



2017 ANNUAL REPORT



MEMBER COUNTIES

*The Counties of the
North East Texas
Regional Mobility
Authority:*

BOWIE COUNTY

CHEROKEE COUNTY

GREGG COUNTY

HARRISON COUNTY

KAUFMAN COUNTY

PANOLA COUNTY

RUSK COUNTY

SMITH COUNTY

TITUS COUNTY

UPSHUR COUNTY

VAN ZANDT COUNTY

WOOD COUNTY





TABLE OF CONTENTS

BOARD CHAIR REMARKS	2
BOARD OF DIRECTORS	3
MISSION	3
MEMBER COUNTY MAP	5
NET RMA HOURGLASS MAP	6
TOLL 49 SEGMENT 4	7
TOLL ROAD MAINTENANCE	11
TOLL 49 USAGE	12
PRIORITY PROJECTS	13
KAUFMAN COUNTY	15
UPSHUR COUNTY	16
WOOD COUNTY	17
THE TRUTH ABOUT TOLLING	18
MEET THE JUDGES – SMITH COUNTY	19
MEET THE JUDGES – GREGG COUNTY	20
MEET THE JUDGES – HARRISON COUNTY	21
COLLABORATIVE CONVERSATIONS: 2017 TRANSPORTATION FORUM	23
STRATEGIC PLANNING	24
EXECUTIVE DIRECTOR REMARKS	25
FINANCIAL REPORT	26



DID YOU KNOW?

The NET RMA is governed by 12 counties in East Texas.

Linda Thomas
Chair



It has been an amazing year. A year of growth which, of course, leads to more exciting change. I am so proud and yet humbled at the same time to be part of the continuing excitement at the NET RMA.

The NET RMA moved into its own offices for the first time ever at the beginning of the year. Shortly after the move, the agency hired a couple more employees, which included a full-time Director of Maintenance who is spending a significant part of his time out on the road!

Construction has continued on Segment 4, and if you drove anywhere near I-20, this past fall, you probably saw the bridge beams and bridge decking being constructed across the interstate. There are several photos of this momentous event contained in this annual report. Additionally, we continue to make upgrades to all segments of the toll road. Recently, the entire toll road was outfitted to allow for more passing lanes and enhancements are also underway for Segment 3B. When these are complete, there will

be a four-foot flush median between lanes, additional rumble strips and reflectors between lanes and finally, increased signage emphasizing passing and no passing lanes.

We were able to provide matching funds to Kaufman, Wood and Upshur counties with the agency's Priority Projects program, which was active for the second year in a row.

In the communications realm, the agency hosted its first Transportation Forum, bringing together leaders from all over the East Texas area to learn more about transportation mobility and how they can help! Finally, the NET RMA is also publishing its very own newsletter. If you are interested in

getting updates on national transportation initiatives, Texas transportation initiatives, and even transportation initiatives specific to East Texas and the NET RMA, please call the office. We would be happy to add you to our emailing list.

The NET RMA continues to forge ahead and I'm thrilled to play a small part in transportation mobility in East Texas. Please join me in pushing transportation forward in East Texas. Current and future generations will truly benefit from our work.

Sincerely,

Linda Ryan Thomas
Chair, NET RMA 2017



BOARD OF DIRECTORS



Gary Halbrooks
Vice Chair
Smith County



Dr. James Harris
Secretary
Harrison County



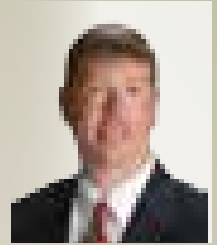
Robert Messer
Treasurer
Kaufman County



Andrea McCoy
Bowie County



Cory Floyd
Bowie County



Dan Droege
Gregg County



Keith Honey
Gregg County



Dave Spurrier
Gregg County



Dave Anderson
Panola County



John Cloutier
Rusk County



Barham Fulmer
Smith County



Mike Thomas
Smith County



Hudson Old
Titus County



Larry Morse
Upshur County



Bob Moore
Van Zandt County



Jason Ray
Wood County

Mission: *The NET RMA, in cooperation with its regional partners, will provide solutions to expedite transportation and mobility projects that will improve the quality of life, enhance the regional economy and assure efficient mobility in the North East Texas Region.*



FOND FAREWELLS

In 2016, the tenure of several transportation-focused board members came to an end. Jack Traylor, a 50-year retired contractor of Jacksonville (Cherokee County), Jim Bunch, President/CEO of BWI Companies of Texarkana (Bowie County) and Pat McGill, Corporation Manager at Harleton Water Supply, Harleton (Harrison County), all said farewell to the NET RMA.



Jack Traylor
Cherokee County



Jim Bunch
Bowie County



Pat McGill
Harrison County

In 2017, the tenure of two dedicated board members came to a close. Robert Murray, the President/CEO of MTG Engineers and Surveyors in Texarkana (Bowie County), and Walta Cooke, Co-owner of Pippin Motor Company of Carthage (Panola County) said goodbye to the NET RMA. Both members have served on the board since 2007. Robert also served on the Project Development and Implementation Committee and Walta served on several ad-hoc committees during her tenure.

We thank all of these individuals for their dedication and service to the North East Texas Regional Mobility Authority and the residents of East Texas.



Robert Murray
Bowie County



Walta Cooke
Panola County

NEW BEGINNINGS

Bowie County: Cory Floyd of Norton and Wood Law Firm, and Andrea Williams McCoy, Governmental and Public Relations for Ward Timber both joined the agency this year as new members to the board of directors. Both were appointed to the board by Bowie County Judge James Carlow.



