

THE STATE OF TEXAS           §

COUNTY OF CAMERON       §

BE IT REMEMBERED on the 9<sup>th</sup> day of February 2017, there was conducted a Regular Meeting of the Cameron County Regional Mobility Authority, at the Joe G. Rivera and Aurora de la Garza County Annex thereof, in San Benito, Texas, for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

12:00 Noon

PRESENT:

FRANK PARKER, JR.  
CHAIRPERSON

\_\_\_\_\_  
DIRECTOR

DAVID N. GARZA  
DIRECTOR

\_\_\_\_\_  
DIRECTOR

MARK ESPARZA  
DIRECTOR

NAT LOPEZ  
DIRECTOR

HORACIO BARRERA  
DIRECTOR

RUBEN GALLEGOS, JR.  
ABSENT

MICHAEL F. SCAIEF  
ABSENT

\_\_\_\_\_  
ABSENT

\_\_\_\_\_  
\_\_\_\_\_  
The Meeting was called to order by Chairman Frank Parker, Jr., at 12:04 P.M. At this time, the Board considered the following matters as per RMA Agenda posted and filed for Record in the Office of the County Clerk on this 6<sup>th</sup> day of February, 2017 at 9:37 A.M.



## **AGENDA**

### **Regular Meeting of the Board of Directors of the Cameron County Regional Mobility Authority**

**Joe G. Rivera and Aurora de la Garza County Annex  
1390 West I69E  
San Benito, Texas 78586**

**Thursday, February 9, 2017**

**12:00 Noon**

FILED AND RECORDED  
OFFICIAL PUBLIC RECORDS  
On: Feb 06, 2017 at 09:37A  
Document Number: 00000658

#### **PUBLIC COMMENTS:**

- 1. Public Comments.**

Sylvia Garza-Perez  
County Clerk  
By  
Diana Gomez, Deputy  
Cameron County

#### **PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS:**

- 2. Presentations/Resolutions/Proclamations**

- A. Presentation of the 2016 Annual Audit Financial Report.**
- B. Presentation of the Marketing Report for the month of January 2017.**
- C. Presentation of the Cameron County Regional Mobility Authority's Quarterly Investment Report.**
- D. Presentation and Status on the CCRMA's Legislative Agenda for the 85<sup>th</sup> Legislature.**

#### **CONSENT ITEMS:**

- 3. All Item(s) under the Consent RMA Agenda are heard collectively unless opposition is presented, in which case the contested Item will be considered, discussed, and appropriate action taken separately**

- A. Consideration and Approval of the Minutes for:**

**January 12, 2017 – Regular Meeting.**

#### **ITEMS FOR DISCUSSION AND ACTION:**

- 4. Action Items**

- A. Approval of Claims.**

- B. Consideration and Approval of the Financial Statements and Budget Amendments for the month of January 2017.**
- C. Consideration and Approval of the Strategic Plan for 2017 – 2021.**
- D. Discussion and Possible Action Regarding a Membership with the Border Trade Alliance.**
- E. Consideration and Approval of a Professional Services Agreement with JWH & Associates.**
- F. Consideration and Approval of a Professional Services Agreement with Sullivan Public Affairs.**
- G. Discussion and Possible Action Regarding the CCRMA's Back Office System and Operation.**
- H. Consideration and Approval to Proceed with a Notice to Proceed with Phase II of the Back Office System Contract with TollPlus, LLC.**
- I. Consideration and Approval to Authorize Staff to Negotiate a Toll Collection System Contract Including Scope and Fee with the City of Pharr.**
- J. Consideration and Approval of a Resolution Approving the Value Engineering Study Recommendations for the SPI 2<sup>nd</sup> Access Project and Authorizing Chairman Parker to Sign any Necessary Documents Required by the Texas Department of Transportation.**
- K. Consideration and Approval of Contract between the Cameron County Regional Mobility Authority and Clore Construction.**
- L. Consideration and Authorization for Staff to Issue a Request For Qualifications (RFQ) for Design, Engineering and Construction Management Services for the SH 550 Gap 2 Project.**
- M. Discussion and Possible Action Regarding the SH 32 Project Construction Funds and Possible Approval of Resolution Authorizing Chairman Parker to Sign any Necessary Documents Required by the Texas Department of Transportation.**
- N. Consideration and Authorization for Staff to Issue a Request For Qualifications (RFQ) for Environmental Assessment Services and related Engineering Services to include Schematics for the SH 32 (East Loop) Project.**
- O. Consideration and Authorization for Staff to Issue a Request for Qualifications (RFQ) for General Legal Services and to authorize Staff to secure Legal Services on an as needed basis.**

## **EXECUTIVE SESSION**

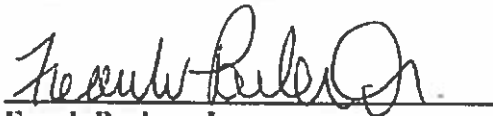
### **5. Executive Session**

- A. Confer with Legal Counsel regarding the Cameron County Regional Mobility Authority VS. MCMD, Case, Cause No. 2012-CCL-931, the legal status of the case, the handling of the case and legal issues pertaining thereto, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(1)(A),(B) and (2).**

- B. Confer with Legal Counsel regarding Cause No. 2014-DCL-02536-D, Cameron County Regional Mobility Authority v. MCAR Development, Ltd., (Parcel 8), pursuant to V.T.C.A., Government Code, Section 551.071 (1)(A) and (B).
  - C. Confer with Legal Counsel regarding Toll Revenue Collections, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(1)(A) and (2).
  - D. Deliberation and Discussion regarding Personnel Issues, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.074.
6. Action Relative to Executive Session
- A. Possible Action.
  - B. Possible Action.
  - C. Possible Action.
  - D. Possible Action.

**ADJOURNMENT:**

Signed this 6th day of February 2017



Frank Parker, Jr.  
Chairman

**NOTE:**

**Participation by Telephone Conference Call** – One or more members of the CCRMA Board of Directors may participate in this meeting through a telephone conference call, as authorized by Sec. 370.262, Texas Transportation Code. Each part of the telephone conference call meeting that by law must be open to the public shall be audible to the public at the meeting location and will be recorded. On conclusion of the meeting, the recording will be made available to the public.

## **PUBLIC COMMENTS**

### **1 PUBLIC COMMENTS**

None were presented.

## **PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS**

### **2-A Presentation of the 2016 Annual Audit Financial Report.**

Mr. Adrian Rincones, RMA Chief Financial Officer introduced Mr. Carlos Barrera with CARR, RIGGS & INGRAM, LLC, Certified Public Accountants, to the Board. Mr. Barrera went over the Financial Report for September 30, 2016. The report is attached.

Director Lopez moved to acknowledge the 2016 Annual Audit Financial Report. The motion was seconded by Director Esparza and carried unanimously.

**The Report is as follows:**

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### **2-B Presentation of the Marketing Report for the month of January 2017.**

Secretary Garza moved to **TABLE** the item. The motion was seconded by Director Esparza and carried unanimously.

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### **2-C Presentation of the Cameron County Regional Mobility Authority's Quarterly Investment Report.**

Mr. Adrian Rincones, RMA Chief Financial Officer went over the Quarterly Investment Report with the Board.

Director Esparza moved to acknowledge the Cameron County Regional Mobility Authority's Quarterly Investment Report. The motion was seconded by Secretary Garza and carried unanimously.

**The Report is as follows:**

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### **2-D Presentation and Status of the CCRMA's Legislative Agenda for the 85<sup>th</sup> Legislature.**

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the Status of the CCRMA's Legislative Agenda for the 85<sup>th</sup> Legislature with the Board.

Secretary Garza moved to acknowledge the Presentation and Status of the CCRMA's Legislative Agenda for the 85<sup>th</sup> Legislature. The motion was seconded by Director Esparza and carried unanimously.

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## **CONSENT ITEMS**

**ALL ITEM(S) UNDER THE CONSENT RMA AGENDA ARE HEARD COLLECTIVELY UNLESS OPPOSITION IS PRESENTED, IN WHICH CASE THE CONTESTED ITEM WILL BE CONSIDERED, DISCUSSED AND APPROPRIATE ACTION TAKEN SEPARATELY**

### **3-A Consideration and Approval of the Minutes for:**

#### **January 12, 2017 – Regular Meeting**

Secretary Garza moved to approve the minutes for January 12, 2017 Regular Meeting. The motion was seconded by Director Barrera and carried unanimously.

## **ACTION ITEMS**

### **4-A Approval of Claims**

The attached claims were presented to the Board of Directors for approval.

Mr. Adrian Rincones, RMA Chief Financial Officer went over the Claims.

Secretary Garza moved to approve the Claims as presented. The motion was seconded by Director Barrera and carried unanimously.

**The Claims are as follows:**

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### **4-B Consideration and Approval of the Financial Statements and Budget Amendments for the month of January 2017.**

Mr. Adrian Rincones, RMA Chief Financial Officer went over the Financial Statements for January 2017.

Director Esparza moved to approve the Financial Statements for the month January 2017. The motion was seconded by Director Lopez and carried unanimously.

**The Financial Statements are as follows:**

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### **4-C Consideration and Approval of the Strategic Plan 2017 – 2021.**

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the attached Power Point Presentation for the Strategic Plan for 2017 - 2021.

Secretary Garza moved to approve the Strategic Plan 2017 - 2021. The motion was seconded by Director Lopez and carried unanimously.

**The Strategic Plan is as follows:**

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**4-D Consideration and Possible Action Regarding a Membership with the Border Trade Alliance.**

Mr. Pete Sepulveda, Jr., introduced the item and went over a Power Point (attached) of the Border Trade Alliance (BTA) and informed the Board of the advantages of being a member of the BTA. Mr. Sepulveda recommended a \$2,500.00 sponsorship.

Director Lopez moved to approve the Membership with the Border Trade Alliance. The motion was seconded by Director Esparza and carried unanimously.

**The Power Point is as follows:**

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**4-E Consideration and Approval of a Professional Services Agreement with JWH & Associates.**

Mr. Pete Sepulveda, RMA, Executive Director went over the Agreement for Professional Services with JWH & Associates for the West Rail Project. Mr. Sepulveda went into detail and informed the Board that the Agreement was for closing out and finalizing the Project.

Director Lopez moved to approve the Professional Services Agreement with JWH & Associates. The motion was seconded by Director Barrera and carried unanimously.

**The Agreement is as follows:**

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**4-F Consideration and Approval of a Professional Services Agreement with Sullivan Public Affairs.**

Mr. Pete Sepulveda, RMA, Executive Director went over the Professional Services Agreement with the Board and informed them that Sullivan Public Affairs would continue to assist the with government relations relating to the CCRMA and that the Agreement would be of a period of one (1) year with submittal of monthly reports.

Secretary Garza moved to approve the Professional Services Agreement with Sullivan Public Affairs. The motion was seconded by Director Barrera and carried unanimously.

**The Agreement is as follows:**

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**4-G Discussion and Possible Action Regarding the CCRMA's Back Office System and Operation.**

Mr. Adrian Rincones, RMA Chief Financial Officer opened discussion on the status of Back Office Operations and opportunities to deploy interoperable systems for City of Pharr, Cameron County, and other local bridges. Mr. Rincones requested approval to issue a Request For Proposals (RFP) for Toll Systems Lane Integrator and Hardware Services. Discussion between Board members took place.

Secretary Garza moved to approve the CCRMA's Back Office System and Operation and approval of a Request For Proposals (RFP) for Toll Systems Lane Integrator and Hardware Services. The motion was seconded by Director Barrera and carried unanimously.

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**4-H Consideration and Approval to Proceed with a Notice to Proceed with Phase II of the Back Office System Contract with TollPlus, LLC.**

Mr. Adrian Rincones, RMA Chief Financial Officer introduced the items and informed the Board that Phase II of the contract is the maintenance portion and how the system went officially live on December 12, 2016, marking the beginning of Phase II.

Director Esparza moved to approve and proceed with a Notice to Proceed with Phase II of the Back Office System Contracts with TollPlus, LLC. The motion was seconded by Director Barrera and carried unanimously.

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**4-I Consideration and Approval to Authorize Staff to Negotiate a Toll Collection System Contract Including Scope and Fee with the City of Pharr.**

Mr. Adrian Rincones, RMA Chief Financial Officer CFO discussed with the Board the ongoing status of the proposal for the City of Pharr. Project scope would need to be finalized, the draft agreement is being prepared by Locke Lord. After further discussion the Chairman wanted to know if we are including our administrative costs or charging a fee for our services. Mr. Rincones responded that we are passing our costs through to City of Pharr with the benefit coming from the long term interoperability. Discussion between Board members took place.

Director Esparza moved to Authorize Staff to Negotiate a Toll Collection System Contract Including Scope and Fee with the City of Pharr. The motion was seconded by Secretary Garza and carried unanimously.

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**4-J Consideration and Approval of a Resolution Approving the Value Engineering Study Recommendations for the SPI 2<sup>nd</sup> Access project and Authorizing Chairman Parker to Sign any Necessary Documents Required by the Texas Department of Transportation.**

Mr. Pete Sepulveda, Jr., RMA Executive Director went over Value Engineering recommendations and informed the Board that the CCRMA Staff and TxDOT District Staff had reviewed and approved the recommendations. Mr. Sepulveda also informed the Board that CCRMA Staff would like to proceed in implementing some of the recommendations and that they have discussed with TxDOT and FHWA the necessary steps needed to move forward with that process. Mr. Sepulveda further went into detail on various documents that would need to be modified based on the Value Engineering recommendations as well as a new seagrass mitigation plan. Attached is a Resolution and memo to the Board and the Executive Decision Summary by the Value Engineering Team with its Recommendations.

Secretary Garza moved to approve the Resolution Approving the Value Engineering Study Recommendations for the SPI 2<sup>nd</sup> Access project and Authorizing Chairman Parker to Sign any Necessary Documents Required by the Texas Department of Transportation. The motion was seconded by Director Esparza and carried unanimously.

**The Resolution and Recommendations are as follows:**

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**4-K Consideration and Approval of Contract between the Cameron County Regional Mobility Authority and Clore Construction.**

Mr. Pete Sepulveda, Jr., Executive Director went over the SH 550 Slope Erosion Repair & Concrete Barrier Installation Contract with the Board and informed them that approval be subject to insurance documents being submitted by Clore Construction.

Director Barrera moved to approve the Contract between the Cameron County Regional Mobility Authority and Clore Construction subject to the insurance documents being submitted. The motion was seconded by Director Esparza and carried unanimously.

**The Contract is as follows:**

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**4-L Consideration and Authorization for Staff to Issue a Request For Qualifications (RFQ) for Design, Engineering and Construction Management Services for the SH 550 Gap 2 Project.**

Mr. Pete Sepulveda, Jr., Executive Director went over the item with the Board. Mr. Sepulveda informed the Board that Staff was ready to proceed with the RFQ. Mr. Sepulveda went into detail with the requirements and the need for an RFQ and requested authorization from the Board to proceed with the RFQ.

Secretary Garza moved to authorize Staff to Issue a Request For Qualifications (RFQ) for Design, Engineering and Construction Management Services for the SH 550 Gap 2 Project. The motion was seconded by Director Esparza and carried unanimously.

**The Memo is as follows:**

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**4-M Discussion and Possible Action Regarding the SH 32 Project Construction Funds and Possible Approval of Resolution Authorizing Chairman Parker to Sign any Necessary Documents required by the Texas Department of Transportation.**

Mr. Pete Sepulveda, Jr., Executive Director went over the item and informed the Board that the Texas Department of Transportation (TxDOT) had allocated funds for the SH 32 Project Construction Funds, but that the timeframe to have the Project under construction was August of 2017 and that the environment phase of the Project was taking longer than anticipated therefore the deadline would not be met. Mr. Sepulveda further requested authority from the Board to authorize the Chairman to request from TxDOT to allow the CCRMA a 24 month extension or work with TxDOT and reprogram the funds to another eligible project.

Director Barrera moved to approve the SH 32 Project Construction Funds and Possible Approval of Resolution Authorizing Chairman Parker to Sign any Necessary Documents required by the Texas Department of Transportation. The motion was seconded by Director Lopez and carried unanimously.

**The Resolution and Memo are as follows:**

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**4-N Consideration and Authorization for Staff to Issue a Request For Qualifications (RFQ) for Environmental Assessment Services and related Engineering Services to include Schematics for the SH 32 (East Loop) Project.**

Mr. Pete Sepulveda, Jr., Executive Director went over the item with the Board informed them that they were working with the Texas Department of Transportation on combining two environmental documents into one document and to add a portion of the road from SH 4 to the Port of Brownsville to the same document. (see attached memo)

Director Esparza moved to approve and allow Staff to Issue a Request For Qualifications (RFQ) for Environmental Assessment Services and related Engineering Services to include Schematics for the SH 32 (East Loop) Project. The motion was seconded by Director Barrera and carried unanimously.

**The Memo is as follows:**

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**4-O Consideration and Authorization for Staff to Issue a request for Qualifications (RFQ) for General Legal Services and to authorize Staff to secure Legal Services on an as needed basis.**

Mr. Pete Sepulveda, Jr., Executive Director went over the item and the reason for the Request For Qualifications. (see attached memo)

Secretary Garza moved to allow Staff to Issue a request for Qualifications (RFQ) for General Legal Services and to authorize Staff to secure Legal Services on an as needed basis. The motion was seconded by Director Esparza and carried unanimously.

**The Memo is as follows:**

### **EXECUTIVE SESSION ITEMS**

Secretary Garza made a motion at 1:36 P.M. to go into Executive Session. The motion was seconded by Director Barrera and carried unanimously.

**EXECUTIVE SESSION:**

- 5-A Confer with Legal Counsel regarding the Cameron County Regional Mobility Authority VS. MCMD, Case, Cause No. 2012-CCL-931, the legal status of the case, the handling of the case and legal issues pertaining thereto, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(1)(A),(B) and (2).**
- 5-B Confer with Legal Counsel regarding Cause No. 2014-DCL-02536-D, Cameron County Regional Mobility Authority v. MCAR Development, Ltd., (Parcel 8), pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071 (1)(A) and (B).**
- 5-C Confer with Legal Counsel regarding Toll Revenue Collections, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(1)(A) and (2).**
- 5-D Deliberation and Discussion regarding Personnel Issues, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.074.**

Secretary Garza moved to come back into open session at 2:05 P.M. The motion was seconded by Director Esparza and carried unanimously.

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**ACTION RELATIVE TO EXECUTIVE SESSION:**

- 6-A Confer with Legal Counsel regarding the Cameron County Regional Mobility Authority VS. MCMD, Case, Cause No. 2012-CCL-931, the legal status of the case, the handling of the case and legal issues pertaining thereto, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(1)(A),(B) and (2).**

Secretary Garza moved to authorize release of the check. The motion was seconded by Director Esparza and carried as follows:

AYE: Chairman Parker, Secretary Garza, Director Esparza and Director Lopez

NAY: None

ABSTAIN: Director Barrera

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- 6-B Confer with Legal Counsel regarding Cause No. 2014-DCL-02536-D, Cameron County Regional Mobility Authority v. MCAR Development, Ltd., (Parcel 8), pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071 (1)(A) and (B).**

Director Esparza moved to **TABLE** the item. The motion was seconded by Secretary Garza and carried as follows:

AYE: Chairman Parker, Secretary Garza, Director Esparza and Director Lopez

NAY: None

ABSTAIN: Director Barrera

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- 6-C Confer with Legal Counsel regarding Toll Revenue Collections, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071 (1)(A) and (2).**

Secretary Garza moved to proceed as discussed in Executive Session. The motion was seconded by Director Lopez and carried unanimously.

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- 6-D Deliberation and Discussion regarding Personnel Issues, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.074.**

Secretary Garza moved to acknowledge Report. The motion was seconded by Director Barrera and carried unanimously.

## ADJOURNMENT

There being no further business to come before the Board and upon motion by Secretary Garza and seconded by Director Barrera and carried unanimously the meeting was **ADJOURNED** at 2:06 P.M.

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APPROVED this 23<sup>rd</sup> day of March 2017.

  
CHAIRMAN FRANK PARKER, JR.

ATTESTED:   
SECRETARY DAVID N. GARZA

**2-A PRESENTATION OF THE 2016 ANNUAL AUDIT FINANCIAL REPORT**

# Cameron County Regional Mobility Authority

*A Component Unit of Cameron County, TX*



**FINANCIAL REPORT**  
September 30, 2016

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
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September 30, 2016

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
Cameron County Regional Mobility Authority  
Brownsville, Texas

### Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of Cameron County Regional Mobility Authority (the RMA), a component unit of Cameron County, Texas, as of and for the year ended September 30, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the RMA's basic financial statements as listed in the table of contents.

### *Management's Responsibility for the Financial Statements*

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### *Auditor's Responsibility*

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.



We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the RMA as of September 30, 2016 and 2015, and the respective changes in financial position, and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Other Matters***

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the schedule of changes in net pension liability and related ratios and schedule of employer contributions on pages 4-9 and 37-41 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Other Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the RMA's basic financial statements. The schedule of expenditures of federal/state awards is presented for purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is not a required part of the basic financial statements.

The schedule of expenditures of federal/state awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion the schedule of expenditures of federal/state awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

### **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated January 20, 2017, on our consideration of the RMA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering RMA's internal control over financial reporting and compliance.

*Carr, Riggs & Ingram, L.L.C.*

**CARR, RIGGS & INGRAM, LLC**  
*Certified Public Accountants*

Brownsville, Texas  
January 20, 2017

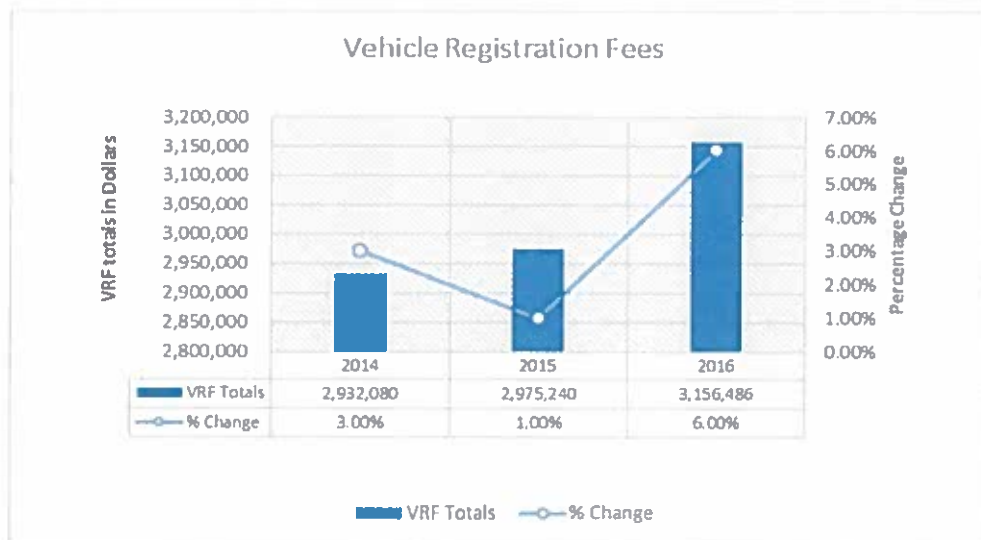
**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Management's Discussion and Analysis**  
**September 30, 2016**

The following is management's discussion and analysis of the financial performance and activity of the Cameron County Regional Mobility Authority (the RMA), and is designed to provide an overview that users may use to interpret the basic financial statements for the year ended September 30, 2016. This discussion and analysis has been prepared by management and should be used in conjunction with the basic financial statements and notes thereafter.

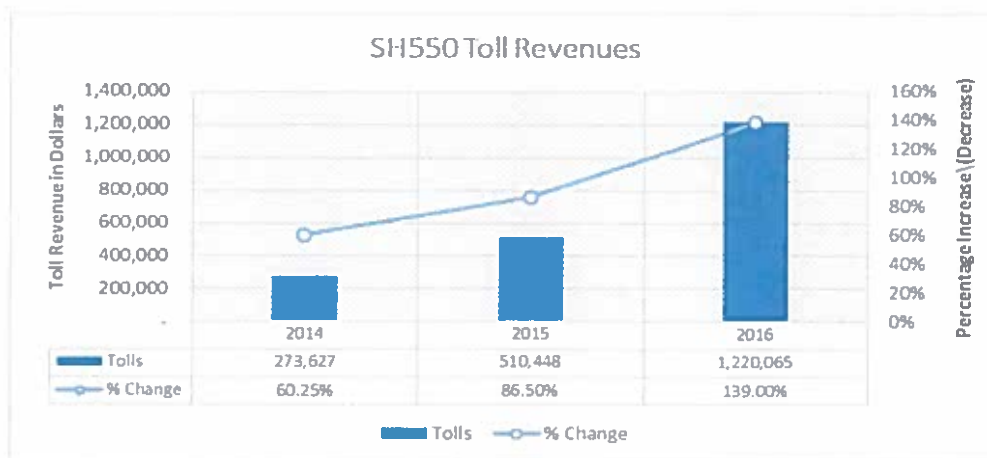
The RMA is governed by a board of directors consisting of seven members with operations overseen by an Executive Director. The RMA operates with a small group of local staff with many of its services contracted through local area professionals.

**2016 Financial Highlights**

- Vehicle registration fees revenue increased year over year in line with expectations.

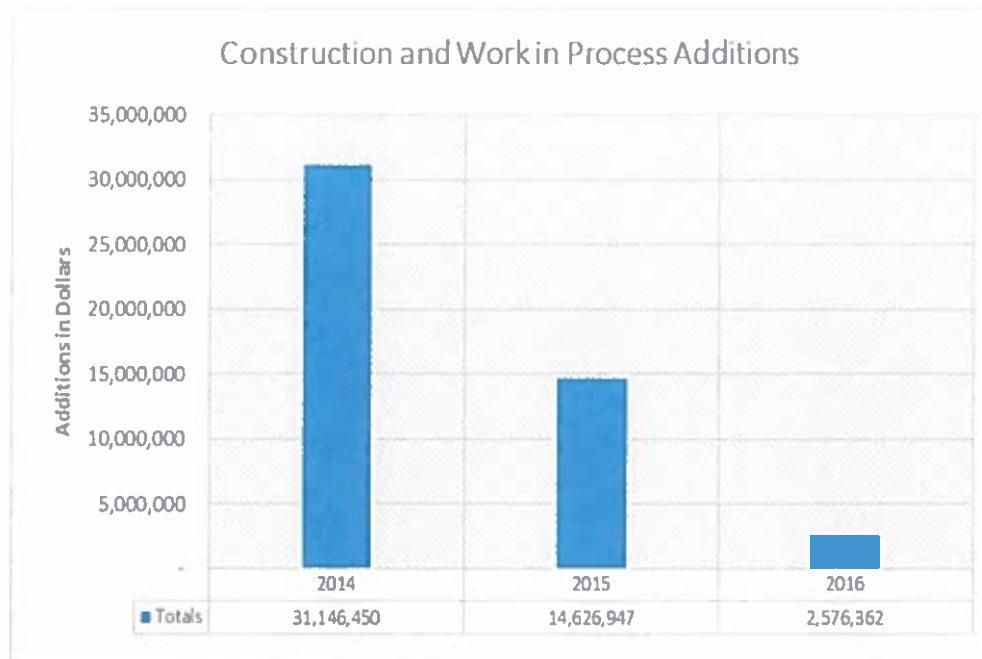


- Toll revenues experienced a significant increase in line with expectations.

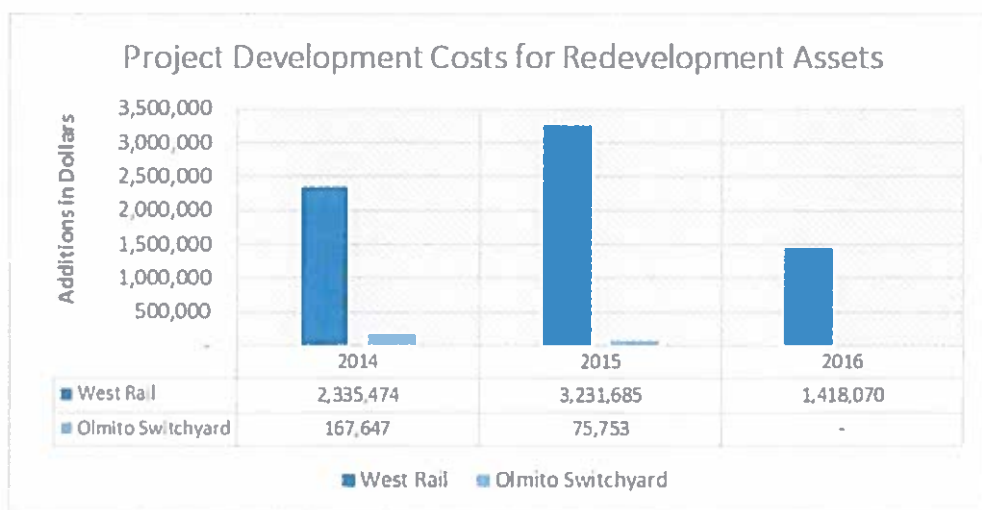


**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Management's Discussion and Analysis**  
**September 30, 2016**

- The RMA continued to develop its system of projects with the majority of the FY2016 increase invested in the SPI 2<sup>nd</sup> access project.



