

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 22nd day of March 2019, there was conducted a Special Meeting of the Cameron County Regional Mobility Authority, at the CCRMA Administrative Office, 3470 Carmen Avenue, Suite 5 thereof, in Rancho Viejo, Texas, for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

12:00 Noon

PRESENT:

FRANK PARKER, JR.
CHAIRPERSON

DIRECTOR

HORACIO BARRERA
DIRECTOR

MICHAEL SCAIEF
DIRECTOR

MARK ESPARZA
DIRECTOR

NAT LOPEZ
DIRECTOR

DR. MARIA VILLEGAS, M.D.
DIRECTOR

RUBEN GALLEGOS, JR.
ABSENT

ABSENT

ABSENT

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The Meeting was called to order by Chairman Parker, at 12:00 Noon. At this time, the Board considered the following matters as per CCRMA Agenda posted and filed for Record in the Office of the County Clerk on this 19th day of March 2019 at 8:58 A.M.



IMPROVING MORE THAN JUST ROADS

00000694

POSTED ON WEB

March 19, 2019
at 9:25 a.m.

AGENDA

**Special Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority**

3470 Carmen Avenue, Suite 5

Rancho Viejo, Texas 78575

March 22, 2019

12:00 Noon

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS
MAR 22 2019 PM 10:58
Document Number: 00000694
Salvador Garcia-Perez
County Clerk
Wesley Don Juan Garcia
Cameron County

PUBLIC COMMENTS:

1. Public Comments.

PRESENTATIONS:

2. Presentations.

- A. Presentation of the 2018 Cameron County Regional Mobility Authority Annual Financial Statements.
- B. Presentation on the Status of Cameron County Regional Mobility Authority Projects.

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:
February 8, 2019 – Regular Meeting.

ITEMS FOR DISCUSSION AND ACTION:

4. Action Items.
 - A. Approval of Claims.
 - B. Consideration and Approval of the Financial Statements and Budget Amendments for the month of January 2019.
 - C. Consideration and Approval of a Resolution in Support of House Bill 1643, House Bill 1644, and House Bill 1646 authored by Representative Armando Martinez.
 - D. Consideration and Approval of a Resolution in Support of Senate Bill 1712 and Senate Bill 1718 authored by Senator Eddie Lucio, Jr.

- E. Consideration and Approval of a Resolution in Support of Senate Bill 2053 authored by Senator Juan Hinojosa.
- F. Consideration and Approval of an Interlocal Agreement between Cameron County and the Cameron County Regional Mobility Authority for Construction Management Services for the Maintenance Improvements at the Gateway International Bridge, Veterans International Bridge at Los Tomates and the Free Trade International Bridge at Los Indios, Northbound Commercial Lane Expansion at the Free Trade International Bridge at Los Indios, Southbound Oversized Commercial Lane at the Free Trade International Bridge at Los Indios and SENTRI Lane Improvements at the Veterans International Bridge at Los Tomates.
- G. Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 3 with S&B Infrastructure, Ltd. for the Veterans International Bridge Truck Lane Expansion.
- H. Consideration and Approval of Amendment to the Professional Consulting Services Agreement with Fagan Consulting.
- I. Discussion and Possible Action regarding investing funds held at Bank of New York Mellon.

EXECUTIVE SESSION:

5. Executive Session.


- A. Deliberation Regarding Acquisition of Real Property legally described as Units 3 through 8 of the Rancho Viejo Plaza Condominiums, in Rancho Viejo, Cameron County, Texas, Pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072.
- B. Confer with Legal Counsel regarding Contract with Foremost Paving, Inc. for the SH 550 Gap 1 Project, pursuant to V.T.C.A. Government Code, Section 551.071(2).
- C. Confer with Legal Counsel regarding potential legal issues with the West Rail Project, Pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(2).

6. Action Relative to Executive Session.

- A. Possible Action.
- B. Possible Action.
- C. Possible Action.

ADJOURNMENT:

Signed this 19th day of March 2019.


Frank Parker, Jr.
Chairman

NOTE:

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

PUBLIC COMMENTS

1 PUBLIC COMMENTS

None were presented.

PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS

2-A Presentation of the 2018 Cameron County Regional Mobility Authority Annual Financial Statements.

Mr. Adrian Rincones, RMA Chief Financial Officer and Mr. Ben Pena with Burton McCumber Longoria LLC, went over the Annual Financial Statements Presentation. A discussion occurred and questions were asked regarding the prior period adjustment and finding. Mr. Rincones and Mr. Pena addressed all questions accordingly with the Board.

Director Scaief moved to acknowledge the 2018 Cameron County Regional Mobility Authority Annual Financial Statements as presented. The motion was seconded by Secretary Barrera and carried unanimously.

The Presentation is as follows:

2-B Presentation on the Status of Cameron County Regional Mobility Authority Projects.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over a Power Point Presentation on the Status of Cameron County Regional Mobility Projects.

Director Esparza moved to acknowledge the Presentation as presented. The motion was seconded by Director Villegas and carried unanimously.

The Presentation 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:

February 8, 2019 – Regular Meeting.

Mr. Pete Sepulveda, Jr., RMA Executive Director introduced the item to the Board.

Secretary Barrera moved to approve the minutes for February 8, 2019 Regular Meeting. The motion was seconded by Director Esparza and carried unanimously.

ACTION ITEMS

4-A Approval of Claims.

Mr. Victor Barron, RMA Controller went over the Claims and presented into the record.

Secretary Barrera moved to approve the Claims as presented. The motion was seconded by Director Villegas and carried as follows:

NOTE: Director Scaief and Director Esparza abstained on Texas Regional Bank Check #13832, paid on 2.25.19.

AYE: Chairman Parker, Secretary Barrera, Director Lopez and Director Villegas.

NAY: None.

ABSTAINED: Director Scaief and Director Esparza

The Claims are as follows:

4-B Consideration and Approval of the Financial Statements and Budget Amendments for the month of January 2019.

Mr. Victor Barron, RMA Controller went over the Financial Statements and presented them into the record.

Director Esparza moved to approve the Financial Statements for the month of January 2019. The motion was seconded by Director Scaief and carried unanimously.

The Financials are as follows:

4-C Consideration and Approval of a Resolution in Support of House Bill 1643, House Bill 1644, and House Bill 1646 authored by Representative Armando Martinez.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the item with the Board and the need for the Resolution.

Director Esparza moved to approve Resolution in Support of House Bill 1643, House Bill 1644, and House Bill 1646 authored by Representative Armando Martinez. The motion was seconded by Secretary Barrera and carried unanimously.

The Resolution is as follows:

4-D Consideration and Approval of a Resolution in Support of Senate Bill 1712 and Senate Bill 1718 authored by Senator Eddie Lucio, Jr.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the item with the Board and the need for the Resolution.

Director Esparza moved to approve Resolution in Support of Senate Bill 1712 and Senate Bill 1718 authored by Senator Eddie Lucio, Jr. The motion was seconded by Secretary Barrera and carried unanimously.

The Resolution is as follows:

4-E Consideration and Approval of a Resolution in Support of Senate Bill 2053 authored by Senator Juan Hinojosa.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the item with the Board and the need for the Resolution.

Director Esparza moved to approve Resolution in Support of Senate Bill 2053 authored by Senator Juan Hinojosa. The motion was seconded by Secretary Barrera and carried unanimously.

The Resolution is as follows:

4-F Consideration and Approval of an Interlocal Agreement between Cameron County and the Cameron County Regional Mobility Authority for Construction Management Services for the Maintenance Improvements at the Gateway International Bridge, Veterans International Bridge at Los Tomates and the Free Trade International Bridge at Los Indios, Northbound Commercial Lane Expansion at the Free Trade International Bridge at Los Indios, Southbound Oversized Commercial Lane at the Free Trade International Bridge at Los Indios and SENTRI Lane Improvements at the Veterans International Bridge at Los Tomates.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the item with the Board. Mr. Sepulveda informed that Board that previously the CCRMA had entered into an interlocal agreement with the County to design the different projects for the County. The interlocal agreement included the bidding phase as well. This interlocal agreement is to allow the CCRMA to handle the construction management of all the projects that are going to be bid out. Staff's recommendation is for approval.

Director Esparza moved to approve the Interlocal Agreement between Cameron County and the Cameron County Regional Mobility Authority for Construction Management Services for the Maintenance Improvements at the Gateway International Bridge, Veterans International Bridge at Los Tomates and the Free Trade International Bridge at Los Indios, Northbound Commercial Lane Expansion at the Free Trade International Bridge at Los Indios, Southbound Oversized Commercial Lane at the Free Trade International Bridge at Los Indios and SENTRI Lane Improvements at the Veterans International Bridge at Los Tomates. The motion was seconded by Director Villegas and carried unanimously.

The Agreement is as follows:

4-G Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 3 with S&B Infrastructure, Ltd. for the Veterans International Bridge Truck Lane Expansion.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the item and the need for the Supplemental Work Authorization with the Board.

Director Esparza moved to approve Supplemental Work Authorization No. 1 to Work Authorization No. 3 with S&B Infrastructure, Ltd. for the Veterans International Bridge Truck Lane Expansion. The motion was seconded by Secretary Barrera and carried unanimously.

The Supplemental Work Authorization is as follows:

4-H Consideration and Approval of Amendment to the Professional Consulting Services Agreement with Fagan Consulting.

Mr. Adrian Rincones, RMA Chief Financial Officer went over the item and the need for the Agreement and Amendments being proposed with the Board.

Secretary Barrera moved to approve the Amendment to the Professional Consulting Services Agreement with Fagan Consulting. The motion was seconded by Director Scaief and carried unanimously.

The Agreement is as follows:

4-I Discussion and Possible Action regarding investing funds held at Bank of New York Mellon.

Director Scaief moved to **TABLE** the item. The motion was seconded by Director Lopez and carried unanimously.

EXECUTIVE SESSION ITEMS

Secretary Barrera made a motion at 1:11 P.M. to go into Executive Session. The motion was seconded by Director Esparza and carried unanimously.

5-A Deliberation Regarding Acquisition of Real Property legally described as Units 3 through 8 of the Rancho Viejo Plaza Condominiums, in Rancho Viejo, Cameron County, Texas, Pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072.

5-B Confer with Legal Counsel regarding Contract with Foremost Paving, Inc. for the SH 550 Gap 1 Project, pursuant to V.T.C.A. Government Code, Section 551.071(2).

5-C Confer with Legal Counsel regarding potential legal issues with the West Rail Project, Pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(2).

Director Esparza moved to come back into open session at 1:21 P.M. The motion was seconded by Director Villegas and carried unanimously.

ACTION RELATIVE TO EXECUTIVE SESSION ITEMS

- 6-A Deliberation Regarding Acquisition of Real Property legally described as Units 3 through 8 of the Rancho Viejo Plaza Condominiums, in Rancho Viejo, Cameron County, Texas, Pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072.**

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

- 6-B Confer with Legal Counsel regarding Contract with Foremost Paving, Inc. for the SH 550 Gap 1 Project, pursuant to V.T.C.A. Government Code, Section 551.071(2).**

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

- 6-C Confer with Legal Counsel regarding potential legal issues with the West Rail Project, Pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.071(2).**

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

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Lopez and seconded by Director Villegas and carried unanimously the meeting was **ADJOURNED** at 1:22 P.M.

APPROVED this 26th day of April 2019.


CHAIRMAN FRANK PARKER, JR.

ATTESTED:


HORACIO BARRERA, SECRETARY

**2-A PRESENTATION OF THE 2018 CAMERON COUNTY REGIONAL MOBILITY
AUTHORITY ANNUAL FINANCIAL STATEMENTS.**

The Right Choice

BML

Brownsville • McAllen

Burton
McCumber
& Longoria, LLP
CPA's & Advisors

March 7, 2019

To the Board of Directors of
Cameron County Regional Mobility Authority

We have audited the financial statements of Cameron County Regional Mobility Authority (the "RMA") for the year ended September 30, 2018. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter to you dated October 22, 2018. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the RMA are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2018. We noted no transactions entered into by the RMA during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate affecting the RMA's financial statements is:

Management's estimate of the estimated useful lives of capital assets and related depreciable basis of capital assets. Such estimates are based on generally accepted estimated useful lives of such assets. We evaluated the key factors and assumptions used to develop the estimated useful lives in determining that it is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 7, 2019.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the RMA's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as RMA's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to Management's Discussion and Analysis as well as Pension Plan information, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

This information is intended solely for the information and use of Cameron County Regional Mobility Authority's board of directors and management and is not intended to be, and should not be, used by anyone other than these specified parties.

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 7, 2019



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

A Component Unit of Cameron County, TX

Financial Report 2018

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
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September 30, 2018

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INDEPENDENT AUDITORS' REPORT

To the Board of Directors
Cameron County Regional Mobility Authority

Report on the Financial Statements

We have audited the accompanying financial statements of Cameron County Regional Mobility Authority (the "RMA"), a component unit of Cameron County, Texas, as of and for the year ended September 30, 2018, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of Cameron County Regional Mobility Authority, as of September 30, 2018,

and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 13 to the financial statements, the RMA recorded a prior period adjustment in the amount of \$1,883,806 related to redevelopment assets and liabilities for projects in which the RMA will not retain ownership when the work is completed. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 4 through 7 and the Pension Plan information on pages 40 through 46 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Cameron County Regional Mobility Authority's basic financial statements. The Schedule of Expenditures of Federal and State Awards, as required by the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance and State of Texas Uniform Grant Management Standards Chapter IV *State of Texas Single Audit Circular*, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 7, 2019 on our consideration of Cameron County Regional Mobility Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Cameron County Regional Mobility Authority's internal control over financial reporting and compliance.

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 7, 2019

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2018

The following is management's discussion and analysis of the financial performance and activity of the Cameron County Regional Mobility Authority (the RMA) and is designed to provide an overview that users may use to interpret the basic financial statements for the year ended September 30, 2018. This discussion and analysis has been prepared by management and should be used in conjunction with the basic financial statements and notes thereafter.

2018 Financial Highlights

- Toll revenue increased to \$3.1 million in 2018 from \$2.3 million in 2017 or a 35 percent increase. Toll operating expenses increased to \$954,843 in 2018 from \$713,760 in 2017 or a 34 percent increase.
- Construction in process decreased to \$21.5 million in 2018 from \$24.7 million in 2017 or a 13 percent decrease.
- The Transportation Reinvestment Zone (TRZ) revenue increased to \$574,508 in 2018 from \$268,848 in 2017 or a 114 percent increase.

Overview of Basic Financial Statements

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

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

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2018

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

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

FINANCIAL ANALYSIS

Summary of Net Position

The RMA's net position includes the total assets minus the total liabilities with the residual difference of net position. The RMA's net position for the years ending September 30, 2018, 2017, and 2016 were approximately \$45.3, \$43.4, and \$46.5 million, respectively. The largest component of total assets for all three years were the non-current assets. Non-current assets accounts for approximately 94%, 97%, and 97% for the years 2018, 2017 and 2016, respectively. These assets consist of fixed assets, restricted bond funds, construction in process, and redevelopment assets.

Summary of Net Position

	<u>2018</u>	<u>2017</u>	<u>2016</u>
Assets:			
Current assets	\$ 5,057,809	\$ 5,502,751	\$ 4,591,638
Capital assets, net	105,623,167	100,882,240	101,796,560
Construction in process	21,555,444	24,737,056	22,230,768
Other non-current	8,173,801	50,774,002	53,816,698
Total assets	<u>140,410,221</u>	<u>181,896,049</u>	<u>182,435,664</u>
Deferred outflows of resources	114,664	104,696	92,323
Total assets and deferred outflows of resources	<u>\$ 140,524,885</u>	<u>\$ 182,000,745</u>	<u>\$ 182,527,987</u>
Liabilities:			
Current liabilities	\$ 2,808,911	\$ 3,508,080	\$ 2,874,651
Non-current liabilities	91,967,639	134,247,596	133,109,520
Total liabilities	<u>94,776,550</u>	<u>137,755,676</u>	<u>135,984,171</u>
Deferred inflows of resources	431,771	775,771	31,341
Total liabilities and deferred inflows of resources	<u>\$ 95,208,321</u>	<u>\$ 138,531,447</u>	<u>\$ 136,015,512</u>
Net position:			
Net investment in capital assets	\$ 33,477,290	\$ 29,483,264	\$ 34,046,338
Restricted	8,531,623	12,167,633	10,307,998
Unrestricted	3,307,651	1,818,401	2,158,139
Total net position	<u>\$ 45,316,564</u>	<u>\$ 43,469,298</u>	<u>\$ 46,512,475</u>

Total liabilities as of September 30, 2018, 2017 and 2016 were approximately \$94.7 million, \$137.7 million, and \$135.9 million, respectively. Non-current liabilities account for the majority of the total liabilities and consist of Financial Assistance Agreements with the Texas Department of Transportation (TxDOT), amounts due to other agencies, and long-term bond payables. A more detailed description is provided in the notes to the financial statements.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2018

Capital & Other Non-Current Assets

Capital assets of the RMA include the infrastructure portion of the SH550 toll road placed in service along with toll equipment net of accumulated depreciation. The projects undergoing construction, traffic studies, environmental and preliminary engineering studies are recorded as construction in process. As of September 30, 2018, the RMA had a total of five projects under construction in process for a total of \$21.5 million. The total for years ended September 30, 2017, and 2016 were \$24.7 and \$22.2 million respectively. The sharp decrease in Non-Current Assets in fiscal year 2018 is related to the project completion and deliverance of certain redevelopment assets.

Capital, Other Non-Current Assets and Deferred Outflows

	<u>2018</u>	<u>2017</u>	<u>2016</u>
Capital Assets:			
Capital assets, net	\$ 105,623,167	\$ 100,882,240	\$ 101,796,560
Non-Current Assets			
Restricted assets	8,027,588	5,159,973	7,076,480
Construction and work in process	21,555,444	24,737,056	22,230,768
Prepaid bond insurance	109,318	114,104	118,890
Net pension asset and related deferred outflows	151,559	106,124	92,323
Totals	<u>\$ 135,467,076</u>	<u>\$ 130,999,497</u>	<u>\$ 131,315,021</u>

Non-Current Liabilities

Total Non-Current Liabilities, as of September 30, 2018, 2017, and 2016 were approximately \$92.3, \$93.5, and \$91.7 million, respectively. These amounts include financial assistance agreements with TxDOT. In the totals for long-term bonds payable, the RMA has both tax exempt and non-tax-exempt issuances. A more detailed description to these bond issuances can be found in the notes to the financial statements. The sharp decrease in Non-Current liabilities in fiscal year 2018 is related to the project completion and deliverance of certain redevelopment assets.

Non-Current Liabilities and Deferred Inflows

	<u>2018</u>	<u>2017</u>	<u>2016</u>
Non-Current Liabilities:			
Due to other agencies and other noncurrent liabilities	\$ 16,187,699	\$ 16,333,036	\$ 14,348,904
Long term bond payable and related deferred inflows			
to bond refunding	76,195,872	77,229,896	77,393,071
Net pension liability and related deferred inflows to pension	15,839	3,826	3,116
Totals	<u>\$ 92,399,410</u>	<u>\$ 93,566,758</u>	<u>\$ 91,745,091</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2018

Changes in Net Position

The RMA's total revenues for the year ending September 30, 2018, 2017, and 2016 were approximately \$17.4 million, \$7.4, and \$6.5 million, respectively. Total expenses for the year ending September 30, 2018, 2017, and 2016 were approximately \$15.5 million, \$8.5, and \$7.7 million, respectively. Change in net position has resulted in an increase in year 2018 and a decrease for the years ended 2017 and 2016. This loss is materially impacted by the annual depreciation expense recorded in operating expenses. The RMA capital assets in operating generate large depreciation expense recorded in operating expenses. The changes in net position, prior to the recording of depreciation expense for the years 2018, 2017 and 2016 were \$5,006,003, \$1,831,568, and 1,698,013, respectively.

Changes in Net Position

	<u>2018</u>	<u>2017</u>	<u>2016</u>
Revenues:			
Vehicle registration fees	\$ 3,213,630	\$ 3,019,910	\$ 3,156,486
Toll revenue	3,170,003	2,317,650	1,220,065
Transportation reinvestment zone	574,508	268,848	426,261
Other operating revenue	438,891	401,779	332,034
Non-operating revenue and capital contributions	10,049,516	1,413,083	1,411,742
Total Revenues	<u>17,446,548</u>	<u>7,421,270</u>	<u>6,546,588</u>
Expenses:			
Operating	5,607,838	5,120,094	4,307,109
Non-operating	9,991,444	3,460,547	3,430,383
Total Expenses	<u>15,599,282</u>	<u>8,580,641</u>	<u>7,737,492</u>
Change in Net Position	1,847,266	(1,159,371)	(1,190,904)
Net Position-Beginning of Year, as previously stated	<u>45,353,104</u>	<u>46,512,475</u>	<u>47,703,379</u>
Prior Period Adjustment	<u>(1,883,806)</u>	<u>-</u>	<u>-</u>
Net Position-Beginning of Year, as restated	<u>43,469,298</u>	<u>-</u>	<u>-</u>
Net Position End of Year,	<u>\$ 45,316,564</u>	<u>\$ 45,353,104</u>	<u>\$ 46,512,475</u>

Contacting the RMA's Financial Management

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statement of Net Position
September 30, 2018

ASSETS:

Current Assets:

Cash and cash equivalents	\$ 1,892,864
Accounts receivable, net	1,628,589
Due from other agencies	1,536,356
Total Current Assets	<u>5,057,809</u>

Non-Current Assets:

Restricted Assets:

Cash-trustee funds	3,164,460
Cash-TRZ project funds	356,683
Cash-debt reserve	4,506,445
Total Restricted Assets	<u>8,027,588</u>

Capital assets, net	105,623,167
Construction in process	21,555,444
Prepaid bond insurance	109,318
Net pension asset	36,895
Total Non-Current Assets	<u>127,324,824</u>

Total Assets	<u>140,410,221</u>
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DEFERRED OUTFLOWS OF RESOURCES

Deferred outflows related to pension	<u>114,664</u>
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Total Assets and Deferred Outflows of Resources	<u><u>\$ 140,524,885</u></u>
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See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statement of Net Position - Continued
September 30, 2018

LIABILITIES:

Current Liabilities:

Accounts payable	\$ 587,749
Accrued interest payable	440,605
Line of credit	188,117
Current maturities of bonds	905,000
Total Current Liabilities	<u>2,121,471</u>

Non-Current Liabilities:

Other noncurrent liabilities	3,511
Deferred revenue	687,440
Due to other agencies	16,184,188
Long-term bonds payable	75,779,940
Total Non-Current Liabilities	<u>92,655,079</u>

Total Liabilities	<u>94,776,550</u>
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DEFERRED INFLOW OF RESOURCES

Deferred inflows related to bond refunding	415,932
Deferred inflows related to pension	15,839
	<u>431,771</u>

Total Liabilities and Deferred Inflow of Resources	<u>95,208,321</u>
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NET POSITION:

Net investment in capital assets	33,477,290
Restricted	8,531,623
Unrestricted	3,307,651
Total Net Position	<u>45,316,564</u>

Total Liabilities, Deferred Inflows, and Net Position	<u><u>\$ 140,524,885</u></u>
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See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
**Statement of Revenues, Expenses
and Changes in Net Position**
Year Ending September 30, 2018

Operating Revenues	
Vehicle registration fees	\$ 3,213,630
Toll revenue	3,170,003
Transportation reinvestment zone	574,508
Interlocal agreement revenues	91,787
Other operating revenues	347,104
Total Operating Revenues	<u>7,397,032</u>
Operating Expenses	
Advertising	54,772
Depreciation	3,158,737
Insurance	4,869
Office expenses	158,564
Professional services	309,643
Salaries and contractual services	876,265
Toll operating expenses	954,843
Travel	37,031
Utilities	53,114
Total Operating Expenses	<u>5,607,838</u>
Operating Income	<u>1,789,194</u>
Non-Operating Revenues (Expenses)	
Bond issuance costs	(150,253)
Interest expense	(3,330,383)
Interest income	46,755
Redevelopment project expense	(6,510,808)
Total Non-Operating Revenue (Expenses)	<u>(9,944,689)</u>
Income (Loss) before capital contributions and special item	<u>(8,155,495)</u>
Capital Contributions	<u>10,002,761</u>
Change in Net Position	<u>1,847,266</u>
Net Position-beginning of year, as previously stated	<u>45,353,104</u>
Prior period adjustment	<u>(1,883,806)</u>
Net Position-beginning of year, as restated	<u>43,469,298</u>
Net Position-end of year	<u>\$ 45,316,564</u>

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statement of Cash Flows
Year Ending September 30, 2018

CASH FLOWS FROM OPERATING ACTIVITIES:

Receipts from vehicle registration fees	\$ 3,120,140
Receipts from toll revenues	2,950,268
Receipts from other operating sources	630,308
Payments to vendors	(1,572,588)
Payments to employees	(923,262)
Net cash provided by operating activities	<u>4,204,866</u>

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:

Acquisitions of property and equipment	(6,169,141)
Acquisitions of construction in progress and redevelopment projects	(2,855,914)
Payments on interest	(3,430,359)
Payments on bond principal (including advance refunding)	(5,365,000)
Bond proceeds	4,507,864
Proceeds related to redevelopment projects	103,532
Advances from TxDOT FAA and other project agreements	11,389,437
Net cash used in capital and related financing activities	<u>(1,819,581)</u>

CASH FLOWS FROM INVESTING ACTIVITIES:

Receipts from interest income	<u>48,057</u>
Net increase in cash and cash equivalents	2,433,342
Cash and cash equivalents at beginning of year	7,487,110
Cash and cash equivalents at end of year	<u>\$ 9,920,452</u>

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:

Operating income	\$ 1,789,194
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	3,158,737
Changes in assets and liabilities:	
(Increase) decrease in prepaid expenses	9,076
(Increase) decrease in due from other agencies	(691,975)
(Decrease) increase in accounts payable	(26,744)
(Increase) in deferred outflow of resources	(33,422)
Net cash flows provided by operating activities	<u>\$ 4,204,866</u>

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statements of Cash Flows - Continued
Year Ending September 30, 2018

RECONCILIATION OF ENDING CASH AND CASH EQUIVALENTS TO THE
STATEMENT OF NET POSITION:

Ending cash - Statement of Cash Flows	\$ 9,920,452
Less: amount reported in restricted assets	<u>8,027,588</u>
Ending cash - Statement of Net Position	<u><u>\$ 1,892,864</u></u>

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 1 – Organization and Summary of Significant Accounting Policies

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

A. Reporting Entity

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

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

B. Basis of Accounting

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

C. Estimates

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

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

D. Cash & Cash Equivalents

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

E. Accounts Receivable

The net accounts receivable as of September 30, 2018 is \$1,628,589 which is comprised of \$8,192,784 of gross accounts receivable related to tolls and vehicle registration fees with an allowance of \$6,564,195. The Company does not require collateral. Accounts are considered overdue when payment has not been received within 30 days of payment due date.

F. Capital Assets

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

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

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

G. Capital Contributions

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

H. Income Taxes

The RMA is a political subdivision of the State of Texas. As such, income earned in the exercise of its essential government functions is exempt from state or federal income taxes.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

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

I. Classification of Operating and Non-Operating Revenues and Expenses

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

J. Net Position

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

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

K. Deferred Outflows and Inflows of Resources

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

L. Reclassifications

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

M. Restricted Assets

Certain proceeds of the RMA's bonds and grants, as well as certain other resources are classified as restricted assets in the statements of net position because their use is limited by applicable bond covenants, contracts and grant agreements.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

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

M. Restricted Assets – Continued

It is the RMA's policy to first apply restricted resources when an expense is incurred for purposes in which both restricted and unrestricted net assets are available.