Cory Floyd
Bowie County



Andrea McCoy
Bowie County

Panola County: Former Judge and retired business professional David Anderson also joined the NET RMA as a new board member. He was appointed by Panola County Judge LeeAnn Jones.



David Anderson
Panola County

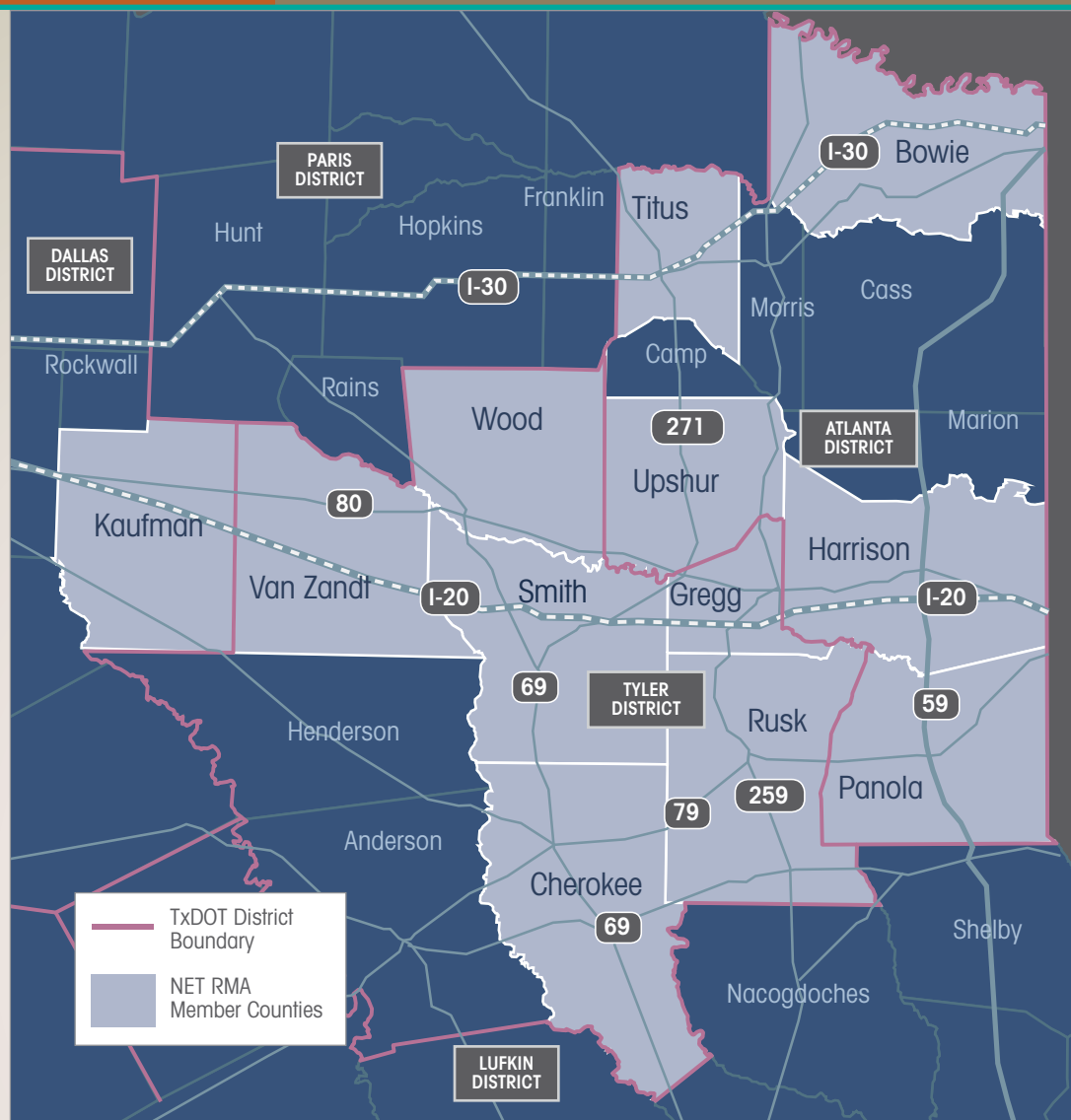
DID YOU KNOW?

The NET RMA's Board Members are appointed by County Commissioners' Courts and its Board Chair is appointed by the Governor of Texas.



MEMBER COUNTY MAP

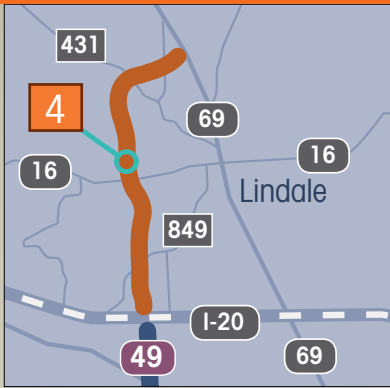
BOWIE COUNTY
 CHEROKEE COUNTY
 GREGG COUNTY
 HARRISON COUNTY
 KAUFMAN COUNTY
 PANOLA COUNTY
 RUSK COUNTY
 SMITH COUNTY
 TITUS COUNTY
 UPSHUR COUNTY
 VAN ZANDT COUNTY
 WOOD COUNTY



DID YOU KNOW?

The NET RMA is the largest RMA in the state of Texas, geographically.