- The Brownsville/Matamoros West Rail Relocation (West Rail) and Olmito Switchyard are projects in which the RMA leads in developing and will not retain ownership of them at completion. They are herein referred to as redevelopment assets. The RMA receives funds from Federal, State, and Local Government sources for the development of these projects. The West Rail project was open to operations in August of 2015, the project has remaining items and expenses before it can be officially closed out.



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Management's Discussion and Analysis**  
**September 30, 2016**

**Overview of Basic Financial Statements**

The RMA reports its business-type activities in a single enterprise fund in which its operations and activities are reported similar to a private-sector business. The financial statements include comparative Statements of Net Position, Statements of Revenues, Expenses, and Changes in Net Position, and the Statements of Cash Flows. These basic financial statements are prepared in accordance with Generally Accepted Accounting Principles in the United States of America as promulgated by the Governmental Accounting Standards Board also known as GASB.

The Statement of Net Position reports the net position of the RMA as of the end of each fiscal year presented. Net position represents the residual difference of all other elements of the statement of net position for all years presented in three component categories; net investment in capital assets, restricted, and unrestricted.

The Statement of Revenues, Expenses, and Changes in Net Position present the results of the business activities of the RMA over the course of the fiscal years presented and how ultimately those results affected the change in net position. As an enterprise fund, the RMA reports its operations using the economic resource measurement focus in which all revenues and expenses are recognized in the period which incurred with the difference reported as change in net position.

The Statement of Cash Flows unlike the Statement of Revenues, Expenses and Changes in Net Position, reflects only the results of business activities as they affect cash over the course of the fiscal years presented. The results are reported in three categories of operating, capital and related financing, and investing activities with the net change in cash as the residual.

The Notes to the Financial Statements provide required disclosures and other information that are essential to a full understanding of the data found in these financial statements, and should be read in conjunction with the MD&A and the basic financial statements.

**FINANCIAL ANALYSIS**

**Summary of Net Position**

The RMA's net position includes the total assets and deferred outflows minus the total liabilities and deferred inflows with the residual difference reflected as net position. The RMA's net position for the years ending September 30, 2016, 2015, and 2014 were approximately \$12.9, \$13.2, and \$12.7 million, respectively. The largest component of total assets for all three years was the non-current assets. Non-current assets accounts for approximately 97%, 96%, and 94% for the years 2016, 2015 and 2014, respectively. These assets consist of unexpended bond funds, construction in process, and redevelopment assets.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Management's Discussion and Analysis**  
**September 30, 2016**

**Summary of Net Position** – Continued

Total liabilities as of September 30, 2016, 2015, 2014 were approximately \$135.9 million, \$136.1 million, and \$129.4 million, respectively. Non-current liabilities account for the majority of the total liabilities and consist of Financial Assistance Agreements with TxDOT, amounts due to other agencies, and long term bond payables. A more detailed description is provided in the notes to the financial statements.

**Summary of Net Position**

	<u>2016</u>	<u>2015</u>	<u>2014</u>
<b>Assets:</b>			
Current assets	\$ 4,591,638	\$ 5,276,416	\$ 8,385,030
Capital assets, net	68,187,067	70,106,680	15,822,623
Construction and work in process	22,230,768	19,663,812	59,555,495
Other non-current	53,816,698	54,225,627	58,388,710
Total assets	<u>148,826,171</u>	<u>149,272,535</u>	<u>142,151,858</u>
Deferred outflows of resources	92,323	29,870	5,654
Total assets and deferred outflows of resources	<u>\$ 148,918,494</u>	<u>\$ 149,302,405</u>	<u>\$ 142,157,512</u>
<b>Liabilities:</b>			
Current liabilities	\$ 3,042,151	\$ 2,648,534	\$ 5,439,982
Non-current liabilities	132,942,020	133,408,934	123,980,559
Total liabilities	<u>135,984,171</u>	<u>136,057,468</u>	<u>129,420,541</u>
Deferred inflows of resources	31,341	37,456	-
Total liabilities and deferred inflows of resources	<u>\$ 136,015,512</u>	<u>\$ 136,094,924</u>	<u>\$ 129,420,541</u>
<b>Net position:</b>			
Net investment in capital assets	\$ 436,845	\$ 931,229	\$ 6,075,314
Restricted	10,307,998	9,274,689	4,513,260
Unrestricted	2,158,139	3,001,563	2,148,397
Total net position	<u>\$ 12,902,982</u>	<u>\$ 13,207,481</u>	<u>\$ 12,736,971</u>

**Capital & Other Non-Current Assets**

Capital assets of the RMA include the infrastructure portion of the SH550 toll road placed in service along with toll equipment net of accumulated depreciation. The projects undergoing construction, traffic studies, environmental and preliminary engineering studies are recorded as construction in process. As of September 30, 2016, 2015, and 2014 the RMA had approximately \$22.2, \$19.7, and \$59.6 million respectively, in construction in process.

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**Capital & Other Non-Current Assets – Continued**

**Capital & Other Non-Current Assets**

	<u>2016</u>	<u>2015</u>	<u>2014</u>
<b>Capital Assets:</b>			
Capital assets, net	\$ 68,187,067	\$ 70,106,680	\$ 15,822,623
<b>Non-Current Assets</b>			
Restricted assets	7,076,480	8,898,693	16,364,428
Construction and work in process	22,230,768	19,663,812	59,555,495
Redevelopment and other non-current assets	46,740,218	45,326,934	42,024,282
Totals	<u>\$ 144,234,533</u>	<u>\$ 143,996,119</u>	<u>\$ 133,766,828</u>

**Non-Current Liabilities**

Due to other agencies, as of September 30, 2016, 2015, and 2014 were approximately \$14.1, \$13.3, and \$11.1 million, respectively. These amounts include financial assistance agreements with TxDOT. In the totals for long-term bonds payable, the RMA has both tax exempt and non-tax exempt issuances. A more detailed description to these bond issuances can be found in the notes to the financial statements.

**Non-Current Liabilities**

	<u>2016</u>	<u>2015</u>	<u>2014</u>
<b>Non-Current Liabilities:</b>			
Due to other agencies and other noncurrent liabilities	\$ 14,181,404	\$ 13,305,416	\$ 11,062,796
Liabilities related to redevelopment assets	41,395,770	40,848,309	37,302,720
Long term bond payable	77,361,730	79,250,062	75,615,043
Net pension liability	3,116	5,147	-
Totals	<u>\$ 132,942,020</u>	<u>\$ 133,408,934</u>	<u>\$ 123,980,559</u>

**Changes in Net Position**

The RMA's total revenues for the year ending September 30, 2016, 2015, and 2014 were approximately \$6.5 million, \$4.4, and \$7.7 million, respectively. Total expenses for the year ending September 30, 2016, 2015, and 2014 were approximately \$6.8, \$3.9, and \$2.7 million, respectively.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
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**September 30, 2016**

**Changes in Net Position** – Continued

**Changes in Net Position**

	<u>2016</u>	<u>2015</u>	<u>2014</u>
<b>Revenues:</b>			
Vehicle registration fees	\$ 3,156,486	\$ 2,975,240	\$ 2,932,080
Toll revenue	1,220,065	510,448	273,627
Transportation reinvestment zone	426,261	378,840	295,907
Other operating revenue	332,034	495,514	166,602
Non-operating revenue and capital contributions	1,411,742	8,106	4,019,461
Total Revenues	<u>6,546,588</u>	<u>4,368,148</u>	<u>7,687,677</u>
<b>Expenses:</b>			
Operating	3,420,704	2,198,909	1,143,583
Non-operating	3,430,383	1,698,729	1,625,299
Total Expenses	<u>6,851,087</u>	<u>3,897,638</u>	<u>2,768,882</u>
Change in Net Position	<u>\$ (304,499)</u>	<u>\$ 470,510</u>	<u>\$ 4,918,795</u>

**Contacting the RMA's Financial Management**

The financial report is designed to provide customers, investors and creditors with a general overview of the RMA's finances and to demonstrate the RMA's accountability for all inflows and outflows of resources. If you have any questions about this report or need additional financial information, contact the Cameron County Regional Mobility Authority, 3461 Carmen Avenue, Rancho Viejo, Texas 78575 or visit [www.ccrma.org](http://www.ccrma.org) for more information.



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Statements of Net Position**  
**September 30, 2016 and 2015**

	2016	2015
<b>ASSETS:</b>		
<b>Current Assets:</b>		
Cash and cash equivalents	\$ 2,008,726	\$ 2,958,483
Prepaid assets	7,616	-
Accounts receivable	556,409	578,611
Due from other agencies	2,018,887	1,739,322
Total Current Assets	<u>4,591,638</u>	<u>5,276,416</u>
<b>Non-Current Assets:</b>		
<b>Restricted Assets:</b>		
Cash-trustee funds	4,344,730	5,492,899
Cash-debt reserve	2,268,628	2,256,741
Cash-debt service	463,122	1,149,053
Total Restricted Assets	<u>7,076,480</u>	<u>8,898,693</u>
Capital assets, net	68,187,067	70,106,680
Construction and work in process	22,230,768	19,663,812
Redevelopment assets	46,621,328	45,203,258
Prepaid bond insurance	118,890	123,676
Total Non-Current Assets	<u>144,234,533</u>	<u>143,996,119</u>
Total Assets	<u>148,826,171</u>	<u>149,272,535</u>
Deferred outflows related to pension	<u>92,323</u>	<u>29,870</u>
Total Assets and Deferred Outflows	<u>\$ 148,918,494</u>	<u>\$ 149,302,405</u>
<b>LIABILITIES:</b>		
<b>Current Liabilities:</b>		
Accounts payable	\$ 718,861	\$ 1,176,543
Accrued interest payable	450,790	454,491
Due to other governments	167,500	167,500
Current maturities of bonds	1,705,000	850,000
Total Current Liabilities	<u>3,042,151</u>	<u>2,648,534</u>
<b>Non-Current Liabilities:</b>		
Other noncurrent liabilities	89,758	-
Due to other agencies	14,091,646	13,305,416
Liabilities related to redevelopment assets	41,395,770	40,848,309
Long-term bond payable	77,361,730	79,250,062
Net pension liability	3,116	5,147
Total Non-Current Liabilities	<u>132,942,020</u>	<u>133,408,934</u>
Total Liabilities	<u>135,984,171</u>	<u>136,057,468</u>
Deferred inflows related to bond refunding	31,341	37,456
Total Liabilities and Deferred Inflows	<u>136,015,512</u>	<u>136,094,924</u>
<b>NET POSITION:</b>		
Net investment in capital assets	436,845	931,229
Restricted	10,307,998	9,274,689
Unrestricted	2,158,139	3,001,563
Total Net Position	<u>12,902,982</u>	<u>13,207,481</u>
Total Liabilities, Deferred Inflows, and Net Position	<u>\$ 148,918,494</u>	<u>\$ 149,302,405</u>

See Accompanying Notes to the Financial Statements

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Statements of Revenues, Expenses**  
**And Changes in Net Position**  
**Years Ended September 30, 2016 and 2015**

	<u>2016</u>	<u>2015</u>
<b>Operating Revenues</b>		
Vehicle registration fee	\$ 3,156,486	\$ 2,975,240
Toll revenue	1,220,065	510,448
Transportation reinvestment zone	426,261	378,840
Other operating revenue	332,034	495,514
Total Operating Revenues	<u>5,134,846</u>	<u>4,360,042</u>
<b>Operating Expenses</b>		
Advertising	24,927	61,610
Salaries and contractual services	300,053	895,350
Insurance	5,968	41,587
Miscellaneous	22,486	63,670
Office expenses	90,209	31,130
Professional services	287,875	41,238
Travel	26,830	32,770
Toll operating expenses	645,224	232,179
Utilities	14,620	22,939
Depreciation	2,002,512	776,436
Total Operating Expenses	<u>3,420,704</u>	<u>2,198,909</u>
Operating Income (Loss)	<u>1,714,142</u>	<u>2,161,133</u>
<b>Non-Operating Revenues (Expenses)</b>		
Bond issuance costs	-	(307,269)
Interest expense	(3,430,383)	(1,391,460)
Interest income	17,330	8,106
Other revenue	9,412	-
Total Non-Operating Revenue (Expenses)	<u>(3,403,641)</u>	<u>(1,690,623)</u>
Income (Loss) before capital contributions and special item	<u>(1,689,499)</u>	<u>470,510</u>
<b>Capital Contributions</b>	<u>1,385,000</u>	<u>-</u>
Change in Net Position	<u>(304,499)</u>	<u>470,510</u>
<b>Net Position-beginning of year</b>	<u>13,207,481</u>	<u>12,736,971</u>
<b>Net Position-end of year</b>	<u>\$ 12,902,982</u>	<u>\$ 13,207,481</u>

See Accompanying Notes to the Financial Statements

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Statements of Cash Flows**  
**Years Ended September 30, 2016 and 2015**

	2016	2015
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Receipts from vehicle registration fees	\$ 3,180,950	\$ 2,933,830
Receipts from toll revenues	1,217,803	475,297
Receipts from other operating sources	989,357	735,124
Payments to vendors	(1,343,456)	(782,957)
Payments to employees	(313,643)	(614,540)
Net cash provided by (used in) operating activities	<u>3,731,011</u>	<u>2,746,754</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
Acquisitions of property and equipment	(82,898)	(551,206)
Acquisitions of construction in progress	(4,303,206)	(20,735,131)
Payments on interest	(3,429,818)	(1,606,854)
Payments on bond principal	(850,000)	(780,000)
Bond proceeds	-	4,158,771
Proceeds related to redevelopment assets	1,360,483	407,461
Advances from TxDOT FAA and other project agreements	786,230	5,788,210
Net cash provided by (used in) capital and related financing activities	<u>(6,519,209)</u>	<u>(13,318,749)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Receipts from interest income	<u>16,228</u>	<u>8,106</u>
Net increase (decrease) in cash and cash equivalents	(2,771,970)	(10,563,888)
Cash and cash equivalents at beginning of year	11,857,176	22,421,064
Cash and cash equivalents at end of year	<u>\$ 9,085,206</u>	<u>\$ 11,857,176</u>
<b>RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED) BY OPERATING ACTIVITIES:</b>		
Operating income (Loss)	\$ 1,714,142	\$ 2,161,134
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation expense	2,002,512	776,436
Changes in assets and liabilities:		
(Increase) decrease in prepaid expenses and other assets	(7,616)	-
(Increase) decrease in due from other agencies	315,717	(215,791)
(Decrease) increase in accounts payable	(231,291)	24,976
(Increase) in deferred outflow of resources	(62,453)	-
Net cash flows provided by operating activities	<u>\$ 3,731,011</u>	<u>\$ 2,746,754</u>

See Accompanying Notes to the Financial Statements

(continued)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Statements of Cash Flows - Continued**  
Years Ended September 30, 2016 and 2015

	<u>2016</u>	<u>2015</u>
RECONCILIATION OF ENDING CASH AND CASH EQUIVALENTS TO THE STATEMENT OF NET POSITION:		
Ending cash - Statement of Cash Flows	\$ 9,085,206	\$ 11,857,176
Less: amount reported in restricted assets	<u>7,076,480</u>	<u>8,898,693</u>
Ending cash - Statement of Net Position	<u>\$ 2,008,726</u>	<u>\$ 2,958,483</u>

See Accompanying Notes to the Financial Statements

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 1 – Organization and Summary of Significant Accounting Policies**

The financial statements of the RMA have been prepared in conformity with Generally Accepted Accounting Principles in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the RMA's accounting policies are described below:

**A. Reporting Entity**

The Cameron County Regional Mobility Authority (RMA) was authorized for creation in September 30, 2004 by the Texas Transportation Commission to promote and improve regional mobility within Cameron County. Since its creation, the RMA has committed itself to an ambitious series of economically sustainable projects to improve the quality of life for area residents and enable quality economic development. The RMA receives funds from Vehicle Registration Fees in Cameron County as well as toll revenues and grant funds for projects. The RMA is governed by a board of directors consisting of seven members with operations overseen by an Executive Director. The RMA operates with a small staff and contracts many of its services with local area professionals.

In evaluating how to define the RMA, for financial reporting purposes, management has determined that there are no entities over which the RMA exercises significant influence. Significant influence or accountability is based primarily on operational or financial relationships with the RMA. Since the RMA does not exercise significant influence or accountability over other entities, it has no component units.

**B. Basis of Accounting**

The operations of the RMA are accounted for within a single proprietary (enterprise) fund through which all financial activities are recorded. The measurement focus for an enterprise fund is the flow of economic resources. An enterprise fund follows the accrual basis of accounting. Under the accrual basis of accounting, all assets, liabilities and deferred inflows and outflows of resources associated with the operations are included on the Statement of Net Position. Net position (i.e., total assets and deferred outflows net of total liabilities and deferred inflows) is segregated into amounts of net investment in capital assets, amounts restricted for capital activity and debt service pursuant to the bond indenture, and amounts which are unrestricted. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of capital assets is recognized.

**C. Estimates**

The preparation of the financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 1 – Organization and Summary of Significant Accounting Policies – Continued**

**D. Cash & Cash Equivalents**

Cash and cash equivalents include cash on hand and demand deposits. These deposits are fully collateralized or covered by federal deposit insurance

**E. Capital Assets**

Capital assets, which include property, equipment and infrastructure assets, are reported at cost. Depreciation is computed on the straight-line method over the following estimated useful lives:

Road and bridges, 40 years  
Improvements, 5-20 years  
Buildings, 20-30 years  
Equipment, 3-20 years

A full month's depreciation is taken in the month an asset is placed in service. When property and equipment are disposed depreciation is removed from the respective accounts and the resulting gain or loss, if any, is recorded in operations.

**F. Capital Contributions**

Capital contributions are comprised of federal, state and local grants. The portion of the grants and reimbursements used for capital purposes are reflected as capital contributions in the Statements of Revenues, Expenses and Changes in Net Position. The funds are reimbursable contributions, whereas the RMA first pays for the project and then the granting agency reimburses the RMA for its eligible expenses. The RMA considers all grants and contributions to be 100% collectible in accordance with contract terms.

**G. Income Taxes**

The RMA is a political subdivision of the State of Texas. As such, income earned in the exercise of its essential government functions is exempt from state or federal income taxes. Bond obligations issued by state and local governments are tax-exempt only if the issuers pay rebate to the federal government of the earnings on the investment of the proceeds of a tax-exempt issue in excess of the yield on such obligations and any income earned on such excess.

**H. Classification of Operating and Non-Operating Revenues and Expenses**

The RMA defines operating revenues and expenses as those revenues and expenses generated by a specified program offering either a good or service. This definition is consistent with GASB Statement No. 9 which defines operating receipts as cash receipts from customers and other cash receipts that do not result from transactions defined as capital and related financing, non-capital financing or investing activities. Operating expenses for the RMA include the costs of administrative expenses, indirect administrative costs and costs for contractual services associated with operations or project studies. Revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 1 – Organization and Summary of Significant Accounting Policies – Continued**

**I. Net Position**

The RMA's policy on net position allows for the following three categories of net position:

- *Net investment in capital assets* – consists of capital assets net of accumulated depreciation, outstanding balances on borrowings attributable to the acquisition of capital assets, and deferred outflows and inflows of resources attributable to the acquisition of capital assets.
- *Restricted* – consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.
- *Unrestricted* – net amount of assets, deferred outflows, liabilities, and deferred inflows not included in the determination of net investment in capital assets, or the restricted component of net position.

**J. Deferred Outflows and Inflows of Resources**

The RMA has classified as deferred inflows of resources items that represent acquisition of net position that applies to future periods and will not be recognized as revenue until then. The RMA has classified as deferred outflows of resources certain items that represent a consumption of resources that applies to future period and, therefore, will not be recognized as an expense until then.

**K. Reclassifications**

Certain amounts reported in previous periods have been reclassified to conform to the current year presentation.

**L. Restricted Assets**

Certain proceeds of the RMA's bonds and grants, as well as certain other resources are classified as restricted assets in the statements of net position because their use is limited by applicable bond covenants and grant agreements. It is the RMA's policy to first apply restricted resources when an expense is incurred for purposes in which both restricted and unrestricted net assets are available.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 1 – Organization and Summary of Significant Accounting Policies – Continued**

**M. Long-Term Obligations, Bond Premiums, Discounts, and Issuance Costs**

Long term obligations are reported as liabilities in the statement of net position and consist of bond premiums and discounts. The RMA amortizes premiums and discounts over the estimated life of the bonds as an adjustment to interest expense. Bond issuance cost, other than prepaid insurance, is expensed as incurred, in accordance with GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*. Deferred gains/losses on refunding (the difference between the reacquisition price and the carrying value of the existing debt) are recorded as deferred outflows/inflows of resources and amortized over the shorter of the life of the original bonds or the life of the refunding bonds.

**N. Pensions**

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the of the RMA's participation in the Texas County and District Retirement System (TCDRS), an agent plan, and additions to/deductions from TCDRS's fiduciary net position have been determined on the same basis as they are reported by TCDRS. For this purpose, plan contributions are recognized in the period that compensation is reported for the employee, which is when contributions are legally due. Benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**O. Subsequent Events**

On December 29, 2016, Cameron County and the RMA issued its Revenue and Tax Refunding Bond, Series 2016 (State Highway 550 Project) in the amount of \$15.8 million. The RMA is obligated to repay the principal and interest amounts on the bonds as detailed in the third amendment of the SH550 Funding and Development Agreement. The Bond Series 2016 has maturities of February 2035 to 2039, and carry interest rates of 3.75% to 5% payable every February 15 and August 15 of each year. Management has evaluated subsequent events through January 20, 2017, which is the date the financial statements were available to be issued.

**P. Fair Value Measurement**

In February 2015, GASB issued its Statement No. 72, *Fair Value Measurement and Application*, which became effective for periods beginning after June 15, 2015, addresses accounting and financial reporting issues related to fair value measurements by providing guidance for determining fair value for financial reporting purposes. This statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. The RMA has no investments required to be reported under GASB Statement No. 72 as of September 30, 2016.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 2 – Deposits and Investments**

*Custodial Credit Risk*

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the RMA will not be able to recover its deposits or will not be able to recover its collateral securities that are in the possession of an outside party. The RMA complies with its investment policy for all its cash and cash equivalent accounts, which calls for safety of principal as the first priority in its deposit accounts. As of September 30, 2016, the carrying amount of the RMA's cash, cash equivalents, and restricted cash was \$9,085,206. Of this total, \$7,076,480 was restricted and held in various bond trustee accounts in the BNY Mellon in accordance with bond indenture agreements. The remainder \$2,008,726 was held in business interest checking accounts. There is no limit on the amount the RMA may deposit in any one institution. However, the Federal Deposit Insurance Corporation only insures up to \$250,000 per institution. The RMA is fully collateralized with pledged securities for amounts in excess of the FDIC limit for the year ended September 30, 2016.

**Note 3 – Capital Assets**

Depreciation expense for 2016 and 2015 was \$2,002,512 and \$776,436, respectively. The following schedule summarizes the Capital Assets and Construction in Process of the RMA as of September 30, 2016:

<b>Capital Assets</b>	<b>October , 2015</b>	<b>Additions</b>	<b>Deletions</b>	<b>Reclassifications</b>	<b>September 30, 2016</b>
<b>Depreciable</b>					
Buildings	\$ 202,803	\$ -	\$ -	\$ -	\$ 202,803
Improvements	7,791	13,000	-	-	20,791
Software	19,792	-	-	-	19,792
Infrastructure	64,200,349	-	-	-	64,200,349
Equipment	7,521,316	69,898	-	-	7,591,214
<b>Total</b>	<b>\$ 71,952,051</b>	<b>\$ 82,898</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 72,034,950</b>
<b>Accumulated Depreciation</b>					
Buildings	\$ (5,070)	\$ (10,140)	\$ -	\$ -	\$ (15,210)
Improvements	(87)	(682)	-	-	(769)
Software	(7,917)	(3,958)	-	-	(11,875)
Infrastructure	(1,185,377)	(1,605,009)	-	-	(2,790,386)
Equipment	(745,670)	(382,723)	-	-	(1,128,393)
<b>Total</b>	<b>\$ (1,944,121)</b>	<b>\$ (2,002,512)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (3,946,633)</b>
<b>Net Depreciable Assets</b>	<b>\$ 70,007,930</b>	<b>\$ (1,919,615)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 68,088,317</b>
<b>Non-Depreciable</b>					
Land	\$ 98,750	\$ -	\$ -	\$ -	\$ 98,750
Construction in process	19,431,293	1,969,272	(11,689)	-	21,388,876
Work in process	232,519	609,374	-	-	841,892
<b>Total Capital Assets</b>	<b>\$ 89,770,492</b>	<b>\$ 659,031</b>	<b>\$ (11,689)</b>	<b>\$ -</b>	<b>\$ 90,417,835</b>

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**Note 3 – Capital Assets – Continued**

The additions related to construction in process are as follows:

Project	Additions
SPI 2nd Access	\$ 1,400,641
SH 550	331,393
SH 32 (East Loop)	106,429
Outer Parkway	57,541
FM1925	35,853
Spur 54	20,663
Other projects	10,146
FM803	6,606
<b>Total</b>	<b>\$ 1,969,272</b>

The following schedule summarizes the capital assets and Construction in Process of the RMA as of September 30, 2015:

Capital Assets	October , 2014	Additions	Deletions	Reclassifications	September 30, 2015
<b>Depreciable</b>					
Buildings	\$ -	\$ 202,803	\$ -	\$ -	\$ 202,803
Improvements	-	7,791	-	-	7,791
Software	19,792	-	-	-	19,792
Infrastructure	12,958,232	-	-	51,242,117	64,200,349
Equipment	4,012,284	-	-	3,509,032	7,521,316
<b>Total</b>	<b>\$ 16,990,308</b>	<b>\$ 210,594</b>	<b>\$ -</b>	<b>\$ 54,751,149</b>	<b>\$ 71,952,051</b>
<b>Accumulated Depreciation</b>					
Buildings	\$ -	\$ (5,070)	\$ -	\$ -	\$ (5,070)
Improvements	-	(87)	-	-	(87)
Software	(3,958)	(3,959)	-	-	(7,917)
Infrastructure	(647,912)	(537,465)	-	-	(1,185,377)
Equipment	(515,816)	(229,856)	-	-	(745,670)
<b>Total</b>	<b>\$ (1,167,686)</b>	<b>\$ (776,437)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (1,944,121)</b>
<b>Net Depreciable Assets</b>	<b>\$ 15,822,622</b>	<b>\$ (565,843)</b>	<b>\$ -</b>	<b>\$ 54,751,149</b>	<b>\$ 70,007,930</b>
<b>Non-Depreciable</b>					
Land	\$ -	\$ 98,750	\$ -	\$ -	\$ 98,750
Construction in process	59,555,495	14,626,947	-	(54,751,149)	19,431,293
Work in process	-	232,519	-	-	232,519
<b>Total Capital Assets</b>	<b>\$ 75,378,117</b>	<b>\$ 14,392,373</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 89,770,492</b>

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**Note 3 – Capital Assets – Continued**

The additions related to construction in process are as follows:

Project	Additions
SH 550	\$ 12,117,249
SPI 2nd Access	1,899,777
SH 32 (East Loop)	304,330
Outer Parkway	62,710
FM1925	70,170
FM803	89,042
West Parkway	72,795
General Brant	10,874
Total	<u>\$ 14,626,947</u>

**Note 4 – Redevelopment Assets**

The RMA has authorization by the State to participate, develop, and construct projects on behalf of other entities. The RMA has begun work on several projects in which the RMA will not retain ownership when work is completed. These projects are recorded as Redevelopment Assets on the Statement of Net Position. At completion, these Redevelopment Assets will be removed along with any associated liabilities and any difference will be adjusted through current operations. The following schedules summarize the Redevelopment Assets shown on the Statement of Net Position as of September 30, 2016, and 2015:

Redevelopment Assets	October 1, 2015	Additions	Deletions	Reclassifications	September 30, 2016
Brownsville/Matamoros West Rail Relocation	\$ 32,497,498	\$ 1,418,070	\$ -	\$ -	\$ 33,915,568
Olmato Switchyard	12,705,760	-	-	-	12,705,760
Total Redevelopment Assets	<u>\$ 45,203,258</u>	<u>\$ 1,418,070</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 46,621,328</u>

Redevelopment Assets	October 1, 2014	Additions	Deletions	Reclassifications	September 30, 2015
Brownsville/Matamoros West Rail Relocation	\$ 29,265,813	\$ 3,243,951	\$ (12,266)	\$ -	\$ 32,497,498
Olmato Switchyard	12,630,007	75,753	-	-	12,705,760
Total Redevelopment Assets	<u>\$ 41,895,820</u>	<u>\$ 3,319,704</u>	<u>\$ (12,266)</u>	<u>\$ -</u>	<u>\$ 45,203,258</u>

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**Note 5 – Disaggregation of Receivable and Payable Balances**

Of the current receivables, 92% are due from the Cameron County for Vehicle Registration Fees outstanding as of September 30, 2016. The Due from other agencies consists of amounts pending reimbursement for construction project expenditures. Payable balances are comprised 23% from operations, contractors, and professional services at September 30, 2016. The remaining 77% of accounts payable represents the construction obligations for Construction and Work in Process outstanding at September 30, 2016.

