

BUDGET REPORT

FISCAL YEAR 2016





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INTRODUCTION

Presented is the Cameron County Regional Mobility Authority (CCRMA) Fiscal Year 2016 (FY2016) 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 completed projects are driven. The financial budget presents the revenues in the following main segments, operating revenue, toll revenue, and non-operating revenue. The expenses are presented in the following categories salaries and benefits, administrative and office expenses, toll operating expenses, non-operating expenses, and non-cash expenses. 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 rapid 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 FY2014 were \$2,932,080 and budgeted for FY2016 is \$2,950,000.

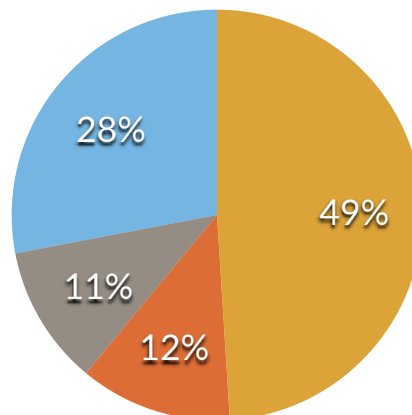
TRANSPORTATION REINVESTMENT ZONE (TRZ)

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 the geographical area of where the 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. CCRMA and Cameron County have a total of five active TRZ's in the county. The projected revenue for FY2016 for the combined TRZ's is \$750,000.

	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Operating Revenue					
Vehicle registration fee	2,800,000	2,932,080	132,080	2,900,000	2,950,000
Transportation reinvestment zone	300,000	295,907	(4,093)	425,000	750,000
Other operating revenue	-	166,602	166,602	-	-
Total Operating Revenue	3,100,000	3,394,589	294,589	3,325,000	3,700,000

FY2016 BUDGETED REVENUE

● Vehicle Registration Fees ● TRZ Revenue ● Toll Revenue ● Non-Operating Revenue



TOLL REVENUE

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 revenue budgeted for in FY2015 was severely affected by the delay of more than 150 days past the intended completion date. Toll transactions have seen a steady increase over the years and more significantly now with the Direct Connector open. The CCRMA expects the increased traffic to have a positive impact for FY2016 revenues. The total toll revenue budgeted for FY2016 is \$680,000.

	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Toll Revenue					
Interop AVI Revenue	50,000	111,311	61,311	188,416	230,000
Bridge interoperability	-	-	-	94,208	10,000
PBM toll revenue	75,000	82,675	7,675	111,968	260,000
PBM violation revenue	75,000	79,638	4,638	158,880	175,000
Other toll revenue	-	-	-	-	5,000
Total Toll Revenue	200,000	273,624	73,624	553,472	680,000

NON-OPERATING REVENUE

Non-operating revenue is revenue not derived directly from products or services provided by the CCRMA. The largest component of this revenue for FY2016 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 FY2016.

	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Non-Operating Revenue					
Interest revenue	-	8,234	8,234	-	20,000
Other non-operating revenue	-	4,000,000	4,000,000	500,000	300,000
Pass through agreement	-	-	-	-	1,385,000
Total Non-Operating Revenue	-	4,008,234	4,008,234	500,000	1,705,000

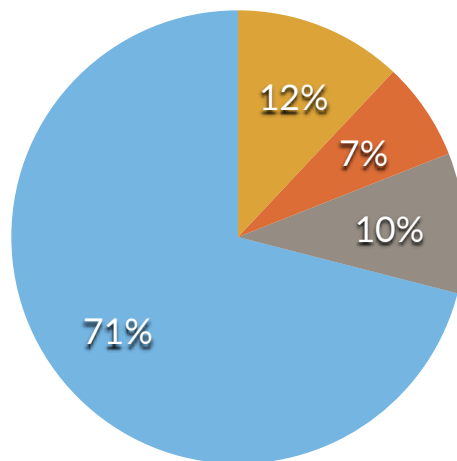
EXPENSES

SALARIES AND BENEFITS

The CCRMA anticipates additional staff in the upcoming year to support primarily the growth of the toll operations as well as the growth in administrative needs for the CCRMA. 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 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.

FY2016 BUDGETED EXPENSES

● Salaries and Benefits ● Administrative and Office ● Toll Operating ● Non-Operating



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. Most of these expenses are associated as indirect costs for the capital projects and will be capitalized through the CCRMA indirect cost allocation plan at the end of the year. The costs are reflected in the budget prior to what will be capitalized at the end of the fiscal year.