EAST TEXAS HOURGLASS SYSTEM – TOLL 49



LINDALE RELIEF ROUTE (Segment 4)

Construction start: July 2016

Length: 6.7 miles

Connect: I-20 to US 69 North of Lindale

Construction end: Early 2019



Asphalt: When completed, Segment 4 will have 50,000 tons of hot mix asphalt –this is almost as much as the weight of the Titanic (52,000 tons)!



Excavation: 2.3 million cubic yards of material will have been excavated when completed. This volume of material would fill up 700 Olympic sized swimming pools!



Bridge beams: There are 270 beams totaling 27,250 linear feet. If you stacked the bridge beams end to end, they would be as tall as nearly 22 Empire State Buildings!



Bridge deck: There are 211,700 square feet of concrete bridge deck. This equals 21.2 million pounds of concrete (10,600 tons) which is equivalent to the weight of 128 space shuttles!



SEGMENT 4 PROGRESS: GRADEWORK

Top: Backhoe performing excavation work on Segment 4.

Center left: Roadway subgrade compaction.

Center right: Leveling roadway base.

Bottom: Bulldozer performing roadway embankment earthwork.



DID YOU KNOW?

Toll 49's newest segment, known as The Lindale Relief Route (located north of I-20) will open in early 2019.

SEGMENT 4 PROGRESS: BRIDGEWORK



Top: Setting bridgedeck forms.

Center left: Pouring bridge deck on CR 431/Stevenson Branch Bridge.

Center right: Contractor setting prestressed concrete bridge panels on the CR 4118 crossover bridge.

Bottom: Setting bridge deck and parapet wall supports for CR 431/ Stevenson Branch Bridge.



SEGMENT 4 PROGRESS: CROSSING I-20

Setting bridge beams at night for the Toll 49/I-20 flyover.

DID YOU KNOW?

All major bridge work for Toll 49, Segment 4 was performed at night to minimize traffic congestion.



DID YOU KNOW?

99% of the construction for Toll 49, Segment 4 was financed through selling bonds.

SEGMENT 4 PROGRESS: LANDSCAPE



Top: Toll 49 roadway excavation and grading.

Center left and right: Roadway earthwork and embankment stabilization.

Bottom: Overview of the bridge at Toll 49 and I-20.



TOLL 49: MAINTENANCE

Top: Gantry maintenance on Segment 3B.

Center left: Rolling a one-course surface treatment.

Center right: Traffic control for the widening of Toll 49.

Bottom: Applying aggregate for a one-course surface treatment.



TOLL 49: TRANSACTIONS

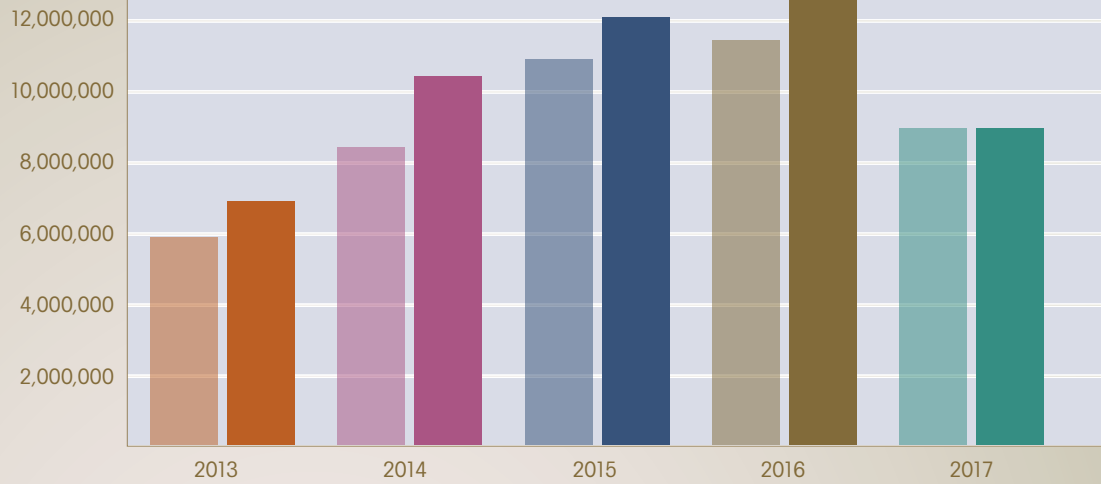
ANNUAL TRANSACTIONS

1. 2013 forecasted transactions are projected using a full system base model from the CDM Smith 2014 Study.

2. 2014 forecasted transactions are based on the CDM Smith 2014 Study.

3. 2015 and beyond is based on the CDM Smith 2016 Study with 2017 Analysis Update.

(Left bar: projected; right bar: observed)



DID YOU KNOW?

Toll 49 generates more than 30,000 transactions daily.

DID YOU KNOW?

The NET RMA has returned over \$900,000 to the North East Texas region through grants for non-tolled transportation-related projects.

PRIORITY PROJECTS CONTINUE TO GROW

Take a group of enthusiastic, visionary transportation volunteers (the NET RMA Board of Directors) with a goal of expediting transportation in East Texas and the end result is the Priority Projects Program. The NET RMA provides organizational support and money to the grant winner(s) of the program each year. The agency was proud to award three grants in 2017, for a grand total of \$500,000.