**Note 6 – Short-Term Debt-Revolving Line of Credit**

The Authority uses a revolving line of credit to finance a variety of transportation projects, including financing construction projects prior to issuance of the related bonds and other project financing.

Short-term debt activity for the year ended September 30, 2016, was as follows:

<u>Beginning Balance</u>	<u>Draws</u>	<u>Repayments</u>	<u>Ending Balance</u>	<u>Line of Credit</u>
\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

**Note 7 – Non-Current Liabilities**

Liabilities related to redevelopment assets and due to other agencies are comprised of contributions received by Federal, State, and Local entities for the development of redevelopment assets. These liabilities are held until the asset is complete and will offset when asset is removed from financials. For more information on these assets see Note 4.

<u>Liabilities related to redevelopment assets</u>	<u>October 1, 2015</u>	<u>Additions</u>	<u>Reductions</u>	<u>September 30, 2016</u>
Due to other agencies - West Rail Project	\$ 28,914,069	\$ 547,462	\$ -	\$ 29,461,531
Due to other agencies - Olmito Switch Yard Project	11,934,239	-	-	11,934,239
<b>Total</b>	<b>\$ 40,848,308</b>	<b>\$ 547,462</b>	<b>\$ -</b>	<b>\$ 41,395,770</b>
<b>Due to Other Agencies</b>				
TxDot FAA - South Padre Island 2nd Access	\$ 11,060,827	\$ 786,230	\$ -	\$ 11,847,057
TxDot FAA - West Parkway	2,244,589	-	-	2,244,589
<b>Total</b>	<b>\$ 13,305,416</b>	<b>\$ 786,230</b>	<b>\$ -</b>	<b>\$ 14,091,646</b>

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**Note 7 – Non-Current Liabilities - Continued**

<b>Liabilities related to redevelopment assets</b>	<b>October 1, 2014</b>	<b>Additions</b>	<b>Reductions</b>	<b>September 30, 2015</b>
Due to other agencies - West Rail Project	\$ 25,444,234	\$ 3,469,836	\$ -	\$ 28,914,070
Due to other agencies - Olmito Switch Yard Project	11,858,486	75,753	-	11,934,239
<b>Total</b>	<b>\$ 37,302,720</b>	<b>\$ 3,545,589</b>	<b>\$ -</b>	<b>\$ 40,848,309</b>
<b>Due to Other Agencies</b>				
TxDot FAA - South Padre Island 2nd Access	\$ 8,818,207	\$ 2,242,620	\$ -	\$ 11,060,827
TxDot FAA - West Parkway	2,244,589	-	-	2,244,589
<b>Total</b>	<b>\$ 11,062,796</b>	<b>\$ 2,242,620</b>	<b>\$ -</b>	<b>\$ 13,305,416</b>

**Note 8 – Long-Term Bonds Payable**

On April 1, 2010, the RMA issued \$28.7 million of special revenue bonds, consisting of two series of bonds, 2010A and 2010B both secured by Vehicle Registration Fees of Cameron County. The \$13.2 million and \$15.5 million of the 2010A and 2010B bonds were issued as term bonds. The 2010A bonds carry interest rates of 2.0% to 5.0% and mature between February 2012 and February 2026. The 2010B bonds carry an interest rate of 6.5%, maturing on February 2036. All term bonds are subject to mandatory redemption in prescribed amounts before the maturity dates. At September 30, 2016, \$20 million remains outstanding.

In June 2012, the RMA and Cameron County entered into the SH550 Funding and Development Agreement, for a project titled "SH550 Direct Connector Transportation Project". Cameron County issued Revenue and Tax bonds, Series 2012 (State Highway 550 Project) \$40,000,000 dated August 8, 2012 providing funding for this project. As a condition of funding, the Authority is obligated to repay the funding together with interest on the unpaid principal balance at the same stated rates the County will pay on the Series 2012 bonds in addition to an administrative fee also known as a "CAF Fee". The bonds carry interest rates of 2.125% to 5.0% and mature between February 2017 and February 2032. At September 30, 2016 \$40 million remains outstanding.

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**Note 8 – Long-Term Bonds Payable - Continued**

With the purpose of continuing the funding for the “SH550 Direct Connector Transportation Project” and in accordance with the SH550 Funding and Development agreement entered into on June 2012 and amended on January 29, 2014, Cameron County issued \$5,000,000 Revenue and Tax Bonds, Series 2014 (State Highway 550 Project) dated March 1, 2014. As a condition of such funding, the RMA is obligated to repay the funding together with interest on the unpaid principal balance at the same stated rates of interest the County will pay on the Series 2014 bonds. Similarly to the Series 2012 Bonds, the RMA is obligated to continue payment of the annual CAF Fee as calculated on the original issuance of the Series 2012 bonds. Series 2014 bonds carry interest rates of 2.0% to 5% and mature between February 2018 and February 2034. The amount that remains outstanding at September 30, 2016 is \$5 million.

On October 9, 2014, the RMA issued \$6.3 million in special revenue bonds with an average interest rate of 2.1% to advance refund \$6.2 million of outstanding 2010A Series bonds with an average interest rate of 3.7%. The bonds have maturity dates between February 2017 and February 2022. The ending balance as of September 30, 2016 was \$5.5 million.

In March 2015, the RMA issued \$4,500,000 Revenue and Tax Bonds, Series 2015 (State Highway 550 Project) to further provide funds for the “SH550 Direct Connector Transportation Project.” The RMA is responsible for repaying the principal and interest amounts as well as the annual CAF Fee on the bonds. The bonds have maturities between February 2020 and February 2025, and they carry interest rates of 2.5% to 3.75%. As of September 30, 2016, \$4.5 million remain outstanding.

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**Note 8 – Long-Term Bonds Payable - Continued**

Long-Term Bonds Payable for 2016 and 2015 is summarized as follows:

<b>Bonds Payable</b>	<b>Balance as of October 1, 2015</b>	<b>Additions</b>	<b>Reductions</b>	<b>Balance as of September 30, 2016</b>	<b>Due within one year</b>
2010 Revenue Bonds	\$ 20,015,000	\$ -	\$ -	\$ 20,015,000	\$ -
Plus: Premium on Refunding	15,290	-	(1,529)	13,761	-
2012 Revenue & Tax Bonds	40,000,000	-	-	40,000,000	(840,000)
Plus: Premium on Refunding	4,011,379	-	(149,028)	3,862,351	-
2014 Revenue & Tax Bonds	5,000,000	-	-	5,000,000	-
Plus: Premium on Refunding	154,654	-	(14,772)	139,882	-
2014 Refunding Revenue Bonds	6,325,000	-	(850,000)	5,475,000	(865,000)
Plus: Premium on Refunding	117,507	-	(19,585)	97,922	-
2015 Revenue & Tax Bonds	4,500,000	-	-	4,500,000	-
Plus: Discount on Refunding	(38,768)	-	1,582	(37,186)	-
	<u>\$ 80,100,062</u>	<u>\$ -</u>	<u>\$ (1,033,332)</u>	<u>\$ 79,066,730</u>	<u>\$ (1,705,000)</u>

<b>Bonds Payable</b>	<b>Balance as of October 1, 2014</b>	<b>Additions</b>	<b>Reductions</b>	<b>Balance as of September 30, 2015</b>	<b>Due within one year</b>
2010 Revenue Bonds	\$ 27,015,000	\$ -	\$ (7,000,000)	\$ 20,015,000	\$ -
Plus: Premium on Refunding	64,212	-	(48,922)	15,290	-
2012 Revenue & Tax Bonds	40,000,000	-	-	40,000,000	-
Plus: Premium on Refunding	4,160,407	-	(149,028)	4,011,379	-
2014 Revenue & Tax Bonds	5,000,000	-	-	5,000,000	-
Plus: Premium on Refunding	155,424	-	(770)	154,654	-
2014 Refunding Revenue Bonds	-	6,325,000	-	6,325,000	(850,000)
Plus: Premium on Refunding	-	137,092	(19,585)	117,507	-
2015 Revenue & Tax Bonds	-	4,500,000	-	4,500,000	-
Plus: Discount on Refunding	-	(39,559)	791	(38,768)	-
	<u>\$ 76,395,043</u>	<u>\$ 10,922,533</u>	<u>\$ (7,217,514)</u>	<u>\$ 80,100,062</u>	<u>\$ (850,000)</u>

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**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
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**Note 8 – Long-Term Bonds Payable – Continued**

The annual requirements to retire the revenue bonds outstanding at September 30, 2016 are as follows:

	<b>2010A Bonds</b>			<b>2010B Bonds</b>		
	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2017	-	224,000	224,000	-	1,017,853	1,017,853
2018	-	224,000	224,000	-	1,017,853	1,017,853
2019	-	224,000	224,000	-	1,017,853	1,017,853
2020	-	224,000	224,000	-	1,017,853	1,017,853
2021	-	224,000	224,000	-	1,017,853	1,017,853
2022-2026	4,480,000	685,750	5,165,750	-	5,089,265	5,089,265
2027-2031	-	-	-	6,940,000	3,991,478	10,931,478
2032-2036	-	-	-	8,595,000	1,456,018	10,051,018
	<u>\$ 4,480,000</u>	<u>\$ 1,805,750</u>	<u>\$ 6,285,750</u>	<u>\$ 15,535,000</u>	<u>\$ 15,626,026</u>	<u>\$ 31,161,026</u>

	<b>2012 Revenue &amp; Tax Bonds</b>			<b>2014 Revenue &amp; Tax Bonds</b>		
	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2017	840,000	1,899,100	2,739,100	-	198,300	198,300
2018	860,000	1,876,288	2,736,288	50,000	197,800	247,800
2019	880,000	1,856,725	2,736,725	150,000	195,800	345,800
2020	900,000	1,836,688	2,736,688	240,000	188,300	428,300
2021	935,000	1,802,625	2,737,625	255,000	175,925	430,925
2022-2026	5,440,000	8,243,500	13,683,500	1,405,000	735,325	2,140,325
2027-2031	6,985,000	6,698,125	13,683,125	1,695,000	445,625	2,140,625
2032-2036	8,970,000	4,713,750	13,683,750	1,205,000	82,913	1,287,913
2037-2042	14,190,000	2,231,750	16,421,750	-	-	-
	<u>\$ 40,000,000</u>	<u>\$ 31,158,551</u>	<u>\$ 71,158,551</u>	<u>\$ 5,000,000</u>	<u>\$ 2,219,988</u>	<u>\$ 7,219,988</u>

	<b>2015 Revenue &amp; Tax Bonds</b>			<b>2014 Refunding Bonds Vehicle Registration Fees</b>		
	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2017	-	152,813	152,813	865,000	105,600	970,600
2018	-	152,813	152,813	885,000	88,100	973,100
2019	-	152,813	152,813	905,000	70,200	975,200
2020	100,000	151,563	251,563	920,000	51,950	971,950
2021	145,000	148,500	293,500	940,000	32,175	972,175
2022-2026	865,000	673,150	1,538,150	960,000	10,800	970,800
2027-2031	1,025,000	525,241	1,550,241	-	-	-
2032-2036	1,215,000	328,697	1,543,697	-	-	-
2037-2040	1,150,000	88,500	1,238,500	-	-	-
	<u>\$ 4,500,000</u>	<u>\$ 2,374,090</u>	<u>\$ 6,874,090</u>	<u>\$ 5,475,000</u>	<u>\$ 358,825</u>	<u>\$ 5,833,825</u>



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**Note 9- Interest Capitalization/Expense**

The RMA capitalized a total of \$8,671 of debt interest to construction in process projects. The interest capitalized is from the 2010 Bond Series. The detailed capitalization is outlined in the schedule below. The remaining interest was expensed in the total amount of \$3,430,383 for the year ending September 30, 2016.

Projects	2010 Bonds	2012 Bonds	2014 Bonds	2015 Bonds
West Parkway Project	\$ 55	\$ -	\$ -	\$ -
Outer Parkway Project	2,644	-	-	-
SH 32 (East Loop)	5,196	-	-	-
FM 803	331	-	-	-
General Brant	437	-	-	-
Port Isabel Access	9	-	-	-
Total Interest Capitalized	<u>\$ 8,671</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Capitalized interest as of September 30, 2015, is shown in the following schedule.

Projects	2010 Bonds	2012 Bonds	2014 Bonds	2015 Bonds
West Parkway Project	\$ 2,818	\$ -	\$ -	\$ -
Outer Parkway Project	4,964	-	-	-
SH 32 (East Loop)	13,461	-	-	-
FM 803	4,146	-	-	-
General Brant	1,324	-	-	-
State Highway 550 Project	-	1,766,853	270,844	46,210
Total Interest Capitalized	<u>\$ 26,713</u>	<u>\$ 1,766,853</u>	<u>\$ 270,844</u>	<u>\$ 46,210</u>

**Note 10 – Employee Retirement System**

**A. Plan description**

The Authority participates as one of 677 nontraditional defined benefit pension plans administered by the Texas County and District Retirement System (TCDRS). The TCDRS is an agency created by the Texas Legislature and administrated in accordance with the TCDRS Act, as an agent multiple-employer retirement system for county and district employees in the State of Texas. The TCDRS Act places the general administration and management of the TCDRS with an independent nine-member Board of Trustees. Although the Governor, with the advice and consent of the Senate, appoints the Board, TCDRS is not fiscally dependent on the State of Texas. TCDRS's defined benefit pension plan is a tax-qualified plan under Section 401(a) of the Internal Revenue Code. TCDRS issues a publicly available comprehensive annual financial report (CAFR) that can be obtained at [www.tcdrs.org](http://www.tcdrs.org).

All eligible employees of the Authority are required to participate in TCDRS.

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**Note 10 – Employee Retirement System - Continued**

**B. Benefits provided**

TCDRS provides retirement, disability, and death benefits. Benefit provisions are adopted by the governing body of the employer, within the options available in the Texas state statutes governing TCDRS (TCDRS Act).

Benefit amounts are determined by the sum of the employees contributions to the plan, with interest, and employer-financed monetary credits. The level of these monetary credits is adopted by the governing body of the employer within the actuarial constraints imposed by the TCDRS Act so that the resulting benefits can be expected to be adequately financed by the employer's commitment to contribute. At retirement, death, or disability, the benefit is calculated by converting the sum of the employee's accumulated contributions and the employer-financed monetary credits to a monthly annuity using annuity purchase rates prescribed by the TCDRS Act. The plan provisions are adopted by the governing body of the employer, within the options available in the TCDRS Act.

Members can retire at ages 60 and above with 8 or more years of service, with 20 years of service regardless of age, or when the sum of their age and years of service equals 75 or greater. Members are vested after 8 years of service but must leave their accumulated contributions in the plan to receive any employer-financed benefit. Members who withdraw their personal contributions in a lump sum are not entitled to any amounts contributed by their employer.

**Employees covered by benefit terms**

At December 31, 2015 and 2014, respectively, valuation and measurement date, the following amount of employees were covered by the benefit terms:

	2015	2014
Inactive employees or beneficiaries currently receiving benefits	0	0
Inactive employees entitled to but no yet receiving benefits	0	0
Active employees	6	3
	<u>6</u>	<u>3</u>

**C. Contributions**

The plan is funded by monthly contributions from both employee members and the employer based on the covered payroll of employee members. The deposit rate for employees is 4%, 5%, 6% or 7% of compensation, as adopted by the employer's governing body. The employee contribution rate may be changed by the governing body of the employer within the options available in the TCDRS Act. Under the TCDRS Act, the contributions rate of the employer is actuarially determined annually using the Entry Age Normal (EAN) actuarial cost method.

Employees for the Authority are required to contribute 7% of their annual gross earnings during the fiscal year. The contribution rates for the Authority were 10.13% and 9.79% in calendar years 2015 and 2016, respectively. The Authority's contributions for the year ended September 30, 2016 and 2015, were \$55,072 and \$33,736, respectively.

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**Note 10 – Employee Retirement System - Continued**

**D. Net Pension Liability**

The Authority's net pension liability (NPL) was measured as of December 31, 2015, and the total pension liability used to calculate the net pension liability was determined by an annual actuarial valuation as of that date.

**Actuarial assumptions**

The total pension liability in the December 31, 2015 and 2014, respectively, actuarial valuation was determined using the following actuarial assumptions:

	2015	2014
Inflation	3%	3%
Salary increases (including inflation and average)	4.9%	4.9%
Investment rate of return	8.1%	8.1%

Mortality rates were based on the following:

Depositing members	The RP-2000 Active Employee Mortality Table for males with a two-year set-forward and the RP-2000 Active Employee Mortality Table for females with a four-years setback, both projected to 2014 with scale AA and then projected with 110% of the MP-2014 Ultimate scale after that.
Service retirees, beneficiaries and non-depositing members	The RP-2000 Combined Mortality Table projected to 2014 with scale AA and then projected with 110% of the MP-2014 Ultimate scale after that, with a one-year set-forward for males and no age adjustment for females.
Disabled retirees	RP-2000 Disabled Mortality Table projected to 2014 with scale AA and then projected with 110% of the MP-2014 Ultimate scale after that, with no age adjustment for males and a two-year set-forward for females.

The actuarial assumptions used in the December 31, 2015 valuation were based on the results of an actuarial experience study for the period January 1, 2009 – December 31, 2012 except where required to be different by GASB 68.

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**Note 10 – Employee Retirement System - Continued**

Long-term expected rate of return

The long-term expected rate of return on TCDRS assets is 8.10%. The long-term expected rate of return is determined by adding expected inflation to expected long-term real returns, and reflecting expected volatility and correlation. The capital market assumptions and information shown below are provided by TCDRS' investment consultant, Cliffwater LLC. The numbers shown are based on January 2016 information for a 7-10 year time horizon.

Note that the valuation assumption for long-term expected return is re-assessed at a minimum of every four years, and is set based on a 30-year time horizon; the most recent analysis was performed in 2013. See Milliman's TCDRS Investigation of Experience report for the period January 1, 2009 – December 31, 2013 for more details.

The numbers shown below are based on December 2015 information for a 7-10 year time horizon.

Asset Class	Benchmark	Target Allocation (*1)	Geometric Real Rate of Return (Expected minus inflation) (*2)
US Equities	Dow Jones U.S. Total Stock Market Index	14.5%	5.45%
Private Equity	Cambridge Associates Global Private Equity & Venture Capital Index (*3)	14.00%	8.45%
Global Equities	MSCI World (net) Index	1.50%	5.75%
International Equities - Developed	50% MSCI World Ex USA (net) + 50% MSCI World ex USA 100% Hedged to USD (net) Index	10.00%	5.45%
International Equities – Emerging	50% MSCI EM Standard (net) Index + 50% MSCI EM 100% Hedged to USD (net) Index	8.00%	6.45%
Investment –Grade Bonds	Barclays Capital Aggregate Bond Index	3.00%	1.00%
High-Yield Bonds	Citigroup High-Yield Cash-Pay Capped Index	3.00%	5.10%
Opportunistic Credit	Citigroup High-Yield Cash-Pay Capped Index	2.00%	5.09%
Direct Lending	Citigroup High-Yield Cash-Pay Capped Index	5.00%	6.40%
Distressed Debt	Citigroup High-Yield Cash-Pay Capped Index	3.00%	8.10%
REIT Equities	67% FTSE NAREIT Equity REITs Index + 33% FRSE EPRA/NAREIT Global Real Estate Index	3.00%	4.00%
Master Limited Partnerships (MLPS)	Alerian MLP Index	3.00%	6.80%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index (*4)	5.00%	6.90%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of Funds Composit Index	25.00%	5.25%

(\*1) Target asset allocation adopted at the April 2016 TCDRS Board meeting.

(\*2) Geometric real rates of return in addition to assumed inflation of 1.6%, per Cliffwater's 2016 capital market assumptions.

(\*3) Includes vintage years 2006-present of Quarter Pooled Horizon IRRs.

(\*4) Includes vintage years 2007-present of Quarter Pooled Horizon IRRs.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 10 – Employee Retirement System - Continued**

The numbers shown below are based on December 2014 information for a 7-10 year time horizon.

Asset Class	Benchmark	Target Allocation (*1)	Geometric Real Rate of Return (Expected minus inflation) (*2)
US Equities	Dow Jones U.S. Total Stock Market Index	16.5%	5.35%
Private Equity	Cambridge Associates Global Private Equity & Venture Capital Index (*3)	12.00%	8.35%
Global Equities	MSCI World (net) Index	1.50%	5.65%
International Equities – Developed	50% MSCI World Ex USA (net) + 50% MSCI World Ex USA 100% Hedged to USD (net) Index	11.00%	5.35%
International Equities –Emerging	50% MSCI EM Standard (net) Index + 50% MSCI EM 100% Hedged to USD (net) Index	9.00%	6.35%
Investment – Grade Bonds	Barclays Capital Aggregate Bond Index	3.00%	0.55%
High –Yield Bonds	Citigroup High-Yield Cash-Pay Capped Index	3.00%	3.75%
Opportunistic Credit	Citigroup High-Yield Cash-Pay Capped Index	5.00%	5.54%
Direct Lending	Citigroup High-Yield Cash-Pay Capped Index	2.00%	5.80%
Distressed Debt	Citigroup High-Yield Cash-Pay Capped Index	3.00%	6.75%
REIT Equities	67% FTSE NAREIT Equity REITs Index + 33% FRSE EPRA/NAREIT Global Real Estate Index	2.00%	4.00%
Commodities	Bloomberg Commodities Index	2.00%	-0.20%
Master Limited Partnerships (MLPS)	Alerian MLP Index	2.00%	5.30%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index (*4)	3.00%	7.20%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of Funds Composit Index	25.00%	5.15%

(\*1) Target asset allocation adopted at the April 2015 TCDRS Board meeting.

(\*2) Geometric real rates of return in addition to assumed inflation of 1.7%, per Cliffwater's 2015 capital market assumptions.

(\*3) Includes vintage years 2006-present of Quarter Pooled Horizon IRRs.

(\*4) Includes vintage years 2007-present of Quarter Pooled Horizon IRRs.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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September 30, 2016

**Note 10 – Employee Retirement System - Continued**

*Discount rate*

The discount rate used to measure the total pension liability was 8.10%. The rate reflects the long-term rate of return funding valuation assumption of 8.00%, plus a 0.10% adjustment to be gross of administrative expenses as required by GASB 68. The method used to determine the discount rate reflects the following funding requirements under the employer's funding policy and the legal requirements under the TCDRS Act:

- TCDRS has a funding policy where the Unfunded Actuarial Accrued Liability (UALL) shall be amortized as a level percent of pay over 20-year closed layer periods.
- Under the TCDRS Act, the employer is legally required to make the contribution specified in the funding policy.
- The employer's assets are projected to exceed its accrued liabilities in 20 years or less. When this point is reached, the employer is still required to contribute at least the normal cost.
- Any increased cost due to the adoption of a COLA is required to be funded over a period of 15 years, if applicable.

The plan's fiduciary net position is projected to be available to make all projected future benefit payments of current active, inactive, and retired members. Since the projected fiduciary net position is projected to be sufficient to pay projected benefit payments in all future years, the discount rate for purposes of calculating the total pension liability and the net pension liability of the employer is equal to the long-term assumed rate of return on investments.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 10 – Employee Retirement System - Continued**

*Changes in the Net Pension Liability*

The Authority's changes in net pension liability as of December 31, 2015 were as follows:

	<b>Pension Expense/(Income)</b>		
	Total Pension Liability (a)	Fiduciary Net Position (b)	Net Pension Liability/(Asset) (a) - (b)
Balances as of December 31, 2014	\$ 27,870	\$ 22,723	\$ 5,147
Changes for the year:			
Service Cost	29,965	-	29,965
Interest on total pension liability (*1)	3,177	-	3,177
Effect of plan changes	(7,993)	-	(7,993)
Effect of economic/demographic gains or losses	51,726	-	51,726
Effect of assumptions changes or inputs	1,190	-	1,190
Refund of contributions	-	-	-
Benefit payments	-	-	-
Administrative expense	-	(47)	47
Member contributions	-	33,217	(33,217)
Net investment income	-	(1,137)	1,137
Employer contributions	-	48,069	(48,069)
Other (*2)	-	(6)	6
Balances as of December 31, 2015	\$ 105,936	\$ 102,819	\$ 3,116

(\*1) Reflects the change in the liability due to the time value of money. TCDRS does not charge fees or interest.

(\*2) Relates to allocation of system-wide items.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
September 30, 2016

**Note 10 – Employee Retirement System - Continued**

*Changes in the Net Pension Liability*

The Authority's changes in net pension liability as of December 31, 2014 were as follows:

	<b>Pension Expense/(Income)</b>		
	Total Pension Liability (a)	Fiduciary Net Position (b)	Net Pension Liability/(Asset) (a) - (b)
Balances as of December 31, 2013	\$ -	\$ -	\$ -
Changes for the year:			
Service Cost	26,781	-	26,781
Interest on total pension liability (*1)	1,063	-	1,063
Effect of plan changes	-	-	-
Effect of economic/demographic gains or losses	26	-	26
Effect of assumptions changes or inputs	-	-	-
Refund of contributions	-	-	-
Benefit payments	-	-	-
Administrative expense	-	(9)	9
Member contributions	-	9,253	(9,253)
Net investment income	-	89	(89)
Employer contributions	-	13,390	(13,390)
Other (*2)	-	-	-
Balances as of December 31, 2014	\$ 27,870	\$ 22,723	\$ 5,147

(\*1) Reflects the change in the liability due to the time value of money. TCERS does not charge fees or interest.

(\*2) Relates to allocation of system-wide items.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
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**Note 10 – Employee Retirement System - Continued**

*Sensitivity Analysis*

The following presents the net pension liability/(asset) of the Authority, calculated using the discount rate of 8.10%, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (7.10%) or 1 percentage point higher (9.10%) than the current rate:

As of December 31, 2015			
	1% Decrease	Current Discount Rate	1% Increase
	7.10%	8.10%	9.10%
Total pension liability	\$ 126,541	\$ 105,936	\$ 89,037
Fiduciary net position	102,819	102,819	102,819
Net pension liability/(asset)	23,722	3,116	(13,782)

As of December 31, 2014			
	1% Decrease	Current Discount Rate	1% Increase
	7.10%	8.10%	9.10%
Total pension liability	\$ 29,838	\$ 27,870	\$ 25,145
Fiduciary net position	22,723	22,723	22,723
Net pension liability/(asset)	7,115	5,147	2,422

*Pension Plan Fiduciary Net Position*

Detailed information about the pension plan's fiduciary net position is available in the separately issued TCDRS financial report. That report may be obtained on the internet at [www.tcdrs.org](http://www.tcdrs.org)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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Notes to Financial Statements  
September 30, 2016

**Note 10 – Employee Retirement System – Continued**

**E. Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions**

The RMA recognized the following pension expense/(income):

Pension Expense/(Income)	January 1, 2015 to December 31, 2015	January 1, 2014 to December 31, 2014
Service cost	\$ 29,965	\$ 26,781
Interest on total pension liability (1)	3,177	1,063
Effect of plan changes	(7,993)	-
Administrative expenses	47	9
Member contributions	(33,217)	(9,253)
Expected investment return net of investment expenses	(5,113)	(908)
Recognition of deferred inflows/outflows of resources		
Recognition of economic/demographic gains or losses	2,250	1
Recognition of assumption changes or inputs	52	-
Recognition of investment gains or losses	1,414	164
Other (2)	6	1
Pension expens/(income)	<u>\$ (9,412)</u>	<u>\$ 17,858</u>

(1) Reflects the change in the liability due to the time value of money. TCDRS does not charge fees or interest.

