



# ANNUAL REPORT 2016

Cameron County Regional Mobility Authority



# MESSAGE FROM CHAIRMAN

Cameron County and the Rio Grande Valley continue to be an attractive business and tourist destination. The region continues to see tremendous growth in population and surge of economic development. The population of the Brownsville-Matamoros and McAllen-Reynosa areas combined is estimated to double between 2010 and 2040 from 3.5 million to 7 million residents.



With the rapid growth in our population, as more jobs are created, and more businesses locate in this area, the Cameron County Regional Mobility Authority (CCRMA) will continue to face the growing transportation challenge of how to get people, goods and services to their destinations safely, reliably and timely in an environmentally sensitive manner.

The CCRMA is working on projects like the SPI 2nd Access, which is the most critical safety project in Texas as it will alleviate traffic in the Laguna Madre area during emergencies. The SH 550 Gap I Project will help improve the safety and mobility in the area by allowing heavy commercial and high-speed traffic to utilize the SH 550 Toll Road, bypassing a local public school, UPRR main rail line, power plant and law enforcement facilities.

These are only two of the many projects underway in our region. The CCRMA will continue to build out our projects and help our partners succeed in the global economy by providing the necessary transportation infrastructure.

A handwritten signature in dark ink, reading "Frank Parker, Jr." in a cursive style.

Frank Parker, Jr., CCRMA Chairman

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## OUR GOALS

On September 30, 2004, the Texas Transportation Commission (TTC) approved the creation of a Regional Mobility Authority (RMA) for the Cameron County region.

The CCRMA will help usher Cameron County into a new transportation era. It will build transportation projects faster, bring congestion relief to the community and provide motorists alternatives to save time, increase safety and improve the quality of life for residents and their families.

The ultimate goal of the CCRMA is to make significant contributions to a high quality of life by providing our residents and visitors with effective, accelerated mobility to encourage economic growth in South Texas from borders to beaches.



# OUR IMPACT IN THE RIO GRANDE VALLEY



International Blvd., Brownsville, TX.

## SAFETY

- + Faster emergency response time
- + Alleviation of heavy traffic through school zones
- + Preservation of natural environment on project sites

## MOBILITY

- + Efficient connections to corridors
- + Creation of alternative routes for emergency response
- + Second access route to South Padre Island, Texas

## QUALITY OF LIFE

- + Elimination of 21 rail crossings
- + Improved travel time through SH 550/I-169
- + Connect cities in Cameron and Hidalgo Counties

## ECONOMIC DEVELOPMENT

- + Direct routes to the Port of Brownsville
- + Improvement of international trade
- + Continued development of key infrastructure



Queen Isabella Memorial Causeway, Port Isabel, TX.



West Rail Bridge

## READINESS

- + Continued development of projects for expected population growth
- + Partnership development with key strategic organizations
- + Providing consistent transparency to the general public