Original Investment \$400K



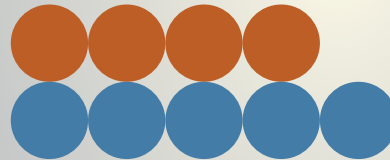
Current Investment \$500K



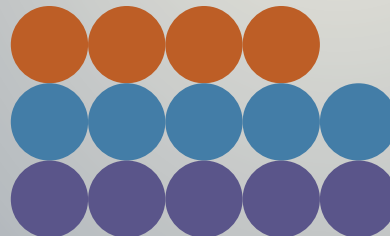
Budgeted Investment 2018 \$500K



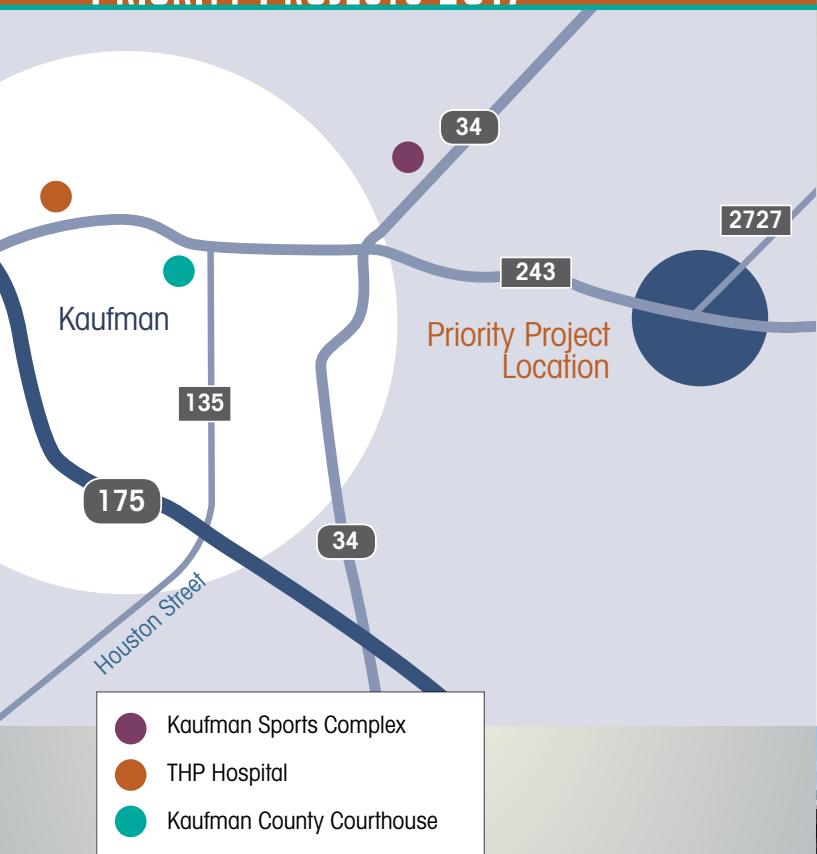
Total Investment \$900K in two years



Total Investment \$1.4M in 3 years



PRIORITY PROJECTS 2017



KAUFMAN COUNTY: INTERSECTION IMPROVEMENTS

Project: Intersection improvements

Location: SH 243/FM 2727

Funding: Kaufman County Bond program

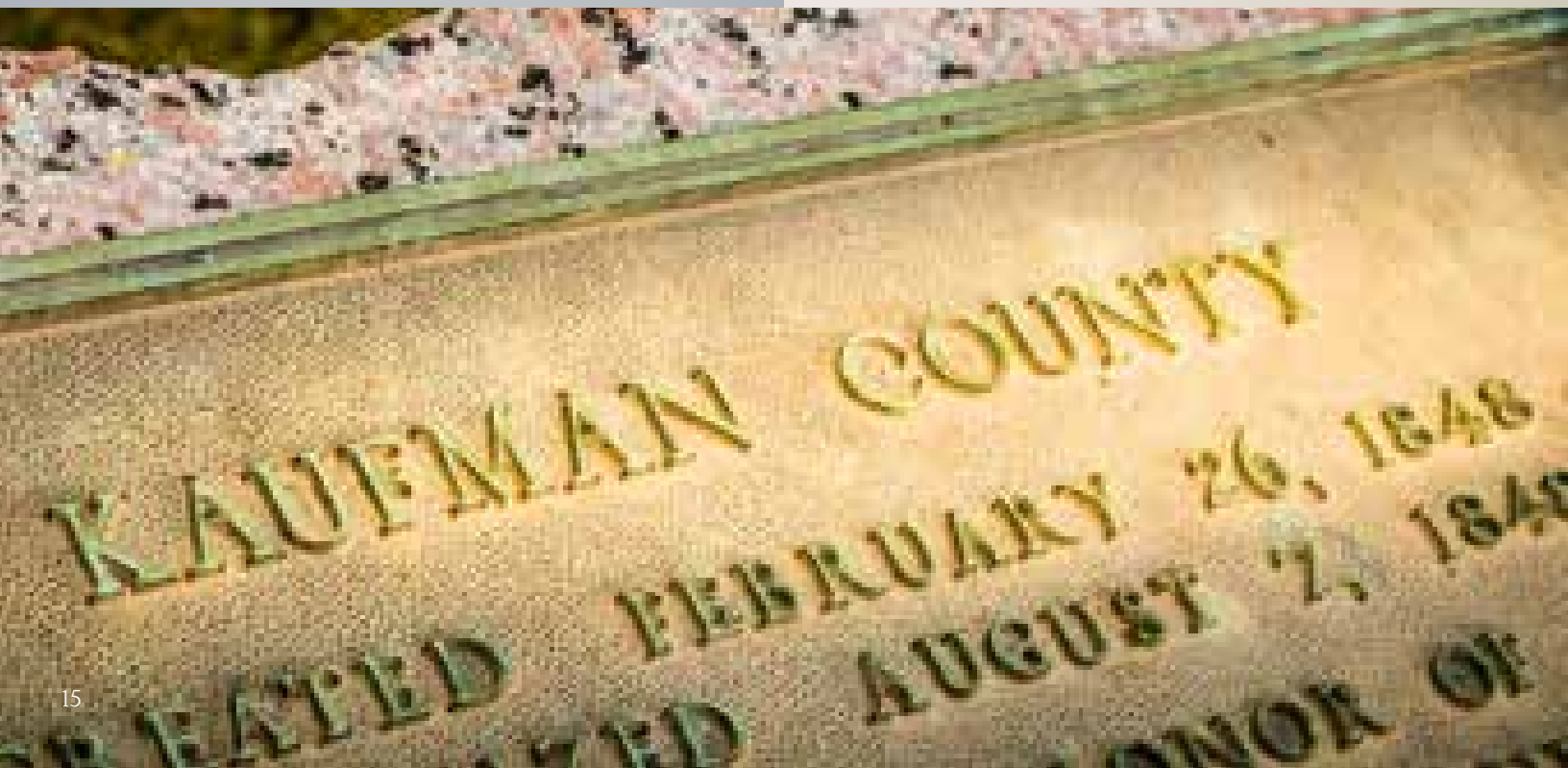
Benefit of project: Safety improvement for the SH 243 corridor. The project will help improve corridor efficiency, safety and mobility.