N. Long-Term Bonds Payable, Bond Premiums, Discounts, and Issuance Costs

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

O. Pensions

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

P. Subsequent Events

On December 14, 2018 the RMA Board of Directors passed a resolution authorizing the execution of an Advanced Funding Agreement with the Texas Department of Transportation for the development of the FM 509 project with use of Federal Funds in the amount of \$686,000.

On February 1, 2019 the RMA Board of Directors passed a resolution authorizing the execution of an Advanced Funding Agreement with the Texas Department of Transportation for the development of the Whipple Road project with use of Federal and State Funds in the amount of \$380,300.

On February 1, 2019 the RMA Board of Directors passed a resolution authorizing the issuance of Vehicle Registration Fee Revenue Refunding Bonds, Series 2019. The proposed Refunding Bonds would defease the existing 2010B Vehicle Registration Fee Revenue Bonds. As of March 1, 2019 the proposed Refunding Bonds were priced at a par amount of \$14,925,000 with an average life of 12.732 and coupon rate of 4.25%. The proposed net present value savings is approximately \$975,807.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

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

P. Subsequent Events - Continued

On February 15, 2019 the RMA received official notice from Cameron County regarding the ongoing resolution to a financial arrangement related to the West Rail Relocation Project. The CCRMA and the County concurrently agree to work towards a conclusion of the matter in the upcoming fiscal year.

Q. Fair Value Measurement

In February 2015, GASB issued its Statement No. 72, *Fair Value Measurement and Application*. This statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. The RMA has no investments required to be reported under GASB Statement No. 72 as of September 30, 2018.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 2 – Deposits and Investments

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the RMA will not be able to recover its deposits or its collateral securities that are in the possession of an outside party. The RMA complies with its investment policy for all its cash and cash equivalent accounts, which calls for safety of principal as the first priority in its deposit accounts. As of September 30, 2018, the carrying amount of the RMA's cash, cash equivalents, and restricted cash was \$9,920,452, of this total, \$8,027,588 was restricted and held in various bond trustee accounts in the BNY Mellon and interest check accounts in accordance with bond indenture agreements. The remainder \$1,892,864 was held in business interest checking accounts. There is no limit on the amount the RMA may deposit in any one institution. However, the Federal Deposit Insurance Corporation only insures up to \$250,000 per institution. The RMA is fully collateralized with pledged securities for amounts in excess of the FDIC limit for the year ended September 30, 2018.

Note 3 – Capital Assets

Depreciation expense for 2018 was \$3,158,737. The following schedule summarizes the Capital Assets and Construction in Process of the RMA as of September 30, 2018:

Capital Assets	October 1, 2017	Additions	Deletions	Reclassifications	September 30, 2018
Depreciable					
Buildings	\$ 202,803	\$ -	\$ -	\$ -	\$ 202,803
Improvements	20,791	-	-	-	20,791
Software	1,781,244	-	-	23,500	1,804,744
Infrastructure	99,965,587	28,090	-	7,792,556	107,786,233
Equipment	7,597,314	-	-	-	7,597,314
Total	<u>\$ 109,567,739</u>	<u>\$ 28,090</u>	<u>\$ -</u>	<u>\$ 7,816,056</u>	<u>\$ 117,411,885</u>
Accumulated Depreciation					
Buildings	\$ (25,350)	\$ (10,140)	\$ -	\$ -	\$ (35,490)
Improvements	(1,938)	(1,169)	-	-	(3,107)
Software	(109,567)	(123,885)	-	-	(233,452)
Infrastructure	(7,132,339)	(2,636,882)	-	-	(9,769,221)
Equipment	(1,515,054)	(386,662)	-	-	(1,901,716)
Total	<u>\$ (8,784,248)</u>	<u>\$ (3,158,737)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (11,942,986)</u>
Net Depreciable Assets	<u>\$ 100,783,491</u>	<u>\$ (3,130,647)</u>	<u>\$ -</u>	<u>\$ 7,816,056</u>	<u>\$ 105,468,899</u>
Non-Depreciable					
Land	\$ 98,750	\$ 47,714	\$ -	\$ 7,804	\$ 154,268
Construction in process (CIP)	24,737,055	6,628,272	(1,986,023)	(7,823,860)	21,555,444
Total Capital Assets & CIP	<u>\$ 125,619,296</u>	<u>\$ 3,545,339</u>	<u>\$ (1,986,023)</u>	<u>\$ -</u>	<u>\$ 127,178,611</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 3 – Disaggregation of Receivable and Payable Balances

Of the total in current account receivables, \$1,628,589, 48% are due from the Cameron County for Vehicle Registration Fees, with the remaining 52% related to toll revenues outstanding as of September 30, 2018. The Due from other agencies consists of amounts pending, reimbursement for construction project expenditures and grant revenue. Payable balances of \$587,749 are comprised of 17% from operations and the remaining 83% related to project expenditures at September 30, 2018. The accrued interest payable consists of interest accrued on long-term bond payable at September 30, 2018.

Note 4 – Line of Credit

The RMA uses a revolving line of credit to finance a variety of transportation projects, including financing construction projects prior to issuance of the related bonds and other project financing. The fixed rate is 4.25% for the first year, adjusting automatically thereafter on the first and second anniversaries to a Fixed Rate equal to then current Wall Street Journal Prime Rate. The loan will mature on the third anniversary date and is Unsecured. Line of credit activity for the year ended September 30, 2018 was as follows:

October 1, 2017	Draws	Repayments	September 30, 2018	Line of Credit Limit
\$ -	\$ 7,424,422	\$ (7,236,305)	\$ 188,117	\$ 2,000,000

Note 5 – Non-Current Liabilities

Deferred revenue relates to funds received for projects developed in which the RMA will not retain ownership or maintenance of the project.

Amounts in Due to Other Agencies include the TxDOT Financial Assistance Agreements (FAA): which are obligations provided by TxDOT for the further study and development of the following associated projects.

The TxDOT FAA for the South Padre Island 2nd Access project consists of two separate agreements executed in 2006 and 2014 for the maximum credit limit of \$9.2 million and \$5.1 million respectively.

The TxDOT FAA for the West Parkway Project consists of the same agreement executed in 2006 for the SPI 2nd access however this project ultimately was not developed, and the RMA expects to confirm removal of the obligation in the upcoming fiscal year.

The TxDOT FAA for the Outer Parkway Project was executed in 2014 for a maximum credit limit of \$5.0 million. For each project development cost, in which an advancement is required from the above mentioned FAA's, the RMA must seek approval for the development cost, scope, and vendor from TxDOT prior to utilizing the funds.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 5 – Non-Current Liabilities – Continued

The following schedule summarizes the Non-Current Liabilities of the RMA as of September 30, 2018:

Deferred Revenue	<u>October 1, 2017</u>	<u>Additions</u>	<u>Reductions</u>	<u>September 30, 2018</u>	<u>Credit Limit</u>
Due to other agencies - South Port Connector	-	373,200	-	373,200	N/A
Due to other agencies - Pharr Reynosa Project	-	1,496,955	1,323,927	173,028	N/A
Due to other agencies - Cameron County POV Expansion	-	150,898	158,870	(7,972)	N/A
Due to other agencies - Cameron County International Bridge	-	314,754	165,570	149,184	N/A
Total	<u>\$ -</u>	<u>\$ 2,335,807</u>	<u>\$ 1,648,367</u>	<u>\$ 687,440</u>	<u>\$ -</u>
Due to Other Agencies					
TxDot FAA - South Padre Island 2nd Access	\$ 12,991,920	\$ -	\$ -	\$ 12,991,920	\$ 14,300,000
TxDot FAA - West Parkway	2,244,589	-	-	2,244,589	N/A
TxDot FAA - Outer Parkway	526,291	253,888	-	780,179	5,000,000
Cameron County	<u>167,500</u>	<u>-</u>	<u>-</u>	<u>167,500</u>	<u>N/A</u>
Total	<u>\$ 15,930,300</u>	<u>\$ 253,888</u>	<u>\$ -</u>	<u>\$ 16,184,188</u>	<u>\$ 19,300,000</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 6 – Long-Term Bonds Payable

On April 1, 2010, the RMA issued \$28.7 million of special revenue bonds, consisting of two series of bonds, 2010A and 2010B both secured by Vehicle Registration Fees of Cameron County. The \$13.2 million and \$15.5 million of the 2010A and 2010B bonds were issued as term bonds. The 2010A bonds carry interest rates of 2.0% to 5.0% and mature between February 2012 and February 2026. The 2010B bonds carry an interest rate of 6.5%, maturing between February 2027 and February 2036. The 2010A bond was refunded in full on December 27, 2017. All term bonds are subject to mandatory redemption in prescribed amounts before the maturity dates. As of September 30, 2018, \$15.5 million remains outstanding.

In June 2012, the RMA and Cameron County entered into the SH550 Funding and Development Agreement for a project titled “SH550 Direct Connector Transportation Project”. Cameron County issued \$40,000,000 Revenue and Tax bonds, Series 2012 (State Highway 550 Project) dated August 8, 2012 providing the construction funding for this project. As a condition, the RMA is obligated to repay the bonds together with interest at the same stated rates the County will pay on the Series 2012 bonds in addition to, if applicable, an administrative fee also known as a “CAF Fee. The bonds carry interest rates of 2.125% to 5.0% and mature between February 2017 and February 2038. In December 2016 through an advanced refunding, a total of \$14.3 million in bonds were advance refunded. As September 30, 2018 \$25.6 million remains outstanding.

In January 2014, Cameron County issued \$5,000,000 Revenue and Tax Bonds, Series 2014 (State Highway 550 Project) dated March 1, 2014. As a condition of such funding, the RMA is obligated to repay the funding together with interest on the unpaid principal balance at the same stated rates of interest the County will pay on the Series 2014 bonds. Similar, to the Series 2012 Bonds, the RMA is obligated to continue payment of the annual CAF Fee as calculated on the original issuance of the Series 2012 bonds. Series 2014 bonds carry interest rates of 2.0% to 5% and mature between February 2018 and February 2034. In December 2016 through an advanced refunding, a total of \$695,000 in bonds were advance refunded. The amount that remains outstanding as of September 30, 2018 is \$4.3 million.

In March 2015, the RMA issued \$4,500,000 Revenue and Tax Bonds, Series 2015 (State Highway 550 Project) to further provide funds for the “SH550 Direct Connector Transportation Project.” The RMA is responsible for repaying the principal and interest amounts as well as the annual CAF Fee on the bonds. The bonds have maturities between February 2020 and February 2040, and they carry interest rates of 2.75% to 3.75%. In December 2016 through an advanced refunding, a total of \$245,000 in bonds were advance refunded. As of September 30, 2018, \$4.2 million remain outstanding.

Bond Refunding

In October 2014, the RMA issued \$6.3 million Vehicle Registration Fee Revenue Refunding Bonds, Series 2014. The Net proceeds of \$6.3 million (net of underwriters, financial advisor, and other costs of issuance) were used to advance refund \$6.2 million of the series 2010A Vehicle Registration Fee Revenue Bonds. Bond proceeds were used to purchase U.S. Government Securities which were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments.

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Note 6 – Long-Term Bonds Payable – Continued

As a result, the refunded bonds from the series 2010A Vehicle Registration Fee Revenue were considered to be defeased, and the liability for those bonds has been removed from the long-term debt of the RMA financials. The bonds carry interest rates of 2.0% to 2.25% and mature between February 2016 and February 2022. As of September 30, 2018, \$3.7 million remain outstanding.

On December 29, 2016 Cameron County issued \$15.8 Revenue and Tax Refunding Bonds Series 2016 for the SH550 project. The net proceeds of \$15.6 million (net of underwriters, financial advisor, and other costs of issuance) were used to advance refund \$15.3 of the series 2012, 2014, and 2015 SH550 Revenue bonds. The RMA is obligated to repay the funding together with interest on the unpaid principal balance at the same stated rates of interest the County will pay on the series 2016 bond issuance. Bond proceeds were used to purchase U.S. Government securities which were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments. As a result, the refunded bonds from series 2012, 2014, and 2015 SH550 Revenue and Tax bonds were considered to be defeased, and the liability for those bonds has been removed from the long-term debt of the RMA financials. The bonds have maturity between February 2035 and February 2042 and they carry interest rates of 3.75% to 5.0%. As of September 30, 2018, \$15.8 million remain outstanding.

On December 27, 2017, Cameron County and the RMA issued Vehicle Registration Fee Revenue Refunding Bonds, Series 2017 in the amount of \$4.4 million. The net proceeds of \$4.8 million (net of underwriters, financial advisor, and other cost of issuance) were used to advance refund \$4.4 million of Series 2010A Revenue bond. The RMA is obligated to repay the principal and interest amounts on the bonds as detailed in the official statement of the bonds. The Bond Series 2017 has maturities of February 2023 to 2026 and carry interest rates of 5% payable every February 15 and August 15 of each year. The bonds have maturity between February 2023 and February 2026 and they carry interest rates of 4.0%. As of September 30, 2018, \$4.4 million remain outstanding.

See summary below for additional details of the refunding.

Bond Refunding Series	Amount of Issuance	Cost of Issuance	Bond Premium	Net Proceeds	Average Coupon	Bonds Refunded Series	Principal Amount	Average Coupon of Refunded Bonds	Escrow Defeased
2014 Series Refunding	\$ 6,325,000	\$(164,406)	\$137,092	\$ 6,297,686	2.12%	2010A	\$ 6,220,000	3.77%	Yes
2016 Series Refunding	15,805,000	(306,052)	100,180	15,599,128	4.09%	2012 2014 2015	14,340,000 695,000 245,000	4.92%	Yes
2017 Series Refunding	4,470,000	\$(150,253)	\$456,100	4,775,847	4.00%	2010A	4,480,000	5.00%	Yes
	<u>\$26,600,000</u>	<u>\$(620,711)</u>	<u>\$693,372</u>	<u>\$26,672,661</u>			<u>\$ 25,980,000</u>		

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 6 – Long-Term Bonds Payable - Continued

The following schedule summarizes the Long-Term bond payable of the RMA as of September 30, 2018:

Vehicle Registration Fee Bonds	October 1, 2017	Additions	Reductions	September 30, 2018	Due within one year
2010A / 2010B Revenue Bonds	\$ 20,015,000	\$ -	\$(4,480,000)	\$ 15,535,000	\$ -
Plus: Premium on Refunding	12,232	-	(12,232)	-	-
2014 Refunding Revenue Bonds	4,610,000	-	(885,000)	3,725,000	-
Plus: Premium on Refunding	78,336	-	(19,585)	58,751	-
2017 Refunding Revenue Bonds	-	4,470,000	-	4,470,000	-
Plus: Premium on Refunding	-	456,100	(57,011)	399,089	-
Total Vehicle Registration Fee Bonds	24,715,568	4,926,100	(5,453,828)	24,187,840	-
Revenue & Tax Bonds (SH 550)					
2012 Revenue & Tax Bonds	25,660,000	-	-	25,660,000	-
Plus: Premium on Refunding	2,436,060	-	(121,803)	2,314,257	-
2014 Revenue & Tax Bonds	4,305,000	-	-	4,305,000	-
Plus: Premium on Refunding	102,753	-	(6,044)	96,709	-
2015 Revenue & Tax Bonds	4,255,000	-	-	4,255,000	905,000
Plus: Discount on Refunding	(32,603)	-	1,417	(31,186)	-
2016 Refunding Revenue & Tax	15,805,000	-	-	15,805,000	-
Plus: Premium on Refunding	96,173	-	(3,853)	92,320	-
Total Revenue & Tax Bonds (SH 550)	52,627,384	-	(130,283)	52,497,101	905,000
Total Bonded Debt Payable	\$ 77,342,951	\$ 4,926,100	\$(5,584,111)	\$ 76,684,940	\$ 905,000

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2018

Note 6 – Long-Term Bonds Payable – Continued

The annual requirements to retire the revenue bonds outstanding at September 30, 2018 are as follows:

2010B Bonds Vehicle Registration Fee Revenue				2014 Refunding Bonds Vehicle Registration Fee		
	Principal	Interest	Total	Principal	Interest	Total
2019	\$ -	\$ 1,017,853	\$ 1,017,853	\$ 905,000	\$ 70,200	\$ 975,200
2020	-	1,017,853	1,017,853	920,000	51,950	971,950
2021	-	1,017,853	1,017,853	940,000	32,175	972,175
2022	-	1,017,853	1,017,853	960,000	10,800	970,800
2023	-	1,017,583	1,017,583	-	-	-
2024-2028	2,600,000	4,920,879	7,520,879	-	-	-
2029-2033	7,560,000	3,041,766	10,601,766	-	-	-
2034-2038	5,375,000	538,411	5,913,411	-	-	-
	<u>\$ 15,535,000</u>	<u>\$ 13,590,051</u>	<u>\$ 29,125,051</u>	<u>\$ 3,725,000</u>	<u>\$ 165,125</u>	<u>\$ 3,890,125</u>

2017 Refunding Bonds Vehicle Registration Fee				2012 Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
2019	\$ -	\$ 178,800	\$ 178,800	\$ -	\$ 1,283,000	\$ 1,283,000
2020	-	178,800	178,800	-	1,283,000	1,283,000
2021	-	178,800	178,800	-	1,283,000	1,283,000
2022	-	178,800	178,800	980,000	1,258,500	2,238,500
2023	1,055,000	157,700	1,212,700	1,035,000	1,208,125	2,243,125
2024-2028	3,415,000	208,500	3,623,500	-	5,911,250	5,911,250
2029-2033	-	-	-	12,030,000	4,045,000	16,075,000
2034-2038	-	-	-	11,615,000	2,613,375	14,228,375
	<u>\$ 4,470,000</u>	<u>\$ 1,081,400</u>	<u>\$ 5,551,400</u>	<u>\$ 25,660,000</u>	<u>\$ 18,885,250</u>	<u>\$ 44,545,250</u>

2014 Revenue & Tax Bonds (SH550)				2015 Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
2019	\$ -	\$ 169,550	\$ 169,550	\$ -	\$ 146,688	\$ 146,688
2020	-	169,550	169,550	-	146,688	146,688
2021	-	169,550	169,550	-	146,688	146,688
2022	265,000	165,244	430,244	155,000	144,556	299,556
2023	270,000	156,212	426,212	170,000	139,981	309,981
2024-2028	1,510,000	632,519	2,142,519	730,000	628,288	1,358,288
2029-2033	1,840,000	300,438	2,140,438	1,295,000	471,003	1,766,003
2034-2038	420,000	9,450	429,450	495,000	291,291	786,291
2039-2043	-	-	-	1,410,000	79,313	-
	<u>\$ 4,305,000</u>	<u>\$ 1,772,513</u>	<u>\$ 6,077,513</u>	<u>\$ 4,255,000</u>	<u>\$ 2,194,496</u>	<u>\$ 4,960,183</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 6 – Long-Term Bonds Payable – Continued

2016 Refunding Revenue & Tax Bonds (SH550)			
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2019	\$ -	\$ 649,700	\$ 649,700
2020	-	649,700	649,700
2021	-	649,700	649,700
2022	-	649,700	649,700
2023	-	649,700	649,700
2024-2028	-	3,248,500	3,248,500
2029-2033	-	3,248,500	3,248,500
2034-2038	2,495,000	3,006,625	5,501,625
2039-2043	13,310,000	1,502,075	14,812,075
	<u>\$ 15,805,000</u>	<u>\$ 14,254,200</u>	<u>\$ 30,059,200</u>

Note 7- Current-Year Defeasance of Debt

In prior years, the RMA defeased certain revenue and tax bonds by placing the proceeds of new bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the RMA financial statements.

Assumptions

On December 27, 2017 the RMA refunded and defeased in substance \$4.4 million of its outstanding series 2010A revenue project bonds carrying an average interest rate of 5.0%, with new debt of \$4.4 million, issued at a weighted average rate of 4.09%. The new debt was dated December 27, 2017. No sinking funds were proved to the escrow agent from the funding. All issuance costs of the transactions were paid from bond proceeds and a cash contribution from the RMA. Issuance costs were as follows:

Underwriter's Discount	\$ 30,859
Cost of Issuance	113,744
<u>Trustee and Escrow Agent Fees</u>	<u>5,650</u>
	\$150,253

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 7- Current-Year Defeasance of Debt – Continued

2017 Vehicle Registration Refunding Revenue Refunding Bond				
	Principal	Rate	Interest	Total
2019-2022	\$ -	4.00%	\$ 828,440	\$ 828,440
2023	1,055,000	4.00%	157,700	1,212,700
2024	1,095,000	4.00%	114,700	1,209,700
2025	1,135,000	4.00%	70,100	1,205,100
2026	1,185,000	4.00%	23,700	1,208,700
	<u>\$ 4,470,000</u>		<u>\$ 1,194,640</u>	<u>\$ 5,664,640</u>
	Bond Par Value			\$ 4,470,000
	Premium		456,100	
	Cost of Issuance including Underwriters Discount		(150,253)	
	Net Finance Costs			<u>305,847</u>
	Target Value			\$ 4,775,847
	Effective Interest Rate			2.86521%

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Note 7- Current-Year Defeasance of Debt – Continued

Prior Bond Debt Service

	Principal	Rate	Interest	Total
2018	-	5.00%	224,000	224,000
2019	-	5.00%	224,000	224,000
2020	-	5.00%	224,000	224,000
2021	-	5.00%	224,000	224,000
2022	-	5.00%	224,000	224,000
2023-2027	4,480,000	5.00%	461,750	4,941,750
2028-2032	-	5.00%	-	-
2033-2036	-	5.00%	-	-
	\$ 4,480,000		\$ 1,581,750	\$ 6,061,750

Cash Flow Difference

Old Debt Service		\$ 6,061,750
Cash Flows		
New Debt Service		
Cash Flows	<u>5,664,640</u>	
RMA Cash		
Contribution	<u>82,133</u>	<u>5,746,773</u>
		\$ 314,977

Economic Gain

Present Value of		
Old Debt Cash Flow		
(including RMA Cash Contribution)		<u>\$ 5,295,449</u>
Present Value of		
New Debt Cash Flow		<u>5,008,233</u>
		<u>\$ 287,216</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 8 – Interlocal and Grant Agreements

Cameron County

On April 11, 2006, Cameron County (County) entered into an agreement with the RMA whereby the County would provide a loan of \$250,000 for the purpose of assisting the RMA in its organizational efforts. As of September 30, 2018, there was a payment of \$82,500 on this loan, leaving an outstanding balance of \$167,500. There were no payments made during FY2018.

Pass Through Agreement for Payment of Pass Through Tolls by the Department

On February 22, 2012, the RMA and the TxDOT entered into an agreement for the pass through of toll payments for the development and operation of the SH550 Direct Connector toll project. This agreement provides for an annual payment of grant revenue for each vehicle mile traveled on the Direct Connector project for each project anniversary year. The minimum and maximum amount of annual payment are \$1,385,000 and \$2,770,000 respectively. The total maximum amount allowed to be paid through this agreement is \$30,470,000 with funds strictly used for repayment of the associated project bond debt. The revenues from this agreement are included in the pledged revenues for the 2012, 2014, 2015, and 2016 Revenue and Tax Bonds for the SH550 project issued by Cameron County. Revenues are recorded as capital contributions with any receivables included in the restricted portion of net assets.

Transportation Reinvestment Zone No.6

On December 29, 2015, the County and the RMA entered into an agreement to participate in Transportation Reinvestment Zone (TRZ) No.6 in the County of Cameron. A TRZ is a transportation funding tool authorized by Senate Bill 1266 passed in the 80th Texas Legislature in 2007 that utilizes incremental property tax of a geographical area to support the funding of transportation infrastructure needs within the area. The RMA and County have existing TRZ's No. 1-5 that date back to 2010. The purpose of TRZ No. 6 is to expand the geographical area to cover the entire County and increase the number of eligible projects. The interlocal agreement is a long-term agreement with various requirements embedded. Total revenue recognized since inception as of fiscal year 2018 is \$843,356.

Advance the Port Connector Project to a Construction Phase

On April 19, 2017, the RMA and the Brownsville Navigation District entered into an agreement for the further advancement of the Port Connector Project to a construction phase. The scope of work is to assist the port in developing an environmental document and ultimately a record of decision to prepare the project for construction. The RMA would be in charge of all coordination and development of the work and the Brownsville Navigation District will contribute \$100,000 to the RMA for its services.

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Note 8 – Interlocal and Grant Agreements - Continued

Toll System Implementation Services, Support and Maintenance, and Toll Collection Processing

On June 5, 2017, the RMA and the City of Pharr entered into an agreement for the RMA to provide services for a toll system implementation, maintenance support and toll collection processing for the Pharr International Bridge. The City of Pharr will acquire the services of the RMA and its vendors for the design, testing, implementation, and maintenance of the toll collection system including a full service back office system. The City of Pharr will also allow for the interoperability of the toll collection system of the Pharr International Bridge and that of the SH 550 toll road to improve the electronic toll collection of commercial traffic traveling into Mexico through the Pharr International Bridge. The RMA began the project in FY2017 and completed in fiscal year 2018.

CCRMA to Develop Projects On Behalf of Cameron County

On August 15, 2017, the RMA and Cameron County entered into an agreement to allow the RMA to develop projects on behalf of Cameron County. The RMA will provide all the necessary coordination with TxDOT and other necessary agencies for the development of transportation projects through environmental, design and construction phases. Projects include international bridges owned and operated by Cameron County, Interstate development and projects identified within the Transportation Reinvestment Zone No. 6 agreement. Prior to work commencing on either project, the RMA will provide a scope, cost, and overview of work to the Cameron County Commissioners Court for approval.

CCRMA to Provide IT Staff for Maintenance to the International Bridge and Park Systems of Electronic Toll Collection

On October 17, 2017, the RMA and Cameron County entered into an agreement for the provision of IT staff to be used for County Toll Collection Facilities. The IT staff would be a full time RMA employee that specializes in the maintenance and operation of electronic toll collection systems to provide routine maintenance, troubleshooting and support to the County staff. The County will pay the RMA a fixed monthly amount of \$3,333 for the life of the agreement and will provide reimbursement to staff expenses such as mileage and other pre-approved expenses.

CCRMA to Develop Projects On Behalf of Cameron County for the Old Alice Road Project

On February 6, 2018, the RMA and Cameron County entered into an agreement to coordinate with Texas Department of Transportation the necessary environmental document as well as coordinating with any state and federal agencies any issues arising during the environmental phase studies. The value of the service to be provide by the RMA is \$100,000.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 8 – Interlocal and Grant Agreements - Continued

Advancement of the Port Connector Project to a Construction Phase

On April 3, 2018, the RMA, Cameron County and the Brownsville Navigation District entered into an agreement for the further advancement of the Port Connector Project to a construction phase. The RMA agreed to coordinate with proper agencies to advance the project through the design and engineering phases and assist the Port through the Advance Funding Agreement Process. The County and the Port will provide funding in the amount of not to exceed \$350,000 for a combined total of \$700,000, for the design and engineering of this project.