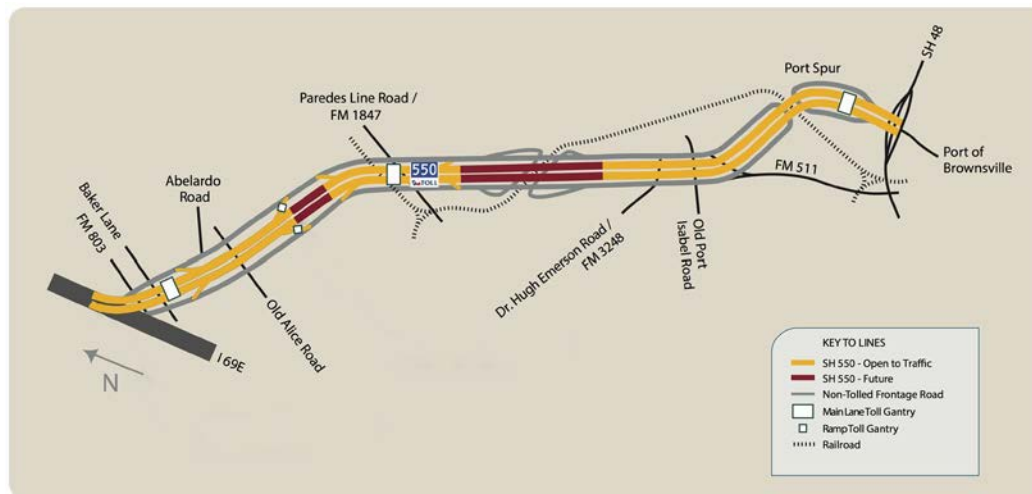
# SH 550/I-169

The SH 550 connects SH 48 and Port of Brownsville to I-69E. Utilizing SH 550 has ample benefits for heavy commercial and high-speed traffic. Drivers save anywhere from 15 to 30 minutes on a round-trip on SH 550. Additionally, drivers on SH 550 avoid stops and reduced speed along the way, as FM 511 has a school zone, railroad crossings and congestion areas. Added to its benefits, the SH 550 allows residents to take advantage of an easier, faster and safer route to points of interest such as Port Isabel and South Padre Island.

CCRMA, along with its partners, have been working on converting SH 550 from a State Highway to Interstate standards. The Direct Connector section, which opened in July 2015, has already been approved and signed as I-169.

Future plans include the construction of the SH 550 GAP I & II Projects.

Once construction on GAP I & II are complete, the entire SH 550 Corridor will be signed as I-169.



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WILL BE SIGNED AS I-169





# SH 32 (EAST LOOP)

By creating an outer loop road in Brownsville, SH 32 will add safety, alleviate traffic congestion and enhance economic development in the city's underdeveloped area.

The East Loop Corridor will serve as a direct link from the Port of Brownsville to Matamoros, Tamaulipas Mexico. Currently, the Port of Brownsville exports and imports over 6.3 million metric tons of steel, petroleum, machinery, ores and other international trade every year.

The East Loop Project will eliminate many school zones and other residential conflicts to overall improve the safety for our children and residents.

The East Loop Project will serve as a new overweight corridor for heavy commercial traffic carrying loads of up to 120,000 lbs. to travel safer and without stops between the Port of Brownsville and the Veterans International Bridge at Los Tomates.

SH 32 will reduce congestion on SH 48, as well as reduce travel time on all roadways connecting to the corridor.







Heavy Traffic Bypassing School Crossing



Port of Brownsville



Congestion Build Up on International Blvd., Brownsville, TX.

## KEY BENEFITS OF SH 32 (EAST LOOP)

- 1 Improve connectivity from Veterans International Bridge at Los Tomates to the Port of Brownsville.
- 2 Provide an overweight corridor between Veterans International Bridge at Los Tomates and the Port of Brownsville.
- 3 Eliminates 17 stops and 6 school zone congestion conflicts.
- 4 Alleviate congestion in one of Brownsville's most heavily trafficked roads.



## 1 Estimated Costs

The **FM 1925** Project is estimated to cost \$120 million.

**Outer Parkway** Project is estimated to cost \$180 million.

## 2 Purpose & Need

Both projects are integral in regional transportation planning to provide four lanes on a road that connects both Hidalgo and Cameron Counties. The road system will offer a new hurricane evacuation route and provide safe passage through a divided highway located north of I-69 and I-2, which are currently used to connect both counties.

# FM 1925 PROJECT

FM 1925 is a regional project being developed in partnership by Cameron County Regional Mobility Authority (CCRMA), Hidalgo County Regional Mobility Authority (HCRMA) and The Texas Department of Transportation (TxDOT).

The 26-mile project will provide a vital connection between the Hidalgo and Cameron Counties. The proposed project will link I-69C in the City of Edinburg to I-69E north of the City of Harlingen. The project is also designed to connect to other projects under development, Outer Parkway and SPI 2nd Access. When completed, FM 1925 will effectively provide access from the center of Hidalgo County all the way to the coast in South Padre Island.



\*Map reflects current proposed corridors under environmental studies.