Monies allocated: \$77,817



DID YOU KNOW?

Toll 49 serves a region where more than 1.2 million people live.



UPSHUR COUNTY: GILMER LOOP FEASIBILITY STUDY

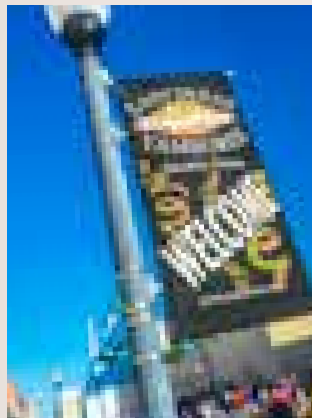
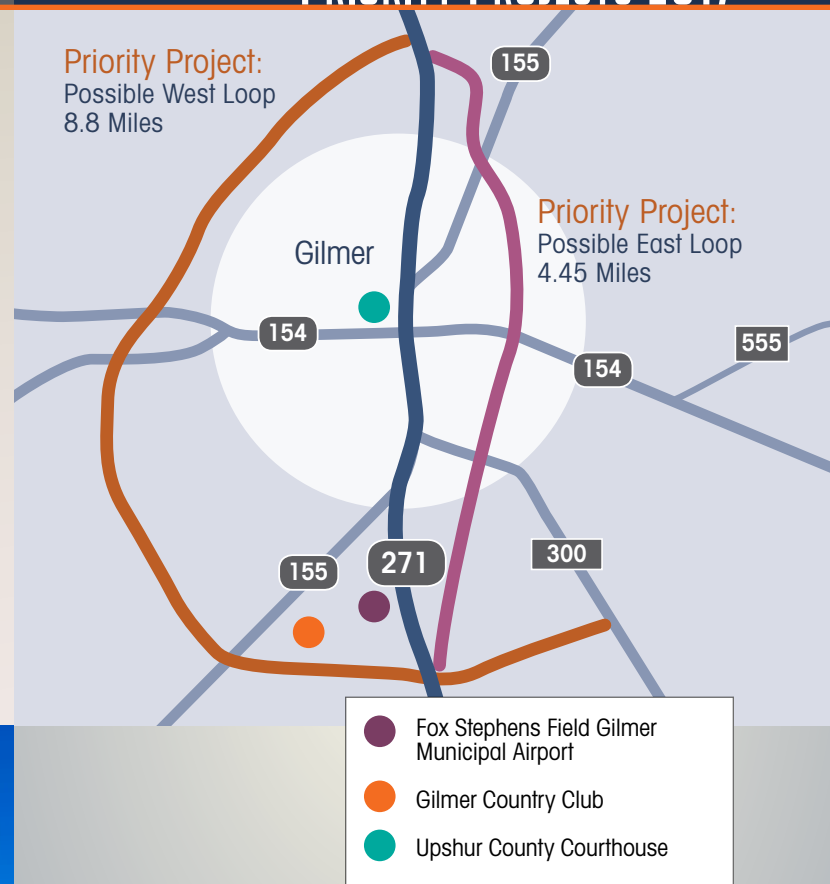
Project: Feasibility study for the construction of a loop

Location: Gilmer, TX

Funding: TxDOT's rural transportation funding

Benefit of project: Will improve traffic safety, especially in school zones and at the major intersections of US 271 and SH 154, SH 155 and SH 300.

Monies allocated: \$250,000



PRIORITY PROJECTS 2017



- Proposed Sanderson Farms
- Mineola Transportation Complex
- Longhorn Ford
- Proposed 4" Natural Gas Line
- Proposed 4" Sewer Line
- Proposed 4" Water Line

WOOD COUNTY: INFRASTRUCTURE IMPROVEMENTS

Project: The development of water, sewer and natural gas infrastructure in support of the Northeast Texas Poultry Complex (Sanderson Farms)

Location: Mineola, TX

Funding: Local funds

Benefit of project: \$200M capital investment in poultry complex, 1,700 new jobs, increased utility revenues and franchise fees, etc.

Monies allocated: \$172,183



With a diverse set of mobility needs to serve, tolling is merely one piece of the funding puzzle; a tool by which more timely infrastructure expansion is made possible. Tolling garners the most public attention, and with that attention comes some common misconceptions.