CCRMA to Provide Services to the City of Brownsville to Develop Highway and Airport Projects

On April 3, 2018 the RMA and the City of Brownsville entered into an agreement to coordinate with proper agencies to advance the project through the design and environmental phases on behalf of the City.

CCRMA to Develop Whipple Road On Behalf of City of Los Fresnos

On April 10, 2018 the RMA and the City of Los Fresnos entered into an agreement to coordinate with proper agencies to advance the project through the design and environmental phases on behalf of the City.

CCRMA to Assist and Developing Projects in Starr County, Texas

On April 12, 2018 the RMA and the Starr County Industrial Foundation, (SCIF) entered into an agreement to coordinate and assist in identifying projects with SCIF and to assist in advancing the projects through the Advanced Project Development, Design and Construction Phases.

CCRMA to Provide Coordination Regarding International Issues associated with the County's International Bridge System, the Flor de Mayo Bridge

On August 21, 2018 the RMA and Cameron County entered into an agreement to provide coordination regarding International Issues associated with the County's International Bridge System, the future Flor de Mayo Bridge and projects located within the zone covering Cameron County. The cost of services and the annual amount of the agreement is \$96,000. The agreement shall be for one year, beginning August 21, 2018 and terminating on August 20, 2019.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 9 – Advertising

The RMA incurs advertising expenditures to promote community awareness of existing and ongoing projects. These expenditures include public relation events, website, social media marketing of toll operations, and other general advertising-related activities. These expenditures are expensed in the year occurred. As of September 30, 2018, the RMA expended \$54,772 in advertising.

Note 10 – Risk Management

In conjunction with its normal operations, the RMA is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences; tort/liability claims; error and omission claims, and professional liability claims. As a result of these exposures, the RMA carries insurance with a governmental risk pool under an “all risks” policy. All categories of insurance coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk as to reduce the overall exposure of risk to the RMA. There were no settlements in excess of insurance coverage during fiscal year 2018.

Note 11 – Litigation

As of September 30, 2018, the RMA is involved in various contract disputes related to litigations, claims and assessments of the West Rail Relocation Project. RMA management believes it has substantial defenses against the claims, and the resolution of the matters will not have a material adverse effect on the financial statements. Based on the status of claims and the information available, the RMA believes that a liability has not been incurred as of the date of the financial statements.

Note 12 – Toll Violations Debt Portfolio and Management Practices

Since the inception of tolling operations on the SH550 through December 2016, the RMA used a third-party collection agency (GILA Group) to provide toll collection processing and portfolio management services. The GILA Group provided all back-office operations and customer service for the RMA including the billing of its invoices for Pay-By-Mail customers. In December 2016, the RMA began processing all toll operations and customer service center operations internally through local staff. In March 2018 the RMA engaged Duncan Solutions as a third-party collection agency to provide toll collection processing and portfolio management services. The RMA has recorded an asset net of allowance for bad debt of \$1,628,589 as of September 30, 2018.

Note 13 – Prior Period Adjustment

A prior period adjustment to beginning net position in the amount of \$1,883,806 was recorded to remove redevelopment assets and related liabilities from the statement of net position for projects in which the RMA will not retain ownership when the work is completed. These redevelopment assets and liabilities transactions had been capitalized and accrued in prior year financial statements. Costs associated with projects that will not be owned or maintained by the RMA should be expensed as incurred.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 14 – Employee Retirement System

A. Plan Description

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

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

B. Benefits Provided

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

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

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

Employees Covered by Benefit Terms

At December 31, 2017 valuation and measurement date, the following amount of employees were covered by the benefit terms:

	<u>2017</u>
Inactive employees or beneficiaries currently receiving benefits	2
Inactive employees entitled to but not yet receiving benefits	-
Active employees	<u>15</u>
	<u>17</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 14 – Employee Retirement System - Continued

C. Contributions

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

Employees for the Authority are required to contribute 7% of their annual gross earnings during the fiscal year. The contribution rates for the Authority were 9.79%, 9.67% and 9.71% in calendar years 2016, 2017, and 2018 respectively. The Authority's contributions for the year ended September 30, 2018 was \$94,034.

D. Net Pension Liability

The Authority's net pension liability (NPL) was measured as of December 31, 2017, and the total pension liability used to calculate the net pension liability was determined by an annual actuarial valuation as of that date.

Actuarial Assumptions

The total pension liability in the December 31, 2017 actuarial valuation was determined using the following actuarial assumptions:

	<u>2017</u>
Inflation	2.75%
Salary increases (including inflation and average)	4.9%
Investment rate of return	8.0%

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 13 – Employee Retirement System - Continued

Mortality rates were based on the following:

Depositing members	90% of the RP-2014 Active Employee Mortality Table for males and 90% of the RP-2014 Active Employee Mortality Table for females, projected with 110% of the MP-2014 Ultimate scale after 2014.
Service retirees, beneficiaries and non-depositing members	130% of the RP-2014 Healthy Annuitant Mortality Table for males and 110% of the RP-2014 Healthy Annuitant Mortality Tables for females, both projected with 110% of the MP-2014 Ultimate scale after 2014.
Disabled retirees	130% of the RP-2014 Disabled Annuitant Mortality Table for males and 115% of the RP-2014 Disabled Annuitant Mortality Tables for females, both projected with 110% of the MP-2014 Ultimate scale after 2014.

The actuarial assumptions used in the December 31, 2017 valuation were based on the results of an actuarial experience study for the period January 1, 2013 – December 31, 2016 except where required to be different by GASB 68.

Long-Term Expected Rate of Return

The long-term expected rate of return on TCDRS assets is 8.10%. The long-term expected rate of return is determined by adding expected inflation to expected long-term real returns, and reflecting expected volatility and correlation. The capital market assumptions and information shown below are provided by TCDRS' investment consultant, Cliffwater LLC. The numbers shown are based on January 2018 information for a 7-10 year time horizon.

Note that the valuation assumption for long-term expected return is re-assessed at a minimum of every four years, and is set based on a 30-year time horizon; the most recent analysis was performed in 2017. See Milliman's TCDRS Investigation of Experience report for the period January 1, 2013 – December 31, 2016 for more details.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 14 – Employee Retirement System - Continued

The numbers shown below are based on December 2017 information for a 7-10 year time horizon.

Asset Class	Benchmark	Geometric Real Rate of Return	
		Target Allocation ⁽¹⁾	(Expected minus Inflation) ⁽²⁾
US Equities	Dow Jones U.S. Total Stock Market Index	11.50%	4.55%
Private Equity	Cambridge Associates Global Private Equity	16.00%	7.55%
Global Equities	MSCI World (net) Index	1.50%	4.85%
International Equities - Developed	MSCI World Ex USA (net) Index	11.00%	4.55%
International Equities - Emerging	MSCI World EM Standard (net) Index	8.00%	5.55%
Investment-Grade Bonds	Bloomberg Barclays U.S. Aggregate Bond	3.00%	0.75%
Strategic Credit	FTSE High Yield Cash-Pay Capped Index	8.00%	4.12%
Direct Lending	S&P/LSTA Leveraged Loan Index	10.00%	8.06%
Distressed Debt	Cambridge Associates Distressed Securities	2.00%	6.30%
REIT Equities	67% FTSE NAREIT Equity REITs Index +	2.00%	4.05%
Master Limited Partnerships (MLPs)	Alerian MLP Index	3.00%	6.00%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index ⁽⁵⁾	6.00%	6.25%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of	18.00%	4.10%

⁽¹⁾ Target asset allocation adopted at the April 2018 TCDRS Board meeting.

⁽²⁾ Geometric real rates of return in addition to assumed inflation of 1.95% per Cliffwater's 2018 capital market assumptions.

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

⁽⁴⁾ Includes vintage years 2005-present of Quarter Pooled Horizon IRRs.

⁽⁵⁾ Includes vintage years 2007-present of Quarter Pooled Horizon IRRs.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 14 – Employee Retirement System - Continued

Discount Rate

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 14 – Employee Retirement System - Continued

Changes in the Net Pension Liability/(Asset)

The Authority's changes in net pension liability/(asset) as of December 31, 2017 were as follows:

Note: Rounding differences may exist below or in other tables in this report.

	Total Pension Liability (a)	Fiduciary Net Position (b)	Net Pension Liability/(Asset) (a) - (b)
Balances as of December 31, 2016	\$ 211,483	\$ 212,911	\$ (1,428)
Changes for the year:			
Service Cost	110,207	-	110,207
Interest on total pension liability ⁽¹⁾	26,057	-	26,057
Effect of plan changes ⁽²⁾	-	-	-
Effect of economic/demographic gains or losses	(9,238)	-	(9,238)
Effect of assumptions changes or inputs	(228)	-	-
Refund of contributions	-	-	-
Benefit payments	-	-	-
Administrative expenses	-	(250)	250
Member contributions	-	53,613	(53,613)
Net investment income	-	33,131	(33,131)
Employer contributions	-	74,062	(74,062)
Other ⁽³⁾	-	1,709	(1,709)
Balances as of December 31, 2017	<u>\$ 338,281</u>	<u>\$ 375,176</u>	<u>\$ (36,895)</u>

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

⁽²⁾ No plan changes valued.

⁽³⁾ Relates to allocation of system-wide items.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 14 – Employee Retirement System - Continued

Sensitivity Analysis

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

	As of December 31, 2017		
	1% Decrease	Current	1% Increase
	7.10%	8.10%	9.10%
Total pension liability	\$ 397,012	\$ 338,281	\$ 289,787
Fiduciary net position	<u>375,176</u>	<u>375,176</u>	<u>375,176</u>
Net pension liability/(asset)	\$ <u>21,836</u>	\$ <u>(36,895)</u>	\$ <u>(85,389)</u>

Pension Plan Fiduciary Net Position

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 14 – Employee Retirement System – Continued

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

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

Pension Expense/(Income)	January 1, 2017 to December 31, 2017
Service cost	\$ 110,207
Interest on total pension liability ⁽¹⁾	26,057
Effect of plan changes	-
Administrative expenses	250
Member contributions	(53,613)
Expected investment return net of investment expenses	(22,374)
Recognition of deferred inflows/outflows of resources	
Recognition of economic/demographic gains or losses	1,587
Recognition of assumption changes or inputs	40
Recognition of investment gains or losses	169
Other ⁽²⁾	(1,710)
Pension expense/(income)	<u>\$ 60,614</u>

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2018

Note 14 – Employee Retirement System – Continued

At September 30, 2018, the Authority reported deferred inflows and outflows of resources related to pensions from the following sources:

	2018	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 45,001	\$ 12,400
Changes of assumptions	1,035	217
Net difference between projected and actual earnings	-	3,222
Contributions made subsequent to measurement date ⁽¹⁾	68,627	-
Total deferred outflow/inflow of resources related to pension	<u>\$ 114,664</u>	<u>\$ 15,839</u>

⁽¹⁾ Reflects employer contributions made subsequent to the measurement date through the employer's fiscal year end. This amount be be recognized as a reduction in Net Pension liability for the year ending September 30, 2018.

The total of \$68,627 reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date, will be recognized as a reduction of net pension liability(asset) for the year ending September 30, 2018. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended December 31,	
2018	\$ 1,796
2019	1,632
2020	382
2021	(524)
2022	1,627
Thereafter ⁽¹⁾	25,284

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

Total Pension Liability	2017
Service cost	\$ 110,207
Interest on total pension liability	26,057
Effect of plan changes	-
Effect of assumption changes or inputs	(228)
Effect of economic/demographic (gains) or losses	(9,238)
Benefit payments/refunds of contributions	-
Net change in total pension liability	<u>126,798</u>
 Total pension liability, beginning	 <u>211,483</u>
Total pension liability, ending (a)	<u>\$ 338,281</u>
 Fiduciary Net Position	
Employer contributions	\$ 74,062
Member contributions	53,613
Investment income net of investment expenses	33,131
Benefit payments/refunds of contributions	-
Administrative expenses	(250)
Other	1,709
Net change in fiduciary net position	<u>162,265</u>
 Fiduciary net position, beginning	 <u>212,911</u>
Fiduciary net position, ending (b)	<u>\$ 375,176</u>
 Net pension liability/(asset), ending = (a) - (b)	 <u>\$ (36,895)</u>
Fiduciary net position as a % of total pension liability	110.91%
 Pensionable covered payroll	 \$ 765,897
Net pension liability as a % of covered payroll	-4.82%

Note: Rounding errors may exist above or in other tables of this report

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

Schedule of Employer Contributions

Year Ending September 30,	Actuarially Determined Contribution	Actual Employer Contribution	Contribution Deficiency (Excess)	Pensionable Covered Payroll ⁽¹⁾	Actual Contribution as a % of Covered Payroll
2015	\$ 33,376	\$ 33,376	\$ -	\$ 333,027	10.1%
2016	55,072	55,072	-	481,394	11.4%
2017	69,348	69,348	-	714,520	9.7%
2018	94,034	94,034	-	969,510	9.7%

⁽¹⁾TCDRS Calculates actuarially determined contributions on a calendar year basis. GASB Statement No.68 indicated the employer should report employer contributions amounts on a fiscal year basis.

⁽²⁾Payroll is calculated based on contributions as reported to TCDRS.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

Notes to Schedule of Employer Contributions and Net Pension Liability

Actuarial Methods and Assumptions Used

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

Valuation Timing	Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of the fiscal year in which contributions are reported.
Actuarial Cost Method	Individual entry age normal cost method, as required by GASB Statement No. 68, used for GASB calculations. A slightly different version of the entry age normal cost method is used for the funding actuarial valuation.
Amortization Method Recognition of economic/demographic gains or Recognition of assumptions, changes or inputs	Straight-Line amortization over Expected Working Life Straight-Line amortization over Expected Working Life
Asset Valuation Method Smoothing Period Recognition Method Corridor	5 Years Non-asymptotic None
Economic Assumptions Inflation Salary Increases Investment Rate of Return Cost of Living Adjustments	2.75% 3.25% (made up of 2.75% inflation and 0.5% productivity increase assumptions) and a merit, promotion and longevity component that on average approximates 1.4% per year for a career employee. See table 1 below for merit salary increases. 8.10% COLAs for the Cameron County Regional Mobility Authority are not considered to be substantively automatic under GASB Statement No. 68. Therefore, no assumption for the future cost-of-living adjustments is included in the GASB calculations. No assumption for future cost-of-living adjustments is included in the funding valuation.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

Table 1
Merit Salary Increases

Years of Service	Before 30	Ages 30-39	Ages 40-49	50 and later
0	5.00%	4.50%	4.00%	3.50%
1	4.25	3.75	3.25	2.75
2	3.85	3.35	2.85	2.35
3	3.50	3.00	2.50	2.00
4	3.15	2.65	2.25	1.85
5	2.90	2.55	2.15	1.70
6	2.65	2.30	1.95	1.55
7	2.45	2.10	1.75	1.40
8	2.30	1.95	1.60	1.25
9	2.15	1.80	1.45	1.10
10	2.00	1.70	1.40	1.05
11	1.90	1.60	1.25	1.00
12	1.80	1.50	1.15	0.95
13	1.70	1.40	1.05	0.90
14	1.60	1.30	0.95	0.85
15	1.50	1.23	0.90	0.80
16	1.40	1.15	0.85	0.75
17	1.30	1.05	0.80	0.70
18	1.23	0.97	0.75	0.65
19	1.15	0.90	0.70	0.60
20	1.10	0.85	0.65	0.55
21	1.05	0.80	0.60	0.50
22	1.00	0.75	0.55	0.50
23	0.95	0.70	0.50	0.50
24	0.90	0.65	0.50	0.50
25	0.85	0.60	0.50	0.50
26	0.80	0.60	0.50	0.50
27	0.75	0.60	0.50	0.50
28	0.70	0.60	0.50	0.50
29	0.65	0.60	0.50	0.50
30 & Up	0.60	0.60	0.50	0.50

*These rates do not include the wage inflation rate of 3.25% per year. For example, a member who entered the system at age 20 and is in the first year of service is assumed to receive an 8.41% total annual increase in his salary. The 8.41% is a combination of the 5.0% merit increase and the 3.25% wage inflation. Note that the two components are compounded, so it is a slightly different result than just adding the two percentages.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

Retirement Age

Annual Rates of Service Retirement*

Age	Male	Female	Age	Male	Female
40-44	4.50%	4.50%	62	20.0%	20.0%
45-49	9.0	9.0	63	15.0	15.0
50	10.0	10.0	64	15.0	15.0
51	9.0	9.0	65	25.0	25.0
52	9.0	9.0	66	25.0	25.0
53	9.0	9.0	67	22.0	22.0
54	10.0	10.0	68	20.0	20.0
55	10.0	10.0	69	20.0	20.0
56	10.0	10.0	70	22.0	22.0
57	10.0	10.0	71	22.0	22.0
58	12.0	12.0	72	22.0	22.0
59	12.0	12.0	73	22.0	22.0
60	12.0	12.0	74**	22.0	22.0
61	12.0	12.0			

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

(a) age 60

(b) earliest retirement eligibility

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

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

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

Probability of Withdrawal			
Years of Service	Probability	Years of Service	Probability
0	100%	15	40%
1	100	16	38
2	100	17	36
3	100	18	33
4	100	19	30
5	100	20	28
6	100	21	26
7	100	22	24
8	47	23	22
9	46	24	20
10	45	25	18
11	44	26	16
12	43	27	14
13	42	28	12
14	41	29*	10

** Members with more than 29 years of service are not assumed to refund.*

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2018

Mortality

Depositing members	90% of the RP-2014 Active Employee Mortality Table for males and 90% of the RP-2014 Active Employee Mortality Table for females, projected with 110% of the MP-2014 Ultimate scale after 2014.
Service retirees, beneficiaries and non-depositing members	130% of the RP-2014 Healthy Annuitant Mortality Table for males and 110% of the RP-2014 Healthy Annuitant Mortality Table for females, both projected with 110% of the MP-2014 Ultimate scale after 2014.
Disabled retirees	130% of the RP-2014 Disabled Annuitant Mortality Table for males and 115% of the RP-2014 Disabled Annuitant Mortality Table for females, both projected with 110% of the MP-2014 Ultimate scale after 2014

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

To the Board of Directors
Cameron County Regional Mobility Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Cameron County Regional Mobility Authority, as of and for the year ended September 30, 2018, and the related notes to the financial statements, which collectively comprise Cameron County Regional Mobility Authority's basic financial statements, and have issued our report thereon dated March 7, 2019.

Internal Control over Financial Reporting

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Cameron County Regional Mobility Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not

express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 7, 2019

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM
GUIDANCE**

To the Board of Directors
Cameron County Regional Mobility Authority

Report on Compliance for Each Major Federal Program

We have audited Cameron County Regional Mobility Authority's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of Cameron County Regional Mobility Authority's major federal programs for the year ended September 30, 2018. Cameron County Regional Mobility Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditors' Responsibility

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

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Cameron County Regional Mobility Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, Cameron County Regional Mobility Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2018.

Other Matters

The results of our auditing procedures disclosed an instance of noncompliance which is required to be reported in accordance with the Uniform Guidance and which is described in the accompanying schedule of findings and questioned costs as item 2018-001. Our opinion on each major federal program is not modified with respect to these matters.

Cameron County Regional Mobility Authority's response to the noncompliance finding identified in our audit is described in the accompanying Corrective Action Plan. Cameron County Regional Mobility Authority's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response

Report on Internal Control over Compliance

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

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We identified a deficiency in internal control over compliance, as described in the accompanying schedule of findings and questioned costs as item 2018-001, that we consider to be a material weakness.

Cameron County Regional Mobility Authority's response to the internal control over compliance finding identified in our audit is described in the accompanying Corrective Action Plan. Cameron County Regional Mobility Authority's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

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

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 7, 2018

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE STATE OF
TEXAS UNIFORM GRANT MANAGEMENT STANDARDS CHAPTER IV *TEXAS STATE
SINGLE AUDIT CIRCULAR***

To the Board of Directors
Cameron County Regional Mobility Authority

Report on Compliance for Each Major State Program

We have audited Cameron County Regional Mobility Authority's compliance with the types of compliance requirements described in the State of Texas Uniform Grant Management Standards Chapter IV *Texas State Single Audit Circular* that could have a direct and material effect on each of Cameron County Regional Mobility Authority's major state programs for the year ended September 30, 2018. Cameron County Regional Mobility Authority's major state programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of Cameron County Regional Mobility Authority's major state programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the State of Texas Uniform Grant Management Standards Chapter IV *Texas State Single Audit Circular*. Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major state program occurred. An audit includes examining, on a test basis, evidence about Cameron County Regional Mobility Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major state program. However, our audit does not provide a legal determination of Cameron County Regional Mobility Authority's compliance.

Opinion on Each Major State Program

In our opinion, Cameron County Regional Mobility Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major state programs for the year ended September 30, 2018.

Report on Internal Control over Compliance

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

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

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

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

Burton, McCumber, & Longoria LLP.

Brownsville, Texas
March 7, 2019

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Expenditures of Federal and State Awards
Year Ended September 30, 2018

<u>Federal and State Grantor/Pass Through Grant/Program Title</u>	<u>Federal CFDA Number</u>	<u>Grant Number</u>	<u>Federal/State Expenditures</u>
U.S. Department of Transportation Highway Planning and Construction			
<i>Pass Through the Texas Department of Transportation:</i>			
Highway Planning and Construction (SH 550)	20.205	CSJ 0864-01-067	\$ 4,289,522
Total U.S. Department of Transportation Highway Planning and Construction			<u>4,289,522</u>
Total Federal Awards			<u>\$ 4,289,522</u>
State of Texas			
<i>Texas Department of Transportation:</i>			
<i>Direct Programs:</i>			
SH 550 Gap I Project	-	CSJ 0864-01-067	\$ 1,072,381
Outer Parkway Toll Interim Project Development Agreement	-	CSJ 0921-06-283	<u>166,276</u>
Total Texas Department of Transportation			
Total State Awards			<u>\$ 1,238,657</u>
Total Federal and State Awards			<u>\$ 5,528,179</u>

During the year ended September 30, 2018, Cameron County Regional Mobility Authority had no subrecipients.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Notes to Schedule of Expenditures of Federal and State Awards
Year Ended September 30, 2018

NOTE 1 - GENERAL

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

NOTE 2 - BASIS OF ACCOUNTING

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

NOTE 3 - RELATIONSHIP TO FINANCIAL STATEMENTS

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

NOTE 4 - RELATIONSHIP TO FEDERAL AND STATE FINANCIAL REPORTS

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

NOTE 5- SUBRECIPIENTS

During the year ended September 30, 2018, Cameron County Regional Mobility Authority had no subrecipients.

NOTE 6 – NON-CASH ASSISTANCE, FEDERAL LOANS AND GUARANTEES, and FEDERALLY FUNDED INSURANCE

During the year ended September 30, 2018, Cameron County Regional Mobility Authority did not receive any Non-cash Assistance, Federal Loans and Loan Guarantees, and Federally Funded Insurance.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Findings and Questioned Costs – Federal and State Awards
For Year Ended September 30, 2018

I. Summary of Auditor's Results

Financial Statements

Type of auditors' report issued: Unmodified

Internal Control over Financial Reporting:

- | | | | | | |
|--|-------|-----|-------|---|----|
| • Material weakness(es) identified? | _____ | Yes | _____ | X | No |
| • Significant deficiencies identified that are not considered to be material weaknesses? | _____ | Yes | _____ | X | No |
| • Noncompliance material to financial statements? | _____ | Yes | _____ | X | No |

Federal Awards

Internal control over major programs:

- | | | | | | |
|---|-------|-----|-------|-------|----|
| • Material weakness identified? | _____ | X | Yes | _____ | No |
| • Significant deficiencies identified that are not considered to material weaknesses? | _____ | Yes | _____ | X | No |

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

Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a) of Uniform Guidance?	_____	X	Yes	_____	No
--	-------	---	-----	-------	----

Identification of Major Program:

<u>CFDA Number</u>	<u>Name of Federal /State Program or Cluster</u>
--------------------	--

20.205	Highway Planning and Construction
--------	-----------------------------------

Dollar threshold used to determine between type A and type B federal programs	\$750,000
---	-----------

Auditee qualified as low-risk auditee: Uniform Guidance	No
---	----

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Findings and Questioned Costs – Federal and State Awards
For Year Ended September 30, 2018

I. Summary of Auditor's Results – Continued

State Awards

Internal control over major programs:

- | | | | |
|---|-----------|----------------------|----|
| • Material weakness identified? | _____ Yes | _____ <u>X</u> _____ | No |
| • Significant deficiencies identified that are not considered to material weaknesses? | _____ Yes | _____ <u>X</u> _____ | No |

Type of auditors' report issued on compliance for the major program:	Unmodified
--	------------

Any audit findings disclosed that are required to be reported in accordance with section Texas Uniform Grant Management Standards?	_____ Yes	_____ <u>X</u> _____	No
--	-----------	----------------------	----

Identification of Major State Program:

CSJ-0684-01-067	<u>Grant Name</u> SH 550 Gap 1 Project
-----------------	---

Dollar threshold used to distinguish between Type A and type B state programs	\$300,000
---	-----------

Auditee qualified as low-risk auditee: Texas Uniform Grant Management Standards	No
---	----

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Findings and Questioned Costs – Federal and State Awards
For Year Ended September 30, 2018

II. Financial Statement Findings

None.

III. Federal and State Award Findings

Finding No. 2018-001

CFDA#: 20.205

Department of Transportation

Highway Planning and Construction

Compliance - Reporting Federal Awards as State Awards

Criteria and Condition

The Authority reported the funds received for grant CSJ 0684-01-067 as state sourced funds in their 2017 Schedule of Expenditures of State Awards although 80% of those funds were federally funded under CFDA# 20.205. Further, the reporting requirement in accordance with 2 CFR 200.512 to the Federal Audit Clearinghouse for was not met. The grant was audited as a major state program in 2017.

Cause/Effect

Although the grant agreement with Texas Department of Transportation mentioned compliance requirements with OMB-Circular A-133, the agreement did not expressly indicate a CFDA# nor the amounts funded with federal funds. The only indication that the funds were federally sourced were observed from draw down wire transfers that indicated CFDA# 20.205 in the memo field.

Recommendation

We recommend the Authority to verify the funding sources with their grantors in order to report state versus federal expenditures correctly.

Management's Response:

The Authority concurs with the Auditors' recommendation.

Contact Person Responsible

For Corrective Action:

Jesus Adrian Rincones, CPA, Chief Financial Officer



IMPROVING MORE THAN JUST ROADS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Corrective Action Plan
For Year Ended September 30, 2018

Findings Related to Federal and State Awards

Finding No. 2018-001

**Individual responsible for
Corrective action:**

Jesus Adrian Rincones, CPA
Chief Financial Officer

**Date corrective Action will
be implemented:**

February 22, 2019

Corrective Action Planned:

The Authority has implemented controls to improve coordination with Metropolitan Planning Organization, TxDOT, Pharr District and TxDOT Finance Division to identify Federal and State funding sources.



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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Prior Audit Findings
For Year Ended September 30, 2018

Finding No. 2017-01

Condition

During the current year, the Authority adjusted its financial statements to reflect a material prior period adjustment regarding the capitalization of an infrastructure asset (toll road) that it had maintained and controlled since fiscal year 2014. The events and reasons why this omission existed prior to the current fiscal year was due in part to the Authority's practice and understanding of recording the asset transferred by the State of Texas TxDot to the RMA when the TxDot officially considered the project completed. This did not happen until the current fiscal year. However, the RMA did have authorization to collect tolls and was responsible for maintenance of the toll road before that time.