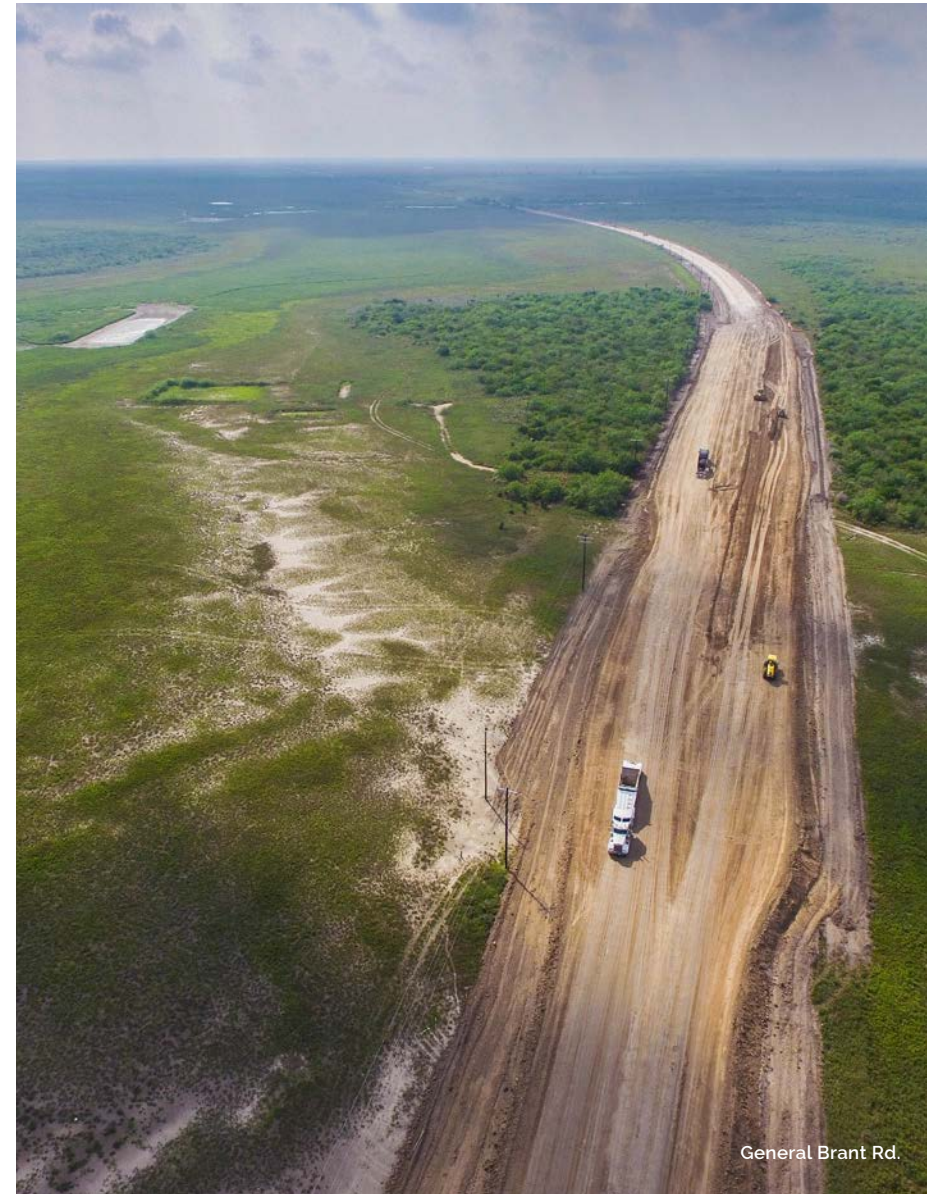
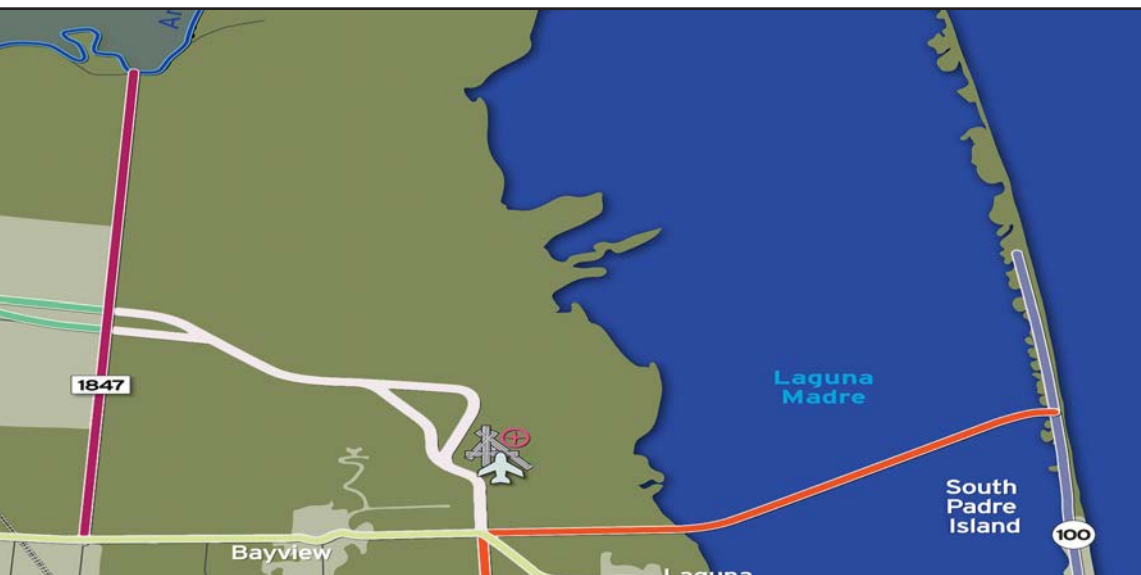