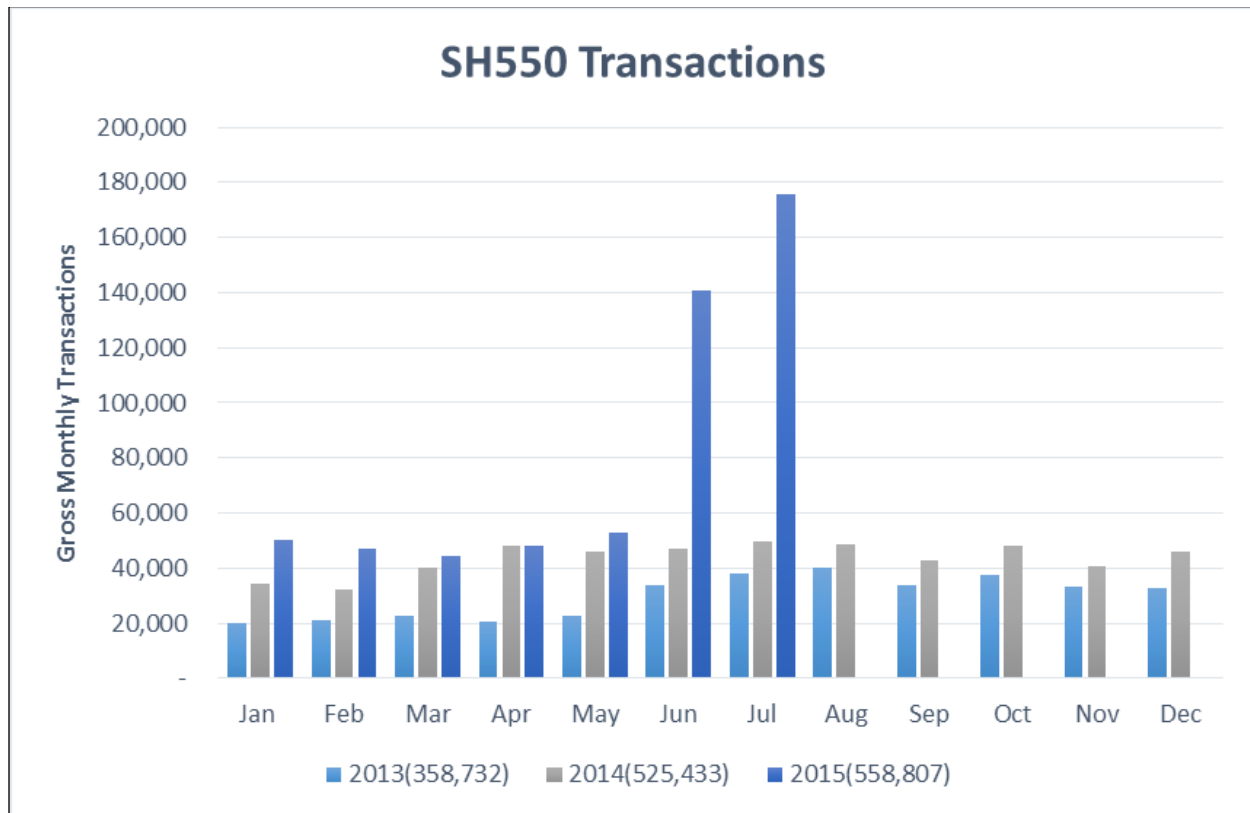
	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Salaries and Benefits					
Salaries	483,800	384,822	98,978	460,000	504,040
Auto allowance	-	-	-	-	9,900
OASDI & Medicare	28,100	23,754	4,346	31,500	34,166
Unemployment taxes	2,570	2,814	(244)	5,800	1,350
Health insurance	22,430	20,207	2,223	42,600	89,100
TCDRS	34,900	35,524	(624)	45,000	55,444
Life insurance	-	-	-	-	2,520
Total Salaries and Benefits	571,800	467,121	104,679	584,900	696,520
Administrative and Office Expenses					
Accounting software and services	-	-	-	-	9,900
Advertising and marketing	45,000	30,243	14,757	55,500	25,000
Audit services	25,000	22,500	2,500	25,000	25,000
Consulting	100,000	200,000	(100,000)	248,679	100,000
Contractual	85,000	74,153	10,847	75,000	72,000
Contingency	-	-	-	-	35,000
Data processing	10,000	9,120	880	10,000	3,250
Dues and memberships	9,500	9,101	399	14,500	15,000
Education and training	11,000	4,383	6,617	11,000	10,000
Fiscal Agent Fees	15,000	13,038	1,962	15,000	25,000
Insurance and surety bonds	10,000	22,283	(12,283)	20,000	6,900
Maintenance and repairs	-	-	-	15,000	20,500
Miscellaneous expenses	-	-	-	-	5,000
Office supplies	4,900	10,715	(5,815)	25,250	12,000
Computer equipment and accessories					10,000
Office furniture					11,000
Postage	100	-	100	-	1,800
Rental and lease	5,000	8,779	(3,779)	8,000	7,500
Travel	40,000	37,081	2,919	40,000	35,000
Utilities	-	10,023	(10,023)	20,000	3,000
Total Administrative and Office Expenses	360,500	451,419	(90,919)	582,929	432,850