Criteria:

Management of the Authority is responsible for establishing and maintaining effective internal control over financial reporting. The Authority's financial records should be complete, timely, and maintained in accordance with Generally Accepted Accounting Principles.

Cause of Condition:

Although management and those charged with governance were fully aware of the existence of the infrastructure asset (toll road) and were aware that tolls were being collected on its use by the Authority as well as maintenance expenses being incurred, lack of understanding of the principals of accounting dealing with the proper reporting of the asset caused the omission on the financial statements.

Potential Effect on Condition:

The financial statements prepared by management would be incorrect and misleading. Inaccurate accounting distorts the financial statements used by the Board, the public, state agencies and other interested parties.



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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Prior Audit Findings - Continued
For Year Ended September 30, 2018

Finding No. 2017-01- Continued

Recommendation

The Authority should strengthen its financial reporting system by obtaining additional and advanced training in governmental financing reporting. Unusual transactions will arise in the course of business and management should be well prepared to handle any unusual situation that may arise. In addition, management should also reach out to their external auditors for help in cases where additional consultation is needed.

View of Responsible Officials and Corrective Action Plan:

Management is in agreement with the finding. Additional and advanced training related to generally accepted accounting principles and governmental accounting will be provided to all those responsible for the preparation of the Authority's financial statements.

Current Year Status:

The Authority has resolved this matter.

**2-B PRESENTATION ON THE STATUS OF CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY PROJECTS.**

CCRMA

Project Status Presentation

March 22, 2019



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South Port Connector

CSJ: 0921-06-288



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South Port Connector

CSJ: 0921-06-288

Project Limits: from SH 4 to Ostos Road

1	2	3	4
Typical Section 2-lane Rural Roadway with shoulders	ROW Width 1000-foot wide	Project Cost \$20.1 Million	Environmental Status Expected Clearance is March 2019
5	6	7	
ROW Acquisition/Utilities: In-Place	Available Funding \$18 Million	Design 100% Design plans submitted to TxDOT	

Distance 2.0 Miles

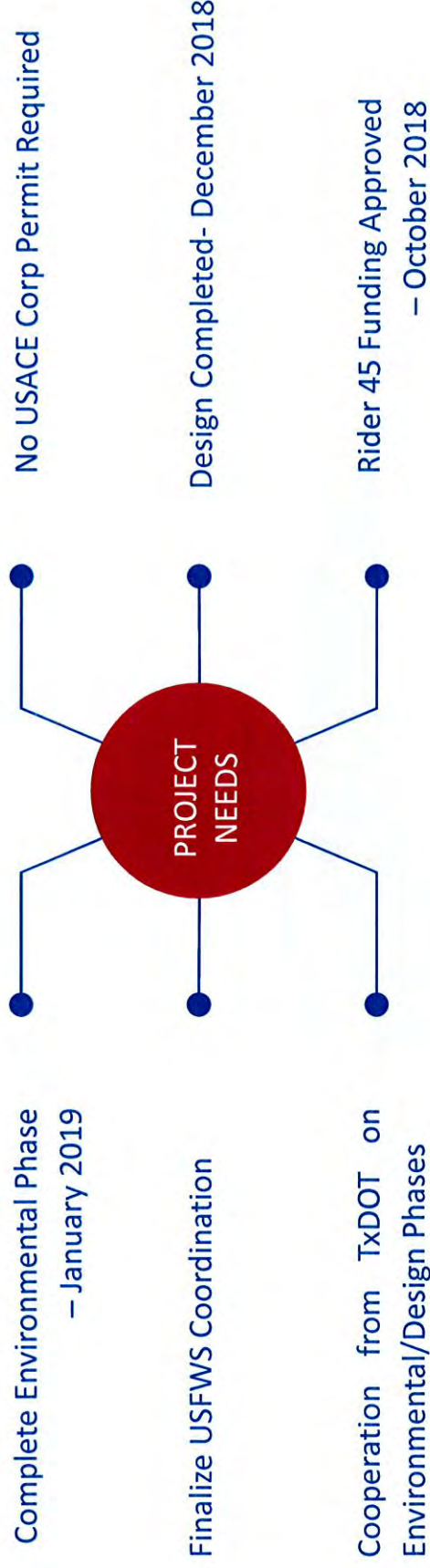
TxDOT Off System Roadway

IMPROVING MORE THAN JUST ROADS

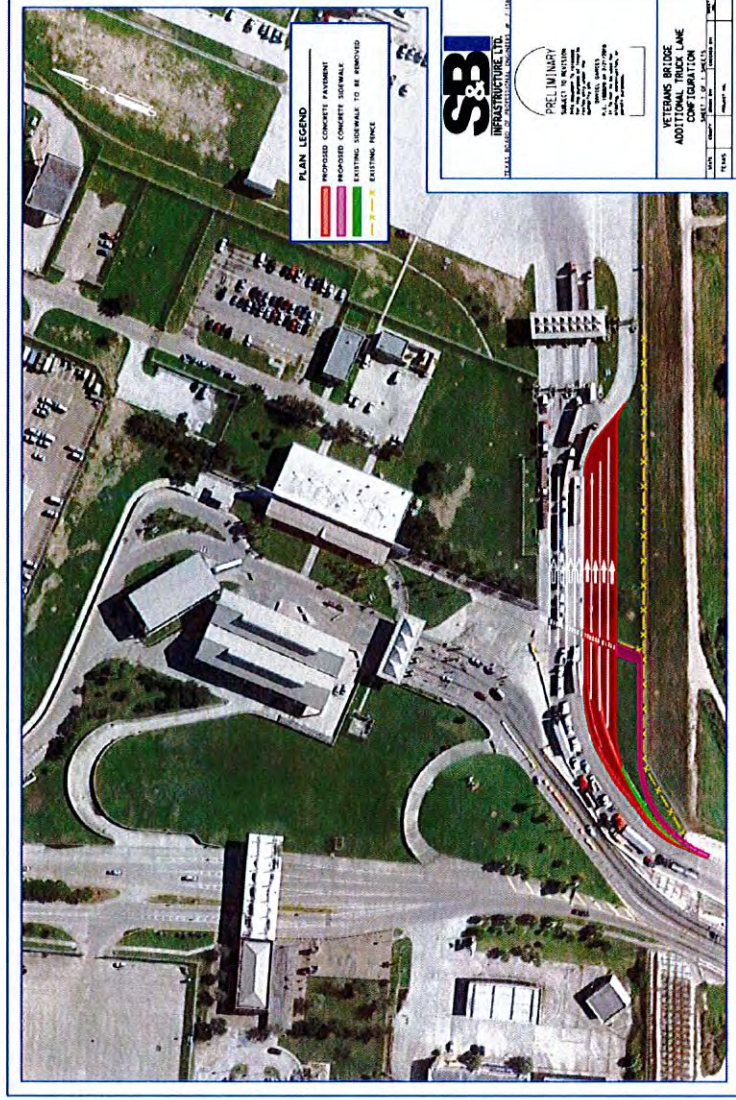


South Port Connector CSJ: 0921-06-288

Project Limits: from SH 4 to Ostos Road



Veterans International Bridge FAST Lane Project



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Veterans International Bridge FAST Lane Project

Project Limits: Veterans Bridge Port of Entry

01

Typical Section

4 – 12-foot concrete travel lanes

02

ROW/Utilities

In-place

03

Project Cost

\$795,000

04

Environmental Status

Complete

05

Design

Complete

06

Construction

100% Complete



Distance



550 feet

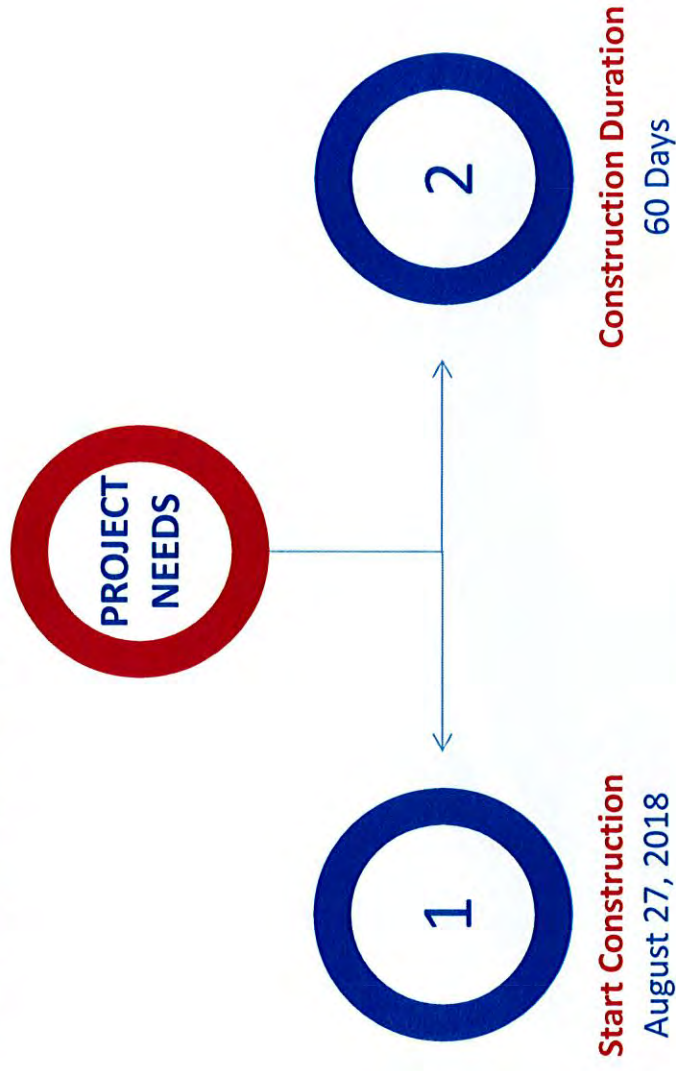
TxDOT Off System Roadway

IMPROVING MORE THAN JUST ROADS



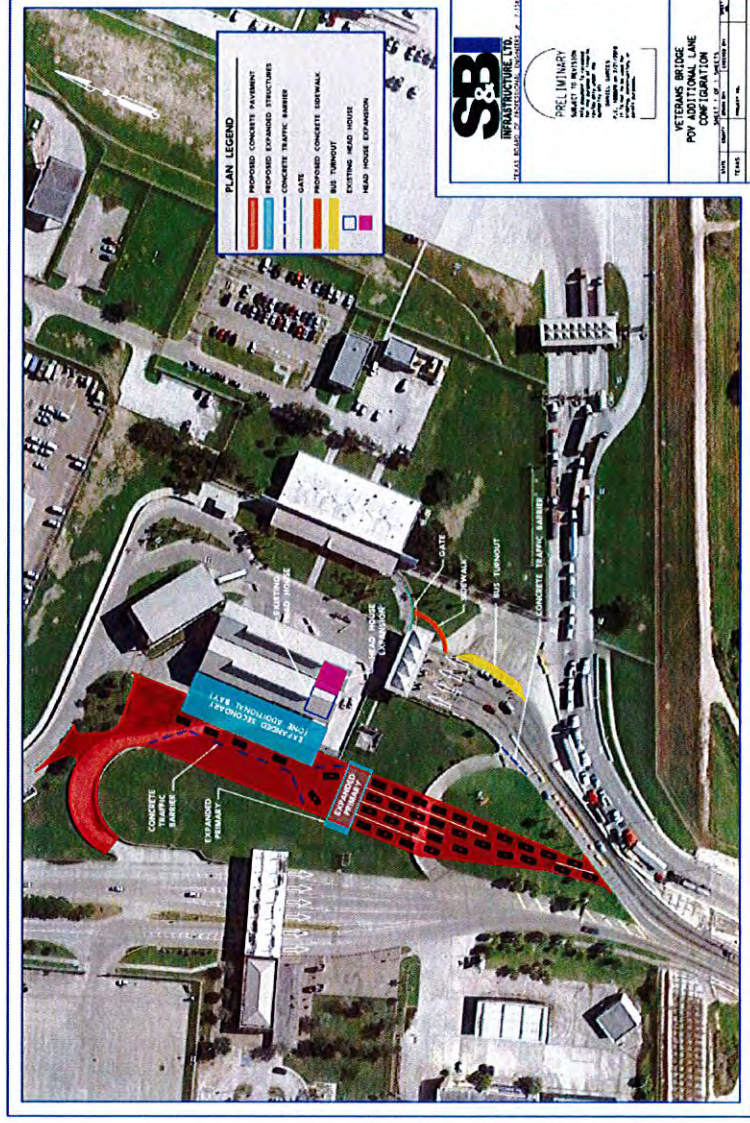
Veterans International Bridge FAST Lane Project

Project Limits: Veterans Bridge Port of Entry



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Veterans International Bridge CBP Primary Lane Expansion



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Veterans International Bridge CBP Primary Lane Expansion

Project Limits: Veterans International Bridge Port of Entry

1	2	3	4
Typical Section	ROW/Utilities	Project Cost	Environmental Status
4 additional travel lanes	Complete	\$16 Million	Complete
5	6	7	8
Conceptual Planning	Technical Requirements	Design	Funds
100% Complete	Complete	60%, Final Design Completed May 2019	\$6.9 Million – CAT 7 Funds In-Place

Distance  **800 feet**

TxDOT Off System Roadway

IMPROVING MORE THAN JUST ROADS



Veterans International Bridge CBP Primary Lane Expansion

Project Limits: Veterans International Bridge Port of Entry

PROJECT NEEDS

01

Complete Design –
May 2019

02

Need to close
Funding Gap – In
Progress

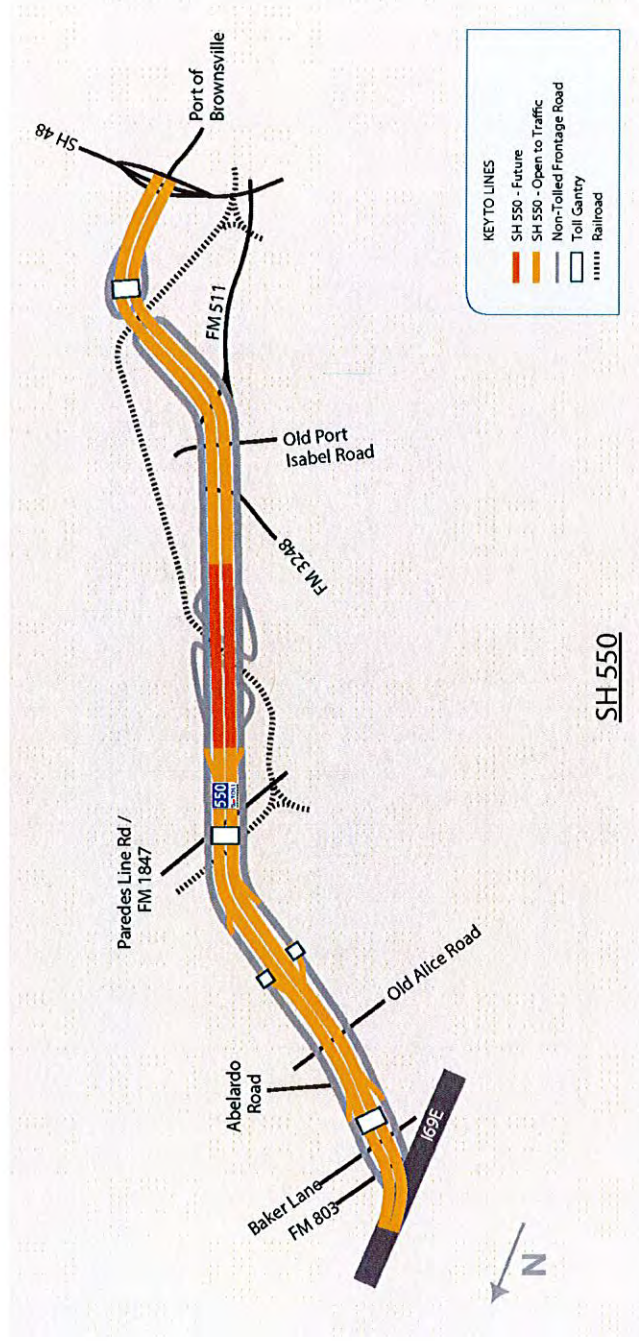
03

Cost Benefit
Analysis Complete



SH 550 GAP 2 PROJECT

CSJ: 0684-01-068



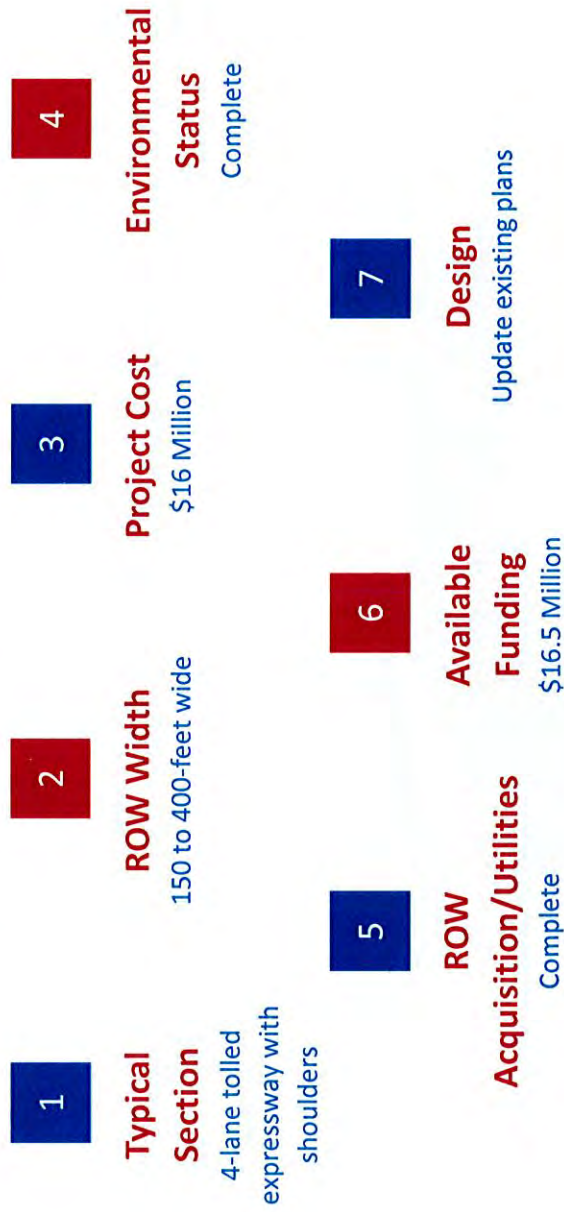
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SH 550 GAP 2 PROJECT

CSJ: 0684-01-068

Project Limits: from 0.203 miles S. of FM 1847 to 1.13 miles S. of UPRR Overpass @ FM 3248



 **Distance**  **2.6 Miles**

TxDOT Off System Roadway

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SH 550 GAP 2 PROJECT CSJ: 0684-01-068

Project Limits: from 0.203 miles S. of FM 1847 to 1.13 miles S. of UPRR overpass @ FM 3248

PROJECT NEEDS:

- | | |
|---|--|
| 1 | Update the design plans to meet interstate standards |
| 2 | Need AFA for CAT 7 Funds |
| 3 | Complete Design Plans – October 2019 |
| 4 | Negotiate and Approve WA with Consultant |



OLD ALICE ROAD

CSJ: 0921-06-290



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OLD ALICE ROAD

CSJ: 0921-06-290

Project Limits: from SH 550 to SH 100

01

Typical Section

4-lane Urban Roadway
with shoulders

02

ROW/Utilities

120-foot wide

03

Project Cost

\$12 Million

04

Environmental Status

In Progress (Categorical
Exclusion)

05

Design

Pending (County)

Distance

3.5 Miles

TxDOT Off System Roadway

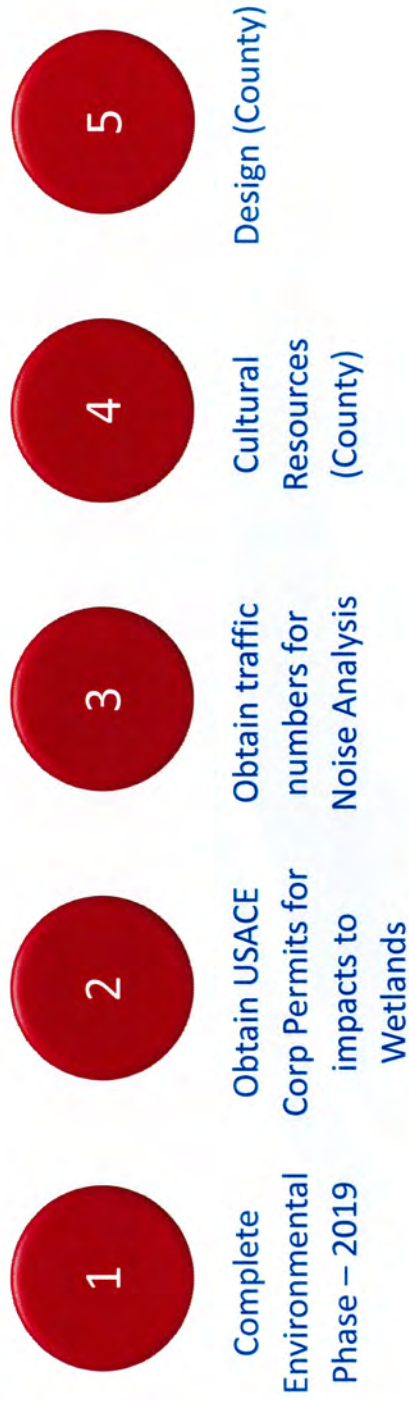
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OLD ALICE ROAD CSJ: 0921-06-290

Project Limits: from SH 550 to SH 100

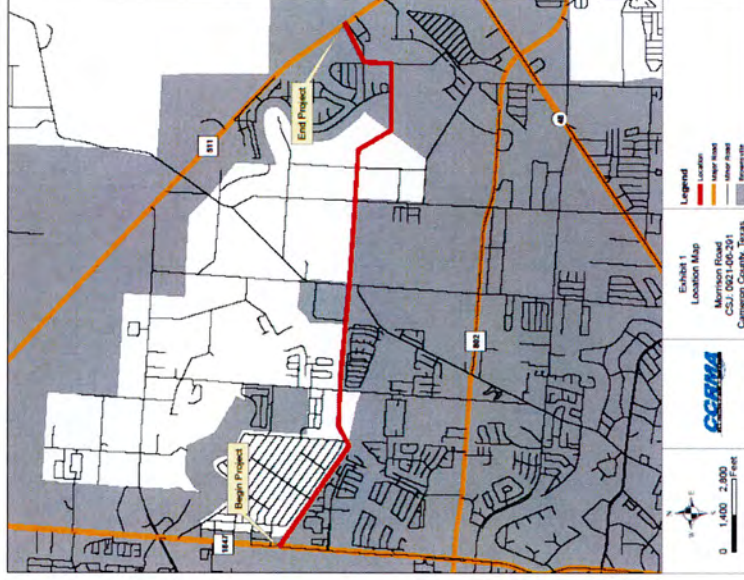
PROJECT NEEDS:





MORRISON ROAD

CSJ: 0921-06-291



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MORRISON ROAD

CSJ: 0921-06-291

Project Limits: from FM 1847 to FM 511

01	02	03
Typical Section	ROW/Utilities	Project Cost
2-lane Rural Roadway with center turning lane	120-foot wide	To be determined
04	05	06
Environmental Status (Environmental Assessment) Pending	ROW Acquisition/Utilities Pending	Design Pending

4.5 Miles ● Distance

TxDOT Off System Roadway

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MORRISON ROAD

CSJ: 0921-06-291

Project Limits: from FM 1847 to FM 511

PROJECT NEEDS:

01

Begin
Environmental and
Complete
Environmental
Phase – 2019

02

Need AFA for CAT
7 Funds

03

Begin USFWS
Coordination

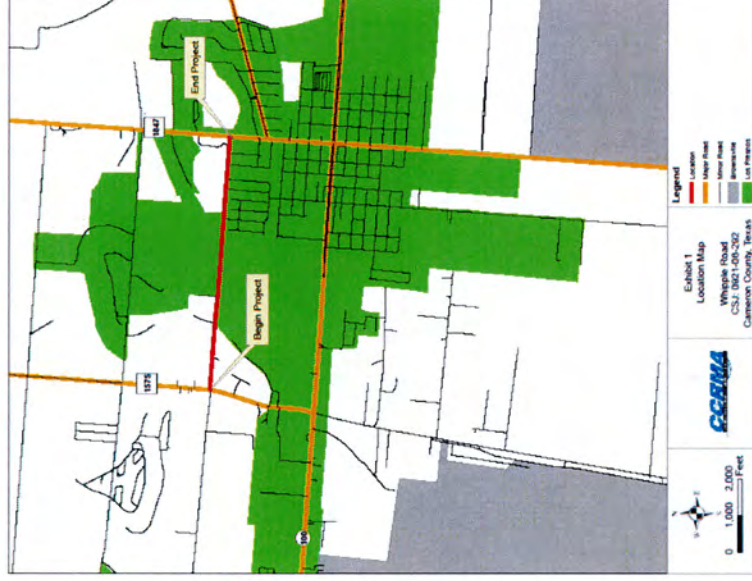
04

Negotiate and
Approve Work
Authorization with
Consultant



WHIPPLE ROAD

CSJ: 0921-06-292



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WHIPPLE ROAD

CSJ: 0921-06-292

Project Limits: from FM 1575 to FM 1847

01	02	03
Typical Section 2-lane Rural Roadway with shoulders	ROW/Utilities 80-feet wide	Project Cost To Be Determined
04	05	06
Environmental Status Pending	ROW Acquisition/Utilities Pending	Design Pending

1.3 Miles Distance

TxDOT Off System Roadway

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WHIPPLE ROAD
CSJ: 0921-06-292

Project Limits: from FM 1575 to FM 1847

PROJECT NEEDS:

01	02	03
Begin Environmental Document	AFA for CAT 7 Funds - Done	Negotiate and Approve Work Authorization with Consultant





East Loop CSJ: 0921-06-315

Project Limits: from I-69E to SH 4

01	02	03
Typical Section 4-lane to 6-lane divided Roadway with shoulders	ROW/Utilities 120-400 feet wide	Project Cost \$60 Million
04	05	06
Environmental Status In Progress - combine both documents in-house	ROW Acquisition/Utilities Pending	Design Pending

