

COUNTY OF CAMERON §

12:00 Noon

ABSENT

RMA Minutes January 31, 2020-Regular\Page 1



IMPROVING MORE THAN JUST ROADS

FILED FOR RECORD
AT 129 O'CLOCK P M

JAN 27 2020

SYLVIA GARZA-PEREZ
CAMERON COUNTY CLERK
By AS Deputy

POSTED ON WEB
January 27, 2020
at 3:16 P.M.

AGENDA

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

3470 Carmen Avenue, Suite 5

Rancho Viejo, Texas 78575

January 31, 2020

12:00 Noon

PUBLIC COMMENTS:

1. Public Comments.

PRESENTATION ITEMS:

2. Presentation of the 2019 Cameron County Regional Mobility Authority Annual Financial Report.

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:

December 12, 2019 – Regular Meeting.

- #### B. Consideration and Approval of the CCRMA's Amended Travel Policy to Comply with IRS Mileage Rates 2020.

ITEMS FOR DISCUSSION AND ACTION:

4. Action Items.

A. Acknowledgement of Claims.

B. Approval of Claims.

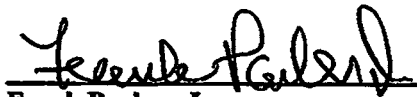
- #### C. Consideration and Approval of the Financial Statements and Budget Amendments for the month of October 2019 and November 2019.

- #### D. Consideration and Action to Award RFP 2019-001 for Bank Depository Services.

- E. Consideration and Approval of Application for Credit with Briggs Equipment and Home Depot for Operational Equipment Rental.**
- F. Consideration and Approval of a Resolution Authorizing the Commencement of Proceedings relating to the Issuance of SH 550 Refunding bonds including an Amendment to the SH 550 Funding and Development Agreement; and Other Matters Related Thereto.**
- G. Consideration and Approval of a Professional Services Agreement with S&B Infrastructure for the West Blvd. Project.**

ADJOURNMENT:

Signed this 27th day of January 2020.

A handwritten signature in black ink, appearing to read "Frank Parker, Jr.", written over a horizontal line.

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.

PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS

2-A Presentation of the 2019 Cameron County Regional Mobility Authority Annual Financial Report.

Mr. Ben Peña with Burton, McCumber & Longoria, L.L.P., went over the Annual Financial Report with the Cameron County Regional Mobility Authority Board of Directors.

Vice Chair Scaief moved to acknowledge the Report as presented. The motion was seconded by Director Esparza and carried unanimously.

The Report is as follows:

CONSENT ITEMS

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

3-A Consideration and Approval of the Minutes for:

December 12, 2019 – Regular Meeting.

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

Secretary Nelson moved to approve the minutes for December 12, 2019 Regular Meeting. The motion was seconded by Director Esparza and carried unanimously.

3-B Consideration and Approval of the CCRMA's Amended Travel Policy to Comply with IRS Mileage Rate 2020.

Mr. Adrian Rincones, RMA Chief Financial Officer presented to the Board the Amended Travel Policy and explained to the Board that the request is to amend the policy to include the newly released 2020 rates for mileage as per diem to be applied to the CCRMA Travel Policy in order to comply with IRS Mileage Rate 2020.

Director Esparza moved to approve the CCRMA's Amended Travel Policy to Comply with IRS Mileage Rate 2020. The motion was seconded by Director Garza and carried unanimously.

The Policy is as follows:

ACTION ITEMS

4-A Acknowledgement of Claims.

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

Vice Chair Scaief moved to acknowledge the Claims as presented. The motion was seconded by Director Esparza and carried unanimously.

The Claims are as follows:

4-B Approval of Claims.

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

Vice Chair Scaief moved to approve the Claims as presented. The motion was seconded by Secretary Nelson and carried unanimously.

The Claims are as follows:

4-C Consideration and Approval of the Financial Statements and Budget Amendments for the month of October 2019 and November 2019.

Mr. Victor Barron, RMA Controller went over the Financial Statements for October 2019 and November 2019 with the Board.

Director Villarreal moved to approve the Financial Statements for October 2019 and November 2019 as presented. The motion was seconded by Director Esparza and carried unanimously.

The Financial Statements are as follows:

4-D Consideration and Action to Award RFP 2019-001 for Bank Depository Services.

Mr. Adrian Rincones, RMA Chief Financial Officer went over the item with the Board and explained the Staff's recommendation.

Secretary Nelson moved to approve the item as presented. The motion was seconded by Chairman Parker and carried as follows:

NOTE: Vice Chair Scaief, Director Villarreal, Director Esparza and Director Garza abstained on the item and submitted an Affidavit.