We'd like to take the opportunity to provide some clarity and separate fact from fiction:

MYTH: *Tolling a road is a double tax on drivers.*

TRUTH: Taxes are mandatory. Tolls are a user fee that drivers pay when they make the choice to drive on toll roads. Courts have long ago established the distinction between tolls and taxes.

MYTH: *We've already paid for the roads.*

TRUTH: Gas taxes are not enough to meet the need for improvements on existing and future corridors, and the cost of road maintenance over time is greater than the initial cost of building the road.

MYTH: *There is plenty of money from Propositions 1 and 7 to pay for new roads.*

TRUTH: While it's a great tool in the funding toolbox, the new money authorized by the Texas Legislature through Propositions 1 and 7 will not cover the great statewide funding need Texas has for mobility improvements.

Until the legislature allocates sufficient public funding for all our infrastructure needs, toll financing helps to meet the evolving mobility demands of the traveling public.

MEET YOUR COUNTY JUDGES



Walking into the Smith County Judge's office, one immediately notices a large painting of the Texas Tech Red Raider mascot. Upon further examination, it is revealed that Judge Moran painted the picture himself. An artist, a family man, and a public servant, Smith County Judge Nathaniel Moran brings a wide range of experience to the office.

The former Red Raider, US Military Academy attendee and Whitehouse graduate enjoys his job immensely. Judge Moran has a Bachelor's Degree in Russian, an MBA, and a degree in Law. Couple this with his work experience as an attorney, focusing on business and commercial litigation, and then add Judge Moran's personal work ethic, integrity and devotion, it is clear that Smith County is lucky to have Judge

"I enjoy dealing with people and problem solving. Passionate about making the county better by utilizing critical thought and fortitude."

Nathaniel Moran at its helm. Serving the constituents of Smith County since the summer of 2016, Judge Moran

is passionate about his job and serving the people of Smith County.

Prior Occupation: Attorney. Focused on business and commercial litigation and transaction work.

Family: Wife, Kyna, and his four children, Caleb, Victoria, Juliette, and Lincoln. Judge Moran is one of four brothers. The Judge's eyes lit up when asked about his family. He is very committed to raising his children and being the best father and husband that he can be.

Education: Graduate of Texas Tech University with a degree in Russian, an MBA, and a law degree.

Enjoys most about the job: "I enjoy dealing with people and problem solving. I'm passionate about making the county better by applying critical thought and hard work to any issue that comes up."

Hardest part of the job: "The challenges of working within a structure of county government that is decentralized by design of the legislature. I work with twenty-eight independently elected officials, each of whom are only accountable to their electorate. So, as County Judge, I've had to learn to serve as a hub of communication with each of them, to seek out their input, and to collaborate with all of them to solve the myriad of issues facing the County."

Hobbies: Enjoys supporting his children in their extra-curricular activities, and providing life-experiences for them in the hopes that they each will grow into productive adults. He also enjoys playing the trombone, travelling, and writing.

First job: His first job was in the rose fields counting rose bushes when he was still in middle school. In high school, he worked at a batting cage and mini-golf park in Tyler. And, to pay his way through college, Moran worked at Mercado's Mexico Café, where he learned how to make customer service a priority. He attributes many of his life lessons and

personal growth to his work in the highly stressful restaurant service industry.

Most recent book: Washington's Secret 6.

Several years ago, Judge Moran was a City of Tyler Councilman. Former Mayor Barbara Bass had the opportunity to work with Nathaniel when he served on the Tyler City Council. She describes the Judge as "a person with integrity, compassion, and someone who is fair and experienced. Nathaniel Moran has a huge heart, as he is willing and wants to serve."



Walking into the Gregg County Judge's office, one immediately notices a colorful hot-air balloon sculpture behind his desk and a picture of John Wayne directly across from his desk.

When asked about the sculpture Judge Bill Stoudt responded, "I chaired the Longview Hot air balloon festival

"You don't have to have an appointment to come see me. If I am here, I am willing to meet with anyone. I have an open-door policy. I believe in transparency and getting things accomplished."

for 6 years prior to becoming Judge. As for John Wayne, he said, "I watched all of his movies growing up." It is very apparent that Judge Stoudt is also

a patriotic American and enjoys being a public servant. Stoudt has been a county judge since 2003 and states proudly, "Gregg County has no debt. It pays cash or utilizes reserves if needed and they have the lowest tax rate of any county of a similar size."

Prior occupation: "My first job was laying grass for a construction company during the summer at a mall in Dallas. I was still in high school at the time and the mall is still there. I learned very quickly that I wanted to go to college and find a different career path for myself. I also decided that I wanted to work in air conditioning, so my second job was working inside the mall at a men's clothing store." However, growing up, the Judge said he always wanted to be a veterinarian. "I just realized I wasn't smart enough for that," but he proudly states that his daughter became a veterinarian.

Time in office: 15 years

Family: Wife, Suzanne and Daughter, Cameron, a practicing veterinarian of equine surgery in Bryan/College Station, Texas

Education: Bachelor of Business Administration from Georgia State University

What he enjoys most about the job: "Being a servant for the community. I am in this position because of the people. I enjoy facilitating solutions and bringing people together, so we can achieve a goal."

Hardest part of the job:

"Dealing with children with mental health issues; issues that impact children as young as eight or nine. Before I was in office this issue was complex and very time consuming. I have worked with healthcare professionals and hospitals and have developed effective processes that help these individuals get the help they need in a faster and more efficient way."



