranger to building a transportation business, Moharer worked with the NET RMA to apply for a \$3 million grant for a multi-modal complex in Smith County.

By passing House Bill 3588 in 2003, the Texas Legislature provided potential for self-sustaining, revenue positive projects that in the future could be used to underwrite matching funds for other transportation projects in member counties.

The visionary aspect of the potential for member counties to underpin infrastructure addressing future regional development for East Texas is demonstrated by the work of the Rail Committee and the Regional Transit Advisory Committee. These are only two of the committees charged with moving the NET RMA's priorities forward.

In 2009, the work of Regional Transit Advisory Committee Chairman Jamal Moharer and Rail Committee Chairman Celia Boswell accomplished that.

Future Transit Initiative: Multi-Modal Facility

Iranian-born Jamal Moharer became interested in the business of passenger and cargo ground transportation in a uniquely Texas way. His stateside work as a free-lancing corporate pilot played out when his oil-boom client list went bust along with oil in 1985.

"My last touchdown was in Tyler," Mr. Moharer said. Since then, as president of NDMJ Ltd, Transportation, he's grown a small-town taxi service into a corporation offering passenger and cargo transportation and shuttle service. As a member of the NET RMA board and Chair of the Regional Transit Advisory Committee, Mr. Moharer worked with the NET RMA to apply for a \$3 million grant for a multi-modal complex to be located in Smith County. The facility will reduce tax-based transportation subsidies through private-sector efficiencies.

"Given the willingness of both private and public sectors to provide matching funds for the loan developed through NET RMA, I'm optimistic that we'll get funding through TxDOT," he said. "Putting in place design and plans for construction of a multi-modal center will give us the leverage to secure a central location for services."

The envisioned central location would be a headquarters for everything from car rental enterprises to both private and public sector bus services, shuttles and taxis.

"At the end of the day, the potential to generate an income stream through leases has to make this a reve-

NET RMA 2009 ANNUAL REPORT

nue-positive enterprise,” he said. “That’s my purpose, and that’s the larger purpose of the NET RMA in creating the most efficient transportation system for our region.”

Long-range Rail Planning in Place

Similarly, Wood County NET RMA board member Celia Boswell anchored the Rail Committee’s study of transportation in the efficient use of another transportation resource.

Grounded in the belief that the future of fuel costs will drive the nation’s transportation industry back toward the efficiency of railroads, Mrs. Boswell, Rail Committee Chair, guided the effort to develop plans providing a foundation for economic growth cutting directly through the east-west axis of NET RMA member counties.

“The logical beginning was surveying our region to identify needs and the potential to provide services that will support existing and future business and industry,” Mrs. Boswell said. “After gathering information from member counties we presented the RMA’s General Engineering Consultant with a stack of papers. That expertise was the critical factor in studying distances and time tables, looking at projects and estimating costs so that plans are in place for development.”

“Celia’s passion for rail pre-dates formation of our organization,” Mr. Austin said. “As we come together with a regional plan, I hope that Texas and neighboring states will follow our lead. Transportation doesn’t stop at our borders. By pulling together with long-range planning we can influence development of three facets of rail. In addition to freight, planning models should address high-speed commuter and light-rail initiatives.”

Not one to be daunted by the visionary nature of her committee’s work, as a former mayor of Mineola, Mrs. Boswell established a track record of unlikely small-town success with the railroad.

Mineola’s quest for rail started with a letter writing campaign to Amtrak’s Chicago-based Product Line Manager Joy Smith. Besieged with the writing campaign, a somewhat exasperated Mrs. Smith ultimately agreed to at least visit Mineola.



Former Mineola mayor and Rail Committee chair Celia Boswell shows off Mineola’s train depot. Mrs. Boswell established unlikely small town success with a railroad starting with a letter-writing campaign to Amtrak that resulted in Amtrak’s first stop in Mineola in 1996.

“Basically, she came to town to tell us to quit writing letters,” Mrs. Boswell said. The mayor organized a dinner and reception; in the face of such hospitality, the Amtrak representative tempered her response.

“She said she’d think about it,” said Mrs. Boswell, whose persevering nature today underpins the confidence with which she has undertaken her NET RMA rail committee slot. In April, 1996, eleven months after she took the reins as Mineola’s mayor, Amtrak made its first stop in her town.