11.2 Miles

Distance

TxDOT Off System Roadway

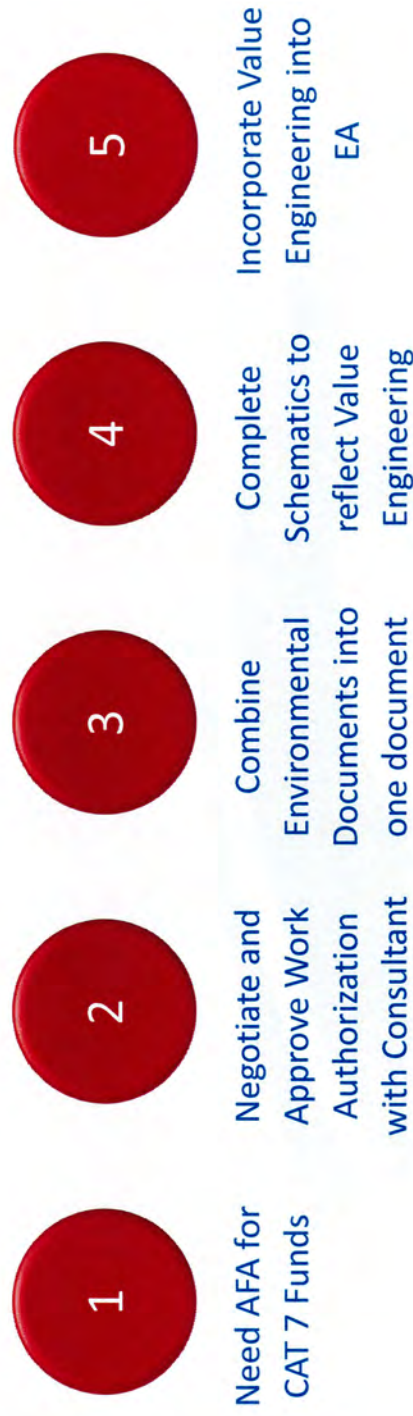
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East Loop CSJ: 0921-06-315

Project Limits: from I-69E to SH 4

PROJECT NEEDS:







FM 509
CSJ: 0921-06-254

Project Limits: from FM 508 to FM 1599

01	02	03
Typical Section 2 Lane Rural Roadway	ROW/Utilities 150 feet wide	Project Cost \$6.6 Million
04	05	06
Environmental Status In progress	ROW Acquisition/Utilities Pending	Design Pending



FM 509
CSJ: 0921-06-254

Project Limits: from FM 508 to FM 1599

PROJECT NEEDS:

1	AFA for CAT 10 Funds CAT 2 Funds Available - \$7 Million	2	Negotiate and Approve Work Authorization with Consultant	3	Complete Environmental Document	4	Complete Schematics and other Preliminary Engineering	5	Funding for ROW acquisition and Utilities Relocation
---	---	---	--	---	---------------------------------	---	---	---	--



Indiana Avenue CSJ: 0921-06-305



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Indiana Avenue
CSJ: 0921-06-305

Project Limits: from 0.1 Mile North of California Rd. to 0.62 Mile North of F.M. 1419

01	02	03
Typical Section	ROW/Utilities	Project Cost
2 Lane Rural Roadway	120 feet wide	\$6.0 Million
04	05	06
Environmental Status	ROW Acquisition/Utilities	Design
Pending	Pending	Pending

1.40 Miles Distance

TxDOT Off System Roadway

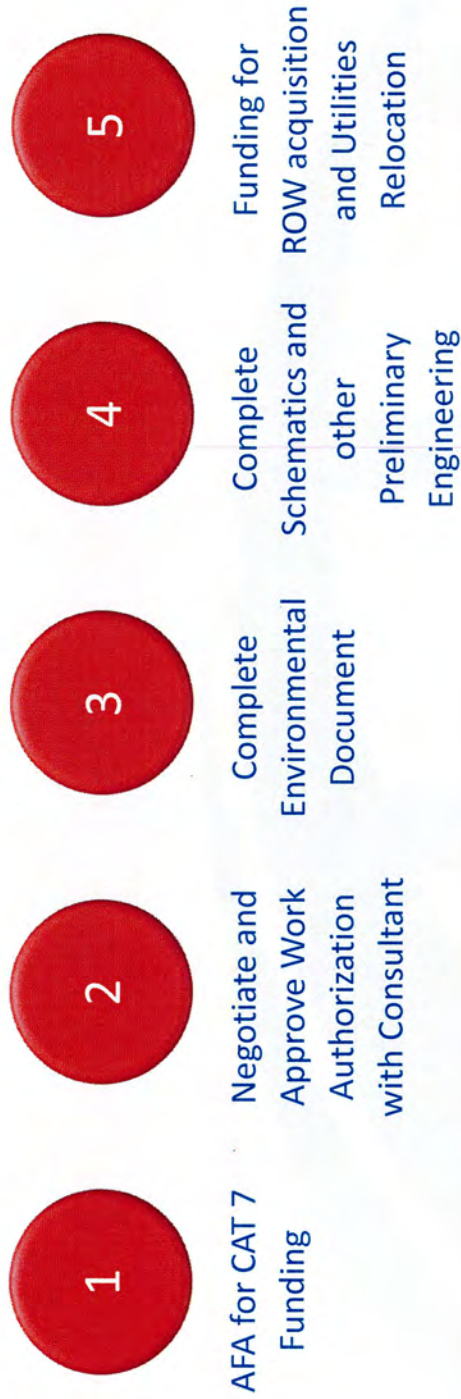
IMPROVING MORE THAN JUST ROADS



Indiana Avenue
CSJ: 0921-06-305

Project Limits: from 0.1 Mile North of California Rd. to 0.62 Mile North of F.M. 1419

PROJECT NEEDS:





4-A APPROVAL OF CLAIMS



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for March 22, 2019 - 1

100 - Interlocal Agreements

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
S&B	S&B Infrastructure, LTD	U2716.600-01	\$ 34,999.98	Flor De Mayo Work Authorization #6	CC-Veterans Bridge	Y	Local	Ope
S&B	S&B Infrastructure, LTD	U2716.900-01	6,549.48	Mexican Agencies Coordination WA #9	CC- Bridge Advisory Services	Y	Local	Ope
JWH and Associates	JWH and Associates, Inc.	419	1,200.00	Project No.JWH 10318 Veterans	CC-Veterans Bridge	Y	Local	Ope
				International Bridge - Benefit Cost Analysis				
JWH and Associates	JWH and Associates, Inc.	319	2,640.00	Project No.JWH 10418 FDM Feasibility Study	Flor de Mayo Bridge	Y	Local	Ope
Report Total Interlocal Agreements			<u><u>\$ 45,389.46</u></u>					



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for March 22, 2019

100 - Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
AFLAC	Aflac	806219	\$ 235.82	Employee Supplemental Insurance March 2019	Indirect	Y	Local	Ope
Burton McCumber	Burton McCumber & Longoria, LLP	01123999	1,497.93	BML Final bill for audit services 9.30.18	Indirect	Y	Local	Ope
Locke Lord	Locke Lord LLP	1481943	90.00	Locke Lorde Jan 2019 legal	Indirect	Y	Local	Ope
Locke Lord	Locke Lord LLP	1481944	2,686.54	Locke Lord Legal Services Legislative Jan 2019	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility	VMUD Feb 2018 1.28-2	34.55	VMUD Feb 2018 1.28-2.28	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility	VMUD Feb 2018 Ste 7	36.43	VMUD Feb 2018 Ste 7 1.28-2.28	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility	VMUD Feb 2019 Ste 5	34.92	VMUD Feb 2018 Ste 5 1.28-2.28	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility	VMUD Ste 3 2.28.19	35.31	VMUD Feb 2018 1.28-2.28	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility District	VMUD Ste 6 1.28-2.28	34.55	VMUD Feb 2018 Ste 6 1.28-2.28	Indirect	Y	Local	Ope
Total Operations			\$ 4,686.05					

100 - Interlocal Agreements

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Pathfinder Public Affairs, Inc	Pathfinder Public Affairs, Inc	13-B	8,000.00	Pathfinder Jan 2019 Consulting Services - Cameron County	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	Pathfinder Public Affairs, Inc	14-B	8,000.00	Pathfinder Consulting Services Feb 2019 Cameron County	Indirect	Y	Local	Ope
S&B LTD	S&B Infrastructure, LTD	U2716.103-01	20,367.83	CC - Los Indios Bridge Lane Additions WA#1	CC-Veterans	Y	Local	Ope
S&B LTD	S&B Infrastructure, LTD	U2716.103-02	2,066.60	CC - Los Indios Bridge Lane Additions WA#1	CC-Veterans	Y	Local	Ope
S&B LTD	S&B Infrastructure, LTD	U2716.300-02	2,732.66	Veterans Bridge Truck Lane Exp Construction Management Jan 2019	CC-Veterans Bridge	Y	Local	Ope
S&B LTD	S&B Infrastructure, LTD	U2716.300-03	608.00	CC- Veterans Bridge Truck Lane Expansion Construction Manage	CC-Veterans	Y	Local	Ope
Total Interlocal Agreements			41,775.09					

525 - Tolls

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Emp Ema Jarami	Ema Jaramillo	EJ Reimbursement 3.8	74.70	EJ Reimbursement 3.8.19 (travel to USPS, Sombbrero Fest, view Toshiba Printer)	Indirect	Y	Local	Merch
Franco San Migu	FRANCISCO J SANMIGUEL	FSM Reimbursement 3.8	243.00	FSM Reimbursement 3.8.19(SH 550 Maintenance Equipment	SH 550	Y	Local	Merch
Kapsch	Kapsch TrafficCom Transportation NA, Inc	486019SI11923	13,390.31	Kapsch Feb 2019 Project # GP00000005538	Indirect	Y	Local	Merch
Matus Contracto	Matus Contractor Company	112	2,800.00	Matus SH 550 Maintenance (GAP 1 connector between section Paredes Line 1847 and DC 1 & 2	Indirect	Y	Local	Merch
Ruben Ibanez	Ruben Ibanez	RI Reimbursment 3.15	196.04	RI Reimbursement 3.15.19 (Travel to Home Depot, Port Spur, Staples, Pharr , 550)	Indirect	Y	Local	Merch
Tecsidel SA	Tecsidel SA	219	75,545.37	Milestone # 8 Pharr International Bridge and Open Road Toll	Pharr-Reynosa	Y	Local	Merch
TollPlus LLC	TollPlus LLC	019004	21,101.87	Toll Plus Jan. 2019 Maintenance and Support	Indirect	Y	Local	Merch
TollPlus LLC	TollPlus LLC	019008	21,101.87	Toll Plus Maintenance Feb 2018	Indirect	Y	Local	Merch
VMUD	Valley Municipal Utility	VMUD Tolls Feb 2019	42.09	VMUD Feb 2018 1.28-2.28	Indirect	Y	Local	Merch
Xtreme Security	Xtreme Security	16679	113.50	Xtreme Security Monitoring for 3.1.19-5.31.19	Indirect		Local	Merch
Total Tolls			134,608.75					

Total Operations, Interlocal and Tolls

181,069.89

X



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement February 15, 2019

100 - Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Alert Termite & Pest	Alert Termite & Pest Control Co	8402	\$ 420.0	Alert Termite Inv. 8402 (monthly)	Indirect	Y	Local	Ope
Culligan	Culligan of the Rio Grande Valley	Culligan Feb 2019	155.85	Drinking Water Services Feb 2019	Indirect	Y	Local	Ope
Locke Lord	Locke Lord LLP	1475029	1,977.39	Locke Lord Dec 2018 Services Rendered	Indirect	Y	Local	Ope
Lone Star Shredding	Lone Star Shredding Document	1947750	112.50	Lone Star Shredding 1.31.19	Indirect	Y	Local	Ope
Xerox	Xerox	095917397	457.89	Xerox Admin Inv. 095917397	Indirect	Y	Local	Ope
Xerox	Xerox	158676565	<u>415.62</u>	Xerox (Relocate machine from Tolls to	Indirect	Y	Local	Ope
Report Total Operations			<u>\$ 3,539.25</u>					

525 - Tolls

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Culligan	Culligan of the Rio Grande Valley	Culligan Feb 2019	20.94	Drinking Water Services Feb 2019	Indirect	Y	Local	Merch
Duncan Solutions	Law Enforcement Systems LLC	DS0000002049	386.88	Duncan Solutions DMV Record	Indirect	Y	Local	Merch
Emp Ema Jaramillo	Ema Jaramillo	EJ Reimbursement	25.68	EJ Reimbursement 2.1.19	Indirect	Y	Local	Merch
Fagan Consulting	Fagan Consulting LLC	CCOS1901	8,736.00	Fagan Consulting Operations Support for Jan 2019	Indirect	Y	Local	Merch
HALFF Associates	HALFF Associates, Inc.	00019187	3,431.30	Half Associates Professional Engineering Services for Master Plan and Remodel of Existing Admin Bldg	Indirect	Y	Local	Merch
HALFF Associates	HALFF Associates, Inc.	00020524	59.95	Half Associates Engineering Services for master plan and remodel of existing administration building	Indirect	Y	Local	Merch
Harland Technology S	Scantron Corporation	14432080	943.22	Scantron Inv. 14432080 Service Call	Indirect	Y	Local	Merch
LexisNexis	LexisNexis Risk Solutions FL Inc	1546392-20190131	100.79	LexisNexis Jan. 2019	Indirect	Y	Local	Merch
Matus Contractor Co	Matus Contractor Company	106	5,000.00	Matus Inv. 106	Indirect	Y	Local	Merch
Matus Contractor Co	Matus Contractor Company	108	1,000.00	Matus Inv. 108 (cutting grass, garbage collection and application of herbicide in Sec. 1 Port of Brownsville to Alton G	Indirect	Y	Local	Merch
NASCO, Inc.	North American Strategy for Competitiveness	INV -000604	500.00	NASCO Annual Membership Dues 4.1.19 through 3.31.2020	Indirect	Y	Local	Merch
Staples Business	Staples Business Credit	1622755489	602.31	Staples Business Credit Jan 2019	Indirect	Y	Local	Merch
Time Warner Cable	Time Warner Cable Business Class	0121858020119	1,839.09	TWC Spectrum Inv. 0121858020119	Indirect	Y	Local	Merch
Xerox	Xerox	09517398	286.83	Xerox Tolls Inv. 095971398	Indirect	Y	Local	Merch
Xerox Corporation	Xerox Financial Services LLC	1491964	<u>1,000.77</u>	Xerox Co. Formax Lease Agreement Jan	Indirect	Y	Local	Merch
Report Total Tolls			<u>\$ 23,933.76</u>					



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgment February 19, 2019

100 - Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
TxDOT - Trust Fund	Texas Department of Transportation Trust Fund	AFA - Whipple Road	<u>76,060.00</u>	AFA Whipple Road From FM 1575 to FM 1847	Whipple Road	Y	Local	Ope
Report Total Operations			<u>\$ 76,060.00</u>					



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement February 22, 2019

100 - Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Adrian	Adrian Rincones	AR Rembursement 2.2	371.88	AR Reimbursement 2.21.19	Indirect	Y	Local	Ope
Burton McCumber & Lo	Burton McCumber & Longoria, LLP	01123621	\$ 5,522.66	Burton McCumber & Longoria Audit Services	Indirect	Y	Local	Ope
Pathfinder Public Af	Pathfinder Public Affairs, Inc	13	12,000.00	Path Finder Consulting Services Jan. 2019	Indirect	Y	Local	Ope
Verizon Wireless	Verizon Wireless	7805319852	52.30	Verizon Inv. 7791796791	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility District	VMUD JAN. 2019 ADMI	34.92	VMUD - JAN 2019 ADMIN STE. 6	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility District	VMUD JAN 2019 STE 5	34.92	VMUD ADMIN - JAN 2019 STE. 5	Indirect	Y	Local	Ope
VMUD	Valley Municipal Utility District	VMUD Jan. 2019 Admin	<u>107.80</u>	VMUD Jan. 2019 Ste. 7	Indirect	Y	Local	Ope
Report Total Operations			\$ <u>18,124.48</u>					

525 - Tolls

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon	Amazon	433595537857	\$ 179.99	Amazon Jan. 2019	Indirect	Y	Local	Merch
Angel T Perez	Angel Timoteo Perez	Sheriff Deputies SH-	280.00	Sheriff Deputies SH-550 Road Closure 2.16.19	Indirect	Y	Local	Merch
PUB	Public Utilities Board	BPUB Feb. 2019	200.01	BPUB Jan 2019 SH550-DC 588837	Port Spur	Y	Local	Merch
Ruben Ibanez	Ruben Ibanez	RI Reimbursement 2.1	264.33	RI Reimbursement 2.13.19	Indirect	Y	Local	Merch
SD Servando Cruz	Servando Cruz Jr	Sheriff Deputies SH-	280.00	Sheriff Deputies SH-550 Road Closure	Indirect	Y	Local	Merch
Victor Lerma	Victor Lerma	Refund Check Victor	16.68	Refund Check Victor Lerma 2.14.18	Indirect	Y	Local	Merch
VMUD	Valley Municipal Utility District	VMUD Jan. 2019 Tolls	<u>43.60</u>	VMUD Jan. 2019 Tolls	Indirect	Y	Local	Merch
Report Total Tolls			\$ <u>1,264.61</u>					

Report Total Operations & Tolls \$ 19,389.09

Transfers Approval	Ope	18,124.48
	Merch	<u>1,264.61</u>
		\$ <u>19,389.09</u>



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement March 4, 2019

100 - Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
AFLAC	Aflac	386716	\$ 235.82	Employee Supplemental Insurance Feb 2019	Indirect	Y	Local	Ope
Gexa Energy	Gexa Energy, LP	27254794	27.58	Gexa Energy Tolls & Ste 6	Indirect	Y	Local	Ope
Gexa Energy	Gexa Energy, LP	27255454	194.25	Gexa Energy Ste 3 & 4	Indirect	Y	Local	Ope
Gexa Energy	Gexa Energy, LP	27256649	<u>179.48</u>	Gexa Energy Ste 5 & 7	Indirect	Y	Local	Ope
Report Total			<u>637.13</u>					

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Angel T Perez	Angel Timoteo Perez	AP Sheriff Deputy 2.	\$ 350.00	AP Sheriff Deputy SH550 Road Closure 2.23.19	Indirect	Y	Local	Merch
Gexa Energy	Gexa Energy, LP	27254794	380.87	Gexa Energy Tolls & Ste 6	Indirect	Y	Local	Merch
Gexa Energy	Gexa Energy, LP	27272990	448.04	SH550 Utilities for DC and FM1847 for Feb 2019	Direct	Y	Local	Merch
Gexa Energy	Gexa Energy, LP	27274940	192.01	Gexa Energy SH550 DC	Direct Connectors - SH550	Y	Local	Merch
Matus Contractor Co	Matus Contractor Company	110	1,260.00	Matus Inv. 110 - Dirt and sandlifting on the individual wall, located @ Hwy 550, Sec. 3: Connect FM 550 to Hwy 77 . Hr	Indirect	Y	Local	Merch
Prisciliano Delgado	Prisciliano	10547	200.00	Lawn Care Maint for March 2019	Indirect	Y	Local	Merch
SD Servando Cruz	Servando Cruz Jr	SC Sheriff Deputy Ro	<u>350.00</u>	Sheriff Deputy SH 550 Road Closure 2.23.19	Indirect	Y	Local	Merch
Report Total			<u>3,180.92</u>					

Transfers Approval	Ope	637.13
	Merch	<u>3,180.92</u>
	Total \$	3,818.05



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Claims for March 7, 2019

100 - Operations

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	American Express	AMEX Feb 2019	1,310.56	Monthly office supplies purchases for Feb 2019	Indirect	Y	Local	Ope
Culligan	Culligan of the Rio Grande Valley	Culligan Mar 2019	107.88	Drinking Water Services for March 2019	Indirect	Y	Local	Ope
Emp Ericka Trevino	Ericka Trevino	ET 3.7.19	139.08	Accountant travel reimb for errands, events and training	Indirect	Y	Local	Ope
Emp Maria D Mayorga	Maria D Mayorga	MDM 2.27.19	96.90	Executive Admin Assist travel reimb for Feb 2019	Indirect	Y	Local	Ope
Lone Star Shredding	Lone Star Shredding Document Storage	1948450	112.50	Document Shredding Services	Indirect	Y	Local	Ope
Pathfinder Public Af	Pathfinder Public Affairs, Inc	14	12,000.00	February 2019 Consulting Services	Indirect	Y	Local	Ope
Pathfinder Public Af	Pathfinder Public Affairs, Inc	9-2	12,000.00	Sep 2018 Services	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR	PEDRO SEPULVEDA JR.	PSJ 1.31.19	665.40	Executive Director Travel Reimb for Austin Meetings with Senator Hinojosa	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR	PEDRO SEPULVEDA JR.	PSJ Jan 2019	613.00	Executive Director Travel Reimb for meetings at Hidalgo Co	Indirect	Y	Local	Ope
Rancho Viejo Pet	Rancho Viejo Pet Club LLC	March 2019	4,060.00	Admin Stes Rent for March 2019	Indirect	Y	Local	Ope
Staples Business	Staples Business Credit	Staples Jan 2019	332.28	Office Monthly Supplies for Jan 2019	Indirect	Y	Local	Ope
Texas Regional	Texas Regional Bank	TRB 2.25.19	221.44	TRB Loan Interest 101140087 Pmt	Indirect	Y	Local	Ope
The Rentfro Law Fir	Rentfro, Irwin, & Irwin, P.L.L.C	024441	2,840.00	General Legal Services for Feb 2019	Indirect	Y	Local	Ope
The Rentfro Law Fir	Rentfro, Irwin, & Irwin, P.L.L.C	024442	40.00	General Legal Services for Feb 2019. Reviewed HNTB's responses to Plaintiffs RFD; reviewed letters about the indemnity p	West Rail Relocation	Y	Local	Ope
TML Emp Health	TML Intergovernmental Employee Benefits Pool	2019-03	7,914.44	Employee health insurance for March 2019	Indirect	Y	Local	Ope
Xerox	Xerox	096204716	457.89	Administrative Printer Rent	Indirect	Y	Local	Ope
ZIEGNER	ZIEGNER TECHNOLOGIES	103427	402.00	Hosting services for Accounting Software for March 2019	Indirect	Y	Local	Ope
Report Total Operations			<u>\$ 43,313.37</u>					

525 - Tolls

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	American Express	AMEX Feb 2019	7,473.08	Monthly office supplies purchases for Feb 2019	Indirect	Y	Local	Tolls
Angel T Perez	Angel Timoteo Perez	SD AP 2.13.19	227.50	SH550 Road Maint Closure 2.13.19	Indirect	Y	Local	Tolls
Anjanelle Hernandez	Anjanelle Hernandez	AJ 2.28.19	29.58	PT CSR Travel Reimb for February Mail	Indirect	Y	Local	Tolls
Emp Ericka Trevino	Ericka Trevino	ET 3.7.19	16.09	Accountant travel reimb for errands, events and training	Indirect	Y	Local	Tolls
Emp Luis Perez	Luis Perez	LP Feb 2019	26.24	CSR Tavel Reimb for Events and Deposits for Feb 2019	Indirect	Y	Local	Tolls
Fagan Consulting	Fagan Consulting LLC	CCOS1809	1,680.00	Toll Operations Support Sep 2018	Indirect	Y	Local	Tolls
Fagan Consulting	Fagan Consulting LLC	CCOS1810	8,400.00	Toll Operations Support for Oct 2018	Indirect	Y	Local	Tolls
Fagan Consulting	Fagan Consulting LLC	CCOS1902	2,856.00	Toll Operations Support for Feb 2019	Indirect	Y	Local	Tolls
Fagan Consulting	Fagan Consulting LLC	PBT1809	13,318.86	Pharr Bridge Toll Collections Serv for Sep 2018	Pharr-Reynosa Intl Bridge	Y	Pharr	Bonds
Fagan Consulting	Fagan Consulting LLC	PBT1810	9,744.00	Pharr Bridge Toll Collections Serv for Oct 2018	Pharr-Reynosa Intl Bridge	Y	Pharr	Bonds
Kapsch	Kapsch TrafficCom Transportation NA, Inc	486019SI11543	13,390.31	Kapsch Dec 2019 Toll System Maintenance Support	Indirect	Y	Local	Tolls
Kapsch	Kapsch TrafficCom Transportation NA, Inc	486019SI11774	13,390.31	Kapsch Jan 2019 Toll System Maintenance Support	Indirect	Y	Local	Tolls
LexisNexis	LexisNexis Risk Solutions FL Inc	1546392-20190228	103.81	Pre-court program for Feb 2019	Indirect	Y	Local	Tolls
Matus Contractor Co	Matus Contractor Company	111	4,000.00	SH550 cutting grass, garbage collections and herbicide	Indirect	Y	Local	Tolls
Megashine Cleaning L PUB	Megashine Cleaning LLC Public Utilities Board	1279 PUB 588837 Dec 20	1,355.00 195.85	Janitorial Serv for March 2019 SH550 Port Spur Dec 2018 Utilities	Indirect Port Spur - SH550	Y Y	Local Local	Tolls Tolls
Ruben Ibanez	Ruben Ibanez	RI 2.28.19	348.02	Toll Syst travel reimb for 550 inspection and maint	Indirect	Y	Local	Tolls
SD Servando Cruz	Servando Cruz Jr	SD SC 2.13.19	227.50	SH550 Road Maint Closure 2.13.19	Indirect	Y	Local	Tolls
Staples Business	Staples Business Credit	Staples Jan 2019	407.59	Office Monthly Supplies for Jan 2019	Indirect	Y	Local	Tolls
TML Emp Health	TML Intergovernmental Employee Benefits Pool	2019-03	5,219.28	Employee health insurance for March 2019	Indirect	Y	Local	Tolls
Verizon Wireless	Verizon Wireless	9824803639	91.67	Phone and hotspot services for Commercial Accounts	Indirect	Y	Local	Tolls
Xerox	Xerox	096204717	310.10	Tolls Printer Rent	Indirect	Y	Local	Tolls
Report Total Tolls			82,810.79					
DocuSigned by:			Ope	43,313.37				
<i>Jesus A Rincones</i>			Bonds	23,062.86				
6B0E20DF61EB4CC...			Tolls	59,747.93				
			Grand Total	126,124.16				

**4-B CONSIDERATION AND APPROVAL OF THE FINANCIAL STATEMENTS AND
BUDGET AMENDMENTS FOR THE MONTH OF JANUARY 2019.**



JANUARY 2019 FINANCIAL REPORT

PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR

JESUS A. RINCONES, CPA, CFE, CHIEF FINANCIAL OFFICER



CCRMA MONTHLY FINANCIALS

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues, Expenses And Changes in Net Position- Unposted Transactions Included In Report
From 1/1/2019 Through 1/31/2019