Hobbies: "I have a lake house. I like fishing, water sports, travel and golf." The most fun the Judge has had is traveling through Europe with his daughter.

Most recent book read: Decision Points by George W. Bush

Judge Stoudt's management style can be compared to Nike's slogan, "Just Do It." "I always make sure I have a good feel for my constituents. You don't have to have an appointment to come see me. If I am here, I am willing to meet with anyone. I have an open-door policy. I believe in transparency and getting things accomplished. It is amazing what you can accomplish if no one cares who gets credit for it."



MEET YOUR COUNTY JUDGES



One doesn't have to look long or hard when approaching the Harrison County Court House to realize that it is a nationally recognized landmark. The ornately styled building was listed on the National Register of Historic Places in 1977. Designed in 1900, the courthouse has been renovated and is an excellent example of renaissance revival, beaux art, and classical architecture. It is located

on the downtown public square in Marshall and this is where one can find Harrison County Judge Hugh Taylor on any given day.

Prior Occupation:

Attorney, licensed to practice in state and federal courts in 1993. Served 12 years as a Justice of the Peace for precinct one and served as a City Judge for 6 years. He has been a County Judge since 2011.

Education: Undergraduate at Texas A&M, College Station, Law Degree from Texas Tech

Enjoys most about

the job: "Success—actually making things happen. You must be a professional to make things happen. There are 254 counties in Texas and each one has its own intricacies for making things happen."

Proudest Accomplishment:

"Our staff. The departments have been very successful in streamlining and becoming even more efficient. They take great pride in delivering a great product to our constituents."

Most challenging part of

the job: "Balancing the need of staff with the desire of the public to keep taxes low. At the end of the day you have to put the time in to determine what is possible and to make sure you get \$1.10 of value out of every \$1 you spend."

Among the many boards that Judge Taylor is part of, he was recently appointed to chair TxDOT's I-69 Corridor Advisory Committee. This group of statewide leaders has a daunting task in the development of the Interstate 69 freight corridor.

When asked to describe the Judge, NET RMA board member Dr. Jim Harris stated, "He is quiet, studious and extremely knowledgeable. He is a planner and is very well informed regarding transportation issues in East Texas and Texas as a whole."



"At the end of the day you have to put the time in to determine what is possible and to make sure you get \$1.10 of value out of every \$1 you spend."



COLLABORATIVE CONVERSATIONS

The NET RMA hosted its first Transportation Forum on September 13, 2017. The forum brought together regional transportation officials with the goals of improving and discussing new legislation and innovation as it pertains to transportation in East Texas and the state as a whole.



TxDOT Commissioner Victor Vandergriff presents at the first NET RMA Transportation Forum.



NET RMA Executive Director Chris Miller Introduces NET RMA Board Chair Linda Thomas to give opening remarks to the attendees.



Audience members were encouraged to participate and dialogue with speakers.



The transportation panel fields questions. Members of the panel included: (L to R), Brian O'Reilly, Legal Counsel Locke Lord, Kaufman County Judge Bruce Wood, Gregg County Judge Bill Stoudt, TxDOT Commissioner Jeff Austin, Ill, District 9 Texas State Representative Chris Paddie, and Bowie County Judge James Carlow.

STRATEGIC PLAN GOALS

The goals for the strategic plan are below. The NET RMA is tasked with evaluating and updating the plan in even-numbered years.

GOAL #1: Address & provide direction within the NET RMA	GOAL 2: Continue to advance Toll 49, including the East Texas Hour Glass Project, as well as other existing projects undertaken by the NET RMA	GOAL 3: Continue to identify potential transportation projects in the region that the NET RMA will support through partnerships.	GOAL 4: Maintain the parameters for which toll facilities under the NET RMA's ownership are operated.
<p>Objectives:</p> <ul style="list-style-type: none"> ● Maintain and reevaluate the 5-year Strategic Plan and Mission Statement in Accordance with the NET RMA's Bylaws. ● Evaluate the needs and resources for staff, including the implementation of an employee performance evaluation system and pay for performance system. ● Successfully migrate the complete transition of the finance department to be an internal function. ○ Develop a strategic marketing plan, including a retooling of the website to ensure it is a regional resource for transportation mobility. ● Follow Bylaws, policies and procedures for efficient and effective operation of the NET RMA. ● Board Committees, as established, will continue to search and pursue future projects to meet the transportation needs in the NET RMA region. ● The board shall investigate the merits of establishing an Intermodal committee. ● Annually develop, monitor, review and amend Annual Fiscal Operational Budget. ● Assure that the ethical and proper authority reporting through open meetings and annual reports takes place as required by agencies, financial agreements and for the public. 	<p>Objectives:</p> <ul style="list-style-type: none"> ● Continue to advance Toll 49, the flagship project of the NET RMA. Short-term objectives include the construction of Toll 49 Segment 4, and identifying funding sources for the environmental studies of Toll 49, Segments 6 and 7. Additionally, work on the long-term development of Segment 8. ● Continue to cooperate with other agencies, where applicable, to advance other projects already undertaken by the NET RMA, including but not necessarily limited to: Loop 571 in Rusk County, the expansion of US 271; US 80 Corridor Study in Kaufman County; acquisition of abandoned Union Pacific ROW between Whitehouse and Troup, the East Texas Regional Partners for Transit Technology Upgrades. ● Develop and implement a strategic marketing plan to advocate for and to aggressively promote the utilization of Toll 49. 	<p>Objectives:</p> <ul style="list-style-type: none"> ● Rely on the Texas Department of Transportation (TxDOT), the counties, Rural Planning Organization (RPO) of the East Texas Council of Governments and the Metropolitan Planning Organizations (MPOs) to establish the majority of long range transportation projects within the RMA boundaries. ● Request on an annual basis from each County through its Board Member(s) and County Judge the identification of the County's top priority project that they desire the NET RMA to support. The support can take the form of political, technical or financial support. Develop procedures to evaluate these priority projects and determine the type and level of support the RMA can provide. ● Provide recommendations to the Board based on that evaluation on the type of support to be provided by the NET RMA for the priority projects including possible financial funding as provided by the NET RMA's Budget for that fiscal year. ○ Establish a presence as a facilitator of regional transportation projects, including: hosting a regional transportation forum, expanding the website, considering new county memberships, and increasing legislative advocacy. 	<p>Objectives:</p> <ul style="list-style-type: none"> ● Oversee the operations and delivery methods of the essential toll operational elements including the toll system operation and maintenance, customer service center operation and maintenance, enforcement and violation processing and/or court system processing. ○ Market toll tag products (TxTAG, Easy Tag, Toll Tag) for the NET RMA, as well as the program for toll tag marketing/system interoperability and distribution. ● Hire a Director of Maintenance to develop, implement, and coordinate reliable and efficient maintenance strategies and processes that continue to protect the initial investment. ● Ensure a well-planned transition for maintenance activities on Toll 49 from TxDOT to an internally managed solution. ● Provide input into selection of potential new back office provider.

