

# THE POWERS OF AN RMA

## Develop a Transportation Project to:

- Issue revenue bonds
- Establish tolls
- Acquire property for transportation projects
- Use surplus revenue to finance other local transportation projects
- Enter into a Comprehensive Development Agreement (CDA) for certain statutory authorized projects
- Apply for federal highway and rail funds
- Enter into contracts with other governmental entities and Mexico
- Apply for State Infrastructure Bank loans
- Maintain a feasibility fund
- Set speed and weight limits consistent with state guidelines
- Enter into agreements with other governmental entities to develop a transportation project on behalf of that entity

## Debunking Myths of Tolling

**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.

## Eligible RMA Projects

(Title 43, Texas Administrative Code, Section 26.2 and Texas Transportation Code, Section 370.003)

		Design	Own	Acquire	Finance	Build	Maintain	Operate	Design	Own	Acquire	Finance	Build	Maintain	Operate
		TxDOT							RMA						
HIGHWAYS	Non-tolled Road	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	Toll Road	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
RAIL	Freight	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	High Speed	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	Commuter	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
TRANSIT	Regional Transit		◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	Bus								◆	◆	◆	◆	◆	◆	◆
OTHER MODES	Airports								◆	◆	◆	◆	◆	◆	◆
	Maritime Ports	◆			◆	◆			◆	◆	◆	◆	◆	◆	◆
	Ferry	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	GIWW	◆			◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	Pedestrian/Bicycle	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
	Conveyor Belts								◆	◆	◆	◆	◆	◆	◆
	Freight Shuttle	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
UTILITIES	Electric								◆	◆	◆	◆	◆	◆	◆
	Water								◆	◆	◆	◆	◆	◆	◆
	Cable/Telecom								◆	◆	◆	◆	◆	◆	◆
	Pipelines								◆	◆	◆	◆	◆	◆	◆
	Utility Adjustments				◆		◆		◆	◆	◆	◆	◆	◆	◆
OTHER	Facilities		◆	◆	◆		◆	◆	◆	◆	◆	◆	◆	◆	◆
	Parking Facilities								◆	◆	◆	◆	◆	◆	◆
	Intermodal Hub								◆	◆	◆	◆	◆	◆	◆
	Border Crossing Inspection Station (except in Laredo)								◆	◆	◆	◆	◆	◆	◆

\*Data acquired from the TxDOT publication, Regional Mobility Authorities: A Partnership for Progress.



# DRIVING THE EAST TEXAS ECONOMY

## CHRONOLOGY



2006 – Segment 1 opens (155 to 69)



2008 – Segment 2 opens (69 to 756/ Paluxy)

2010 – Break ground on Segment 3B



2012 – Segment 3A opens (155 to 31)

2012 – Segment 5 (756 to 110E) opens

2013 – Segment 3B completed, I-20 to SH 110E opens



2018 – Segment 4 (Lindale bypass) opens

2016 – Break ground on Segment 4

2019 – Feasibility study completed for Segment 6

## DEVELOPMENTS WITHIN 2.5 MILES OF TOLL 49

2006

2007 – Dr. Bryan C. Jack Elementary School opens

2007

Since 2007, over 1100 new homes/lots in subdivisions within one mile of Toll 49



2008

2009

Since 2009 – 4 new 2 & 3 star hotels, offering more than 400 rooms for visitors

2010

2011



2011 – FRESH by Brookshire's opens (55,000 sq ft)

2012

2013

2014 – The Village at Cumberland Park opens (700,000 sq ft), built on 78 acres



2014

2015

2016 – Faulkner Park Police Station opens



2016 – The Cannery opens (Lindale—shops, venues, TJC campus)

2016

2017

2018

2019 – Break ground on Cavender's Headquarters (26,000 sq ft)



2019 – Faulkner Park adds skate park & fishing dock

2019

2020

2021

2021 – Several new businesses open up in Lindale (restaurants, clothing stores, spas, etc.)



2017 – CHRISTUS Mother Frances Hospital, South Tyler opens (41,200 sq ft and a 24/7 emergency room)



# THE HISTORY OF NET RMA



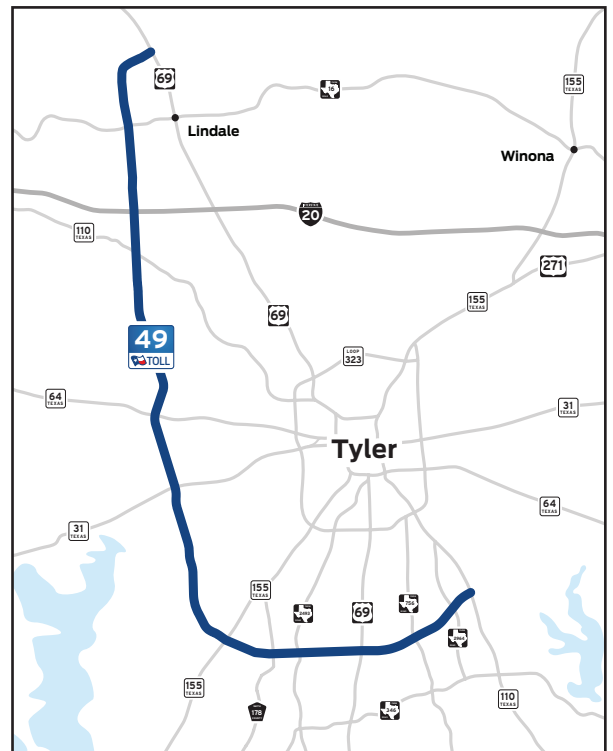
The North East Texas Regional Mobility Authority (NET RMA) was established on October 28, 2004 with a unanimous vote from the Texas Transportation Commission (TTC). The NET RMA's goal is to enhance mobility and create economic opportunity in the North East Texas Region. To achieve this goal, the NET RMA is engaged in continually educating the public on the benefits of toll roads for advancing infrastructure projects faster than traditionally funded projects. The NET RMA is challenged with the statewide issue of finding creative funding resources to finance much needed transportation projects. Pooling the resources of each member county, local Metropolitan Planning Organizations (MPOs), the Texas Department of Transportation (TxDOT), and various cities, the NET RMA hopes to make North East Texas an even better place to live, work, and raise our families.

