

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 8th day of September 2016, 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

RUBEN GALLEGOS, JR.
DIRECTOR

DAVID N. GARZA
DIRECTOR

MICHAEL F. SCAIEF
DIRECTOR

MARK ESPARZA
DIRECTOR

NAT LOPEZ
DIRECTOR

HORACIO BARRERA
DIRECTOR

ABSENT

ABSENT

ABSENT

=====

The Meeting was called to order by Chairman Frank Parker, Jr., at 12:00 Noon. 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 2nd day of September 2016 at 8:13 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, September 08, 2016
12:00 Noon**

PUBLIC COMMENTS:

- 1. Public Comments**

PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS:

- 2. Presentations/Resolutions/Proclamations**
 - A. Presentation of the GEC Report for the Month of August 2016**
 - B. Presentation of the Marketing Report for the Month of August 2016**

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:**

August 11, 2016 – Regular Meeting
August 11, 2016 – Special 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 August 2016**
 - C. Consideration and Approval of the Fiscal Year 2017 Budget**

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS
On: Sep 08, 2016 at 02:13A
Document Number: 00000424
Silvia Garcia-Perez
County Clerk
By
David Jacinto, Deputy
Cameron County

- D. Consideration and Approval of the Indirect Cost Allocation Plan for Fiscal Year 2017
- E. Consideration and Approval of Investment Policy for Fiscal Year 2017
- F. Consideration and Approval of Updated Toll Policies and Procedures
- G. Consideration and Approval of a Banking Resolution with Texas Regional Bank to Include Loans and Depository Accounts
- H. Consideration and Approval of Line of Credit with Texas Regional Bank
- I. Consideration and Approval to Open Two New Bank Accounts with International Bank of Commerce for Merchant and Pay by Mail Transactions
- J. Discussion and Possible Action Regarding an Amended Travel Policy

EXECUTIVE SESSION

5. Executive Session

- A. Deliberation and Discussion regarding acquisition of Parcel 4, for the West Rail Relocation Project pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072
- B. Confer with Legal Counsel regarding the David Garza vs. Cameron County Regional Mobility Authority Case, Cause No. 2015-DCL-05357-11, 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).

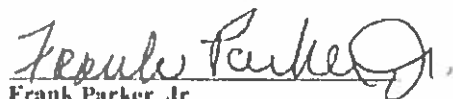
6. Action Relative to Executive Session

A. Possible Action

B. Possible Action

ADJOURNMENT:

Signed this 2nd day of September 2016



Frank Parker, Jr.
Chairman

NOTE:

Participation by Telephone Conference Call One or more members of the CRMA 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 GEC Report for the month August 2016

Mr. Richard Ridings went over the Status of all on-going Projects with the Board.

Vice Chair Gallegos moved to approve the GEC Report for the month of August 2016. The motion was seconded by Director Esparza and carried unanimously.

The Report is as follows:

2-B Presentation of the Marketing Efforts for the Month of August 2016

Mrs. Michelle Lopez, RMA Marketing and Communications Director went over a status report for the month of August 2016. The report is attached.

Vice Chair Gallegos moved to acknowledge the Marketing Report for August 2016. The motion was seconded by Director Scaief and carried unanimously.

The Report is as follows:

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:

**August 11, 2016 – Regular Meeting
August 11, 2016 – Special Meeting**

Vice Chair Gallegos moved to approve the minutes of August 11, 2016 Regular Meeting and August 11, 2016 Special Meeting. The motion was seconded by Director Esparza 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 Controller and Financial Officer introduced the claims into the record and recommended approval of the Claims.

Director Barrera moved to approve the Claims. The motion was seconded by Director Esparza and carried unanimously.

The Claims are as follows:

4-B Consideration and Approval of the Financial Statements and Budget Amendments for the month of August 2016

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the attached Financial Statements for the month of August 2016.

Vice Chair Gallegos moved to approve the Financial Statements for the month of August 2016. The motion was seconded by Secretary Garza and carried unanimously.

The Financial Statements are as follows:

4-C Consideration and Approval of the Fiscal Year 2017 Budget

Mr. Pete Sepulveda, Jr., RMA Executive Director and Mr. Adrian Rincones, RMA Controller and Financial Officer went over the recommended budget with the Board. Staff and the Board in detail discussed the proposed revenues and expenditures as well as debt service requirements for the bond issues.

Director Barrera moved to approve the Fiscal Year 2017 Budget. The motion was seconded by Secretary Garza and carried unanimously.

The Budget is as follows:

4-D Consideration and Approval of the Indirect Cost Allocation Plan for Fiscal Year 2017

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the Indirect Cost Allocation Plan for Fiscal Year 2017. Mr. Rincones informed that Board that the purpose of the Cost Allocation Plan is to provide a framework for which certain costs can be eligible for reimbursement in the event Federal or State Grant Funds are available. (see attached memo)

Director Scaief moved to approve the Indirect Cost Allocation Plan for Fiscal Year 2017, as presented. The motion was seconded by Director Esparza and carried unanimously.

The Plan is as follows:

4-E Consideration and Approval of the Investment Policy for Fiscal Year 2017

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the Investment Policy for Fiscal Year 2017. (see attached memo)

Director Scaief moved to approve the Investment Policy for Fiscal Year 2017, as presented. The motion was seconded by Director Barrera and carried unanimously.

The Policy is as follows:

4-F Consideration and Approval of Updated Toll Policies and Procedures

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the Updated Toll Policies and Procedures with the Board. Mr. Rincones went over major changes to the Toll Policies and Procedures and informed the Board that Staff recommended approved of the Policies. (see attached memo)

Director Scaief moved to approve the Updated Toll Policies and Procedures for Fiscal Year 2017, as presented. The motion was seconded by Director Esparza and carried unanimously.

The Policies and Procedures are as follows:

4-G Consideration and Approval of a Banking Resolution with Texas Regional Bank to include Loans and Depository Accounts

Mr. Adrian Rincones, RMA Controller and Financial Officer informed the Board of the need for approval of the Banking Resolution to include Loans and Depository Accounts. (see attached memo)

Vice Chair Gallegos moved to approve the Banking Resolution with Texas Regional Bank to include Loans and Depository Accounts. The motion was seconded by Secretary Garza. Directors Scaief and Esparza abstained from the discussion and vote.

AYE: Chairman Parker, Vice Chair Gallegos, Secretary Garza, Director Lopez and Director Barrera

NAY: None

ABSTAINED: Director Scaief and Director Esparza

NOTE: Directors Scaief and Esparza abstained from the vote and discussion. Both Directors filed an Affidavit of Conflict and the Affidavit is filed in the CCRMA's records.

The Resolution is as follows:

4-H Consideration and Approval of Line of Credit with Texas Regional Bank

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the need to have a line of credit to assist when grant funds are being used but may take several weeks to receive from the Texas Department of Transportation or the Federal Government.

Vice Chair Gallegos moved to approve a Line of Credit with Texas Regional Bank. The motion was seconded by Secretary Garza. Directors Scaief and Esparza abstained from the discussion and vote.

AYE: Chairman Parker, Vice Chair Gallegos, Secretary Garza, Director Lopez and Director Barrera

NAY: None

ABSTAINED: Director Scaief and Director Esparza

NOTE: Directors Scaief and Esparza abstained from the vote and discussion. Both Directors filed an Affidavit of Conflict and the Affidavit is filed in the CCRMA's records.

4-I Consideration and Approval to Open Two New Bank Accounts with International Bank of Commerce for Merchant and Pay by Mail Transactions

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the need to open two new bank accounts for Merchant and Pay by Mail Transactions with International Bank of Commerce. Mr. Rincones went into detail on the need for two new accounts. The accounts would be used for Credit Card Merchant Services and Mail Payment for the new Back Office Operations. (see attached memo)

Director Scaief moved to approve Staff to Open Two New Bank Accounts with International Bank of Commerce for Merchant and Pay by Mail Transaction. The motion was seconded by Director Barrera and carried unanimously.

4-J Discussion and Possible Action Regarding an Amended Travel Policy

Mr. Adrian Rincones, RMA Controller and Financial Officer went over the Amended Travel Policy and the reason for the revision to the Policy. (see attached memo)

Director Lopez moved to approve the Amended Travel Policy. The motion was seconded by Secretary Garza and carried unanimously.

The Policy is as follows:

EXECUTIVE SESSION ITEMS

Secretary Garza made a motion at 12:01 P.M. to go into Executive Session. The motion was seconded by Director Scaief and carried unanimously.

EXECUTIVE SESSION:

- 5-A Deliberation and Discussion regarding acquisition of Parcel 4, for the West Rail Relocation Project pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- 5-B Confer with Legal Counsel regarding the David Garza vs. Cameron County Regional Mobility Authority Case, Cause No. 2015-DCL-05357-H, 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)**

Vice Chair Gallegos moved to come back into open session at 12:26 P.M. The motion was seconded by Director Esparza and carried unanimously.

ACTION RELATIVE TO EXECUTIVE SESSION:

- 6-A Deliberation and Discussion regarding acquisition of Parcel 4, for the West Rail Relocation Project pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**

Vice Chair Gallegos moved to acknowledge the Report. The motion was seconded by Secretary Garza. Director Barrera abstained from the discussion and vote.

AYE: Chairman Parker, Vice Chair Gallegos, Secretary Garza, Director Scaief, Director Esparza and Director Lopez

NAY: None

ABSTAIN: Director Barrera

NOTE: Director Barrera did not participate in the Executive Session discussion.

-
- 6-B Confer with Legal Counsel regarding the David Garza vs. Cameron County Regional Mobility Authority Case, Cause No. 2015-DCL-05357-H, 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)**

Vice Chair Gallegos moved to proceed as discussed in Executive Session. The motion was seconded by Director Esparza and carried unanimously.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Esparza and seconded by Director Lopez and carried unanimously the meeting was **ADJOURNED** at 1:39 P.M.

APPROVED this 13th day of October 2016.

ATTESTED: _____

SECRETARY DAVID N. GARZA


CHAIRMAN FRANK PARKER, JR.

**2-A PRESENTATION OF THE GEC REPORT FOR THE MONTH OF
AUGUST 2016**

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



September 2, 2016

Dear Mr. Sepulveda,

The following is a summary of our progress on the subject projects for the month of August 2016.

Project Management:

- A meeting was held with TxDOT-Pharr District and CCRMA on August 18th to discuss status of environmental coordination and engineering concerns.

General GEC

- Prepared & submitted CCRMA GEC Invoice for work performed on various Work Authorizations from Previous Contract (PC) and Current Contract (CC). Updated and submitted July 2016 GEC report.
- On August 11th, Katie Nees and Greg Garcia attended the Special and Regular Meeting of the CCRMA Board of Directors.
- Assisted CCRMA Controller on activities involving reporting and documentation of invoicing, progress reports and other accounting/billing matters.

South Padre Island Second Access Phase 3A & 3B (PC – Work Authorization No. 17 and CC – Work Authorization No. 2):

This Work Authorization provides engineering and environmental services associated with the development and advancement of the NEPA process for the proposed South Padre Island (SPI) 2nd Access Project in Cameron County, Texas. The proposed Project will provide an alternate route to the Queen Isabella Memorial Causeway; thus, enhancing local and regional mobility, and facilitating effective evacuation of the island in times of disaster, hurricanes, and other emergencies. This Work Authorization continues the environmental and schematic design tasks necessary on the Recommended Preferred Alternative to advance the project to a Record of Decision (ROD).

Engineering

- Submitted the 100% submittal package (i.e. typical sections, geometric design, preliminary cross sections, preliminary traffic control, 3D modeling, and schematic plan preparation, preliminary construction cost estimate, hydrology, hydraulic studies, drainage design and preliminary bridge layouts) to TxDOT for their review on 11/2/2015. This task is on hold until BA is complete. A SWA will need to be submitted for additional mitigation engineering work required once comments are received.
- Continued coordination with subconsultants on geotechnical services. A final geotechnical report will be submitted after the additional mitigation engineering work is complete.

Environmental

Activities this month and ongoing

- HNTB continues to provide assistance and information to CCRMA Board and staff, members of the general public and stakeholders.
- Coordination, including weekly meetings, with TxDOT Pharr District, TxDOT ENV and FHWA has been on-going regarding the FEIS tasks.
- Revised master design schedule and submitted to subconsultants for review.
- FEIS
 - a) USCG and USFWS comments pending agency reviews. Anticipate USFWS review will take place when BA is finalized and mitigation and conservation measures are incorporated into FEIS for public and agency circulation. USCG review was delayed and comments are not expected until end of October.
 - b) NMFS comments received 05/06/16 have been incorporated into FEIS.
 - c) USACE comments received 03/30/16 have been incorporated into FEIS.
 - d) Submittal #3 (Resource Agency Review) was submitted 1/21/2016.
 - e) FHWA-HQ comments received 11/16/2015 and revisions are complete.
 - f) Backcheck review and comment by CCRMA, TxDOT-ENV and TxDOT-Pharr is complete (per comment resolution workshop 3/31/15).
 - g) First draft of Final EIS (12/23/2014) has been revised.
- Section 404 Individual Permit Application (IP)
 - a) QA/QC complete 7/14/16. Comments are being incorporated into IP. Resubmittal anticipated mid-October 2016 pending addition of dredging plan (under development) and revised wetland mitigation plan (revisions in progress).
 - b) Individual Permit Application (IP) in QA/QC review by GEC
 - c) Draft IP submitted by subconsultant 7/1/16.
 - d) USACE approved Preliminary Jurisdictional Determination (PJD) 3/21/16.
- Vegetation and Habitat Report with Biological Evaluation Form (BE Form)
 - a) Dune protection workshop to be planned and scheduled (target late October after CCRMA Board Meeting).
 - b) Final TPWD approval is pending their review of FEIS during public circulation of FEIS.
 - c) Revised V&H Report with BE Form submitted to TPWD 2/8/16.
- Essential Fish Habitat Assessment
 - a) Revisions complete. Submitted for TxDOT and FHWA backcheck 8/23/16. Final comments due 9/9/16. Next step is resubmittal to NMFS targeted for 9/14/16. (TBD).
 - b) EFH comments received from NMFS 5/6/16. Revisions complete (see a.) above).
 - c) EFH Report submitted to NMFS for agency review 9/24/15. Revisions complete (see b.) above)
- Biological Assessment (BA)
 - a) Comment resolution workshop held 8/16/16. Final revisions in progress and due 9/6/16. Target for resubmittal to USFWS 9/19/16.
 - b) Final Draft BA submitted to TxDOT-Pharr, TxDOT-ENV and FHWA-HQ for backcheck review 7/22/16 (due 8/12/16).
 - c) BA revisions in progress for resubmittal to USFWS after TxDOT/FHWA backcheck.
 - d) NMFS Letter of Concurrence on aquatic components of BA received 6/17/16 (no Biological Opinion on listed aquatic species indicated).
 - e) Revised BA submitted for internal review 5/27/16.

- f) Executive Committee was convened 3/24/16 to discuss USFWS comments and other issues affecting schedule.
 - g) Mitigation Design Workshop (Joint Engineering/Environmental) held 3/23/16.
 - h) Comment/Response workshop on USFWS comments held 3/9/16.
 - i) Responses to USFWS comments submitted to USFWS 1/29/16.
 - j) USFWS comments received 9/18/16.
 - k) Comments on Terrestrial components by USFWS received
 - l) BA submitted to USFWS for review of terrestrial components 8/17/15
 - m) BA submitted to NMFS-PRD for review of aquatic components 8/17/15
- Archeological Investigations
 - a) Nautical Investigations complete and report filed 3/2/15. THC Concurrence received.
- Seagrass Mitigation Plan
 - a) Seagrass pilot study presented on 8/2/16 to JEM.
 - b) Seagrass transplanting for Pilot Study complete 7/14/16. Pilot Study is in place and first monitoring scheduled for week of 8/15/16.
 - c) Seagrass Pilot Study barrier installation complete 7/11/16.
 - d) Seagrass Pilot Study barrier construction begins 6/20/16. Target date for installation of Pilot Study now 7/14/16.
 - e) Seagrass Pilot Study agency permitting and leasing approvals (USCG, USACE, GLO and TPWD) complete 6/13/16.
 - f) Independent Review of Seagrass Mitigation plan approved 6/2016 (10/2016 completion).
 - g) Revised Seagrass Mitigation plan was presented at December 1, 2015 USACE Joint Evaluation Meeting (JEM). Plan being revised per JEM comments.
 - h) Revised report submitted for internal review 10/30/15.
 - i) TxDOT-Pharr and TxDOT-ENV comments on Seagrass modeling report resolved in workshop 10/20/2015.
 - j) Draft Sea Grass Mitigation Plan with Modeling Report submitted for TxDOT and FHWA review on 7/7/15.
- Wetland Mitigation Plan
 - a) Revisions in progress by BEI and due 9/9/16. Comments from JEM will also be incorporated.
 - b) Presented Wetland Mitigation Plan at 8/2/16 JEM.
 - c) Wetland Mitigation Plan was submitted for agency review 11/9/15 and was also discussed at December 1 JEM.

Past activities, deliverables and milestones

- Summary report of Context Sensitive Solutions (CSS) workshops and survey results are complete.
- Coordination with CCRMA, TxDOT, USFWS and Conservation Fund on potential impacts to Migratory Bird Conservation Lands has been completed. Section 4(f) Determination Package, including survey and documentation requirements were prepared and submitted to FHWA. A Final 4(f) determination was received from FHWA 11/5/15 and clearance was given to proceed with early acquisition of 2.78 acres of property needed for ROW. Transaction transferring property to Cameron County was executed and deed recorded 12/18/15. This action was necessary to clear Section 4(f) and allow for future ROW acquisition.
- Seagrass Survey and Wetland Delineation Report have been approved by resource agencies and complete.

Olmito Switch Yard & Repair-In-Place Facility (PC – Work Authorization No. 31)

This work authorization provides engineering services throughout the construction duration of the Olmito Switch Yard and Repair-In-Place (RIP) Facility by providing responses to the contractor's Requests for Information, Shop Drawing Review and As-Built construction plans.

- HNTB is assisting with the completion and close out of this project.

West Rail Bypass, CI (PC – Work Authorization No. 33)

This work authorization provides professional services associated with construction inspection phase work for the West Rail Bypass.

- HNTB is assisting with the completion and close out of this project.

SH 32 GEC Preliminary Schematic and Environmental Approval (CC – Work Authorization No. 5)

This work authorization provides professional services for oversight, guidance, agency coordination, and issue resolution, necessary to expedite the preliminary development phases of these two SH 32 projects only. The two projects, which each have logical termini and independent utility, extend from US 77/83 to FM 3068 (herein referred to as SH 32-West) and from FM 3068 to SH 4 (herein referred to as SH 32-East). The proposed projects are being developed by two prime subconsultants, (S&B Infrastructure, Ltd. and Traffic Engineers, Inc.) under the oversight of HNTB (GEC).

SH 32 West (Consultant – Traffic Engineers, Inc., or TEI):

- HNTB received notice to stop all work on 7/5. The project is on hold, CCRMA to submit RFP for additional work on this project.
- Continued project coordination with TEI.
- HNTB is working with subconsultant and TxDOT to revise schedule.
- HNTB is working on a path forward for the potential of a combined EA for the SH 32 East and West projects.
- Awaiting revised BA and EA from TEI to include impacts to levee relocation and USFWS refuge impacts of approximately 40 acres.
- TxDOT, subconsultants, and HNTB personnel met to discuss IBWC and USFWS coordination next steps, meeting was held via conference call on 10/14/2015.
- Continued coordination with subconsultant, TxDOT and USFWS to discuss EA and 4(f) requirements for documentation for land swap.
- Coordinated with TxDOT and USFWS to modify land swap below 40 acres. Exhibit was submitted to TxDOT on 5/26/2015.
- Archeological field was completed and report writing is underway.

SH 32 East (Consultant - S&B Infrastructure, Ltd., or S&B):

- HNTB received notice to stop all work on 7/5. The project is on hold, CCRMA to submit RFP for additional work on this project.
- Continued project coordination with S&B.
- HNTB working with subconsultant and TxDOT to revise schedule.
- HNTB is working on a path forward for the potential of a combined EA for the SH 32 East and West projects.

- TxDOT, HNTB, and S&B held a meeting on 5/9/2016 to discuss the remaining comments for the EA document and Biological Evaluation Form. S&B is working on addressing the remaining TxDOT comments.
- Biological Evaluation Form was reviewed by HNTB and submitted to ENV for review on 4/13/2016.
- HNTB back checked S&B EA revisions and resubmitted for ENV review on 4/1/2016.
- S&B submitted revised EA for GEC internal review on 3/4/2016. GEC completed back check and provided comments to S&B on 3/15/2016.
- HNTB received additional EA comments from ENV on 12/3/2015, the comments were submitted to the subconsultant on 12/4/2015.
- HNTB held conference call on 10/29/15 with ENV to discuss review status of EA review.
- HNTB back checked S&B EA revisions and resubmitted for ENV review on 9/30/2015.
- Submitted EA GEC/TxDOT comments to subconsultant on 5/28/2015.
- Submitted schematic GEC comments to subconsultant on 5/27/2015.
- Biological Assessment was revised per TxDOT comments, reviewed by the GEC and resubmitted to the TxDOT Pharr District for back check.

West Rail Bridge – RFI/Shop Drawings Review and CEI for Security Fencing, Gate, Illumination, and DHS Building Components (US portion of bridge only) (PC – Work Authorization No. 69)

- HNTB is assisting with the completion and close out of this project.
- Continue to review and forward contractor's submittals.
- HNTB attended the "grand opening" held on 8/25/2015 which included dignitaries from both the U.S. and Mexico.
- HNTB attended the "soft opening" held on 8/7/2015 which commemorated UPRR's first train crossing into Mexico using the new bridge. UPRR ran their last train into Mexico on the B&M on 8/6.

Consultant Management:

- Project was completed and opened to traffic on 6/4/2015 at 4:00 p.m. The 30 day no toll introduction was completed on 7/4/2015.

Agency Coordination:

- Conducted ongoing discussions with CCRMA staff, TxDOT staff and subconsultants for preparation of SPI 2nd Access project (see specifics above), FM 1925, Olmito Switch Yard Repair-In-Place Facility construction project, West Rail construction project, SH 32 East Loop EAs and other miscellaneous items.

Best regards,



Richard L. Ridings, P.E.
Senior Vice President

cc: Carlos Lopez, P.E.

HNTB

FOIb1: 3 12/13/14

HNTB

| Task | | | Status | Date of Anticipated Completion | % Complete |
|--|-----------------|----------------------------|-----------|--------------------------------|------------|
| Route and Design Studies | | | Ongoing | 6/30/2016 | 25% |
| Social, Environmental and Economic Studies | | | Ongoing | 6/30/2016 | 25% |
| Field Surveying and Photogrammetry | | | Completed | 8/31/2015 | 100% |
| WA Amount: | | Outstanding Invoice Number | Days Old | Invoice Amount | |
| Billed To Date: | \$ 1,414,650.00 | 128-62837-PL-002 | 49 | \$ 68,150.64 | |
| Paid To Date: | \$ 584,245.88 | 129-62837-PL-002 | 21 | \$ 177,416.57 | |
| Unpaid Balance: | \$ 245,567.21 | | | | |
| | | | | | |
| Total Accrued Interest | | | | | |
| | | | | | |
| Funding Source: | | | | | |
| | | | | | |
| | | | | \$ | 245,567.21 |

August Status Report

HNTB

Project Outer Parkway Planning Study
 Work Authorization ☒ 3 Outer Parkway Planning Study
 Supplemental ☐
 Supplemental ☐

WA Cost: \$ 12,200.00

SA Cost:

SA Cost:

Total Cost: \$ 12,200.00

Description: This work authorization provides professional services and deliverables associated with a study for the Outer Parkway. The study is to be performed in a three phase effort to deliver a schematic design for the Outer Parkway project.

Scope: This Work Authorization includes the development of an environmental and engineering constraints map, environmental constraints report, and corridor identification report to aid in the establishment of the alignment of the Outer Parkway.

Deliverable: Constraints map, environmental constraints/corridor identification report.

Project Activity

Outer Parkway Planning Study

Status: Complete

Recent Activity:

Drafted Environmental Classification letter for FHWA concurrence on EA classification.

Upcoming Activity:

Submit Classification letter to FHWA.

Outstanding Issues: None

| Task | | Status | Date of Anticipated Completion | % Complete |
|-------------------------------------|--------------|----------------------------|--------------------------------|----------------|
| Outer Parkway Planning Study | | | | |
| Project Management and Coordination | | Complete | 3/1/2011 | 100% |
| Data Collection | | Complete | 3/1/2011 | 100% |
| Meetings/Management | | Complete | 3/1/2011 | 100% |
| WA Amount: | \$ 12,200.00 | Outstanding Invoice Number | Days Old | Invoice Amount |
| Billed To Date: | \$ 12,200.00 | 1-62837-PL-003R | 155 | \$ 12,200.00 |
| Paid To Date: | \$ - | | | |
| Unpaid Balance: | \$ 12,200.00 | | | |
| | | | | |
| | | | | |
| Funding Source: | | | | |
| | | | Total: | \$ 12,200.00 |

August Status Report

HNTB

| | | |
|--------------------|---|---------------|
| Project | | SH 32 GEC |
| Work Authorization | 5 | SH 32 GEC |
| Supplemental | 1 | SWA01 to WA05 |

| | | |
|-------------|----|------------|
| WA Cost: | \$ | 323,848.00 |
| SA Cost: | \$ | 45,874.95 |
| Total Cost: | \$ | 369,722.95 |

Description: This work authorization provides professional services for oversight, guidance, agency coordination, and issue resolution, necessary to expedite the preliminary development phases of these two SH 32 projects only. The two projects, which each have logical termini and independent utility, extend from US 77/83 to FM 3068 (herein referred to as SH 32-West) and from FM 3068 to SH 4 (herein referred to as SH 32-East). The proposed projects are being developed by two prime subconsultants, (S&B Infrastructure, Ltd. and Traffic Engineers, Inc.) under the oversight of HNTB (GEC).

Scope: This Work Authorization allows the GEC to oversee/manage the development of two environmental assessments being prepared for SH 32. The environmental assessments are being prepared by other firms.

Deliverable: Meeting notes, schedules, document reviews, permitting strategies.

Project Activity

East Loop EA

| | |
|---------------------|------------------|
| Status: | See 40619-PL-049 |
| Recent Activity: | See 40619-PL-049 |
| Upcoming Activity: | See 40619-PL-049 |
| Outstanding Issues: | See 40619-PL-049 |

| Task | Status | Date of Anticipated Completion | % Complete |
|--|---------|--------------------------------|----------------------------|
| East Loop EA | | | |
| Project Management and Coordination | Ongoing | 12/31/2015 | 60.0% |
| Route and Design Studies | Ongoing | 12/31/2015 | 60.0% |
| Social, Environmental and Economic Studies | Ongoing | 12/31/2015 | 60.0% |
| | | | |
| WA Amount: | \$ | 369,722.95 | Outstanding Invoice Number |
| Billed To Date: | \$ | 210,365.03 | Days Old |
| PAID To Date: | \$ | 210,365.03 | Invoice Amount |
| Unpaid Balance: | \$ | - | |
| | | | |
| | | | |
| Funding Source: | | | |
| Total: \$ - | | | |

**2-B PRESENTATION OF THE MARKETING EFFORTS FOR THE
MONTH OF AUGUST 2016**

August 2016 Board Meeting
Marketing Report
Michelle A. Lopez
Marketing & Communications Director



1. WEBSITE-

- a. Web traffic has now reached a milestone of over 80k views on average per month. Brownsville and McAllen continue to show a steady growth in web traffic.
- b. Monterrey has now become the leader in web traffic origination in Mexico. Based on analytic information obtained this month, web traffic originating from Mexico tends to be sourced from online web searches through .mx domains. This gives us a strong indication that the traffic originating from Mexico are searching for specific information concerning infrastructure, trade, and region information online.
- c. Monterrey has now outranked McAllen, making Brownsville and Monterrey the top originators of web traffic.