EXECUTIVE DIRECTOR'S REMARKS

Chris Miller
Executive Director



It is an honor to serve as the Executive Director of the NET RMA and during this past year there have been significant accomplishments.

OPERATIONAL ENHANCEMENTS

- » Construction continues on Toll 49's Segment 4 (Lindale Relief Route).
- » Hiring of a full-time Director of Maintenance focused on the maintenance and upkeep of the entire Toll 49 system.
- » Have once again awarded funds for the priority projects program. The total two-year investment has been \$900,000 that has been given back to our member counties for furthering transportation initiatives in East Texas.
- » Partnered with 20 local entities to show county, city and all-over regional support for moving the future enhancement of US 271 to an earlier date than what it is currently slated for.
- » Working to move forward with Segments 6 & 7, Toll 49 development.

ADMINISTRATIVE ENHANCEMENTS

- » Hired an administrative assistant and a Director of Maintenance.
- » Moved into the agency's own office spaces.
- » Migrated financial and maintenance activities to be internal, rather than external functions.

COMMUNITY OUTREACH

- » I have visited all of our County Commissioner's Courts to provide an update on the NET RMA and its priorities.
- » I have continued to reach out to the public to provide NET RMA updates to other interested parties.
- » Reached out to the press proactively to provide updates on enhancements on Toll 49 and construction efforts regarding Segment 4.
- » Hosted the first NET RMA Transportation forum, a half-day regional transportation conference.

I have enjoyed working hand-in-hand with our board members and County Judges during the last two years. I am excited about the role the NET RMA is playing in the region and the future of transportation mobility in East Texas. As the agency works closely with its board members and County Judges we will continue to focus on strategic, economic and practical mobility issues in the Region. I am proud of the past accomplishments of the NET RMA and look forward to continuing to help the agency grow and achieve even more in the years to come.

Sincerely,

Chris Miller
Executive Director, NET RMA 2017

DID YOU KNOW?

Toll 49 runs 25.6 miles from SH 110 to I-20.

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY

Actual and Budgeted Revenues and Expenses for the Fiscal Year Ended September 30, 2017
and Budgeted Revenues and Expenses for the Fiscal Year Ending September 30, 2018.

	FY 2017 ADOPTED BUDGET	FY 2017 ACTUAL	FY 2018 ADOPTED BUDGET
Revenue:			
Toll revenue - electronic	9,330,069	8,952,800	10,286,000
Toll Revenue - video	4,226,506	5,164,269	4,478,000
County contributions	36,000	30,000	36,000
Income on Investments	0	359,102	314,000
Interest Income	0	180,701	64,562
TOTAL REVENUES	13,592,575	14,686,872	15,178,562
Expenses:			
Administration	1,526,912	1,789,807	1,633,705
General engineering consultants	465,250	617,026	456,040
Project development support	500,000	0	500,000
Roadway maintenance	948,400	1,018,440	1,047,760
Toll Processing/Collection Costs	809,000	914,121	1,015,165
Toll maintenance support	408,000	381,367	400,000
Toll operations support	280,688	231,131	304,265
Seg 3B Slope Repair Expense	0	284,140	0
Seg 3B Mill/Replace Asphalt Expense	0	2,208,797	0
TOTAL EXPENSES	\$ 4,938,250	\$ 7,444,829	\$ 5,356,935
Net Before Financing Costs	\$ 8,654,325	\$ 7,242,043	\$ 9,821,627
Financing Costs			
Interest expense	6,060,084	5,456,733	5,637,288
Net After Financing Costs	\$ 962,801	\$ 1,785,310	\$ 4,184,339
Other Non-Cash Expenses			
Depreciation expense	7,476,609	6,448,795	6,520,000
TOTAL OTHER NON-CASH EXPENSES	\$ 7,476,609	\$ 6,448,795	\$ 6,520,000
Change In Net Assets (Decrease)	\$ (6,513,808)	\$ (4,663,485)	\$ (2,335,661)







1001 East Southeast Loop 323 Suite 420
Tyler, TX 75701 903.630.7894 NETRMA.org