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	225,520	902,080	3,225,000	(2,322,920)	910,990
TRZ revenue	0	0	475,000	(475,000)	0
Interlocal Agreement Revenue	0	16,000	100,000	(84,000)	33,823
Other revenue	<u>167,081</u>	<u>167,081</u>	<u>330,000</u>	<u>(162,919)</u>	<u>166,368</u>
Total Operating Revenues	<u>392,601</u>	<u>1,085,161</u>	<u>4,130,000</u>	<u>(3,044,839)</u>	<u>1,111,181</u>
Operating Expenses					
Personnel costs	98,988	329,527	826,423	496,896	262,843
Professional services	11,270	73,428	185,000	111,572	35,760
Contractual services	3,272	11,696	90,000	78,304	20,731
Advertising & marketing	100	1,346	25,000	23,654	5,512
Data processing	652	1,631	15,000	13,369	1,945
Dues & memberships	323	1,238	18,500	17,262	1,070
Education & training	0	3,568	10,000	6,433	786
Fiscal agent fees	0	4,720	50,000	45,280	3,420
Insurance	572	1,083	5,000	3,917	3,878
Maintenance & repairs	0	210	10,000	9,790	0
Office supplies	684	7,738	49,500	41,762	7,256
Rent	4,934	18,487	54,000	35,513	15,882
Travel	5,150	12,351	30,000	17,649	10,092
Utilities	702	3,945	12,000	8,055	2,175
Other expenses	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>0</u>
Total Operating Expenses	<u>126,646</u>	<u>470,967</u>	<u>1,385,423</u>	<u>914,456</u>	<u>371,348</u>
Total Operating Income (Loss)	<u>265,955</u>	<u>614,193</u>	<u>2,744,577</u>	<u>(2,130,384)</u>	<u>739,832</u>
Non Operating Revenue					
Grant Revenue	0	129,631	2,565,000	(2,435,369)	2,087,034
Interest income	<u>3,937</u>	<u>14,943</u>	<u>30,000</u>	<u>(15,057)</u>	<u>8,644</u>
Total Non Operating Revenue	<u>3,937</u>	<u>144,574</u>	<u>2,595,000</u>	<u>(2,450,426)</u>	<u>2,095,678</u>
Non Operating Expenses					
Debt Interest	0	0	975,200	975,200	150,253
Debt Interest-LOC	480	4,034	25,000	20,966	13,907
Project Expenses	<u>15,442</u>	<u>15,442</u>	<u>0</u>	<u>(15,442)</u>	<u>0</u>
Total Non Operating Expenses	<u>15,922</u>	<u>19,476</u>	<u>1,000,200</u>	<u>980,724</u>	<u>164,160</u>
Total Changes in Net Position	<u>253,970</u>	<u>739,291</u>	<u>4,339,377</u>	<u>(3,600,086)</u>	<u>2,671,350</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenditures - Cash - Unposted Transactions Included In Report
From 1/1/2019 Through 1/31/2019

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Toll Operating Revenues					
TPS Revenues					
	<u>173,968.16</u>	<u>686,750.08</u>	<u>1,850,000.00</u>	<u>(1,163,249.92)</u>	<u>679,066.99</u>
Total TPS Revenues	173,968.16	686,750.08	1,850,000.00	(1,163,249.92)	679,066.99
Interop Revenues					
Interop Revenue	52,542.00	210,168.50	650,000.00	(439,831.50)	245,803.00
Bridge Interoperability	<u>35,787.31</u>	<u>100,376.89</u>	<u>325,000.00</u>	<u>(224,623.11)</u>	<u>0.00</u>
Total Interop Revenues	88,329.31	310,545.39	975,000.00	(664,454.61)	245,803.00
Revenue from Toll Collections					
Collections P1	<u>3,108.75</u>	<u>6,461.09</u>	<u>0.00</u>	<u>6,461.09</u>	<u>0.00</u>
Total Toll Operating Revenues	<u>265,406.22</u>	<u>1,003,756.56</u>	<u>2,825,000.00</u>	<u>(1,821,243.44)</u>	<u>924,869.99</u>
Toll Operating Expenses					
Personnel Costs					
	<u>62,673.83</u>	<u>204,711.88</u>	<u>833,257.00</u>	<u>628,545.12</u>	<u>154,297.50</u>
Total Personnel Costs	62,673.83	204,711.88	833,257.00	628,545.12	154,297.50
Transaction Processing Costs					
	<u>36,778.24</u>	<u>112,412.35</u>	<u>426,500.00</u>	<u>314,087.65</u>	<u>135,111.88</u>
Total Transaction Processing Costs	36,778.24	112,412.35	426,500.00	314,087.65	135,111.88
Toll System Maintenance/IT					
	<u>27,687.57</u>	<u>83,657.11</u>	<u>258,750.00</u>	<u>175,092.89</u>	<u>66,617.31</u>
Total Toll System Maintenance/IT	27,687.57	83,657.11	258,750.00	175,092.89	66,617.31
Roadside Maintenance					
	<u>22,898.84</u>	<u>90,849.14</u>	<u>480,000.00</u>	<u>389,150.86</u>	<u>153,543.25</u>
Total Roadside Maintenance	22,898.84	90,849.14	480,000.00	389,150.86	153,543.25
CSC Indirect/Overhead Costs					
	<u>31,579.30</u>	<u>73,529.98</u>	<u>259,500.00</u>	<u>185,970.02</u>	<u>33,099.79</u>
Total CSC Indirect/Overhead Costs	<u>31,579.30</u>	<u>73,529.98</u>	<u>259,500.00</u>	<u>185,970.02</u>	<u>33,099.79</u>
Total Toll Operating Expenses	<u>181,617.78</u>	<u>565,160.46</u>	<u>2,258,007.00</u>	<u>1,692,846.54</u>	<u>542,669.73</u>
Non Operating Revenues					
	<u>0.00</u>	<u>0.00</u>	<u>2,248,938.00</u>	<u>(2,248,938.00)</u>	<u>0.00</u>
Total Non Operating Revenues	<u>0.00</u>	<u>0.00</u>	<u>2,248,938.00</u>	<u>(2,248,938.00)</u>	<u>0.00</u>
Non Operating Expenses					
	<u>0.00</u>	<u>0.00</u>	<u>2,248,938.00</u>	<u>2,248,938.00</u>	<u>0.00</u>
Total Non Operating Expenses	<u>0.00</u>	<u>0.00</u>	<u>2,248,938.00</u>	<u>2,248,938.00</u>	<u>0.00</u>
Changes in Net Assets	<u>83,788.44</u>	<u>438,596.10</u>	<u>566,993.00</u>	<u>(128,396.90)</u>	<u>382,200.26</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Combined Statement of Revenues Expenses - Unposted Transactions Included In Report
From 1/1/2019 Through 1/31/2019

	Current Period Actual	Current Year Actual	YTD Budget - Original	YTD Budget Variance - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	225,520.00	902,080.00	3,225,000.00	(2,322,920.00)	910,990.00
Interlocal Agreement Revenue	0.00	16,000.00	250,000.00	(234,000.00)	48,812.08
Toll revenues	265,406.22	1,003,756.56	2,825,000.00	(1,821,243.44)	939,784.52
Other revenue	167,080.57	167,080.57	330,000.00	(162,919.43)	166,368.07
Total Operating Revenues	<u>658,006.79</u>	<u>2,088,917.13</u>	<u>6,630,000.00</u>	<u>(4,541,082.87)</u>	<u>2,065,954.67</u>
Operating Expenses					
Personnel costs	161,661.77	534,239.06	1,659,680.00	1,125,440.94	417,140.55
Accounting software and services	402.00	2,412.00	10,000.00	7,588.00	1,260.00
Professional services	10,867.77	71,015.91	175,000.00	103,984.09	34,500.00
Contractual services	4,214.94	18,179.15	130,000.00	111,820.85	22,770.98
Advertising & marketing	2,342.49	11,322.90	85,000.00	73,677.10	13,583.26
Data processing	652.14	1,630.66	15,000.00	13,369.34	1,945.10
Dues & memberships	4,948.63	5,863.63	23,500.00	17,636.37	4,846.16
Education & training	0.00	3,766.50	20,000.00	16,233.50	1,843.00
Fiscal agent fees	0.00	4,720.00	50,000.00	45,280.00	3,420.00
Insurance	23,353.25	39,799.25	100,000.00	60,200.75	33,436.50
Maintenance & repairs	1,871.42	6,863.85	85,000.00	78,136.15	4,960.00
Office supplies	26,454.95	80,826.50	279,500.00	198,673.50	50,755.02
Road maintenance	47,177.23	164,943.34	633,750.00	468,806.66	190,044.16
Rent	6,219.75	23,639.90	76,500.00	52,860.10	21,791.49
Toll services	9,235.67	33,407.70	191,500.00	158,092.30	83,398.48
Travel	6,610.30	15,934.40	42,000.00	26,065.60	11,869.82
Utilities	2,251.51	17,563.05	62,000.00	44,436.95	16,453.47
Other expenses	0.00	0.00	5,000.00	5,000.00	0.00
Total Operating Expenses	<u>308,263.82</u>	<u>1,036,127.80</u>	<u>3,643,430.00</u>	<u>2,607,302.20</u>	<u>914,017.99</u>
Net Change from Operations	<u>349,742.97</u>	<u>1,052,789.33</u>	<u>2,986,570.00</u>	<u>(1,933,780.67)</u>	<u>1,151,936.68</u>
Non Operating Revenue					
Interest income	3,936.86	14,942.98	30,000.00	(15,057.02)	8,644.02
Project Grant Revenue	0.00	129,630.89	4,813,938.00	(4,684,307.11)	2,087,033.66
TRZ Revenue	0.00	0.00	475,000.00	(475,000.00)	0.00
Total Non Operating Revenue	<u>3,936.86</u>	<u>144,573.87</u>	<u>5,318,938.00</u>	<u>(5,174,364.13)</u>	<u>2,095,677.68</u>
Non Operating Expenses					
Bond Debt Expense	0.00	0.00	3,224,138.00	3,224,138.00	150,253.00
Line of Credit Interest	479.65	4,033.88	25,000.00	20,966.12	13,906.94
Project Grant Expenses	15,442.00	15,442.00	0.00	(15,442.00)	0.00
Total Non Operating Expenses	<u>15,921.65</u>	<u>19,475.88</u>	<u>3,249,138.00</u>	<u>3,229,662.12</u>	<u>164,159.94</u>
Changes in Net Position	<u>337,758.18</u>	<u>1,177,887.32</u>	<u>5,056,370.00</u>	<u>(3,878,482.68)</u>	<u>3,083,454.42</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Capital Project Expenses - Summarized - Unposted Transactions Included In Report
From 1/1/2019 Through 1/31/2019

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original
Capital Projects				
South Padre Island 2nd Access	4,316	16,392	0	(16,392)
Outer Parkway	1,313	2,942	0	(2,942)
FM 1925	589	589	0	(589)
West Rail Relocation	27,441	43,050	0	(43,050)
SH 550	3,143	11,313	0	(11,313)
SH 32 (East Loop)	5,241	12,745	0	(12,745)
South Port Connector - SH32	88,909	308,450	21,850,000	21,541,550
Whipple Road	496	1,895	251,250	249,355
FM 509	269	81,610	0	(81,610)
Morrison Road	830	3,622	337,500	333,878
Flor De Mayo Bridge	9,766	38,561	50,000	11,439
Naranjo Road - City of Brownsville	0	0	12,500	12,500
Indiana Road - COB	0	0	12,500	12,500
CC- Veterans Bridge	92,004	823,453	1,101,500	278,047
CC - Old ALice Road	<u>4,666</u>	<u>16,407</u>	<u>225,000</u>	<u>208,593</u>
Total Capital Projects	<u>238,984</u>	<u>1,361,027</u>	<u>23,840,250</u>	<u>22,479,223</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 1/31/2019
(In Whole Numbers)

	<u>Current Year</u>
ASSETS	
Current Assets:	
Cash and cash equivalents	2,552,768
Restricted cash accounts - debt service	8,875,241
Accounts receivable	
TPS Accounts Receivable	2,102,925
Allowance Accounts Receivable - Tolls	(1,351,628)
TPS RBP Accounts Receivable	104,330
Vehicle Registration Fees - Receivable	<u>267,016</u>
Total Accounts receivable	1,122,643
Accounts Receivable in Collections	
Allowance for P2	(1,558,692)
Collections P2 - Duncan	2,307,641
Duncan Toll Collections P1	3,645,995
Collections P1 Allowance for Bad Debt	<u>(3,653,875)</u>
Total Accounts Receivable in Collections	741,070
Accounts receivable - other agencies	
Due from Other Agencies	<u>1,212,553</u>
Total Accounts receivable - other agencies	<u>1,212,553</u>
Total Current Assets:	14,504,275
Non Current Assets:	
Capital assets, net	105,624,067
Capital projects in progress	21,726,510
Redevelopment Assets/Other Agencies	
CC FAST Lanes Project Veterans Bridge	901,731
CC Primary Lanes Veterans Bridge	227,515
BND - South Port Connector	654,713
CC - Flor De Mayo	24,337
FM 509 Project	78,600
Pharr Reynosa Intl Bridge Project	<u>1,172,260</u>
Total Redevelopment Assets/Other Agencies	3,059,156
Unamortized bond prepaid costs	<u>109,318</u>
Total Non Current Assets:	130,519,051
Other	
	<u>151,559</u>
Total ASSETS	<u>145,174,885</u>
LIABILITIES	
Current Liabilities	
Accounts payable	
AP - Operations	117,645
AP - Project Exenditures	<u>806,641</u>
Total Accounts payable	924,285
Accrued expenses	440,010
Payroll liabilities	23,067
Line of Credit	

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 1/31/2019
(In Whole Numbers)

	<u>Current Year</u>
Line of Credit	
Line of Credit - TRB	<u>25,665</u>
Total Line of Credit	25,665
Deferred revenue	<u>3,550</u>
Total Current Liabilities	1,416,577
Non Current Liabilities	
Due to other agencies	
Cameron County	167,500
South Port Connector - Interlocal	654,713
Pharr-Reynosa Project- Accumulation	1,569,866
Cameron County POV Expansion Veterans	219,543
Cameron County Intl Bridge Interlocal	<u>887,923</u>
Total Due to other agencies	3,499,545
Due to TxDot	
TxDot FAA - South Padre Island	12,991,920
TxDot FAA - West Parkway	2,244,589
TxDot FAA - Outer Parkway	<u>780,179</u>
Total Due to TxDot	16,016,688
Long term bond payable	<u>77,100,872</u>
Total Non Current Liabilities	96,617,105
Other	
Deferred Inflows	<u>15,839</u>
Total Other	<u>15,839</u>
Total LIABILITIES	<u>98,049,521</u>
NET POSITION	
Beginning net position	
	<u>45,316,117</u>
Total Beginning net position	45,316,117
Changes in net position	
	<u>1,809,247</u>
Total Changes in net position	<u>1,809,247</u>
Total NET POSITION	<u>47,125,364</u>
TOTAL LIABILITIES AND NET POSITION	<u>145,174,885</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITYStatement of Cash Flows
From 1/1/2019 Through 1/31/2019

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from Vehicle Registration Fees	408,200.00	1,188,540.00
Receipts from MSB/Interop Toll revenues	81,499.46	305,689.30
Receipts from TPS Toll Revenues	149,600.89	1,454,440.32
Receipts from Other Operating Revenues	167,080.57	183,080.57
Payments to Vendors	(152,832.08)	(501,752.23)
Payments to Employees	(105,704.27)	(399,493.50)
Total Cash Flows from Operating Activities	<u>547,844.57</u>	<u>2,230,504.46</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of Property and Equipment	0.00	(900.00)
Acquisitions of Construction in Progress	(510,253.60)	(1,257,737.60)
Payments on interest	0.00	0.00
Payments on Bond Principal	0.00	0.00
Bond and Debt Proceeds	(129,630.89)	(162,452.02)
Proceeds related to Redevelopment Assets	427,527.50	1,313,441.25
Advances on FAA and Grant Proceeds	0.00	<u>129,630.89</u>
Total Cash Flows from Capital and Related Financing Activities	<u>(212,356.99)</u>	<u>21,982.52</u>
Cash Flows from Investing Activities		
Receipts from Interest Income	<u>3,936.86</u>	<u>14,942.98</u>
Total Cash Flows from Investing Activities	<u>3,936.86</u>	<u>14,942.98</u>
Beginning Cash & Cash Equivalents	<u>11,060,968.45</u>	<u>9,920,452.77</u>
Ending Cash & Cash Equivalents	<u>11,400,392.89</u>	<u>12,187,882.73</u>

**4-C CONSIDERATION AND APPROVAL OF A RESOLUTION IN SUPPORT OF
HOUSE BILL 1643, HOUSE BILL 1644, AND HOUSE BILL 1646 AUTHORED BY
REPRESENTATIVE ARMANDO MARTINEZ.**

THE STATE OF TEXAS

COUNTY OF CAMERON

RESOLUTION

BE IT RESOLVED THAT ON THE 22ND DAY OF MARCH, 2019, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY CONVENED IN REGULAR SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS, THE FOLLOWING ITEM WAS PLACED ON THE AGENDA OF THE SAID BOARD FOR SUCH MEETING, PURSUANT TO GOVERNMENT CODE SECTION 551.041 ET. SEQ., VERNON'S TEXAS CIVIL STATUTES (THE TEXAS OPEN MEETING ACT) TO BE CONSIDERED:

**“CONSIDERATION AND APPROVAL OF A
RESOLUTION IN SUPPORT OF HOUSE BILL 1643, HOUSE BILL 1644, AND HOUSE BILL
1646 AUTHORED BY REPRESENTATIVE ARMANDO MARTINEZ”**

WHEREAS, the Cameron County Regional Mobility Authority (“CCRMA”) was created pursuant to the request of Cameron County and 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”); and

WHEREAS, the Board of Directors of the CCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the CCRMA is governed by Chapter 370 of the Texas Transportation Code, which authorizes Regional Mobility Authorities to study, evaluate, design, finance, acquire, construct, maintain, repair, and operate transportation projects, individually or as one or more systems, provided that the projects are included in a plan approved by the applicable Metropolitan Planning Organization and that the projects are consistent with the Statewide Transportation Plan and the Statewide Transportation Improvement Program; and

WHEREAS, the individual projects in Cameron County identified in the Comprehensive Development Authority legislation introduced by Representative Armando Martinez, which consists of the Outer Parkway Project in Cameron County from U.S. Highway 77 to Farm to Market Road 1847, the South Padre Island Second Access Causeway Project in Cameron County from State Highway 100 to Park Road 100 and the Farm to Market 1925 Project from U.S. Highway 281 in Hidalgo County to U.S. Highway 77 in Cameron County; and

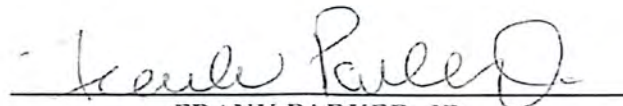
WHEREAS, the CCRMA believes that the CDA or Public Private Partnership model is a necessary finance tool that should be kept intact to attract finance for viable projects that can be constructed today.

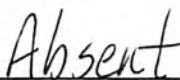
NOW THEREFORE, BE IT RESOLVED, that the Cameron County Regional Mobility Authority hereby approves and adopts this Resolution; and

BE IT FURTHER RESOLVED, that the Cameron County Regional Mobility Authority requests the support of its Delegation in the Texas Legislature on these Bills that will improve connectivity, provide more efficient trade corridors, create a better quality of life for all and enhance economic development as well as attract industry to the Rio Grande Valley.

Adopted by the Board of Directors of the Cameron County Regional Mobility Authority on the 22nd day of March, 2019.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

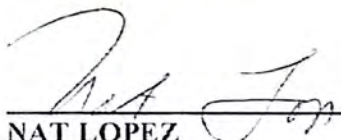

FRANK PARKER, JR.
RMA CHAIRMAN


RUBEN GALLEGOS, JR.
RMA VICE CHAIRMAN


HORACIO BARRERA
RMA SECRETARY


MICHAEL F. SCAIEF
RMA TREASURER


MARK ESPARZA
RMA DIRECTOR


NAT LOPEZ
RMA DIRECTOR


DR. MARIA VILLEGAS, M.D.
RMA DIRECTOR

By: Martinez

H.B. No. 1643

A BILL TO BE ENTITLED

AN ACT

relating to Texas Department of Transportation and regional mobility authority comprehensive development agreements for projects in Cameron and Hidalgo Counties.

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

SECTION 1. Section 223.201(b), Transportation Code, is transferred to Subchapter E, Chapter 223, Transportation Code, redesignated as Section 223.2001, Transportation Code, and amended to read as follows:

Sec. 223.2001. DEFINITION. ~~[(b)]~~ In this subchapter, "comprehensive development agreement" means an agreement that, at a minimum, provides for the design and construction, reconstruction, rehabilitation, expansion, or improvement of a project described in Section 223.201(a) ~~[Subsection (a)]~~ and may also provide for the financing, acquisition, maintenance, or operation of a project described in that section ~~[Subsection (a)]~~.

SECTION 2. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2002 to read as follows:

Sec. 223.2002. LIMITATION. The department may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter F.

SECTION 3. Sections 223.201(f) and (g), Transportation

1 Code, are amended to read as follows:

2 (f) The department may enter into a comprehensive
3 development agreement [only] for all or part of[+]

4 [~~(1)~~] the State Highway 99 (Grand Parkway) project[+]

5 [~~(2)~~] the Interstate Highway 35E managed lanes project
6 in Dallas and Denton Counties from Interstate Highway 635 to U.S.
7 Highway 380,

8 [~~(3)~~] the Interstate Highway 35W project in Tarrant
9 County from Interstate Highway 30 to State Highway 114,

10 [~~(4)~~] the State Highway 183 managed lanes project in
11 Tarrant and Dallas Counties from State Highway 121 to Interstate
12 Highway 35E,

13 [~~(5)~~] the Interstate Highway 35E/U.S. Highway 67
14 Southern Gateway project in Dallas County, including+

15 [~~(A)~~] Interstate Highway 35E from 8th Street to
16 Interstate Highway 20, and

17 [~~(B)~~] U.S. Highway 67 from Interstate Highway 35E
18 to Farm-to-Market Road 1382 (Belt Line Road),

19 [~~(6)~~] the State Highway 288 project from U.S. Highway
20 59 to south of State Highway 6 in Brazoria County and Harris County,

21 [~~(7)~~] the U.S. Highway 290 managed lanes project in
22 Harris County from Interstate Highway 610 to State Highway 99,

23 [~~(8)~~] the Interstate Highway 820 project from State
24 Highway 183 to Randel Mill Road,

25 [~~(9)~~] the State Highway 114 project in Dallas County
26 from State Highway 121 to State Highway 183,

27 [~~(10)~~] the Loop 12 project in Dallas County from State

1 ~~Highway 183 to Interstate Highway 35E,~~
2 ~~[(11) the Loop 9 project in Dallas and Ellis Counties~~
3 ~~from Interstate Highway 20 to U.S. Highway 67, and~~
4 ~~[(12) the U.S. Highway 181 Harbor Bridge project in~~
5 ~~Nueces County between U.S. Highway 181 at Beach Avenue and~~
6 ~~Interstate Highway 37].~~

7 (g) The department may combine in a comprehensive
8 development agreement under this subchapter:

9 (1) a toll project and a rail facility as defined by
10 Section 91.001; or

11 (2) two or more projects for which the department is
12 authorized under this subchapter to enter into a comprehensive
13 development agreement [described by Subsection (f)].

14 SECTION 4. Section 223.2012(a), Transportation Code, is
15 amended to read as follows:

16 (a) In this section, the North Tarrant Express project is
17 the project on Interstate Highway 35W in Tarrant County from
18 Interstate Highway 30 to State Highway 114 that was [described by
19 Section 223.201(f)(3)] entered into on June 23, 2009.

20 SECTION 5. Subchapter E, Chapter 223, Transportation Code,
21 is amended by adding Section 223.2014 to read as follows:

22 Sec. 223.2014. AUTHORIZED PROJECTS. (a) The department
23 may enter into a comprehensive development agreement for a project
24 listed under Section 370.3051.

25 (b) This section expires August 31, 2029.

26 SECTION 6. Section 370.305(c), Transportation Code, is
27 amended to read as follows:

1 (c) An authority may enter into a comprehensive development
2 agreement only:

3 (1) for specific projects authorized under this
4 subchapter; or

5 (2) as provided by Subchapter K [~~Except as provided by~~
6 ~~this chapter, an authority's authority to enter into a~~
7 ~~comprehensive development agreement expires on August 31, 2011~~].

8 SECTION 7. Subchapter G, Chapter 370, Transportation Code,
9 is amended by adding Section 370.3051 to read as follows:

10 Sec. 370.3051. AUTHORIZED PROJECTS FOR COMPREHENSIVE
11 DEVELOPMENT AGREEMENTS. (a) A regional mobility authority may
12 enter into a comprehensive development agreement for:

13 (1) the Outer Parkway project in Cameron County from
14 U.S. Highway 77 to Farm-to-Market Road 1847;

15 (2) the South Padre Island Second Access Causeway
16 project in Cameron County from State Highway 100 to Park Road 100;

17 (3) the Farm-to-Market 1925 project from U.S. Highway
18 281 in Hidalgo County to U.S. Highway 77 in Cameron County;

19 (4) the Hidalgo County Loop project;

20 (5) the International Bridge Trade Corridor project in
21 Hidalgo County;

22 (6) the U.S. Highway 83 La Joya Relief Route project in
23 Hidalgo County; and

24 (7) the State Highway 68 project in Hidalgo County.

25 (b) This section expires August 31, 2029.

26 SECTION 8. The following provisions of the Transportation
27 Code are repealed:

H.B. No. 1643

- 1 (1) Sections 223.201(i), (j), (k), (l), and (m); and
 - 2 (2) Section 223.2011.
 - 3 SECTION 9. This Act takes effect September 1, 2019.
-

By: Martinez

H.B. No. 1644

A BILL TO BE ENTITLED

AN ACT

relating to Texas Department of Transportation and regional mobility authority comprehensive development agreements.

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

SECTION 1. Section 223.201(b), Transportation Code, is transferred to Subchapter E, Chapter 223, Transportation Code, redesignated as Section 223.2001, Transportation Code, and amended to read as follows:

Sec. 223.2001. DEFINITION. ~~[(b)]~~ In this subchapter, "comprehensive development agreement" means an agreement that, at a minimum, provides for the design and construction, reconstruction, rehabilitation, expansion, or improvement of a project described in Section 223.201(a) ~~[Subsection (a)]~~ and may also provide for the financing, acquisition, maintenance, or operation of a project described in that section ~~[Subsection (a)]~~.

SECTION 2. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2002 to read as follows:

Sec. 223.2002. LIMITATION. The department may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter F.

SECTION 3. Sections 223.201(f) and (g), Transportation Code, are amended to read as follows:

1 (f) The department may enter into a comprehensive
2 development agreement [only] for all or part of[+
3 ~~[(1)] the State Highway 99 (Grand Parkway) project[+~~
4 ~~[(2)] the Interstate Highway 35E managed lanes project~~
5 ~~in Dallas and Denton Counties from Interstate Highway 625 to U.S.~~
6 ~~Highway 380,~~
7 ~~[(3)] the Interstate Highway 35W project in Tarrant~~
8 ~~County from Interstate Highway 20 to State Highway 114,~~
9 ~~[(4)] the State Highway 183 managed lanes project in~~
10 ~~Tarrant and Dallas Counties from State Highway 121 to Interstate~~
11 ~~Highway 35E,~~
12 ~~[(5)] the Interstate Highway 35E/U.S. Highway 67~~
13 ~~Southern Gateway project in Dallas County, including+~~
14 ~~[(A)] Interstate Highway 35E from 8th Street to~~
15 ~~Interstate Highway 20, and~~
16 ~~[(B)] U.S. Highway 67 from Interstate Highway 35E~~
17 ~~to Farm-to-Market Road 1382 (Belt Line Road),~~
18 ~~[(6)] the State Highway 288 project from U.S. Highway~~
19 ~~59 to south of State Highway 6 in Brazoria County and Harris County,~~
20 ~~[(7)] the U.S. Highway 290 managed lanes project in~~
21 ~~Harris County from Interstate Highway 610 to State Highway 99,~~
22 ~~[(8)] the Interstate Highway 820 project from State~~
23 ~~Highway 183 to Randol Mill Road,~~
24 ~~[(9)] the State Highway 114 project in Dallas County~~
25 ~~from State Highway 121 to State Highway 183,~~
26 ~~[(10)] the Loop 12 project in Dallas County from State~~
27 ~~Highway 183 to Interstate Highway 35E,~~

1 ~~[(11) the Loop 9 project in Dallas and Ellis Counties~~
2 ~~from Interstate Highway 20 to U.S. Highway 67, and~~

3 ~~[(12) the U.S. Highway 181 Harbor Bridge project in~~
4 ~~Nueces County between U.S. Highway 181 at Beach Avenue and~~
5 ~~Interstate Highway 37].~~

6 (g) The department may combine in a comprehensive
7 development agreement under this subchapter:

8 (1) a toll project and a rail facility as defined by
9 Section 91.001; or

10 (2) two or more projects for which the department is
11 authorized under this subchapter to enter into a comprehensive
12 development agreement ~~[described by Subsection (f)].~~

13 SECTION 4. Section 223.2012(a), Transportation Code, is
14 amended to read as follows:

15 (a) In this section, the North Tarrant Express project is
16 the project on Interstate Highway 35W in Tarrant County from
17 Interstate Highway 30 to State Highway 114 that was ~~[described by~~
18 ~~Section 223.201(f)(3)]~~ entered into on June 23, 2009.