# OUTER PARKWAY

The Outer Parkway Project will provide highly improved connectivity in rural and undeveloped areas in northern Cameron County to the interstate, improving the quality of life and boosting economic development.

The new east-west travel will extend from I-69E to General Brant Road and will end near FM 1847. Currently proposed, the Outer Parkway Project will be a controlled access toll facility.

The 22-mile long road will connect to South Padre Island's proposed second access.





# SPI 2ND ACCESS

South Padre Island is home to some of the most beautiful beaches in Texas.

South Padre Island's warm weather makes it the ideal year-round vacation destination. The island offers an abundance of outdoor and water related activities, a birding center, nature preserves, historical battlefield sites and golf courses.

The SPI 2nd Access is the most critical safety project in the state of Texas. Currently, the island's only connection to the mainland is through the Queen Isabella Memorial Causeway. Having a second access to the island will provide an additional emergency evacuation route and it will improve emergency response time.

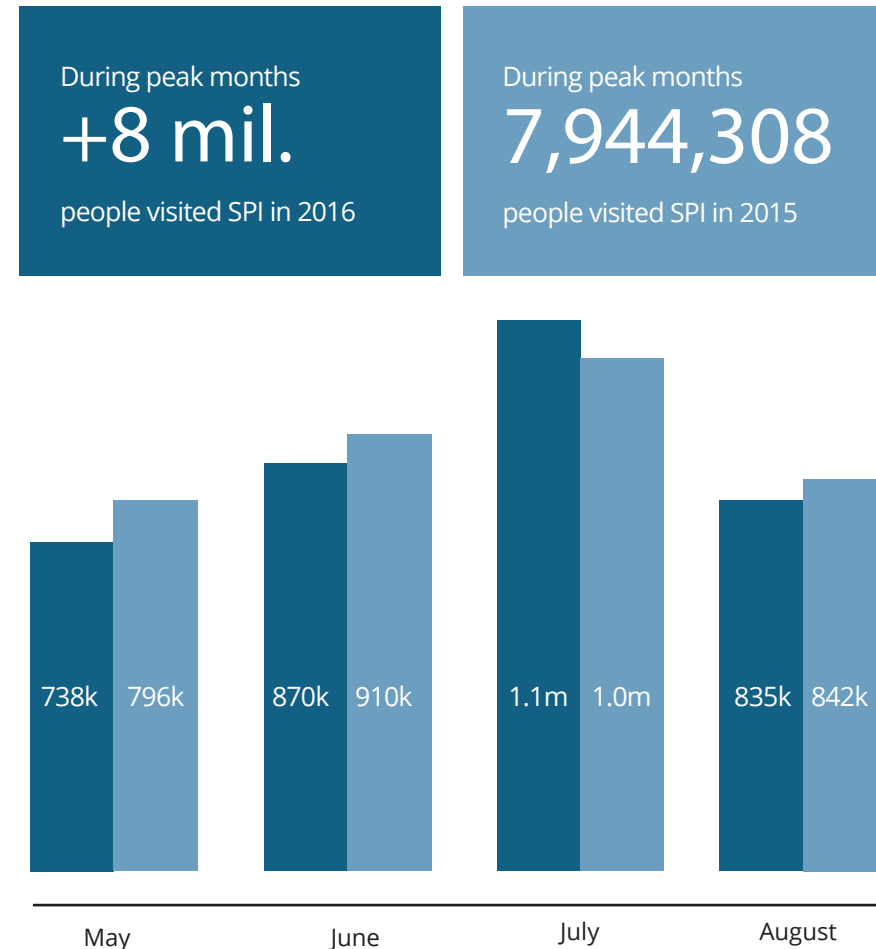
This project has ample support, at the local and state level. In the Rio Grande Valley, over 45 cities have voiced support for the construction of the project. At the state level, state representatives, senators and the Texas governor support and are fully committed to the project.