The Result

The year ended up being one of significant forward momentum for the NET RMA. Transportation projects, transit initiatives and long-term rail planning are all accomplishments attributable to the forward thinking ‘bottoms-up’ approach of the thoughtful NET RMA Board and their partnering with stakeholders throughout the region. The NET RMA continues to look for opportunities to work with local entities to find innovative funding solutions to resolve transportation-related challenges. Through continued partnering with stakeholders, the NET RMA will work towards moving projects through the development process so that they can be “shovel-ready.” The result is the NET RMA is truly poised as an agency to accelerate transportation-related projects for North East Texas in 2010.



NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY

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NET RMA TxDOT FAA FUNDING STATUS

August 17, 2009

FAA FUNDING ANALYSIS		ITEM AMOUNT	FAA FUND BALANCE
1	Original FAA Funding		\$ 12,250,000
	2006 Expenses		
2	GEC:	\$ 349,956	\$ 11,900,044
3	Locke Liddell:	\$ 121,227	\$ 11,778,818
4	CTRMA:(Proj Dir)	\$ 12,074	\$ 11,766,744
5	NET RMA (Admin.)	\$ 2,825	\$ 11,763,919
	2007 Expenses:		
6	GEC:	\$ 693,670	\$ 11,070,249
7	Locke Liddell:	\$ 194,562	\$ 10,875,687
8	CTRMA:(Proj Dir)	\$ 24,584	\$ 10,851,102
9	NET RMA (Admin.)	\$ 7,419	\$ 10,843,684
	2008 Expenses		
10	GEC:	\$ 415,307	\$ 10,428,377
11	Locke Liddell:	\$ 95,333	\$ 10,333,044
12	CTRMA:(Proj Dir)	\$ 33,564	\$ 10,299,480
13	NET RMA (Audit)	\$ 17,500	\$ 10,281,980
	2009 Expenses (Estimated)		
14	GEC: (Estimated)	\$ 561,200	\$ 9,720,780
15	Locke Liddell: (Estimated)	\$ 84,773	\$ 9,636,007
16	CTRMA:(Proj Dir) (Estimated)	\$ 55,000	\$ 9,581,007
17	NET RMA (Admin.) (Estimated)	\$ 28,444	\$ 9,552,563
18	Audit	\$ 19,000	\$ 9,533,563
	Projects		
19	Toll 49 Segment 5 (Design + Environmental)(Complete)	\$ 1,944,996	\$ 7,588,567
20	Toll 49 Segment 3A (Design and Environmental)(Estimated)	\$ 2,533,818	\$ 5,054,749
21	Toll 49 Segment 3B Design (Estimated)	\$ 1,669,632	\$ 3,385,117
22	Toll 49 Seg 3B Design Build Procurement	\$ -	\$ 3,385,117
23	FAA Funds Remaining - Oct. 1, 2009:		\$3,385,117



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PROPOSED NET RMA BUDGET FY 2010

EXPENSES		Approved Fiscal 2009	Est. Final Fiscal 2009	Proposed Fiscal 2010	Change
Administration					
24	Accounting	\$ 4,000	\$ 2,463	\$ 4,000	\$ -
25	Advertising / Legal	\$ 500	\$ 694	\$ 500	\$ -
26	Audit Services	\$ 16,000	\$ 17,500	\$ 19,000	\$ 3,000
27	Contingencies / Misc.	\$ -	\$ -	\$ -	\$ -
28	Consultants / Misc.	\$ -	\$ -	\$ -	\$ -
29	Dues / Subscriptions	\$ 1,000	\$ -	\$ -	\$ (1,000)
30	Insurance	\$ -	\$ -	\$ -	\$ -
31	Legal Fees (Admin)	\$ 50,000	\$ 667	\$ -	\$ (50,000)
32	Office Supplies	\$ 1,000	\$ -	\$ -	\$ (1,000)
33	Postage and Delivery	\$ 250	\$ -	(GEC)	\$ (250)
34	Printing and Copying	\$ 1,000	\$ -	(GEC)	\$ (1,000)
35	Public Notices/Press Releases	\$ 250	\$ 1,181	\$ 1,500	\$ 1,250
36	Seminars & Conferences (fees)	\$ -	\$ 75	\$ 100	\$ 100
37	Surety Bonds	\$ 2,400	\$ 1,257	\$ 2,875	\$ 475
38	Travel - Conference hotels	\$ 4,000	\$ 674	\$ 1,000	\$ (3,000)
39	Travel - Mileage	\$ 6,000	\$ -	\$ -	\$ (6,000)
40	Web Site	\$ -	\$ -	(GEC)	\$ -
Administration Sub-Total:		\$ 86,400	\$ 24,511	\$ 28,975	\$ (57,425)