Avg. Page views/Month: 82,936/+3.58%

Pages/Session: 2.27

% New Sessions: 70.57%

New Visitor vs. Returning Visitor: 70.57% / 29.43%

Regional Visits based on Traffic (US): per month

| | |
|--------------------|---------------|
| Brownsville | 44,204 |
| McAllen | 11,519 |
| Harlingen | 7,049 |
| Mission | 6,128 |
| San Benito | 2,993 |
| Pharr | 2,695 |
| SPI | 2,131 |
| Weslaco | 1,965 |
| Edinburg | 1,409 |
| Donna | 539 |

List of Regions based on Traffic (MX):

| | |
|----------------------------|---------------|
| Monterrey | 12,438 |
| Matamoros | 9,167 |
| Mexico City | 2,565 |
| Reynosa | 2,115 |
| Tampico | 1,666 |
| San Luis Potosi | 770 |
| Guadalajara | 577 |
| Juarez | 449 |
| Ciudad Lopez Mateos | 449 |

Traffic Acquisition:

Direct 36.94%

www.ccrma.org
www.ccrma.org/projects/2ndspi
[access](http://www.ccrma.org/projects/SH550/)

Referral 27.47%

www.co.cameron.tx.us
www.tollroadsnews.com
www.txdot.gov
www.krgv.com

Organic Search 30.22%

Google
Bing
Yahoo!

Social 5.37%

Facebook
Twitter
LinkedIn

Age

| | |
|-------|--------|
| 18-24 | 10.38% |
| 25-34 | 23.97% |
| 35-44 | 25.46% |
| 45-54 | 18.92% |
| 55-64 | 14.92% |
| 65+ | 6.34% |

Sex

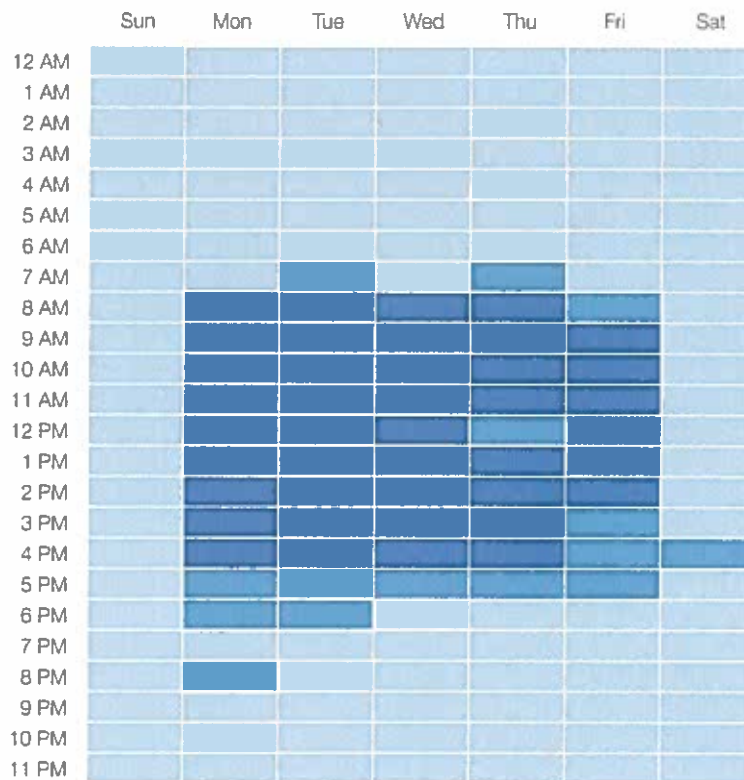
| | |
|--------|--------|
| Female | 34.50% |
| Male | 65.50% |

*Interests based on user's cookies and cached data collected with every visit. This data reflects what each user's primary use for the internet is.

Time slots:

Darker blue time slots represent when traffic is the heaviest to the website. Light blue represents low web traffic.

We have seen an improved web traffic pattern that spans from Monday to Friday from 8 a.m. to 5 p.m.



| FIRST LEVEL OF INTERACTION | TIME SPENT ON PAGE |
|--|--------------------|
| www.ccrma.org | 00:08:01 avg. |
| www.ccrma.org/projects/sh550 | 00:05:02 avg. |
| www.ccrma.org/projects/2ndspiaccess | 00:02:31 avg. |

2nd Level of Interaction:

| | |
|--|---------------|
| www.ccrma.org/projects/spi2ndaccess | 00:03:72 avg. |
| www.ccrma.org/txtag/ | 00:19:90 avg. |
| www.ccrma.org/projects/sh550/ | 00:05:02 avg. |
| www.ccrma.org/travel | 00:05:57 avg. |
| www.ccrma.org/about/agendas | 00:02:14 avg. |

3rd Level of Interaction:

| | |
|--|---------------|
| www.ccrma.org/ | 00:06:53 avg. |
| www.ccrma.org/projects/spi2ndaccess | 00:09:30 avg. |
| www.ccrma.org/projects/spi2ndaccess/resources | 00:05:06 avg. |
| www.ccrma.org/projects/sh550 | 00:05:02 avg. |

2. SOCIAL MEDIA MARKETING-

- a. New strategies have been implemented for Facebook which include interactive content with focuses on TxTag acquisition and SH 550 promotion. Along with content production, ad campaigns have been tailored to follow the same strategies. As a result, we have seen an increase in engagement from current followers and non-followers of the CCRMA's social media accounts. We will continue to produce the same content for the following months with the flexibility of rotating topics and press releases.
- b. We are currently pending voiceover for our second video of our project status series. Once voiceover has been completed we can immediately upload it and attach it to our monthly newsletter. In addition, we are scheduling our first video for our promotional series on SH 550 this upcoming month.
 - **Page Likes:** 5,395 Total Likes
 - **Video Report:**
 - i. **Project Status:** South Padre Island Second Access Project
 - Nearly three minutes long. Features SPI Mayor, Barry Patel.
 - ii. **Upload Date:** September 1, 2016.
- c. **TWITTER:** 1,154 followers

3. TXTAG MARKETING / UNITED FOR VETERANS / PTOLL-

- a. Ad campaigns are focused on TxTag acquisition once more to generate growth and promote penetration through SH 550.
- b. The number of TxTag enrollments are increasing monthly:
 - i. In June, we registered 19 vehicles, all passenger accounts.
 - ii. In July, we registered 37 vehicles, all passenger accounts.
 - iii. In August, we registered 30 vehicles, all passenger accounts.
- c. Ads have also been utilized to promote United for Veteran donors.
- d. Meetings were also held with the Warriors United in Arms, in addition to Rotary Clubs throughout Cameron County to promote CCRMA's United for Veterans initiative.

4. PROJECT PHOTOGRAPHY-

- a. Project photography was done on signage of SH 550 to create a 3D model for the TxTag department to show customers we have adequate signage on the road to warn them about the toll road.
- b. East Loop, International Blvd. and South Padre Island/Port Isabel. Photography will include shots with high active congestion and will be used for both promotion and communication purposes.

5. PROJECT STATUSES-

- a. A third video for our project statuses campaign will be produced for the month of September. The topic for this video will be on SH 550 and TxTag.

6. BACK OFFICE-

- a. New toll bills and letters were designed.
- b. Developed letters with different scenarios to send out to customers.

7. BUSINESS DEVELOPMENT-

- a. CODEM: A presentation/Lunch has been scheduled and confirmed for September 19th in at the CCRMA office at noon.
 - Maricarmen Cadena – CODEM President
 - René Xavier González – CODEM VP
 - Isidro Lavín – Outgoing CODEM President
- b. CANACINTRA: The organization has been cordially invited in addition to CODEM for the meeting in September.
 - Valentin Contreras – CANACINTRA President
- c. COPARMEX: The organization has been cordially invited in addition to CODEM for the meeting in September.
 - Nicolás Camorlinga – COPARMEX President
- d. PAN Tamaulipas: Governor of Tamaulipas will be touring with the CCRMA in the month of September to present his cabinet with information regarding Cameron County transportation projects. We hope to receive a public endorsement of an ongoing relationship between both organizations.
- e. BESTPASS: A webinar was held in August to continue ongoing talks about a possible implementation with the CCRMA. White sheets and marketing material have been provided to the CCRMA which thoroughly explains how BestPass manages implementation and sharing off discounts to commercial drivers. In addition, possible interoperability with international bridges can be performed through BestPass abilities.
- f. CANACAR: Initial dialogue with the national committee of freight transport in Mexico has been performed. Mediums used by CANACAR include but are not limited to, magazine publications and national conventions.

4-A APPROVAL OF CLAIMS



MEMORANDUM

TO: Chairman and Board Members

FROM: Adrian Rincones, Chief Financial Officer

RE: Claims

DATE: September 8, 2016

Attached are the claims paid on August 16, August 26, and August 30, 2016 that are being presented for the Board's acknowledgement.

Also attached, claims being presented to the Board for consideration for September 8, 2016. Staff recommends approval of the claims.



Claims Acknowledgement

| Vendor ID | Vendor Name | Invoice Number | Cash Required | Invoice/Credit Description |
|------------------------------------|--|---------------------|---------------|--|
| Claims Paid August 16, 2016 | | | | |
| Adrian | Adrian Rincones | AR 8.11.16 | 149.77 | BOD Meeting Lunch August 11, 2016 |
| Adrian | Adrian Rincones | AR 8.12.16-2 | 1,886.00 | Accounting Software Annual Renewal |
| Adrian | Adrian Rincones | AR 8.12.16-3 | 1,443.67 | BOS Mailing Room Equipment |
| Adrian | Adrian Rincones | AR 8.15.16 | 140.99 | Adrian Travel Reimbursement for Erosion Inspection on SH550, Port Isabel Meeting and Mission Meeting with Erosion Repair |
| AFLAC | Aflac | 552104 | 233.98 | Employee Supplemental Benefits |
| Cust Jose Mauricio | Jose Mauricio | JM 8.16.16 | 2.34 | Reimbursement check for Customer double payment |
| Cust Lorenzo Amaya | Lorenzo Amaya | LA 8.16.16 | 139.07 | Reimbursement check for Customer double payment |
| Emp Ericka Trevino | Ericka Trevino | ET 8.15.16 | 280.20 | Travel and Office Supplies Reimbursement |
| Entravision | Entravision Communications | August 2016 | 1,000.00 | Monthly Marketing for SH550 |
| Estrada & Hinojosa | Estrada Hinojosa & Company Inc | 2541 | 5,000.00 | Continuing Disclosure Preparation Fee FY 2015 |
| Time Warner Cable | Time Warner Cable Business Class | August 2016 | 504.63 | Internet and Phone Services for August 2016 |
| VMUD | Valley Municipal Utility District | Aug 2016 6802 | 38.37 | Water usage for Rancho Viejo Office |
| VMUD | Valley Municipal Utility District | Aug 2016 8005 | 35.17 | Water usage for Rancho Viejo Office |
| VMUD | Valley Municipal Utility District | Aug 2016 8105 | 35.92 | Water usage for Rancho Viejo Office |
| VMUD | Valley Municipal Utility District | WR VMUD August 2016 | 1,050.00 | Water usage for West Rail Mitigation site |
| Xtreme Security | Xtreme Security | 062502 | 104.85 | Alarm Services for Rancho Viejo Office |
| Claims Paid August 26, 2016 | | | | |
| Adrian | Adrian Rincones | AR 8.19.16 | 713.16 | Reimbursement for purchase of office chairs for new desks |
| Adrian | Adrian Rincones | AR 8.19.16-2 | 356.84 | Reimbursement for canopy, safety cones and folding chair |
| Adrian | Adrian Rincones | AR 8.22.16 | 319.00 | Reimbursement for Online Subscription for CPE hours and tra |
| Adrian | Adrian Rincones | AR 8.22.16-2 | 74.61 | Reimbursement for Microsoft Office 365 1yr subscription for Surface Pro |
| Aire Serve | Aire Serv Heating & Air Conditioning | 46335 | 4,366.69 | Replacement of wall mount A/C on SH550 SB 1847 Cabinet |
| David Silva Jr. | David Silva Jr. | DS 8.22.16 | 240.00 | Collection of Commercial Traffic information, company names, license plates of incoming traffic to the Port of Brownsville |
| Gexa Energy | Gexa Energy, LP | 21730871 | 196.28 | Energy Utilities for Rental Office 3470 Carmen Ave |
| Lone Star Shredding | Lone Star Shredding Document Storage | 1927681 | 52.50 | Monthly Shredding Services |
| Ogilvy Public | Ogilvy Public Relations Worldwide | 91366428 | 15,000.00 | Government relations support at the federal level for August |
| Print EZ Inc | Print EZ | 88624 | 176.99 | Envelopes for Mailing Services - BOS |
| PUB | Public Utilities Board | Aug 2016 - 588837 | 251.50 | Utilities on SH550 - Port Spur |
| Reliant | Reliant | 130004143234 | 378.12 | Utilities for toll operations office |
| Schneider Electric | Schneider Electric Mobility, N.A., Inc. | 7330000532 | 12,500.00 | Toll System Maintenance for June 2016 |
| Schneider Electric | Schneider Electric Mobility, N.A., Inc. | 7330000569 | 12,500.00 | Toll System Maintenance for July 2016 |
| Son & Daughters Inc | Godwin & Son Signs | 40819 | 760.00 | CCRMA Sign for Conference Room |
| Square Grove LLC | The Human Solution | 32110 | 785.00 | New Desk for Mail Room Operations |
| Staples Credit | Staples Credit Plan | Staples August 2016 | 760.80 | August 2016 Office Supplies |
| TML Emp Health | TML Intergovernmental Employee Benefits Pool | 2016-09 | 4,511.64 | Employee Health Benefits |
| TXU | TXU Energy | 054326844584-1765 | 466.87 | Utilities on Direct Connector - SH550 |
| TXU | TXU Energy | 054326844584-3128 | 551.98 | Utilities on FM1847 - SH550 |
| Verizon Wireless | Verizon Wireless | 7400177470 | 52.15 | Monthly Wifi Hotspot |
| Wayfair LLC | Wayfair LLC | 1946589 | 134.99 | L-Shape Desk for Mailing Room Back Office System |
| Printograph Inc | Gotprint.com | 21100686 | 293.63 | Envelopes for Mailing Services - BOS |
| Claims Paid August 30, 2016 | | | | |
| Matus Contractor Co | Matus Contractor Company | 39 | 2,000.00 | FM 550 to Hwy 77 cutting grass, garbage collection and application of herbicide partial payment |
| Prisciliano Delgado | Prisciliano Delgado | 10516 | 200.00 | Lawn Care Services at Rancho Viejo Office |
| Rancho Viejo Pet | Rancho Viejo Pet Club LLC | September 2016 | 1,750.00 | Monthly Rent for 3470 Carmen Ave |



Claims for Consideration and Approval

| Vendor ID | Vendor Name | Invoice Number | Cash Required | Invoice/Credit Description |
|--------------------------|-----------------------------|------------------|---------------|--|
| September 8, 2016 | | | | |
| Cameron County | Cameron County | CAF 2015 | 300,000.00 | Post EOY 2015 CAF Fee |
| Fagan Consulting | Fagan Consulting LLC | CCOS1608 | 6,048.00 | Toll Operations Support August 2016 |
| Fagan Consulting | Fagan Consulting LLC | P4-1608 | 19,152.00 | Back Office System Implementation August 2016 |
| Franco San Miguel | Francisco J Sanmiguel | FSM 8.31.16 | 106.00 | Reimbursement for phone cables for Image review room |
| HNTB | HNTB CORPORATION | 128-40619-PL-017 | 68,150.64 | SPI Environmental & Project Development June 2016 |
| Megashine | Megashine | 1249 | 1,200.00 | Cleaning Services for the month of September 2016 |
| Pedro Sepulveda Jr. | Pedro Sepulveda Jr. | PSJ 8.25.16 | 782.51 | Travel Reimbursement for Meetings at Austin with TxDOT Officials |
| RGV Spotlight | RGV Spotlight | INV-0A13008B | 200.00 | Facebook Ad Campaign |
| RGV Spotlight | RGV Spotlight | INV-0A13009B | 1,500.00 | Marketing Labor for August 2016, Business Development Labor |
| RGV Spotlight | RGV Spotlight | INV-0R11000B | 1,154.16 | Back Office Supplies, Envelopes |
| The Brownsville Herald | The Brownsville Herald | 5129898 | 100.00 | Sponsorship on the 9/11 15yr Anniversary |
| The Rentfro Law Firm | The Rentfro Law Firm, PLLC. | 020397 | 172.80 | Legal Services for West Rail for the month of August 2016 |
| The Rentfro Law Firm | The Rentfro Law Firm, PLLC. | 020398 | 2,863.00 | Legal Services for West Rail for the month of August 2016 |
| TollPlus Inc | TollPlus Inc | 167 | 89,744.90 | Milestone 4 of Back Office Implementation |
| Ziegner | Ziegner Technologies | 103150 | 402.00 | Hosting Services for MIP Fund Accounting for Oct 2016 |

**4-B CONSIDERATION AND APPROVAL OF THE FINANCIAL
STATEMENTS AND BUDGET AMENDMENTS FOR THE MONTH
OF AUGUST 2016**

SH 550, future I-169, was the first Toll Road in South Texas. Construction began in 2010 and was completed in 2015. The 10-mile Toll Road begins on I-69-E and runs along SH 550 to SH 48, creating an alternate route to the Port of Brownsville and South Padre Island.



CCRMA MONTHLY FINANCIAL REPORT AUGUST 2016

Pete Sepulveda, Jr. Executive Director

Jesus Adrian Rincones, CPA, CFE, Chief Financial Officer

CCRMA MONTHLY FINANCIALS

TABLE OF CONTENTS

REVENUES & EXPENSES

| | |
|--|---|
| ADMINISTRATIVE REVENUES AND EXPENSES..... | 1 |
| TOLL OPERATIONS REVENUES AND EXPENSES..... | 2 |
| COMBINED REVENUES AND EXPENSES | 3 |

CAPITAL PROJECT'S

| | |
|---|---|
| SUMMARIZED CAPITAL PROJECTS ACTIVITY..... | 4 |
| DETAILED CAPITAL PROJECTS ACTIVITY | 6 |

FINANCIALS

| | |
|-----------------------------|----|
| BALANCE SHEET | 9 |
| STATEMENT OF CASH FLOW..... | 10 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues, Expenditures And Changes in Net Assets - Unposted Transactions Included In Report
From 8/1/2016 Through 8/31/2016
(In Whole Numbers)

| | Current Period Actual | Current Year Actual | YTD Budget - Original | YTD Budget Variance - Original |
|-------------------------------------|--------------------------|---------------------|--------------------------|-----------------------------------|
| Operating Revenues | | | | |
| Vehicle registration fees | 264,368 | 2,910,594 | 2,950,000 | (39,406) |
| TRZ revenue | 0 | 0 | 750,000 | (750,000) |
| Other revenue | 0 | 1,717,024 | 1,685,000 | 32,024 |
| Total Operating Revenues | 264,368 | 4,627,618 | 5,385,000 | (757,382) |
| Operating Expenses | | | | |
| Personnel costs | 45,190 | 624,682 | 696,520 | 71,838 |
| Professional services | 0 | 120,791 | 134,900 | 14,109 |
| Contractual services | 15,518 | 74,307 | 72,000 | (2,307) |
| Debt interest | 1,809,457 | 4,022,924 | 4,330,000 | 307,077 |
| Advertising & marketing | 100 | 24,928 | 25,000 | 72 |
| Data processing | 2,288 | 9,025 | 9,650 | 625 |
| Dues & memberships | 0 | 13,059 | 15,000 | 1,941 |
| Education & training | 439 | 8,430 | 10,000 | 1,570 |
| Fiscal agent fees | 0 | 13,886 | 25,000 | 11,114 |
| Insurance | 0 | 7,526 | 6,900 | (626) |
| Maintenance & repairs | 1,400 | 18,470 | 20,500 | 2,030 |
| Office supplies | 5,458 | 36,824 | 37,300 | 476 |
| Rent | 2,208 | 17,177 | 19,500 | 2,323 |
| Travel | 1,139 | 23,127 | 35,000 | 11,873 |
| Utilities | 1,473 | 13,023 | 17,000 | 3,977 |
| Other expenses | 0 | 0 | 5,100 | 5,100 |
| Total Operating Expenses | 1,884,670 | 5,028,176 | 5,459,370 | 431,194 |
| Non Operating Revenue | | | | |
| Interest income | 303 | 11,529 | 20,000 | (8,471) |
| Total Non Operating Revenue | 303 | 11,529 | 20,000 | (8,471) |
| Changes in Net Assets | (1,619,999) | (389,029) | (54,370) | (334,659) |
| Net Assets Beginning of Year | 1,230,971 | 0 | 0 | 0 |
| Net Assets End of Year | (389,029) | (389,029) | (54,370) | (334,659) |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Toll Operations - Unposted Transactions Included In Report
From 8/1/2016 Through 8/31/2016

| | Current Period Actual | Current Year Actual | YTD Budget - Original | YTD Budget Variance - Original |
|---|--------------------------|---------------------|--------------------------|-----------------------------------|
| Toll Operating Revenues | | | | |
| Toll Revenue | 43,826.96 | 405,200.66 | 260,000.00 | 145,200.66 |
| Toll Violation Revenue | 21,655.55 | 226,815.30 | 175,000.00 | 51,815.30 |
| Interop Revenue | 49,025.00 | 473,881.99 | 230,000.00 | 243,881.99 |
| Bridge Interoperability | 0.00 | 0.00 | 10,000.00 | (10,000.00) |
| Other Revenue | 0.00 | 0.00 | 5,000.00 | (5,000.00) |
| Total Toll Operating Revenues | 114,507.51 | 1,105,897.95 | 680,000.00 | 425,897.95 |
| Toll Operating Expenses | | | | |
| Advertising & Marketing | 2,500.00 | 46,034.40 | 50,000.00 | 3,965.60 |
| Contractual | 240.00 | 15,990.00 | 24,000.00 | 8,010.00 |
| Education & Training | 0.00 | 0.00 | 5,000.00 | 5,000.00 |
| Maintenance - SH 550 | 6,946.66 | 53,052.48 | 65,000.00 | 11,947.52 |
| Interop Collection Fees | 3,425.00 | 31,304.17 | 21,000.00 | (10,304.17) |
| PBM Add on Fees | 4,630.42 | 44,117.37 | 21,000.00 | (23,117.37) |
| PBM Image Review | 5,104.41 | 58,574.95 | 30,000.00 | (28,574.95) |
| PBM Pre-Court Program | 0.00 | 4,199.64 | 6,000.00 | 1,800.36 |
| Postage | 470.62 | 1,000.77 | 500.00 | (500.77) |
| Rent | 0.00 | 1,040.00 | 1,000.00 | (40.00) |
| Travel | 0.00 | 3,836.21 | 8,500.00 | 4,663.79 |
| Utilities | 1,270.35 | 14,953.78 | 17,500.00 | 2,546.22 |
| Bridge Interoperability Administration Fee | 0.00 | 0.00 | 1,500.00 | 1,500.00 |
| Bridge Interoperability Maintenance | 0.00 | 0.00 | 12,000.00 | 12,000.00 |
| Toll Road Property Insurance | 0.00 | 52,408.75 | 50,000.00 | (2,408.75) |
| Toll Operational Support | 6,048.00 | 75,721.05 | 61,000.00 | (14,721.05) |
| Toll System Provider Maintenance | 12,500.00 | 162,500.00 | 226,300.00 | 63,800.00 |
| Total Toll Operating Expenses | 43,135.46 | 564,733.57 | 600,300.00 | 35,566.43 |
| Changes in Net Assets | 71,372.05 | 541,164.38 | 79,700.00 | 461,464.38 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report
From 8/1/2016 Through 8/31/2016

| | Current Period Actual | Current Year Actual | YTD Budget - Original | YTD Budget Variance - Original |
|-------------------------------------|--------------------------|---------------------|-----------------------|-----------------------------------|
| Operating Revenues | | | | |
| Vehicle registration fees | 264,367.50 | 2,910,593.75 | 2,950,000.00 | (39,406.25) |
| Toll revenues | 114,507.51 | 1,105,897.95 | 675,000.00 | 430,897.95 |
| TRZ revenue | 0.00 | 0.00 | 750,000.00 | (750,000.00) |
| Other revenue | 0.00 | 1,717,024.43 | 1,690,000.00 | 27,024.43 |
| Total Operating Revenues | 378,875.01 | 5,733,516.13 | 6,065,000.00 | (331,483.87) |
| Operating Expenses | | | | |
| Personnel costs | 45,189.98 | 624,681.98 | 696,520.00 | 71,838.02 |
| Accounting software and services | 0.00 | 3,541.00 | 9,900.00 | 6,359.00 |
| Professional services | 0.00 | 117,500.00 | 125,000.00 | 7,500.00 |
| Contractual services | 15,757.86 | 90,296.79 | 96,000.00 | 5,703.21 |
| Debt interest | 1,809,457.00 | 4,022,923.50 | 4,030,000.00 | 7,076.50 |
| Project expenses | 0.00 | 0.00 | 300,000.00 | 300,000.00 |
| Advertising & marketing | 2,600.00 | 70,961.91 | 75,000.00 | 4,038.09 |
| Data processing | 2,288.00 | 9,024.68 | 9,650.00 | 625.32 |
| Dues & memberships | 0.00 | 13,059.00 | 15,000.00 | 1,941.00 |
| Education & training | 439.00 | 8,429.65 | 15,000.00 | 6,570.35 |
| Fiscal agent fees | 0.00 | 13,886.00 | 25,000.00 | 11,114.00 |
| Insurance | 0.00 | 59,934.79 | 56,900.00 | (3,034.79) |
| Maintenance & repairs | 1,400.00 | 18,470.00 | 20,500.00 | 2,030.00 |
| Office supplies | 5,928.70 | 37,824.58 | 37,800.00 | (24.58) |
| Road maintenance | 19,446.66 | 215,552.48 | 303,300.00 | 87,747.52 |
| Rent | 2,207.89 | 18,216.79 | 20,500.00 | 2,283.21 |
| Toll services | 19,207.83 | 213,917.18 | 140,500.00 | (73,417.18) |
| Travel | 1,139.47 | 26,962.85 | 43,500.00 | 16,537.15 |
| Utilities | 2,743.34 | 27,976.35 | 34,500.00 | 6,523.65 |
| Other expenses | 0.00 | 0.36 | 5,100.00 | 5,099.64 |
| Total Operating Expenses | 1,927,805.73 | 5,593,159.89 | 6,059,670.00 | 466,510.11 |
| Non Operating Revenue | | | | |
| Interest income | 303.45 | 11,529.35 | 20,000.00 | (8,470.65) |
| Total Non Operating Revenue | 303.45 | 11,529.35 | 20,000.00 | (8,470.65) |
| Changes in Net Assets | (1,548,627.27) | 151,885.59 | 25,330.00 | 126,555.59 |
| Net Assets Beginning of Year | 1,700,512.86 | 0.00 | 0.00 | 0.00 |
| Net Assets End of Year | 151,885.59 | 151,885.59 | 25,330.00 | 126,555.59 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Capital Projects in Progress - Unposted Transactions Included In Report
From 8/1/2016 Through 8/31/2016
(In Whole Numbers)

| | Current Period Actual | Current Year Actual | YTD Budget - Original | YTD Budget Variance - Original |
|--|--------------------------|------------------------|--------------------------|-----------------------------------|
| Capital Projects | | | | |
| South Padre Island 2nd Access | 0 | 1,058,609 | 2,500,000 | 1,441,391 |
| West Parkway Project | 0 | 0 | 800,000 | 800,000 |
| Outer Parkway | 0 | 0 | 2,550,000 | 2,550,000 |
| FM 1925 | 0 | 840 | 100,000 | 99,160 |
| West Rail Relocation | 4,086 | 1,385,876 | 3,500,000 | 2,114,124 |
| SH 550 | 0 | 277,980 | 7,650,000 | 7,372,020 |
| SH 32 (East Loop) | 0 | 63,507 | 2,150,000 | 2,086,493 |
| Toll Equipment & Operational Infrastructure | 153,769 | 583,912 | 0 | (583,912) |
| Total Capital Projects | <u>157,855</u> | <u>3,370,725</u> | <u>19,250,000</u> | <u>15,879,275</u> |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Unposted Transactions Included In Report
From 8/1/2016 Through 8/31/2016
(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 | 145,773 | 250,000 | 104,227 |
| CIP - Preliminary Engineering & Design | 15110 | 0 | 86,693 | 350,000 | 263,307 |
| CIP - Environmental Studies | 15120 | 0 | 655,594 | 1,500,000 | 844,406 |
| CIP - Public Presentations, RFP, RFQ, Bidding & Letting | 15140 | 0 | 11,275 | 100,000 | 88,725 |
| CIP - Right of Way | 15200 | 0 | 10,095 | 300,000 | 289,905 |
| CIP - Direct Legal Costs | 15300 | 0 | 149,179 | 0 | (149,179) |
| Total South Padre Island 2nd Access | | 0 | 1,058,609 | 2,500,000 | 1,441,391 |
| West Parkway Project | 2025 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Preliminary Engineering & Design | 15110 | 0 | 0 | 150,000 | 150,000 |
| CIP - Environmental Studies | 15120 | 0 | 0 | 650,000 | 650,000 |
| Total West Parkway Project | | 0 | 0 | 800,000 | 800,000 |
| Outer Parkway | 2050 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Planning & Coordination | 15100 | 0 | 0 | 250,000 | 250,000 |
| CIP - Preliminary Engineering & Design | 15110 | 0 | 0 | 400,000 | 400,000 |
| CIP - Environmental Studies | 15120 | 0 | 0 | 1,500,000 | 1,500,000 |
| CIP - Public Presentations, RFP, RFQ, Bidding & Letting | 15140 | 0 | 0 | 100,000 | 100,000 |
| CIP - Right of Way | 15200 | 0 | 0 | 300,000 | 300,000 |
| Total Outer Parkway | | 0 | 0 | 2,550,000 | 2,550,000 |
| FM 1925 | 2075 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Planning & Coordination | 15100 | 0 | 0 | 15,000 | 15,000 |
| CIP - Preliminary Engineering & Design | 15110 | 0 | 0 | 50,000 | 50,000 |
| CIP - Environmental Studies | 15120 | 0 | 0 | 35,000 | 35,000 |
| CIP - Direct Legal Costs | 15300 | 0 | 840 | 0 | (840) |
| Total FM 1925 | | 0 | 840 | 100,000 | 99,160 |
| West Rail Relocation | 2100 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Planning & Coordination | 15100 | 0 | 24,952 | 0 | (24,952) |
| CIP - Mitigation | 15130 | 3,913 | 9,366 | 0 | (9,366) |
| CIP - Right of Way | 15200 | 0 | 801,780 | 0 | (801,780) |
| CIP - Construction | 15220 | 0 | 547,461 | 3,000,000 | 2,452,539 |
| CIP - Construction Management | 15240 | 0 | 0 | 500,000 | 500,000 |
| CIP - Direct Legal Costs | 15300 | 173 | 2,319 | 0 | (2,319) |
| Total West Rail Relocation | | 4,086 | 1,385,876 | 3,500,000 | 2,114,124 |
| SH 550 | 2200 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Planning & Coordination | 15100 | 0 | 2,851 | 400,000 | 397,149 |
| CIP - Preliminary Engineering & Design | 15110 | 0 | 170,826 | 400,000 | 229,174 |
| CIP - Environmental Studies | 15120 | 0 | 1,806 | 0 | (1,806) |
| CIP - Mitigation | 15130 | 0 | 26,381 | 150,000 | 123,619 |
| CIP - Public Presentations, RFP, RFQ, Bidding & Letting | 15140 | 0 | 23,284 | 0 | (23,284) |
| CIP - Construction | 15220 | 0 | 0 | 6,000,000 | 6,000,000 |