The SPI 2nd Access is expected to spur economic development, specifically in the northern part of South Padre Island.

"The SPI 2nd Access is the most critical safety project in Texas." -Pete Sepulveda, Jr., Executive Director.

## CAUSEWAY TRAFFIC BY THE NUMBERS

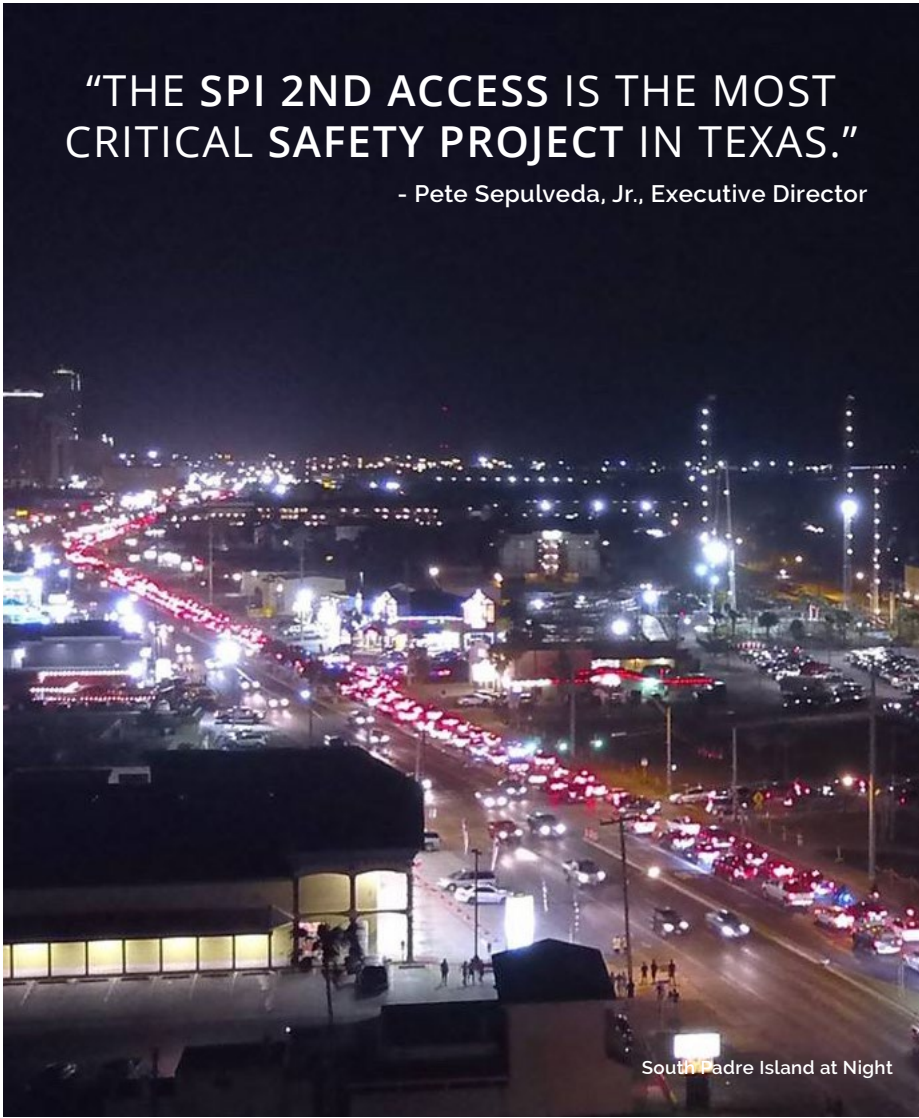
2016 - 2015 Comparison







Queen Isabella Memorial Causeway, Port Isabel, TX.