## Getting East Texans to where they need to go.

The NET RMA was founded by Smith and Gregg Counties. In June 2006, Cherokee, Rusk, Harrison and Upshur Counties joined the NET RMA. In July of 2007, the TTC approved the addition of six new counties: Bowie, Cass, Panola, Titus, Van Zandt and Wood. In November 2013, Cass County asked to withdraw from the NET RMA and almost simultaneously Kaufman County joined. In August 2019 Camp and Cass Counties were authorized by TxDOT to join the NET RMA – bringing together the current 14-county partnership. The NET RMA, the 5th RMA in Texas, is the only RMA in the state that has grown to include counties outside its original founding sponsors.

The NET RMA Board's original chairman, Jeff Austin III, and other board members representing the NET RMA member counties, embarked on a vision started over 35 years ago by individuals who saw a need to plan for future growth in Smith County with the construction of Toll 49 in Tyler. In April 2006, the NET RMA agreed to assist the TxDOT Tyler District with the design and construction of several key segments of Toll 49. As the efforts among the NET RMA member counties continue to progress, their vision will focus on the design and construction of other transportation projects in North East Texas, such as:

1. Supporting various infrastructure and utility implementation or expansion project.
2. Building other possible future loops and alternate routes to relieve highway congestion along over utilized Texas roadways.
3. Designing and constructing an outer loop in Longview.
4. Connecting the Tyler and Longview Loops and extending them to the east to connect with I-69 (called the East Texas Hourglass Project).
5. Pursuing existing abandoned railroad corridors for public infrastructure projects.
6. Completing Toll 49 on the east side of Tyler.





# THE HISTORY OF NET RMA

## Governor reappoints leader.

Chairman Austin resigned as the Chair of the NET RMA upon his appointment to the TTC on October 20, 2011. Vice Chair of the NET RMA, Linda Thomas, was appointed by Governor Rick Perry as the new Chair on December 6, 2011, and was sworn in on January 18, 2012. She was continuously reappointed until she resigned on July 30, 2021. Shortly thereafter, Governor Gregg Abbott appointed Vice Chair Gary Halbrooks as the 3rd Chairman of the NET RMA.



## DID YOU KNOW?



**\$2M dollars**  
returned to the North East Texas region through grants for non-tolled transportation-related projects by NET RMA.



**150 signs**  
installed and straightened by the maintenance team each year



**40,000**  
transactions on Toll 49 each day



**1.2M people**  
live in the region  
NET RMA serves




Crews spend thousands of hours with road upkeep.







**Communities have diverse mobility needs, and tolling is merely one piece of the transportation puzzle to keep our region moving forward. 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 on several myths versus truths.**

 MYTH


**The public is opposed to toll roads.**

 TRUTH


Polls consistently show that motorists prefer project-specific tolls over general taxes and support toll roads to improve driver options. In one poll, 84% of Americans said tolls should be considered as an additional source of transportation revenue on a project-by-project basis.

 MYTH


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

 TRUTH


Gas taxes are mandatory and pay for non-toll roads that everyone uses, while tolls are voluntary fees individuals pay when they make the choice to drive on toll roads. Courts have long ago established the distinction between tolls and taxes.

 MYTH


**A toll road does not correlate with economic growth.**

 TRUTH


Since Toll 49 opened in 2006, it's helped to drive significant infrastructure and developmental updates, including several toll segments, new homes, restaurants and shops. You can find a detailed timeline of Toll 49 driving the East Texas economy in our "Quick Facts" section in our press room.

 MYTH


**All of the toll revenue goes to a foreign country.**

 TRUTH

100% of toll revenues from Toll 49 stay in Northeast Texas to fund ongoing Toll 49 maintenance, NET RMA operations and grant projects throughout NET RMA's 14 member counties.

 MYTH


**We've already paid for the toll road, so tolls can be removed.**

 TRUTH


Roads are never completely paid off. Highways need routine maintenance, upgrades and eventual replacements. The cost of road maintenance over time is actually greater than the initial cost of building the road. A continuous funding stream is needed to maintain the road, and this can only be generated through taxes or tolls. Below are some examples of NET RMA's maintenance work for Toll 49:

- 1

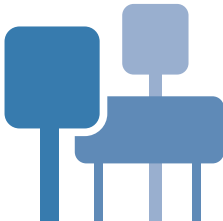
**4,300 acres**  
mowed annually,  
equivalent to 3,251  
football fields


- 2

**1,800 delineators**  
repaired/  
replaced  
in 2022


- 3

**300 signs**  
installed and  
straightened by  
maintenance team  
each year



As a part of the Northeast Texas highway system, toll roads are an important tool in helping to meet and address the evolving mobility demands of the traveling public.