(2) Relates to allocation of system-wide items.

At September 30, 2016, the Authority reported deferred inflows and outflows of resources related to pensions from the following sources:

	2016		2015	
	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience	\$ -	\$ 49,501	\$ -	\$ 25
Changes of assumptions	-	1,138	-	-
Net difference between projected and actual earnings	-	5,491	-	655
Contributions made subsequent to measurement date (*1)	N/A	36,193	N/A	29,190
Total deferred inflows/outflows of resources related to pension	<u>\$ -</u>	<u>\$ 92,323</u>	<u>\$ -</u>	<u>\$ 29,870</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
September 30, 2016

**Note 10 – Employee Retirement System – Continued**

The total of \$36,193 reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date, will be recognized as a reduction of net pension liability for the year ending September 30, 2017. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended December 31:

2017	\$	3,715
2018		3,715
2019		3,552
2020		2,302
Thereafter (*1)		39,131

*(\*1) Total remaining balance to be recognized in future years. Note that additional future deferred inflows and outflows of resources may impact these numbers.*

**Note 11 – Interlocal Agreement Cameron County**

*Cameron County*

On April 11, 2006 Cameron County (County) entered into an agreement with the RMA whereby the County would provide a loan of \$250,000 for the purpose of assisting the RMA in its organizational efforts. As of September 30, 2016, there has been a payment of \$82,500 on this loan, leaving an outstanding balance of \$167,500.

*Transportation Reinvestment Zone No.6*

On December 29, 2015, the County and the RMA entered into an agreement to participate in Transportation Reinvestment Zone (TRZ) No.6 in the County of Cameron. A TRZ is a transportation funding tool authorized by Senate Bill 1266 passed in the 80<sup>th</sup> Texas Legislature in 2007 that utilizes incremental property tax of a geographical area to support the funding of transportation infrastructure needs within the area. The RMA and County have existing TRZ's No. 1-5 that date back to 2010. The purpose of TRZ No. 6 is to expand the geographical area to cover the entire County and increase the number of eligible projects. The interlocal agreement is a long-term agreement with various requirements embedded. The first round of funds from TRZ No. 6 is scheduled to be paid in FY2017.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Notes to Financial Statements**  
**September 30, 2016**

**Note 12 – Advertising**

The RMA incurs advertising expenditures to promote community awareness of existing and ongoing projects. These expenditures include public relation events, website and social media marketing of toll operations, and other general advertising-related activities. These expenditures are expensed in the year occurred.

**Note 13 – Risk Management**

In conjunction with its normal operations, the RMA is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences; tort/liability claims; errors and omissions claims, and professional liability claims. As a result of these exposures, the RMA carries insurance with a governmental risk pool under an “all risks” policy. All categories of insurance coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk as to reduce the overall exposure of risk to the RMA. There were no settlements in excess of insurance coverage during fiscal years 2016 and 2015.

**Note 14 – Litigation**

As of September 30, 2016, and 2015, the RMA is involved in various contract disputes related to litigations, claims and assessments of the West Rail Relocation Project. RMA management believes it has substantial defenses against the claims and the resolution of the matters will not have a material adverse effect on the financial statements. Based on the status of claims and the information available, the RMA believes that a liability has not been incurred as of the date of the financial statements.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A Component Unit of Cameron County, Texas)**  
**Required Supplementary Information – Pension Plan**  
**September 30, 2016**

**Schedule of Changes in Net Pension Liability and Related Ratios**  
**Year Ended December 31, 2015**

	<u>2015</u>	<u>2014</u>
<b>Total Pension Liability</b>		
Service cost	\$ 29,965	\$ 26,781
Interest on total pension liability	3,177	1,063
Effect of plan changes	(7,993)	-
Effect of assumption changes or inputs	1,190	-
Effect of economic/demographic (gains) or losses	51,726	26
Benefit payments/refunds of contributions	-	-
Net change in total pension liability	<u>78,065</u>	<u>27,870</u>
Total pension liability, beginning	27,870	-
Total pension liability, ending (a)	<u>\$ 105,935</u>	<u>\$ 27,870</u>
<b>Fiduciary Net Position</b>		
Employer contributions	\$ 48,069	\$ 13,390
Member contributions	33,217	9,253
Investment income net of investment expenses	(1,137)	89
Benefit payments/refunds of contributions	-	-
Administrative expenses	(47)	(9)
Other	(5)	-
Net change in fiduciary net position	<u>80,097</u>	<u>22,723</u>
Fiduciary net position, beginning	22,722	-
Fiduciary net position, ending (b)	<u>\$ 102,819</u>	<u>\$ 22,723</u>
Net pension liability/(asset), ending = (a) - (b)	<u>\$ 3,116</u>	<u>\$ 5,147</u>
Fiduciary net position as a % of total pension liability	97.06%	81.53%
Pensionable covered payroll	\$ 474,522	\$ 198,278
Net pension liability as a % of covered payroll	0.66%	2.60%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Required Supplementary Information – Pension Plan**  
September 30, 2016

**Schedule of Employer Contributions**

<b>Year Ending December 31,</b>	<b>Actuarially Determined Contribution</b>	<b>Actual Employer Contribution</b>	<b>Contribution Deficiency (Excess)</b>	<b>Pensionable Covered Payroll <sup>(1)</sup></b>	<b>Actual Contribution as a % of Covered Payroll</b>
2005	Not Available	Not Available	Not Available	Not Available	Not Available
2006	**	**	**	**	**
2007	**	**	**	**	**
2008	**	**	**	**	**
2009	**	**	**	**	**
2010	**	**	**	**	**
2011	**	**	**	**	**
2012	**	**	**	**	**
2013	**	**	**	**	**
2014	13,390	13,390	0	132,185	10.1%
2015	48,069	48,069	0	474,522	10.1%

<sup>(1)</sup> Payroll is calculated based on contributions as reported to TCDRS.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Required Supplementary Information – Pension Plan**  
September 30, 2016

**Notes to Schedule of Employer Contributions and Net Pension Liability**

***Actuarial Methods and Assumptions Used***

Following are the key assumptions and methods used in this GASB analysis.

<b>Valuation Timing</b>	Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of the fiscal year in which contributions are reported.
<b>Actuarial Cost Method</b>	Individual entry age normal cost method, as required by GASB Statement No. 68, used for GASB calculations. A slightly different version of the entry age normal cost method is used for the funding actuarial valuation.
<b>Asset Valuation Method</b> Smoothing period Recognition method Corridor	5 years Non-asymptotic None
<b>Economic Assumptions</b> Inflation Salary Increases   Investment Rate of Return COLAs	3.0% 3.5% (made up of 3.0% inflation and 0.5% productivity increase assumptions) and a merit, promotion and longevity component that on average approximates 1.4% per year for a career employee   8.10% COLAs for the Cameron County Regional Mobility Authority are not considered to be substantively automatic under GASB Statement No. 68. Therefore, no assumption for the future cost-of-living adjustments is included in the GASB calculations. No assumption for future cost-of-living adjustments is included in the funding valuation.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Required Supplementary Information – Pension Plan**  
September 30, 2016

**Retirement Age**

**Annual Rates of Service Retirement\***

Age	Male	Female	Age	Male	Female
40-44	4.50%	4.50%	62	25.0%	25.0%
45-49	9.0	9.0	63	16.0	16.0
50	10.0	10.0	64	16.0	16.0
51	10.0	10.0	65	30.0	30.0
52	10.5	10.5	66	25.0	25.0
53	10.5	10.5	67	24.0	24.0
54	10.5	10.5	68	22.0	22.0
55	11.0	11.0	69	22.0	22.0
56	11.0	11.0	70	22.0	22.0
57	11.0	11.0	71	22.0	22.0
58	12.0	12.0	72	22.0	22.0
59	12.0	12.0	73	22.0	22.0
60	14.0	14.0	74**	22.0	22.0
61	12.0	12.0			

\* *Deferred Members are assumed to retire (100% probability) at the later of:*

*(a) age 60*

*(b) earliest retirement eligibility*

**\*\* For all eligible members ages 75 and later, retirement is assumed to occur immediately.**

**Other Terminations of Employment** – The rate of assumed future termination from active participation on the plan for reasons other than death, disability or retirement are all set at 0% and the rates vary by length of service, entry-age group (age at hire) and sex. No termination after eligibility for retirement is assumed.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Required Supplementary Information – Pension Plan**  
September 30, 2016

**Withdrawals** – Members who terminate may either elect to leave their account with TCDRS or withdraw their funds. The probability that a member elects a withdrawal varies by length of service and vesting schedule. Rates applied to you plan are shown in the table below. For non-depositing members who are not vested, 100% are assumed to elect a withdrawal.

Probability of Withdrawal			
Years of Service	Probability	Years of Service	Probability
0	100%	15	40%
1	100	16	38
2	100	17	36
3	100	18	34
4	100	19	32
5	100	20	30
6	100	21	28
7	100	22	26
8	50	23	24
9	49	24	22
10	48	25	20
11	47	26	15
12	46	27	10
13	44	28*	5
14	42		

*\* Members with more than 28 years of service are not assumed to refund.*

**Mortality**

Depositing members	The RP-2000 Active Employee Mortality Table for males with a two-year set-forward and the RP-2000 Active Employee Mortality Table for females with a four-years setback, both projected to 2014 with scale AA and then projected with 110% of the MP-2014 Ultimate scale after that.
Service retirees, beneficiaries and non-depositing members	The RP-2000 Combined Mortality Table projected to 2014 with scale AA and then projected with 110% of the MP-2014 Ultimate scale after that, with a one-year set-forward for males and no age adjustment for females.
Disabled retirees	RP-2000 Disabled Mortality Table projected to 2014 with scale AA and then projected with 110% of the MP-2014 Ultimate scale after that, with no age adjustment for males and a two-year set-forward for females.



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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON  
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors  
Cameron County Regional Mobility Authority  
Brownsville, Texas

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Cameron County Regional Mobility Authority (the RMA), a component unit of Cameron County, Texas, as of and for the year ended September 30, 2016, and the related notes to the financial statements, which collectively comprise the RMA's basic financial statements, and have issued our report thereon dated January 20, 2017.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the RMA's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the RMA's internal control. Accordingly, we do not express an opinion on the effectiveness of the RMA's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the RMA's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Carr, Riggs & Ingram, LLC*

**CARR, RIGGS & INGRAM, LLC**

Brownsville, Texas  
January 20, 2017

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON  
INTERNAL CONTROL OVER COMPLIANCE REQUIRED  
BY THE UNIFORM GUIDANCE AND THE STATE OF TEXAS SINGLE AUDIT CIRCULAR

To the Board of Directors  
Cameron County Regional Mobility Authority  
Brownsville, Texas

**Report on Compliance for Each Major Federal/State Program**

We have audited the Cameron County Regional Mobility Authority's (the RMA) compliance with the types of compliance requirements described in the *OMB Compliance Supplement and the State of Texas Single Audit Circular* that could have a direct and material effect on each of the RMA's major federal/state programs for the year ended September 30, 2016. The RMA's major federal/state programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

***Management's Responsibility***

Management is responsible for compliance with federal/state statutes, regulations, and the terms and conditions of its federal/state awards applicable to its federal/state programs.

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for each of the RMA's major federal/state programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and State of Texas Single Audit Circular. Those standards, the Uniform Guidance, and State of Texas Single Audit Circular require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal/state program occurred. An audit includes examining, on a test

basis, evidence about the RMA's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal/state program. However, our audit does not provide a legal determination of the RMA's compliance.

#### ***Opinion on Each Major Federal/State Program***

In our opinion, the RMA, complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal/state programs for the year ended September 30, 2016.

#### **Report on Internal Control Over Compliance**

Management of the RMA is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the RMA's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal/state program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal/state program and to test and report on internal control over compliance in accordance with Uniform Guidance and the State of Texas Single Audit Circular, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the RMA's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal/state program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal/state program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal/state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance and State of Texas Single Audit Circular. Accordingly, this report is not suitable for any other purpose.

*Carr, Riggs & Ingram, LLC*

**CARR, RIGGS & INGRAM, LLC**

Brownsville, Texas  
January 20, 2017

**Cameron County Regional Mobility Authority**  
**(A Component Unit of Cameron County, Texas)**  
**Schedule of Expenditures of Federal and State Awards**  
**For the Year Ended September 30, 2016**

<i>Federal/State Grantor &amp; Program or Cluster Title</i>	<i>Federal CFDA Number</i>	<i>Pass-through Grantor and Number</i>	<i>Name of Grant - Grant ID No.</i>	<i>Federal/State Expenditures(\$)</i>
<b>Federal Awards</b>				
Department of Transportation Highway Planning and Construction				
	20.205	Texas Department of Transportation	Advance Funding Agreement - West Rail Project -- CSJ 0921-06- 073 & 23	1,322,461
<b>Total Expenditures of Federal Awards</b>				<b>\$ 1,322,461</b>
<b>State Awards</b>				
			South Padre Island Second Causeway Interim Project	
Texas Department of Transportation		Direct	Development Agreement -- CSJ 0921-06-163	1,337,558
			Outer Parkway Toll Interim Project	
Texas Department of Transportation		Direct	Development Agreement -- CSJ 0921-06-283	54,897
<b>Total Expenditures of State Awards</b>				<b>\$ 1,392,455</b>

The accompanying notes are an integral part of this schedule

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**(A COMPONENT UNIT OF CAMERON COUNTY, TEXAS)**  
**NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL/STATE AWARDS**  
**Year Ended September 30, 2016**

**NOTE 1 - GENERAL**

The accompanying Schedule of Expenditures of Federal/State Awards presents the activity of federal/state expenditures of programs of the Cameron County Regional Mobility Authority (the RMA). The RMA reporting entity is defined in Note 1 to the RMA's basic financial statements.

**NOTE 2 - BASIS OF ACCOUNTING**

The accompanying schedule of expenditures of federal/state awards is presented using the accrual basis of accounting.

**NOTE 3 - RELATIONSHIP TO FINANCIAL STATEMENTS**

Federal/state award expenditures as reported in the accompanying schedule of expenditures of federal/state awards are reflected in the RMA's financial statements as expenses or capital asset additions.

**NOTE 4 - RELATIONSHIP TO FEDERAL FINANCIAL REPORTS**

Amounts reported in the accompanying schedule may not agree with the amounts reported in the related Federal and state financial reports filed with the grantor agencies because of the effect of accruals made in the schedule.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A COMPONENT UNIT OF CAMERON COUNTY, TEXAS)  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS –  
FEDERAL AND STATE AWARDS**  
For Year Ended September 30, 2016

**I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS**

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? \_\_\_\_\_ Yes        X   No
- Significant deficiencies identified that are not considered to be material weaknesses? \_\_\_\_\_ Yes        X   None Reported
- Noncompliance material to financial statements noted? \_\_\_\_\_ Yes        X   No

Federal/State Awards

Internal control over major programs:

- Material weakness(es) identified? \_\_\_\_\_ Yes        X   No
- Significant deficiencies identified that are not considered to be material weaknesses? \_\_\_\_\_ Yes        X   None Reported

Type of auditors' report issued on compliance for major programs: Unmodified

- Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR Section 200.516 (a) and *State of Texas Single Audit Circular*? \_\_\_\_\_ Yes        X   No

Identification of major programs:

CFDA Numbers

Name of Federal/State Program or Cluster

Federal –

20.205

Highway Planning and Construction

State –

CSJ 0921-06-163

SPI 2<sup>ND</sup> Causeway Interim Project  
Development Agreement

CSJ 0921-06-163

Outer Parkway Toll Project  
Development Agreement

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A COMPONENT UNIT OF CAMERON COUNTY, TEXAS)  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS –  
FEDERAL AND STATE AWARDS - CONTINUED**  
For Year Ended September 30, 2016

**I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS - CONTINUED**

Dollar threshold used to distinguish between Type A and Type B Federal programs	<u>\$750,000</u>	
Auditee qualified as low-risk auditee?	<u>  X  </u> Yes	<u>      </u> No
Dollar threshold used to distinguish between Type A and Type B State programs	<u>\$750,000</u>	
Auditee qualified as low-risk auditee?	<u>  X  </u> Yes	<u>      </u> No

**II. FINANCIAL STATEMENT FINDINGS**

None noted which were required to be reported.

**III. FINDINGS AND QUESTIONED COSTS OF FEDERAL/STATE AWARDS**

None noted which were required to be reported.

(This space left intentionally blank)

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A COMPONENT UNIT OF CAMERON COUNTY, TEXAS)  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS –  
FEDERAL AND STATE AWARDS – PRIOR YEAR  
For Year Ended September 30, 2016**

**II. FINANCIAL STATEMENT FINDINGS**

None noted which required reporting.

**III. FINDINGS AND QUESTIONED COSTS OF FEDERAL/STATE AWARDS**

None noted which required reporting.

**2-B PRESENTATION OF THE MARKETING REPORT FOR THE MONTH OF  
JANUARY 2017 (TABLED)**

**2-C PRESENTATION OF THE CAMERON COUNTY REGIONAL  
MOBILITY AUTHORITY'S QUARTERLY INVESTMENT REPORT**



## Investment Report

TO: CCRMA Board of Directors

FROM: Adrian Rincones  
Chief Financial Officer

DATE: February 9, 2017

SUBJ: Quarterly Report of CCRMA Investments

The Texas Public Funds Investment Act requires that at a minimum on a quarterly basis the following investment report be presented to the Board of Directors. Below is a summary of the current CCRMA investments which comply with the investment strategies approved in the most current CCRMA Investment Policy.

	<u>Certificate of Deposit</u>	<u>Beginning Market Value</u>	<u>Ending Market Value</u>	<u>Date Opened</u>	<u>Term</u>	<u>Maturity Date</u>	<u>Average Yield</u>	<u>Interest earned and accrued as of 01/31/2017</u>
<b>2010A Bond Reserves</b>	28746	\$ 750,000.00	\$ 756,034.56	12/8/2015	18 months	6/8/2017	0.80%	\$ 911.38
	28747	\$ 288,586.89	\$ 289,833.22	12/8/2016	6 months	6/8/2017	0.46%	\$ 200.90
<b>2010B Bond Reserves</b>	28748	\$ 900,000.00	\$ 907,241.47	12/8/2015	18 months	6/8/2017	0.80%	\$ 1,093.66
	28749	\$ 318,153.81	\$ 319,527.83	12/8/2016	6 months	6/8/2017	0.46%	\$ 221.48
		\$ 2,256,740.70	\$ 2,272,637.08					\$ 2,427.42

<u>Collateral Pledged</u>	<u>Cusip</u>	<u>Market Value 01/31/17</u>	<u>FDIC Insurance</u>	<u>Total Pledged &amp; Insured Value</u>	<u>Safekeeping Location</u>
FNMA 15YR	3138W9GC8	\$ 1,079,238.24	\$ 250,000.00	\$ 1,329,238.24	Federal Home Loan Bank
FNMA 15YR	3138WASD5	\$ 931,821.69	\$ 250,000.00	\$ 1,181,821.69	Federal Home Loan Bank
HALECO	405468CT4	\$ 255,100.00	\$ -		Federal Home Loan Bank
				<u>\$ 2,511,059.93</u>	

I certify this report complies with the Internal Management Reports section of the Texas Public Funds Investment Act.

**2-D PRESENTATION AND STATUS ON THE CCRMA'S LEGISLATIVE  
AGENDA FOR THE 85<sup>TH</sup> LEGISLATURE**

By: Oliveira

H.B. No. 1589

A BILL TO BE ENTITLED

1 AN ACT

2 relating to certain comprehensive development agreements of the  
3 Texas Department of Transportation or a regional mobility  
4 authority.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

6 SECTION 1. Section 223.201(j), Transportation Code, is  
7 amended to read as follows:

8 (j) Before the department may enter into a comprehensive  
9 development agreement under Subsection (f), the department must:

10 (1) for a project other than the State Highway 99  
11 (Grand Parkway) project, obtain, not later than August 31, 2023  
12 [~~2017~~], the appropriate environmental clearance:

13 (A) for the project; or

14 (B) for the initial or base scope of the project  
15 if the project agreement provides for the phased construction of  
16 the project; and

17 (2) present to the commission a full financial plan  
18 for the project, including costing methodology and cost proposals.

19 SECTION 2. Sections 223.2011(a), (c), and (f),



1                   (1) the Loop 1 (MoPac Improvement) project from  
2 Farm-to-Market Road 734 to Cesar Chavez Street;  
3                   (2) the U.S. 183 (Bergstrom Expressway) project from  
4 Springdale Road to Patton Avenue;  
5                   (3) a project consisting of the construction of:  
6                    ✓(A) the Outer Parkway Project in Cameron County  
7 from U.S. Highway 77 to Farm-to-Market Road 1847; and  
8                    ✓(B) the South Padre Island Second Access Causeway  
9 Project from State Highway 100 to Park Road 100;  
10                   (4) the Loop 49 project from Interstate 20 to U.S.  
11 Highway 69 (Lindale Relief Route) and from State Highway 110 to U.S.  
12 Highway 259 (Segments 6 and 7);  
13                   (5) the Loop 375 Border Highway West project in El Paso  
14 County from Race Track Drive to U.S. Highway 54;  
15                   (6) the Northeast Parkway project in El Paso County  
16 from Loop 375 east of the Railroad Drive overpass to the Texas-New  
17 Mexico border;  
18                   (7) the Loop 1604 project in Bexar County;  
19                   (8) the Hidalgo County Loop project; ~~and~~  
20                   (9) the International Bridge Trade Corridor project;  
21 and  
22                   ✓(10) the Farm-to-Market 1925 project from U.S. Highway

1                   (1) the status of the project's environmental  
2 clearance;

3                   (2) an explanation of any project delays; and

4                   (3) if the procurement is not completed, the  
5 anticipated date for the completion of the procurement.

6           (f) The authority to enter into a comprehensive development  
7 agreement under this section expires August 31, 2023 [~~2017~~].

8           SECTION 3. This Act takes effect immediately if it receives  
9 a vote of two-thirds of all the members elected to each house, as  
10 provided by Section 39, Article III, Texas Constitution. If this  
11 Act does not receive the vote necessary for immediate effect, this  
12 Act takes effect August 28, 2017.

2017-2023

#### **4-A APPROVAL OF CLAIMS**



## MEMORANDUM

**TO:** Chairman and Board Members

**FROM:** Adrian Rincones, Chief Financial Officer

A handwritten signature in red ink, appearing to be "AR", is written over the name "Adrian Rincones".

**RE:** Claims

**DATE:** February 9, 2017

---

Attached are the claims paid on January 24 and February 6, 2017, for Administrative and Toll Operations that are being presented for the Board's acknowledgement.

Also attached, Administrative and Toll Operations claims being presented to the Board for consideration for February 9, 2017. Staff recommends approval of the claims.



### Claims Acknowledgement - Administrative

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description
<b>Claims Paid January 24, 2017</b>				
Adrian	Adrian Rincones	AR 1.18.17	559.30	Reimbursement for Office Supplies for Admin and Tolls
AFLAC	Aflac	708223	57.46	Employee Supplemental Insurance
April Romero	April Romero	APR 1.12.17	38.93	Intern Travel Reimbursement for Meetings and Agenda Delivery
Brownsville Chamber	Brownsville Chamber of Commerce	21291	420.00	Membership Dues with Brownsville Chamber of Commerce
Emp Ericka Trevino	Ericka Trevino	ET 1.19.17	172.56	Employee reimbursement for travel, postage and office supplies
S&B	S&B Infrastructure, LTD	U1965.102/103-11	1,730.33	SH550 Port Spur Wetland Mitigation Monitoring
Staples Credit	Staples Credit Plan	Jan 2017	181.97	Staples office supplies Jan 2017
The Herald	AIM Media Texas	40016751-1216	1,092.24	Slope Erosion Repairs Bid Advertisement
TML Emp Health	TML Intergovernmental Employee Benefits Pool	2017-02	6,161.42	Employee health insurance
Verizon Wireless	Verizon Wireless	7467822255	52.15	Hotspot Monthly Services
VMUD	Valley Municipal Utility District	Dec 2016 - 8005	35.55	Admin monthly water utility
VMUD	Valley Municipal Utility District	Dec 2016 - 8105	36.68	Admin monthly water utility
<b>Total:</b>			<b><u>10,538.59</u></b>	
<b>Claims Paid February 6, 2017</b>				
April Romero	April Romero	April 1.30.17	17.93	Intern Travel Reimbursement
gEXA eENERGY	Gexa Energy, LP	22569109	309.04	Energy services for Admin Office
Jan Hall Promotions	Jan Hall Promotions	1354	1,217.00	Employee Uniforms
Rancho Viejo Pet	Rancho Viejo Pet Club LLC	Feb 2017	1,750.00	Monthly Rent for Admin Office
Superior Alarms	Superior Alarms	586382	75.00	Alarm quarterly services for admin office
Xerox	Xerox	087918075	457.89	Printer Rental for Admin
Ziegner	Ziegner Technologies	103201	402.00	Hosting Services for MIP Fund Accounting for February 2017
<b>Total:</b>			<b><u>4,228.86</u></b>	
<b>Grand Total:</b>			<b><u>14,767.45</u></b>	



### Claims Acknowledgement - Toll Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description
<b>Claims Paid January January 24, 2017</b>				
Adrian	Adrian Rincones	AR 1.18.17	234.01	Reimbursement for Office Supplies for Admin and Tolls Office
Adrian	Adrian Rincones	AR 1.23.17	5,001.00	Emergency Replenishment of TxDMV IT Services for PBM
Kapsch - Maintenance	Kapsch TrafficCom Transportation NA, Inc	4880175100224	2,625.00	Toll System Maintenance Yearly Escalated amount from 6.1 - 12.31.16
Texas Department	Texas Department of Motor Vehicles	TxDMV 1.23.17	15,000.00	Quarterly Replenishment of TxDMV Account
VMUD	Valley Municipal Utility District	Dec 2016 - 6802	38.57	Tolls monthly water utility
Xerox Corporation	Xerox Financial Services LLC	708962	<u>1,177.32</u>	Lease prnt for Formax machine for mailing room
<b>Total:</b>			<b><u>24,075.90</u></b>	
<b>Claims Paid February 6, 2017</b>				
Emp Luis Perez	Luis Perez	LP 1.31.17	26.13	Employee Travel Reimbursement
Evelio Rivas	Evelio Rivas	640738	90.00	Repairs in Tolls Office
Prisciliano Delgado	Prisciliano Delgado	10521	200.00	Lawn Care Services Jan 2017
PUB	Public Utilities Board	Jan 2017 - 588837	220.92	SH 550 Port Spur Utilities
PUB	Public Utilities Board	Jan 2017 - 600710	258.77	Energy Services for DC - SH550
Reliant	Reliant	124004745270	447.94	Energy Services for Tolls Office for Jan 2017
TXU	TXU Energy	054476918677 - 1765	184.06	Energy Services for SH550
TXU	TXU Energy	054476918677 - 3128	<u>243.39</u>	Energy Services for SH550
<b>Total:</b>			<b><u>1,671.21</u></b>	
<b>Grand Total:</b>			<b><u>25,747.11</u></b>	

**4-B      CONSIDERATION   AND   APPROVAL   OF   THE   FINANCIAL  
STATEMENTS AND BUDGET AMENDMENTS FOR THE MONTH OF  
JANUARY 2017**





# MONTHLY FINANCIAL REPORT

## JANUARY 2017

Pete Sepulveda, Jr. Executive Director  
Jesus Adrian Rincones, CPA, CFE, Chief Financial Officer



## CCRMA MONTHLY FINANCIALS

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**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Statement of Revenues, Expenses And Changes in Net Position - Unposted Transactions Included In Report  
From 1/1/2017 Through 1/31/2017  
(In Whole Numbers)