19 SECTION 5. Subchapter E, Chapter 223, Transportation Code,
20 is amended by adding Section 223.2014 to read as follows:

21 Sec. 223.2014. AUTHORIZED PROJECTS. (a) The department
22 may enter into a comprehensive development agreement for:

23 (1) the Interstate Highway 35 project in Travis and
24 Williamson Counties from Ranch-to-Market Road 1431 to State Highway
25 45 Southeast;

26 (2) the Interstate Highway 45 North project in Harris
27 County from Beltway 8 to Interstate Highway 10;

H.B. No. 1644

1 (3) the Hempstead Managed Tollway project in Harris
2 County from State Highway 99 to the Interstate Highway
3 610/Interstate Highway 10 interchange;

4 (4) the Interstate Highway 30 project in Tarrant
5 County from Interstate Highway 35W to east of Fielder Road;

6 (5) the Interstate Highway 635 East project in Dallas
7 County from U.S. Highway 75 to Interstate Highway 30;

8 (6) the Interstate Highway 35E project in Dallas and
9 Denton Counties from Interstate Highway 635 to U.S. Highway 380;
10 and

11 (7) a project listed under Section 370.3051.

12 (b) This section expires August 31, 2029.

13 SECTION 6. Section 370.305(c), Transportation Code, is
14 amended to read as follows:

15 (c) An authority may enter into a comprehensive development
16 agreement only:

17 (1) for specific projects authorized under this
18 subchapter; or

19 (2) as provided by Subchapter K ~~[Except as provided by~~
20 ~~this chapter, an authority's authority to enter into a~~
21 ~~comprehensive development agreement expires on August 31, 2011].~~

22 SECTION 7. Subchapter G, Chapter 370, Transportation Code,
23 is amended by adding Section 370.3051 to read as follows:

24 Sec. 370.3051. AUTHORIZED PROJECTS FOR COMPREHENSIVE
25 DEVELOPMENT AGREEMENTS. (a) A regional mobility authority may
26 enter into a comprehensive development agreement for:

27 (1) the Interstate Highway 35 Northeast Expansion

1 project, from Loop 410 South in Bexar County to Farm-to-Market Road
2 1103 in Comal County;
3 (2) the Loop 1604 project in Bexar County;
4 (3) the Outer Parkway project in Cameron County from
5 U.S. Highway 77 to Farm-to-Market Road 1847;
6 (4) the South Padre Island Second Access Causeway
7 project in Cameron County from State Highway 100 to Park Road 100;
8 (5) the Farm-to-Market 1925 project from U.S. Highway
9 281 in Hidalgo County to U.S. Highway 77 in Cameron County;
10 (6) the Hidalgo County Loop project;
11 (7) the International Bridge Trade Corridor project in
12 Hidalgo County;
13 (8) the U.S. Highway 83 La Joya Relief Route project in
14 Hidalgo County;
15 (9) the State Highway 68 project in Hidalgo County;
16 (10) the U.S. Highway 290 West project in Travis
17 County from Loop 1 to Ranch-to-Market Road 1826 (Oak Hill Parkway);
18 (11) the Loop 1 South project in Travis County from
19 Cesar Chavez Street to Slaughter Lane; and
20 (12) the Loop 49 project:
21 (A) in Smith County from Interstate Highway 20 to
22 U.S. Highway 69 (Lindale Relief Route); and
23 (B) from State Highway 110 in Smith County to
24 U.S. Highway 259 in Gregg County (Segments 6 and 7).
25 (b) This section expires August 31, 2029.
26 SECTION 8. The following provisions of the Transportation
27 Code are repealed:

H.B. No. 1644

- 1 (1) Sections 223.201(i), (j), (k), (l), and (m); and
- 2 (2) Section 223.2011.
- 3 SECTION 9. This Act takes effect September 1, 2019.

By: Martinez

H.B. No. 1646

A BILL TO BE ENTITLED

AN ACT

relating to Texas Department of Transportation and regional mobility authority comprehensive development agreements.

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

SECTION 1. Section 223.201(b), Transportation Code, is transferred to Subchapter E, Chapter 223, Transportation Code, redesignated as Section 223.2001, Transportation Code, and amended to read as follows:

Sec. 223.2001. DEFINITION. ~~[(b)]~~ In this subchapter, "comprehensive development agreement" means an agreement that, at a minimum, provides for the design and construction, reconstruction, rehabilitation, expansion, or improvement of a project described in Section 223.201(a) ~~[Subsection (a)]~~ and may also provide for the financing, acquisition, maintenance, or operation of a project described in that section ~~[Subsection (a)]~~.

SECTION 2. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2002 to read as follows:

Sec. 223.2002. LIMITATION. The department may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter F.

SECTION 3. Sections 223.201(f) and (g), Transportation Code, are amended to read as follows:

1 (f) The department may enter into a comprehensive
2 development agreement [only] for all or part of[+
3 [~~(1)~~] the State Highway 99 (Grand Parkway) project[+
4 [~~(2)~~] the Interstate Highway 35E managed lanes project
5 in Dallas and Denton Counties from Interstate Highway 635 to U.S.
6 Highway 380,
7 [~~(3)~~] the Interstate Highway 35W project in Tarrant
8 County from Interstate Highway 30 to State Highway 114,
9 [~~(4)~~] the State Highway 193 managed lanes project in
10 Tarrant and Dallas Counties from State Highway 121 to Interstate
11 Highway 25E,
12 [~~(5)~~] the Interstate Highway 35E/U.S. Highway 67
13 Southern Gateway project in Dallas County, including+
14 [~~(A)~~] Interstate Highway 35E from 8th Street to
15 Interstate Highway 20, and
16 [~~(B)~~] U.S. Highway 67 from Interstate Highway 35E
17 to Farm-to-Market Road 1382 (Belt Line Road),
18 [~~(6)~~] the State Highway 288 project from U.S. Highway
19 59 to south of State Highway 6 in Brazoria County and Harris County,
20 [~~(7)~~] the U.S. Highway 290 managed lanes project in
21 Harris County from Interstate Highway 610 to State Highway 99,
22 [~~(8)~~] the Interstate Highway 820 project from State
23 Highway 193 to Randol Mill Road,
24 [~~(9)~~] the State Highway 114 project in Dallas County
25 from State Highway 121 to State Highway 183,
26 [~~(10)~~] the Loop 12 project in Dallas County from State
27 Highway 183 to Interstate Highway 35E,

1 ~~[(11) the Loop 9 project in Dallas and Ellis Counties~~
2 ~~from Interstate Highway 20 to U.S. Highway 67; and~~

3 ~~[(12) the U.S. Highway 181 Harbor Bridge project in~~
4 ~~Nueces County between U.S. Highway 181 at Beach Avenue and~~
5 ~~Interstate Highway 37].~~

6 (g) The department may combine in a comprehensive
7 development agreement under this subchapter:

8 (1) a toll project and a rail facility as defined by
9 Section 91.001; or

10 (2) two or more projects for which the department is
11 authorized under this subchapter to enter into a comprehensive
12 development agreement ~~[described by Subsection (f)].~~

13 SECTION 4. Section 223.2012(a), Transportation Code, is
14 amended to read as follows:

15 (a) In this section, the North Tarrant Express project is
16 the project on Interstate Highway 35W in Tarrant County from
17 Interstate Highway 30 to State Highway 114 that was ~~[described by~~
18 ~~Section 223.201(f)(3)]~~ entered into on June 23, 2009.

19 SECTION 5. Subchapter E, Chapter 223, Transportation Code,
20 is amended by adding Section 223.2014 to read as follows:

21 Sec. 223.2014. AUTHORIZED PROJECTS; EXPIRATION. (a) The
22 department may enter into a comprehensive development agreement for
23 any project for which the department was authorized to enter into a
24 comprehensive development agreement on September 1, 2013.

25 (b) This section expires August 31, 2029.

26 SECTION 6. Section 370.305(c), Transportation Code, is
27 amended to read as follows:

1 (c) An authority may enter into a comprehensive development
2 agreement only:

3 (1) for specific projects authorized under this
4 subchapter; or

5 (2) as provided by Subchapter K ~~[Except as provided by~~
6 ~~this chapter, an authority's authority to enter into a~~
7 ~~comprehensive development agreement expires on August 31, 2011].~~

8 SECTION 7. Subchapter G, Chapter 370, Transportation Code,
9 is amended by adding Section 370.3051 to read as follows:

10 Sec. 370.3051. AUTHORIZED PROJECTS FOR COMPREHENSIVE
11 DEVELOPMENT AGREEMENTS; EXPIRATION. (a) A regional mobility
12 authority may enter into a comprehensive development agreement for
13 any project for which the authority was authorized to enter into a
14 comprehensive development agreement on September 1, 2013.

15 (b) This section expires August 31, 2029.

16 SECTION 8. The following provisions of the Transportation
17 Code are repealed:

18 (1) Sections 223.201(i), (j), (k), (l), and (m); and

19 (2) Section 223.2011.

20 SECTION 9. This Act takes effect September 1, 2019.

**4-D CONSIDERATION AND APPROVAL OF A RESOLUTION IN SUPPORT OF
SENATE BILL 1712 AND SENATE BILL 1718 AUTHORED BY SENATOR EDDIE
LUCIO, JR.**

THE STATE OF TEXAS

COUNTY OF CAMERON

RESOLUTION

BE IT RESOLVED THAT ON THE 22ND DAY OF MARCH, 2019, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY CONVENED IN REGULAR SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS, THE FOLLOWING ITEM WAS PLACED ON THE AGENDA OF THE SAID BOARD FOR SUCH MEETING, PURSUANT TO GOVERNMENT CODE SECTION 551.041 ET. SEQ., VERNON'S TEXAS CIVIL STATUTES (THE TEXAS OPEN MEETING ACT) TO BE CONSIDERED:

**“CONSIDERATION AND APPROVAL OF A
RESOLUTION IN SUPPORT OF SENATE BILL 1712 AND SENATE BILL 1718 AUTHORED
BY SENATOR EDDIE LUCIO, JR.”**

WHEREAS, the Cameron County Regional Mobility Authority (“CCRMA”) was created pursuant to the request of Cameron County and 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”); and

WHEREAS, the Board of Directors of the CCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the CCRMA is governed by Chapter 370 of the Texas Transportation Code, which authorizes Regional Mobility Authorities to study, evaluate, design, finance, acquire, construct, maintain, repair, and operate transportation projects, individually or as one or more systems, provided that the projects are included in a plan approved by the applicable Metropolitan Planning Organization and that the projects are consistent with the Statewide Transportation Plan and the Statewide Transportation Improvement Program; and

WHEREAS, the individual projects in Cameron County identified in the Comprehensive Development Authority legislation introduced by Senator Eddie Lucio, Jr., which consists of the Outer Parkway Project in Cameron County from U.S. Highway 77 to Farm to Market Road 1847, the South Padre Island Second Access Causeway Project in Cameron County from State Highway 100 to Park Road 100 and the Farm to Market 1925 Project from U.S. Highway 281 in Hidalgo County to U.S. Highway 77 in Cameron County; and

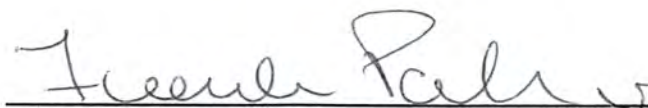
WHEREAS, the CCRMA believes that the CDA or Public Private Partnership model is a necessary finance tool that should be kept intact to attract finance for viable projects that can be constructed today.

NOW THEREFORE, BE IT RESOLVED, that the Cameron County Regional Mobility Authority hereby approves and adopts this Resolution; and

BE IT FURTHER RESOLVED, that the Cameron County Regional Mobility Authority requests the support of its Delegation in the Texas Legislature on these Bills that will improve connectivity, provide more efficient trade corridors, create a better quality of life for all and enhance economic development as well as attract industry to the Rio Grande Valley.

Adopted by the Board of Directors of the Cameron County Regional Mobility Authority on the 22nd day of March, 2019.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY



FRANK PARKER, JR.
RMA CHAIRMAN

Absent

RUBEN GALLEGOS, JR.
RMA VICE CHAIRMAN



HORACIO BARRERA
RMA SECRETARY


MICHAEL F. SCAIEF
RMA TREASURER
MARK ESPARZA
RMA DIRECTOR
NAT LOPEZ
RMA DIRECTOR
DR. MARIA VILLEGAS, M.D.
RMA DIRECTOR

86R12908 JTS-D

By: Lucio

S.B. No. 1712

A BILL TO BE ENTITLED
AN ACT

relating to the authority of the Texas Department of Transportation and a regional mobility authority to enter into a comprehensive development agreement for a project in Hidalgo and Cameron Counties.

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

SECTION 1. Section 223.201(b), Transportation Code, is redesignated as Section 223.2001, Transportation Code, and amended to read as follows:

Sec. 223.2001. DEFINITION. ~~[(b)]~~ In this subchapter, "comprehensive development agreement" means an agreement that, at a minimum, provides for the design and construction, reconstruction, rehabilitation, expansion, or improvement of a project described in Section 223.201(a) ~~[Subsection (a)]~~ and may also provide for the financing, acquisition, maintenance, or operation of a project described in that section ~~[Subsection (a)]~~.

SECTION 2. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2002 to read as follows:

Sec. 223.2002. LIMITATION. The department may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter F.

SECTION 3. Sections 223.201(f), (g), and (j), Transportation Code, are amended to read as follows:

(f) The department may enter into a comprehensive development agreement ~~[only]~~ for all or part of ~~[-~~

~~[(1)] the State Highway 99 (Grand Parkway) project [-~~

~~[(2) -- the Interstate Highway 35E managed lanes project in Dallas and Denton Counties from Interstate Highway 635 to U.S. Highway 380;~~

~~[(3) -- the Interstate Highway 35W project in Tarrant County from Interstate Highway 30 to State Highway 114;~~

~~[(4) -- the State Highway 183 managed lanes project in Tarrant and Dallas Counties from State Highway 121 to Interstate Highway 35E;~~

~~[(5) -- the Interstate Highway 35E/U.S. Highway 67 Southern Gateway project in Dallas County, including:~~

~~[(A) -- Interstate Highway 35E from 8th Street to Interstate Highway 20; and~~

~~[(B) -- U.S. Highway 67 from Interstate Highway 35E to Farm to Market Road 1382 (Belt Line Road);~~

~~[(6) -- the State Highway 288 project from U.S. Highway 59 to south of State Highway 6 in Brazoria County and Harris County;~~

~~[(7) -- the U.S. Highway 290 managed lanes project in Harris County from Interstate Highway 610 to State Highway 99;~~

~~[(8) -- the Interstate Highway 820 project from State Highway 183 to Randol Mill Road;~~

~~[(9) -- the State Highway 114 project in Dallas County from State Highway 121 to State Highway 183;~~

~~[(10) -- the Loop 12 project in Dallas County from State Highway 183 to Interstate Highway 35E;~~

~~[(11) -- the Loop 9 project in Dallas and Ellis Counties from Interstate Highway 20 to U.S. Highway 67; and~~

~~[(12) -- the U.S. Highway 181 Harbor Bridge project in~~

~~Nueces County between U.S. Highway 181 at Beach Avenue and Interstate Highway 37].~~

(g) The department may combine in a comprehensive development agreement under this subchapter:

(1) a toll project and a rail facility as defined by Section 91.001; or

(2) two or more projects for which the department is authorized under this subchapter to enter into a comprehensive development agreement ~~[described by Subsection (f)]~~.

(j) Before the department may enter into a comprehensive development agreement ~~[under Subsection (f)]~~, the department must:

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

(A) for the project; or

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

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

SECTION 4. Section 223.2012(a), Transportation Code, is amended to read as follows:

(a) In this section, the North Tarrant Express project is the project on Interstate Highway 35W in Tarrant County from Interstate Highway 30 to State Highway 114 that was ~~[described by Section 223.201(f)(3)]~~ entered into on June 23, 2009.

SECTION 5. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2014 to read as follows:

Sec. 223.2014. AUTHORIZED PROJECTS; EXPIRATION. (a) The department may enter into a comprehensive development agreement for a project listed under Section 370.3051.

(b) This section expires August 31, 2025.

SECTION 6. Section 370.305, Transportation Code, is amended by amending Subsection (c) and adding Subsections (d), (e), and (f) to read as follows:

(c) An authority may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter K ~~[Except as provided by this chapter, an authority's authority to enter into a comprehensive development agreement expires on August 31, 2011].~~

(d) Before an authority may enter into a comprehensive development agreement, the authority must:

(1) obtain the appropriate environmental clearance:

(A) for the project; or

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

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

(e) In this section, "environmental clearance" means:

(1) a finding of no significant impact has been issued for the project or, as applicable, for the initial or base scope of the project; or

(2) for a project for which an environmental impact statement is prepared, a record of decision has been issued for that project or, as applicable, for the initial or base scope of the project.

(f) The department may not provide any financial assistance to an authority to pay for the costs of procuring a comprehensive

development agreement.

SECTION 7. Subchapter G, Chapter 370, Transportation Code, is amended by adding Section 370.3051 to read as follows:

Sec. 370.3051. AUTHORIZED PROJECT FOR COMPREHENSIVE DEVELOPMENT AGREEMENT; EXPIRATION. (a) A regional mobility authority may enter into a comprehensive development agreement for the Farm-to-Market 1925 project from U.S. Highway 281 in Hidalgo County to U.S. Highway 77 in Cameron County.

(b) This section expires August 31, 2025.

SECTION 8. Section 228.104(a), Transportation Code, is amended to read as follows:

(a) The principal of, interest on, and any redemption premium on bonds issued by the commission under this subchapter are payable solely from:

(1) the revenue of the toll project or system for which the bonds are issued, including tolls pledged to pay the bonds;

(2) the proceeds of bonds issued for the project or system;

(3) the amounts deposited in a debt service reserve fund as required by the trust agreement securing bonds issued for the project or system;

(4) amounts received under a credit agreement relating to the project or system for which the bonds are issued;

(5) surplus revenue of another project or system as authorized by Section 228.006; and

(6) amounts received by the department:

(A) as pass-through tolls under Section 222.104;

(B) under an agreement with a local governmental entity entered into under Section 228.254;

(C) under other agreements with a local governmental entity relating to the project or system for which the bonds are issued; and

(D) under a comprehensive development agreement entered into under Subchapter E, Chapter 223 [~~Section 223.201~~].

SECTION 9. The following provisions of the Transportation Code are repealed:

(1) Sections 223.201(i), (k), and (m); and

(2) Section 223.2011.

SECTION 10. This Act takes effect September 1, 2019.

86R12344 JTS-F

By: Lucio

S.B. No. 1718

A BILL TO BE ENTITLED
AN ACT

relating to Texas Department of Transportation and regional mobility authority comprehensive development agreements.

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

SECTION 1. Section 223.201(b), Transportation Code, is transferred to Subchapter E, Chapter 223, Transportation Code, redesignated as Section 223.2001, Transportation Code, and amended to read as follows:

Sec. 223.2001. DEFINITION. ~~[(b)]~~ In this subchapter, "comprehensive development agreement" means an agreement that, at a minimum, provides for the design and construction, reconstruction, rehabilitation, expansion, or improvement of a project described in Section 223.201(a) ~~[Subsection (a)]~~ and may also provide for the financing, acquisition, maintenance, or operation of a project described in that section ~~[Subsection (a)]~~.

SECTION 2. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2002 to read as follows:

Sec. 223.2002. LIMITATION. The department may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter F.

SECTION 3. Sections 223.201(f), (g), and (j), Transportation Code, are amended to read as follows:

(f) The department may enter into a comprehensive development agreement ~~[only]~~ for all or part of~~[-~~

~~[(1)] the State Highway 99 (Grand Parkway) project~~[-~~~~
~~[(2) -- the Interstate Highway 35E managed lanes project in Dallas and Denton Counties from Interstate Highway 635 to U.S. Highway 380~~[-~~~~

~~[(3) -- the Interstate Highway 35W project in Tarrant County from Interstate Highway 30 to State Highway 114~~[-~~~~

~~[(4) -- the State Highway 183 managed lanes project in Tarrant and Dallas Counties from State Highway 121 to Interstate Highway 35E~~[-~~~~

~~[(5) -- the Interstate Highway 35E/U.S. Highway 67 Southern Gateway project in Dallas County, including~~[-~~~~

~~[(A) -- Interstate Highway 35E from 8th Street to Interstate Highway 20; and~~

~~[(B) -- U.S. Highway 67 from Interstate Highway 35E to Farm to Market Road 1382 (Belt Line Road)~~[-~~~~

~~[(6) -- the State Highway 288 project from U.S. Highway 59 to south of State Highway 6 in Brazoria County and Harris County~~[-~~~~

~~[(7) -- the U.S. Highway 290 managed lanes project in Harris County from Interstate Highway 610 to State Highway 99~~[-~~~~

~~[(8) -- the Interstate Highway 820 project from State Highway 183 to Randol Mill Road~~[-~~~~

~~[(9) -- the State Highway 114 project in Dallas County from State Highway 121 to State Highway 183~~[-~~~~

~~[(10) -- the Loop 12 project in Dallas County from State Highway 183 to Interstate Highway 35E~~[-~~~~

~~[(11) -- the Loop 9 project in Dallas and Ellis Counties from Interstate Highway 20 to U.S. Highway 67; and~~

~~[(12) -- the U.S. Highway 181 Harbor Bridge project in Nueces County between U.S. Highway 181 at Beach Avenue and~~

~~Interstate Highway 37].~~

(g) The department may combine in a comprehensive development agreement under this subchapter:

(1) a toll project and a rail facility as defined by Section 91.001; or

(2) two or more projects for which the department is authorized under this subchapter to enter into a comprehensive development agreement ~~[described by Subsection (f)]~~.

(j) Before the department may enter into a comprehensive development agreement ~~[under Subsection (f)]~~, the department must:

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

(A) for the project; or

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

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

SECTION 4. Section 223.2012(a), Transportation Code, is amended to read as follows:

(a) In this section, the North Tarrant Express project is the project on Interstate Highway 35W in Tarrant County from Interstate Highway 30 to State Highway 114 that was ~~[described by Section 223.201(f)(3)]~~ entered into on June 23, 2009.

SECTION 5. Subchapter E, Chapter 223, Transportation Code, is amended by adding Section 223.2014 to read as follows:

Sec. 223.2014. AUTHORIZED PROJECTS; EXPIRATION. (a) The department may enter into a comprehensive development agreement for a project listed under Section 370.3051.

(b) This section expires August 31, 2023.

SECTION 6. Section 370.305, Transportation Code, is amended by amending Subsection (c) and adding Subsections (d), (e), and (f) to read as follows:

(c) An authority may enter into a comprehensive development agreement only:

(1) for specific projects authorized under this subchapter; or

(2) as provided by Subchapter K ~~[Except as provided by this chapter, an authority's authority to enter into a comprehensive development agreement expires on August 31, 2011].~~

(d) Before an authority may enter into a comprehensive development agreement, the authority must:

(1) obtain the appropriate environmental clearance:

(A) for the project; or

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

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

(e) In this section, "environmental clearance" means:

(1) a finding of no significant impact has been issued for the project or, as applicable, for the initial or base scope of the project; or

(2) for a project for which an environmental impact statement is prepared, a record of decision has been issued for that project or, as applicable, for the initial or base scope of the project.

(f) The department may not provide any financial assistance to an authority to pay for the costs of procuring a comprehensive development agreement.

SECTION 7. Subchapter G, Chapter 370, Transportation Code, is amended by adding Section 370.3051 to read as follows:

Sec. 370.3051. AUTHORIZED PROJECTS FOR COMPREHENSIVE DEVELOPMENT AGREEMENTS; EXPIRATION. (a) A regional mobility authority may enter into a comprehensive development agreement for:

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

and

(11) the Farm-to-Market 1925 project from U.S. Highway 281 in Hidalgo County to U.S. Highway 77 in Cameron County.

(b) The projects described by Subsections (a)(3) and (4) may be combined into one comprehensive development agreement.

(c) This section expires August 31, 2023.

SECTION 8. Section 228.104(a), Transportation Code, is amended to read as follows:

(a) The principal of, interest on, and any redemption premium on bonds issued by the commission under this subchapter are payable solely from:

- (1) the revenue of the toll project or system for which the bonds are issued, including tolls pledged to pay the bonds;
- (2) the proceeds of bonds issued for the project or system;
- (3) the amounts deposited in a debt service reserve fund as required by the trust agreement securing bonds issued for the project or system;
- (4) amounts received under a credit agreement relating to the project or system for which the bonds are issued;
- (5) surplus revenue of another project or system as authorized by Section 228.006; and
- (6) amounts received by the department:
 - (A) as pass-through tolls under Section 222.104;
 - (B) under an agreement with a local governmental entity entered into under Section 228.254;
 - (C) under other agreements with a local governmental entity relating to the project or system for which the bonds are issued; and
 - (D) under a comprehensive development agreement entered into under Subchapter E, Chapter 223 ~~[Section 223.201]~~.

SECTION 9. The following provisions of the Transportation Code are repealed:

- (1) Sections 223.201(i), (k), and (m); and
- (2) Section 223.2011.

SECTION 10. This Act takes effect September 1, 2019.

- 4-F CONSIDERATION AND APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN CAMERON COUNTY AND THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE MAINTENANCE IMPROVEMENTS AT THE GATEWAY INTERNATIONAL BRIDGE, VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES AND THE FREE TRADE INTERNATIONAL BRIDGE AT LOS INDIOS, NORTHBOUND COMMERCIAL LANE EXPANSION AT THE FREE TRADE INTERNATIONAL BRIDGE AT LOS INDIOS, SOUTHBOUND OVERSIZED COMMERCIAL LANE AT THE FREE TRADE INTERNATIONAL BRIDGE AT LOS INDIOS AND SENTRI LANE IMPROVEMENTS AT THE VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES.**

STATE OF TEXAS

COUNTY OF CAMERON

Contract No. 2019C03087

INTERLOCAL AGREEMENT BETWEEN
CAMERON COUNTY AND CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

THIS AGREEMENT is entered into between the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, hereinafter referred to as "CCRMA", and the COUNTY OF CAMERON hereinafter referred to as "COUNTY" pursuant to V.T.C.A., Government Code Chapter 791, cited as the Interlocal Cooperation Act.