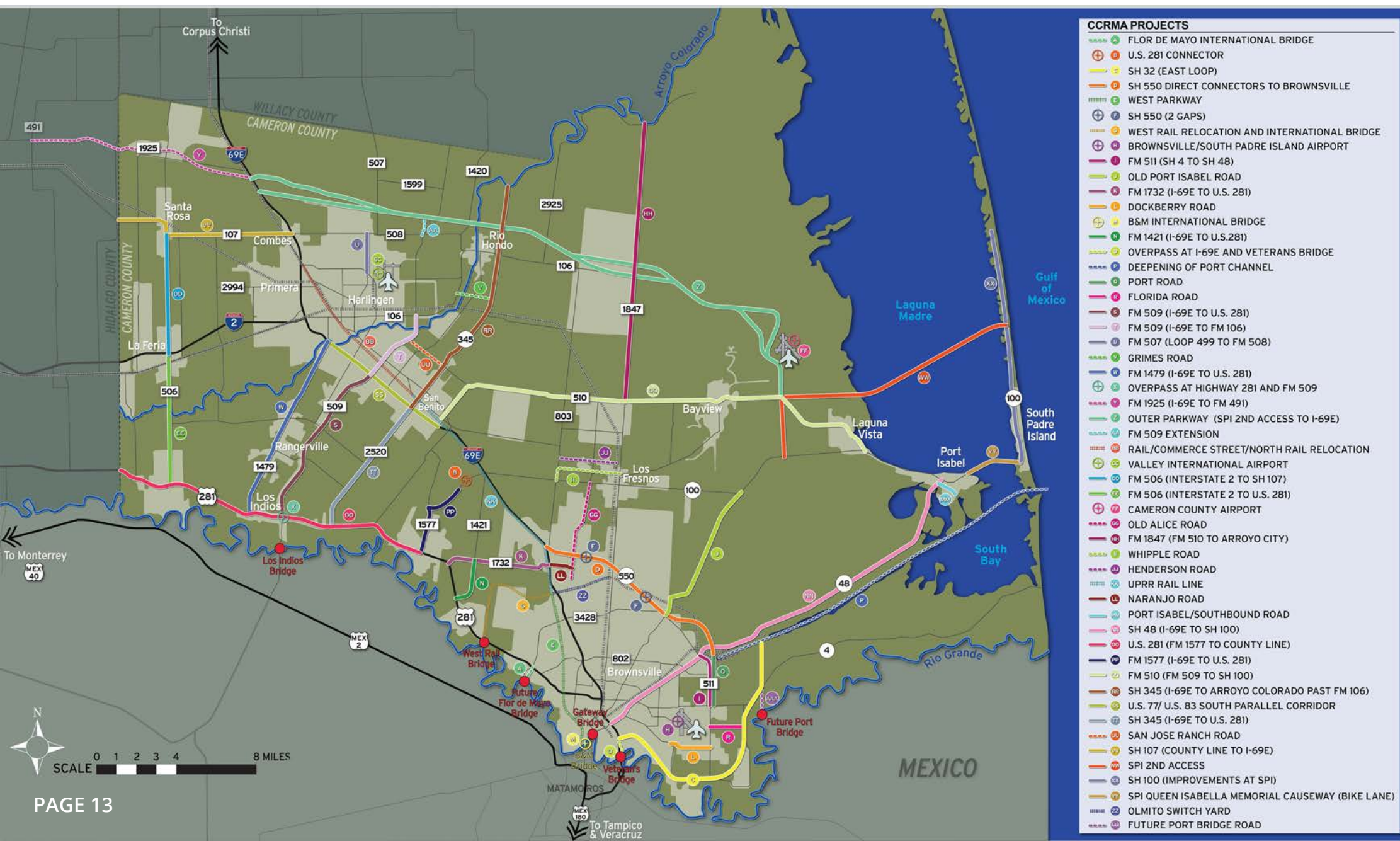


"THE SPI 2ND ACCESS IS THE MOST  
CRITICAL SAFETY PROJECT IN TEXAS."

- Pete Sepulveda, Jr., Executive Director



# SYSTEM MAP





# FINANCIALS

The CCRMA prepared its Fiscal Year 2016 Financial Statements in conformity with Generally Accepted Accounting Principles in the United States of America (GAAP) as applied to governmental units. Some of the items listed below have notes associated with them. To view the Management Discussion and Analysis, the Financial Statements and accompanying Notes to the Financial Statements, please visit [www.ccrma.org/financials](http://www.ccrma.org/financials)



**\$12,902,982**

Total Net Position

**\$148,918,494**

Total Assets and Deferred Outflows

**\$136,015,512**

Total Liabilities and Deferred Inflows

**\$3,420,704**

Total Operating Expenses

**\$5,134,846**

Total Operating Revenues

# FINANCIALS CONT.

ASSETS	2016	2015
Current Assets	\$ 4,591,638	\$ 5,276,416
Capital Assets, net	\$ 68,187,067	\$ 70,106,680
CIP & Other Non-Current	\$ 76,047,466	\$ 73,889,439
Deferred Outflows Related to Pension	\$ 92,323	\$ 29,870
Total Assets & Deferred Outflows	\$148,918,494	\$149,302,405
LIABILITIES	2016	2015
Current Liabilities	\$ 3,042,151	\$ 2,648,534
Non-Current Liabilities	\$132,942,020	\$133,408,934
Deferred Inflows Related to Bond Refunding	\$ 31,341	\$ 37,456