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
Operating Revenues				
Vehicle registration fees	238,290	882,700	3,100,000	(2,217,300)
TRZ revenue	0	0	175,000	(175,000)
Other revenue	0	0	3,390,213	(3,390,213)
Total Operating Revenues	<u>238,290</u>	<u>882,700</u>	<u>6,665,213</u>	<u>(5,782,513)</u>
Operating Expenses				
Personnel costs	43,236	233,367	633,159	399,792
Professional services	42,500	102,256	290,300	188,044
Contractual services	1,474	30,302	185,000	154,698
Debt interest	0	0	5,703,666	5,703,666
Project expenses	0	0	314,688	314,688
Advertising & marketing	1,217	1,626	25,000	23,374
Data processing	651	1,053	10,000	8,947
Dues & memberships	615	1,015	25,000	23,985
Education & training	0	199	10,000	9,801
Fiscal agent fees	0	2,170	45,000	42,830
Insurance	1,084	1,661	10,000	8,339
Maintenance & repairs	0	1,530	22,400	20,870
Office supplies	942	8,951	36,000	27,049
Rent	3,958	9,208	30,000	20,792
Travel	276	4,868	30,000	25,132
Utilities	509	1,719	10,000	8,281
Other expenses	0	0	5,000	5,000
Total Operating Expenses	<u>96,462</u>	<u>399,926</u>	<u>7,385,213</u>	<u>6,985,287</u>
Non Operating Revenue				
Interest income	565	1,981	15,000	(13,019)
Other Financing sources	0	0	705,000	(705,000)
Total Non Operating Revenue	<u>565</u>	<u>1,981</u>	<u>720,000</u>	<u>(718,019)</u>
Changes in Net Assets	<u>142,392</u>	<u>484,755</u>	<u>0</u>	<u>484,755</u>
Net Assets Beginning of Year	<u>342,363</u>	<u>0</u>	<u>0</u>	<u>0</u>
Net Assets End of Year	<u><u>484,755</u></u>	<u><u>484,755</u></u>	<u><u>0</u></u>	<u><u>484,755</u></u>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
Toll Operations Revenues & Expenditures - Accrual - Unposted Transactions Included In Report  
From 1/1/2017 Through 1/31/2017

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
<b>Toll Operating Revenues</b>				
<b>Toll Operating Revenues</b>				
Toll Revenue	28,730.25	145,957.73	475,200.00	(329,242.27)
Toll Violation Revenue	23,327.94	102,317.86	665,280.00	(562,962.14)
Interop Revenue	46,634.00	188,730.00	550,000.00	(361,270.00)
<b>Total Toll Operating Revenues</b>	<u>98,692.19</u>	<u>437,005.59</u>	<u>1,690,480.00</u>	<u>(1,253,474.41)</u>
<b>TPS Accrued Revenues</b>				
TPS Toll Revenues	43,331.70	68,663.07	0.00	68,663.07
TPS RBP Revenue	870.92	913.13	0.00	913.13
TPS Violation Revenue	10,850.00	10,850.00	0.00	10,850.00
<b>Total TPS Accrued Revenues</b>	<u>55,052.62</u>	<u>80,426.20</u>	<u>0.00</u>	<u>80,426.20</u>
<b>Total Toll Operating Revenues</b>	<u>153,744.81</u>	<u>517,431.79</u>	<u>1,690,480.00</u>	<u>(1,173,048.21)</u>
<b>Toll Operating Expenses</b>				
Payroll - Indirect	11,118.40	43,562.92	159,640.00	116,077.08
Payroll Taxes	827.59	3,241.01	12,212.00	8,970.99
Payroll Benefits - Retirement	0.00	1,610.32	16,732.00	15,121.68
Payroll Benefits - Health	4,643.88	8,224.82	48,000.00	39,775.18
Advertising & Marketing	0.00	9,528.60	50,000.00	40,471.40
Contractual	2,000.00	8,000.00	40,000.00	32,000.00
Dues & Memberships	0.00	2,995.46	10,000.00	7,004.54
Education & Training	0.00	1,600.00	4,000.00	2,400.00
Insurance & Surety Bonds	14,656.25	14,656.25	0.00	(14,656.25)
Maintenance & Repairs	2,290.00	5,830.57	15,000.00	9,169.43
Maintenance - SH 550	5,165.50	16,885.63	100,000.00	83,114.37
Interop Collection Fees	3,080.00	12,539.94	55,000.00	42,460.06
PBM Add on Fees	3,048.03	15,474.38	25,000.00	9,525.62
PBM Image Review	0.00	11,539.40	30,000.00	18,460.60
PBM Pre-Court Program	95.00	380.00	4,000.00	3,620.00
Office Supplies	234.01	6,711.23	25,000.00	18,288.77
Postage	15,292.50	30,552.70	50,000.00	19,447.30
Rent	2,633.50	3,549.28	35,000.00	31,450.72
Travel	26.13	5,632.66	8,000.00	2,367.34
Utilities	3,339.76	16,710.62	40,000.00	23,289.38
Transfer to General Operations	0.00	0.00	380,000.00	380,000.00
Toll Road Property Insurance	0.00	14,490.25	75,000.00	60,509.75
Toll Operational Support	6,720.00	20,299.00	100,000.00	79,701.00
Toll System Provider Maintenance	0.00	40,125.00	225,000.00	184,875.00
BOS System Provider Maintenance	14,335.00	14,335.00	175,000.00	160,665.00
Merchant Card Services	0.00	5.66	45,000.00	44,994.34
Maintenance & Debt Reserve	0.00	0.00	312,896.00	312,896.00
<b>Total Toll Operating Expenses</b>	<u>89,505.55</u>	<u>308,480.70</u>	<u>2,040,480.00</u>	<u>1,731,999.30</u>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
Toll Operations Revenues & Expenditures - Accrual - Unposted Transactions Included In Report  
From 1/1/2017 Through 1/31/2017

	<u>Current Period Actual</u>	<u>Current Year Actual</u>	<u>YTD Budget - Original</u>	<u>YTD Budget Variance - Original</u>
Changes in Net Assets	<u>64,239.26</u>	<u>208,951.09</u>	<u>(350,000.00)</u>	<u>558,951.09</u>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Toll Operations Revenues & Expenditures - Cash - Unposted Transactions Included In Report  
From 1/1/2017 Through 1/31/2017

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
<b>Toll Operating Revenues</b>				
<b>Toll Operating Revenues</b>				
Toll Revenue	28,730.25	145,957.73	475,200.00	(329,242.27)
Toll Violation Revenue	23,327.94	102,317.86	665,280.00	(562,962.14)
Interop Revenue	46,634.00	188,730.00	550,000.00	(361,270.00)
<b>Total Toll Operating Revenues</b>	<u>98,692.19</u>	<u>437,005.59</u>	<u>1,690,480.00</u>	<u>(1,253,474.41)</u>
<b>TPS Revenues</b>				
	9,764.55	9,832.22	0.00	9,832.22
<b>Total TPS Revenues</b>	<u>9,764.55</u>	<u>9,832.22</u>	<u>0.00</u>	<u>9,832.22</u>
<b>Total Toll Operating Revenues</b>	<u>108,456.74</u>	<u>446,837.81</u>	<u>1,690,480.00</u>	<u>(1,243,642.19)</u>
<b>Toll Operating Expenses</b>				
Payroll - Indirect	11,118.40	43,562.92	159,640.00	116,077.08
Payroll Taxes	827.59	3,241.01	12,212.00	8,970.99
Payroll Benefits - Retirement	0.00	1,610.32	16,732.00	15,121.68
Payroll Benefits - Health	4,643.88	8,224.82	48,000.00	39,775.18
Advertising & Marketing	0.00	9,528.60	50,000.00	40,471.40
Contractual	2,000.00	8,000.00	40,000.00	32,000.00
Dues & Memberships	0.00	2,995.46	10,000.00	7,004.54
Education & Training	0.00	1,600.00	4,000.00	2,400.00
Insurance & Surety Bonds	14,656.25	14,656.25	0.00	(14,656.25)
Maintenance & Repairs	2,290.00	5,830.57	15,000.00	9,169.43
Maintenance - SH 550	5,165.50	16,885.63	100,000.00	83,114.37
Interop Collection Fees	3,080.00	12,539.94	55,000.00	42,460.06
PBM Add on Fees	3,048.03	15,474.38	25,000.00	9,525.62
PBM Image Review	0.00	11,539.40	30,000.00	18,460.60
PBM Pre-Court Program	95.00	380.00	4,000.00	3,620.00
Office Supplies	234.01	6,711.23	25,000.00	18,288.77
Postage	15,292.50	30,552.70	50,000.00	19,447.30
Rent	2,633.50	3,549.28	35,000.00	31,450.72
Travel	26.13	5,632.66	8,000.00	2,367.34
Utilities	3,339.76	16,710.62	40,000.00	23,289.38
Transfer to General Operations	0.00	0.00	380,000.00	380,000.00
Toll Road Property Insurance	0.00	14,490.25	75,000.00	60,509.75
Toll Operational Support	6,720.00	20,299.00	100,000.00	79,701.00
Toll System Provider Maintenance	0.00	40,125.00	225,000.00	184,875.00
BOS System Provider Maintenance	14,335.00	14,335.00	175,000.00	160,665.00
Merchant Card Services	0.00	5.66	45,000.00	44,994.34
Maintenance & Debt Reserve	0.00	0.00	312,896.00	312,896.00
<b>Total Toll Operating Expenses</b>	<u>89,505.55</u>	<u>308,480.70</u>	<u>2,040,480.00</u>	<u>1,731,999.30</u>
<b>Changes in Net Assets</b>	<u>18,951.19</u>	<u>138,357.11</u>	<u>(350,000.00)</u>	<u>488,357.11</u>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report**  
**From 1/1/2017 Through 1/31/2017**

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
<b>Operating Revenues</b>				
Vehicle registration fees	238,290.00	882,700.00	3,100,000.00	(2,217,300.00)
Toll revenues	153,744.81	517,431.79	1,715,480.00	(1,198,048.21)
TRZ revenue	0.00	0.00	175,000.00	(175,000.00)
Other revenue	139.50	139.50	3,440,213.00	(3,440,073.50)
<b>Total Operating Revenues</b>	<b>392,174.31</b>	<b>1,400,271.29</b>	<b>8,430,693.00</b>	<b>(7,030,421.71)</b>
<b>Operating Expenses</b>				
Personnel costs	59,826.26	290,006.56	869,743.00	579,736.44
Accounting software and services	0.00	0.00	10,300.00	10,300.00
Professional services	42,500.00	102,256.00	280,000.00	177,744.00
Contractual services	3,473.68	38,302.26	225,000.00	186,697.74
Debt interest	0.00	0.00	5,303,666.00	5,303,666.00
Project expenses	0.00	0.00	1,027,584.00	1,027,584.00
Advertising & marketing	1,217.00	11,154.71	75,000.00	63,845.29
Data processing	651.00	1,053.00	10,000.00	8,947.00
Dues & memberships	615.00	4,010.46	35,000.00	30,989.54
Education & training	0.00	1,799.00	14,000.00	12,201.00
Fiscal agent fees	0.00	2,170.00	45,000.00	42,830.00
Insurance	15,740.50	30,807.50	85,000.00	54,192.50
Maintenance & repairs	2,290.00	7,360.57	37,400.00	30,039.43
Office supplies	16,468.23	46,214.99	111,000.00	64,785.01
Road maintenance	19,500.50	71,351.29	545,000.00	473,648.71
Rent	6,591.39	12,757.17	65,000.00	52,242.83
Toll services	12,943.03	60,232.72	594,000.00	533,767.28
Travel	302.45	10,500.33	38,000.00	27,499.67
Utilities	3,848.99	18,430.10	50,000.00	31,569.90
Other expenses	0.00	0.00	5,000.00	5,000.00
<b>Total Operating Expenses</b>	<b>185,968.03</b>	<b>708,406.66</b>	<b>9,425,693.00</b>	<b>8,717,286.34</b>
<b>Non Operating Revenue</b>				
Interest Income	564.58	1,980.68	15,000.00	(13,019.32)
Other Financing sources	0.00	0.00	980,000.00	(980,000.00)
<b>Total Non Operating Revenue</b>	<b>564.58</b>	<b>1,980.68</b>	<b>995,000.00</b>	<b>(993,019.32)</b>
<b>Changes in Net Assets</b>	<b>206,770.86</b>	<b>693,845.31</b>	<b>0.00</b>	<b>693,845.31</b>
<b>Net Assets Beginning of Year</b>	<b>487,074.45</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>Net Assets End of Year</b>	<b>693,845.31</b>	<b>693,845.31</b>	<b>0.00</b>	<b>693,845.31</b>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Capital Project Expenses - Summarized - Unposted Transactions Included In Report**  
**From 1/1/2017 Through 1/31/2017**  
**(In Whole Numbers)**

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
Capital Projects				
South Padre Island 2nd Access	4,531	12,211	1,250,000	1,237,789
Outer Parkway	0	0	1,000,000	1,000,000
FM 1925	0	0	500,000	500,000
West Rail Relocation	4,498	59,441	2,500,000	2,440,559
SH 550	0	47,460	5,250,000	5,202,540
SH 32 (East Loop)	23,417	49,821	1,000,000	950,179
Port Isabel Access Rd	0	0	50,000	50,000
Spur 54 Project	0	8,251	44,000	35,749
Toll Equipment & Operational Infrastructure	4,446	414,070	1,250,000	835,930
Total Capital Projects	<u>36,893</u>	<u>591,254</u>	<u>12,844,000</u>	<u>12,252,746</u>

# **CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Capital Project Expenses - Detail - Unposted Transactions Included In Report

From 1/1/2017 Through 1/31/2017

(In Whole Numbers)

		Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
Capital Projects					
South Padre Island 2nd Access	2000				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Planning & Coordination	15100	0	1,108	550,000	548,892
CIP - Preliminary Engineering & Design	15110	0	0	200,000	200,000
CIP - Environmental Studies	15120	4,531	4,531	500,000	495,469
CIP - Direct Legal Costs	15300	0	6,572	0	(6,572)
Total South Padre Island 2nd Access		4,531	12,211	1,250,000	1,237,789
Outer Parkway	2050				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Planning & Coordination	15100	0	0	200,000	200,000
CIP - Preliminary Engineering & Design	15110	0	0	125,000	125,000
CIP - Environmental Studies	15120	0	0	675,000	675,000
Total Outer Parkway		0	0	1,000,000	1,000,000
FM 1925	2075				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Environmental Studies	15120	0	0	500,000	500,000
Total FM 1925		0	0	500,000	500,000
West Rail Relocation	2100				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Mitigation	15130	606	7,249	0	(7,249)
CIP - Right of Way	15200	3,860	52,096	0	(52,096)
CIP - Construction	15220	0	0	2,500,000	2,500,000
CIP - Direct Legal Costs	15300	32	96	0	(96)
Total West Rail Relocation		4,498	59,441	2,500,000	2,440,559
SH 550	2200				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Mitigation	15130	0	24,300	100,000	75,701
CIP - Public Presentations, RFP, RFQ, Bidding & Letting	15140	0	1,225	0	(1,225)
CIP - Construction	15220	0	0	5,000,000	5,000,000
CIP - Construction Management	15240	0	4,647	150,000	145,353
CIP - Direct Legal Costs	15300	0	6,758	0	(6,758)
Total SH 550		0	36,930	5,250,000	5,213,071
SH 32 (East Loop)	2250				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Planning & Coordination	15100	0	10,070	250,000	239,930
CIP - Environmental Studies	15120	23,417	23,417	750,000	726,583
CIP - Public Presentations, RFP, RFQ, Bidding & Letting	15140	0	16,334	0	(16,334)
Total SH 32 (East Loop)		23,417	49,821	1,000,000	950,179
Port Isabel Access Rd	2400				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Planning & Coordination	15100	0	0	15,000	15,000
CIP - Environmental Studies	15120	0	0	35,000	35,000
Total Port Isabel Access Rd		0	0	50,000	50,000
Spur 54 Project	2425				
CAPITALIZED PROJECT COSTS	01CAP				
CIP - Planning & Coordination	15100	0	1,987	10,000	8,013
CIP - Environmental Studies	15120	0	6,264	34,000	27,736
Total Spur 54 Project		0	8,251	44,000	35,749
Toll Equipment & Operational Infrastructure	5000				
CAPITALIZED PROJECT COSTS	01CAP				

Unaudited Financials Subject to Change



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Capital Project Expenses - Detail - Unposted Transactions Included In Report  
From 1/1/2017 Through 1/31/2017  
(In Whole Numbers)

		Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original
Toll Equipment & Software in Process	16000	4,446	414,070	1,250,000	835,930
Total Toll Equipment & Operational Infrastructure		4,446	414,070	1,250,000	835,930
Total Capital Projects		<u>36,893</u>	<u>580,723</u>	<u>12,844,000</u>	<u>12,263,277</u>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Balance Sheet  
As of 1/31/2017  
(In Whole Numbers)

	<u>Current Year</u>
<b>ASSETS</b>	
Current Assets:	
Cash and cash equivalents	
CCRMA Claims Account	224,012
CCRMA Operating Fund	621,968
CCRMA Merchant Card Account	9,386
CCRMA Mail Payments Account	644
CCRMA Line of Credit Account - TRB	988
Toll Operators Cash	60
TxDMV Escrow Account	21,001
TxTag - Replenishment Account	5,918
CCRMA Bond/Debt Funds	<u>1,212,246</u>
Total Cash and cash equivalents	2,096,223
Restricted cash accounts - debt service	
CCRMA Toll Revenue Funds	46,349
2010 A & B Pledged Revenue Funds	445,343
2010 A Debt Reserve	1,044,031
2010 A Debt Service	378,301
2010 B Debt Reserve	1,224,597
2010 B Debt Service	508,927
2012 Bond CAPI funds	999
2012 Bond Operating Fund	113,798
2012 Bonds Rate Stabilization Fund	1,600,000
2012 Bonds Debt Service	2,001,201
2012 Bond Renewal & Replacement Fund	40,000
2014 Refunding Series Escrow Account	671
2014 Refunding Series 10 Proceeds	5,125
Series 2014 Revenue and Tax	<u>1,750</u>
Total Restricted cash accounts - debt service	7,411,093
Accounts receivable	
Accounts Receivable - Customers	9,143
TPS Accounts Receivable	69,845
TPS RBP Accounts Receivable	749
Vehicle Registration Fees - Receivable	<u>40,356</u>
Total Accounts receivable	120,093
Accounts receivable - other agencies	
Accounts Receivable - Other Agencies	1,102
Due from Other Agencies	<u>595,285</u>
Total Accounts receivable - other agencies	596,387
Prepaid expenses	
Prepaid Rent	1,750
Prepaid Other Expense	<u>5,866</u>
Total Prepaid expenses	<u>7,616</u>
Total Current Assets:	10,231,411
Non Current Assets:	
Long-term receivables	
TxDot - SH550 PTT	<u>1,385,000</u>
Total Long-term receivables	1,385,000
Capital assets, net	
Land & Right of Way	98,750
Buildings	202,803
Accumulated Depreciation-Buildings	(15,210)

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Balance Sheet  
As of 1/31/2017  
(In Whole Numbers)

	Current Year
Improvements	20,791
Accumulated Depreciation-Improvements	(768)
Furnishings & Equipment	7,591,215
Accumulated Depreciation-Furnishings & Equipment	(1,128,395)
Software & Technology	19,792
Accumulated Depreciation Software & Technology	(11,875)
Infrastructure & Utilities	64,200,349
Improvements - Infrastructure	10,530
Accumulated Depreciation-Infrastructure	(2,790,385)
Total Capital assets, net	<u>68,197,597</u>
Capital projects in progress	
CIP - Planning & Coordination	843,686
CIP - Preliminary Engineering & Design	3,789,259
CIP - Environmental Studies	15,024,574
CIP - Mitigation	290,418
CIP - Public Presentations, RFP, RFQ, Bidding & Letting	54,449
CIP - Right of Way	75,428
CIP - Construction Management	56,164
CIP - Direct Legal Costs	296,587
CIP - Capitalized Interest	61,658
CIP - Direct Administration	493,049
CIP - Indirect Administration and Overhead	570,258
Toll Equipment & Software in Process	<u>1,531,297</u>
Total Capital projects in progress	<u>23,086,826</u>
Other assets	
Other Assets	46,621,328
Deferred Outflow - Changes of Assumption	<u>1,138</u>
Total Other assets	<u>46,622,466</u>
Unamortized bond prepaid costs	
2012 Bonds Prepaid Insurance	108,002
2014 Bond Prepaid Insurance	<u>10,888</u>
Total Unamortized bond prepaid costs	<u>118,890</u>
Total Non Current Assets:	<u>139,410,779</u>
Total ASSETS	<u><u>149,642,190</u></u>
<b>LIABILITIES</b>	
Current Liabilities	
Accounts payable	
AP - Operations	72,032
AP - Project Expenditures	<u>221,960</u>
Total Accounts payable	<u>293,992</u>
Accrued expenses	
TxTag Customer Deposits	393
Toll Refunds from MSB	5,904
Accrued Expense	<u>450,790</u>
Total Accrued expenses	<u>457,087</u>
Payroll liabilities	
Federal Tax Withholding	(8)
Payroll Tax Payable	9
Retirement Contribution Payable	3,632
Health Insurance Payable	1,000
Aflac Employee Liabilities	103

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Balance Sheet  
As of 1/31/2017  
(In Whole Numbers)

	Current Year
Dental Insurance Payable	(95)
Employee Vision Insurance	(25)
Total Payroll liabilities	4,616
Deferred revenue	
UFV Fund Deposits	1,690
Deferred Revenue	1,465
TPS Customer Deposits	3
Total Deferred revenue	3,158
Total Current Liabilities	758,853
Non Current Liabilities	
Due to other agencies	
Cameron County	167,500
Procurement Deposits and Other	89,758
Due to other Entity's	2,014,428
Total Due to other agencies	2,271,686
Due to TxDot	
Union Pacific - West Rail Project	29,461,531
Union Pacific - Olmito Switchyard	9,919,811
TxDot FAA - South Padre Island	12,820,809
TxDot FAA - West Parkway	2,244,589
TxDot FAA - Outer Parkway	54,365
Total Due to TxDot	54,501,105
Long term bond payable	
2010A Bonds Payable	4,480,000
2010A Unamortized Premium	13,761
2010B Bonds Payable	15,535,000
2012 Bonds Payable	40,000,000
2012 Unamortized Premium	3,862,351
2014 Bonds Payable	5,000,000
2014 Bond Premium	139,882
2010A Refund Series 2014	5,475,000
2010A Refund Premium Series 2014	97,922
2010A Refunding Deferred Charge 2014 Series	31,341
2015 CO Bonds	4,500,000
2015 CO Bonds Discount	(37,186)
Total Long term bond payable	79,098,071
Total Non Current Liabilities	135,870,862
Total LIABILITIES	136,629,715
NET POSITION	
Beginning net position	13,088,186
Total Beginning net position	13,088,186
Changes in net position	
Total Changes in net position	316,769
Total NET POSITION	13,404,955
TOTAL LIABILITIES AND NET POSITION	150,034,671

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Statement of Cash Flows

As of 1/31/2017

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from Vehicle Registration Fees	448,010.00	899,210.00
Receipts from MSB/Interop Toll revenues	96,186.00	428,041.48
Receipts from TPS Toll Revenues	9,756.98	9,591.46
Receipts from Other Operating Revenues	139.50	37,639.50
Payments to Vendors	(119,408.73)	(494,122.76)
Payments to Employees	<u>(57,342.77)</u>	<u>(289,079.75)</u>
Total Cash Flows from Operating Activities	<u>377,340.98</u>	<u>591,279.93</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of Property and Equipment	0.00	(10,530.32)
Acquisitions of Construction in Progress	(305,180.07)	(1,188,738.38)
Advances on FAA and Grant Proceeds	<u>0.00</u>	<u>1,028,117.27</u>
Total Cash Flows from Capital and Related Financing Activities	<u>(305,180.07)</u>	<u>(171,151.43)</u>
Cash Flows from Investing Activities		
Receipts from Interest Income	<u>564.58</u>	<u>1,980.68</u>
Total Cash Flows from Investing Activities	<u>564.58</u>	<u>1,980.68</u>
Beginning Cash & Cash Equivalents	<u>349,325.90</u>	<u>0.00</u>
Ending Cash & Cash Equivalents	<u><u>422,051.39</u></u>	<u><u>422,109.18</u></u>

**4-C CONSIDERATION AND APPROVAL OF THE STRATEGIC PLAN FOR  
2017 – 2021**

The background of the entire page is a photograph of a long bridge, likely the Cameron County Bridge, stretching across a body of water. The scene is captured at sunset or sunrise, with a vibrant orange and yellow glow reflecting on the water's surface. The sky is a deep purple and blue. The bridge is illuminated with lights, and its structure is visible against the horizon.

# CCARMA

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

## STRATEGIC PLAN FEBRUARY 9, 2017



# ***Cameron County Regional Mobility Authority Strategic Plan***

## **Our Vision**

The Cameron County Regional Mobility Authority will continue to be recognized as the RMA leader in Texas implementing transportation projects that achieve a sustainable, world-class regional transportation network in South Texas.

## **Our Mission**

The Cameron County Regional Mobility Authority will provide transportation that promotes safe and effective mobility, improves the quality of life for area residents, creates quality economic development, jobs and generates revenues to sustain a regional transportation network, internationally.





# *Cameron County Regional Mobility Authority Strategic Plan*

## **Goals**

- ❖ **Goal 1:** Continue accomplishments of the short-term organizational plans and implement long-term organizational plans, by-laws and policies and procedures that promote the CCRMA objectives.
- ❖ **Goal 2:** Continue the success of the current system projects and develop schedules and budgets that ensure sustainable, timely and cost effective project delivery, with a vision to 2050.
- ❖ **Goal 3:** Initiate new system projects that support economic development and promote quality of life for citizens of the region well into the future for our next generation.
- ❖ **Goal 4:** Utilize financing options and plans that leverage funding sources and promote timely project completion.
- ❖ **Goal 5:** Maintain and enhance working relationships with TxDOT, United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), Hidalgo County Regional Mobility Authority (HCRMA), Metropolitan Planning Organizations as well as our neighbors in Mexico.
- ❖ **Goal 6:** Work closely with all transportation committees (I-69 Committees) and organizations, local businesses and stakeholders throughout each project to ensure open, two-way communication and to promote economic development and create jobs.
- ❖ **Goal 7:** Utilize technology and innovation to develop and implement toll operational roles and a comprehensive Information Technology (IT) Plan as well as a Back Office System.
- ❖ **Goal 8:** Avoid or minimize potential impacts to the environment, to the extent possible, through sensitive and proactive consideration of the human and natural environment.