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 in FY2016. The most recent phase to be completed was the Direct Connector which connects the toll road seamlessly to I69E. 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.

	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Toll Operating Expenses					
Advertising and marketing	-	-	-	-	50,000
Back office system maintenance	-	-	-	-	-
Bridge interoperability collection cost	-	-	-	-	7,500
Bridge interoperability maintenance	-	-	-	-	12,000
Contractual	-	-	-	20,000	24,000
Education and training	-	-	-	-	5,000
Facility landscaping and maintenance	30,000	44,423	(14,423)	30,000	65,000
GEC road inspection	-	-	-	30,000	-
HUB interop collection fees	10,000	5,271	4,729	22,500	21,000
Property insurance	-	-	-	40,000	50,000
Toll system maintenance and monitoring	70,000	-	70,000	70,000	226,300
Operational support	-	-	-	-	61,000
PBM add on fees	-	9,921	(9,921)	-	21,000
PBM court collections	10,000	-	10,000	-	6,000
PBM image review	80,000	48,289	31,711	90,000	30,000
Postage	-	-	-	-	500
Rental expense	-	-	-	-	1,000
Travel	-	-	-	-	8,500
Utilities	-	-	-	-	17,500
Total Toll Operating Expenses	200,000	107,904	92,096	302,500	606,300

Illustration of traffic volume trends through July 2015



NON-OPERATING EXPENSES AND NON-CASH EXPENSES

These expenses are primarily the finance costs related to outstanding bond issuances of the CCRMA. 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 expenses do not include the principal portion of debt repayment. Depreciation expense will increase significantly as it will now include the latest segment of the SH550 which is the Direct Connector.

	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Non-Operating Expenses					
Cameron County Administrative Fee	200,000	200,000	-	200,000	300,000
Bond issuance costs	-	159,265	(159,265)	-	-
2010A bond interest	1,250,000	796,889	453,111	1,387,713	285,000
2010B bond interest	900,000	1,017,853	(117,853)	1,017,853	1,100,000
2014 refunding 2010A interest	-	-	-	-	145,000
2012 toll revenue bonds interest	1,911,700	2,150,663	(238,963)	1,911,700	2,100,000
2014 CO toll revenue bonds interest	-	-	-	201,605	225,000
2015 CO toll revenue bonds interest	-	-	-	-	175,000
Total Non-Operating Expenses	4,261,700	4,324,670	(62,970)	4,718,871	4,330,000
Non-Cash Expenses					
Depreciation	-	524,408	-	-	2,085,000
Other non cash	-	-	-	-	-
Total Non-Cash Expenses	-	524,408	-	-	2,085,000