AYE: Chairman Parker and Secretary Nelson.

NAY: None.

ABSTAINED: Vice Chair Scaief, Director Villarreal, Director Esparza and Director Garza.

The RFP is as follows:

4-E Consideration and Approval of Application for Credit with Briggs Equipment and Home Depot for Operational Equipment Rental.

Mr. Adrian Rincones, RMA Chief Financial Officer went over the item with the Board. Mr. Rincones explained to the Board that the need for credit was for various equipment rentals and purchases.

Director Esparza moved to approve to allow Staff to proceed with the Application for Credit with Briggs Equipment and Home Depot. The motion was seconded by Director Garza and carried unanimously.

4-F Consideration and Approval of a Resolution Authorizing the Commencement of Proceedings relating to the Issuance of SH 550 Refunding bonds including an Amendment to the SH 550 Funding and Development Agreement; and Other Matters Related Thereto.

NOTE: this item was considered and acted upon after Item 2-A.

Mr. David Gordon with Estrada Hinojosa went over the item and the need for the Resolution. He also went over the attached presentation. Mr. Gordon answered questions from the Board and Staff.

Secretary Nelson moved to approve the Resolution Authorizing the Commencement of Proceedings relating to the Issuance of SH 550 Refunding bonds including an Amendment to the SH 550 Funding and Development Agreement; and Other Matters Related Thereto. The motion was seconded by Director Garza and carried unanimously.

The Resolution is as follows:

4-G Consideration and Approval of a Professional Services Agreement with S&B Infrastructure for the West Blvd. Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the item with the Board. Mr. Sepulveda mentioned this Agreement was funded by Cameron County and the City of Brownsville.

Director Esparza moved to approve the Professional Services Agreement with S&B Infrastructure for the West Blvd. Project. The motion was seconded by Director Garza and carried unanimously.

The Agreement is as follows:

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Esparza and seconded by Vice Chair Scaief and carried unanimously the meeting was **ADJOURNED** at 12:53 P.M.

APPROVED this 21st day of February 2020.


CHAIRMAN FRANK PARKER, JR.

ATTESTED:


ARTURO A. NELSON, SECRETARY

**2-A PRESENTATION OF THE 2019 CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY ANNUAL FINANCIAL REPORT.**

Cameron County Regional Mobility Authority

A Component Unit of Cameron County, TX



Annual Financial Report

For Fiscal Year Ended September 30, 2019



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
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September 30, 2019

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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, 2019, 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, 2019, 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.

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 3 through 6 and the Pension Plan information on pages 43 through 49 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 Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 14, 2020 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
January 14, 2020

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2019

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, 2019. This discussion and analysis has been prepared by management and should be used in conjunction with the basic financial statements and notes thereafter.

2019 Financial Highlights

- Toll revenue increased to \$3.5 million in 2019 from \$3.1 million in 2018 or a 13 percent increase. Toll operating expenses increased to \$1.1 in 2019 from \$954,843 in 2018 or a 19 percent increase.
- The Transportation Reinvestment Zone (TRZ) revenue increased to \$644,077 in 2019 from \$574,508 in 2018 or a 12 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.

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.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2019

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, 2019, 2018, and 2017 were approximately \$45.1, \$45.3, and \$43.4 million, respectively. The largest component of total assets for all three years were the non-current assets. Non-current assets accounts for approximately 96%, 94%, and 97% for the years 2019, 2018 and 2017, respectively. These assets consist of capital assets, restricted bond funds and construction in process.

Summary of Net Position

	2019	2018	2017
Assets:			
Current assets	\$ 6,327,670	\$ 5,057,809	\$ 5,502,751
Capital assets, net	102,369,990	105,623,167	100,882,240
Construction in process	22,294,885	21,555,444	24,737,056
Other non-current	7,692,911	8,173,801	50,774,002
Total assets	<u>138,685,456</u>	<u>140,410,221</u>	<u>181,896,049</u>
Deferred outflows of resources	362,065	114,664	104,696
Total assets and deferred outflows of resources	<u>\$ 139,047,521</u>	<u>\$ 140,524,885</u>	<u>\$ 182,000,745</u>
Liabilities:			
Current liabilities	\$ 2,230,329	\$ 2,808,911	\$ 3,508,080
Non-current liabilities	91,699,959	91,967,639	134,247,596
Total liabilities	<u>93,930,288</u>	<u>94,776,550</u>	<u>137,755,676</u>
Deferred inflows of resources	11,943	431,771	775,771
Total liabilities and deferred inflows of resources	<u>\$ 93,942,231</u>	<u>\$ 95,208,321</u>	<u>\$ 138,531,447</u>
Net position:			
Investment in capital assets, net	\$ 31,413,068	\$ 33,477,290	\$ 29,483,264
Restricted	8,503,228	8,531,623	12,167,633
Unrestricted	<u>5,188,994</u>	<u>3,307,651</u>	<u>1,818,401</u>
Total net position	<u>\$ 45,105,290</u>	<u>\$ 45,316,564</u>	<u>\$ 43,469,298</u>