Unaudited Financials Subject to Change

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Unposted Transactions Included In Report
From 8/1/2016 Through 8/31/2016
(In Whole Numbers)

| | | Current Period Actual | Current Year Actual | YTD Budget - Original | YTD Budget Variance - Original |
|--|-------|--------------------------|------------------------|--------------------------|--------------------------------------|
| CIP - Construction Management | 15240 | 0 | 44,924 | 700,000 | 655,076 |
| CIP - Direct Legal Costs | 15300 | 0 | 7,908 | 0 | (7,908) |
| Total SH 550 | | 0 | 277,980 | 7,650,000 | 7,372,020 |
| SH 32 (East Loop) | 2250 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Planning & Coordination | 15100 | 0 | 35,269 | 350,000 | 314,731 |
| CIP - Preliminary Engineering & Design | 15110 | 0 | 12,182 | 0 | (12,182) |
| CIP - Environmental Studies | 15120 | 0 | 16,056 | 1,500,000 | 1,483,944 |
| CIP - Right of Way | 15200 | 0 | 0 | 300,000 | 300,000 |
| Total SH 32 (East Loop) | | 0 | 63,507 | 2,150,000 | 2,086,493 |
| Toll Equipment & Operational Infrastructure | 5000 | | | | |
| CAPITALIZED PROJECT COSTS | 01CAP | | | | |
| CIP - Public Presentations, RFP, RFQ, Bidding & Letting | 15140 | 0 | 11,632 | 0 | (11,632) |
| CIP - Direct Legal Costs | 15300 | 0 | 1,116 | 0 | (1,116) |
| Toll Equipment & Software in Process | 16000 | 153,769 | 564,926 | 0 | (564,926) |
| NON CAPITALIZED PROJECT COSTS | 02EXP | | | | |
| Toll Operational Support | 70130 | 0 | 6,238 | 0 | (6,238) |
| Total Toll Equipment & Operational Infrastructure | | 153,769 | 583,912 | 0 | (583,912) |
| Total Capital Projects | | 157,855 | 3,370,725 | 19,250,000 | 15,879,275 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet

As of 8/31/2016

(In Whole Numbers)

| | Current Year |
|--|--------------|
| ASSETS | |
| Current Assets: | |
| Cash and cash equivalents | |
| CCRMA Claims Account | 69,846 |
| CCRMA Operating Fund | 1,717,609 |
| Toll Operators Cash | 60 |
| TxDMV Escrow Account | 1,000 |
| TxTag - Replenishment Account | 6,086 |
| CCRMA Bond/Debt Funds | 303 |
| Total Cash and cash equivalents | 1,794,904 |
| Restricted cash accounts - debt service | |
| CCRMA Toll Revenue Funds | 17,126 |
| 2010 A & B Pledged Revenue Funds | 198,591 |
| 2010 A Debt Reserve | 1,042,040 |
| 2010 A Debt Service | 378,301 |
| 2010 B Debt Reserve | 1,222,243 |
| 2010 B Debt Service | 15,180 |
| 2012 Bond Operating Fund | 113,798 |
| 2012 Bond Project Funds | 2,561,638 |
| 2012 Bonds Rate Stabilization Fund | 1,346,675 |
| 2012 Bonds Debt Service | 1,000 |
| 2014 Refunding Series Escrow Account | 671 |
| 2014 Refunding Series 10 Proceeds | 5,125 |
| Series 2014 Revenue and Tax | 1,750 |
| Total Restricted cash accounts - debt service | 6,904,136 |
| Accounts receivable | |
| Accounts Receivable - Customers | 120,650 |
| Vehicle Registration Fees - Receivable | 55,476 |
| Total Accounts receivable | 176,127 |
| Accounts receivable - other agencies | |
| Accounts Receivable - Other Agencies | 0 |
| Due from Other Agencies | 598,779 |
| Total Accounts receivable - other agencies | 598,779 |
| Prepaid expenses | |
| Prepaid Rent | 1,750 |
| Prepaid Other Expense | 525 |
| Total Prepaid expenses | 2,275 |
| Total Current Assets: | 9,476,220 |
| Non Current Assets: | |
| Capital assets, net | |
| Land & Right of Way | 98,750 |
| Buildings | 202,803 |
| Accumulated Depreciation-Buildings | (5,070) |
| Improvements | 20,791 |
| Accumulated Depreciation-Improvements | (87) |
| Furnishings & Equipment | 7,592,135 |
| Accumulated Depreciation-Furnishings & Equipment | (745,672) |
| Software & Technology | 19,792 |
| Accumulated Depreciation Software & Technology | (7,917) |
| Infrastructure & Utilities | 64,200,349 |
| Accumulated Depreciation-Infrastructure | (1,185,376) |
| Total Capital assets, net | 70,190,499 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 8/31/2016
(In Whole Numbers)

| | <u>Current Year</u> |
|---|---------------------|
| Capital projects in progress | |
| CIP - Planning & Coordination | 815,078 |
| CIP - Preliminary Engineering & Design | 3,797,512 |
| CIP - Environmental Studies | 14,834,114 |
| CIP - Mitigation | 268,235 |
| CIP - Public Presentations, RFP, RFQ, Bidding & Letting | 46,191 |
| CIP - Right of Way | 825,112 |
| CIP - Construction | 547,461 |
| CIP - Construction Management | 44,924 |
| CIP - Direct Legal Costs | 267,979 |
| CIP - Capitalized Interest | 52,987 |
| CIP - Direct Administration | 161,004 |
| CIP - Indirect Administration and Overhead | 570,258 |
| Toll Equipment & Software in Process | 799,728 |
| Total Capital projects in progress | <u>23,030,582</u> |
| Other assets | |
| Other Assets | 45,203,258 |
| Total Other assets | <u>45,203,258</u> |
| Unamortized bond prepaid costs | |
| 2012 Bonds Prepaid Insurance | 112,183 |
| 2014 Bond Prepaid Insurance | 11,493 |
| Total Unamortized bond prepaid costs | <u>123,676</u> |
| Total Non Current Assets: | <u>138,548,015</u> |
| Total ASSETS | <u>148,024,235</u> |
| LIABILITIES | |
| Current Liabilities | |
| Accounts payable | |
| AP - Operations | 295,475 |
| AP - Project Exenditures | 443,100 |
| Total Accounts payable | <u>738,575</u> |
| Accrued expenses | |
| TxTag Customer Deposits | 1,891 |
| Toll Refunds from MSB | 4,219 |
| Total Accrued expenses | <u>6,110</u> |
| Payroll liabilities | |
| Federal Tax Withholding | (8) |
| Payroll Tax Payable | 9 |
| Retirement Contribution Payable | 3,191 |
| Health Insurance Payable | 800 |
| Aflac Employee Liabilities | 59 |
| Dental Insurance Payable | (107) |
| Employee Vision Insurance | (25) |
| Total Payroll liabilities | <u>3,918</u> |
| Deferred revenue | |
| UFV Fund Deposits | 2,086 |
| Deferred Revenue | 1,508 |
| Total Deferred revenue | <u>3,595</u> |
| Total Current Liabilities | <u>752,198</u> |
| Non Current Liabilities | |
| Due to other agencies | |
| Cameron County | 167,500 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 8/31/2016
(In Whole Numbers)

| | Current Year |
|---|--------------|
| Due to other Entity's | 2,104,186 |
| 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 | 11,847,057 |
| TxDot FAA - West Parkway | 2,244,589 |
| Total Due to TxDot | 53,472,987 |
| Long term bond payable | |
| 2010A Bonds Payable | 4,480,000 |
| 2010A Unamortized Premium | 15,290 |
| 2010B Bonds Payable | 15,535,000 |
| 2012 Bonds Payable | 40,000,000 |
| 2012 Unamortized Premium | 4,011,379 |
| 2014 Bonds Payable | 5,000,000 |
| 2014 Bond Premium | 154,653 |
| 2010A Refund Series 2014 | 6,325,000 |
| 2010A Refund Premium Series 2014 | 117,507 |
| 2010A Refunding Deferred Charge 2014 Series | 37,456 |
| 2015 CO Bonds | 4,500,000 |
| 2015 CO Bonds Discount | (38,768) |
| Total Long term bond payable | 80,137,517 |
| Total Non Current Liabilities | 135,882,191 |
| Total LIABILITIES | 136,634,389 |
| NET POSITION | |
| Beginning net position | 7,818,176 |
| Total Beginning net position | 7,818,176 |
| Changes in net position | 3,734,177 |
| Total Changes in net position | 3,734,177 |
| Total NET POSITION | 11,552,352 |
| TOTAL LIABILITIES AND NET POSITION | 148,186,742 |

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 8/31/2016

| | <u>Current Period</u> | <u>Current Year</u> |
|--|-----------------------|-----------------------|
| Cash Flows from Operating Activities | | |
| Receipts from Vehicle Registration Fees | 242,910.00 | 2,874,980.00 |
| Receipts from Toll Revenues | 9,794.51 | 984,696.62 |
| Receipts from other Operating Income | 0.00 | 1,472,567.81 |
| Payments to Vendors | (131,226.46) | (1,016,483.46) |
| Payments to Employees | (42,412.96) | (640,909.45) |
| Total Cash Flows from Operating Activities | <u>79,065.09</u> | <u>3,674,851.52</u> |
| Cash Flows from Capital and related Financing Activities | | |
| Acquisitions of Property and Equipment | (919.99) | (83,818.32) |
| Receipts from Grants and Other income | 303.45 | 11,529.35 |
| Payments on Interest | (1,809,457.00) | (4,477,414.50) |
| Acquisitions of Construction in Progress | (90,536.54) | (3,706,732.72) |
| Proceeds from TxDot FAA | 68,150.64 | 786,229.53 |
| Proceeds from Other Governments | 0.00 | 637,218.54 |
| Total Cash Flows from Capital and related Financing Activities | <u>(1,832,459.44)</u> | <u>(6,832,988.12)</u> |
| Net Increase (Decrease) in Cash & Cash Equivalents | <u>(1,753,394.35)</u> | <u>(3,158,136.60)</u> |
| Beginning Cash & Cash Equivalents | <u>(1,404,742.25)</u> | <u>0.00</u> |
| Ending Cash & Cash Equivalents | <u>(3,158,136.60)</u> | <u>(3,158,136.60)</u> |

2016

Toll Operations Report - August



Liz Ponce, Toll Operations

Supervisor

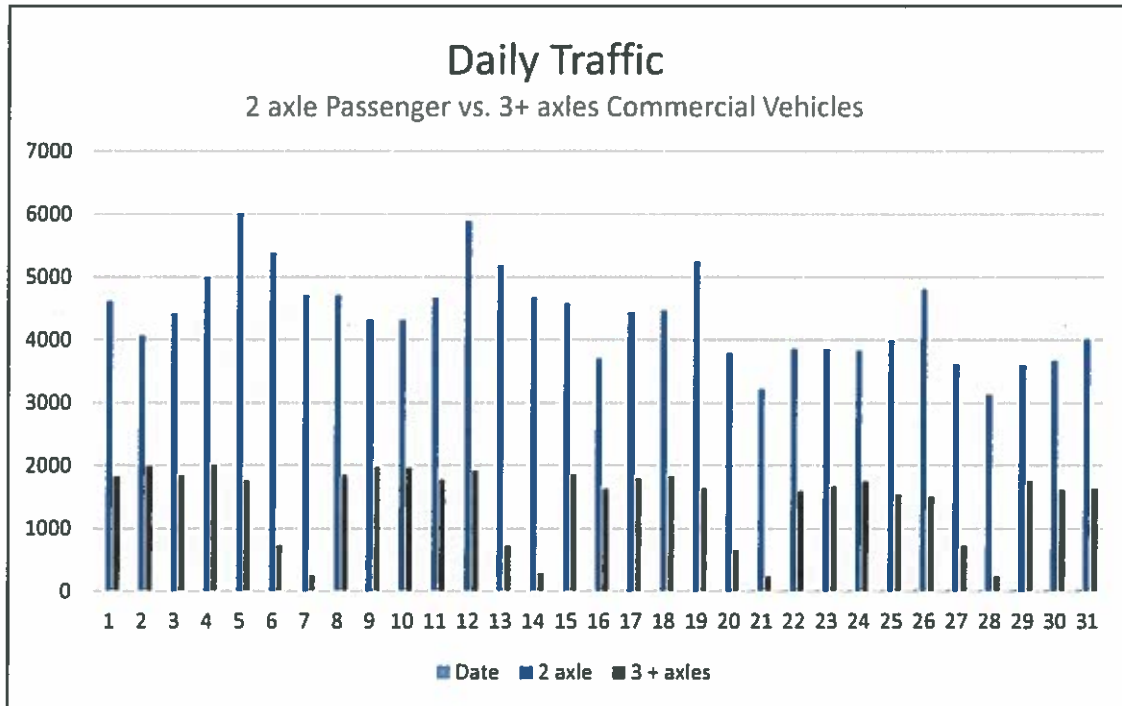
9/1/2016



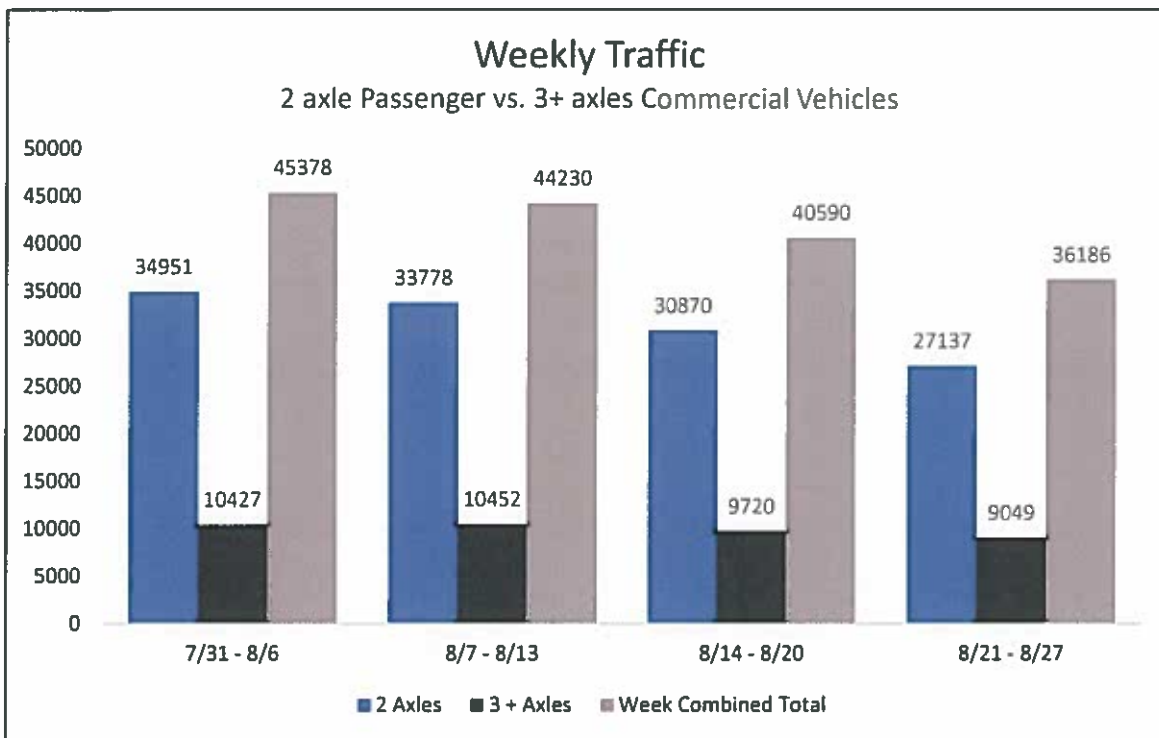
Toll Operations

During August we saw a slight decrease in transaction. This month's transactions totaled 180,320 of which 33% is commercial traffic. Even though we saw a decrease in transactions our commercial traffic percentage was higher than the previous month. This increase in commercial percentage leads us to believe that the number of passenger vehicles decreased due to the start of school.

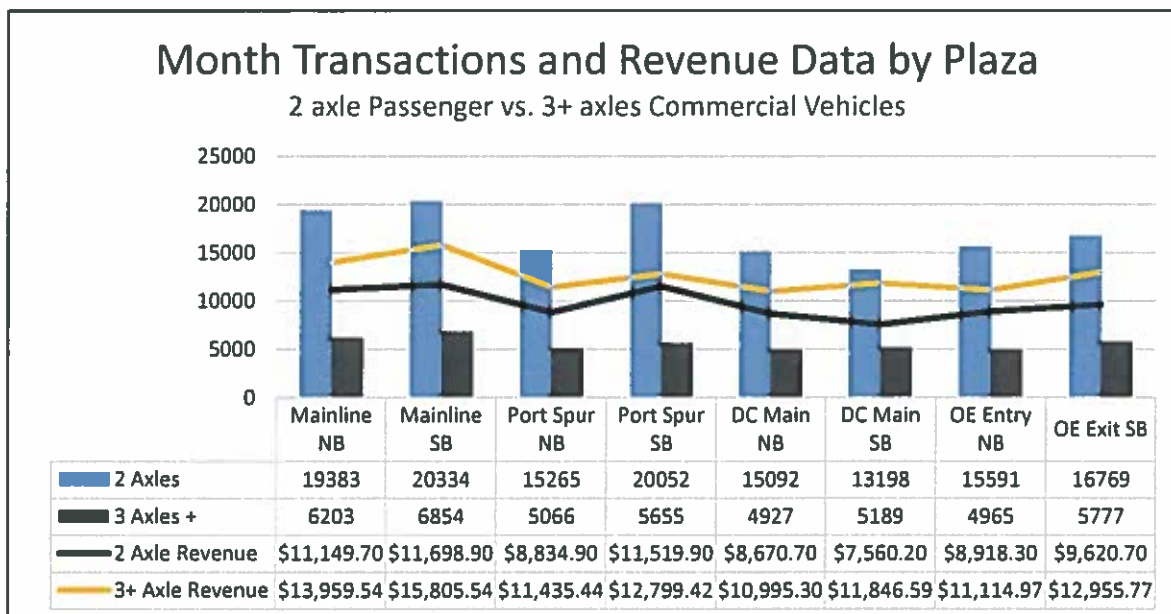
AUGUST TRANSACTION CHARTS



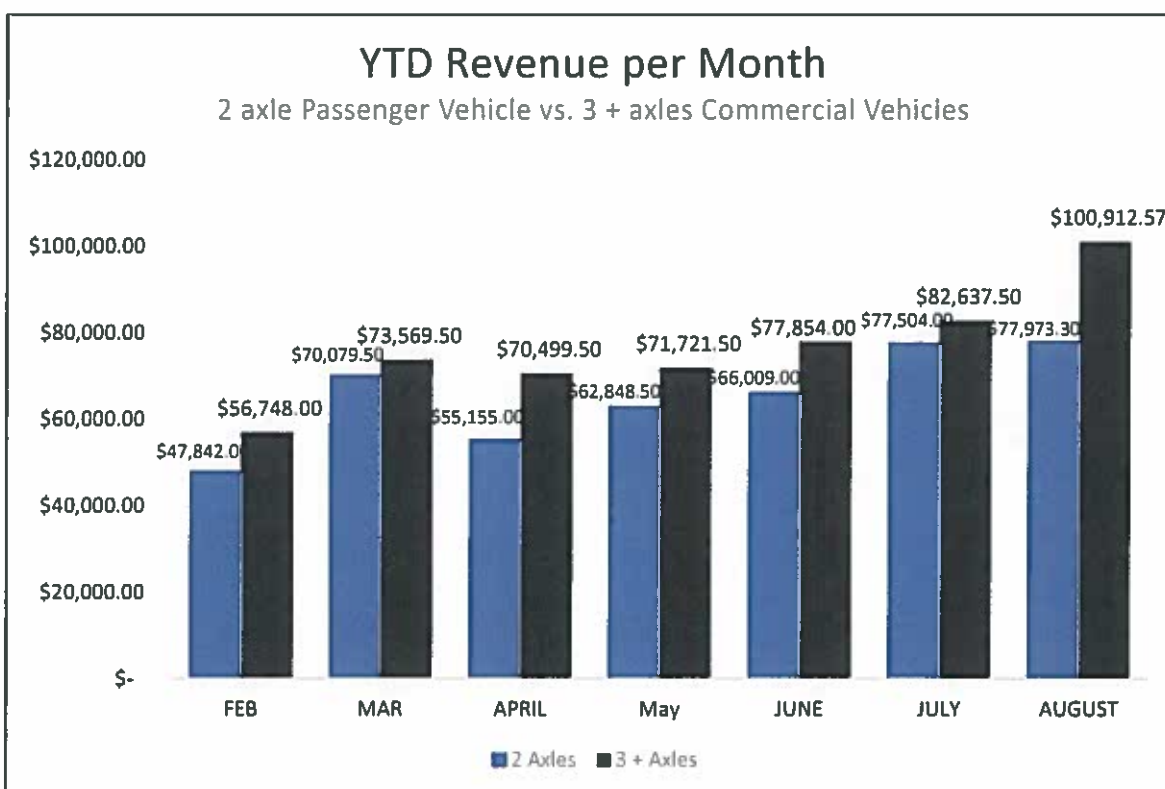
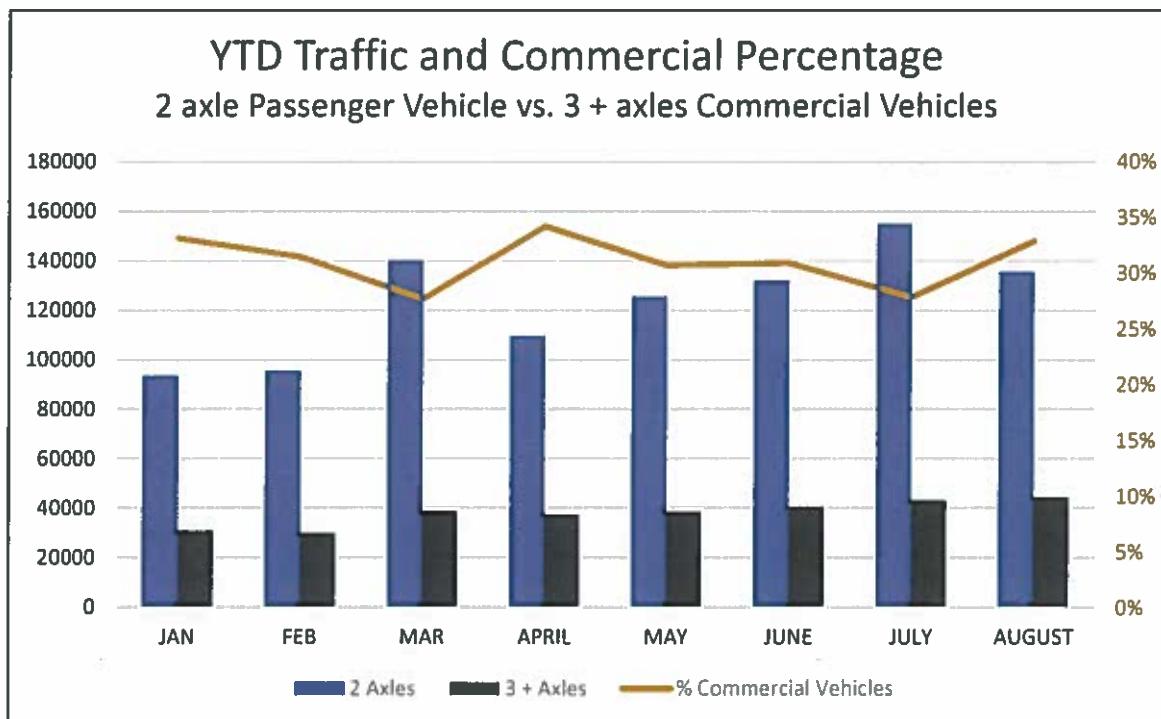
| AUGUST | 2 axle | 3 + axles | AUGUST | 2 axle | 3 + axles |
|--------|--------|-----------|--------|--------|-----------|
| 1 | 4619 | 1827 | 16 | 3700 | 1637 |
| 2 | 4075 | 1993 | 17 | 4438 | 1800 |
| 3 | 4421 | 1847 | 18 | 4466 | 1835 |
| 4 | 4997 | 2004 | 19 | 5245 | 1641 |
| 5 | 6008 | 1761 | 20 | 3793 | 659 |
| 6 | 5386 | 731 | 21 | 3213 | 239 |
| 7 | 4714 | 253 | 22 | 3858 | 1594 |
| 8 | 4706 | 1857 | 23 | 3852 | 1671 |
| 9 | 4309 | 1971 | 24 | 3834 | 1754 |
| 10 | 4322 | 1963 | 25 | 3971 | 1545 |
| 11 | 4666 | 1774 | 26 | 4803 | 1513 |
| 12 | 5888 | 1914 | 27 | 3606 | 733 |
| 13 | 5173 | 720 | 28 | 3127 | 239 |
| 14 | 4660 | 288 | 29 | 3582 | 1756 |
| 15 | 4568 | 1860 | 30 | 3673 | 1618 |
| | | | 31 | 4011 | 1639 |



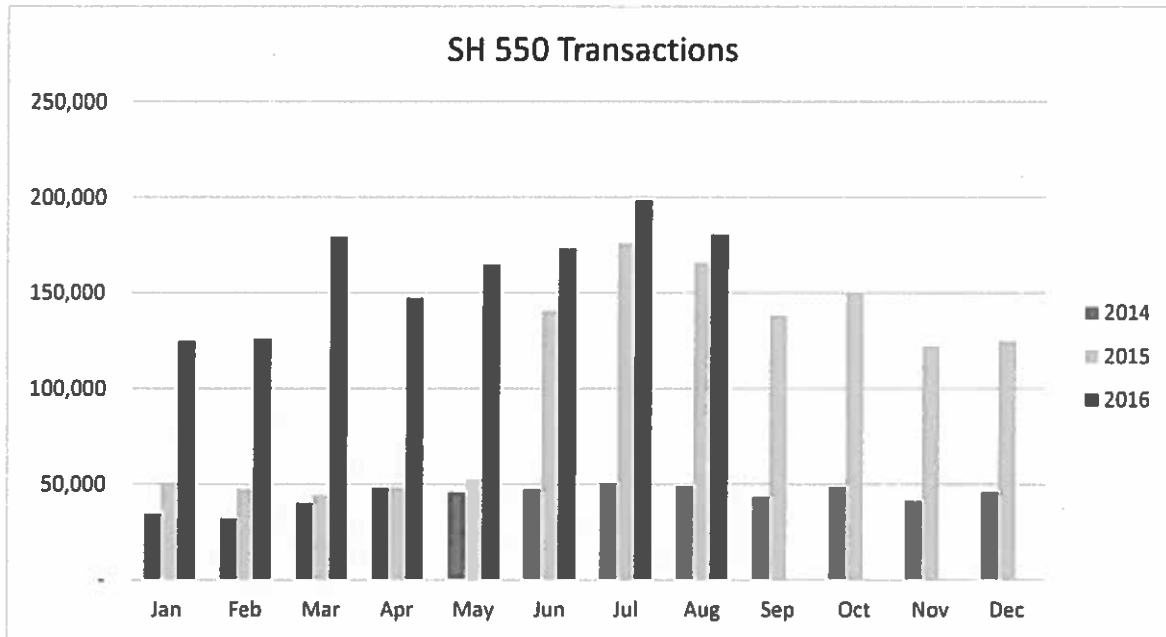
During the last two weeks of the month we see the decrease in transactions, we believe it is due to the start of school which happened during the last two weeks of August. Commercial traffic was consistent throughout the weeks.