Revenues and Expenses

	Adopted Budget 2014	Actual 2014	Variance 2014	Adopted Budget 2015	Budget 2016
Operating Revenue					
Vehicle registration fee	2,800,000	2,932,080	132,080	2,900,000	2,950,000
Transportation reinvestment zone	300,000	295,907	(4,093)	425,000	750,000
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Total Toll Revenue	200,000	273,624	73,624	553,472	680,000
Non-Operating Revenue					
Interest revenue	-	8,234	8,234	-	20,000
Other non-operating revenue	-	4,000,000	4,000,000	500,000	300,000
Pass through agreement	-	-	-	-	1,385,000
Total Non-Operating Revenue	-	4,008,234	4,008,234	500,000	1,705,000
Total Revenues	\$ 3,300,000	\$ 7,676,447	\$ 4,376,447	\$ 4,378,472	6,085,000
Salaries and Benefits					
Salaries	483,800	384,822	98,978	460,000	504,040
Auto allowance	-	-	-	-	9,900
OASDI & Medicare	28,100	23,754	4,346	31,500	34,166
Unemployment taxes	2,570	2,814	(244)	5,800	1,350
Health insurance	22,430	20,207	2,223	42,600	89,100
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Life insurance	-	-	-	-	2,520
Total Salaries and Benefits	571,800	467,121	104,679	584,900	696,520
Administrative and Office Expenses					
Accounting software and services	-	-	-	-	9,900
Advertising and marketing	45,000	30,243	14,757	55,500	25,000
Audit services	25,000	22,500	2,500	25,000	25,000
Consulting	100,000	200,000	(100,000)	248,679	100,000
Contractual	85,000	74,153	10,847	75,000	72,000
Contingency	-	-	-	-	35,000
Data processing	10,000	9,120	880	10,000	3,250
Dues and memberships	9,500	9,101	399	14,500	15,000
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Miscellaneous expenses	-	-	-	-	5,000
Office supplies	4,900	10,715	(5,815)	25,250	12,000
Computer equipment and accessories	-	-	-	-	10,000
Office furniture	-	-	-	-	11,000
Postage	100	-	100	-	1,800
Rental and lease	5,000	8,779	(3,779)	8,000	7,500
Travel	40,000	37,081	2,919	40,000	35,000
Utilities	-	10,023	(10,023)	20,000	3,000
Total Administrative and Office Expenses	360,500	451,419	(90,919)	582,929	432,850
Toll Operating Expenses					
Advertising and marketing	-	-	-	-	50,000
Back office system maintenance	-	-	-	-	-
Bridge interoperability collection cost	-	-	-	-	1,500
Bridge interoperability maintenance	-	-	-	-	12,000

Contractual	-	-	-	20,000	24,000
Education and training	-	-	-	-	5,000
Facility landscaping and maintenance	30,000	44,423	(14,423)	30,000	65,000
GEC road inspection	-	-	-	30,000	-
HUB interop collection fees	10,000	5,271	4,729	22,500	21,000
Property insurance	-	-	-	40,000	50,000
Toll system maintenance and monitoring	70,000	-	70,000	70,000	226,300
Operational support	-	-	-	-	61,000
PBM add on fees	-	9,921	(9,921)	-	21,000
PBM court collections	10,000	-	10,000	-	6,000
PBM image review	80,000	48,289	31,711	90,000	30,000
Postage	-	-	-	-	500
Rental expense	-	-	-	-	1,000
Travel	-	-	-	-	8,500
Utilities	-	-	-	-	17,500
Total Toll Operating Expenses	200,000	107,904	92,096	302,500	600,300

Non-Operating Expenses

Cameron County Administrative Fee	200,000	200,000	-	200,000	300,000
Bond issuance costs	-	159,265	(159,265)	-	-
2010A bond interest	1,250,000	796,889	453,111	1,387,713	285,000
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2014 CO toll revenue bonds interest	-	-	-	201,605	225,000
2015 CO toll revenue bonds interest	-	-	-	-	175,000
Total Non-Operating Expenses	4,261,700	4,324,670	(62,970)	4,718,871	4,330,000

Total Expenses	\$ 5,394,000	\$ 5,351,113	\$ 42,887	\$ 6,189,200	6,059,670
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Net Change in FY2016 Budgeted totals	25,330
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Non-Cash Expenses

Depreciation	-	524,408	-	-	2,085,000
Other non cash	-	-	-	-	-
Total Non-Cash Expenses	-	524,408	-	-	2,085,000

Estimated Net Cash Position FY2016

Estimated Operating and Restricted Cash at Beginning of Year	10,500,000
Principal Portion of Bond Payments	(850,000)
CCRMA funds for Capital Projects	(1,500,000)
Change from Budgeted Revenue and Expenses	25,330
Estimated Operating and Restricted Cash at End of Year	8,175,330

