

June 26 Commissioners Court Meeting

re: Monday's visit for discussion with NET RMA Executive Director Chris Miller and Finance Chair Robert Messer.

Dear Commissioners,

Here are questions you should ask Monday.

1. In August, the TxDOT commission will again turn its attention to the Unified Transportation Plan (UTP) prioritizing work on Texas highways for the next 10 years. What can NET RMA do to encourage TxDOT to fund work on the US 271 Corridor?
2. Likewise, what might NET RMA do to advance work on the north end of the new Titus County loop at the US 271 and I-30 intersection?

Background: The long-range Texas Freight Mobility Plan published in January, 2016 identifies US 271 as an "Emerging Freight Corridor." In the fall of 2016, NET RMA solicited support from seven counties to encourage TxDOT to "compress" the development timeline that stretches out some 20 plus years. With that support, TxDOT Commissioner Jeff Austin successfully got TxDOT to commit to widening about 20 miles of 271 coming north from Tyler to near Gladewater. This was critical to development of NET RMA's vision for the Toll 49 project. Since then, there's been no further word as to whether NET RMA has had any success in advancing the other nine projects NET RMA listed in soliciting support for 271. The other nine projects would impact Upshur, Camp, Titus, Red River and Lamar Counties.

This seems a good time to push those projects since TxDOT has earmarked \$6 billion for development of rural transportation.

3. The larger question concerns the value member counties are receiving from the services of NET RMA. See the actuarial projecting revenues over and above debt service and operating expense through 2045. How will NET RMA invest so that it accomplishes its stated objective to advance transportation projects related to economic development?
4. With regional backing from member counties, NET RMA has secured more than \$100 million in the form of grants, federal earmarks and "debt forgiveness" from TxDOT. To date, all of this money has gone to development of Toll 49 in Smith County. What's the RMA doing in the way of either short or long-term regional planning to benefit other member counties?
5. Though not a member county, Camp County last fall joined with NETRMA counties to back advancing work on US 271. Camp County Judge A.J. Mason has now expressed interest in signing on as a member. Where does that request stand?
6. The enabling legislation creating RMA's provides for RMA to be used as a funding tool to advance infrastructure projects. What sorts of projects can NET RMA assist with? Have any such initiatives been considered to date?

Year Ending December 31	Total System Operating and Maintenance		Revenues	Net	Senior Lien	Revenues	Subordinate	Total Debt	Deposits to	Annual Excess ⁽⁵⁾
	Revenues ⁽¹⁾	Expenses ⁽²⁾	Available for Debt Service	Senior Lien Debt Service ⁽³⁾	Debt Service Coverage	Available after Senior Lien Debt Service	Lien Debt Service ⁽⁴⁾	Service Coverage	Renewal and Replacement Fund ⁽²⁾	
2016	\$ 12,301,000	\$ (3,453,000)	\$ 8,848,000	\$ 1,520,208	5.82	\$ 7,327,792	\$ 1,533,323	2.90	\$ 7,559,000	\$ 5,794,469
2017	14,021,000	(3,621,000)	10,400,000	2,806,538	3.71	7,593,463	2,830,750	1.84	568,000	4,194,713
2018	16,241,000	(3,854,000)	12,387,000	2,806,538	4.41	9,580,463	2,830,750	2.20	-	6,749,713
2019	19,931,000	(4,129,000)	15,802,000	4,521,644	3.49	11,280,356	4,230,750	1.81	1,280,000	5,769,606
2020	21,434,000	(4,311,000)	17,123,000	6,236,750	2.75	10,886,250	3,260,750	1.80	1,053,000	6,572,500
2021	23,089,000	(4,493,000)	18,596,000	6,956,750	2.67	11,639,250	3,335,750	1.81	225,000	8,078,500
2022	23,664,000	(4,630,000)	19,034,000	6,955,750	2.74	12,078,250	3,605,750	1.80	-	8,472,500
2023	25,473,000	(4,829,000)	20,644,000	7,253,000	2.85	13,391,000	3,945,750	1.84	1,879,000	7,566,250
2024	26,070,000	(4,972,000)	21,098,000	7,308,500	2.89	13,789,500	3,946,500	1.87	-	9,843,000
2025	28,105,000	(5,192,000)	22,913,000	7,918,500	2.89	14,994,500	3,944,000	1.93	1,061,000	9,989,500
2026	28,854,000	(5,350,000)	23,504,000	7,920,000	2.97	15,584,000	3,943,250	1.98	6,619,000	5,021,750
2027	31,156,000	(5,592,000)	25,564,000	8,566,750	2.98	16,997,250	3,944,000	2.04	4,110,000	8,943,250
2028	31,934,000	(5,760,000)	26,174,000	8,616,250	3.04	17,557,750	3,946,000	2.08	-	13,611,750
2029	34,342,000	(6,016,000)	28,326,000	8,771,500	3.23	19,554,500	3,944,000	2.23	285,000	15,325,500
2030	34,720,000	(6,166,000)	28,554,000	8,771,750	3.26	19,782,250	3,943,000	2.25	7,041,000	8,798,250
2031	37,280,000	(6,446,000)	30,834,000	9,209,000	3.35	21,625,000	3,947,750	2.34	-	17,677,250
2032	38,046,000	(6,633,000)	31,413,000	9,356,000	3.36	22,057,000	3,947,750	2.36	6,293,000	11,816,250
2033	40,766,000	(6,931,000)	33,835,000	9,940,750	3.40	23,894,250	3,943,000	2.44	1,936,000	18,015,250
2034	41,571,000	(7,128,000)	34,443,000	10,090,500	3.41	24,352,500	3,943,500	2.45	1,593,000	18,816,000
2035	47,202,000	(7,622,000)	39,580,000	10,365,000	3.82	29,215,000	3,943,750	2.77	-	25,271,250
2036	47,998,000	(7,829,000)	40,169,000	10,367,000	3.87	29,802,000	3,943,500	2.81	350,000	25,508,500
2037	51,263,000	(8,183,000)	43,080,000	10,363,750	4.16	32,716,250	3,947,500	3.01	2,842,000	25,926,750
2038	52,100,000	(8,401,000)	43,699,000	10,364,750	4.22	33,334,250	3,945,250	3.05	-	29,389,000
2039	55,522,000	(8,777,000)	46,745,000	10,364,000	4.51	36,381,000	3,946,750	3.27	1,604,000	30,830,250
2040	56,400,000	(9,009,000)	47,391,000	10,365,750	4.57	37,025,250	3,946,500	3.31	11,762,000	21,316,750
2041	60,219,000	(9,402,000)	50,817,000	10,364,000	4.90	40,453,000	3,944,250	3.55	7,188,000	29,320,750
2042	61,122,000	(9,628,000)	51,494,000	10,368,000	4.97	41,126,000	3,944,750	3.60	-	37,181,250
2043	65,253,000	(10,054,000)	55,199,000	10,366,500	5.32	44,832,500	3,947,500	3.86	430,000	40,455,000
2044	66,231,000	(10,293,000)	55,938,000	10,363,750	5.40	45,574,250	3,947,000	3.91	12,290,000	29,337,250
2045	70,606,000	(10,741,000)	59,865,000	10,368,750	5.77	49,496,250	3,948,000	4.18	-	45,548,250
				\$ 249,547,927			\$ 112,371,073			