Even though our commercial transactions are a small percentage compared to passenger vehicles, they account for the larger amount of revenue to be collected. The transaction count for commercial traffic is also consistent throughout the months.



SH 550 TRANSACTION DATE FOR 2014, 2015, AND YTD



THREE YEAR COMPARISON – This month we continue to see an increase in comparison to last year's numbers. Compared to last year, this year transactions were up by 9%. Not as high as previous months but they continue to surpass last year.

TxTag Update

Part of our operations include assisting customers with their TxTag accounts. This month we enrolled a total of 23 accounts for 30 vehicles. We also processed \$86.05 in payments and \$426.55 in replenishments. This month, like in our transactions we saw a slight decrease in enrollment but our replenishment did not. We can infer that the people that have registered in previous month are using the road which leads to higher replenishment in our office.

We can comfortably say that tag customers are using the road more because during August our tag penetration rate increased to 34%.

| SH 550 Tag Penetration Rate | | | | |
|-----------------------------|----------------------------|-------------|------------------|--------------------------|
| 2016 YTD | | | | |
| | Total Monthly Transactions | Total Tags* | Total Valid Tags | Percent Penetration Rate |
| January | 124484 | 47875 | 35099 | 28% |
| February | 125794 | 48282 | 36773 | 29% |
| March | 178970 | 56589 | 42071 | 24% |
| April | 147124 | 44533 | 34286 | 23% |

| | | | | |
|--------|---------|-------|-------|-----|
| May | 164288 | 66999 | 51583 | 31% |
| June | 172826 | 67372 | 50479 | 29% |
| July | 198182 | 75719 | 57231 | 29% |
| August | 180,320 | 73786 | 61004 | 34% |

*Tags include NTTA, HCTRA, TXTAG, &
Pharr Bridge

We continue our effort to promote and encourage users to obtain a TxTag account by making our office available for TxTag related transactions. We are also offering customers that are hesitant to sign up for a tag a \$10 credit to their TxTag account when they sign up. Most registrant sign up just for the normal benefits of the tag but we've had a couple that we did offer the credit to.

United For Veterans Update

In the month of August, we enrolled 3 disabled veterans into the program. We replenished \$185.50 back into the registered TxTag accounts and paid for \$150.34 of PBM claims. We had a higher PBM claim amount this month because we covered several non-registered disabled veterans as a one-time courtesy. What this means is that, the DV did not sign up for a tag but we still covered their toll charges. The main reason why the DV's did not sign up is because they are unhappy that they are not automatically exempt and they do not want to put any money from their end like Thtag requires.

Court Violation Process

Our court process has stayed the same for the month of August. We did not receive any new cases and we have yet to see the response from the last set of cases we send to court.

Back Office Update

During August, we have continued our work on the implementation of the back office system alongside TollPlus. This month our focus continued with the communication between our current host, Kapsch and TollPlus.

In regards to our in-house mailing process we are still working through the details of correspondence and envelope samples for mailing. We have ordered two different samples for envelope testing and we also got a new sample for a toll bill. This month we became aware that our new telephone system vendor, Core Solution, also offers other services like mailing. We have setup a meeting with them to see what they have to offer in regards to mailing and other solutions.

Currently, our Marketing Director and I are finishing up on templates for letter and email correspondence. The goal for establishing letter templates is to implement a uniform

response to the customer to avoid any misinformation and unprofessional responses to the customer.

Finally, we got the desk and chairs installed in the image review area. Special thanks to our staff that worked hard to get them set up. We have also ordered the desk and table for the mailing room and it should be completed, pending printer and folder by the end of September.



**4-C CONSIDERATION AND APPROVAL OF THE FISCAL YEAR 2017
BUDGET**

BUDGET REPORT

FISCAL YEAR 2017

CCRMA

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY



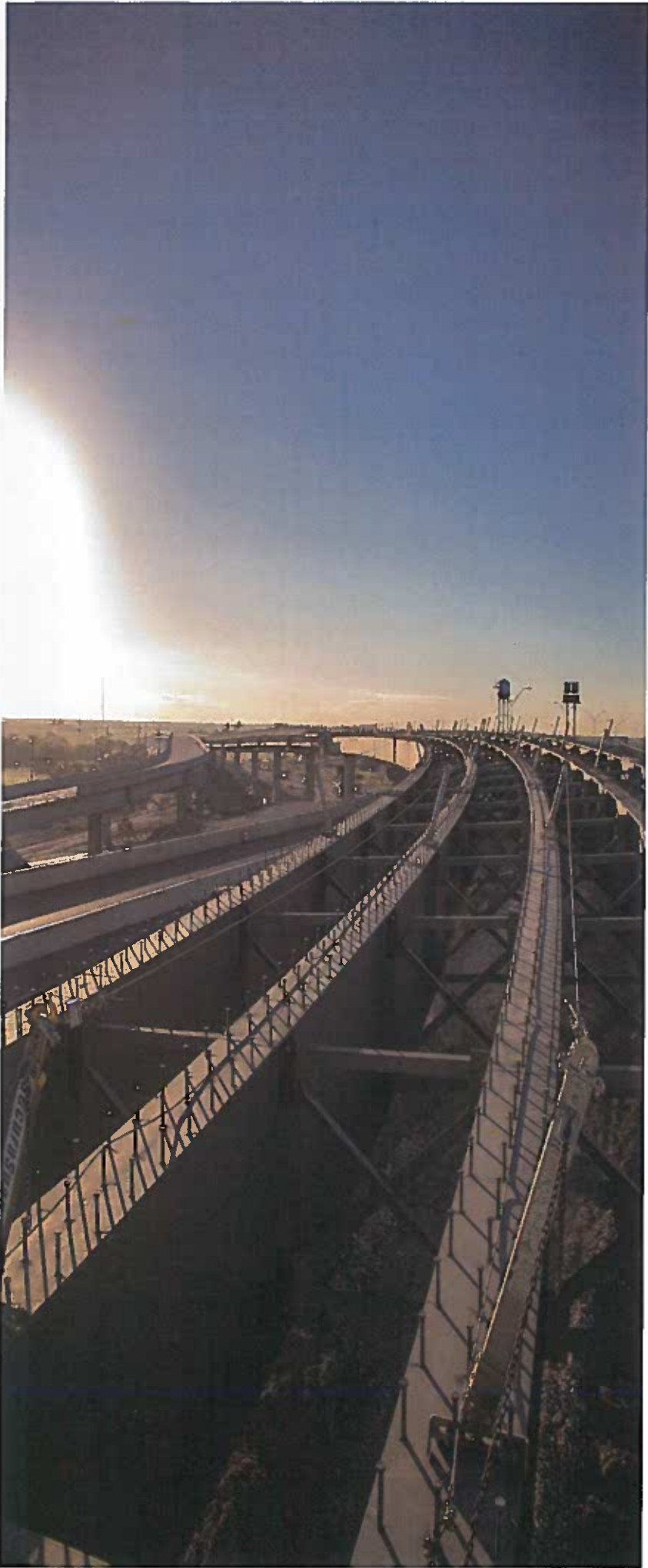


TABLE OF CONTENTS

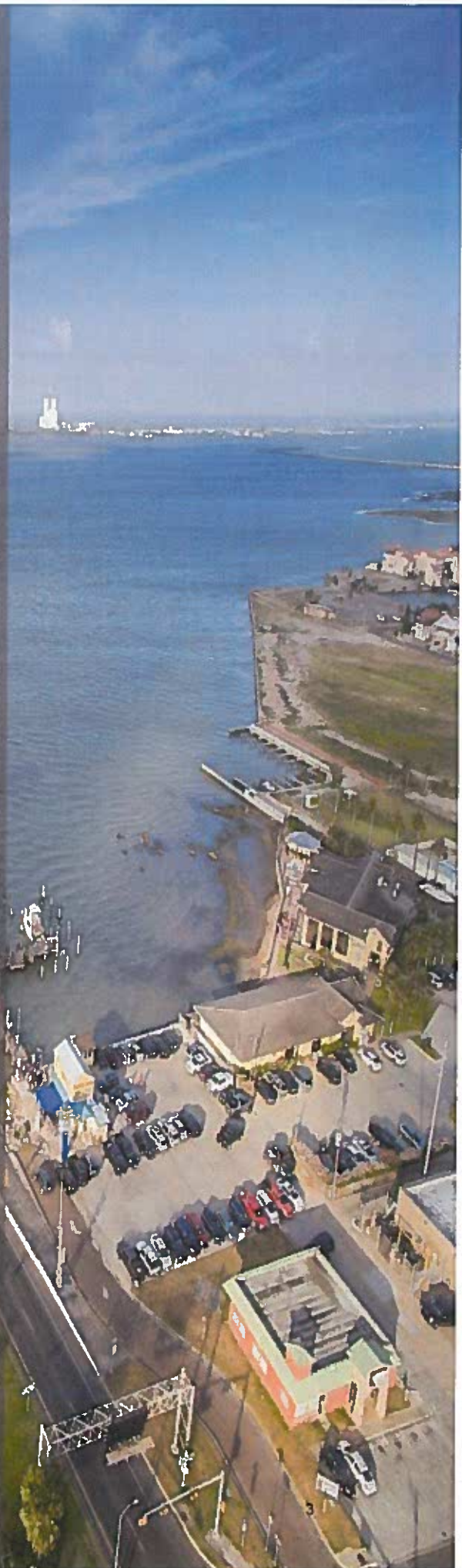
| | |
|---|----|
| Introduction | 3 |
| General Operations Revenues and Expenses | 4 |
| General Operations Revenues and Expenses Total Budget | 8 |
| Toll Revenues and Expenses | 10 |
| Toll Revenues and Expenses Total Budget | 13 |
| Combined Operations and Toll Revenues and Expenses Total Budget | 14 |
| Capital Projects | 16 |
| Consolidated Funding Sources and Expenses for Capital Projects | 22 |

INTRODUCTION

Presented is the Cameron County Regional Mobility Authority (CCRMA) Fiscal Year 2017 (FY2017) Operations and Capital Projects budget. When the CCRMA was created in 2004 it had four simple goals, promote safe and effective mobility, improve the quality of life for area residents, create quality economic development, and ensure efficient trade corridors. Today these goals are still the foundation from which the planning, development, and future projects are driven. The financial budget presents the projected revenue and expenses by operation and then provides a combined report.

The general administrative operations include the administrative activities associated with the core functions of the CCRMA which are planning and developing transportation projects. The toll operation revenues and expenses reflect the projected activity for the operations of the SH 550 which is currently the only cashless toll road in operation. Capital expenditures (CAPEX) for fiscal year 2017 reflect inflows and outflows projected for the upcoming fiscal year for direct expenses to capital projects. The CCRMA plans its project development with various funding sources through the use of funding and interlocal agreements in order to maximize the use of its local funds. The projects presented in the CAPEX are in different phases of development and each have a different amount of total funding required, these expenses are solely what is expected to flow within the next fiscal year.

In summary these financial estimates are the numerical reflection of the project goals and vision of the CCRMA for the upcoming fiscal year. As the transportation needs of Cameron County and the Rio Grande Valley continue to increase due to population growth and economic development in the region, CCRMA plans to continue coordinating with all agencies involved to ensure these needs will be met. The financial challenges of increasing transportation development costs, labor costs, and engineering costs drive the CCRMA to the highest level of fiscal responsibility and to be creative in administering all resources entrusted to the authority. Each of the presented sections will have a summarized overview to assist users in understanding the nature of the budgeted activities.



REVENUES

VEHICLE REGISTRATION FEE

In 2008 the CCRMA began collecting a \$10.00 fee for vehicles registered in Cameron County. This revenue stream experiences a small increase year over year and is projected to continue for the years to come as the population growth continues in Cameron County. Actual funds received in FY2015 were \$2,975,240 and budgeted for FY2017 is \$3,100,000. These funds are used to cover operational and debt expenses with any surplus reinvested in projects.

TRANSPORTATION REINVESTMENT ZONE (TRZ)

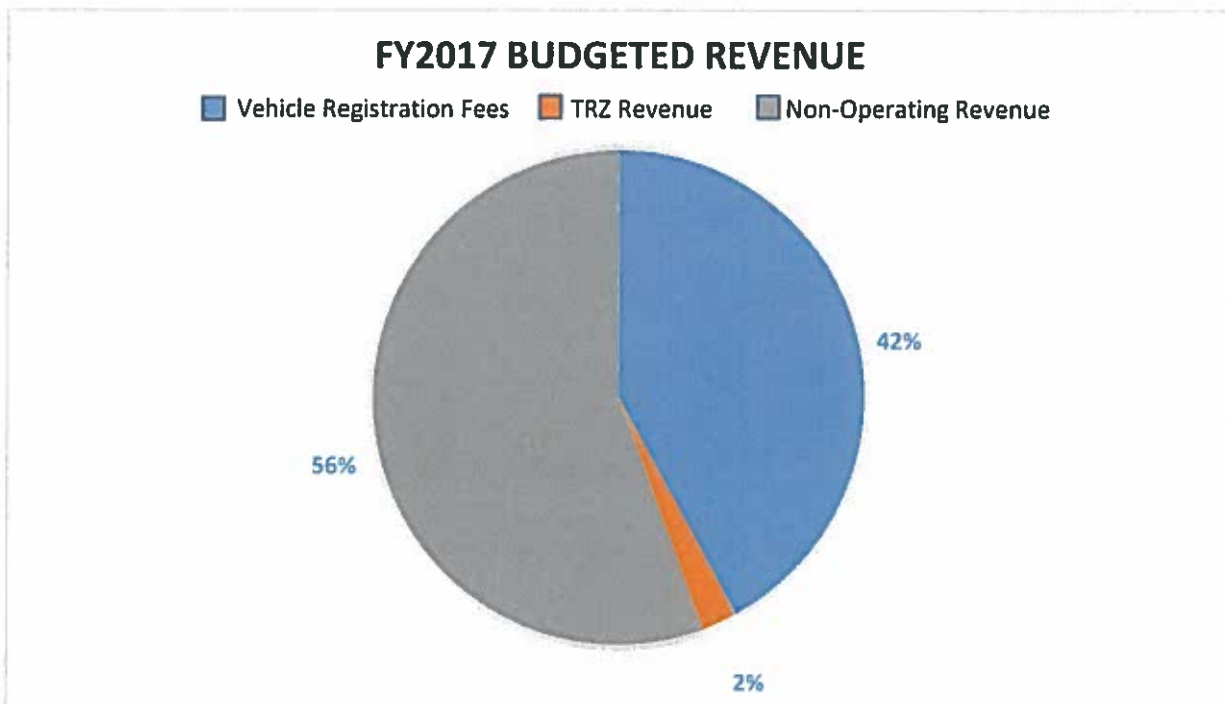
Originating by the enactment of SB1266 in the 80th legislature in 2007, a TRZ provides a funding tool for projects deriving from the economic growth resulting from projects. This tool allows a County to dedicate a portion of future tax increment revenues from a geographical area of where a project is to be located for the purpose of funding, developing, and maintaining the project. A TRZ does not require a tax rate increase to be established and can be applied to multiple projects in a geographical area. In 2015 Cameron County and the CCRMA created the first Countywide TRZ in the state which would replace all five previous TRZ's assigned to the CCRMA. The creation of the Countywide TRZ included a project list of more than fifty projects within the County boundaries eligible to receive funding. The new structure allows the County and the CCRMA maximum functionality in developing the eligible projects and represents a long term commitment from the County for the development of transportation infrastructure. The TRZ is expected to start slow and will provide long term capital funding. TRZ funds are restricted solely for the use of developing transportation projects.

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|----------------------------------|------------------------|------------------|------------------|------------------------|------------------|
| Operating Revenue | | | | | |
| Vehicle registration fee | 2,900,000 | 2,975,240 | 75,240 | 2,950,000 | 3,100,000 |
| Transportation reinvestment zone | 425,000 | 378,840 | (46,160) | 750,000 | 175,000 |
| Total Operating Revenue | 3,325,000 | 3,354,080 | 29,080 | 3,700,000 | 3,275,000 |

NON-OPERATING REVENUE/INFLOW

Non-operating revenue is revenue not derived directly from products or services provided by the CCRMA. The largest component of this revenue for FY2017 is TxDOT Pass through Agreement funds (PTA). The PTA funds are grant funds for the Direct Connector project through a contract established in 2012 between TxDOT and the CCRMA. The contract requires annual payments made to the CCRMA based on the vehicle traffic transactions from SH550 Direct Connector portion from the prior year up to the maximum contract amount. The CCRMA has budgeted for the minimum payment expected to be received in FY2017.

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|---|------------------------|----------------|------------------|------------------------|------------------|
| Non-Operating Revenue/Inflow | | | | | |
| Interest revenue | - | 8,106 | 8,106 | 20,000 | 15,000 |
| Other non-operating revenue | 500,000 | 495,514 | (4,486) | 300,000 | 300,000 |
| Pass through agreement | - | - | - | 1,385,000 | 3,090,213 |
| Interlocal revenue | - | - | - | - | 100,000 |
| Project expense reimbursement | - | - | - | - | 200,000 |
| Transfer from toll revenue | - | - | - | - | 405,000 |
| Total Non-Operating Revenue/Inflow | 500,000 | 503,620 | 3,620 | 1,705,000 | 4,110,213 |



EXPENSES

ADMINISTRATIVE SALARIES AND BENEFITS

The CCRMA provides health coverage at no cost to its employees, and at a discounted rate for its spouse and dependents. The CCRMA also provides retirement benefits through the Texas County District Retirement Services (TCDRS) organization through its savings based retirement plan. The retirement plan requires seven percent to be contributed by the employee and a two for one match is provided by the CCRMA.

ADMINISTRATIVE AND OFFICE EXPENSES

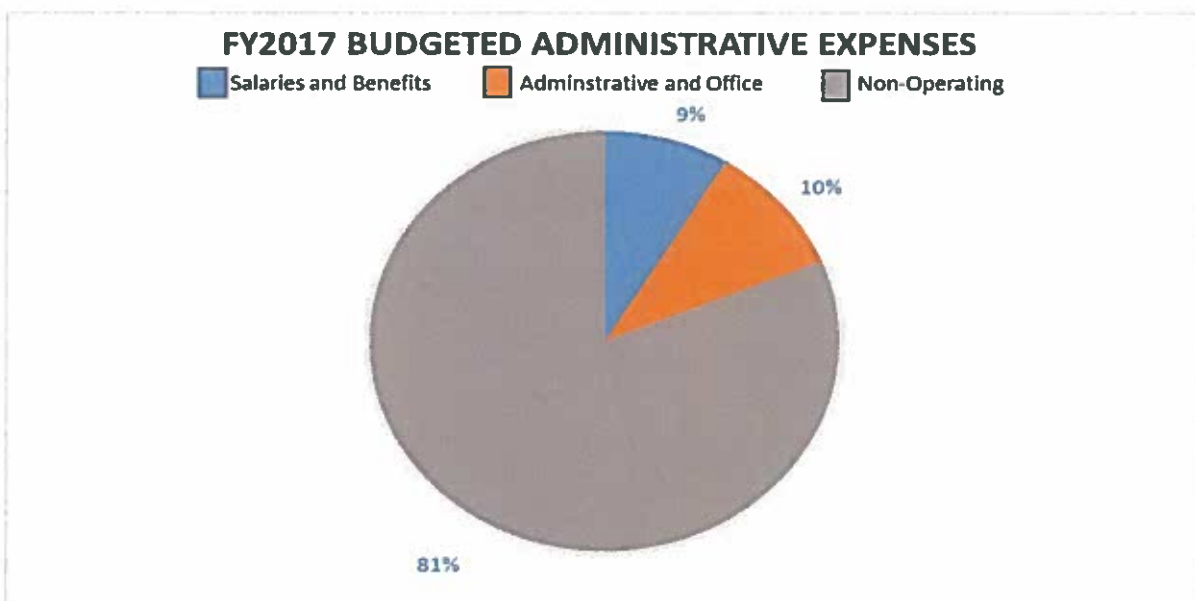
Administrative and office expenses are the overhead costs generally required to operate the CCRMA. These costs have mostly remained steady with certain areas growing as the operational demands change.

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|---|------------------------|----------------|------------------|------------------------|----------------|
| Salaries and Benefits Administrative | | | | | |
| Salaries | 460,000 | 512,408 | (52,408) | 513,940 | 502,000 |
| Auto allowance | - | - | - | 9,900 | 10,200 |
| OASDI & Medicare | 31,500 | 33,348 | (1,848) | 35,516 | 27,278 |
| Unemployment taxes | 5,800 | 1,134 | 4,666 | - | 1,500 |
| Health Insurance | 42,600 | 41,433 | 1,167 | 89,100 | 38,400 |
| TCDRS | 45,000 | 7,442 | 37,558 | 55,444 | 53,781 |
| Total Salaries and Benefits | 584,900 | 595,766 | (10,866) | 703,900 | 633,159 |
| Administrative and Office Expenses | | | | | |
| Accounting software and services | - | - | - | 9,900 | 10,300 |
| Advertising and marketing | 55,500 | 61,610 | (6,110) | 25,000 | 25,000 |
| Audit services | 25,000 | 22,000 | 3,000 | 25,000 | 25,000 |
| Consulting | 248,679 | - | 248,679 | 100,000 | 255,000 |
| Contractual | 75,000 | 464,609 | (389,609) | 72,000 | 100,000 |
| Legal expenses | - | - | - | - | 85,000 |
| Contingency | - | - | - | 13,000 | - |
| Data processing | 10,000 | 10,409 | (409) | 3,250 | 10,000 |
| Dues and memberships | 14,500 | 14,532 | (32) | 15,000 | 25,000 |
| Education and training | 11,000 | 4,142 | 6,858 | 10,000 | 10,000 |
| Fiscal agent fees | 15,000 | 19,238 | (4,238) | 25,000 | 45,000 |
| Insurance and surety bonds | 20,000 | 41,588 | (21,588) | 6,900 | 10,000 |
| Interest - line of credit | - | - | - | - | 17,500 |
| Maintenance and repairs | 15,000 | 11,620 | 3,380 | 20,500 | 22,400 |
| Miscellaneous expenses | - | - | - | 5,000 | 5,000 |
| Office supplies | 25,250 | 26,925 | (1,675) | 12,000 | 15,000 |
| Computer equipment and accessories | - | - | - | 10,000 | 10,000 |
| Office furniture | - | - | - | 11,000 | 10,000 |
| Postage | - | - | - | 1,800 | 1,000 |
| Rental and lease | 8,000 | 6,503 | 1,497 | 7,500 | 30,000 |
| Travel | 40,000 | 32,770 | 7,230 | 35,000 | 30,000 |
| Utilities | 20,000 | 22,937 | (2,937) | 3,000 | 10,000 |
| Total Administrative and Office Expenses | 582,929 | 738,881 | (155,952) | 410,850 | 751,200 |

NON-OPERATING EXPENSES/OUTFLOW AND NON-CASH EXPENSES

These expenses are primarily the finance costs related to outstanding bond issuances of the CCRMA. In 2010 CCRMA issued bonds backed by its vehicle registration fee revenue for the development of over ten projects. These bonds are the 2010A, 2010B and 2014 refunding bonds. In 2012 for the construction of the SH 550 Direct Connector project the CCRMA issued debt through Cameron County as toll revenue bonds and later issued the 2014 and 2015 to complete that project. The Cameron County Administrative Fee is derived from a funding agreement between Cameron County and the CCRMA regarding the 2012, 2014 and 2015 Toll Revenue Bonds. These budgeted expenses reflect the principal and interest portion of debt repayment.