## ***Cameron County Regional Mobility Authority Strategic Plan***

### **Goal 1**

*Continue accomplishments of the short-term organizational plans and implement long-term organizational plans, by-laws and policies and procedures that promote the CCRMA objectives.*

## *Cameron County Regional Mobility Authority Strategic Plan*

### **Goal 2**

*Continue the success of the current system projects and develop schedules and budgets that ensure sustainable, timely and cost effective project delivery, with a vision to 2050.*





## *Cameron County Regional Mobility Authority Strategic Plan*

### **Goal 3**

*Initiate new system projects that support economic development and promote quality of life for citizens of the region well into the future for our next generation.*

## *Cameron County Regional Mobility Authority Strategic Plan*

### **Goal 4**

*Utilize financing options and plans that leverage funding sources  
and promote timely project completion.*



## ***Cameron County Regional Mobility Authority Strategic Plan***

### **Goal 5**

*Maintain and enhance working relation ships with TxDOT, United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), Hidalgo County Regional Mobility Authority (HCRMA), Metropolitan Planning Organizations as well as our neighbors in Mexico.*





## *Cameron County Regional Mobility Authority Strategic Plan*

### **Goal 6**

*Work closely with all transportation committees (I-69 Committees) and organizations, local businesses and stakeholders throughout each project to ensure open, two-way communication and to promote economic development and create jobs.*



## ***Cameron County Regional Mobility Authority Strategic Plan***

### **Goal 7**

*Utilize technology and innovation to develop and implement toll operational roles and a comprehensive Information Technology (IT) Plan as well as a Back Office System.*



## ***Cameron County Regional Mobility Authority Strategic Plan***

### **Goal 8**

*Avoid or minimize potential impacts to the environment, to the extent possible, through sensitive and proactive consideration of the human and natural environment.*







# Cameron County Regional Mobility Authority Strategic Plan

CCRMA Project Development List				November 2016	
Project Name	Project Limits	Project Costs	Complete/ Under Const.	Status	
PROJECTS COMPLETED					
169E Sarita Overpass	Sarita School Area	\$ 12 Million	\$ 12.0 Million	Construction Complete	
Olmito Switchyard Phase I	North Brownsville/Olmito	\$ 22 Million	\$ 17.0 Million	Construction Complete	
Port Access Road	SH 48/SH 550 to Capt. Donald Faust Road	\$ 3 Million	\$ 3.0 Million	Construction Complete	
Veterans International Bridge Expansion	Over Rio Grande River at 169E	\$ 6 Million	\$ 6.0 Million	Construction Complete	
Olmito Switchyard Phase II	North Brownsville/Olmito	\$ 3.6 Million	\$ 3.6 Million	Construction Complete	
CE Spur 56 Willacy County	FM 1018 to FM 3168	\$ 28 Million	\$ 28.0 Million	Construction Complete	
West Railroad Relocation	169E and Olmito Switchyard into Mexico	\$ 45 Million	\$ 45.0 Million	Construction Complete	
TOLL ROADS OPEN					
SH 550 Phase I	Overpass at UPRR and FM 1847	\$ 7 Million	\$ 7.0 Million	Phase 1 Toll Road Open	
SH 550 North Port Spur	FM 3248 to SH 48/New Port Entrance	\$ 34 Million	\$ 34.0 Million	Phase 2 Toll Road Open	
SH 550 Direct Connectors	169E to SH 48	\$ 44 Million	\$ 44.0 Million	Phase 3 Toll Road Open	
UNDER CONSTRUCTION					
FM 803	169E to SH 100	\$ 6 Million		75% Complete	
General Brant Road	FM 1847 to FM 510	\$ 15 Million		40% Complete	
ENVIRONMENTALLY CLEARED					
169E	Brownsville to Corpus Christi	\$ 460 Million	\$ 215.0 Million	\$215 Million to Complete - EA Cleared	
SH 550 Segment 1	East of OH/Alice Road to West of FM 1847	\$ 6 Million		Bidding Phase	
SH 550 Segment 2	East of FM 1847 to FM 3248	\$ 15 Million		Bidding Phase	
ENVIRONMENTAL STUDIES					
SH 32 East Loop	Port of Brownsville to Veterans Bridge	\$ 90 Million		EA Clearance January 2019	
South Padre Island 2nd Access	Mainland over Laguna Madre to Park Road 100	\$ 465 Million		FEIS Submitted on December 26, 2014	
Outer Parkway	169E near N. County Line to FM 1847	\$ 180 Million		EA Process in Progress	
FM 1925	169E to FM 491 (Hidalgo County)	\$ 120 Million		EA Process in Progress	
West Parkway	169E to B&M Bridge	\$ 160 Million		EA Process in Progress	
North Cameron County Switchyard	North of Harlingen near 169E	\$ 25 Million		Pending CE Preparation	
North Railroad Relocation	North Cameron County to SH 106	\$ 80 Million		Preliminary Study Complete	
FM 599 Extension	Outer Parkway to Current Section of FM 599	\$ 7 Million		EA Process in Progress	
CORRIDOR STUDIES					
Port Isabel Access Road	SH 48 to Port of Port Isabel	\$ 3 Million		EA Phase	
281 Connector	County Line to FM 1577 to 169E & SH 100	\$ 140 Million		Planning Phase	
Port International Bridge Project	Port of Brownsville/East Loop into Mexico	\$ 50 Million		Planning Phase with Mexico	
TOTAL:		\$ 2 Billion	\$ 415.0 Million		

# *Cameron County Regional Mobility Authority Strategic Plan*

FUNDING SOURCES	
Toll Equity Funding (SPI 2 <sup>nd</sup> Access and Outer Parkway)	\$ 21.6 Million
SH 550 Project	\$ 48.7 Million
SH 550 Direct Connectors	\$ 33.3 Million
SH 550 Gap 1	\$ 6.0 Million
SH 550 Gap 2	\$ 14.0 Million
Veterans International Bridge Expansion	\$ 6.0 Million
West Rail Relocation Project	\$ 48.0 Million
Olmito Switchyard	\$ 22.0 Million
East Loop Corridor	\$ 40.0 Million
U.S. 77 Project	\$ 40.0 Million
FM 509 Project	\$ 1.5 Million
FM 803 Project	\$ 10.5 Million
General Brant Road	\$ 15.0 Million
Veterans International Bridge Expansion (Including Mexico)	\$ 65.5 Million
West Rail Relocation Project (Including Mexico)	\$ 120.0 Million
TOTAL:	\$ 492.1 Million
TRZ Expected Net Present Value (NPV)	\$ 350.0 Million





# ***Cameron County Regional Mobility Authority Strategic Plan***

## **Initiatives**

- ❖ Economic Development Initiatives
- ❖ Planning Initiatives
- ❖ Toll Operation Initiatives

# ***Cameron County Regional Mobility Authority Strategic Plan***

## **Public Involvement Plan**

- ❖ Community Development Needs Survey
- ❖ Media Training Manual
- ❖ Individual Project Specific Public Involvement

# ***Cameron County Regional Mobility Authority Strategic Plan***

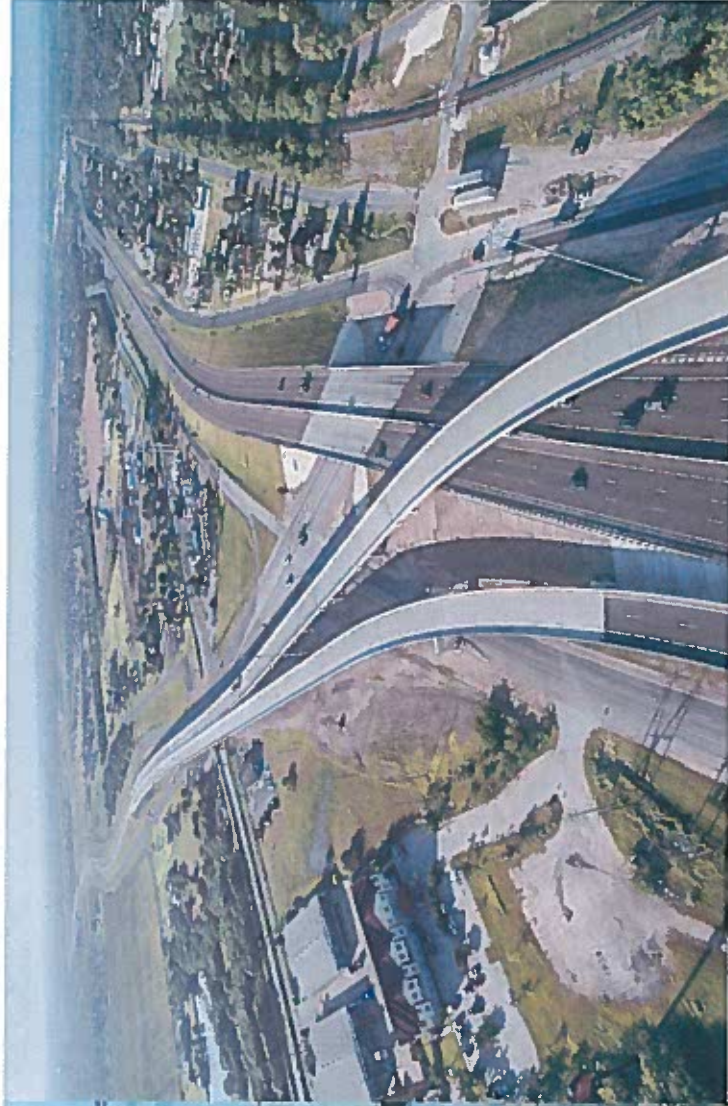
## **Federal & State Legislative Agendas**

Our emphasis and strategy is to ensure any potential legislation does not impact us negatively. Most of our objects are things we have been working on for many years.

Our legislative priorities will help preserve the work that we continue to work on every day as we improve mobility, reduce congestion and promote economic development for our region.







# CCARMA

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY





**4-D    DISCUSSION AND POSSIBLE ACTION REGARDING A MEMBERSHIP  
WITH THE BORDER TRADE ALLIANCE**



Border Trade Alliance

# Introduction to the Border Trade Alliance

[www.thebta.org](http://www.thebta.org)





# Overview

- **Our Members**
- **Our Offering**
  - Policy Leadership
  - Advocacy
  - Networking
  - Branding and Positioning
- **Investment**
- **Upcoming Opportunities**
- **Contact Information**

"I'm proud to Chairman organization that is so invested in the future and prosperity of our shared borders."

*BTA Chairman Jesse Hereford, S&B Infrastructure, San Antonio Texas*



Investing in our Ability to **Compete in a Global Economy**



**Border Trade Alliance**

# Membership

- **Scope:** Representative of the public and private organizations where business and industry come together
- **Services:** Diverse but concentrated in defense, energy, manufacturing, and transportation
- **Geography:** Spanning across the U.S., Canada and Mexico with a primary focus on the U.S.

*"No one understands the unique issues facing the management and operation of international bridges like the BTA." Pete Sepulveda, County Administrator, Cameron County, Texas*



Investing in our Ability to **Compete in a Global Economy**



**Border Trade Alliance**

## Membership Value

- **Policy Leadership:** Contribute to policy discussions that enhance the critical partnership and communication between the Federal and local governments and industry across the U.S., Mexico and Canada
- **Advocacy:** Access to Congressional leaders in the U.S., Mexico and Canada
- **Networking:** Trilateral engagement with senior government and industry officials from the U.S., Mexico and Canada at meetings and events
- **Branding:** Enhance and position your brand and executive team members as thought leaders among your peers in the industry and on key issues

"The BTA has been integral in the ability of Union Pacific to provide outstanding cross-border rail service for our customers in the U.S. and Mexico." *Ivan Jaime, Union Pacific Railroad*



Investing in our Ability to **Compete** in a **Global Economy**



**Border Trade Alliance**

# Policy Leadership

- **Legislative Advocacy:** Direct interactions with Members of Congress and staff

- **Regulatory Monitoring and Commenting**

- **Agency Collaboration:** Working with key officials to have open discussions with industry (ex: public-private partnerships)

- **Media Outreach:** Story placement and press citations in popular periodicals and trade publications

**Standing Committees:**

- Security and Trade
- Transportation and Infrastructure

**Interim Committees:**

- Travel and Tourism
- Energy
- Water and Agriculture

Investing in our Ability to **Compete in a Global Economy**



**Border Trade Alliance**

# Advocacy

- Congressional Education and Outreach
- Policy Alerts (legislative, regulatory)
- Meetings and Conferences
  - Washington D.C. Fly-In
  - Policy Conference in D.C.
  - Mexico City Annual Event
  - Canada Policy Event
- Monthly President's Report
- E-Newsletters



# Networking

- **Annual D.C. Spring Fly-In** (March 2014)
- **Policy Conferences**
  - Washington, D.C. (May 6-7)
  - Mexico City Conference (August 2014)
- **Board Meetings** (3x/year)
  - San Antonio (Nov. 2014)
- **Events**
  - Congressional Border Caucus event at the Woodrow Wilson Institute (TBD)



*"As a member of the BTA, we have a strong voice in front of decision-makers at the highest levels of trade policy." Sylvia Hill, Delphi, Corp., El Paso, Texas*



Investing in our Ability to **Compete** in a **Global Economy**



**Border Trade Alliance**

# Branding & Positioning

- **E-Newsletter**
  - Quarterly Newsletter
- **Media Outreach**
  - Regular media outreach and opportunities to position your brand and executive leadership as thought leaders on key issues
- **Conferences**
  - Panel speaking opportunities
  - Sponsorship opportunities range from the thoughtful to the networking
- **Leadership and Committees**
  - Members who actively participate receive the largest return on their investment
  - Shape the policy positions of the BTA

Investing in our Ability to **Compete** in a **Global Economy**



Border Trade Alliance

## 2017 Activities

**March 14-16**

Annual D.C. Spring Fly-In

**June 14**

D.C. Policy Conference  
Congressional Border Caucus event at the

Woodrow Wilson Institute (D.C.)

**October (TBD)**

Mexico City Conference

**December (TBD)**

Annual Board Meeting (Phoenix, AZ)



Investing in our Ability to **Compete in a Global Economy**



**Border Trade Alliance**

# Membership Levels

## **Presidential (\$25,000/year)**

- Membership to BTA Mexico and BTA Canada (New)
- 1:1 Congressional Meetings and Advocacy Support
- Executive Board Position
- Two Committee Assignments
- Invitations to all BTA Events
- Event Co-branding and Media Opportunities

## **Gold (\$10,000/year)**

- Regular Board Membership
- One Committee Assignment
- Invitations to all BTA Events
- Sponsorship Required for Co-branding Opportunities

## **Gubernatorial (\$20,000/year)**

- Executive Board Position (if available)
- Advocacy Support
- Two Committee Assignments
- Invitations to all BTA Events
- Event Co-branding and Media Opportunities

## **Silver (\$5,000/year or less)**

- Negotiated depending on size and affiliation of organization

## **Senatorial (\$15,000/year)**

- Regular Board Membership
- Two Committee Assignments
- Invitations to all BTA Events
- Event Co-branding Opportunities

Investing in our Ability to **Compete** in a **Global Economy**



Border Trade Alliance

# Points of Contact

Noe Garcia

[ngarcia@thebta.org](mailto:ngarcia@thebta.org)

(202) 386-9653

Garrick Taylor

[garrick@thebta.org](mailto:garrick@thebta.org)

(602) 615-1657

**4-E      CONSIDERATION   AND   APPROVAL   OF   A   PROFESSIONAL  
SERVICES AGREEMENT WITH JWH & ASSOCIATES**



# JWH & Associates, Inc.

---

3014 Fairway Drive Sugar Land, Texas 77478  
956.793.3870 Cell Phone [jhudson8@comcast.net](mailto:jhudson8@comcast.net) Email

February 2, 2017

Mr. Pete Sepulveda

Executive Director

Cameron County Regional Mobility Authority

Rancho Viejo, Texas

**Re: Professional Services for the Brownville and Matamoros West rail Project**

Dear Mr. Sepulveda,

The following scope of services are proposed to be provided by JWH & Associates, Inc. (ENGINEER) to the Cameron County Regional Mobility Authority (OWNER) as an "On Call Agreement" for closing out the final issues relating to the Brownsville and Matamoros West Rail project, hereafter defined as the PROJECT.

## **SCOPE OF SERVICES**

The ENGINEER agrees to perform professional services in connection with the PROJECT as hereinafter stated. Conditions for which professional services will be furnished under this contract shall be limited to the PROJECT, unless expanded in the manner set forth herein. The PROJECT is defined as "closeout services" to finalize issues relating to the PROJECT. Such services would include review of right way maps to be submitted to Texas Department of Transportation; coordination of final payments to McCarthy Constructors; and coordination with Union Pacific Railroad for the closing

out of pending invoices. Services would also include obtaining the data from the UPRR the documentation or agreements of utility crossings across the original UPRR right of way; coordination with the construction manager, HNTB, for construction related items of completion; review of the record set of plans; and coordination of filing of buffer zones with the County Clerk, The ENGINEER shall render services necessary for development of the PROJECT as follows ("BASIC SERVICES"):

#### **BASIC SERVICES**

1. "On Call" services relating to "closeout" of the pending issues relating to the PROJECT.
2. Attend meetings, as requested by the OWNER, for the coordination of above defined issues.

#### **SPECIAL ENGINEERING SERVICES**

The professional transportation engineering services set forth below as SPECIAL SERVICES. It is recognized that the elements of such "closeout" issues cannot be accurately predetermined or controlled entirely by the ENGINEER. The ENGINEER will furnish SPECIAL SERVICES only when authorized by the OWNER

- A. Meetings with the various governmental agencies, contractors, construction manager, or engineer as requested by the OWNER.
- B. Meetings with various agencies involved in the approval process for the final reimbursement of funds to the CCRMA or to Cameron County
- C. Request for services beyond the scope as defined above.

#### **COMPENSATION TO ENGINEER**

Payment for services and the allocation of these payments shall be hourly as set forth on Exhibit A.

- A. All payments for services to the ENGINEER shall be made to JWH and ASSOCIATES, INC. as payee.
- B. All invoices for payments shall be due and payable 30 days after OWNER receives such invoice ("DUE DATE").
- C. Expenses will be invoiced on an actual cost basis and will be included on the monthly statement of services and expenses in accordance to those rates on Exhibit A.

Each invoice shall reflect the hours of service, scope of such services and expenses for that month. Time sheets shall be included with each invoice.

Please review this proposed action and advise me should you have any changes.

Sincerely yours,



John W. Hudson, Jr. P. E.  
President

Approved

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By:   
Frank Parker, Jr.

Title: RMA Chairman

Date: 2.9.17



## **Exhibit A**

### **JWH and Associates, Inc. Billing Rate Table**

#### **Staff**

<b>Classifications</b>	<b>Billing Rate</b>
<b>Principal</b>	<b>\$220.00</b>
<b>Senior Associate</b>	<b>\$150.00</b>
<b>Associate</b>	<b>\$100.00</b>
<b>CADD Technician</b>	<b>\$75.00</b>
<b>Assistant</b>	<b>\$50.00</b>

#### **Reimbursable Expenses Billing Rate**

<b>Parking</b>	<b>Actual cost</b>
<b>Printing</b>	<b>Actual cost</b>
<b>Mileage</b>	<b>0.45</b>
<b>Airfare</b>	<b>Actual cost</b>
<b>Rent Car</b>	<b>Actual cost</b>
<b>Lodging</b>	<b>Actual cost</b>
<b>Means (per diem)</b>	<b>\$50.00/day</b>
<b>Subcontract services</b>	<b>Actual cost</b>

## **CURRICULUM VITA**

### **JOHN W. HUDSON, JR., P.E.**

President, JWH & Associates, Inc.  
3014 Fairway Drive  
Sugar Land, TX 77478

May 15 to Oct. 15, Annually  
60 Davis Cup, Unit 109A  
Pagosa Springs, Colorado 81147  
Phone: 956-793-3870  
e-mail: jhudson8@comcast.net

### **EDUCATION**

Bachelor of Science, Civil Engineering, Texas A&M University (1962)  
Master of Engineering, Civil Engineering, Texas A&M University (1963)

### **ENGINEERING REGISTRATION State of Texas # 29932**

### **PROFESSIONAL ACTIVITIES**

American Society of Civil Engineers  
National Society of Professional Engineers  
Institute of Transportation Engineers

- International Director
- Chairman, Consultants Council
- Board Member, Consultants Council
- Member, Technical Committees
- President, Vice President and Secretary-Treasurer of Texas Section

### **PREVIOUS EMPLOYMENT**

California Department of Transportation – San Bernardino, CA., 1963-1964  
US Army Corps of Engineers, Captain USAR, 1964-1966  
City of Austin, TX. – Department of Traffic and Transportation, 1966-1969  
Crouse Hinds Company, Syracuse, NY –1969  
Traffic Engineers, Inc., Houston, TX, 1969-1999

### **AWARDS AND HONORS**

Engineer of the Year 1999 – Texas Institute of Transportation Engineers

Transportation Project of the Year 1999 – Texas Consulting Engineers Council

Transportation Achievement Award 2000 – Institute of Transportation Engineers  
(Veterans International Brownsville and Matamoros, Mexico)

Transportation Achievement Award 2016- Institute of Transportation Engineers  
(Brownsville and Matamoros Railroad Relocation)

**GENERAL EXPERIENCE**

Founder and Chairman of the Board – Traffic Engineers, Inc.  
Consulting Transportation Engineering Practice since 1969  
Consulting Engineering in the United States, Central America, South America,  
and Caribbean.

**SPECIFIC EXPERIENCE**

Traffic Signal Systems Design  
Corridor Route Studies for highway alignments  
Environmental Assessments  
Shopping Center Site Development Plans – US and Mexico  
International Bridge Designs/Consulting at ten border crossings in Texas  
Parking Studies for Lots and Garages  
Traffic Safety Studies  
Feasibility Studies for Transportation Improvements  
Major Transportation Plans – Long Range  
Schematic Freeway Designs  
Expert Witness for Transportation Engineering  
Legal Testimony – Hearings and Court  
Traffic Impact Studies  
Railroad relocation feasibility studies  
Author of Three Presidential Permits for International Bridges

**TECHNICAL ADVANCE EDUCATION**

Accident Reconstruction Course by ITE  
Traffic Control in the Work Zone by ASCE  
Traffic Signal Design by ITE  
Wetlands by ASCE  
Expert Witness Training by ITE  
Traffic Signal Timing "PASSER" by Texas Transportation Institute  
Eminent Domain Conference by CLE  
Planning by TexITE  
Green Transportation by TexITE  
Safety by TexITE

**TEACHING**

Traffic Signal Design to Civil Engineering Dept. University of Houston  
Major Thoroughfare Planning to Brownsville's Planning Commission  
Traffic Control Devices to Cameron County Public Works Department

**CCRMA****JWH and Associates, Inc.**

On Call "Close-Out" Project for the Brownsville and Matamoros West Rail Relocation

Estimate of man-hours for the following items 2/8/2017

Item Description	Hours	Rate	Total	Remarks regarding proposed task
Right of way plat with Tx DOT	4	\$225	\$900	Coordinate with County Surveyor regarding parcel 8X (RECL)
Final letters to Texas Parks and Wildlife	6	\$225	\$1,350	Coordinate for legal filings of two buffer zones
UPRR invoices	18	\$225	\$4,050	Review invoices, documentation & correspond with UPRR
PMI coordinate with Tx DOT	10	\$225	\$2,250	Get invoices corrected and filing closed
Construction	6	\$225	\$1,350	Review issues with McCarthy reg. Rail completion
Engineering	6	\$225	\$1,350	Review to obtain record set of plans
Meetings	10	\$225	\$2,250	
<b>Total</b>	<b>60</b>		<b>\$13,500</b>	

**Additional Services****Estimated Travel expenses**

Airfare	2	\$440	\$880
Lodging	2	\$110	\$220
Parking	2	\$20	\$40
Fuel for rent car	2	\$20	\$40
Rent Car	4	\$75	\$300
Estimate expenses			\$1,480

Project Cost \$14,980

**Proposed Project budget \$15,000**

**4-F    CONSIDERATION   AND   APPROVAL   OF   A   PROFESSIONAL  
SERVICES AGREEMENT WITH SULLIVAN PUBLIC AFFAIRS**



## MEMORANDUM

To: Board of Directors

From: Pete Sepulveda, Jr. *PSJ*  
Executive Director

Date: February 9, 2017

Subj: Sullivan Public Affairs Item 4F

Item 4F is the consideration of a contract with Sullivan Public Affairs for matters pertaining to government affairs that involve the Texas Department of Transportation and the Texas Legislature. Sullivan Public Affairs has been assisting the CCRMA for a number of years on several of our on-going projects, those being SPI 2<sup>nd</sup> Access, Outer Parkway, FM 1925 and Interstate 69E. During the legislative session Sullivan Public Affairs is providing weekly status reports on legislative issues and initiatives and monthly status reports. Funds for this contract are budgeted.

Staff recommends approval of the contract with Sullivan Public Affairs.

**CONTRACT FOR CONSULTANT SERVICE  
between  
Cameron County Regional Mobility Authority  
and  
Sullivan Public Affairs**

The Cameron County Regional Mobility Authority ("CCRMA"), a political subdivision of the State of Texas, hereby contracts with Sullivan Public Affairs ("Consultant") to have Consultant assist with certain government relations efforts of the CCRMA effective January 1, 2017 and ending December 31, 2017, unless terminated earlier.

**Section 1 – Duties**

Consultant will assist the CCRMA in matters pertaining to government affairs involving the Texas Department of Transportation ("TxDOT"), the Texas Legislature and local officials along the I-69 corridor, including Nueces, Kenedy and Willacy counties, to support the goals of the Regional Mobility Authority and regional transportation and to generate support for innovative financing option and development methods for regional projects including the Second Access to South Padre Island and the I-69 corridor (the "Services"). These duties may include, but are not limited to:

- A. Monitoring legislative activity that may affect the RMA and the Services and informing the CCRMA of its status.
- B. At the direction of the CCRMA, representing the CCRMA before state and local governmental bodies on particular legislative proposals or proposed rule-makings related to RMAs or the Services.
- C. Providing the CCRMA with periodic reports concerning legislation, rule-making or political activities that may affect the RMA or the Services.
- D. Advising the CCRMA generally on the political and legislative climate, implementing agreed-upon strategies, and generally assisting in establishing a positive presence before various governmental bodies.
- E. Upon request, assisting the CCRMA in preparing research documents and briefing materials and distributing them to the public officials and/or staff members. Unless Consultant is otherwise directed, the CCRMA will be responsible for all media contacts.
- F. Submit monthly report to the Executive Director.

**Section 2 – Legal Compliance and Disclosures**

Consultant is responsible for complying with any and all applicable laws, statutes, ordinances or regulations, whether federal, state or local, including without limitation the applicable provisions of lobbying laws in Texas, where appropriate, and laws relating to the timely filing of expense and disclosure reports by lobbyists. Consultant shall provide the CCRMA with any employer disclosure reports that may be required under such laws.

**Section 3 – Relationship with the CCRMA**

- A. Consultant is an independent contractor or practitioner and is not an employee of the CCRMA. All persons employed or contracted by Consultant shall be the sole employees of Consultant.

- B. Consultant shall not hold himself or herself out to be an employee of the CCRMA to any person or entity. Consultant shall not have authority and shall not present himself or herself to any person or entity as having authority to incur any debt or obligation on behalf of the CCRMA or bind the CCRMA to any agreement. Consultant is authorized to communicate the CCRMA's position on the Services.
- C. Consultant agrees that any information or data obtained or developed by Consultant for the CCRMA and any information or data furnished by the CCRMA to Consultant is proprietary and shall not be used by Consultant for any other work or purpose other than may be specifically authorized by the CCRMA in writing.

#### **Section 4 - Compensation**

- A. Consultant will be paid a retainer of \$7,500 per month. Consultant will submit a monthly invoice to the person designated by the CCRMA for payment. Payment by the CCRMA is due within 45 days of receipt of the invoice.
- B. Pursuant to Section 556.0055 of the Texas Government Code, Consultant will not be compensated with state funds.

#### **Section 5 - Cancellation**

Either party may, with or without cause, cancel this agreement upon 30 days written notice to the other party. The CCRMA will pay the monthly retainer through the effective date of the cancellation (i.e., the date which is thirty (30) days following the date of the written notice). Any notice required to be given by either party under this Agreement, will be sent to the business addresses set forth below and shall be deemed effective upon deposit in the United States Postal Service or other nationally recognized overnight carrier (e.g., UPS).

Notice if addressed to Consultant:

Raymond C. Sullivan  
Sullivan Public Affairs, Inc.  
919 Congress Avenue, Suite 1500  
Austin, Texas 78701

Notice if addressed to the CCRMA:

Pete Sepulveda  
Executive Director  
Cameron County Regional Mobility Authority  
3461 Carmen Avenue  
Rancho Viejo, Texas 78575

IN WITNESS WHEREOF, the parties have executed this agreement this 10 day of FEBRUARY 2017.



**Cameron County Regional Mobility Authority**

By: Frank Parker, Jr.  
Frank Parker, Jr. RMA Chairman

**Sullivan Public Affairs**

By: Raymond C. Sullivan  
Raymond C. Sullivan, Sullivan Public Affairs

**4-H    CONSIDERATION AND APPROVAL TO PROCEED WITH A NOTICE  
TO PROCEED WITH PHASE II OF THE BACK OFFICE SYSTEM  
CONTRACT WITH TOLLPLUS, LLC**



February 9, 2017

Mr. Suresh Kakarla  
TollPlus, LLC  
1801 W. Queen Creek Road, STE 3  
Chandler, AZ 85248

RE: Phase II Contract for Back Office System and Implementation

Dear Suresh,

We are pleased to report that on December 12, 2016 the CCRMA Back Office System went officially on line and began processing 100% of Pay by Mail Transactions including image review. The System Acceptance Period began with the Go Live date of December 12, 2016 and is expected to last for a period of sixty (60) days. As described in the contract, Phase II of the contract begins with the initiation of the System Acceptance Period. This letter serves as the notification to proceed with Phase II of the contract with the effective date of December 13, 2016.

Sincerely,



Pete Sepulveda, Jr.  
Executive Director

- 4-J    CONSIDERATION AND APPROVAL OF A RESOLUTION APPROVING  
THE VALUE ENGINEERING STUDY RECOMMENDATIONS FOR  
THE SPI 2<sup>ND</sup> ACCESS PROJECT AND AUTHORIZING CHAIRMAN  
PARKER TO SIGN ANY NECESSARY DOCUMENTS REQUIRED BY  
THE TEXAS DEPARTMENT OF TRANSPORTATION**



## MEMORANDUM

To: Board of Directors

From: Pete Sepulveda, Jr.   
Executive Director

Date: February 9, 2017

Subj: SPI 2<sup>nd</sup> Access Value Engineering Study Recommendations (Item 4-J)

Attached are the Value Engineering recommendations developed for the SPI 2<sup>nd</sup> Access Project. CCRMA Staff and TxDOT District Staff have reviewed and approved the recommendations. CCRMA Staff would like to proceed in implementing some of the recommendations and have discussed with TxDOT the necessary steps needed to move forward with that process.