CAPITAL PROJECTS

SPI 2ND ACCESS

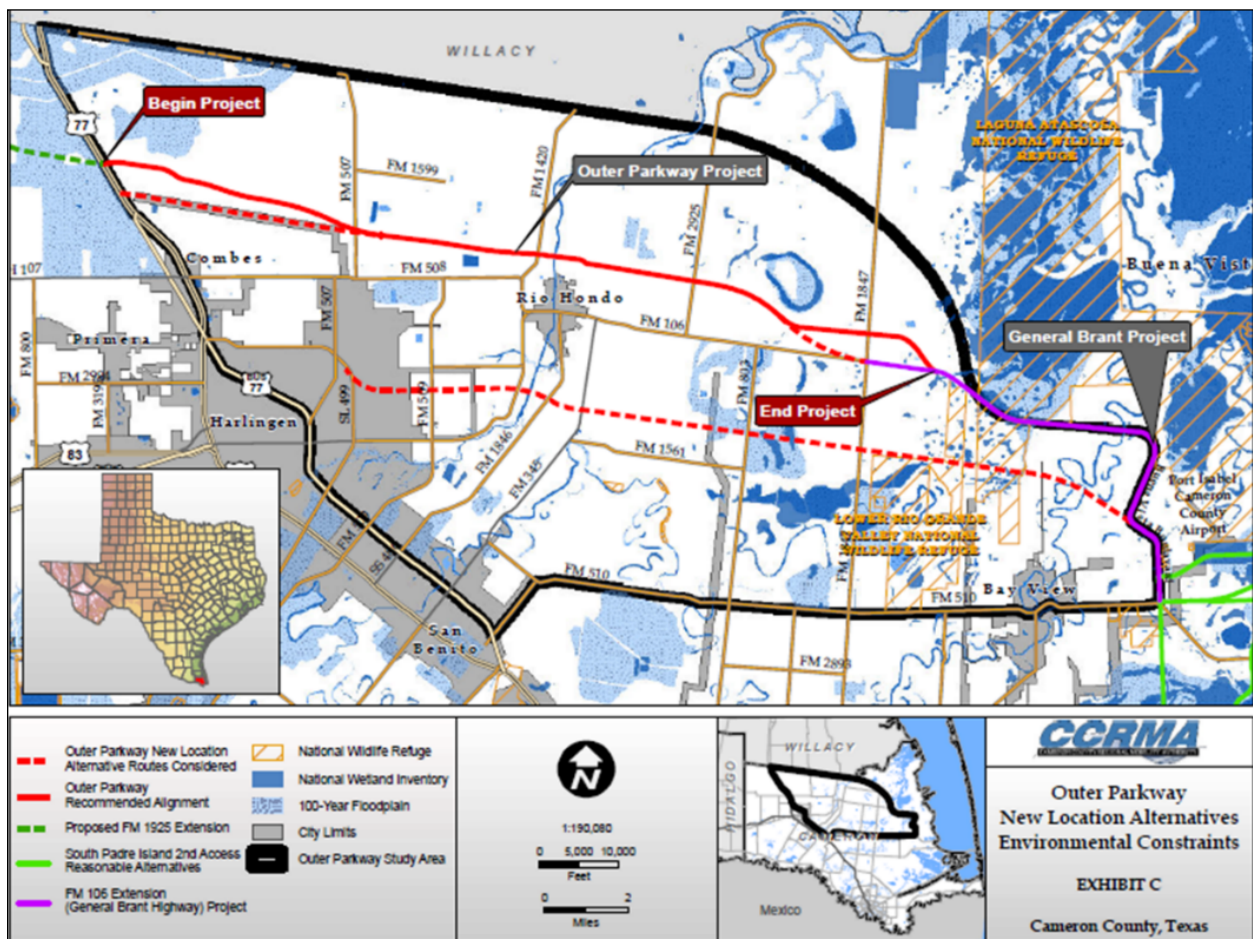
The CCRMA has entered one of the most critical and project sensitive phases of the SPI 2nd Access as of FY2016. In December 2014 the CCRMA completed the final environmental impact statement required by the Federal Highway Administration (FHWA). This was a significant milestone in the progress of this project leading to the record of decision expected to be received from the FHWA early 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 may lead to the development of 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 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 FY2016.



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 FY2016 for the development of Environmental studies.