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|--|------------------------|------------------|------------------|------------------------|------------------|
| Non-Operating Expenses/Outflow | | | | | |
| Transfer to TRZ Reserve for Capital Projects | - | - | - | - | 175,000 |
| Transfer to Capital Project Fund | - | - | - | - | 122,188 |
| Cameron County Administrative Fee | 200,000 | - | 200,000 | 300,000 | 400,000 |
| Bond Issuance costs | - | 307,269 | (307,269) | - | - |
| 2010A bond interest | 1,387,713 | 1,288,428 | 99,285 | 258,000 | 225,000 |
| 2010B bond interest | 1,017,853 | - | 1,017,853 | 1,100,000 | 1,017,853 |
| 2014 refunding 2010A interest | - | 103,033 | (103,033) | 145,000 | 970,600 |
| 2012 toll revenue bonds interest | 1,911,700 | - | 1,911,700 | 2,100,000 | 2,739,100 |
| 2014 CO toll revenue bonds interest | 201,605 | - | 201,605 | 225,000 | 198,300 |
| 2015 CO toll revenue bonds interest | - | - | - | 175,000 | 152,813 |
| Total Non-Operating Expenses/Outflow | 4,718,871 | 1,698,730 | 3,020,141 | 4,303,000 | 6,000,854 |
| Non-Cash Expenses | | | | | |
| Depreciation | 2,085,000 | 776,436 | 1,308,564 | - | 3,310,000 |
| Other non cash | - | - | - | - | - |
| Total Non-Cash Expenses | 2,085,000 | 776,436 | 1,308,564 | - | 3,310,000 |





**FY2017 General Operations
Cash Inflows/Outflows**

Administrative Revenues and Expenses

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|---|------------------------|------------------|------------------|------------------------|------------------|
| Operating Revenue | | | | | |
| Vehicle registration fee | 2,900,000 | 2,975,240 | 75,240 | 2,950,000 | 3,100,000 |
| Transportation reinvestment zone | 425,000 | 378,840 | (46,160) | 750,000 | 175,000 |
| Total Operating Revenue | 3,325,000 | 3,354,080 | 29,080 | 3,700,000 | 3,275,000 |
| Non-Operating Revenue/Inflow | | | | | |
| Interest revenue | - | 8,106 | 8,106 | 20,000 | 15,000 |
| Other non-operating revenue | 500,000 | 495,514 | (4,486) | 300,000 | 300,000 |
| Pass through agreement | - | - | - | 1,385,000 | 3,090,213 |
| Interlocal revenue | - | - | - | - | 100,000 |
| Project expense reimbursement | - | - | - | - | 200,000 |
| Transfer from Toll Revenue | - | - | - | - | 405,000 |
| Total Non-Operating Revenue | 500,000 | 503,620 | 3,620 | 1,705,000 | 4,110,213 |
| Total Revenues | 3,825,000 | 3,857,700 | 32,700 | 5,405,000 | 7,385,213 |
| Salaries and Benefits Administrative | | | | | |
| Salaries | 460,000 | 512,408 | (52,408) | 513,940 | 502,000 |
| Auto allowance | - | - | - | 9,900 | 10,200 |
| OASDI & Medicare | 31,500 | 33,348 | (1,848) | 35,516 | 27,278 |
| Unemployment taxes | 5,800 | 1,134 | 4,666 | - | 1,500 |
| Health insurance | 42,600 | 41,433 | 1,167 | 89,100 | 38,400 |
| TCDRS | 45,000 | 7,442 | 37,558 | 55,444 | 53,781 |
| Total Salaries and Benefits | 584,900 | 595,766 | (10,866) | 703,900 | 633,159 |
| Administrative and Office Expenses | | | | | |
| Accounting software and services | - | - | - | 9,900 | 10,300 |
| Advertising and marketing | 55,500 | 61,610 | (6,110) | 25,000 | 25,000 |
| Audit services | 25,000 | 22,000 | 3,000 | 25,000 | 25,000 |
| Consulting | 248,679 | - | 248,679 | 100,000 | 255,000 |
| Contractual | 75,000 | 464,609 | (389,609) | 72,000 | 100,000 |
| Legal expenses | - | - | - | - | 85,000 |
| Contingency | - | - | - | 13,000 | - |
| Data processing | 10,000 | 10,409 | (409) | 3,250 | 10,000 |
| Dues and memberships | 14,500 | 14,532 | (32) | 15,000 | 25,000 |
| Education and training | 11,000 | 4,142 | 6,858 | 10,000 | 10,000 |
| Fiscal agent fees | 15,000 | 19,238 | (4,238) | 25,000 | 45,000 |
| Insurance and surety bonds | 20,000 | 41,588 | (21,588) | 6,900 | 10,000 |
| Interest - line of credit | - | - | - | - | 17,500 |
| Maintenance and repairs | 15,000 | 11,620 | 3,380 | 20,500 | 22,400 |
| Miscellaneous expenses | - | - | - | 5,000 | 5,000 |
| Office supplies | 25,250 | 26,925 | (1,675) | 12,000 | 15,000 |
| Computer equipment and accessories | - | - | - | 10,000 | 10,000 |
| Office furniture | - | - | - | 11,000 | 10,000 |
| Postage | - | - | - | 1,800 | 1,000 |
| Rental and lease | 8,000 | 6,503 | 1,497 | 7,500 | 30,000 |
| Travel | 40,000 | 32,770 | 7,230 | 35,000 | 30,000 |
| Utilities | 20,000 | 22,937 | (2,937) | 3,000 | 10,000 |
| Total Administrative and Office Expenses | 582,929 | 738,881 | (155,952) | 410,850 | 751,200 |
| Non-Operating Expenses | | | | | |
| Transfer to TRZ Reserve for Capital Projects | - | - | - | - | 175,000 |
| Transfer to Capital Project Fund | - | - | - | - | 122,188 |
| Cameron County Administrative Fee | 200,000 | - | 200,000 | 300,000 | 400,000 |
| Bond issuance costs | - | 307,269 | (307,269) | - | - |
| 2010A bond interest | 1,387,713 | 1,288,428 | 99,285 | 258,000 | 225,000 |
| 2010B bond interest | 1,017,853 | - | 1,017,853 | 1,100,000 | 1,017,853 |
| 2014 refunding 2010A interest | - | 103,033 | (103,033) | 145,000 | 970,600 |
| 2012 toll revenue bonds interest | 1,911,700 | - | 1,911,700 | 2,100,000 | 2,739,100 |
| 2014 CO toll revenue bonds interest | 201,605 | - | 201,605 | 225,000 | 198,300 |



FY2017 General Operations
Cash Inflows/Outflows

| | | | | | |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|
| 2015 CO toll revenue bonds interest | - | - | - | 175,000 | 152,813 |
| Total Non-Operating Expenses | 4,718,871 | 1,698,730 | 3,020,141 | 4,303,000 | 6,000,854 |
| Total Expenses | \$ 5,886,700 | \$ 3,033,377 | \$ 2,853,323 | \$ 5,417,750 | \$ 7,385,213 |

Net Change in FY2016 Budgeted Totals

| | | | | | |
|-------------------------|-----------|---------|-----------|---|-----------|
| Non-Cash Expenses | | | | | |
| Depreciation | 2,085,000 | 776,436 | 1,308,564 | - | 3,310,000 |
| Other non cash | - | - | - | - | - |
| Total Non-Cash Expenses | 2,085,000 | 776,436 | 1,308,564 | - | 3,310,000 |

TOLL REVENUE/INFLOWS

The CCRMA owns and operates the SH 550 toll road which opened its first phase of tolling in 2011. Since then all tolling phases of the SH 550 have been opened with the most recent phase the "Direct Connector" completed in June 2015. Toll revenue is comprised of primarily two segments, AVI revenue and pay by mail revenue. Toll transactions have had a steady increase over the years and more significantly now with the Direct Connector open. The CCRMA expects a positive impact on revenues due to the new Back Office System implementation expected in FY2017. The total toll revenue budgeted for FY2017 is \$2,040,480.

OTHER FINANCING SOURCES

The CCRMA has planned for certain expenses of the first year of the operation of the new Back Office System to be covered by bond project funds available from the 2015 Toll Revenue Bonds.

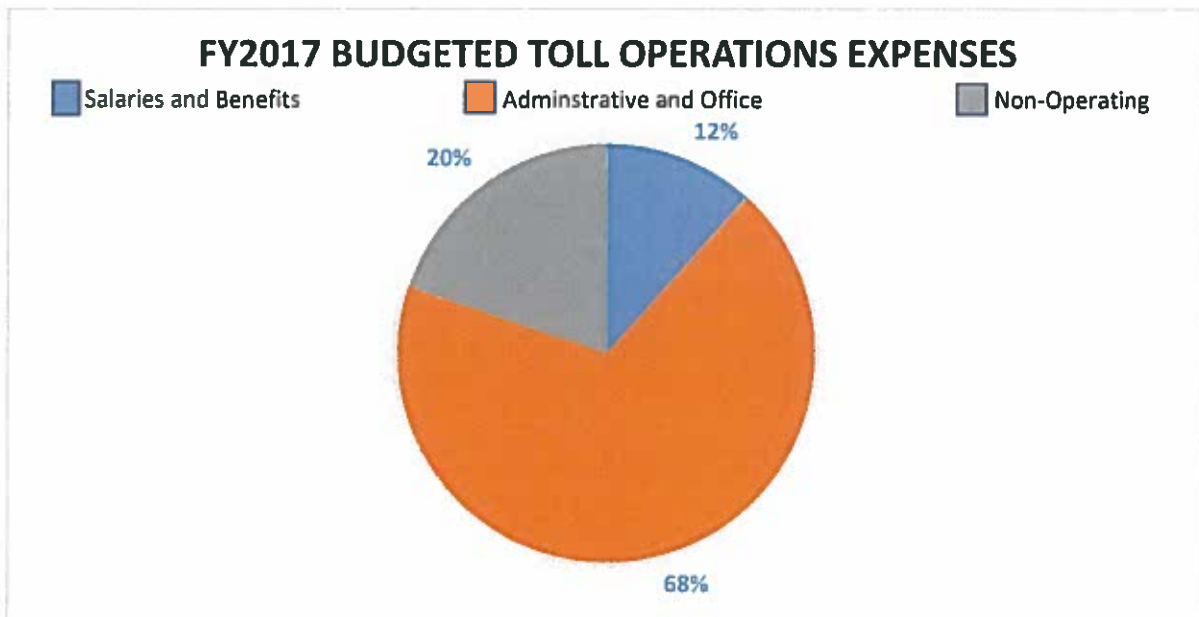
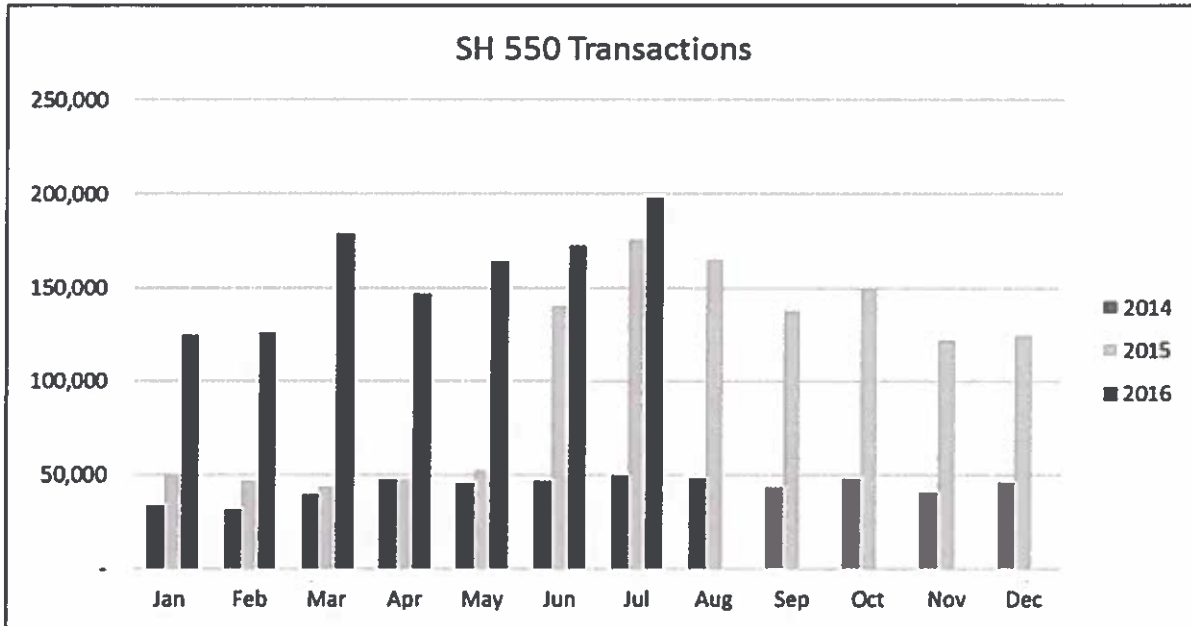
| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|-----------------------------------|------------------------|----------------|------------------|------------------------|------------------|
| Toll Revenue/Inflows | | | | | |
| Interop AVI revenue | 188,416 | 209,491 | 21,075 | 230,000 | 550,000 |
| PBM toll revenue | 111,968 | 186,631 | 74,663 | 260,000 | 475,200 |
| PBM violation revenue | 158,880 | 114,325 | (44,555) | 175,000 | 665,280 |
| Bridge interoperability | 94,208 | - | (94,208) | 10,000 | 25,000 |
| Other toll revenue | - | - | - | 5,000 | 50,000 |
| Other financing sources | - | - | - | - | 275,000 |
| Total Toll Revenue/Inflows | 553,472 | 510,448 | (43,024) | 680,000 | 2,040,480 |

TOLL OPERATING EXPENSES

The SH 550 toll road has now completed all tolling phases of construction and is expected to have significant increases in traffic volumes from prior years as the revenue ramp up period continues over the next few years. Toll operating expenses often work in harmony with traffic volumes and are budgeted with an increase from prior year to accommodate anticipated volumes. Toll maintenance expenses are expected to increase because the tolling capacity doubled with the addition of the direct connector facility and the toll ramp locations. Similar expenses expecting to increase are insurance costs, support costs, hardware replacement and pay by mail costs. Toll Operating expenses are expected to have a significant increase in FY2017 due to the Back Office System (BOS) implementation. The BOS will eliminate some of the expenses that CCRMA currently has. Bringing this service in-house will generate new jobs for Cameron County, this will be the first area we will see an increase in. CCRMA employee cost increase will be due to additional salaries and benefits. Along with employee cost there will also be an increase in maintenance cost from the BOS and Toll Hardware and Software System. The BOS will also have an increase on Service Costs.

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|--|------------------------|----------------|------------------|------------------------|----------------|
| Salaries and Benefits Toll Operations | | | | | |
| Salaries | - | - | - | - | 159,640 |
| Auto allowance | - | - | - | - | - |
| OASDI & Medicare | - | - | - | - | 12,212 |
| Unemployment taxes | - | - | - | - | - |
| Health insurance | - | - | - | - | 48,000 |
| TCDRS | - | - | - | - | 16,732 |
| Total Salaries and Benefits | - | - | - | - | 236,584 |
| Toll Operating Expenses | | | | | |
| Advertising and marketing | - | - | - | 50,000 | 50,000 |
| Back office system maintenance | - | - | - | - | 175,000 |
| Bridge interoperability collection cost | - | - | - | 1,500 | - |
| Bridge interoperability maintenance | - | - | - | 12,000 | - |
| Contractual | 20,000 | - | 20,000 | 24,000 | 40,000 |
| Education and training | - | - | - | 5,000 | 12,000 |
| Facility landscaping and maintenance | 30,000 | - | 30,000 | 65,000 | 70,000 |
| GEC road inspection | 30,000 | - | 30,000 | - | 30,000 |
| HUB interop collection fees | 22,500 | 14,470 | 8,030 | 21,000 | 55,000 |
| Property insurance | 40,000 | - | 40,000 | 50,000 | 75,000 |
| Toll system maintenance and monitoring | 70,000 | - | 70,000 | 226,300 | 225,000 |
| Operational support | - | - | - | 61,000 | 100,000 |
| Office supplies | - | - | - | - | 25,000 |
| Merchant card services | - | - | - | - | 45,000 |
| PBM add on fees | - | 19,114 | (19,114) | 21,000 | 25,000 |
| PBM court collections | - | - | - | 6,000 | 4,000 |
| PBM image review | 90,000 | 48,467 | 41,533 | 30,000 | 30,000 |
| Postage | - | - | - | 500 | 50,000 |
| Rental expense | - | - | - | 1,000 | 35,000 |
| Travel | - | - | - | 8,500 | - |
| Utilities | - | - | - | 17,500 | 40,000 |
| Total Toll Operating Expenses | 302,500 | 82,051 | 220,449 | 600,300 | 1,086,000 |
| Toll Non-Operating Expenses/Outflow | | | | | |
| Maintenance & debt reserve | - | - | - | - | 312,896 |
| Transfer to general operations | - | - | - | - | 405,000 |
| Total Non-Operating Expenses/Outflow | - | - | - | - | 717,896 |

Illustration of traffic volume trends through July 2016





**FY2017 Toll Operations
Cash Inflows/Outflows**

Toll Revenues and Expenses

| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
|--|------------------------|----------------|------------------|------------------------|------------------|
| Toll Revenue/Inflow | | | | | |
| Interop AVI revenue | 188,416 | 209,491 | 21,075 | 230,000 | 550,000 |
| PBM toll revenue | 111,968 | 186,631 | 74,663 | 260,000 | 475,200 |
| PBM violation revenue | 158,880 | 114,325 | (44,555) | 175,000 | 665,280 |
| Bridge interoperability | 94,208 | - | (94,208) | 10,000 | 25,000 |
| Other toll revenue | - | - | - | 5,000 | 50,000 |
| Other financing sources | - | - | - | - | 275,000 |
| Total Operation Revenue/Inflow | 553,472 | 510,448 | (43,024) | 680,000 | 2,040,480 |
| Total Revenues | 553,472 | 510,448 | (43,024) | 680,000 | 2,040,480 |
| Salaries and Benefits Toll Operations | | | | | |
| Salaries | - | - | - | - | 159,640 |
| Auto allowance | - | - | - | - | - |
| OASDI & Medicare | - | - | - | - | 12,212 |
| Unemployment taxes | - | - | - | - | - |
| Health Insurance | - | - | - | - | 48,000 |
| TCDRS | - | - | - | - | 16,732 |
| Total | - | - | - | - | 236,584 |
| Toll Operating Expenses | | | | | |
| Advertising and marketing | - | - | - | 50,000 | 50,000 |
| Back office system maintenance | - | - | - | - | 175,000 |
| Bridge interoperability collection cost | - | - | - | 1,500 | - |
| Bridge interoperability maintenance | - | - | - | 12,000 | - |
| Contractual | 20,000 | - | 20,000 | 24,000 | 40,000 |
| Education and training | - | - | - | 5,000 | 12,000 |
| Facility landscaping and maintenance | 30,000 | - | 30,000 | 65,000 | 70,000 |
| GEC road inspection | 30,000 | - | 30,000 | - | 30,000 |
| HUB interop collection fees | 22,500 | 14,470 | 8,030 | 21,000 | 55,000 |
| Property insurance | 40,000 | - | 40,000 | 50,000 | 75,000 |
| Toll system maintenance and monitoring | 70,000 | - | 70,000 | 226,300 | 225,000 |
| Operational support | - | - | - | 61,000 | 100,000 |
| Office supplies | - | - | - | - | 25,000 |
| Merchant Card Services | - | - | - | - | 45,000 |
| PBM add on fees | - | 19,114 | (19,114) | 21,000 | 25,000 |
| PBM court collections | - | - | - | 6,000 | 4,000 |
| PBM image review | 90,000 | 48,467 | 41,533 | 30,000 | 30,000 |
| Postage | - | - | - | 500 | 50,000 |
| Rental expense | - | - | - | 1,000 | 35,000 |
| Travel | - | - | - | 8,500 | - |
| Utilities | - | - | - | 17,500 | 40,000 |
| Total | 302,500 | 82,051 | 220,449 | 600,300 | 1,086,000 |
| Toll Non-Operating Expenses/Outflow | | | | | |
| Maintenance & Debt Reserve | - | - | - | - | 312,896 |
| Transfer to General Operations | - | - | - | - | 405,000 |
| Total | - | - | - | - | 717,896 |
| Total Toll Operation Expense/Outflow | 302,500 | 82,051 | 220,449 | 600,300 | 2,040,480 |



**FY2017 Combined General and Toll Operations
Cash Inflows/Outflows**

| Revenues and Expenses | | | | | |
|---|------------------------|------------------|------------------|------------------------|------------------|
| | Adopted Budget 2015 | Actual 2015 | Variance 2015 | Adopted Budget 2016 | Budget 2017 |
| Operating Revenue | | | | | |
| Vehicle registration fee | 2,900,000 | 2,975,240 | 75,240 | 2,950,000 | 3,100,000 |
| Transportation reinvestment zone | 425,000 | 378,840 | (46,160) | 750,000 | 175,000 |
| Total Operating Revenue | 3,325,000 | 3,354,080 | 29,080 | 3,700,000 | 3,275,000 |
| Non-Operating Revenue/Inflow | | | | | |
| Interest revenue | - | 8,106 | 8,106 | 20,000 | 15,000 |
| Other non-operating revenue | 500,000 | 495,514 | (4,486) | 300,000 | 300,000 |
| Pass through agreement | - | - | - | 1,385,000 | 3,090,213 |
| Interlocal Revenue | - | - | - | - | 100,000 |
| Project Expense Reimbursement | - | - | - | - | 200,000 |
| Transfer from Toll Revenue | - | - | - | - | 405,000 |
| Total Non-Operating Revenue | 500,000 | 503,620 | 3,620 | 1,705,000 | 4,110,213 |
| Toll Revenue/Inflows | | | | | |
| Interop AVI revenue | 188,416 | 209,491 | 21,075 | 230,000 | 550,000 |
| PBM toll revenue | 111,968 | 186,631 | 74,663 | 260,000 | 475,200 |
| PBM violation revenue | 158,880 | 114,325 | (44,555) | 175,000 | 665,280 |
| Bridge interoperability | 94,208 | - | (94,208) | 10,000 | 25,000 |
| Other toll revenue | - | - | - | 5,000 | 50,000 |
| Other financing sources | - | - | - | - | 275,000 |
| Total Toll Revenue/Inflow | 553,472 | 510,448 | (43,024) | 680,000 | 2,040,480 |
| Total Revenues | 4,378,472 | 4,368,148 | (10,324) | 6,085,000 | 9,425,693 |
| Salaries and Benefits Administrative | | | | | |
| Salaries | 460,000 | 512,408 | (52,408) | 513,940 | 502,000 |
| Auto allowance | - | - | - | 9,900 | 10,200 |
| OASDI & Medicare | 31,500 | 33,348 | (1,848) | 35,516 | 27,278 |
| Unemployment taxes | 5,800 | 1,134 | 4,666 | - | 1,500 |
| Health insurance | 42,600 | 41,433 | 1,167 | 89,100 | 38,400 |
| TCDRS | 45,000 | 7,442 | 37,558 | 55,444 | 53,781 |
| Total Salaries and Benefits | 584,900 | 595,766 | (10,866) | 703,900 | 633,159 |
| Administrative and Office Expenses | | | | | |
| Accounting software and services | - | - | - | 9,900 | 10,300 |
| Advertising and marketing | 55,500 | 61,610 | (6,110) | 25,000 | 25,000 |
| Audit services | 25,000 | 22,000 | 3,000 | 25,000 | 25,000 |
| Consulting | 248,679 | - | 248,679 | 100,000 | 255,000 |
| Contractual | 75,000 | 464,609 | (389,609) | 72,000 | 100,000 |
| Legal Expenses | - | - | - | - | 85,000 |
| Contingency | - | - | - | 13,000 | - |
| Data processing | 10,000 | 10,409 | (409) | 3,250 | 10,000 |
| Dues and memberships | 14,500 | 14,532 | (32) | 15,000 | 25,000 |
| Education and training | 11,000 | 4,142 | 6,858 | 10,000 | 10,000 |
| Fiscal Agent Fees | 15,000 | 19,238 | (4,238) | 25,000 | 45,000 |
| Insurance and surety bonds | 20,000 | 41,588 | (21,588) | 6,900 | 10,000 |
| Interest - line of credit | - | - | - | - | 17,500 |
| Maintenance and repairs | 15,000 | 11,620 | 3,380 | 20,500 | 22,400 |
| Miscellaneous expenses | - | - | - | 5,000 | 5,000 |
| Office supplies | 25,250 | 26,925 | (1,675) | 12,000 | 15,000 |
| Computer equipment and accessories | - | - | - | 10,000 | 10,000 |
| Office furniture | - | - | - | 11,000 | 10,000 |
| Postage | - | - | - | 1,800 | 1,000 |
| Rental and lease | 8,000 | 6,503 | 1,497 | 7,500 | 30,000 |
| Travel | 40,000 | 32,770 | 7,230 | 35,000 | 30,000 |
| Utilities | 20,000 | 22,937 | (2,937) | 3,000 | 10,000 |
| Total Administrative and Office Expenses | 582,929 | 738,881 | (155,952) | 410,850 | 751,200 |



Salaries and Benefits Toll Operations

| | | | | | |
|------------------------------------|---|---|---|---|----------------|
| Salaries | - | - | - | - | 159,640 |
| Auto allowance | - | - | - | - | - |
| OASDI & Medicare | - | - | - | - | 12,212 |
| Unemployment taxes | - | - | - | - | - |
| Health Insurance | - | - | - | - | 48,000 |
| TCDRS | - | - | - | - | 16,732 |
| Total Salaries and Benefits | - | - | - | - | 236,584 |

Toll Operating Expenses

| | | | | | |
|---|----------------|---------------|----------------|----------------|------------------|
| Advertising and marketing | - | - | - | 50,000 | 50,000 |
| Back office system maintenance | - | - | - | - | 175,000 |
| Bridge interoperability collection cost | - | - | - | 1,500 | - |
| Bridge interoperability maintenance | - | - | - | 12,000 | - |
| Contractual | 20,000 | - | 20,000 | 24,000 | 40,000 |
| Education and training | - | - | - | 5,000 | 12,000 |
| Facility landscaping and maintenance | 30,000 | - | 30,000 | 65,000 | 70,000 |
| Maintenance & Debt Reserve | - | - | - | - | 312,896 |
| GEC road inspection | 30,000 | - | 30,000 | - | 30,000 |
| HUB interop collection fees | 22,500 | 14,470 | 8,030 | 21,000 | 55,000 |
| Property insurance | 40,000 | - | 40,000 | 50,000 | 75,000 |
| Toll system maintenance and monitoring | 70,000 | - | 70,000 | 226,300 | 225,000 |
| Operational support | - | - | - | 61,000 | 100,000 |
| Office supplies | - | - | - | - | 25,000 |
| Merchant Card Services | - | - | - | - | 45,000 |
| PBM add on fees | - | 19,114 | (19,114) | 21,000 | 25,000 |
| PBM court collections | - | - | - | 6,000 | 4,000 |
| PBM image review | 90,000 | 48,467 | 41,533 | 30,000 | 30,000 |
| Postage | - | - | - | 500 | 50,000 |
| Rental expense | - | - | - | 1,000 | 35,000 |
| Travel | - | - | - | 8,500 | - |
| Utilities | - | - | - | 17,500 | 40,000 |
| Total Toll Operating Expenses | 302,500 | 82,051 | 220,449 | 600,300 | 1,398,896 |

Toll Non-Operating Expenses/Outflow

| | | | | | |
|--------------------------------|---|---|---|---|---------|
| Transfer to General Operations | - | - | - | - | 405,000 |
|--------------------------------|---|---|---|---|---------|

Non-Operating Expenses

| | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|
| Transfer to TRZ Reserve for Capital Projects | - | - | - | - | 175,000 |
| Transfer to Capital Project Fund | - | - | - | - | 122,188 |
| Cameron County Administrative Fee | 200,000 | - | 200,000 | 300,000 | 400,000 |
| Bond issuance costs | - | 307,269 | (307,269) | - | - |
| 2010A bond interest | 1,387,713 | 1,288,428 | 99,285 | 258,000 | 225,000 |
| 2010B bond interest | 1,017,853 | - | 1,017,853 | 1,100,000 | 1,017,853 |
| 2014 refunding 2010A interest | - | 103,033 | (103,033) | 145,000 | 970,600 |
| 2012 toll revenue bonds interest | 1,911,700 | - | 1,911,700 | 2,100,000 | 2,739,100 |
| 2014 CO toll revenue bonds interest | 201,605 | - | 201,605 | 225,000 | 198,300 |
| 2015 CO toll revenue bonds interest | - | - | - | 175,000 | 152,813 |
| Total Non-Operating Expenses | 4,718,871 | 1,698,730 | 3,020,141 | 4,303,000 | 6,000,854 |

| | | | | | |
|-----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Total Expenses | \$ 6,189,200 | \$ 3,115,428 | \$ 3,073,772 | \$ 6,018,050 | \$ 9,425,693 |
|-----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|

Net Change in FY2017 Budgeted Totals

Non-Cash Expenses

| | | | | | |
|--------------------------------|------------------|----------------|------------------|----------|------------------|
| Depreciation | 2,085,000 | 776,436 | 1,308,564 | - | 3,310,000 |
| Other non cash | - | - | - | - | - |
| Total Non-Cash Expenses | 2,085,000 | 776,436 | 1,308,564 | - | 3,310,000 |

CAPITAL PROJECTS

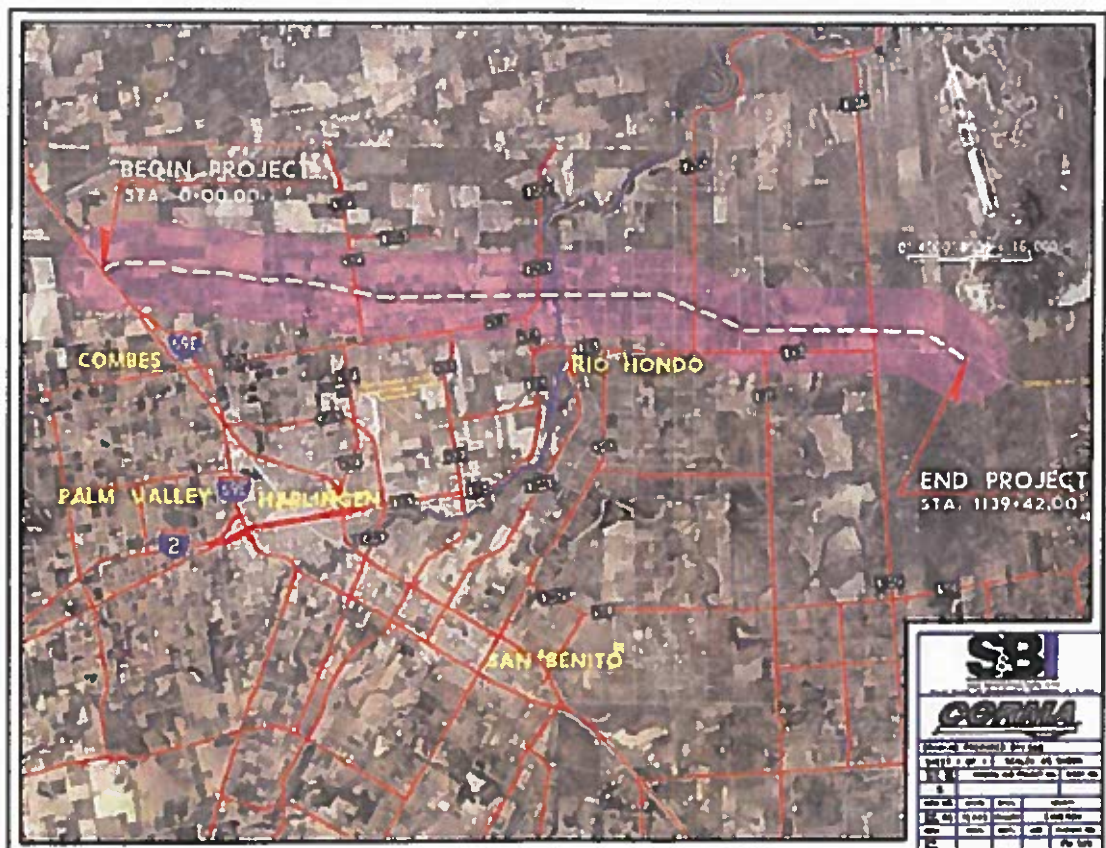
SPI 2ND ACCESS

The CCRMA has entered one of the most critical and project sensitive phases of the SPI 2nd Access as of FY2017. In December 2014 the CCRMA completed the final environmental impact statement required by the Federal Highway Administration (FHWA). This was a significant milestone in the progress of this project leading to the record of decision expected to be received from the FHWA summer of 2017. In the meantime, CCRMA will be finalizing the environmental impacts with cooperating agencies, financial structure, and right away planning for the project. The SPI 2nd access has been identified as the most environmentally complex project in the state and it develop the largest sea grass nursery's in the United States benefiting the Laguna Madre and the wildlife in the area. The CCRMA is working closely with the FHWA and TxDOT to continue moving this project forward with the projected construction start date of 2020. TxDOT approved a total of over Fourteen million dollars in the form of a loan to promote the development of the project in prior years and CCRMA plans to continue drawing on this funding source to further the environmental studies, right away planning, and route and design studies for FY2017.