Various documents would have to be modified based on the VE recommendations as well as a new seagrass mitigation plan. Coordination with the appropriate state and federal agencies would be required. It is estimated that this process would take six months to complete.

Staff recommends that the Board approve the Value Engineering recommendations and that Staff be authorized to proceed accordingly in implementing a new path moving forward.

## **SPI Next Steps**

The District and Environmental Affair Division Staff discussed the next step on January 5, 2017 for the SPI Second Access Project – based on the VE Teams recommendation No. 53 Build Twin Bridges to minimize Mitigation Requirements.

Items that need to be completed or modified are listed below:

1. Complete the Executive Summary of the VE study
2. Review the Independent Evaluation of the Seagrass Compensatory Mitigation Plan
3. New schematic
4. Recalculation of seagrass impacts from twin structures including direct impacts from pilings and indirect impacts from shading and scour.
5. Prepare new mitigation plan for seagrasses and have it reviewed by independent expert.
6. A short letter to agencies (EPA, USACE, USCG, NMFS) advising them of the design change
7. Modify the BA to reflect the twin bridge structure and complete section 7 consultation with USFWS.
8. Letter to USACE on their preference for modifying the PJD, (i.e. send in separate new delineation with impacts calculations, or resubmit new impact calculations with Permit)
9. Quantify scouring impacts from twin structures.
10. Inform NMFS (PRD office in St. Petersburg for ESA and Galveston office for EFH) via letter of the modifications and complete EFH and section 7 consultations with NMFS.
11. Draft Individual permit application to USACE – phasing adaptive management
12. Finalize FEIS
13. NEPA Clearance for ultimate twin structures
14. Executive memo to file



To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

**EXECUTIVE DECISION SUMMARY**  
**VE Team Recommendations**

**VE Team Recommendation No. 1**

Recommendation description:  
BR-01: Narrow Bridge Cross Section

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Maintain shoulders as proposed.

**VE Team Recommendation No. 2**

Recommendation description:  
BR-04: Optimize Span Length

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

To be done during PS&E.

**VE Team Recommendation No. 3**

Recommendation description:  
BR-05: Optimize Pile Design

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Agree with VE recommendation, including additional geotechnical borings



To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

**VE Team Recommendation No. 4**

Recommendation description:  
BR-06: Reduce Number of Girders

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Agree

**VE Team Recommendation No. 5**

Recommendation description:  
BR-07: Use Voided Piles (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Would require additional study during design phase

**VE Team Recommendation No. 6**

Recommendation description:  
BR-08: Reduce Bridge Grade at PR100 (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Agree, but require minimum 16'-6" vertical clearance over U-turn. May need to also look at environmental impacts.

**VE Team Recommendation No. 7**

Recommendation description:  
BR-09: Use On-site Prefabricating Yard (Design Suggestion)

To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

As long as it is an option, and not a requirement for contractors. Contractor would be responsible for environmental permits. (Prefabrication yards should be in upland areas only to minimize environmental impacts.)

**VE Team Recommendation No. 8**

Recommendation description:

BR-10: Use Precast Prestressed Concrete Caps

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Faster construction

**VE Team Recommendation No. 9**

Recommendation description:

BR-13: Allow Mobile Batch Plant (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 10**

Recommendation description:

BR-15: Use Perch Footings Without Cofferdam

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Footings above mud line is desired, but method of construction would be at contractor's discretion.

To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

**VE Team Recommendation No. 11**

Recommendation description:  
BR-16: Use Alternate Reinforcement to Combat Corrosion

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Requires additional investigation due to upfront cost and availability of stainless steel.

**VE Team Recommendation No. 12**

Recommendation description:  
BR-17: Use HPC (Low Permeability) to Combat Corrosion (Design Suggestion)

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Not familiar in the area and additional upfront costs.

**VE Team Recommendation No. 13**

Recommendation description:  
BR-18: Provide 3-Lane Bridge with Reversible Lane

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Not acceptable

**VE Team Recommendation No. 14**

Recommendation description:  
BR-22: Reduce Horizontal Clearance at GIWW

To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Reduce the horizontal clearance to match the existing Queen Isabella Causeway (275' with fenders)

**VE Team Recommendation No. 15**

Recommendation description:

BR-26: Reduce Shading from Bridge to Promote Seagrass Growth (See EN-10)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Reference VE Team Recommendation No. 53 to reduce shading from bridge

**VE Team Recommendation No. 16**

Recommendation description:

BR-28: Use Segmental Approaches (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will be considered as an option for construction

**VE Team Recommendation No. 17**

Recommendation description:

BR-29: Design Bridge for Applicable Vessel Impact (Design Suggestion)

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will not design for applicable vessel impact; will include fender system

To: <u>Design Division</u>	WA#: <u>3</u>
Subject: <u>South Padre Island, 2nd Access</u>	Study Date: <u>October 3 - 6, 2016</u>
Limits: <u>From SH 100 to PR 100 (South Padres Is.)</u>	CVS Firm: <u>Atkins North America</u>
CSJ(s): <u>0921-06-163</u>	Facilitator: <u>Ramesh Kalvakaalva, PE, CVS</u>

**VE Team Recommendation No. 18**

Recommendation description:  
BR-31: Perform STADIUM Analysis for Service Life

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Need to know the costs associated with STADIUM analysis (NOT DEFINITE ANSWER)

**VE Team Recommendation No. 19**

Recommendation description:  
BR-32: Incorporate Requirement to Load Test Piles

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 20**

Recommendation description:  
BR-33: Incorporate Requirement for Pre-production Load Test Program (See BR-32)

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 21**

Recommendation description:  
BR-34: Install Early Warning System on Bridge (Design Suggestion)

To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 22**

Recommendation description:

BR-35: Use Alternate Barrier Rail Type

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Go with original rail design

**VE Team Recommendation No. 23**

Recommendation description:

BR-36: Reduce Shoulder Width on Bridge and Provide Emergency Pull-offs (See BR-01)

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Maintain 10' shoulder width

**VE Team Recommendation No. 24**

Recommendation description:

BR-37: Provide Emergency U-turns/Gates for First Responders (Design Suggestion)

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

**VE Team Recommendation No. 25**

Recommendation description:

**BR-38: Incorporate Construction Methods to Facilitate Accelerated Pile Placement**

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

This should be a "given" by contractors.

**VE Team Recommendation No. 26**

Recommendation description:

**BR-39: Provide Maintenance Pull-offs or Service Platforms (See BR-40)**

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 27**

Recommendation description:

**BR-40: Optimize Frequency of Baffle Boxes for Water Treatment**

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Further investigation is needed to determine the "need" for baffle boxes. If needed, the frequency of baffle boxes should be optimized.

**VE Team Recommendation No. 28**

Recommendation description:

**BR-42: Incorporate Construction Techniques to Avoid Overhang Forms**



To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will be included in construction method alternatives; will be up to contractors discretion.

**VE Team Recommendation No. 29**

Recommendation description:  
BR-43: Allow Contractor to Optimize Span Lengths to Match Their Means & Methods (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 30**

Recommendation description:  
BR-44: Install Solar Lighting

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 31**

Recommendation description:  
BR-45: Coordinate With Local Utilities for Joint Use Agreements (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

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**VE Team Recommendation No. 32**

Recommendation description:

**BR-46: Re-evaluate Cost Estimate (Design Suggestion)**

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

--

**VE Team Recommendation No. 33**

Recommendation description:

**BR-47: Provide Crossovers for Emergency Detour (Design Suggestion) (See BR-37)**

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

--

**VE Team Recommendation No. 34**

Recommendation description:

**BR-48: Provide "Longitudinal Tining" or "Grinding & Grooving" for Noise Reduction (Design Suggestion)**

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

--

**VE Team Recommendation No. 35**

To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

Recommendation description:

RD-01: Use LED Lighting on Bridge in-lieu of Poles

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 36**

Recommendation description:

RD-03: Make U-Turn for First Responders Only

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 37**

Recommendation description:

RD-05: Use ACP Versus Concrete On Toll Approaches

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Use ACP in lieu of CRCP

**VE Team Recommendation No. 38**

Recommendation description:

RD-07: Narrow Section at PR100 Overpass

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

Comments:

Proceed with 16' median

VE Team Recommendation No. 39

Recommendation description:  
RD-08: Narrow Section on Buena Vista

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Continue with 10' shoulders on outside

VE Team Recommendation No. 40

Recommendation description:  
RD-09: Add Pedestrian Ramps at Curbed Intersections (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

VE Team Recommendation No. 41

Recommendation description:  
RD-10: Control Access at Toll Road Termini (Design Suggestion)

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

VE Team Recommendation No. 42

To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

Recommendation description:

RD-14: Consider Alternate Delivery Method (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

All options will be considered (D-B-B, D-B, CDA)

**VE Team Recommendation No. 43**

Recommendation description:

RD-15: Re-evaluate Construction Time/Schedule (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

**VE Team Recommendation No. 44**

Recommendation description:

RD-17: Delay Construction of PR100 Grade Separation

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will be considered as part of development plan.

**VE Team Recommendation No. 45**

Recommendation description:

RD-20: Use Rubberized ACP

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

To: <u>Design Division</u>	WA#: <u>3</u>
Subject: <u>South Padre Island, 2nd Access</u>	Study Date: <u>October 3 - 6, 2016</u>
Limits: <u>From SH 100 to PR 100 (South Padres Is.)</u>	CVS Firm: <u>Atkins North America</u>
CSJ(s): <u>0921-06-163</u>	Facilitator: <u>Ramesh Kalvakaalva, PE, CVS</u>

Comments:

To be considered during the PS&E phase.

**VE Team Recommendation No. 46**

Recommendation description:

RD-21: Use Soil Improvement to Accommodate MSE Walls at PR100 & SPI Bridges

**Implementation**

Recommendation to move forward. ☐ Yes ☒ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Too costly

**VE Team Recommendation No. 47**

Recommendation description:

RD-25: Let PR100 As Separate Project (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will be considered later

**VE Team Recommendation No. 48**

Recommendation description:

RD-26: Let Segment 1 as a Separate Project (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will be considered later

**VE Team Recommendation No. 49**

To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

Recommendation description:  
EN-01: Use Alternate Material for OCELOT Fence

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Consider during design

**VE Team Recommendation No. 50**

Recommendation description:  
EN-04: Perform Mitigation & Development as a Separate Contract

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

Will be considered at a future date

**VE Team Recommendation No. 51**

Recommendation description:  
EN-05: Begin Project Mitigation Before Construction (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No

Comments:

To be considered

**VE Team Recommendation No. 52**

Recommendation description:  
EN-06: Use "Electrocrete" in-lieu of "Cattle Guards" (Design Suggestion)

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No  
Recommendation included in final plans. ☐ Yes ☐ No



To: Design Division

WA#: 3

Subject: South Padre Island, 2nd Access

Study Date: October 3 - 6, 2016

Limits: From SH 100 to PR 100 (South Padres Is.)

CVS Firm: Atkins North America

CSJ(s): 0921-06-163

Facilitator: Ramesh Kalvakaalva, PE, CVS

Comments:

To be evaluated later during design

**VE Team Recommendation No. 53**

Recommendation description:

**EN-10: Build Twin Bridges To Eliminate Mitigation Requirements**

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation Included in final plans. ☐ Yes ☐ No

Comments:

More detailed analysis will be needed for twin structure. (ie. construction cost, environmental impacts, etc.)

**VE Team Recommendation No. 54**

Recommendation description:

**EN-12: Replace Bubble Curtains with Double Walled Piles (Design Suggestion)**

**Implementation**

Recommendation to move forward. ☒ Yes ☐ No

Recommendation Included in final plans. ☐ Yes ☐ No

Comments:

May be included as an option by contractor during procurement; will be considered in design.

**1<sup>st</sup> Approval - To Be Submitted After Completion of VE Study:**

Approval:

Transportation Planning and Development Engineer, Date

Approval:

District Design Engineer, Date

Approval:

District Engineer, Date

Approval:

Frank Parker Jr. 2/13/17  
Cameron County Regional Mobility Authority, Chairman Date

To: Design Division  
Subject: South Padre Island, 2nd Access  
Limits: From SH 100 to PR 100 (South Padres Is.)  
CSJ(s): 0921-06-163

WA#: 3  
Study Date: October 3 - 6, 2016  
CVS Firm: Atkins North America  
Facilitator: Ramesh Kalvakaalva, PE, CVS

**2nd Approval - To Be Submitted With Final PS&E:**

Approval: \_\_\_\_\_  
Transportation Planning and Development Engineer, Date

Approval: \_\_\_\_\_  
District Design Engineer, Date

Approval: \_\_\_\_\_  
District Engineer, Date

Approval: \_\_\_\_\_  
Cameron County Regional Mobility Authority, Chairman      Date

STATE OF TEXAS

§

COUNTY OF CAMERON

§

§

**RESOLUTION**

**BE IT RESOLVED THAT ON THE 9<sup>TH</sup> DAY OF FEBRUARY 2017, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS CONVENED IN REGULAR SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS, THE FOLLOWING ITEM WAS OFFERED AND ADOPTED, TO WIT:**

**“CONSIDERATION AND APPROVAL OF A RESOLUTION APPROVING THE VALUE ENGINEERING STUDY RECOMMENDATIONS FOR THE SPI 2<sup>ND</sup> ACCESS PROJECT AND AUTHORIZING CHAIRMAN PARKER TO SIGN ANY NECESSARY DOCUMENTS REQUIRED BY THE TEXAS DEPARTMENT OF TRANSPORTATION”**

**WHEREAS: THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY’S (CCRMA) MISSION SINCE ITS INCEPTION, IN 2005, IS TO PROMOTE SAFE AND EFFECTIVE MOBILITY, IMPROVE THE QUALITY OF LIFE FOR AREA RESIDENTS, AND TO CREATE QUALITY ECONOMIC DEVELOPMENT TO ATTRACT JOB GROWTH ALL THROUGH A SUSTAINABLE TRANSPORTATION NETWORK SYSTEM; AND**

**WHEREAS: IN 2005 THE CCRMA BECAME THE LEAD PROJECT SPONSOR FOR THE SOUTH PADRE ISLAND 2<sup>ND</sup> ACCESS PROJECT; AND**

**WHEREAS: THE CCRMA WORKED WITH THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) IN DEVELOPING A VALUE ENGINEERING STUDY AND HAVE PREPARED RECOMMENDATIONS FOR THE BOARD TO ACT ON.**

**NOW, THEREFORE, BE IT RESOLVED THAT THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS UNANIMOUSLY ACCEPTS THE VALUE ENGINEERING STUDY RECOMMENDATIONS AND AUTHORIZES CHAIRMAN FRANK PARKER, JR. TO SIGN ANY NECESSARY DOCUMENTS REQUIRED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.**

**PASSED, APPROVED AND ADOPTED ON THIS THE 9<sup>TH</sup> DAY OF FEBRUARY, 2017.**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

  
FRANK PARKER, JR.  
RMA CHAIRMAN

*absent*  
RUBEN GALLEGOS, JR.  
RMA VICE CHAIRMAN

  
DAVID N. GARZA  
RMA SECRETARY

*absent*  
MICHAEL F. SCAIEF  
RMA TREASURER

  
MARK ESPARZA  
RMA DIRECTOR

  
NAT LOPEZ  
RMA DIRECTOR

  
HORACIO BARRERA  
RMA DIRECTOR

**4-K CONSIDERATION AND APPROVAL OF CONTRACT BETWEEN THE  
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY AND  
CLORE CONSTRUCTION**



January 26, 2017

Mr. Geoffrey Clore  
21220 FM 1420  
Harlingen, Texas 78550

Dear Mr. Clore:

You are notified that your Bid dated December 21, 2016 for the above project has been considered. You are the successful Bidder and are awarded a Contract for the SH 550 Slope Erosion Repair & Concrete Barrier Installation Project.

The contract price of the award is Two Hundred Eight Two Thousand Six Hundred Eighty One & 03/100 Dollars (\$282,681.03), which includes the Base Bid, Additive Alternative Bid #1 and Additive Alternative Bid #2 combined.

Two (2) copies of the proposed Contract Documents (Except Drawings) accompany this Notice of Award. One (1) set of the Drawings will be delivered separately or otherwise made available to you immediately. You must comply with the following conditions within fifteen (15) days of the date you receive this Notice of Award.

1. Deliver to the Owner two (2) fully executed counterparts of the Contract Agreement
2. Deliver with the executed Contract Agreement the following documents as specified in the General Requirements and Covenants – Item 3:
  - Performance and Payment Bonds
  - Certificate (s) of Insurance
  - Business Ownership Information; and
  - List of Quoting Suppliers and Subcontractors

Failure to comply with these conditions within the time specified will entitle Owner to consider to consider you in default, annul this Notice of Award and declare your Bid security forfeited.

Within ten (10) days after you comply with the above conditions, Owner will return to you one fully executed counterpart of the Contract Documents. Do not begin work until authorized in writing by Owner.

If you have any questions, let me know.

Sincerely,

Pete Sepulveda, Jr.  
Executive Director

*Effective Mobility.....from Borders to Beaches*  
3461 Carmen Avenue • Rancho Viejo, TX 78575 • 956-621-5571 • fax 956-621-5590

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

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**SH 550 SLOPE EROSION REPAIR & CONCRETE BARRIER INSTALLATION**

**CONTRACT NO. 2016-M1-550**

**SH 550**

**\*\*\*\*\***

**CONTRACT AGREEMENT**

This Contract between the Cameron County Regional Mobility Authority (the "Authority") and Clore Construction, L.L.C. (the "Contractor") is hereby entered into and agreed to as of the \_\_\_\_ day of January 2017, (the "Effective Date") and the parties agree to certain terms and conditions, as follows (the "Contract"):

**1.0 Definitions.**

- 1.1 Authority.** Any reference herein to the "Authority" shall be interpreted to mean the same as the Cameron County Regional Mobility Authority.
- 1.2 Contractor.** Any reference herein to the "Contractor" shall be interpreted to mean the same as Clore Construction, L.L.C.
- 1.3 The Contract.** The Contract is comprised of the Contract, the Exhibits listed and referenced herein, and all formal changes to any of those documents by addendum, change order, or other modification.

**2.0 Services and Payment.**

- 2.1 Scope of Services and Term.** The Scope of Services provided pursuant to the Contract generally consist of those services for the Authority as described herein and in **Exhibit 1, Exhibit 2, and Exhibit 3** and such Exhibits are incorporated by reference as if fully set forth herein.
- 2.2** Services pursuant to the Contract shall begin on the date that the Authority submits the notice to proceed to the Contractor and shall be completed by no more than ninety (90) days after the date of the notice to proceed, unless otherwise extended, modified, terminated, or renewed by the parties as provided for within the Contract.

---

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**



## **2.2 Cost/Value of Services.**

**2.2.1 Contract Value.** The total not-to-exceed (NTE) value of the Contract is the amount of **TWO HUNDRED EIGHTY-TWO THOUSAND SIX HUNDRED EIGHTY-ONE AND 03/100 DOLLARS (\$282,681.03)** to be paid in accordance with the provisions herein. The Contractor exceeds the NTE amount at its own risk. The Authority reserves the right to amend this amount (increase/decrease) at any time during the Contract when the Authority determines, in its sole discretion, that doing so is in its best interests.

**3.0 Authority's Obligations.** Pursuant to the Contract, the Authority agrees to perform any obligations of the Authority as detailed herein.

**4.0 Contractor's Obligations.** Pursuant to the Contract, the Contractor agrees to provide the specific services detailed herein and also shall be responsible for the following:

**4.1 Compliance with Federal and State Laws.** All work performed by the Contractor, pursuant to the Contract, shall be done in accordance with applicable all Federal, State and local laws, regulations, codes, and ordinances.

### **4.2 Insurance Requirements.**

**4.2.1 Indemnity.** The indemnity requirements are detailed within Section 9 herein.

**4.2.2 Insurances.** In this regard, the Contractor shall maintain the following insurance coverage during the effective term(s) of the Contract and shall name the Authority as an "additional insured" on the following insurance coverage:

**4.2.2.1 General Liability Insurance.** An original certificate evidencing General Liability coverage, naming the Authority as an additional insured, together with the appropriate endorsement to said policy reflecting the addition of the Authority as an additional insured under said policy (minimum of \$600,000 each occurrence).

**4.2.2.2 Automobile Liability Insurance.** Such coverage shall be a combined single limit of not less than \$600,000 per occurrence.

**4.2.2.3 Worker's Compensation Insurance.** Such coverage shall be not less than the statutory requirement and with no pre-set limits. A waiver of subrogation in favor of the Authority must be included in the policy.

**4.2.2.4 All Risk Builder's Risk Insurance.** Such coverage shall be for 100% of the Contract Price.

**4.2.2.5 Certificates/Endorsements.** The Contractor shall provide to the Authority with current certificate(s)/endorsement(s) evidencing the insurance coverage referenced above. Failure to maintain the above-reference insurance coverage, including naming the Authority as an additional insured during the term(s) of the Contract shall constitute a material breach thereof. Insurance certificate(s)/endorsement(s) shall be delivered to the Contracting Officer.

**4.3 Licensing.** The Contractor shall also provide to the Authority a copy of any required licenses. Failure to maintain these licenses in a current status during the term(s) of the Contract shall constitute a material breach thereof.

**4.4 Confidentiality.** The Contractor, in connection with performing its services hereunder, will have access to or may be provided certain confidential information concerning the Authority and agrees that any information concerning the finances, accounting practices, business, client, client lists, property information, client data, records of the Authority or any other information which a reasonable person could conclude that should remain confidential (collectively "Confidential Information"), will not be disclosed to any party and without limitation, any employee of the Authority or any client or potential client of the Authority at any time, except for the Contractor's legal counsel, accounts, or financial advisors, who will also hold such Confidential Information in confidence. The Contractor acknowledges that the information is being provided with the sole understanding that all Confidential Information will remain confidential and will be held in the strictest confidence. The Contractor further acknowledges that any disclosure of the Confidential Information, whether intentional or inadvertent, may harm the Authority. The Authority will have the right to enforce the Contract by specific performance, as well as hold the Contractor liable for any damages caused by any disclosure of any Confidential Information, whether intentional or inadvertent. The Contractor agrees that he has received valuable consideration for the entering into of the Contract and agrees to be bound all of its terms and conditions. The Contract will be binding on the Contractor and any attorney, accountant, financial advisor who also may be provided Confidential Information.

**5.0 Modification.** The Contract shall not be modified, revised, amended or extended except by written addendum executed by both parties.

**6.0 Severability.** The invalidity of any provision of the Contract, as determined by a court of competent jurisdiction shall in no way affect the validity of any other provision herein.

**7.0 Applicable Laws.**

- 7.1** THIS CONTRACT SHALL BE GOVERNED AND CONSTRUED IN ACCORDANCE WITH THE LAWS OF THE STATE OF TEXAS. VENUE FOR ANY CAUSE OF ACTION ARISING OUT OF OR RELATED TO THIS MOU SHALL BE EXCLUSIVELY IN THE STATE AND FEDERAL COURTS OF CAMERON COUNTY, TEXAS.

**8.0 Notices, Invoices and Reports.**

- 8.1** All notices, reports and/or invoices submitted to the Authority by the Contractor pursuant to the Contract shall be in writing and delivered to the attention of the following person representing the Authority:

**Cameron County Regional Mobility Authority  
Attention: Pete Sepulveda, Jr.  
Executive Director  
3461 Carmen Avenue  
Rancho Viejo, Texas 78575  
Email: PSepulveda@ccrma.org**

- 8.2** All notices submitted to the Contractor pursuant to the Contract shall be in writing and delivered to the attention of:

**Clore Construction, L.L.C.  
Attention: Geoffrey Clore  
21220 FM 1420  
Harlingen, Texas 78550  
Email: \_\_\_\_\_**

**9.0 Additional Considerations.**

- 9.1 Non-Escalation.** The NTE value of the Contract shall remain firm with no provision for price increases during the term of the Contract subject to section 2.2.1 herein.
- 9.2 Funding Restrictions and Order Quantities.** The Authority reserves the right to reduce or increase estimated or actual quantities in whatever amount necessary without prejudice or liability to the Authority, if:
- 9.2.1** Funding is not available;
  - 9.2.2** Legal restrictions are placed upon the expenditure of monies for this category of service or supplies; or,
  - 9.2.3** The Authority's requirements in good faith change after award of the Contract.

- 9.3 Local, State, and/or Federal Permits.** All local, State or Federal permits which may be required to provide the services, whether or not they are presently known to either the Authority or the Contractor, shall be the sole responsibility of the Contractor and any costs shall be paid by Contractor to procure and provide such necessary permits.
- 9.4 Government Standards.** It is the responsibility of the Contractor to ensure that all items and services proposed conform to all local, State and Federal law concerning safety (OSHA and NOSHA) and environmental control (EPA and Texas law as well as ordinances or regulations of the City of Brownsville, Texas, and Cameron County, Texas) and any other enacted ordinance, code, law or regulation. The Contractor shall be responsible for all costs incurred for compliance with any such possible ordinance, code, law, or regulation. No time extensions shall be granted or financial consideration given to the Contractor for time or monies lost due to violations of any such ordinance, code, law or regulations that may occur.
- 9.5 Work on Authority Property.** If the Contractor's work under the contract involves operations by the Contractor on Authority premises, the Contractor shall take all necessary precautions to prevent the occurrence of any injury to persons or property during the progress of such work and, except to the extent that any such injury is caused solely and directly by the Authority's negligence, shall indemnify the Authority, and their officers, agents, servants and employees against all loss which may result in any way from any act or omission of the Contractor, its agents, employees, or subcontractors.
- 9.6 Official, Agent and Employees of the Authority Not Personally Liable.** It is agreed by and between the parties hereto that in no event shall any official, officer, employee, or agent of the Authority in any way be personally liable or responsible for any covenant or agreement herein contained, whether either expressed or implied, nor for any statement, representation or warranty made herein or in any connection with this agreement.
- 9.7 Subcontractors.** Unless otherwise authorizing in writing by the Authority, the Contractor may not use any subcontractors to accomplish any portion of the services described within the Contract or the Task Orders without obtaining the prior written permission of the Authority.
- 9.8 Attorney's Fees.** In the event that litigation is commenced by one party hereto against the other in connection with the enforcement of any provision of this agreement, the prevailing party shall be paid by the losing party all court costs and other expenses of such litigation, including reasonable attorneys' fees. The amount so allowed as attorneys' fees shall be taxed to the losing party as costs of the suit, unless prohibited by law.

- 9.9 Independent Contractor.** The Contractor is an independent contractor. Nothing herein shall create any association, agency, partnership or joint venture between the parties hereto and neither shall have any authority to bind the other in any way.
- 9.10 Waiver of Breach.** A waiver of either party of any terms or condition of this agreement in any instance shall not be deemed or construed as a waiver of such term or condition for the future, or of any subsequent breach thereof. All remedies, rights, undertakings, obligations, and agreements contained in this agreement shall be cumulative and none of them shall be in limitation of any other remedy, right, obligation or agreement of either party.
- 9.11 Time of the Essence.** Time is of the essence under this agreement as to each provision in which time of performance is a factor.
- 9.12 Limitation of Liability.** IN NO EVENT SHALL THE AUTHORITY BE LIABLE TO THE CONTRACTOR FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES.
- 9.13 Indemnification.**
- 9.13.1** THE CONTRACTOR RELEASES THE AUTHORITY FROM AND AGREES TO INDEMNIFY, DEFEND, AND HOLD THE AUTHORITY (AND ITS OFFICERS, EMPLOYEES, AND AGENTS) HARMLESS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, LOSSES, SUITS, ACTIONS, DECREES, JUDGMENTS, ATTORNEY'S FEES, COURT COSTS, AND OTHER EXPENSES OF ANY KIND OR CHARACTER FOR DEFENDING THE CLAIMS AND DEMANDS, WHICH ARE CAUSED BY, ARISE OUT OF, OR OCCUR DUE TO ANY FAILURE OF THE CONTRACTOR TO PERFORM THE OBLIGATIONS REQUIRED BY THE CONTRACT AS WELL AS FEDERAL, TEXAS, OR OTHER APPLICABLE LAW, INCLUDING BUT NOT LIMITED TO CLAIMS OR DEMANDS BASED ON THE NEGLIGENCE, GROSS NEGLIGENCE, OR OTHER ACTIONS OR INACTIONS OF THE CONTRACTOR, OR THE CONTRACTOR'S AGENTS, EMPLOYEES, SUBCONTRACTORS, OR OTHER THIRD PARTIES. THE CONTRACTOR HEREBY WAIVES ANY RIGHT TO DEFEND AGAINST THE ENFORCEABILITY OF THIS INDEMNIFICATION PROVISION AND EXPRESSLY AGREES THAT THIS PROVISION MEETS ALL LEGAL REQUIREMENTS AND IS LEGALLY ENFORCEABLE AGAINST THE CONTRACTOR.