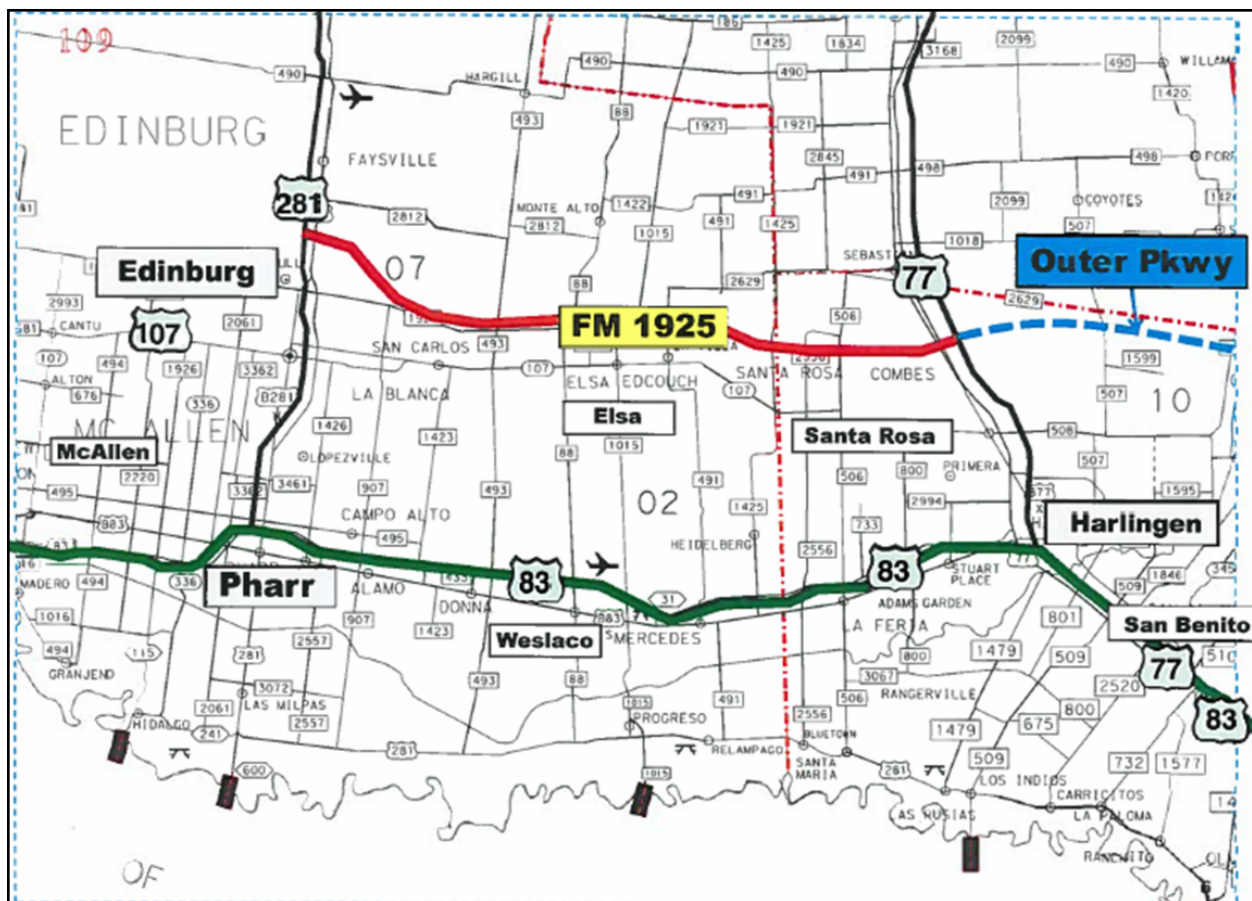
Conceptual map of the Outer Parkway Project