OUTER PARKWAY PROJECT

Closely related to the SPI 2nd Access Project is the Outer Parkway project. This is a planned 21.5-mile tolled facility extending from I69E eastward to General Brant Rd. This corridor would provide a more efficient route for traffic traveling to or from South Padre Island to the interstate. Early corridor identification reports have shown the project to meet the needs of enhancing east to west mobility, improve efficiency of hurricane evacuation, and promoting economic development in the region. TxDOT has approved a five-million-dollar loan to promote the further study of the project in which the CCRMA plans to begin drawing on in FY2017 for the development of Environmental Studies.



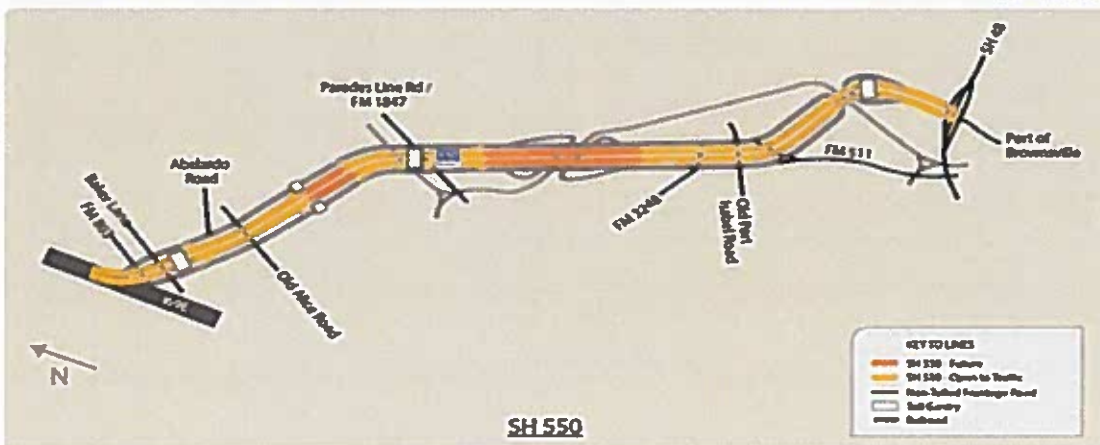
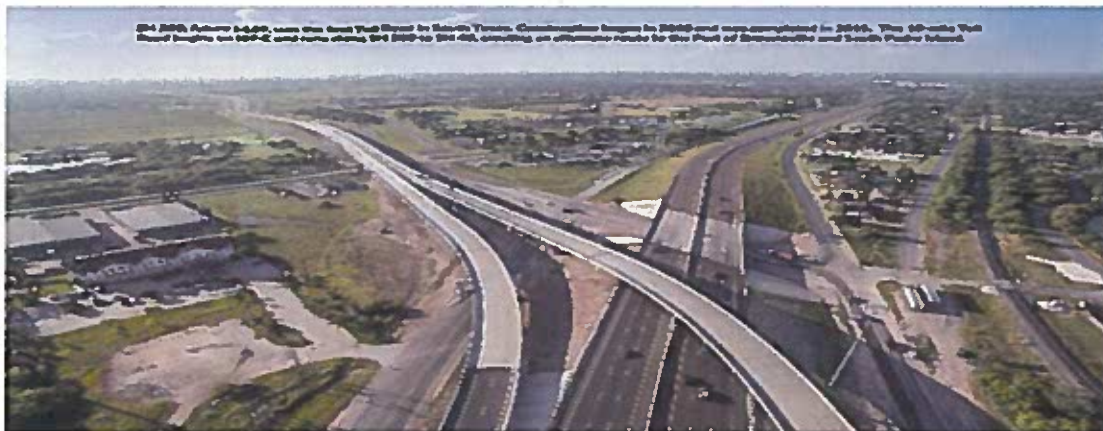
FM1925

The FM1925 project is a regional project connecting the counties of Hidalgo and Cameron. This project assists with the flow of east to west traffic between both counties as well as providing a fast and efficient corridor to South Padre Island if traveling from the west by connecting with the Outer Parkway project. In the final needs assessment completed by TxDOT in March 2015, it was found desirable to have this project initiated as a super two highway connecting I-69C (281) to I-69-E by the year 2020. With the growing population of both counties and forecasted traffic needs, the FM1925 facility is proposed as a non-toll road to serve within the corridor. The CCRMA will begin an environmental assessment study on this project in FY2017.



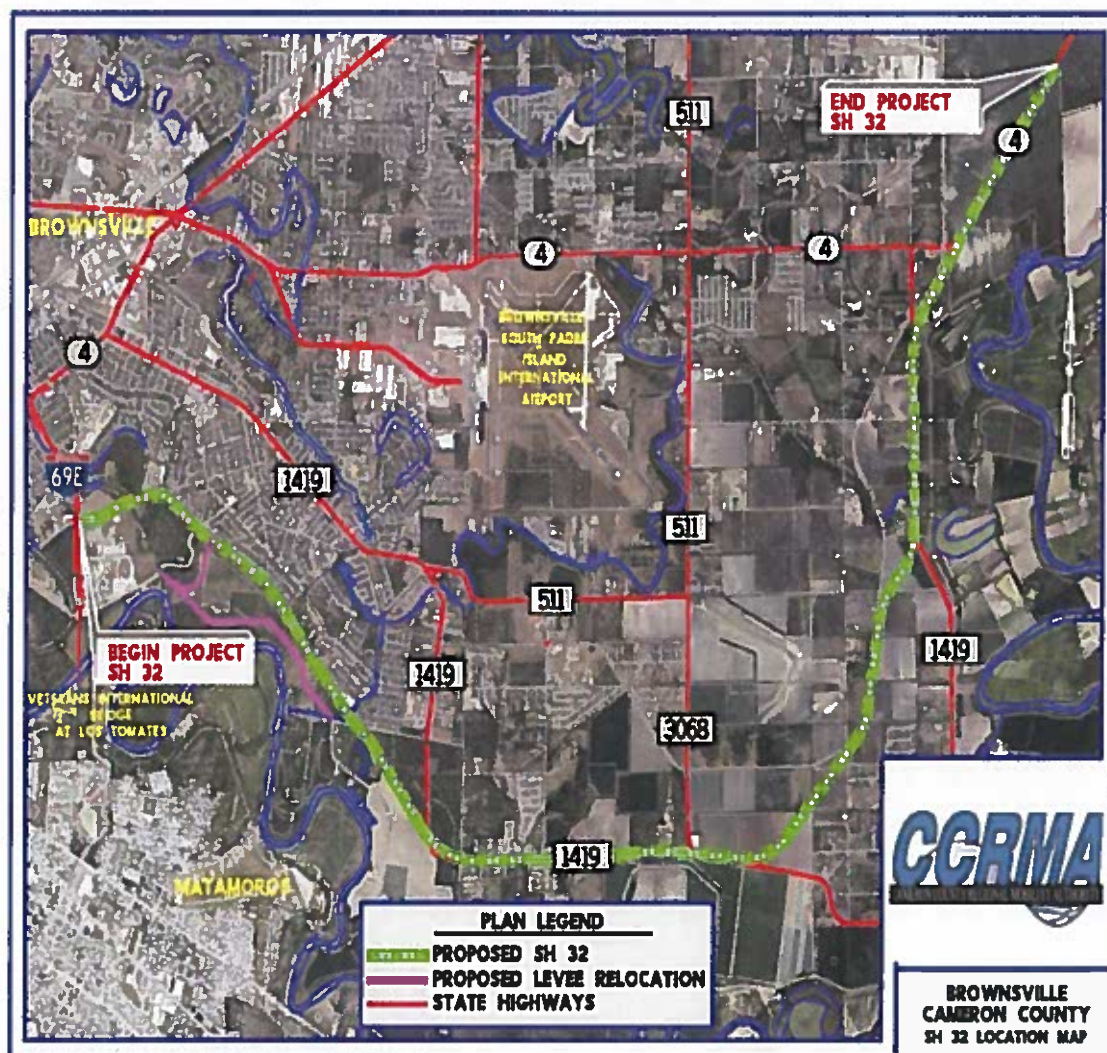
SH550

The SH550 completed the construction of all tolled phases in June 2015. The remaining two phases consist of two “gaps” one west of 1847 and the other east of 1847. The CCRMA is planning construction of the smaller gap west of 1847 which is located in front of a school and water utility facility to encourage high speed commercial and passenger traffic off of the frontage and on the SH550. This will improve the safety of traffic flowing in and out of the school during peak hours. The estimated project cost for construction are approximately seven million dollars and the CCRMA plans to use funds allotted from TxDOT for Vehicle Registration Fees which will cover the entire project construction cost. Construction is estimated to begin in March of 2017.



SH32 (East Loop)

The project will provide a new corridor for commercial and overweight traffic entering the county from the international bridges in route to the port of Brownsville. This project will significantly improve congestion and safety along the existing corridor used which crosses many residential neighborhoods and schools. The project is scheduled to complete its environmental studies in FY2017 in preparation for construction letting. The CCRMA will utilize funds provided by the MPO and other government sources to continue to move this project forward through FY2017.



WEST RAIL

The West Rail Project was open to rail traffic in August 2015. This historic project was the culmination of many agencies from both the US and Mexico and took over 5 years to complete construction. The remaining items on this project involve project closeout with contractor and relocation of the VACCIS unit for the Department of Homeland Security on the US side of the border. The CCRMA will continue to oversee and coordinate the remaining tasks on this project and will utilize funding provided by TxDOT for FY2017.

Aerial photo of the West Rail Bridge and the Rio Grande River taken by CCRMA in August 2015. (Mexico on right side of the river)



TOLL OPERATIONS

The CCRMA desires to convert its pay by mail (PBM) functions from being an outsourced operation to an internal operation. PBM is the process by which all transactions on SH550 toll road undergo when an Automatic Vehicle Identification (AVI) or toll tag billing method is not detected. In order to perform these functions CCRMA requires the procurement of a system consisting of both hardware and software that will allow the various major functions of billing a PBM customer to occur. Some of the major functions are the following, video image review, generation and mailing of invoices, customer service support by phone and in person, and payment processing. CCRMA began the procurement process for a Back Office System (BOS) at the end of FY2015 and the vendor selection occurred in mid FY2016. CCRMA will utilize its project funds to acquire the system and services. This process is anticipated to create and sustain 3-5 local jobs for Cameron County. The BOS is expected to be implemented early FY2017.



| Estimated Capital Project Expenses | | SP1 2nd | | Outer | | FM 1925 | | SH550 | East Loop | West Rail | West | Toll | |
|--|--|-----------|-----------|---------|---------|---------|--|-----------|-----------|-----------|---------|------------|------------|
| Funding Sources | | Access | Parkway | Parkway | | | | | | | Parkway | Operations | Projects |
| TxDot FAA Funds & Other | | 2,500,000 | 2,550,000 | | | | | 7,500,000 | | 3,500,000 | | | 16,050,000 |
| MPO Funds | | | | | | | | | 1,000,000 | | 800,000 | | 1,800,000 |
| TxDot Grant Funds | | | | | | | | | | | | | - |
| TxDot Proposition Funds | | | | | | | | | | | | | - |
| Federal Grant Funds | | | | | | | | | 1,000,000 | | | | 1,000,000 |
| Local Government Funds | | | | | 100,000 | | | 150,000 | | | | | 250,000 |
| CCRMA funds | | | | | | | | | 150,000 | | | 1,350,000 | 1,500,000 |
| Total Non-Operating Revenue | | 2,500,000 | 2,550,000 | | 100,000 | | | 7,650,000 | 2,150,000 | 3,500,000 | 800,000 | 1,350,000 | 20,600,000 |
| Capital Project Expenses | | | | | | | | | | | | | |
| Construction in Progress | | | | | | | | | | | | | - |
| CIP Construction | | | | | | | | 6,650,000 | | 3,000,000 | | | 9,650,000 |
| CIP Construction management | | | | | | | | 550,000 | | 500,000 | | | 1,050,000 |
| CIP Planning and coordination | | | 500,000 | | | | | 200,000 | 400,000 | | 100,000 | | 1,200,000 |
| CIP Preliminary engineering & design | | | 50,000 | | | | | 100,000 | 750,000 | | | | 900,000 |
| CIP Environmental and social economic studies | | 2,500,000 | 2,000,000 | | 100,000 | | | | 1,000,000 | | 700,000 | | 6,300,000 |
| CIP Legal costs | | | | | | | | | | | | | - |
| Mitigation | | | | | | | | 150,000 | | | | | 150,000 |
| Toll Back Office System, Project Host Server, International Bridge Interface | | | | | | | | | | | | 1,350,000 | 1,350,000 |
| Total Capital Project Expenses | | 2,500,000 | 2,550,000 | | 100,000 | | | 7,650,000 | 2,150,000 | 3,500,000 | 800,000 | 1,350,000 | 20,600,000 |

**4-D CONSIDERATION AND APPROVAL OF THE INDIRECT COST
ALLOCCATION PLAN FOR FISCAL YEAR 2017**



MEMORANDUM

TO: CCRMA Board of Directors

FROM: Adrian Rincones

A handwritten signature in black ink, appearing to be "JR" or "Adrian Rincones", is written over the "FROM" line.

Digitally signed by Adrian Rincones
DN: cn=Adrian Rincones, o=CCRMA, ou=CCRMA, email=adrianr@ccrma.org, c=US
Date: 2016.09.21 14:03:09 -0700

DATE: September 8, 2016

SUBJ: Consideration and Approval of CCRMA Cost Allocation Plan of FY 2017

The purpose of the cost allocation plan is to provide a framework for which certain costs can be eligible for reimbursement in the event Federal or State Grant funds are available. Currently we use this plan for reimbursement of costs associated with the SPI 2nd Access program, however this plan can be applied to all our projects where grant funds become available.

Staff recommends approval.



COST ALLOCATION PLAN

2017 FISCAL YEAR

**PREPARED IN ACCORDANCE WITH
2 CFR PART 225, COST PRINCIPLES FOR STATE, LOCAL, AND
INDIAN TRIBAL GOVERNMENTS (OMB CIRCULAR A-87)**

**JESUS ADRIAN RINCONES, CPA, CFE
CHIEF FINANCIAL OFFICER**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
COST ALLOCATION PLAN

TABLE OF CONTENTS

| | Page |
|-----------------------------------|------|
| OFFICIAL CERTIFICATION | 3 |
| ORGANIZATIONAL CHART | 4 |
| GENERAL COMMENTS | |
| NARRATIVE | 5 |
| DETAIL OF ALLOCATED COSTS | 6 |
| SUMMARY OF ALLOCATION BASIS | 8 |



CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the Cost Allocation Plan submitted herewith and to the best of my knowledge and belief hereby certify that:

1. All costs included in this proposal to establish cost allocations or billings for the 2017 Fiscal Year are allowable in accordance with the requirements of 2 CFR Part 225 "Cost Principles for State, Local, and Indian Tribe Governments," (OMP Circular A-87) and the Federal/State Award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the Cost Allocation Plan.
2. All costs included in this proposal are properly allocable to Federal/State awards on the basis of a beneficial or causal relationship between the expenses incurred and the awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

X _____

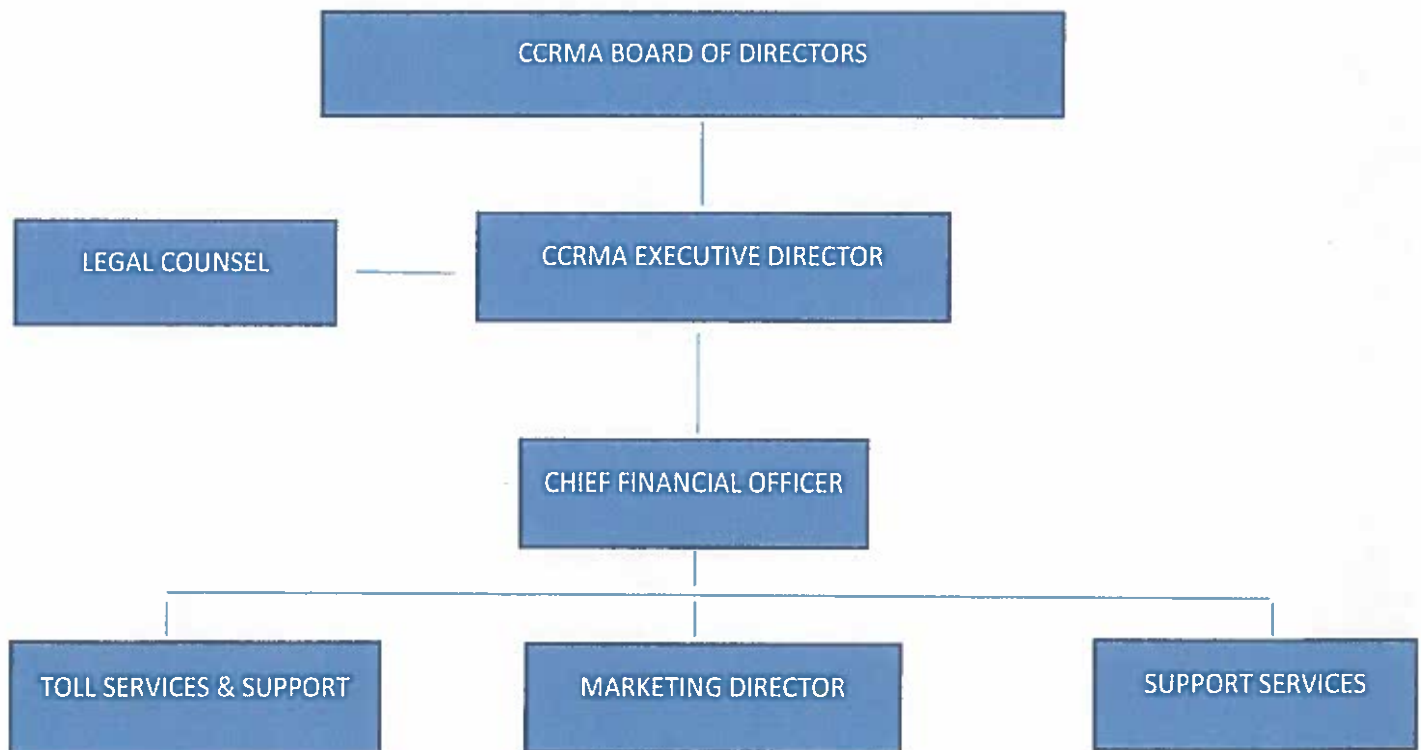
Jesus Adrian Rincones, CPA, CFE
Chief Financial Officer

X August 31, 2016

Date



ORGANIZATIONAL CHART





NARRATIVE

The purpose of this Cost Allocation Plan is to summarize, in writing the methods and procedures the Cameron County Regional Mobility Authority (CCRMA) will use to allocate costs to various Projects, Grants, Contracts and Agreements.

2 CFR 225 (OMB Circular A-87), "Cost Principles for State, Local, and Indian Tribal Governments" establishes principles and standards for determining costs for Federal awards carried out through grants, cost reimbursement contracts, and other agreements with State and local governments and Federally-recognized Indian Tribal Governments. 2 CFR 225 is issued under the authority of the Budget and Accounting Act of 1921, as amended; the Budget and Accounting Procedures Act of 1950, as amended; the Chief Financial Officers Act of 1990; Reorganization Plan No. 2 of 1970; and Executive Order No. 11451 ("Prescribing the Duties of the Office of Management and Budget and the Domestic Policy Council in the Executive Office of the President")

Factors Affecting Allowability of Cost under this Plan:

1. Be necessary and reasonable for proper and efficient performance and administration of Federal/State/Local funds.
2. Be allocable to awards under the provisions of 2 CFR part 225.
3. Be authorized or not prohibited under State and Local laws or regulations.
4. Be consistent with policies, regulations, and procedures that apply to Federal/State/Local awards and other activities of the CCRMA.
5. Be accorded consistent treatment. A cost may not be assigned to a federal award as a direct cost and as an indirect cost for another federal award.
6. Be adequately documented and net of all applicable credits.



Composition of Cost:

Total cost is comprised of the allowable direct cost, plus its allocable portion of allowable indirect costs, less applicable credits.

Direct Costs – Costs that can be identified specifically with a particular final cost objective

Indirect Costs – Costs incurred for a common or joint purpose benefitting more than one cost objective, not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved

DETAIL OF ALLOCATED COSTS

General Approach

1. All allowable direct costs are charged directly to projects, programs, grants, contracts, etc...
2. Allowable direct costs that can be identified to more than one project are prorated individually as direct costs using a base appropriate to the particular cost.
3. All other allowable indirect costs as defined above are allocated to projects, programs, grants, contracts, etc. using a base that results in an equitable distribution.



CCRMA DIRECT COSTS

Costs considered to be allocated as direct costs as mentioned and defined above, are as follows:

- Compensation of executive director
- Compensation of chief financial officer
- Contractual cost for the following professional services; engineering, legal, and other project related services
- Construction costs
- Project related equipment costs
- Right of way & utilities
- Project related insurance costs
- Financing interest on construction projects
- Project legal costs

CCMA INDIRECT COSTS

Costs considered to be allocated as indirect costs as mentioned and defined above are as follows:

- Administrative and office personnel compensation & contractual labor
- Education & training
- Dues & membership costs
- Office supplies and other operational costs
- Audit costs
- Other professional services not directly related to projects
- Office & equipment rental costs



SUMMARY OF ALLOCATION BASIS

In order for the CCRMA to promote fair and equitable sharing of indirect costs, recognize the full cost of services, and better manage its resources it must assign an allocation basis that can meet this objective. The allocation basis is designed to have a cause and effect relationship, uphold fairness, be measurable, and match the benefits received. The allocation basis used to determine the applicable direct and indirect costs necessary of allocation is the direct labor percentages of the executive director and chief financial officer.

Direct Labor is measured as a percentage of time or documented hours worked on each individual project. The percentage of total applicable direct labor costs per project is then used to allocate the total indirect costs allowable to each project. (See Example 1 below)

Example 1

| | % of total Direct Labor Costs | Allocable cost in \$ |
|-----------|-------------------------------|----------------------|
| Project 1 | 50% | \$ 50 |
| Project 2 | 25% | \$ 25 |
| Project 3 | 25% | \$ 25 |
| | | |
| | 100% | \$ 100 |

**4-E CONSIDERATION AND APPROVAL OF INVESTMENT POLICY FOR
FISCAL YEAR 2017**



MEMORANDUM

TO: CCRMA Board of Directors

FROM: Adrian Rincones

A handwritten signature in dark ink, appearing to be "JR" or "Adrian", is placed next to the name Adrian Rincones.

Digitally signed by Adrian A.
Rincones
DN: cn=Adrian A. Rincones,
ou=CCRMA, ou=,
email=arincones@ccrma.org,
c=US
Date: 2016.09.11 14:13:40 -0500

DATE: September 8, 2016

SUBJ: Consideration and Approval of CCRMA Investment Policy FY 2017

As per the Public Funds Investment Act the board is required to review not less than annually the CCRMA Investment Policy and adopt per resolution, writing rule, order or ordinance. A brief highlight of the policy is as follows:

The CCRMA Policy focuses on the following investment objectives

- Safety and preservation of principal
- Maintenance of liquidity
- Responsiveness to the public trust
- Diversification of investments
- Optimization of investment earnings

The current investments for the CCRMA are debt reserve funds invested in Certificates of Deposit with Texas Regional Bank. The position taken by the board and recommended by staff has always been to remain conservative on investments of public funds. We do not anticipate investing in any other types of investments in the upcoming fiscal year, but in all cases the Board must approve any new investments.

Staff recommends approval of the FY 2017 Investment policy.



INVESTMENT POLICY FISCAL YEAR 2017

I. POLICY

Cameron County Regional Mobility Authority (the “Authority”) recognizes that effective cash management is good fiscal management. Investment earnings are a source of revenue for the Authority. Therefore, it is the Authority’s policy to consider safety and risk of investment, allow for anticipated cash flow requirements, and invest all available funds in conformance with these legal and administrative guidelines, while seeking to optimize investment earnings.

Investments shall be made with the primary objectives of:

- Safety and preservation of principal
- Maintenance of liquidity
- Responsiveness to the public trust
- Diversification of investments
- Optimization of investment earnings

II. PURPOSE

The purpose of this investment Policy is to comply with Chapter 2256 of the Government Code (“Public Funds Investment Act”), which requires the Authority to adopt a written investment policy regarding the investment of its funds and funds under its control. This Investment Policy addresses the methods, procedures and practices that must be exercised to ensure effective and judicious fiscal management of the Authority’s funds.

III. SCOPE

This investment policy shall govern the investment of all financial assets of the Authority as accounted for in the Authority’s Financial Statements, including but not limited to, general operating, debts services, and capital project funds.

When possible, the Authority will consolidate cash balances to maximize investment earnings. Investment income will be allocated, if necessary, to the various funds based on their respective participation and in accordance with generally accepted accounting principles.

This Investment Policy shall apply to all transactions involving the financial assets and related activity of the Authority. However, this Policy does not apply to the assets administered for the benefit of the Authority by outside agencies under deferred compensation programs.

IV. INVESTMENT OBJECTIVES

The Authority shall manage and invest its cash with five primary objectives, listed in order of priority: safety, liquidity, public trust, diversification, and yield, expressed as optimization of investment earnings. The safety of the principal invested always remains the primary objective. All investments shall be designed and managed in a manner responsive to the public trust and consistent with state and local law.

The Authority shall maintain a comprehensive cash management program, which includes collection of account receivables, vendor payments in accordance with invoice terms, and prudent investment of available cash. Cash management is defined as the process of managing monies in order to insure maximum cash availability and maximum earnings on short-term investment of idle cash.

Safety

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The objective will be to mitigate credit and interest rate risk.