Total Liabilities & Deferred Inflows	\$136,015,512	\$136,094,924
NET POSITION	2016	2015
Net Investments in Capital Assets	\$ 436,845	\$ 931,229
Restricted	\$ 10,307,998	\$ 9,274,689
Unrestricted	\$ 2,158,139	\$ 3,001,563
Total Net Position	\$ 12,902,982	\$ 13,207,481



OPERATING REVENUES AND EXPENSES	2016	2015
Vehicle Registration Fees	\$ 3,156,486	\$ 2,975,240
Toll Revenue	\$ 1,220,065	\$ 510,448
Transportation Reinvestment Zone	\$ 426,261	\$ 378,840
Other Operating Revenue	\$ 332,034	\$ 495,514
Total Operating Revenues	\$ 5,134,846	\$ 4,360,042
Total Operating (Expenses)	(\$ 3,420,704)	(\$ 2,198,909)
NON-OPERATING REVENUES AND EXPENSES AND CHANGE IN NET POSITION	2016	2015
Total Non-Operating Revenues (Expenses)	(\$ 3,403,641)	(\$ 1,690,623)
Capital Contributions	\$ 1,385,000	\$ -
Change in Net Position	(\$ 304,499)	\$ 470,510
STATEMENT OF CASH FLOWS	2016	2015
Net Cash Provided by (used in) Operating Activities	\$ 3,731,011	\$ 2,746,754
Cash & Cash Equivalents at the End of Year	\$ 9,085,206	\$ 11,857,176
Ending Cash - Statement of Net Position	\$ 2,008,726	\$ 2,958,483











**CCRMA**  
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Cameron County Regional Mobility Authority  
3461 Carmen Avenue  
Rancho Viejo, Texas 78575  
(956) 621-5571 | (956) 621-5590  
[info@ccrma.org](mailto:info@ccrma.org)  
[www.ccrma.org](http://www.ccrma.org)