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PROPOSED NET RMA BUDGET (continued)
FY 2010

EXPENSES	Approved Fiscal 2009	Est. Final Fiscal 2009	Proposed Fiscal 2010	Change
Project-Related				
41 Annual Report	\$ -	\$ -	\$ -	\$ -
42 WA# 3.0 - Seg 3A 100% PS&E	\$ 2,396,134	\$ 2,533,818	\$ 179,800	\$ (2,216,334)
GEC FY 2009				
43 GEC	\$ 510,700	\$ 497,724	\$ -	\$ -
44 GEC Financial RFQ Support	\$ 50,000	\$ 50,000	\$ -	\$ -
45 Postage and Delivery	\$ 250	\$ 213	\$ -	\$ -
46 Printing and Copying	\$ 250	\$ 7,432	\$ -	\$ -
47 Website Operation	\$ -	\$ 5,831	\$ -	\$ -
48 WA# 7.0 - GEC FY 2009 Totals	\$ 561,200	\$ 561,200	\$ -	\$ -
GEC FY 2010				
49 GEC Support	\$ -	\$ -	\$ 545,950	\$ (14,750)
50 Postage and Delivery	\$ -	\$ -	\$ 250	\$ -
51 Printing and Copying	\$ -	\$ -	\$ 8,000	\$ 7,750
52 Website Operation	\$ -	\$ -	\$ 7,000	\$ 7,000
53 WA# 11 - GEC FY 2010 Totals	\$ -	\$ -	\$ 561,200	\$ -
Toll 49 Segment 3B Design				
54 WA# 8.0 - Toll 49 Seg 3B 100% PS&E	\$ 3,269,500	\$ 929,626	\$ -	\$ (3,269,500)
55 WA# 8.1 - Toll 49 Seg 3B 30% PS&E	\$ -	\$ 1,669,632	\$ 317,145	\$ 1,986,777
56 Toll 49 Segment 3B Design Totals	\$ 3,269,500	\$ 2,599,258	\$ 317,145	\$ (1,282,723)
Toll 49 Seg 3B Design Build Procurement				
57 WA# 9.0 - GEC Eng, ROW, Procurement Docs	\$ -	\$ -	\$ 1,711,035	\$ 1,837,205
58 GEC Utility Coord. & ROW Aquisition (Bond Funded)			\$ 126,170	
59 Project Director	\$ -	\$ 11,250	\$ 63,750	\$ 75,000
60 Legal Services	\$ -	\$ 67,500	\$ 382,500	\$ 450,000
Loop 571 (paid by Rusk Co)				
61 WA# 10.0 - GEC Support, ROW, and Env	\$ -	\$ 31,160	\$ 280,440	\$ 311,600
62 Project Director	\$ -	\$ 5,000	\$ 45,000	\$ 50,000
63 Legal Services	\$ -	\$ 5,000	\$ 45,000	\$ 50,000
64 Project Director (Toll 49)	\$ 30,000	\$ 55,000	\$ 50,000	\$ 20,000
65 Legal Fees (Toll 49)	\$ 100,000	\$ 84,773	\$ 115,227	\$ 15,227
66 Public Involvement	\$ 5,000	\$ -	\$ 5,000	\$ -
67 Marketing	\$ -	\$ -	\$ -	\$ -
1 Project-Related Sub-Total:	\$ 6,361,834	\$ 5,953,959	\$ 3,882,267	\$ (690,025)
2 Proposed Budget Total:	\$ 6,448,234	\$ 5,978,470	\$ 3,911,242	\$ (747,450)