1. LOCATION OF PROJECT: Cameron County, Texas.
2. PROJECT TO BE COMPLETED: CCRMA will provide construction management services for the following projects: Maintenance Improvements at the Free Trade Bridge at Los Indios, Gateway Bridge and Veterans Bridge at Los Tomates, Northbound Commercial Lane Expansion Project at the Free Trade Bridge at Los Indios, Southbound Oversized Commercial Lane at the Free Trade Bridge at Los Indios and SENTRI Lane Improvements at the Veterans Bridge at Los Tomates. On November 13, 2018 the COUNTY and the CCRMA had executed an Interlocal Agreement that allowed the CCRMA to design and bid out the various projects mentioned above.
3. The funds for the above-mentioned work will be provided by the Cameron County International Bridge System. CCRMA will perform the above-mentioned tasks. CCRMA will provide monthly status reports to the Cameron County International Bridge System Director.
4. Notwithstanding the foregoing, COUNTY hereby approves the cost of the construction management services for the Projects mentioned above in the amount of \$80,963.36. See Exhibit A and Exhibit B for scope and fees. In the event that parties anticipate the costs to exceed the foregoing approved cost, the parties agree to enter into a written agreement to address such additional costs.
5. Any monies paid by COUNTY will be paid from current revenues of Cameron County, specifically the International Bridge System. The CCRMA and COUNTY hereby find that the foregoing goods and services are reasonably required for the Gateway Bridge, Free Trade Bridge at Los Indios and the Veterans Bridge at Los Tomates.
6. This Interlocal Agreement shall be for the duration of the construction of the Projects. This Interlocal Agreement may be terminated by either party without cause by giving thirty (30) days written notice to other party of its intent to terminate the Interlocal Agreement.
7. The rules, regulations and orders of CCRMA shall govern this agreement and the parties agree the CCRMA shall supervise the performance of this Interlocal Agreement. It is also agreed that the CCRMA has the authority to employ personnel to engage in other administrative services necessary to fulfill the terms of this agreement.
8. The agreement shall have no legal force or effect until such time as it is properly adopted and approved by the Cameron County Regional Mobility Authority Board of Directors and the Cameron County Commissioners Court.

EXECUTED ON March 19, 2019.

Attested by:

Horacio Barrera, Secretary

Attested by:

Sylvia Garza-Perkins, County Clerk



Frank Parker, Jr.
CCRMA Chairman

Eddie Treviño, Jr.
Cameron County Judge

EXHIBIT B-SCOPE OF SERVICES

County: Cameron

Project: Cameron County International Bridges Construction Management

Services – Project Understanding and Goals

TASK 320 – CONSTRUCTION MANAGEMENT

I. GENERAL

- A. Advise and assist the Authority and the construction manager on all matters of engineering related to interpretation of design details, construction techniques and procedures, specifications, standard construction details, and construction plans.
- B. Advise and assist the authority and the construction manager in evaluating and resolving construction problems and providing guidance in matters relating to construction quality assurance.
- C. Review the qualifications of construction contractors, verify the tabulating of all construction contract bids received as tabulated by the construction manager, review bids relative to budgets and make recommendations to the Authority with respect to the award of construction contracts. Advise and assist the Authority in the preparation and advertising of construction contract bidding opportunities.
- D. Coordinate with the Authority and monitor the construction of utility relocations to verify that line and grade of relocated utilities will not conflict with the construction of the transportation project and report to the Authority the progress of utility adjustments and relocations relative to maintaining required time schedules to achieve clearance and of costs being incurred relative to the budget.
- E. Review progress and final payment requests received from utility companies and utility company contractors for adjustment and relocation of utilities.
- F. Review construction contract shop drawings, erection drawings, working drawings, samples, material and product certifications, and catalog cuts and brochure submittals for general conformance with the design plans and specifications.
- G. Review mill and shop inspection and laboratory tests and field tests of construction materials performed by the testing engineer and the testing verification engineer.
- H. Review and recommend approval of progress payment requests, schedules, progress reports, and final payment requests, including certificates of completion, submitted by the testing engineer, geotechnical engineer, land surveyor, and all other consultants retained by the Authority to assist in designing and constructing the project.

- I. Verify and certify final inspection reports of the completed construction issued by the construction manager and issue recommendations and certifications of completion of construction.
- J. Compile and provide the Authority with Record Plans incorporating all construction revisions into the original "as bid" construction plans. Such Record Plans will be based on information furnished by the constructors to the construction manager showing the changes made during construction. The construction manager shall post the "as built" plan revision information it receives on the original tracings and/or digital plan designs. All standard drawings issued before or during construction and /or modified or supplemented during construction shall likewise be bound into six (6) sets and delivered to the Authority.
- K. Provide on-site field inspection for critical items of work only. Estimated at 10 hours/week for estimated 12 weeks of construction.

II. CONSTRUCTION MATERIAL TESTING

The ENGINEER will provide the AUTHORITY with construction material testing services for the Project. The services to be provided include sampling and testing of all construction materials as required by the project plans and specifications. All sampling frequencies and test procedures will be performed in general accordance with the Texas Department of Transportation TEX methods (or ASTM methods as required) as outlined in the Guide Schedule for Sampling and Testing (Latest Version) or Project Plans and Specifications (or as directed by the AUTHORITY). The construction material testing includes, but is not limited to the following:

- (a) Sampling and laboratory testing of soils and base materials proposed for use in the construction of Project (Roads/Bridges/Misc.) to determine compliance of these materials with project plans and specifications.
- (b) Field density testing of soils and base materials to ensure proper compaction as required by project plans and specifications.
- (c) Field sampling and testing of fresh concrete, and laboratory testing of hardened concrete to determine compliance with project plans and specifications.
- (d) Field compaction testing of asphalt to ensure proper compaction during lay down operations.
- (e) Field inspection, sampling and laboratory testing of asphalt materials to determine their material properties and their compliance with project plans and specifications.
- (f) Providing accurate and timely reports to the AUTHORITY and all/other recipients as designated by the AUTHORITY.



CAMERON COUNTY BRIDGE PROJECTS SUMMARY OF COST ESTIMATES

Prepared By: Jonathan Prukop

3/7/2019

Location	Description of Work	Estimated Cost
Gateway International Bridge		\$ 137,185.76
	Maintenance	\$ 103,732.14
	Mobilization (15%)	\$ 15,559.82
	Contingency (15%)	\$ 17,893.79
Los Indios		\$ 580,763.94
	Maintenance	\$ 34,311.83
	Northbound Commercial Lane Expansion	\$ 283,554.41
	Southbound Oversized Inspection Lane	\$ 139,465.95
	Mobilization (15%)	\$ 47,679.94
	Contingency (15%)	\$ 75,751.82
Veterans International Bridge		\$ 153,305.62
	Maintenance	\$ 19,329.07
	SENTRI Lane Improvements	\$ 96,592.00
	Mobilization (15%)	\$ 17,388.16
	Contingency (15%)	\$ 19,996.38
Estimate of Construction Cost		\$ 871,255.32

This document is released for the purposes of interim review only under the authority of Hector J. Lopez, P.E. It is not to be used for bidding, construction or permit purposes.

ITEM NO.	DESC. CODE	S.P. NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
500	6001		MOBILIZATION	LS	1.00	\$ 15,559.82	\$ 15,559.82
MAINTENANCE - SOUTHBOUND LANES							
429	6008		CONC STR REPR(RAPID VERT AND OVERHEAD) - REPAIR UNDERSIDE DECK SPALLING ON BOTH EAST AND WEST SIDES	LS	1.00	\$ 3,000.00	\$ 3,000.00
MAINTENANCE - NORTHBOUND LANES							
105	6021		REMOVING STAB BASE AND ASPH PAV (0-4") - REMOVE BY MILLING THE DETERIORATED DECK WEARING SURFACE	SY	632.00	\$ 19.07	\$ 12,052.24
105	6021		REMOVING STAB BASE AND ASPH PAV (0-4") - REMOVE BY MILLING THE DETERIORATED DECK WEARING SURFACE	SY	160.00	\$ 19.07	\$ 3,051.20
340	6119		D-GR HMA(SQ) TY-D SAC-A PG70-22 - INSTALL NEW DECK WEARING SURFACE	TON	71.10	\$ 260.00	\$ 18,486.00
340	6119		D-GR HMA(SQ) TY-D SAC-A PG70-22 - INSTALL NEW DECK WEARING SURFACE	TON	18.00	\$ 260.00	\$ 4,680.00
429	6008		CONC STR REPR(RAPID VERT AND OVERHEAD) - REPAIR UNDERSIDE DECK SPALLING ON BOTH EAST AND WEST SIDES	LS	1.00	\$ 1,000.00	\$ 1,000.00
429	6004		CONC STR REPR(RAPID DECK REP(PRT DPT) - REPAIR AND PATCH CURB AND SIDEWALK SPALLING	LS	1.00	\$ 2,000.00	\$ 2,000.00
429	6008		CONC STR REPR(RAPID VERT AND OVERHEAD) - REPAIR DIAPHRAGM SPALLING	EA	1.00	\$ 2,000.00	\$ 2,000.00
429	6008		CONC STR REPR(RAPID VERT AND OVERHEAD) - REPAIR THE SPALLING OF THE SUPPLEMENTAL PIER WALL	LS	1.00	\$ 1,000.00	\$ 1,000.00
446	6002		CLEAN & PAINT EXIST STR (SYSTEM II) - SAND BLASTING AND REPAINTING THE STEEL FLOORING SYSTEM	EA	1.00	\$ 10,000.00	\$ 10,000.00
502	6001		TRAFFIC CONTROL	MO	0.80	\$ 5,477.38	\$ 4,381.90
666	6299		RE PM W/RET REQ TY I (W)4"(BRIQ)(090MIL) - REPLACE THE RAISED PAVEMENT MARKERS	LF	40.00	\$ 19.68	\$ 763.20
666	6320		REPLACE THE RAISED PAVEMENT MARKERS (RE PM W/RET REQ TY I (Y)6"(SLD)(090MIL)	LF	320.00	\$ 2.56	\$ 820.40
672	6010		REFL PAV MARK TY II-C-R - REPLACE THE RAISED PAVEMENT MARKERS	EA	8.00	\$ 96.67	\$ 773.36
785	6011		BRIDGE JOINT REPLACEMENT (SJ) - REPLACE THE DECK EXPANSION JOINTS	LF	72.00	\$ 551.72	\$ 39,723.84
SUB TOTAL							\$ 119,291.97

LOS INDIOS INTERNATIONAL BRIDGE BRIDGE MAINTENANCE

[illegible]

**LOS INDIOS INTERNATIONAL BRIDGE
ADDITIONAL NORTHBOUND COMMERCIAL LANE**

ITEM NO.	DESC. CODE	S.P. NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
500	6001		MOBILIZATION	LS	1.00	\$ 42,533.16	\$ 42,533.16
100	6002		PREPARING ROW	STA	11.92	\$ 697.15	\$ 8,310.05
110	6001		EXCAVATION (ROADWAY)	CY	980.00	\$ 3.80	\$ 3,722.80
160	6003		FURNISHING AND PLACING TOPSOIL (4")	SY	1,855.00	\$ 2.00	\$ 3,710.00
164	6036		DRILL SEEDING (PERM) (RURAL) (CLAY)	AC	0.38	\$ 1,500.00	\$ 570.00
168	6001		VEGETATIVE WATERING	MG	19.00	\$ 9.85	\$ 187.12
247	6057		FL BS (CMP IN PLC)(TY E GR1-2)(FNAL POS)	CY	280.00	\$ 63.70	\$ 17,835.22
280	6006		LIME TRT (EXIST MATL) (6")	SY	1,680.00	\$ 1.93	\$ 3,240.30
250	6002		LIME (HYDRATED LIME (SLURRY))	TON	24.00	\$ 250.00	\$ 6,000.00
310	6009		PRIME COAT (MC-30)	GAL	336.00	\$ 3.80	\$ 1,278.15
341	6040		D-GR HMA TY-D PG64-22	TON	92.50	\$ 75.00	\$ 6,937.50
360	6004		CONC PVMT (CONT REINF - CRCP) (10")	SY	1,414.00	\$ 106.00	\$ 149,884.00
415	6029		DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	20.00	\$ 201.67	\$ 4,033.40
502	6001		BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4.00	\$ 3,093.18	\$ 12,372.72
506	6020		CONSTRUCTION EXITS (INSTALL) (TY 1)	SY	78.00	\$ 18.76	\$ 1,463.39
506	6024		CONSTRUCTION EXITS (REMOVE)	SY	78.00	\$ 5.06	\$ 394.53
506	6038		TEMP SEDMT CONT FENCE (INSTALL)	LF	1,192.00	\$ 2.50	\$ 2,982.77
506	6038		TEMP SEDMT CONT FENCE (REMOVE)	LF	1,192.00	\$ 0.56	\$ 661.74
506	6041		BIODEG EROSN CONT LOGS (INSTL) (12")	LF	15.00	\$ 3.67	\$ 55.07
506	6043		BIODEG EROSN CONT LOGS (REMOVE)	LF	15.00	\$ 0.45	\$ 6.76
512	6002		PORT CTB (FUR & INST)(SGL SLOPE)(TY 2)	LF	1,192.00	\$ 17.00	\$ 20,264.00
512	6050		PORT CTB (REMOVE)(SGL SLP)(TY 2)	LF	1,192.00	\$ 10.00	\$ 11,920.00
545	6001		CRASH CUSH ATTEN (INSTL)	EA	1.00	\$ 10,866.75	\$ 10,866.75
545	6006		CRASH CUSH ATTEN (REMOVE)	EA	1.00	\$ 1,092.30	\$ 1,092.30
610	6002		RELOCATE RD IL ASM (SHOE-BASE)	EA	2.00	\$ 1,392.72	\$ 2,785.44
496	6035		REMOV STR (DRILL SHAFT)	EA	2.00	\$ 1,000.00	\$ 2,000.00
540	6001		MTL W-BEAM GD FEN (TIM POST)	LF	100.00	\$ 20.63	\$ 2,062.72
540	6016		DOWNSTREAM ANCHOR TERMINAL SECTION	EA	1.00	\$ 1,146.11	\$ 1,146.11
544	6001		GUARDRAIL END TREATMENT (INSTALL)	EA	1.00	\$ 2,549.20	\$ 2,549.20
644	6071		RELOCATE SM RD SN SUP&AM TY TWT	EA	1.00	\$ 377.51	\$ 377.51
644	6001		IN SM RD SN SUP&AM TY108WG(1)SA(P)	EA	4.00	\$ 539.02	\$ 2,156.08

[illegible]

**LOS INDIOS INTERNATIONAL BRIDGE
OVERSIZED INSPECTION LANE**

ITEM NO.	B.B.C. CODE	S.P. NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
100	6002		PREPARING ROW	STA	2.13	\$ 697.15	\$ 1,484.94
104	6021		REMOVING CONC (CURB)	LF	53.00	\$ 1.84	\$ 97.60
104	6015		REMOVING CONC (SIDEWALKS)	SY	9.60	\$ 9.87	\$ 94.72
105	6005		REMOVING STAB BASE AND ASPH PAV (3")	SY	487.00	\$ 3.03	\$ 1,477.42
110	6001		EXCAVATION (ROADWAY)	CY	435.00	\$ 3.80	\$ 1,652.47
160	6003		FURNISHING AND PLACING TOPSOIL (4")	SY	436.00	\$ 2.00	\$ 872.00
164	6036		DRILL SEEDING (PERM) (RURAL) (CLAY)	AC	0.09	\$ 1,500.00	\$ 135.00
168	6001		VEGETATIVE WATERING	MG	4.90	\$ 9.85	\$ 44.32
247	6057		FL BS (CMP IN PLC)(TY E GR1-2)(FINAL POS)	CY	136.00	\$ 63.70	\$ 8,662.82
260	6006		LIME TRT (EXST MATL) (6")	SY	816.00	\$ 1.93	\$ 1,573.88
260	6002		LIME (HYDRATED LIME (SLURRY))	TON	11.75	\$ 250.00	\$ 2,937.50
310	6009		PRIME COAT (MC-30)	GAL	163.00	\$ 3.80	\$ 620.66
341	6040		D-GR HMA TY-D PG64-22	TON	45.00	\$ 75.00	\$ 3,375.00
360	6004		CONC PVMT (CONT REINF - CRCP) (10")	SY	782.00	\$ 106.00	\$ 82,892.00
464	6003		RC PIPE (CL II)(18 IN)	LF	100.00	\$ 50.07	\$ 5,007.12
465	6158		INLET (COMPL)(PA2D)(FG)(3FTX3FT-3FTX3FT	EA	1.00	\$ 3,829.02	\$ 3,829.02
502	6001		BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4.00	\$ 3,093.18	\$ 12,372.72
506	6020		CONSTRUCTION EXITS (INSTALL) (TY 1)	SY	78.00	\$ 18.76	\$ 1,463.39
506	6024		CONSTRUCTION EXITS (REMOVE)	SY	78.00	\$ 5.06	\$ 394.53
506	6038		TEMP SEDMT CONT FENCE (INSTALL)	LF	280.00	\$ 2.50	\$ 700.65
506	6038		TEMP SEDMT CONT FENCE (REMOVE)	LF	280.00	\$ 0.56	\$ 155.44
506	6041		BIODEG EROSN CONT LOGS (INSTL) (12")	LF	30.00	\$ 3.67	\$ 110.13
506	6043		BIODEG EROSN CONT LOGS (REMOVE)	LF	30.00	\$ 0.45	\$ 13.51
529	6005		CONC CURB (MONO) (TY II)	LF	32.00	\$ 3.98	\$ 127.35
531	6004		CURB RAMPS (TY 1)	EA	2.00	\$ 1,439.85	\$ 2,879.71
550	6003		CHAIN LINK FENCE (REMOVE)	LF	24.00	\$ 5.93	\$ 142.25
550	6006		GATE (REMOVE)	EA	2.00	\$ 528.93	\$ 1,057.86
550	6004		GATE (INSTALL) (DOUBLE) (6' X 14')	EA	1.00	\$ 1,100.00	\$ 1,100.00
550	6009		CHAIN LINK FENCE (INSTALL)(6 X BARB TOP)	LF	24.00	\$ 25.78	\$ 618.62
644	6001		IN SM RD SN SUP&AM TY100WG(1)SA(P)	EA	4.00	\$ 539.02	\$ 2,156.08
666	6224		PAVEMENT SEALER 4"	LF	278.00	\$ 0.08	\$ 23.35
666	6226		PAVEMENT SEALER 8"	LF	257.00	\$ 0.28	\$ 70.74

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VETERANS INTERNATIONAL BRIDGE BRIDGE MAINTENANCE

ITEM NO.	DESC. CODE	S.P. NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
500	6001		MOBILIZATION	LS	1.00	\$ 17,388.16	\$ 17,388.16
LOS TOMATES INTERNATIONAL BRIDGE							
400	6005		CEM STABIL BKFL - BACKFILL AROUND 2-COLUMNS FOUNDATIONS AT BENT 17 TO REPAIR SCOUR	CY	7.00	\$ 106.58	\$ 746.06
429	6008		CONC STR REPR(RAPID VERT AND OVERHEAD) - REPAIR BACKWALL SPALLING	EA	1.00	\$ 1,000.00	\$ 1,000.00
713	6005		CRACK CLEANING AND SEALING (CRCP) - SEAL THE DECK TRANSVERSE CRACKS LOCATED AT EXPANSION JOINTS ABOVE BENTS	LS	1.00	\$ 5,000.00	\$ 5,000.00
713	6004		SEALING AND CLEANING(EXPANSION JTS) - REPAIR THE EXPANSION JOINT SEALS AT BENT 3, 6 AND 9 JT	LF	156.00	\$ 30.00	\$ 4,680.00
713	6006		CRACK CLEANING AND SEALING (CRCP) - CLEAN AND SEAL THE CRACKS AT THE NORTH APPROACH	LS	1.00	\$ 2,000.00	\$ 2,000.00
VETERANS NORTHBOUND BRIDGE							
429	6004		CONC STR REPAIR(RAPID DECK REP(PAT OPT) - SAW CUT PATCHING REPAIR NORTH APPROACH SPALLING	EA	1.00	\$ 1,000.00	\$ 1,000.00
502	6001		TRAFFIC CONTROL	MO	0.53	\$ 5,477.38	\$ 2,903.01
713	6008		CRACK CLEANING AND SEALING (CRCP) - SEAL CRACKS AT NORTH APPROACH	LS	1.00	\$ 2,000.00	\$ 2,000.00
PROPOSED SENTRI LANE							
512	6005		PORT CTB (DES SOURCE) (F-SHAPE)(TY 1) - SITE ILLUMINATION INCLUDED (IF REQUIRED)	LF	3,060.00	\$ 30.00	\$ 91,800.00
512	6029		PORT CTB (MOVE) (F-SHAPE)(TY 1)	LF	330.00	\$ 10.00	\$ 3,300.00
666	6036		REFL PAV MRK TY 1 (W)8"(SLD)(100ML)	LF	562.00	\$ 1.00	\$ 562.00
666	6042		REFL PAV MRK TY 1 (W)12"(SLD)(100ML)	LF	160.00	\$ 3.00	\$ 480.00
677	6001		ELUM EXT PAV MRK & MRKS (4")	LF	450.00	\$ 1.00	\$ 450.00
SUB TOTAL							\$ 133,309.23

**4-G CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 3 WITH S&B
INFRASTRUCTURE, LTD. FOR THE VETERANS INTERNATIONAL BRIDGE
TRUCK LANE EXPANSION.**

**SUPPLEMENTAL WORK AUTHORIZATION NO. 1
TO WORK AUTHORIZATION NO. 3**

This Supplemental Work Authorization No. 1 is made as of this 22nd day of March, 2019, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of May 10, 2018 (the "Agreement"), between the Cameron County Regional Mobility Authority ("Authority") and S&B Infrastructure, Ltd. ("GEC").

The work to be performed by the GEC under this Supplemental Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement:

Professional services including: For the final Construction Management of the Veterans Bridge Truck Lane Expansion to include Daily inspection, Construction Final Plans and Project Records.

Section A. - Scope of Services – No Change

Section B. - Schedule

GEC shall perform the Services according to the revised schedule as shown in Exhibit C-1 – Work Schedule. This Supplemental Work Authorization No. 1 to Work Authorization No. 3 extends the termination date to **May 31, 2019**.

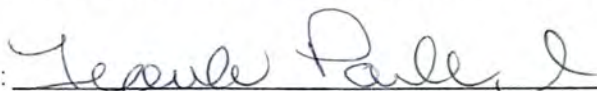
Section C. – Compensation – No Change

Section D. - Authority's Responsibilities – No Change

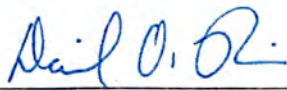
Section E. - Other Provisions – No Change

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By: 
Name: Frank Parker, Jr., Chairman
Date: 3/22/19

S&B INFRASTRUCTURE, LTD.

By: 
Name: Daniel O. Rios, PE, President
Date: 03/05/2019

LIST OF EXHIBITS

Exhibit C-1 Work Schedule

EXHIBIT C-1

Schedule of Work

The **Engineer** will diligently pursue the completion of the **Project** as defined by the milestones and deliverable due dates.

The **Engineer** will inform the **Owner** (in reasonable advance of the delay) should the **Engineer** encounter delays that would prevent the performance of all work in accordance with the established schedule(s) of work.

NOTICE TO PROCEED -- Upon Execution

PROVIDE ALL DELIVERABLES AS STATED IN WORK ORDER --

Daily Inspections	NTP - October 31, 2018
Provide Construction Files Documents, Project Diaries Etc. for Audit purposes	May 31, 2019
Work Order Complete	May 31, 2019

**4-H CONSIDERATION AND APPROVAL OF AMENDMENT TO THE PROFESSIONAL
CONSULTING SERVICES AGREEMENT WITH FAGAN CONSULTING.**

FIRST AMENDMENT TO PROFESSIONAL CONSULTING SERVICES AGREEMENT

This First Amendment to Professional Consulting Services Agreement (this "Amendment") is made and entered into as of March 22, 2019, (the "Effective Date") by and between the Cameron County Regional Mobility Authority (the "CCRMA") and Fagan Consulting, LLC (the "Consultant").

WHEREAS, the CCRMA and the Consultant entered into that certain Professional Consulting Services Agreement (the "Contract") effective as of June 10, 2014; and,

WHEREAS, the CCRMA and the Consultant wish to formally renew the Contract as well as amend certain provisions of the Contract;

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged by each party, the parties agree, as follows:

1. Recitals; Defined Terms. The parties acknowledge and agree that the above recitals are correct and are incorporated herein by reference. All capitalized terms not otherwise defined in this Amendment shall have the meanings assigned to such terms in the Contract.

2. The CCRMA and the Consultant hereby consent to renewing the Contract for a one (1) year term beginning June 10, 2019. The Contract shall thereafter be renewed annually subject to the provisions of the Contract.

3. Section 4.1 of the Contract shall be amended in its entirety, as follows:

"4.1 Compensation. CCRMA shall compensate Consultant for providing the Services at the following rates per hour actually worked by Consultant on matters for which services are specifically requested. Consultant shall bill CCRMA on a monthly basis, and shall identify in each such invoice for each billing amount the date service was provided, number of hours billed, and provide a description of the service provided. The hourly rates that will go into effect as of the Effective Date are, as follows:

- | | |
|---|----------|
| • Partner | \$197.60 |
| • Senior Transportation System Consultant | \$184.08 |
| • Transportation System Consultant | \$174.72 |

For successive years of the Contract, on July 1 of each year, hourly rates for Contractor's services will be adjusted by the percentage change in the Employment Cost Index for private industry workers, wages and salaries (not seasonally adjusted), from March of the prior year to March of the current year. That is, the increase to go into effect on July 1, 2020 will be the lower of (1) a flat change of 3%; or, (2) the increase in the ECI series between March 2019 and March 2020, while the increase to go into effect on July 1, 2021 will be the increase in the ECI between March of 2020 and March of 2021. The foregoing is subject to the CCRMA's right to terminate the Contract under section 3.2 as well as the CCRMA's right to consent or to withhold consent, in the CCRMA's sole and absolute discretion, to any renewal of the Contract."

4. The notice address for the CCRMA in section 7.2 of the Contract shall be amended, as follows:

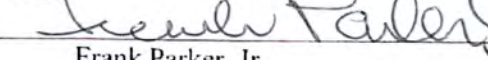
If to CCRMA: Pete Sepulveda, Jr., Executive Director
Cameron County Regional Mobility Authority
3461 Carmen Avenue
Rancho Viejo, Texas 78575
Fax: (956) 621-5590
E-Mail: psepulveda@ccrma.org

5. Section 7.5 of the Contract shall be amended to remove any reference to the "United States District Court for the Western District of Texas" and shall instead state the "United States District Court for the Southern District of Texas".

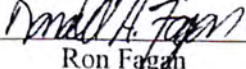
6. Full Force and Effect. Except as specifically amended hereby, the Contract is hereby ratified and remains in full force and effect.

This Amendment is executed to be effective as of the Effective Date.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By:  3/22/19
Name: Frank Parker, Jr.
Title: Chairman of the Board of Directors

FAGAN CONSULTING, LLC

By: 
Name: Ron Fagan
Title: Managing Member

**4-I DISCUSSION AND POSSIBLE ACTION REGARDING INVESTING FUNDS HELD
AT BANK OF NEW YORK MELLON. (TABLED)**