

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE NORTH EAST TEXAS
REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 18-59

WHEREAS, the North East Texas Regional Mobility Authority (“NET RMA”) was created pursuant to the request of Gregg and Smith Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the “RMA Rules”); and

WHEREAS, the Board of Directors of the NET RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, subsequent to the initial formation of the NET RMA the Counties of Cherokee, Rusk, Harrison, Upshur, Bowie, Panola, Wood, Van Zandt, Titus, and Kaufman joined the Authority and are represented on the Board of Directors; and

WHEREAS, the 86th biennial session of the Texas Legislature (the “86th Legislature”) will convene on January 8, 2019; and

WHEREAS, the 86th Legislature may consider the adoption of legislation relating to regional mobility authorities, transportation financing, tolling, and other areas of potential interest to the NET RMA; and

WHEREAS, NET RMA consultants have developed a list of proposed legislative priorities, attached hereto as Attachment “A”, reflecting the interests and priorities of the NET RMA with regard to various legislative issues that may be considered by the 86th Legislature; and

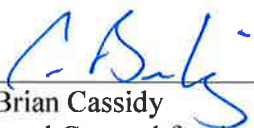
WHEREAS, the Board of Directors of the NET RMA believes that the proposed legislative priorities are in the best interest of the NET RMA and the residents of North East Texas.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the NET RMA hereby approves the list of proposed legislative priorities, attached hereto as Attachment “A”.


Adopted by the Board of Directors of the North East Texas Regional Mobility Authority on the 13th day of November, 2018.

Submitted and reviewed by:

Approved:



C. Brian Cassidy
General Counsel for the North East
Texas Regional Mobility Authority



Linda Ryan Thomas
Chair, Board of Directors
Date Passed: 11/13/18
Resolution No. 18-59

Resolution 18-59 Attachment "A"

NET RMA Legislative Priorities 86th Texas Legislative Session

The following is a list of priorities for the 86th Texas Legislative Session:

1. **Preserve Existing Financing Tools:** Current statutory authority for regional mobility authorities ("RMAs") provides tools which facilitate the efficient and economic development, financing, and operation of transportation projects under local control, including the ability to develop a system of projects to maximize financial resources. Any effort to restrict or remove those tools will undermine the ability of RMAs to deliver critical infrastructure projects. The NET RMA will work to assure that such tools are preserved.
2. **Customer Service:** Currently, electronic toll collection customer account information, including contact information and trip data, is confidential and not subject to disclosure under the Public Information Act. This precludes toll project entities from sharing information that would streamline customer service and toll collection efforts. The NET RMA supports efforts to allow toll project entities to share customer contact information for the limited purpose of improving customer service and toll collection and enforcement efforts.
3. **Strengthen Toll Enforcement Tolls:** The NET RMA has adopted a habitual violator program which provides additional enforcement measures for toll violations of customers who repeatedly refuse to pay toll charges. The NET RMA supports legislation that would strengthen this program, including, potentially, a lower threshold for the number of toll violations needed to designate a user as a habitual violator and to encourage county tax assessor collectors to honor vehicle registration blocks of habitual violators.
4. **Public-Private Partnership Authority:** Public-Private Partnerships, also known as comprehensive development agreements ("CDAs"), are a method to fund and deliver projects as the use of state funding to support toll projects is becoming increasingly restricted. A public-private partnership (through a CDA) may be the most feasible way to finance and develop certain projects. Loop 49, Segments 6 and 7, previously had statutory CDA authorization, but that authority expired on August 31, 2017. The NET RMA supports authorizing the use of CDAs to enhance project delivery options and to provide increased access to existing and proposed federal funding programs.
5. **Transportation Reinvestment Zones:** Transportation Reinvestment Zones ("TRZs") are an important tool for generating local funding for projects without raising taxes. Current law allows a city or county to assign TRZ revenues to an RMA to support the funding and development of an RMA project. However, Attorney General opinions and certain constitutional language have created issues related to a county's use of a TRZ to generate and leverage potential project funding. The NET RMA supports efforts to enhance the use of TRZs by counties, and will support legislation, including a constitutional amendment, if necessary, to clarify the ability of counties to form a TRZ and to pledge TRZ revenues (or allow an RMA to pledge TRZ revenues) to secure bonds to pay the cost of a transportation project.