- Credit Risk – The Authority will minimize credit risk, the risk of loss due to the failure of the issuer or backer of the investment, by:
 - Limiting investments to the safety types of investments
 - Pre-qualifying the financial institutions, pools and broker/dealers with which the Authority will do business
 - Diversifying the investment portfolio so that potential losses on individual issuers' will be minimized.
- Interest Rate Risk – the Authority will minimize the risk that the investment earnings and the market value of investments in the portfolio will fall due to changes in general interest rates, by:
 - Structuring investments to meet cash requirement
 - Investing operating funds primarily in certificates of deposit, shorter term securities, money market mutual funds, or local government investment pools function as money market mutual funds

- Diversifying maturities and staggering purchase dates to minimize the impact of market movements over time.

Liquidity

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated. This is accomplished by structuring the portfolio so that investments mature concurrent with cash needs. Because all possible cash demands cannot be anticipated, a portion of the portfolio will be invested in bank deposits, money market mutual funds or local government investment pools functioning as money market mutual funds that offer same-day liquidity.

Public Trust

All participants in the Authority's investment process shall seek to act responsibly as custodians of the public trust. Investment Officers shall avoid any transaction that might impair public confidence in the Authority's ability to govern effectively.

Diversification

The investment portfolio shall be diversified to avoid unreasonable risks and over concentration of risks. This is accomplished by structuring the portfolio so that a variety of investments are utilized.

Yield (Optimization of Investment Earnings)

The Investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints and liquidity needs. Return on investment is of secondary importance compared to the safety and liquidity objectives described above. "Weighted Average Yield to Maturity" shall be the performance measurement standard for the portfolio.

V. RESPONSIBILITY AND CONTROL

Delegation of Authority

The Authority designates the Coordinator and the Director of Finance/Auditor as the Investment Officers. No person may engage in an investment transaction or the management of Authority's funds except as provided under the terms of this Investment Policy. The investment authority granted to the Investment Officers is effective until rescinded by the Authority's Board of Directors.

Quality and Capability of Investment Management

The Authority shall provide periodic training in investments for the designated Investment

Officers and other investment personnel through courses and seminars offered by professional organizations, associations, and other independent sources in order to insure the quality and capability of investment management in compliance with the Public Funds Investment Act.

Training Requirements

The designated Investment Officers shall attend an investment training sessions no less often than once every two years and shall receive not less than 10 hours of instruction relating to investment responsibilities. A newly appointed Investment Officer must attend a training session of at least 10 hours of instruction within six months of the date the Officer took office or assumed the Officer's duties. The Audit Committee shall annually approve the list of authorized investment training providers.

Internal Controls

The Authority's Director of Finance/Auditor is responsible for establishing and maintaining an internal control structure designed to ensure that the financial assets of the Authority are protected from loss, theft, or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

Accordingly, the Authority shall establish a process for annual independent review by an external auditor in conjunction with the annual audit to assure compliance with policies and procedures. The internal controls shall address the following points.

- Control of collusion
- Separation of transactions authority from accounting and record keeping
- Custodial safekeeping
- Avoidance of physical delivery securities
- Clear delegation of authority to subordinate staff members
- Written confirmation for telephone (voice) transactions for investments and wire transfers

Prudence

The standard of prudence to be applied by the Investment Officers shall be the "prudent investor" rule. This states that "investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. In determining whether Investment Officers

have exercised prudence with respect to an investment decision, the determination shall be made taking into consideration:

- The investment of all funds, or funds under the Authority's control, over which the Investment Officers had responsibility rather than a consideration as to the prudence of a single investment
- Whether the investment decision was consistent with the written approved Investment Policy of the Authority

Indemnification

The Investment officers, acting in accordance with the prudent investor rule and otherwise with respect to the Authority's written procedures and exercising due diligence, shall not be held personally responsible for a specific investment's credit risk or market price changes, provided that these deviations are reported immediately and the appropriate action is taken to control adverse developments.

Ethics and Conflicts of interest

Investment Officers involved in the investment process shall refrain from personal business activity that would conflict with the proper execution and management of the investment program, or that would impair their ability to make impartial decisions. Investment Officers shall disclose all interests in financial institutions with which they conduct Authority business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Investment Officers shall refrain from undertaking personal investment transactions with the same individual with which business is conducted on behalf of the Authority.

An Investment Officer of the Authority who has a personal business relationship with an organization seeking to sell an investment to the Authority shall file a statement disclosing that personal business interest. An Investment Officer who is related within the second degree by affinity or consanguinity to an individual seeking to sell an investment to the Authority shall file a statement disclosing that relationship. A statement required under this subsection must be filed with the Texas Ethics Commission and the Authority's Board of Directors.

VI. SUITABLE AND AUTHORIZED INVESTMENTS

Portfolio Management

The Authority currently has a "buy and hold" portfolio strategy. Maturity dates are matched with cash flow requirements and investments are purchased with the intent to be held until maturity. However, investments may be liquidated prior to maturity for the following reasons:

- An investment with declining credit may be liquidated early to minimize loss of principal.

- Cash flow needs of the Authority require that the investment be liquidated.

Investments

Authority funds may be invested in the instruments described below, all of which are authorized by the Public Funds Investment Act. Investment of Authority's funds in any instrument or security not authorized for investment under the Investment Policy is prohibited. The Authority will not be required to liquidate an investment that becomes unauthorized subsequent to its purchase.

I. Authorized

1. Obligations of the United States of America, its agencies and instrumentalities.
2. Certificates of deposit and other evidences of deposit at a financial institution that, a) has its main office or a branch office in Texas and is guaranteed or insured by the Federal Deposit Insurance Corporation or its successor, b) is secured by obligations in a manner and amount provided by law for deposits of the Authority, or c) is executed through a depository institution that has its main office or a branch office in Texas that participated in the Certificate of Deposit Account Registry Service (CDARS) and meets the requirements of the Public Funds Investment Act.
3. Money Market Mutual Funds that are 1) registered and regulated by the Securities and Exchange Commission, 2) invest only in "government" securities or repurchase agreements, 3) rated AAAM, or its equivalent, by at least one nationally recognized rating service, and 4) seek to maintain a net asset value of \$1.00 per share.
4. State and local government investment pools organized under the Inter-local Cooperation Act that 1) meet the requirements of the Public Funds Investment Act, 2) invest only in "government" security or repurchase agreements, 3) are rated no lower than AAAM or an equivalent rating by at least one nationally recognized rating service, and 4) are authorized by resolution or ordinance by the Board of Directors. A public funds investment pool created to function as a money market mutual fund must mark its portfolio to market daily and seek to maintain a \$1.00 net asset value. Any investment pool that does not meet the requirements of one that is created to function as money market mutual fund must maintain a maximum average dollar weighted maturity that does not exceed 365 days, or 366 days in the case of a leap year, and must provide a fixed interest rate and fixed maturity term for each pool position.

All prudent measures will be taken to liquidate an investment that is downgraded to less than the required minimum rating.

II. Not Authorized

Investments including interest-only or principal-only strips of obligations with underlying mortgage-backed security collateral, or collateralized mortgage obligations with an inverse floating interest rate coupons or maturity date of over 10 years are strictly prohibited.

With respect to authorized investments, this Policy is more restrictive than the Public Funds Investment Act.

VII. INVESTMENT PARAMETERS

Maximum Maturities

The longer the maturity of investments, the greater their price volatility. Therefore, it is the Authority's policy to concentrate its investment portfolio in shorter-term securities.

The Authority will not directly invest in securities maturing more than two (2) years from the date of purchase.

Diversification

The Authority recognizes that investment risks can result from issuer defaults, market price changes, or various technical complications leading to temporary illiquidity. Risk is controlled through portfolio diversification that shall be achieved by the following general guidelines:

- Diversifying investments to avoid over concentration,
- Prohibiting investment with higher credit risks,
- Varying maturities, and
- Continuously investing a portion of the portfolio in alternatives that offer same day liquidity.

VIII. INVESTMENT STRATEGIES

Investment Strategies by Fund Type

General Operating Funds: These funds shall have as their primary objectives: safety, investment liquidity, and maturity sufficient to meet anticipated cash flow requirements.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. Managing the weighted average days to maturity for the General Operating Fund's portfolio to less than 365 days and

restricting the maximum allowable maturity to two years will minimize the price volatility of the overall portfolio.

3. **Liquidity:** The General Operating Fund requires the greatest short-term liquidity. Short-term investment pools and money market mutual funds will provide daily liquidity and may be utilized as a competitive yield alternative to fixed maturity investments.
4. **Marketability:** Securities with active and efficient secondary markets are necessary in the event of an unanticipated cash flow requirement. The Authority must maintain a reasonable balance of highly liquid assets relative to less liquid assets to ensure adequate liquidity and diversification mix.
5. **Diversification:** Investment maturities should be staggered throughout the cash flow cycle. Diversifying the appropriate maturity structure out through two years will reduce market cycle risk.
6. **Yield:** Attaining a competitive market yield for comparable security-types and portfolio restrictions is the desired objective. The yield of an equally weighted, rolling three-month Treasury-Bill portfolio will be the minimum yield objective.

Debt Service Funds: Investment strategies for debt service shall have as their objective sufficient investment liquidity to timely meet debt service payment obligations in accordance with provisions in the bond documents.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. However, by managing Debt Service Funds to not exceed the debt service payment schedule the market risk of the overall portfolio will be minimized.
3. **Liquidity:** Debt Service Funds have predictable payment schedules with reduced liquidity requirements. Investment maturities should not exceed the anticipated cash flow requirements. Investments pool and money market mutual funds may provide a competitive yield alternative for short term fixed maturity investments.
4. **Marketability:** Securities with active and efficient secondary markets are not necessary as the event of an unanticipated cash flow requirement is not probable.
5. **Diversification:** Market conditions influence the attractiveness of fully extending maturity to the next "unfunded" payment date. At no time shall the debt service schedule be exceeded in an attempt to bolster yield.

6. **Yield:** Attaining a competitive market yield for comparable security-types and portfolio restrictions is the desired objective. The yield of an equally weighted, rolling three-month Treasury-Bill portfolio will be the minimum yield objective.

Debt Service Reserves: Investment strategies of debt service reserve funds shall have as their primary objective the generation of a dependable revenue stream from high quality securities in accordance with provisions in the bond documents.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. However, managing Debt Service Reserve Fund maturities to not exceed the call provisions of the borrowing reduces the investment's market risk if the debt is redeemed and the Reserve Fund liquidated. No stated final investment maturity shall exceed the final maturity of the borrowing.
3. **Liquidity:** Debt Service Reserve Funds have no anticipated expenditures. The Funds are deposited to provide annual debt service payment protection to the debt holders. Market conditions and arbitrage regulation compliance determine the advantage of security diversification and liquidity.
4. **Marketability:** Securities with less active and efficient secondary markets are acceptable.
5. **Diversification:** Market conditions and the arbitrage regulations influence the attractiveness of staggering the maturity of fixed rate investments for Debt Service Reserve Funds. At no time shall the final debt service payment date of the bond issue be exceeded in an attempt to bolster yield.
6. **Yield:** Achieving a positive spread to the applicable borrowing cost is the desired objective. Debt Service Reserve Fund portfolio management shall operate within the limits of the Investment Policy's risk constraints.

Capital Projects Funds: Investment strategies for capital project funds shall have as their primary objective sufficient investment liquidity to timely meet capital project obligations. If the Authority has funds from bond proceeds, they shall be invested in accordance with provisions in the bond documents.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. However, by managing Capital Project Funds to not exceed the anticipated expenditure schedule the market risk of the overall portfolio will be minimized.

3. **Liquidity:** Capital Project Funds programs have reasonably predictable draw schedules reducing liquidity requirements. Investment pools and money market mutual funds will provide readily available funds or a competitive yield alternative for short term fixed maturity investments.
4. **Marketability:** Securities with active and efficient secondary markets are necessary in the event of an unanticipated cash flow requirement. The Authority must maintain a reasonable balance of highly liquid assets relative to less liquid assets to ensure adequate liquidity and diversification mix.
5. **Diversification:** Market conditions and arbitrage regulations influence the attractiveness of staggering the maturity of fixed rate investments for Capital Project Funds. Generally, when investment rates exceed the applicable cost of borrowing, the Authority is best served by locking in most investments. If the cost of borrowing cannot be exceeded, then concurrent market conditions will determine the attractiveness of diversifying maturities or investing in shorter and larger amounts. At no time shall the anticipated expenditure schedule be exceeded in an attempt to bolster yield.
6. **Yield:** Achieving a positive spread to the applicable borrowing cost is the desired objective. Capital Project Fund portfolio management shall at all times operate within the limits of the Investment Policy's risk constraints.

IX. SELECTION OF BANKS AND BROKER/DEALERS

Depository

In compliance with statutory requirements, a Depository shall be selected through the Authority's banking services procurement process, which shall include a formal request for proposal (RFP). The selection of a depository will be determined by competitive bid and evaluation of bids will be based on the following selection criteria:

- The ability to qualify as a depository for public funds in accordance with state law.
- The ability to provide requested information or financial statements for the periods specified.
- The ability to meet all requirements in the banking RFP.
- Complete response to all required items in the banking RFP.
- "Best value" net banking service cost, consistent with the ability to provide an appropriate level of service.

- The credit worthiness and financial stability of the bank.

All depository deposits shall be insured or collateralized in compliance with applicable State law. The Authority reserves the right, in its sole discretion, to accept or reject any form of insurance or collateralization pledged towards depository deposits. Depositories will be required to sign a Depository Agreement with the Authority. The collateralized deposit portion of the Agreement shall define the Authority's rights to the collateral in case of default, bankruptcy, or closing and shall establish a perfected security interest in compliance with Federal and State regulations, including:

- The Agreement must be in writing;
- The Agreement has to be executed by the Depository and the Authority contemporaneously with the acquisition of the asset;
- The Agreement must be approved by the Board of Directors or Designated
 - Committee of the Depository and a copy of the meeting minutes must be delivered to the Authority; and
- The Agreement must be part of the Depository's "official record" continuously since its execution.

Authorized Broker/Dealers

The Audit Committee shall, at least annually, review, revise, and adopt a list of qualified broker/dealers and financial institutions authorized to engage in securities transactions with the Authority. Those firms that become qualified shall provide certification stating the firm has received, read and understood the Authority's Investment Policy and agree to comply with the Policy. Authorized firms include primary dealers or secondary dealers that qualify under Securities and Exchange Commission Rule 15C3-1 (Uniform Net Capital Rule), and qualified depositories.

All broker/dealers who desire to become qualified for investment transactions must supply the following (as appropriate):

- Audited Financial Statements demonstrating compliance with state and federal capital adequacy guidelines
- Proof of FINRA certification
- Proof of State Registration
- Certification of having read and understood and agreeing to comply with the Authority's investment policy and certifying that reasonable procedures and controls have been implemented to preclude investment transactions that are not authorized by the Authority's Policy

All financial institutions who desire to become depositories must supply the following (as appropriate):

- Audited Financial Statements demonstrating compliance with state and federal capital adequacy guidelines
- Proof of State registration
- Certification of having read and understood and agreeing to comply with the Authority's investment policy and certifying that reasonable procedures and controls have been implemented to preclude investment transactions that are not authorized by the Authority's Policy

Competitive Bids

It is the policy of the Authority to provide a competitive environment for all individual security purchases and sales, and money market mutual fund and local government investment pool selection. The Investment Officers shall develop and maintain procedures for ensuring a competition in the investment of the Authority's funds.

Delivery vs. Payment

Securities shall be purchased using the **delivery vs. payment** method with the exception of investment pools and mutual funds. Funds will be released after notification that the purchased security has been received.

Investment Advisors

Investment advisors shall adhere to the spirit, philosophy and specific terms of the Policy and shall advise within the same "Standard of Care". Selected investment advisors must be registered under the Investment Advisors Act of 1940 or with the State Securities Board. A contract with an investment advisor may not be for a term longer than two years and must be approved by the Authority's Board of Directors, including any renewals or extensions.

X. SAFEKEEPING OF SECURITIES AND COLLATERAL

Safekeeping and Custodian Agreements

The Authority shall contract with a bank or banks for the safekeeping of securities either owned by the Authority as part of its investment portfolio or held as collateral to secure financial institution deposits.

Securities owned by the Authority shall be held in the Authority's name as evidenced by safekeeping receipts of the institution holding the securities. Safekeeping institutions shall be independent from the parties involved in the investment transaction.

Collateral for deposits will be held by a third party custodian designated by the Authority and pledged to the Authority as evidenced by safekeeping receipts shall be obtained. Collateral may be held by a Federal Reserve Bank or branch of a Federal Reserve Bank, a Federal Home Loan Bank, or a third party bank approved by the Authority and eligible under state law.

Collateral Policy

Consistent with the requirements of the Public Funds Collateral Act, it is the policy of the Authority to require full collateralization of all Authority funds on deposit with a depository bank. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 102% of market value of principal and accrued interest on the deposits less any amount insured by the FDIC. At its discretion, the Authority may require a higher level of collateralization for certain investment securities.

Securities pledged as collateral shall be held by an independent third party with whom the Authority has a current custodial agreement. The Authority's Director of Finance/Auditor is responsible for entering into collateralization agreements with third party custodians in compliance with this Investment Policy. The agreements are to specify the acceptable investment securities for collateral, including provisions relating to possession of the collateral, the substitution or release of investment securities, ownership of securities, and the method of valuation of securities. A clearly marked evidence of ownership (safekeeping receipt) must be supplied to the Authority. Collateral shall be reviewed at least monthly to assure that the market value of the pledged securities is adequate.

Collateral Defined

The Authority shall accept only the following types of collateral:

- Obligations of the United States or its agencies and instrumentalities.
- Direct obligations of the state of Texas or its agencies and instrumentalities.
- Collateralized mortgage obligations directly issued by a federal agency or instrumentality of the United States, the underlying security for which is guaranteed by an agency or instrumentality of the United States.
- Obligations of states, agencies, counties, cities, and other political subdivisions of any state rated as to investment quality by a nationally recognized rating firm not less than A or its equivalent with a remaining maturity of ten (10) years or less.

- A surety bond issued by an insurance company rated as to investment quality by a nationally recognized rating firm not less than A, or its equivalent.
- A letter of credit issued to the Authority by the Federal Home Loan Bank.

Subject to Audit

All collateral shall be subject to inspection and audit by the Authority's designated financial officer of the Authority's independent auditors.

XI. REPORTING

Methods

The Investment Officers shall prepare an investment report at least quarterly in compliance with generally accepted accounting principles and the Public Funds Investment Act. This report will be prepared in a manner that will allow the Authority to ascertain whether investment activities during the reporting period have conformed to the Investment Policy. The report will be provided to the Authority.

In conjunction with the annual audit, an independent auditor will perform a formal annual review of the quarterly reports with the results reported to the Board of Directors.

Monitoring Market Value

Market value of all collateral, pools and securities will be monitored periodically and obtained from a reputable and independent source.

XII. INVESTMENT POLICY ADOPTION

The Authority's Investment Policy shall be adopted by resolution of the Board of Directors. It is the Authority's intent to comply with state laws and regulations. The Authority's Investment Policy shall be subject to revisions consistent with changing laws, regulations and needs of the Authority. The Board of Directors shall annually adopt a resolution stating that it has reviewed the Policy and Investment strategies, approving any changes or modifications.

**4-F CONSIDERATION AND APPROVAL OF UPDATED TOLL POLICIES
AND PROCEDURES**



MEMORANDUM

TO: CCRMA Board of Directors

FROM: Adrian Rincones

DATE: September 8, 2016

SUBJ: Consideration and Approval of updated Toll Policies and Procedures

The purpose of this proposed update is to make current the CCRMA toll policies and procedures with updated legislation, changes coming with the Back Office System, and prohibit certain modes of transportation on the CCRMA Toll Road.

Some of the major changes are the following

- Updated and expanded enforcement policies
- Updated methods of payment including the new Registered by Plate Account offered by the Back Office
- Mention of the Toll Rate Escalation Methodology
- Prohibition of certain modes of transportation from using the Toll Road such as Bicycles

Staff recommends approval of the updated toll policies.



**POLICIES AND PROCEDURES
FOR TOLL COLLECTION AND ROADWAY OPERATIONS
ON CCRMA FACILITIES**

TABLE OF CONTENTS

| | |
|--|----------|
| ARTICLE I TOLL COLLECTION OPERATIONS POLICY | 1 |
| SECTION 1.1 PURPOSE | 1 |
| SECTION 1.2 DEFINITIONS & ACRONYMS | 1 |
| SECTION 1.3 EXEMPTION FROM TOLL PAYMENT | 1 |
| SECTION 1.4 TOLL RATES | 2 |
| SECTION 1.5 TOLL INCENTIVES AND DISCOUNTS | 3 |
| SECTION 1.6 CUSTOMER SERVICE AND ACCOUNT POLICIES | 3 |
| SECTION 1.7 AUTOMATED ELECTRONIC TOLL COLLECTION | 4 |
| SECTION 1.8 VIOLATIONS POLICY | 4 |
| ARTICLE II ROADWAY OPERATIONS POLICY | 7 |
| SECTION 2.1 STATEMENT OF GENERAL POLICY | 7 |
| SECTION 2.2 SPEED LIMITS | 7 |
| SECTION 2.3 PARKING | 7 |
| SECTION 2.4 MEDIAN STRIP | 8 |
| SECTION 2.5 NO U-TURN | 8 |
| SECTION 2.6 PEDESTRIANS | 8 |
| SECTION 2.7 PROHIBITED MODES OF TRANSPORTATION | 8 |
| SECTION 2.8 EVASION OF TOLLS | 9 |
| SECTION 2.9 STATE LAWS | 9 |
| SECTION 2.10 PENALTIES | 9 |
| SECTION 2.11 BICYCLES, MOPEDS, AND MOTOR-DRIVEN CYCLES | 9 |

ARTICLE I TOLL COLLECTION OPERATIONS POLICY

SECTION 1.1 PURPOSE

This Article of the Policies and Procedures for Toll Collection and Roadway Operations on CCRMA Facilities (the "Policies and Procedures") establishes CCRMA practices and operations for toll collection systems operation on designated controlled-access toll roads owned or operated by the CCRMA.

SECTION 1.2 DEFINITIONS & ACRONYMS

| | |
|-------------------------------|--|
| CCRMA or Authority | Cameron County Regional Mobility Authority |
| CCRMA Customer Service Center | <p>The office of the CCRMA available for assistance with account inquiries, disputes, and other tolling related issues. The contact information for the CCRMA Customer Service Center is as follows:</p> <p>3461 Carmen Ave. Rancho Viejo, Texas 78575 Phone: (956) 621-5571 Fax: (956) 621-5590</p> |
| ETC | Electronic Toll Collection |
| Toll Tag | A device that records the usage of a vehicle using a toll road; usually adhered to the windshield of the vehicle, allowing motorists to drive non-stop through designated electronic toll collection lanes. (Toll Tags are a type of "transponder" pursuant to Sec. 370.178 of the Texas Transportation Code.) |
| TxDOT | Texas Department of Transportation |
| VTC | Video toll collection; a component of the ETC system that utilizes video images to generate a toll bill for customers without a Toll Tag. |

SECTION 1.3 EXEMPTION FROM TOLL PAYMENT

Users of CCRMA Toll Facilities shall be required to pay a toll unless they are exempt under applicable law or, subject to commitments contained in any CCRMA financing documents, determined to be exempt by the CCRMA Board of Directors. Owners or operators of exempt vehicles must contact the CCRMA Customer Service Center to register a license plate or provide a Toll Tag statement in order to receive an exemption, which shall be provided in the form of an exemption from incurrence of tolls or reimbursement for toll charges incurred.

- (a) **Emergency and Military Vehicles:** In accordance with the provisions of Secs. 370.177, 362.901 and 541.201 of the Texas Transportation Code, CCRMA will create technical procedures to ensure that authorized emergency vehicles, as well as state and federal military vehicles, are exempt from paying tolls on the CCRMA operated facilities.
- (b) **Public Transit Vehicles:** As authorized under the provisions of Sec. 370.177 of the Texas Transportation Code and to facilitate a multi-modal transportation system that ensures safe and efficient travel for all individuals in Cameron County, public transit vehicles with a carrying capacity of sixteen (16) or more individuals that are owned and/or operated by or on behalf of the Brownsville Urban System shall be exempt from paying tolls on CCRMA toll facilities.
- (c) **Disabled Veterans:** Section 372.053 of the Texas Transportation Code allows toll agencies the opportunity to reduce or eliminate the payment of tolls for vehicles displaying certain disabled veteran license plates. The CCRMA Board of Directors has determined that disabled military veterans are eligible for an exemption from the payment of tolls on CCRMA toll facilities for vehicles displaying eligible disabled veteran license plates. The CCRMA will provide complete reimbursement of incurred toll charges for qualified customers with a Toll Tag account.

SECTION 1.4 TOLL RATES

(a) **Toll Rates – SH 550**

The toll rates for SH 550, effective as of _____, 201_, are set forth in the following table. SH 550 toll rates are subject to adjustment pursuant to the Market Valuation and the Toll Rate Escalation Methodology described below.

| SH 550 | 2-Axle (Base Rate x 1) | | 3-Axle (2 x Base Rate x 2) | | 4-Axle (3 x Base Rate x 3) | | 5-Axle (4 x Base Rate x 4) | | Each Additional Axle | |
|-------------------------------|------------------------|--------|----------------------------|--------|----------------------------|--------|----------------------------|--------|----------------------|--------|
| | Toll Tag | VTC | Toll Tag | VTC | Toll Tag | VTC | Toll Tag | VTC | Toll Tag | VTC |
| Paredes Line Road/ FM 1847 | \$0.50 | \$0.67 | \$1.00 | \$1.33 | \$1.50 | \$2.00 | \$2.00 | \$2.66 | \$0.50 | \$0.67 |
| Port Spur | \$0.50 | \$0.67 | \$1.00 | \$1.33 | \$1.50 | \$2.00 | \$2.00 | \$2.66 | \$0.50 | \$0.67 |

(b) **Toll Rate Escalation – SH 550**

Initial toll rates and toll rate escalation methodology were established under the Amended Market Valuation Agreement For the SH 550 Toll Project (“Amended Market Valuation”) between TxDOT and the CCRMA, effective February 4, 2010. The Amended Market Valuation established a base toll rate for the CCRMA system of a range from \$0.15 to \$0.20 per mile in 2008 dollars (the “Base Rate”).

The Toll Rate Escalation Methodology provides for an adjustment to be determined annually and within a range so that no annual increase may exceed the greater of the Texas State Gross Domestic Product per capita for the year immediately preceding the year of adjustment ("SGDP") or the Consumer Price Index for the year immediately preceding the year of adjustment ("CPI"), but in no case less than 0. Any adjustment must be approved by the CCRMA Board of Directors.

(c) **Toll Rate Multipliers**

The following table sets forth the multipliers established under the Amended Market Valuation that will be used for various vehicle types:

| Toll Rate Multipliers | |
|-----------------------|-----------------------------------|
| Cars and motorcycles | Base Rate x 1 |
| Trucks | Base Rate x (Number of Axles - 1) |

(d) **Toll Rates – Other Facilities**

Initial toll rates for other CCRMA facilities will be determined at the time such facilities are opened to traffic. Toll rate adjustments will be adopted and implemented pursuant to policies adopted by the CCRMA Board of Directors for that facility.

SECTION 1.5 TOLL INCENTIVES AND DISCOUNTS

To encourage the use of CCRMA toll roads and to maximize the use of Toll Tags on CCRMA facilities, the CCRMA will offer customers incentives and discounts.

- (a) **Discounts for Toll Tag Users:** Customers who pay their tolls using a Toll Tag will receive a discount equal to twenty five percent (25%) off of the toll amount charged to VTC customers.
- (b) **Incentive Offers:** From time to time the CCRMA may conduct promotions or marketing activities that encourage drivers to use CCRMA toll roads and/or Toll Tag and/or reward customers for such use. Similarly, the CCRMA may approve clearly defined introductory periods upon the opening of a new toll facility in which the initial toll rate may be less than the actual toll rate in place at the conclusion of such introductory period.

Notwithstanding the preceding, the CCRMA may also adopt additional toll incentives or discounts in the sole discretion of the CCRMA Board of Directors.