FM 1925

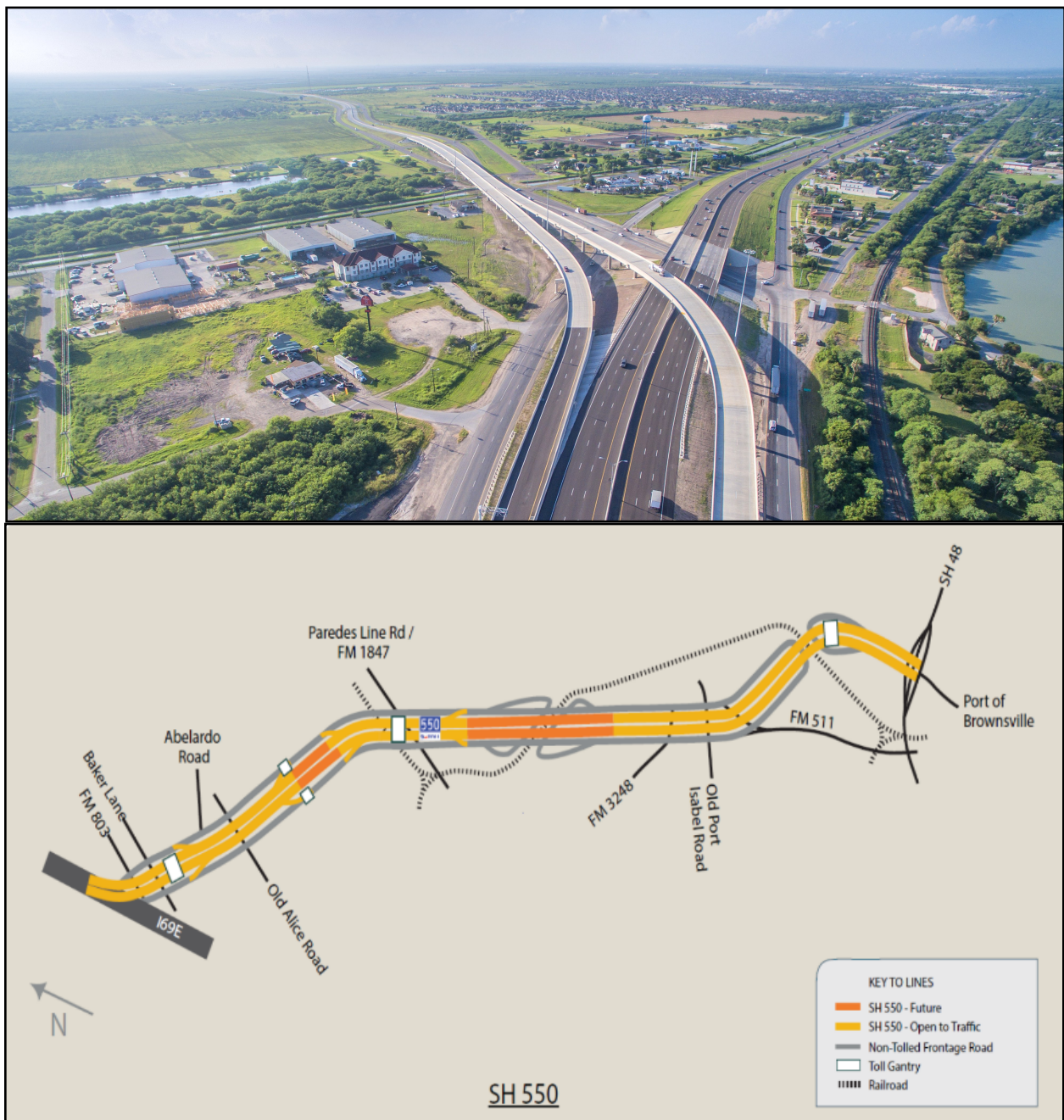
The FM1925 project is a regional project connecting the counties of Hidalgo and Cameron. This project assists with the flow of west to east traffic between both counties as well as providing a fast and efficient corridor to South Padre Island if traveling from the west by connecting with the Outer Parkway 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 SH68 to I69E by the year 2020. With the growing population of both counties and forecasted traffic needs, the FM1925 facility could serve as a toll road within the corridor. The CCRMA will begin an environmental assessment study on this project in FY2016.