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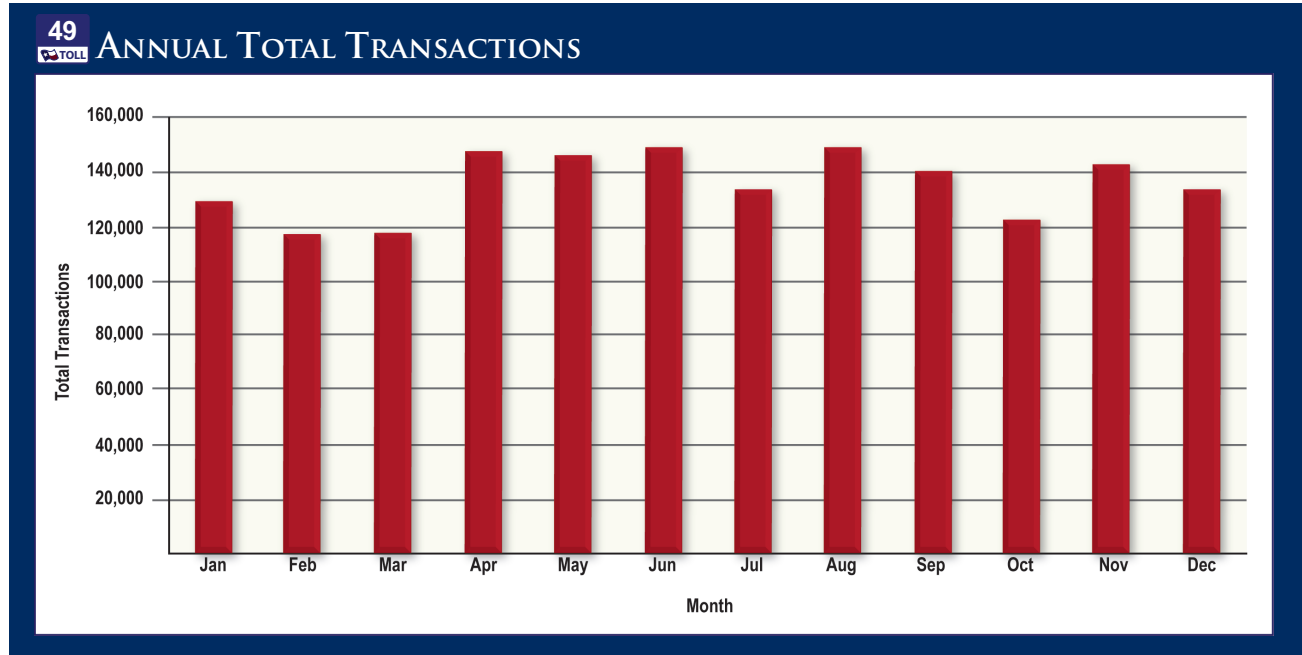
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BUDGET IMPACTS TO FAA FY 2010

SUMMARY		AMOUNT
3	FAA Funds Remaining - Oct. 1, 2009:	\$3,385,117
4	Administrative Budget FY 2010:	\$ (28,975)
5	Project-Related Budget FY 2010:	\$ (3,882,267)
6	Funds to be Reimbursed by Rusk County:	\$ 370,440
7	Annual Fees from Counties (18 board members @ \$2000)	\$ 36,000
8	Bond Funding	\$ 126,170
9	FAA Fund Balance Anticipated after FY 2010:	\$6,485
Other Possible Projects (Unfunded)		
10	Preliminary Corridor Study - Toll 49	
11	Toll 49 Hourglass - Seg 7	\$ 744,000
12	Toll 49 Hourglass - Seg 6 and 6a	\$ 882,000
13	Toll 49 Hourglass - Seg 8 and 8a	\$ 603,000
14	Texarkana West Outer Loop	\$ 1,400,000
15	Lake Columbia - Transportation Corridors	\$ 4,580,300
16		
17		
18		
19	Other Possible Projects - Sub-Total	\$ 8,209,300