SECTION 1.6 CUSTOMER SERVICE AND ACCOUNT POLICIES

- (a) **Toll Tag:** The CCRMA utilizes TxTag as its primary Toll Tag, although it will support the use of other interoperable providers of Toll Tags. TxTag account set up, maintenance, and customer service will be provided through the TxTag customer service center operated by TxDOT.

- (b) **Registration by License Plate:** As an alternative to maintaining a Toll Tag account, customers may set up a registration by license plate account through the CCRMA. Registration by license plate account set up, maintenance, and customer service will be provided through the CCRMA Customer Service Center. Toll rates for registration by license plate accounts will be equivalent to VTC for the facility utilized.

SECTION 1.7 AUTOMATED ELECTRONIC TOLL COLLECTION

- (a) **No Cash Transactions:** To promote a safe, efficient, and effective toll collection system, the CCRMA utilizes all-electronic toll collection methods. Under these electronic toll collection (ETC) methods, accommodations for cash toll transactions are not provided. Rather, customers are encouraged to utilize a Toll Tag from the TxTag customer service center or other Toll Tags that are interoperable with the TxTag system.
- (b) **Video Toll Collection:** The video toll collection (VTC) component of the ETC system utilizes video license plate images for customers without a Toll Tag, with toll bills being generated from video images of the customer's license plate.

SECTION 1.8 VIOLATIONS POLICY

- (a) **Establishment of Administrative Fees for Violations Enforcement Through Notices of Non- Payment.**

Section 370.177 of the Texas Transportation Code authorizes a regional mobility authority such as the CCRMA to impose and collect an Administrative Fee to recover the cost of collecting unpaid tolls (the "Administrative Fee"). The Administrative Fee cannot exceed \$100.00. Subject to that limitation, the CCRMA will determine the amount of the Administrative Fee depending on how far in the collection process a delinquent account proceeds.

For unpaid tolls, an Administrative Fee of \$15.00 for the entire toll bill is assessed upon issuance of the first notice of non-payment, which shall be in addition to the tolls and fees that are otherwise due.

In the event payment is not received in connection with the first notice of non-payment, and a second notice of non-payment is sent, an additional \$15.00 Administrative Fee shall become due. Therefore, full payment of a second notice of non-payment will require the payment of \$30.00 in Administrative Fees, in addition to the actual tolls and fees due.

In the event payment is not received in connection with either the first or second notice of nonpayment, such account shall be considered for collection and an additional \$30.00 Administrative Fee shall become due and the cumulative Administrative Fee shall be \$60.00, in addition to the actual tolls and fees due.

The CCRMA Board recognizes that the amount of the Administrative Fee may require periodic revision when collection costs and associated matters are considered. Therefore, the CCRMA may periodically reevaluate collection costs and may revise the associated Administrative Fees accordingly. Administrative Fees may also be waived by the CCRMA Board in accordance with procedures that enhance collection efforts for tolls due by delinquent customers.

(b) **Publication of Nonpaying Vehicle Information:**

The CCRMA may publish a list of the names of the registered owners or lessees of vehicles who at the time of publication are liable for the payment of past due and unpaid tolls or Administrative Fees.

(c) **Violation Enforcement Strategies:**

If the collection process does not succeed in payment of the toll amount and corresponding fees owed, the registered owner of the vehicle may be referred for prosecution. An offense for failure or refusal to pay a toll under Sec. 370.177 of the Texas Transportation Code is a misdemeanor subject to a fine of up to \$250.00 for each offense.

If convicted of the offense, a violating customer may be liable for: (i) the unpaid toll amount and associated collection fees; (ii) a \$100 Administrative Fee *per offense* in lieu of the Administrative Fees which accrued during the toll bill process; (iii) court costs; and (iv) a fine of up to \$250.00.

In the prosecution of an offense under Sec. 370.177, proof that the vehicle passed through a toll collection facility without payment of the proper toll, together with proof that the defendant was the registered owner of the vehicle when the failure to pay occurred, establishes the nonpayment of the registered owner. The proof may be by testimony of a peace officer or CCRMA employee or representative, video surveillance, or any other reasonable evidence.

Under provisions of Sec. 370.177, there are certain exceptions to violation for failure to pay a toll regarding rental cars and vehicles sold but for which title has not been officially transferred by the applicable state agency. In addition, it is a defense to prosecution if the vehicle is stolen prior to the failure to pay a toll, but only if the theft is reported to the appropriate law enforcement agency within the required time period.

(d) **Procedures for Disputing Toll Violations:**

Customers may dispute an alleged failure to pay toll violation by contacting the CCRMA Customer Service Center by walk-in, telephone, regular mail, e-mail, or facsimile. The CCRMA may or may not determine that there is any merit to such a dispute and is not required to undertake any formal proceedings to make such determination.

(e) **Habitual Violators**

Subchapter C, Chapter 372, Texas Transportation Code, "Nonpayment of Tolls; Remedies" provides additional authority to enforce toll violations of certain customers who repeatedly refuse to pay toll charges.

In addition to any and all other available toll enforcement remedies, the CCRMA may initiate the enforcement actions set forth in this Section 1.8(e) against habitual violators. A "habitual violator" is a registered owner of a vehicle who the CCRMA Board of Directors determines was issued at least 2 written notices of non-payment that contained an aggregate of 100 or more events of nonpayment within a period of 1 year. The determination is subject to the defense that the vehicle was either subject to a lease at the time of the non-payment or it can be established that the vehicle had been stolen at the time of non-payment.

Upon making the determination that a person is a habitual violator, the CCRMA shall notify the person that they have been determined to be a habitual violator, and that they have thirty (30) days in which to request a hearing before the Justice of the Peace for Cameron County to contest that determination. The Justice of the Peace's decision confirming the CCRMA's determination of habitual violator status may be appealed to the Cameron County Court at Law not later than the 30th day after the date on which the decision was rendered. Failure to request a hearing, or the failure to appear for a hearing after one is requested, will result in the CCRMA's determination of habitual violator status being deemed final and not appealable.

Once the CCRMA's determination of habitual violator status has been deemed final and not appealable, the CCRMA may report the habitual violator determination to the appropriate County Tax Assessor-Collector and/or to the Texas Department of Motor Vehicles and request that the habitual violator's vehicle registration or renewal be refused until the habitual violator has satisfied their outstanding obligations. The CCRMA Board of Directors may also adopt an order prohibiting the operation of the habitual violator's vehicle on a CCRMA toll project and shall mail notice of the order to the habitual violator. If the habitual violator operates a vehicle on a toll project in violation of the order of prohibition, the person commits Class C misdemeanor.

ARTICLE II ROADWAY OPERATIONS POLICY

SECTION 2.1 STATEMENT OF GENERAL POLICY

Pursuant to Section 370.033(a)(12), Transportation Code, this Article of the Policies and Procedures adopts and establishes rules for the use of the CCRMA's toll facilities. These provisions are in addition to and an enhancement of the provisions of Subtitle C, Title 7, Transportation Code (the "Statutory Rules of the Road"). The CCRMA expressly adopts these provisions and those set forth in the Statutory Rules of the Road. To the extent any irreconcilable conflict arises between the provisions hereof and the Statutory Rules of the Road, the Statutory Rules of the Road shall control.

SECTION 2.2 SPEED LIMITS

Subchapter H, Chapter 545, Transportation Code, "Speed Restrictions," governs speeds on highways in the State of Texas. Under Section 370.033, Transportation Code, the CCRMA may alter prima facie speed limits on its toll roads, provided the Texas Department of Transportation Procedures for Establishing Speed Zones, current edition, are followed.

Guidelines established by Texas Department of Transportation Procedures for Establishing Speed Zones, current edition, will be used in conducting Speed Zone Studies and establishing Speed Limits on CCRMA operated toll facilities. Generally, the data collected during the Speed Zone Studies are analyzed to determine the 85th Percentile Speed. The 85th Percentile Speed is the speed at which 85% of the traffic at a specific test site is traveling at or slower. The 85th Percentile Speed may serve as the basis for how the posted speed limit is determined.

To the extent that the maximum speed limit provided by law for a vehicle or class of vehicles is lower than the minimum speed limit established on a CCRMA operated toll facility, then such vehicle or class of vehicles shall observe the maximum speed limit provided by law. In no event shall a vehicle be driven in excess of the legal speed limit.

Maximum speeds within construction, transitional or reduced speed zones or during any period of adverse atmospheric or weather conditions shall be in accordance with signs displayed for such zones. All regulatory and zoning signs displayed on CCRMA operated toll facilities shall be obeyed.

Motor vehicles shall not be driven in excess of the mechanical limits of vehicles or tires. If traffic, weather, pavement or other conditions render the maximum allowable speed hazardous, the speed of motor vehicles shall be reduced consistent with such conditions.

SECTION 2.3 PARKING

Parking or stopping of vehicles on any traffic lane, deceleration lane, acceleration lane or on any bridge is prohibited with exceptions provided for vehicles which become disabled, law enforcement activities and emergency situations. All wheels and projecting parts of a stopped vehicle or load shall be completely clear of the traffic lane.

During the period beginning 30 minutes after sunset and ending 30 minutes before sunrise or at any other time when insufficient light or unfavorable atmospheric or weather conditions require, any parked or disabled vehicle shall display illuminated parking and tail lights or lighted flares to indicate its location.

Unnecessary parking or parking of vehicles for extended periods of time (in excess of 24 hours) is prohibited, and the driver of a disabled vehicle shall arrange for its prompt removal from CCRMA operated toll facilities.

For an offense under this section, it is presumed that the registered owner of the vehicle is the person who parked the vehicle at the time and place an offense under this section occurs.

SECTION 2.4 MEDIAN STRIP

The median strip is the area between the entrance/exit ramps and main traffic lanes for the purpose of separating traffic. Crossing, driving, parking or stopping on the median strip is prohibited on any CCRMA toll facilities except as necessary for official maintenance, operational, law enforcement and emergency uses.

SECTION 2.5 NO U-TURN

Except as specifically provided for as standard turnarounds, u-turns at any location on CCRMA operated toll facilities are prohibited with exceptions provided for official maintenance, operational, law enforcement and emergency responders.

SECTION 2.6 PEDESTRIANS

Pedestrians are not permitted on the main-lane roadways, access ramps or any interchange of CCRMA toll facilities. Solicitation of rides or "hitchhiking", panhandling, passing of handbills, displaying signs or attempting to sell merchandise is prohibited on CCRMA operated toll facilities. Loitering on any CCRMA property is prohibited.

SECTION 2.7 PROHIBITED MODES OF TRANSPORTATION

No person shall operate any of the following on any main-lane roadway, main-lane shoulder, or access ramp operated by the CCRMA:

- Animal drawn vehicles;
- Animals - led, ridden or driven;
- Vehicles loaded with animals or poultry not properly confined;
- Vehicles with flat pneumatic tires;
- Vehicles in the charge of intoxicated or otherwise incapacitated operators;
- Vehicles with improperly secured loads which may shift or litter the highway;
- Vehicles with metal tires or which have solid tires worn to metal;
- Farm implements;
- Disabled vehicles in tow by tow-rope or chain;

- Rollers, graders, power shovels, tractors or other construction or farm equipment, either self-propelled or in tow of another vehicle, unless such equipment is either (1) truck mounted, and such truck can be operated at a minimum speed of 45 miles per hour while traveling on the main-lane roadways of CCRMA operated toll roads, weather and road conditions permitting, or (2) owned or controlled by the CCRMA or by any contractor in connection with the performance of work authorized by the CCRMA; or
- Vehicles exceeding the maximum weights allowed on State Highways under the motor vehicles laws of the State of Texas in effect from time to time. Additionally, vehicles including any load thereon exceeding the following maximum dimensions are prohibited:

| | |
|--------|--|
| Height | 14 feet 6 inches |
| Width | 8 feet 6 inches |
| Length | The maximum allowable lengths permitted on Interstate highways and other controlled access roadways in Texas pursuant to the motor vehicle laws of the State of Texas, as in effect from time to time. |

SECTION 2.8 EVASION OF TOLLS

Entering or leaving CCRMA operated toll facilities or any part of its right of way except through the regular tolled lanes or entrance and exit points or committing any act with intent to defraud or evade incurrence of payment of tolls is prohibited.

SECTION 2.9 STATE LAWS

All laws, rules and regulations in the State of Texas pertaining to the use of public highways and policing thereof, including but not limited to the Statutory Rules of the Road, shall apply to CCRMA operated toll roads, except insofar as they may be supplemented by this policy document.

SECTION 2.10 PENALTIES

Any violation of a provision of this Article II shall be deemed an offense as defined in the Statutory Rules of the Road and shall be subject to prosecution and penalties as set forth in the Statutory Rules of the Road.

SECTION 2.11 BICYCLES, MOPEDS, AND MOTOR-DRIVEN CYCLES

Bicycles or tricycles, with or without motors, motor-driven cycles (but not including motorcycles as defined in Section 541.201 of the Transportation Code), including motor scooters, and mopeds, are not permitted on the main-lane roadways or main-lane shoulders of CCRMA toll facilities at any time.

**4-G CONSIDERATION AND APPROVAL OF A BANKING RESOLUTION
WITH TEXAS REGIONAL BANK TO INCLUDE LOANS AND
DEPOSITORY ACCOUNTS**



M E M O R A N D U M

TO: CCRMA Board of Directors

FROM: Adrian Rincones

DATE: September 8, 2016

SUBJ: Consideration and Approval of Banking Resolution and Line of Credit with Texas Regional Bank

The CCRMA and Texas Regional Bank currently have an existing Banking Resolution in place that was approved in November 2015. The resolution was approved for CCRMA to open investments of Certificate of Deposits with Texas Regional Bank.

As discussed in prior board meetings the need may arise for the use of a commercial line of credit to be used for instances in which the CCRMA will be reimbursed for project expenses and would rather use the Line of Credit than its own operating cash.

Staff reached out to both existing depositories IBC Bank and Texas Regional Bank at the beginning of July 2016 for pricing for an unsecured line of credit. Texas Regional Bank responded with the attached Commitment letter. IBC Bank has not responded.

The Line of Credit offered by Texas Regional Bank has the options of a one year maturity or a three year maturity. Both options offer a fixed rate adjusted annually to the WSJ prime rate. It has no annual fee or origination fees associated.

The CCRMA will implement the appropriate controls for advances on the Line of Credit that will include Board Approval before any advance can take place. The Line of Credit would require a checking account to be opened to facilitate the transfer of funds and repayment. The new Banking Resolution being presented will provide the ability for the new accounts as well as the removal of David Alex as prior Chairman and the addition of Mr. Parker as the new Chairman.

Staff recommends approval and implementation of the Line of Credit with the three year option with Texas Regional Bank in preparation of upcoming project expenses.

STATE OF TEXAS §
 §
COUNTY OF CAMERON §

BANKING RESOLUTION OF CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

On September 8, 2016, a meeting of the Cameron County Regional Mobility Authority of CAMERON COUNTY, TEXAS, a political subdivision of the State of Texas, was conducted at the Cameron County Annex building at 1390 West I-69E in San Benito, Texas. Such meeting was called and held in accordance with provisions of the Transportation Code and the petition and approval process established in 43 TEX. ADMIN. CODE § 26.01, *et. seq.* (the "RMA Rules").

There being a quorum of said Board present at such meeting, the following resolution was duly and legally adopted, and same now appear in the permanent records (i.e., Minutes) of the Cameron County Regional Mobility Authority of CAMERON COUNTY, TEXAS, same having not been rescinded or revoked:

BE IT RESOLVED, that Texas Regional Bank, Brownsville, Cameron County, Texas, is designated as a depository for the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY under the rules and regulations prescribed by said BANK from time to time and pursuant to the governing law, such that one or more certificate of deposit accounts, demand deposit accounts, loans or lines of credit and other accounts deemed necessary by and in the name of, or in care of by designated trustee for CAMERON COUNTY REGIONAL MOBILITY AUTHORITY will be established and maintained at the said BANK.

BE IT RESOLVED, that as prescribed by law, the following Officers or Staff of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, are authorized on behalf of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, and as its own act, to sign checks, drafts, notes, bills of exchange, acceptances or other orders for the payment of money; to endorse any checks, notes, bills or other instruments owned, held or endorsed, to the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY; or to do any other convenient or necessary acts to the opening, maintenance and closing of the accounts, and to the deposit of funds - whether represented by cash, checks, notes, other similar instruments or evidence of indebtedness - or to the withdrawal of funds from the accounts: officials named on the signature cards - all mandated by law, using CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Warrants and the like, and following all counter-signature requirements, if any. Such Officers or Staff authorized are:

Frank Parker, Jr., Chairman

Michael F. Scaief, Treasurer

Pedro Sepulveda, Jr., Executive Director

BE IT RESOLVED, that the said Bank is authorized to honor and pay any and all checks and drafts of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY if signed as provided in this Resolution, whether or not payable to the person or persons signing them; that checks, drafts, bills of exchange and other evidence, indebtedness may be endorsed for deposit to the account or accounts of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY by any of the officers or agents indicated above or by any other authorized employee or agent of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, which may be endorsed for deposit or collection in writing or by stamp without designation of the person making the endorsement; and that the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY guarantees all prior endorsements on all checks, drafts, notes or other instruments or evidences of indebtedness that may be deposited by it with said BANK as authorized by law.

EXECUTED and EFFECTIVE this 8 day of September, 2016.



Frank Parker, Jr.
Chairman

Attested: _____



David N. Garza, Secretary

**4-H CONSIDERATION AND APPROVAL OF LINE OF CREDIT WITH
TEXAS REGIONAL BANK**



TEXAS REGIONAL BANK

August 18, 2016

Cameron County Regional Mobility Authority
3461 Carmen Ave
Rancho Viejo, TX 78575

Re: Loan Commitment

Dear Mr. Rincones:

Texas Regional Bank (Bank) is pleased to have had the opportunity to have considered your loan request.

We have approved your request and are prepared to originate your loan under the following general terms and conditions with two options:

Borrower: Cameron County Regional Mobility Authority (Borrower)

Amount: Up to \$1,000,000.00

Fees: No Origination Fee

Collateral: Unsecured

Option 1:

Rate: Fixed Rate of Interest equal to the Wall Street Journal Prime Rate at origination. Today the Wall Street Journal Prime Rate is 3.50%

Terms: Revolving Line of Credit maturing one year after origination, with interest only payable monthly and principal payable at maturity

Option 2:

Rate: Fixed Rate of Interest equal to the Wall Street Journal Prime Rate (currently 3.50%) for the first year, adjusting automatically thereafter on the first and second anniversaries to a Fixed Rate equal to the then current Wall Street Journal Prime Rate. The loan will mature on the third anniversary.

Terms: Revolving Line of Credit for 3 years with Interest only payable monthly.

Borrower will pay the loan balance zero at least once a calendar year.

Borrower to provide Annual Financial Statements acceptable to Bank within 90 days of each FYE; Financial Statements to be acceptable to Bank

This proposed loan will be evidenced by a promissory note, a loan agreement and other documents in form and substance satisfactory to Bank (collectively, the "Loan Documents"). The Loan Documents will

Cameron County Regional Mobility Authority
August 18, 2016
Page 2

include the Option chosen by Borrower, the other terms and conditions contained herein and may include other language normally found in Bank's loan documents. The Bank will fund the loan only after execution, delivery and receipt of the fully executed Loan Documents.

Please acknowledge your acceptance of the terms and conditions contained herein by signing in the space provided below and returning an executed copy to the Bank together with your choice of Option 1 or Option 2.

Please accept our thanks for giving us the opportunity to serve some of you banking needs.

Sincerely,



Michele L. Robinson
Sr. Vice President

ACCEPTED:  9/3/16
Borrower Date


ACCEPTED: _____
Borrower Date

**4-I CONSIDERATION AND APPROVAL TO OPEN TWO NEW BANK
ACCOUNTS WITH INTERNATIONAL BANK OF COMMERCE FOR
MERCHANT AND PAY BY MAIL TRANSACTIONS**



MEMORANDUM

TO: CCRMA Board of Directors

FROM: Adrian Rincones  Digitally signed by Adrian Rincones
DN: cn=Adrian Rincones, o=CCRMA,
ou=Central Coast Regional Medical
Association, email=arincones@ccrma.org,
c=US

DATE: September 8, 2016

SUBJ: Consideration and Approval of two new bank accounts with IBC Bank

Staff would like to open two new Bank Accounts with IBC Bank. The two new accounts would be used for Credit Card Merchant Services and Mail Payments for the new Back Office Operations. Below is a summary of the bank accounts with IBC Bank.

1. Claims
2. Operations
3. TRZ Project Funds
4. MSB/Interop Toll Revenue
5. Merchant Card (New)
6. Mail Payments (New)


Staff recommends approval of the opening of the two new bank accounts.

**4-J DISCUSSION AND POSSIBLE ACTION REGARDING AN AMENDED
TRAVEL POLICY**



MEMORANDUM

TO: CCRMA Board of Directors

FROM: Adrian Rincones  Digitaly signed by Adrian A Rincones
DN: cn=Adrian A Rincones,
o=CCRMA, ou
email=arincones@ccrma.org
c=US
Date: 2016.09.08 10:29:30
UTW

DATE: September 8, 2016

SUBJ: Discussion and Possible Action to Amend CCRMA Travel Policy

The current travel policy was adopted when the CCRMA was originally formed, since then operations have changed significantly including the number of staff, which prompted a revision to the policy for improved internal controls.

The revised policy presented in summary does the following

1. Uses the same rates for lodging, meals, and mileage as those set for State employees by the Texas Comptroller.
2. Sets clear guidelines and restrictions for employee reimbursement of travel.

The new revisions help strengthen internal controls around employee reimbursement for travel and a State reference that can be used for each fiscal year.

Staff recommends approval of the Amended Travel Policy.



REIMBURSEMENT AND TRAVEL POLICY

Travel Arrangements

- Should be made at lowest cost, using the Internet, if possible, to mitigate fees with the guidelines set below for Lodging, Mileage, and Meals. Travel agents may be used on more complicated travel arrangements to reduce staff time and thereby reduce overall costs.
- Employee travel should be done in a manner to minimize time away from work.
- Hotel shuttles should be used when available.
- Additional lodging reimbursement would be allowed only if the reduction in airfare is greater than the extra days lodging and per diems.

Hotel Accommodations

In State or Out of State Lodging must follow the below guidelines for daily rates. These rates match those set by the Texas Comptroller for State of Texas Employee's Travel Reimbursement as of September 1, 2016.

See attachment of GSA Rates

- Executive Staff, Key Personnel, and Board Members are eligible up to twice the amount listed on the attached GSA Rates.
- Exceptions to the attached rates require prior approval by CFO or Executive Director and would include:
 - The hotel would reduce total overall costs of travel, such as not requiring a rental car.
 - Time constraints for business meetings would require staying at a closer hotel.
 - Conference Rate
 - Out of State or Out of Country Travel

Meals

In State or Out of State meals must follow the below guidelines for daily rates. These rates match those set by the Texas Comptroller for State of Texas Employee's Travel Reimbursement as of September 1, 2016.

See attachment of GSA Rates

- Executive Staff, Key Personnel, and Board Members are eligible up to twice the amount listed on the attached GSA Rates
- Meals not related to CCRMA business will not be reimbursed
- Exceptions for meals exceeding the daily rate require justification and approval by Executive Director
- No reimbursement for alcohol will be allowed

Incidentals

- Reasonable and customary tips and gratuities can be included in meals and do not require a receipt
- Parking, toll, and taxi expenses will be reimbursed
- Other minor expenses should have receipt and justification for reimbursement
- There will be no reimbursement for parking or traffic violations
- There will be no reimbursement for entertainment purposes, including hotel movies

Rental Vehicles

- Should use compact to mid-sized vehicles unless multiple persons traveling
- Loss Damage Waiver should be used

Airfare

- Airfare should be booked at the most economical rate as far in advance as reasonably possible
- Coach, business fares, or internet specials should be used when possible
- Travel agents may be used on more complicated travel arrangements to reduce staff time and thereby reduce overall costs
- Cancellation fees or fees for ticket changes will be reimbursed if in the best interests of the CCRMA or a family emergency

Mileage Reimbursement

Use of a personal vehicle on CCRMA business will be reimbursed using the current Internal Revenue Service Rate for business expense. The CCRMA travel reimbursement form should be used and include:

- Purpose of Travel
- Dates of Travel
- Net Mileage (using the CCRMA headquarters as origination point)
- Maximum reimbursement is mileage rate times the number of miles driven

Food Service at Local Meetings

Food service for local business meeting will be reimbursed. These business meetings are required for the active conduct of CCRMA business and include CCRMA Board meetings and workshops, CCRMA Board Committee meetings, meetings with other governmental entities for CCRMA business. A request for reimbursement should include:

- The Purpose of the Meeting
- The time and Location of the Meeting
- Names of Principal Attendees
- Approval of Reimbursement by CFO or Executive Director

FY 2017 Per Diem Rates for Texas

(October 2016 - September 2017)

Cities not appearing below may be located within a county for which rates are listed.

To determine what county a city is located in, visit the National Association of Counties (NACO) website (a non-federal website).

You searched for: Texas

| Primary Destination (1, 2) | County (3, 4) | Max lodging by Month (excluding taxes) | | | | | | | | | | | | M&IE (5) | |
|-------------------------------------|---|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|------|
| | | 2016 | | | 2017 | | | | | | | | | | |
| | | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | | |
| Standard Rate | Applies for all locations without specified rates | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$51 | |
| Arlington / Fort Worth / Grapevine | Tarrant County / City of Grapevine | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$152 | \$59 | |
| Austin | Travis | \$141 | \$141 | \$141 | \$158 | \$158 | \$158 | \$141 | \$141 | \$141 | \$141 | \$141 | \$141 | \$59 | |
| Big Spring | Howard | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$124 | \$54 | |
| College Station | Brazos | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$110 | \$59 | |
| Corpus Christi | Nueces | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$106 | \$59 | |
| Dallas | Dallas | \$135 | \$135 | \$135 | \$146 | \$146 | \$146 | \$146 | \$146 | \$146 | \$135 | \$135 | \$135 | \$64 | |
| El Paso | El Paso | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$98 | \$59 | |
| Galveston | Galveston | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$125 | \$125 | \$125 | \$100 | \$64 |
| Houston (L.B. Johnson Space Center) | Montgomery / Fort Bend / Harris | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$135 | \$59 | |
| Laredo | Webb | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$92 | \$59 | |
| McAllen | Hidalgo | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$94 | \$59 | |
| Midland | Midland | \$150 | \$127 | \$127 | \$127 | \$127 | \$127 | \$127 | \$150 | \$150 | \$150 | \$150 | \$150 | \$64 | |
| Pearsall | Frio / Medina / La Salle | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$91 | \$99 | \$99 | \$91 | \$91 | \$91 | \$54 | |
| Pecos | Reeves | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$133 | \$54 | |
| Plano | Collin | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$59 | |
| Round Rock | Williamson | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$59 | |
| San Angelo | Tom Green | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$96 | \$59 | |
| San Antonio | Bexar | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$121 | \$64 | |
| South Padre Island | Cameron | \$91 | \$91 | \$91 | \$91 | \$91 | \$101 | \$101 | \$101 | \$101 | \$116 | \$116 | \$116 | \$91 | \$59 |

| Primary Destination (1, 2) | County (3, 4) | Max lodging by Month (excluding taxes) | | | | | | | | | | | | M&IE (5) |
|-------------------------------|---------------|--|------|------|------|------|------|------|------|------|------|------|------|-------------|
| | | 2016 | | | 2017 | | | | | | | | | |
| | | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | |
| Waco | McLennan | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$99 | \$59 |

Footnotes

1. Traveler reimbursement is based on the location of the work activities and not the accommodations, unless lodging is not available at the work activity, then the agency may authorize the rate where lodging is obtained.
2. Unless otherwise specified, the per diem locality is defined as "all locations within, or entirely surrounded by, the corporate limits of the key city, including independent entities located within those boundaries."
3. Per diem localities with county definitions shall include "all locations within, or entirely surrounded by, the corporate limits of the key city as well as the boundaries of the listed counties, including independent entities located within the boundaries of the key city and the listed counties (unless otherwise listed separately)."
4. When a military installation or Government-related facility (whether or not specifically named) is located partially within more than one city or county boundary, the applicable per diem rate for the entire installation or facility is the higher of the rates which apply to the cities and/or counties, even though part(s) of such activities may be located outside the defined per diem locality.
5. *Meals and Incidental Expenses*, see Breakdown of M&IE Expenses for important information on first and last days of travel.