Conceptual map of the FM1925 Project



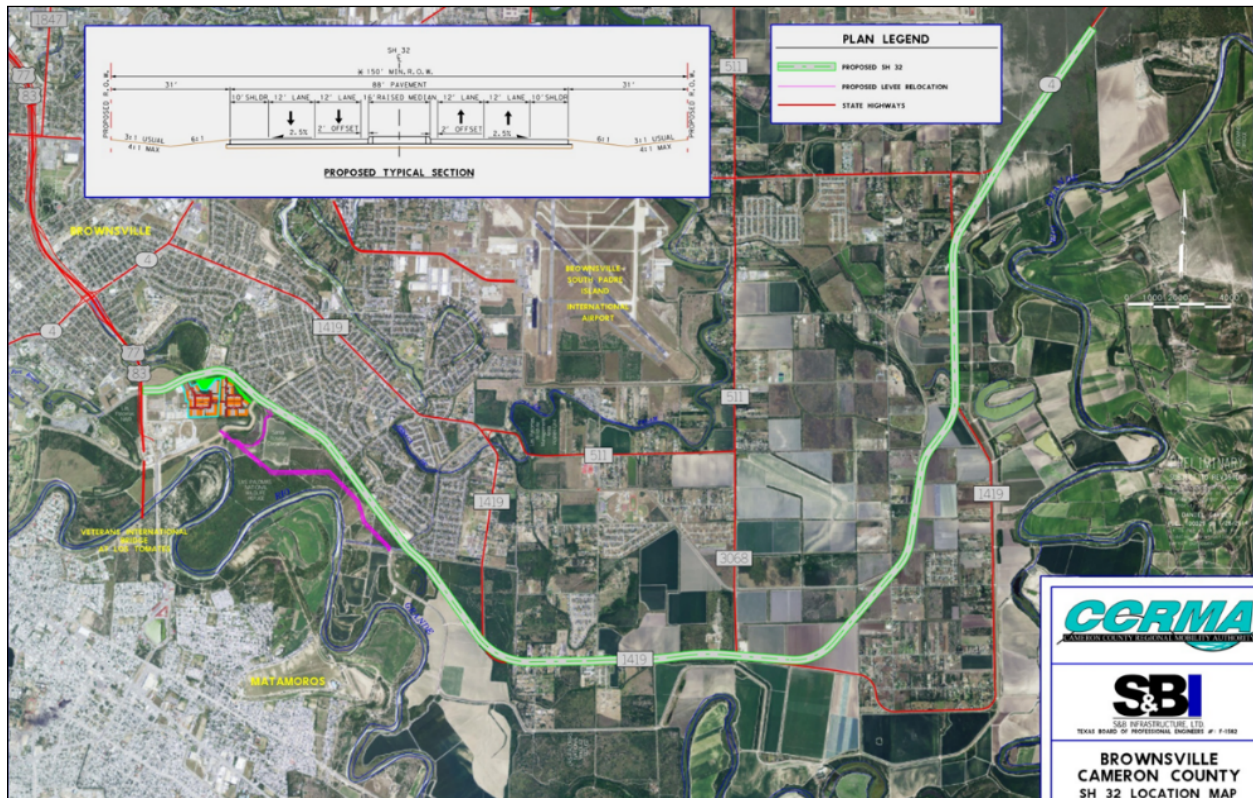
SH550

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 roughly seven million dollars and the CCRMA plans to use funds allotted from TxDot for Vehicle Registration Fees which will cover the entire project cost. Construction is estimated to begin in March of 2016.



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 FY2016 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 FY2016.

Map of SH32 preferred alternative route



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 FY2016.

**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)**



WEST PARKWAY

This project requires the establishment of funding sources to continue the environmental studies and preliminary route and design studies. The CCRMA has entered an interlocal agreement with Cameron County for a TRZ that includes the area for this project. Forecasted revenues for the TRZ will take many more years to materialize and will not be sufficient to fund the studies for FY2016. The Brownsville Metropolitan Organization has allotted funds to assist in the development of the environmental studies, and CCRMA is expecting to initiate these plans in FY2016.

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 at the end of FY2015 and is anticipating vendor selection to occur early in 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.

Estimated Capital Project Expenditures	SPI 2nd Access	Outer Parkway	FM 1925	SH550	East Loop	West Rail	West Parkway	Toll Operations Projects	
Funding Sources									
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

Projected Five Year Revenues, Expenses, and Debt Payments
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	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021
Operating Revenue					
Vehicle registration fee	3,000,000	3,050,000	3,100,000	3,150,000	3,200,000
Transportation reinvestment zone	650,000	750,000	850,000	950,000	1,050,000
Total Operating Revenue	3,650,000	3,800,000	3,950,000	4,100,000	4,250,000
Toll Revenue*	975,000	1,150,000	1,325,000	1,400,000	1,450,000
Non-Operating Revenue					
Interest revenue	20,000	20,000	20,000	20,000	20,000
Other non-operating revenue	300,000	300,000	300,000	300,000	300,000
Pass through agreement *	2,770,000	2,770,000	2,770,000	2,770,000	2,770,000
Total Non-Operating Revenue	3,090,000	3,090,000	3,090,000	3,090,000	3,090,000
Total Revenues	\$ 7,715,000	\$ 8,040,000	\$ 8,365,000	\$ 8,590,000	\$ 8,790,000
Salaries and Benefits					
Total Salaries and Benefits	766,172	842,789	927,067	1,019,134	1,100,000
Administrative and Office Expenses					
Total Administrative and Office Expenses	484,493	508,718	534,154	560,862	588,905
Toll Operating Expenses					
Total Toll Operating Expenses	690,345	793,897	833,592	875,272	919,036
Non-Operating Expenses					
Cameron County Administrative Fee *	-	-	-	-	-
Bond issuance costs					
2010A bond interest	250,000	250,000	250,000	250,000	250,000
2010B bond interest	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
2014 refunding 2010A interest	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
2012 toll revenue bonds interest	2,900,000	2,900,000	2,900,000	2,900,000	2,900,000
2014 CO toll revenue bonds interest	225,000	275,000	375,000	450,000	475,000
2015 CO toll revenue bonds interest	175,000	175,000	175,000	300,000	350,000
Total Non-Operating Expenses	5,750,000	5,800,000	5,900,000	6,100,000	6,175,000
Total Expenses	\$ 7,691,010	\$ 7,945,404	\$ 8,194,813	\$ 8,555,268	8,782,941
Net Change in Budgeted totals					
	23,990	94,596	170,187	34,732	7,059

330,564

*Projections do not include CCRMA BOS

*Projections include PTA terms for Max Payment and
adjusted County Administrative Fee