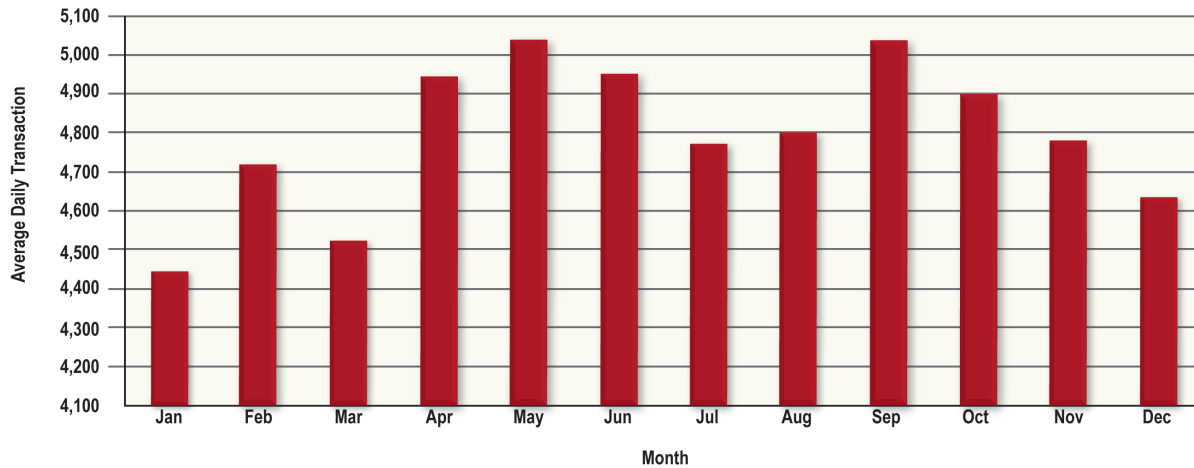
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49 TOLL ANNUAL ACTIVITY REPORT								
Month	Total Txns	Daily Average Txns	Tags (Percent)	Video (Percent)	Trucks (Percent)	Total No Images	Percent No Images	Days w/ No Data
January	128,999	4,448	62%	38%	1%	1	0.00%	2
February	118,028	4,721	65%	35%	2%	4	0.00%	3
March	117,587	4,523	66%	34%	2%	1,219	1.04%	5
April	148,269	4,942	68%	32%	2%	676	0.46%	0
May	146,296	5,045	67%	33%	2%	515	0.35%	2
June	148,477	4,949	67%	33%	2%	104	0.07%	0
July	133,667	4,774	67%	33%	2%	415	0.31%	3
August	149,005	4,807	67%	33%	2%	2,245	1.51%	0
September	141,085	5,039	67%	33%	2%	216	0.15%	2
October	122,674	4,907	68%	32%	2%	3	0.00%	6
November	143,442	4,781	68%	32%	2%	13	0.01%	0
December	134,475	4,637	67%	33%	2%	3,128	2.33%	2
Annual:	1,632,004	4,798	67%	33%	2%	8,539	0.52%	25

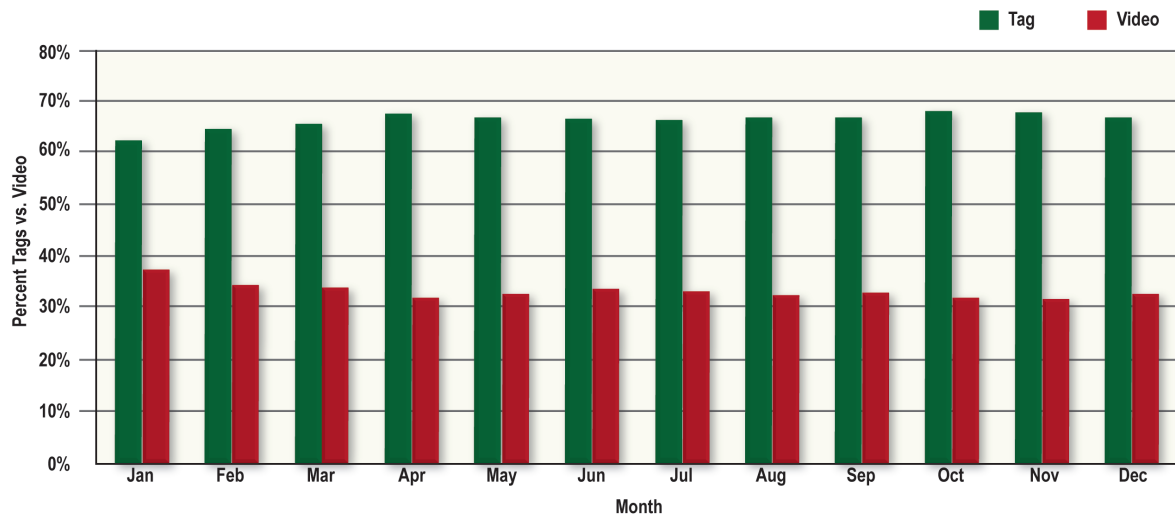


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49 AVERAGE DAILY TRANSACTIONS



49 TAG VS. VIDEO TRANSACTIONS



NET RMA BOARD

Jeff Austin, III
Chairman

Linda Ryan Thomas
Vice Chairman
Gregg County

Robert Murray
Bowie County

Williams Runnels
Cass County

Barry Tucker Hughes
Chairman, Long-Range Planning
Cherokee County

Keith Honey
Chairman, Compliance and Oversight
Gregg County

Dave Spurrier
Secretary
Gregg County

Rodney Gilstrap
Harrison County

Edward Smith
Harrison County

Walta Pippen Cooke
Panola County

Andy Vinson
Rusk County

Tab Beall
Treasurer
Smith County

Gary Halbrooks
Chairman, Finance Committee
Smith County

Hudson Old
Titus County

David Stevenson
Upshur County

Bill Rowton
Van Zandt County

Celia Boswell
Chairman, Rail Committee
Wood County

This image shows a full page of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.



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