- 9.13.2** In this connection, it is expressly agreed that the Contractor shall, at its own expense, defend the Authority, its officers, employees, and agents, against any and all claims, suits or actions which may be brought against them, or any of them, as a result of, or by reason of, or arising out of, or on account of, or in consequence of any act or failure to act of the Contractor the consequences of which the Contractor has indemnified the Authority. If the Contractor shall fail to do so, the Authority shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs of such defense to the Contractor including attorney's fees and court costs.
- 9.13.3** Any money due to the Contractor under and by virtue of the Contract, which the Authority believes must be withheld from the Contractor to protect the Authority, may be retained by the Authority so long as it is reasonably necessary to ensure the Authority's protection; or in case no money is due, its surety may be held until all applicable claims have been settled and suitable evidence to that effect furnished to the Authority provided, however, the Contractor's payments shall not be withheld, and its surety shall be released, if the Contractor is able to demonstrate that it has adequate liability and property damage insurance to protect the Authority from any potential claims.
- 9.13.4** The Contractor shall provide that any contractual arrangement with a subcontractor shall be in conformance with the terms of the Contract including the terms of this indemnity provision. The Contractor guarantees that it will promptly handle and rectify any and all claims for materials, supplies and labor, or any other claims that may be made against it or any of its subcontractors in connection with the contract.
- 9.13.5** THE CONTRACTOR RELEASES THE AUTHORITY FROM AND AGREES TO INDEMNIFY, DEFEND, AND HOLD THE AUTHORITY (AND ITS OFFICERS, EMPLOYEES, AND AGENTS) HARMLESS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, LOSSES, SUITS, ACTIONS, DECREES, JUDGMENTS, ATTORNEY'S FEES, COURT COSTS, AND OTHER EXPENSES OF ANY KIND OR CHARACTER FOR DEFENDING THE CLAIMS AND DEMANDS BASED ON THE NEGLIGENCE, GROSS NEGLIGENCE, OR OTHER ACTIONS OR INACTIONS OF THE AUTHORITY, OR THE AUTHORITY'S AGENTS, EMPLOYEES, OR OTHER THIRD PARTIES. THE CONTRACTOR HEREBY WAIVES ANY RIGHT TO DEFEND AGAINST THE ENFORCEABILITY OF THIS INDEMNIFICATION PROVISION AND EXPRESSLY AGREES THAT THIS PROVISION MEETS ALL LEGAL REQUIREMENTS AND IS LEGALLY ENFORCEABLE AGAINST THE CONTRACTOR.

- 9.14 Rights in Data (Ownership and Proprietary Interest).** The Authority shall have exclusive ownership of, all proprietary interest in, and the right to full and exclusive possession of all information, materials, and documents discovered or produced by the Contractor pursuant to the terms of the Contract, including but not limited to, videos, reports, or other documents or information concerning the Contract.
- 9.15 Assignment/Transfer.** The Contractor shall not assign or transfer any of its rights or interest under the Contract without first obtaining the Authority's prior written consent to such assignment or transfer. Whether to provide such prior written consent shall be in all respects within the Authority's sole and absolute discretion. IN ADDITION, THE CONTRACTOR EXPRESSLY AGREES THAT NO PASS-THRU AGREEMENTS, OR SIMILAR AGREEMENTS, BETWEEN THE CONTRACTOR AND ANY THIRD PARTY SHALL BE ENFORCEABLE AGAINST THE AUTHORITY.
- 9.16 Warranty of Title.** The Contractor warrants good title to all materials, supplies, and equipment incorporated in the work and agrees to deliver the premises together with all improvements thereon free from any claims, liens or charges, and agrees further that neither it nor any other person, firm or corporation shall have any right to a lien upon the premises or anything appurtenant thereto.
- 9.17 Warranty of Construction.** In addition to any other warranties in this contract, the Contractor warrants, except as provided in paragraph (j) of this clause, that work performed under this contract conforms to the contract requirements and is free of any defect in equipment, material, or workmanship performed by the Contractor or any subcontractor or supplier at any tier. This warranty shall continue for a period of one (1) year from the date of final acceptance of the work.
- 9.18 Prohibition Against Liens.** The Contractor is prohibited from placing a lien on the subject property. This prohibition shall apply to all subcontractors at any tier and all materials suppliers.
- 9.19 Performance Bond and Payment Bond.** The Contractor agrees that a condition precedent to its right, title, and interest to this Contract is to provide a mutually-acceptable Performance Bond and Payment Bond to the Authority contemporaneously with executing this Contract.
- 9.20** IN THE EVENT OF A QUESTION AS TO THE INTERPRETATION OF ANY PROVISION OF THIS CONTRACT, THE PROVISION SHALL NOT BE CONSTRUED AGAINST THE DRAFTING PARTY. THIS INCLUDES BUT IS NOT LIMITED TO THE CONTRACTOR'S AGREEMENT THAT SECTION 9.13, AND ANY OTHER INDEMNITY CLAUSE HEREIN, SHALL IN NO EVENT BE STRICTLY CONSTRUED AGAINST THE AUTHORITY.



**10.0 Exhibits.**

**10.1** The following noted documents are a part of the Contract:

**10.1.1 Exhibit 1.** Proposal Documents for Bid No. CCRMA 2016-001. A true and correct copy of the Proposal Documents may be found at the Authority's office and are incorporated by reference as if fully set forth herein.

**10.1.2 Exhibit 2.** Plans and Specifications for Bid No. CCRMA 2016-001. A true and correct copy of the Plans and Specifications may be found at the Authority's office and are incorporated by reference as if fully set forth herein.

**10.1.3 Exhibit 3.** Bid from Clore Construction. A true and correct copy of the Bid may be found at the Authority's office and is incorporated by reference as if fully set forth herein.

**10.2** To the extent that any provisions of this Contract conflict with the provisions of the Exhibits, the more specific provision shall control.

**11.0 CERTIFICATIONS.** Each party hereby acknowledges by signature below that they have reviewed the foregoing and understand and agree to abide by their respective obligations as defined herein.

**CONTRACTOR**

Clore Construction, LLC

By: \_\_\_\_\_

Date: 2-6-17

Geoffrey Clore / General Manager  
Name/Title

**AUTHORITY**

Cameron County Regional Mobility Authority

By: \_\_\_\_\_

Date: 2-8-17

Frank Parker, Jr., Chairman

---

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

The ACORD name and logo are registered marks of ACORD



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
02/07/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	San Juan Insurance Agency, Inc DBA Valley Ins Providers &/or Truckers Ins PO Drawer 3783 McAllen TX 78502-	CONTACT NAME:	Norma Perez	
		PHONE (A/C No., Ext):	(956)781-6663	FAX (A/C No.):
		E-MAIL ADDRESS:	nperez@vip-ins.net	
INSURED	MICHAEL AND DEBBIE J CLORE CLORE CONSTRUCTION LLC 21220 FM 1420 Harlingen TX 78550-	INSURER(S) AFFORDING COVERAGE		NAIC #
		INSURER A: Evanson Insurance Co.		35378
		INSURER B: JAMES RIVER INSURANCE		
		INSURER C: Texas Mutual Insurance Co		22945
		INSURER D: Travelers Lloyds		41564
		INSURER E:		
INSURER F:				

## COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

DISC LTR	TYPE OF INSURANCE	ADDL SUBR INSD W/O	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	X	X	00068956-1	10/30/2016	10/30/2017	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 50,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS <input type="checkbox"/> HIRED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
A	<input type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> EXCESS LIAB <input checked="" type="checkbox"/> RETENTION \$ 10,000			CUBW6844116	10/30/2016	10/30/2017	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	X	0001225715	08/28/2016	08/28/2017	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
D	CONTRACTOR'S EQUIPMENT			QT-880-3D737808-TLC-	08/18/2016	08/18/2017	LEASED, RENTED EQUIP DEDUCTIBLE \$1,000. 250,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
161207 CCRMA State Hwy 550

## CERTIFICATE HOLDER

## CANCELLATION

AI 018080

Cameron County Regional Mobility Authority  
3461 Carmen Ave  
Rancho TX 78575-

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Handwritten signature or mark.

Handwritten signature or mark.



Handwritten signature or mark.

Handwritten signature or mark.

TO THE DIRECTOR, NATIONAL AERONAUTICS AND SPACE ADMINISTRATION  
WASHINGTON, D. C. 20546

FROM: [Illegible]

SUBJECT: [Illegible]

1. [Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

11. [Illegible]

12. [Illegible]

**Statutory Payment Bond Pursuant to Chapter 2253    Bond# 65BCSHP3465**  
**Of The Texas Government Code**  
**(Public Work)**  
**(Penalty of this Bond must be 100% of Contract Amount)**

KNOW ALL MEN BY THESE PRESENTS, That Clore Construction, LLC

hereinafter called the Principal), as Principal, and Hartford Fire Insurance Company

(hereinafter called the Surety), as Surety, are held and firmly bound unto

Cameron County Regional Mobility Authority

(hereinafter called the Obligee), in the amount of Two Hundred Eighty Two Thousand Six Hundred Eighty One  
and 03/100\*\*\* Dollars (\$ 282,681.03 )

for the payment of whereof the said Principal and Surety bind themselves and their heirs, administrators, executors, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain written contract with the Obligee,  
dated the            day of January, 2017            for

SH 550 Slope Erosion Repair and Concrete Barrier Installation

which contract is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall pay all claimants supplying labor and material to him or a subcontractor in the prosecution of the work provided for in said contract, then this obligation shall be void; otherwise to remain in full force and effect.

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the Texas Government Code and all liabilities on this bond shall be determined in accordance with the provisions, conditions and limitation of said Chapter to the same extent as if it were copied at length herein.

SURETY, for value received, stipulates and agrees that no change, extension of time, alteration or addition to the terms of the contract, or to the work performed thereunder, or the plans, specifications or drawings accompanying the same, shall in anywise affect its obligation on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the contract, or to the work to be performed thereunder,

IN WITNESS WHEREOF, the said Principal and Surety have signed this instrument this  
day 7th

of February

Mari Trith-Smith  
Witness

Clore Construction, LLC

By: [Signature]  
Geoffrey Clore, President

[Signature]  
Witness

PHIL Young

Hartford Fire Insurance Company

By: [Signature] [Signature]  
Andy Alvarez            Attorney-In-Fact



Mr. J. H. ...

Mr. J. H. ...

Dear Mr. J. H. ...: I am very pleased to hear from you and to learn that you are well. I am also pleased to hear that you are enjoying your trip to the ...

I am sure that you will have a very successful trip and that you will return home with many interesting stories to tell.

I am looking forward to hearing from you again when you return.

Very truly yours,

Yours faithfully,

...

...

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...

...



Statutory Performance Bond Pursuant to Chapter 2253  
Of The Texas Government Code  
(Public Work)  
(Penalty of this Bond must be 100% of Contract Amount)

Bond# 65BCSHP3465

KNOW ALL MEN BY THESE PRESENTS, That Clore Construction, LLC

(hereinafter called the Principal), as Principal, and Hartford Fire Insurance Company

(hereinafter called Surety), as Surety, are held and firmly bound unto

Cameron County Regional Mobility Authority

(hereinafter called the Obligee), in the amount of Two Hundred Eighty Two Thousand Six Hundred Eighty One  
and 03/100\*\* Dollars (\$282,681.03 )

for the payment whereof the said Principal and Surety bind themselves and heir heirs,  
administrators, executors, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain written contract with the Obligee, dated  
the day of January, 2017 for

SH 550 Slope Erosion Repair and Concrete Barrier Installation

which contract is hereby referred to and made a part hereof as fully and to the same extent as if  
copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said  
Principal shall faithfully perform the work in accordance with the plans, specifications and  
contract documents, then this obligation shall be void, otherwise to remain in full force and effect.

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter  
2253 of the Texas Government Code and all liabilities on this bond shall be determined in  
accordance with the provisions, conditions and limitations of said Chapter to the same extent as  
if it were copied at length herein.

SURETY, for value received, stipulates and agrees that no change, extension of time,  
alteration or addition to the terms of the contract, or to the work performed thereunder, or the  
plans, specifications or drawings accompanying the same, shall in anywise affect its obligation on  
this bond, and it does hereby waive notice of any such change, extension of time, alteration or  
addition to the terms of the contract, or to the work to be performed thereunder.

IN WITNESS WHEREOF, the said Principal and Surety have signed this instrument this  
day 7th

of February, 2017

Mari Froth-Smith  
Witness

Clore Construction, LLC

By: [Signature]  
Geoffrey Clore, President

[Signature]  
Witness  
P.H.L. Young

Hartford Fire Insurance Company

By: [Signature]  
Andy Alvarez, Attorney-in-Fact



## **IMPORTANT NOTICE**

To obtain information or make a complaint:

You may contact your agent.

You may call Hartford Insurance Group at the toll free telephone number for information or to make a complaint at:

**1-800-392-7805**

You may also write to The Hartford:

**The Hartford  
Hartford Financial Products  
2 Park Avenue, 5<sup>th</sup> Floor  
New York, New York 10016  
1-212-277-0400**

You may contact the Texas Department of Insurance to obtain information on companies, coverages, rights or complaints at:

**1-800-252-3439**

You may write the Texas Department of Insurance

P.O. Box 149104  
Austin, TX 78714-9104  
Fax Number (512) 475-1771  
Web: <http://www.tdi.state.tx.us>  
E-mail: [ConsumerProtection@tdi.state.tx.us](mailto:ConsumerProtection@tdi.state.tx.us)

**PREMIUM OR CLAIMS DISPUTES:** Should you have a dispute concerning your premium or about a claim you should contact the agent first. If the dispute is not resolved, you may contact the Texas Department of Insurance.

**ATTACH THIS NOTICE TO YOUR POLICY:** This notice is for your information only and does not become a part or condition of the attached document.

## **AVISO IMPORTANTE**

Para obtener informacion o para someter una queja.

Puede comunicarse con su agente.

Usted puede llamar al numero de telefono gratis de The Hartford Insurance Group para informacion o para someter una queja al

**1-800-392-7805**

Usted tambien puede escribir a The Hartford.

**The Hartford  
Hartford Financial Products  
2 Park Avenue, 5<sup>th</sup> Floor  
New York, New York 10016  
1-212-277-0400**

Puede comunicarse con el Departamento de Seguros de Texas para obtener informacion acerca de compañías, coberturas, derechos o quejas al:

**1-800-252-3439**

Puede escribir al Departamento de Seguros de Texas

P.O. Box 149104  
Austin, TX 78714-9104  
Fax Number (512) 475-1771  
Web: <http://www.tdi.state.tx.us>  
E-mail: [ConsumerProtection@tdi.state.tx.us](mailto:ConsumerProtection@tdi.state.tx.us)

**DISPUTAS SOBRE PRIMAS O RECLAMOS:** Si tiene una disputa concerniente a su prima o a un reclamo, debe comunicarse con su agente primero. Si no se resuelve la disputa, puede entonces comunicarse con el departamento (TDI).

**UNA ESTE AVISO A SU POLIZA:** Este aviso es solo para proposito de informacion y no se convierte en parte o condicion del documento adjunto.



RECEIVED

TO: [illegible]  
FROM: [illegible]  
SUBJECT: [illegible]  
[Several lines of illegible text follow, appearing to be a memorandum or letter format.]

RECEIVED

# POWER OF ATTORNEY

Direct Inquiries/Claims to:

**THE HARTFORD**

Bond T-4

One Hartford Plaza

Hartford, Connecticut 06155

call: 888-288-3488 or fax: 860-757-5835)

Agency Code: 65-813646

## KNOW ALL PERSONS BY THESE PRESENTS THAT:

- ☒ Hartford Fire Insurance Company, a corporation duly organized under the laws of the State of Connecticut
- ☒ Hartford Casualty Insurance Company, a corporation duly organized under the laws of the State of Indiana
- ☐ Hartford Accident and Indemnity Company, a corporation duly organized under the laws of the State of Connecticut
- ☐ Hartford Underwriters Insurance Company, a corporation duly organized under the laws of the State of Connecticut
- ☐ Twin City Fire Insurance Company, a corporation duly organized under the laws of the State of Indiana
- ☐ Hartford Insurance Company of Illinois, a corporation duly organized under the laws of the State of Illinois
- ☐ Hartford Insurance Company of the Midwest, a corporation duly organized under the laws of the State of Indiana
- ☐ Hartford Insurance Company of the Southeast, a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, up to the amount of Unlimited :

Andy Alvarez, Phil Young, Dewey Young of SAN JUAN, Texas

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on August 1, 2009, the Companies have caused these presents to be signed by its Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



*Wesley W. Cowling*

Wesley W. Cowling, Assistant Secretary

*M. Ross Fisher*

M. Ross Fisher, Vice President

STATE OF CONNECTICUT

COUNTY OF HARTFORD

ss.

Hartford

On this 12th day of July, 2012, before me personally came M. Ross Fisher, to me known, who being by me duly sworn, did depose and say: that he resides in the County of Hartford, State of Connecticut; that he is the Vice President of the Companies, the corporations described in and which executed the above instrument; that he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that he signed his name thereto by like authority.



CERTIFICATE

*Kathleen T. Maynard*

Kathleen T. Maynard  
Notary Public

My Commission Expires July 31, 2016

I, the undersigned, Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of February 7th, 2017  
Signed and sealed at the City of Hartford.



*Gary W. Stumper*

Gary W. Stumper, Vice President



## Clore Construction LLC

21220 FM 1420, Harlingen, TX 78550  
O 956-748-4713, F 956-748-4714  
[www.cloreconstruction.com](http://www.cloreconstruction.com)

February 8, 2017

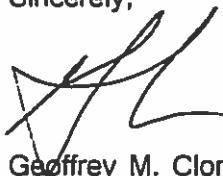
To Whom It May Concern,

Clore Construction LLC is a Member Managed Limited Liability Company. The Managing Members are Michael G. Clore and Geoffrey M. Clore. We filed with the Office of the Secretary of State on August 16, 2011.

The managing member's information is as follows:

1. Michael G. Clore, Title: President
2. Geoffrey M. Clore, Title: General Manager

Sincerely,



Geoffrey M. Clore

Corporations Section  
P.O.Box 13697  
Austin, Texas 78711-3697



Hope Andrade  
Secretary of State

## Office of the Secretary of State

### CERTIFICATE OF FILING OF

Clore Construction LLC  
File Number: 801466630

The undersigned, as Secretary of State of Texas, hereby certifies that a Certificate of Formation for the above named Domestic Limited Liability Company (LLC) has been received in this office and has been found to conform to the applicable provisions of law.

ACCORDINGLY, the undersigned, as Secretary of State, and by virtue of the authority vested in the secretary by law, hereby issues this certificate evidencing filing effective on the date shown below.

The issuance of this certificate does not authorize the use of a name in this state in violation of the rights of another under the federal Trademark Act of 1946, the Texas trademark law, the Assumed Business or Professional Name Act, or the common law.

Dated: 08/16/2011

Effective: 08/16/2011



A handwritten signature in black ink, appearing to read "Hope Andrade".

Hope Andrade  
Secretary of State

Phone: (512) 463-5555  
Prepared by: Linda Basler

Come visit us on the internet at <http://www.sos.state.tx.us/>  
Fax: (512) 463-5709  
TDD: 10306

Dial: 7-1-1 for Relay Services  
Document: 383637500003

Corporations Section  
P.O.Box 13697  
Austin, Texas 78711-3697



Hope Andrade  
Secretary of State

## Office of the Secretary of State

### Certificate of Fact

The undersigned, as Secretary of State of Texas, does hereby certify that the document, Certificate of Formation for Clore Construction LLC (file number 801466630), a Domestic Limited Liability Company (LLC), was filed in this office on August 16, 2011.

It is further certified that the entity status in Texas is in existence.

In testimony whereof, I have hereunto signed my name officially and caused to be impressed hereon the Seal of State at my office in Austin, Texas on November 17, 2011.



A handwritten signature in cursive script, appearing to read "Hope Andrade".

Hope Andrade  
Secretary of State

Phone: (512) 463-5555  
Prepared by: Hermalinda Aros

*Come visit us on the internet at <http://www.sos.state.tx.us/>*

Fax: (512) 463-5709  
TID: 10264

Dial: 7-1-1 for Relay Services  
Document: 397478770002



## Clare Construction LLC

21220 FM 1420, Harlingen, TX 78550  
O 956-748-4713, F 956-748-4714  
[www.clareconstruction.com](http://www.clareconstruction.com)

Cameron County Regional Authority  
3461 Carmen Avenue  
Rancho Viejo, TX 78575

RE: SH550 Slope Erosion Repair & Concrete Barrier Installation  
Bid No. CCRMA 2016-001  
Contract No. 2016-M1-550

### List of Subcontractors:

Rey's Concrete 306 W. Mile 12 N. Weslaco, Texas 78596

Elizondo Crane 4699 Ruben M Torres Blvd, Brownsville, TX 78526

Valley Striping 1616 E Griffin Pkwy #143 Mission, TX 78572

### List of Providers:

Magic Valley Concrete, LLC d/b/a CAPA 3609 W Palma Vista Dr. Palmview, TX 78572



**4-L    CONSIDERATION AND AUTHORIZATION FOR STAFF TO ISSUE A  
REQUEST FOR QUALIFICATIONS (RFQ) FOR DESIGN,  
ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES  
FOR THE SH 550 GAP 2 PROJECT**



## MEMORANDUM

**To: Board of Directors**

**From: Pete Sepulveda, Jr.** *PSJ*  
**Executive Director**

**Date: February 9, 2017**

**Subj: RFQ SH 550 Engineering and Construction Management Services (Item 4-L)**

Staff is ready to proceed with the SH 550 Gap 2 Project and require design and engineering services to update the existing engineering plans to interstate standards. As you all know SH 550 has been designated as I-169. Thus, there are some modifications required on the engineering plans to meet interstate standards. Once the project is let, we will also require construction management services.

The CCRMA will be using VRF CAT 12 funds for the services mentioned above.

Thus, Staff would like authority to issue an RFQ for the services mentioned above and go through a selection process acceptable to TxDOT. The Board will make the final decision on the selection of the Consultant.

Staff recommends approval.

**4-M DISCUSSION AND POSSIBLE ACTION REGARDING THE SH 32  
PROJECT CONSTRUCTION FUNDS AND POSSIBLE APPROVAL OF  
RESOLUTION AUTHORIZING CHAIRMAN PARKER TO SIGN ANY  
NECESSARY DOCUMENTS REQUIRED BY THE TEXAS  
DEPARTMENT OF TRANSPORTATION**



## MEMORANDUM

**To:** Board of Directors

**From:** Pete Sepulveda, Jr. *PSJ*  
Executive Director

**Date:** February 9, 2017

**Subj:** SH 32 Construction Funds (Item 4-M)

The Texas Department of Transportation had allocated \$5.3 million in Coordinated Border Infrastructure funds for this project. The timeframe to have the project under construction is August 2017. Unfortunately, because the environmental phase is taking longer than anticipated, we will not be able to meet the deadline.

I would like the Chairman to be given authority to request TxDOT to provide the CCRMA with a 24 month extension or to work with TxDOT and reprogram the funds to another eligible project. Staff is coordinating with TxDOT the process that will have to be followed.

Staff recommends approval of the resolution.

STATE OF TEXAS

§

§

COUNTY OF CAMERON

§

**RESOLUTION**

**BE IT RESOLVED THAT ON THE 9<sup>TH</sup> DAY OF FEBRUARY 2017, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS CONVENED IN REGULAR SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS, THE FOLLOWING ITEM WAS OFFERED AND ADOPTED, TO WIT:**

**“DISCUSSION AND POSSIBLE ACTION REGARDING THE SH 32 PROJECT CONSTRUCTION FUNDS AND POSSIBLE APPROVAL OF RESOLUTION AUTHORIZING CHAIRMAN PARKER TO SIGN ANY NECESSARY DOCUMENTS REQUIRED BY THE TEXAS DEPARTMENT OF TRANSPORTATION”**

**WHEREAS: THE TEXAS TRANSPORTATION COMMISSION ALLOCATED \$5.3 MILLION IN COORDINATED BORDER INFRASTRUCTURE FUNDS FOR THE SH 32 (EAST LOOP) PROJECT; AND**

**WHEREAS: THE TIMEFRAME TXDOT HAS SET TO HAVE THE PROJECT UNDER CONSTRUCTION IS AUGUST 2017 AND BECAUSE THE ENVIRONMENTAL PHASE IS TAKING LONGER THAN ANTICIPATED, THE DEADLINE WILL NOT BE MET.**

**NOW, THEREFORE, BE IT RESOLVED THAT THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS UNANIMOUSLY GIVES ITS APPROVAL TO ALLOW CHAIRMAN FRANK PARKER, JR. TO REQUEST THE TEXAS TRANSPORTATION COMMISSION TO PROVIDE AN EXTENSION OF TIME OR TO WORK WITH TXDOT AND FIND AN ELIBLE PROJECT AND AUTHORIZES CHAIRMAN FRANK PARKER, JR. TO SIGN ANY NECESSARY DOCUMENTS REQUIRED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.**

**PASSED, APPROVED AND ADOPTED ON THIS THE 9<sup>TH</sup> DAY OF FEBRUARY, 2017.**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

  
FRANK PARKER, JR.  
RMA CHAIRMAN

*absent*  
RUBEN GALLEGOS, JR.  
RMA VICE CHAIRMAN

  
DAVID N. GARZA  
RMA SECRETARY

*absent*  
MICHAEL F. SCAIEF  
RMA TREASURER

  
MARK ESPARZA  
RMA DIRECTOR

  
NAT LOPEZ  
RMA DIRECTOR

  
HORACIO BARRERA  
RMA DIRECTOR

**4-N    CONSIDERATION AND AUTHORIZATION FOR STAFF TO ISSUE A  
REQUEST FOR QUALIFICATIONS (RFQ) FOR ENVIRONMENTAL  
ASSESSMENT SERVICES AND RELATED ENGINEERING SERVICES  
TO INCLUDE SCHEMATICS FOR THE SH 32 (EAST LOOP) PROJECT**



## MEMORANDUM

**To:** Board of Directors

**From:** Pete Sepulveda, Jr. *ps*  
Executive Director

**Date:** February 9, 2017

**Subj:** RFQ SH 32 EA & Engineering Services (Item 4-N)

The Texas Department of Transportation is requesting that we combine two environmental documents into one document and add a portion of road from SH 4 to the Port of Brownsville into the same document. That effort includes the environmental as well as engineering, schematic and any surveying that might be needed. The CCRMA will be using Category 7 funds for the services mentioned above.

Thus, Staff would like authority to issue an RFQ for the services mentioned above and go through a selection process acceptable to TxDOT. The Board will make the final decision on the selection of the Consultant.

Staff recommends approval.



**4-O    CONSIDERATION AND AUTHORIZATION FOR STAFF TO ISSUE A  
REQUEST FOR QUALIFICATIONS (RFQ) FOR GENERAL LEGAL  
SERVICES AND TO AUTHORIZE STAFF TO SECURE LEGAL  
SERVICES ON AN AS NEEDED BASIS**



## MEMORANDUM

**To: Board of Directors**

**From: Pete Sepulveda, Jr.** *PS*  
**Executive Director**

**Date: February 9, 2017**

**Subj: RFQ Legal Services (Item 4-O)**

Due to the fact that we no longer have the services of Dylbia Vega, we are in need of doing an RFQ for general legal services. I am requesting authorization from the Board to go through the process of issuing an RFQ and a selection process for securing the services of a legal counsel. The Board will make the final decision on the selection of a legal firm. Note that we would not have an in house legal counsel like we have had the last ten years.

Additionally, I would like authority to secure the services of at least two legal firms to assist in any legal matters from now until the Board hires legal counsel.