Total liabilities as of September 30, 2019, 2018 and 2017 were approximately \$93.9 million, \$94.7 million, and \$137.7 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, 2019

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, 2019, the RMA had a total of five projects under construction in process for a total of \$22.2 million. The total for years ended September 30, 2018, and 2017 were \$21.5 and \$24.7 million respectively.

Capital, Other Non-Current Assets and Deferred Outflows

	2019	2018	2017
Capital Assets:			
Capital assets, net	\$ 102,369,990	\$ 105,623,167	\$ 100,882,240
Construction in process	22,294,885	21,555,444	24,737,056
Other Non-Current Assets and Deferred Outflows			
Restricted assets	8,503,229	8,027,588	5,159,973
Prepaid bond insurance	104,532	109,318	114,104
Net pension asset and related deferred outflows	367,215	151,559	106,124
Totals	<u>\$ 133,639,851</u>	<u>\$ 135,467,076</u>	<u>\$ 130,999,497</u>

Non-Current Liabilities

Total Non-Current Liabilities, as of September 30, 2019, 2018, and 2017 were approximately \$91.7, \$92.3, and \$93.5 million, respectively. These amounts include financial assistance agreements with TxDOT. In the totals for long-term bonds payable, the RMA has non-tax-exempt issuances. A more detailed description to these bond issuances can be found in the notes to the financial statements.

Non-Current Liabilities and Deferred Inflows

	2019	2018	2017
Non-Current Liabilities and Deferred Inflows			
Due to other agencies and deferred revenue	\$ 16,201,588	\$ 16,187,699	\$ 16,333,036
Long term bond payable and related deferred inflows			
to bond refunding	75,498,371	76,195,872	77,229,896
Net pension liability and related deferred inflows to pension	11,943	15,839	3,826
Totals	<u>\$ 91,711,902</u>	<u>\$ 92,399,410</u>	<u>\$ 93,566,758</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2019

Changes in Net Position

The RMA's total revenues for the year ending September 30, 2019, 2018, and 2017 were approximately \$12.3 million, \$17.4, and \$7.4 million, respectively. Total expenses for the year ending September 30, 2019, 2018, and 2017 were approximately \$12.5 million, \$15.5, and \$8.5 million, respectively. Change in net position has resulted in a decrease in year 2019, an increase in 2018 and a decrease in 2017. This loss is materially impacted by the annual depreciation expense recorded in operating expenses. The RMA's 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 2019, 2018 and 2017 were \$3,058,691, \$5,006,003, and 1,831,568, respectively.

Changes in Net Position

	2019	2018	2017
Revenues:			
Vehicle registration fees	\$ 3,278,433	\$ 3,213,630	\$ 3,019,910
Toll revenue	3,569,112	3,170,003	2,317,650
Transportation reinvestment zone	644,077	574,508	268,848
Other operating revenue	502,080	438,891	401,779
Capital contributions	4,325,824	10,049,516	1,413,083
Total Revenues	<u>12,319,526</u>	<u>17,446,548</u>	<u>7,421,270</u>
Expenses:			
Operating	6,300,731	5,607,838	5,120,094
Non-operating	6,230,069	9,991,444	3,460,547
Total Expenses	<u>12,530,800</u>	<u>15,599,282</u>	<u>8,580,641</u>
Change in Net Position	(211,274)	1,847,266	(1,159,371)
Net Position-Beginning of Year	<u>45,316,564</u>	<u>45,353,104</u>	<u>46,512,475</u>
Prior Period Adjustment	<u>-</u>	<u>(1,883,806)</u>	<u>-</u>
Net Position-Beginning of Year	<u>45,316,564</u>	<u>43,469,298</u>	<u>-</u>
Net Position End of Year	<u>\$ 45,105,290</u>	<u>\$ 45,316,564</u>	<u>\$ 45,353,104</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, 2019

ASSETS:

Current Assets:

Cash and cash equivalents	\$ 2,634,995
Accounts receivable, net	1,422,067
Due from other agencies	1,350,608
Restricted cash - debt service	920,000
Total Current Assets	<u>6,327,670</u>

Non-Current Assets:

Restricted Assets:

Cash-TRZ project funds	744,905
Cash-trustee debt reserve funds	2,835,246
Investments - trustee debt reserve funds	4,003,078
Total Restricted Assets	<u>7,583,229</u>

Capital assets, net	102,369,990
Construction in process	22,294,885
Prepaid bond insurance	104,532
Net pension asset	5,150
Total Non-Current Assets	<u>124,774,557</u>

Total Assets	<u>138,685,456</u>
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DEFERRED OUTFLOWS OF RESOURCES

Deferred outflows related to bond refunding	193,715
Deferred outflows related to pension	<u>168,350</u>

Total Assets and Deferred Outflows of Resources	<u><u>\$ 139,047,521</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, 2019

LIABILITIES:

Current Liabilities:

Accounts payable	\$ 918,067
Accrued interest payable	392,262
Current maturities of bonds	920,000
Total Current Liabilities	<u>2,230,329</u>

Non-Current Liabilities:

Deferred revenue	17,400
Due to other agencies	16,184,188
Long-term bonds payable	75,498,371
Total Non-Current Liabilities	<u>91,699,959</u>

Total Liabilities	<u>93,930,288</u>
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DEFERRED INFLOW OF RESOURCES

Deferred inflows related to pension	11,943
	<u>11,943</u>

Total Liabilities and Deferred Inflow of Resources	<u>93,942,231</u>
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NET POSITION:

Investment in capital assets, net	31,413,068
Restricted	8,503,228
Unrestricted	5,188,994
Total Net Position	<u>45,105,290</u>

Total Liabilities, Deferred Inflows, and Net Position	<u><u>\$ 139,047,521</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, 2019

Operating Revenues	
Vehicle registration fees	\$ 3,278,433
Toll revenue	3,569,112
Transportation reinvestment zone	644,077
Interlocal agreement revenues	264,796
Other operating revenues	237,284
Total Operating Revenues	<u>7,993,702</u>
Operating Expenses	
Advertising	58,643
Depreciation	3,269,965
Insurance	1,968
Office expenses	169,139
Professional services	375,246
Salaries and contractual services	1,185,618
Toll operating expenses	1,133,927
Travel	48,666
Utilities	57,559
Total Operating Expenses	<u>6,300,731</u>
Operating Income	<u>1,692,971</u>
Non-Operating Revenues (Expenses)	
Bond issuance costs	(278,173)
Interest expense	(2,968,836)
Interest income	94,548
Redevelopment project expense	(3,077,608)
Total Non-Operating Revenue (Expenses)	<u>(6,230,069)</u>
Income (Loss) before capital contributions	<u>(4,537,098)</u>
Capital Contributions	<u>4,325,824</u>
Change in Net Position	(211,274)
Net Position-beginning of year	<u>45,316,564</u>
Net Position-end of year	<u>\$ 45,105,290</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, 2019

CASH FLOWS FROM OPERATING ACTIVITIES:

Receipts from vehicle registration fees	\$ 3,813,790
Receipts from toll revenues	3,117,484
Receipts from other operating sources	1,067,135
Payments to vendors	(1,728,973)
Payments to employees	(1,193,546)
Net cash provided by operating activities	<u>5,075,890</u>

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:

Acquisitions of property and equipment	(16,788)
Acquisitions of construction in progress and redevelopment projects	(3,608,715)
Payments on interest	(2,373,609)
Payments on bond principal (including advance refunding)	(16,440,000)
Bond proceeds	14,458,710
Advances from TxDOT FAA and other project agreements	4,027,736
Net cash used in capital and related financing activities	<u>(3,952,666)</u>

CASH FLOWS FROM INVESTING ACTIVITIES:

Receipts from interest income	<u>94,548</u>
Net increase in cash and cash equivalents	1,217,772
Cash and cash equivalents at beginning of year	<u>9,920,452</u>
Cash and cash equivalents at end of year	<u><u>\$ 11,138,224</u></u>

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

Operating income	\$ 1,692,971
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	3,269,965
Changes in assets and liabilities:	
(Increase) decrease in due from other agencies and accounts receivable	8,928
Increase in accounts payable	129,863
(Increase) in deferred outflow of resources	<u>(25,837)</u>
Net cash flows provided by operating activities	<u><u>\$ 5,075,890</u></u>

See Accompanying Notes to the Financial Statements

(continued)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statements of Cash Flows - Continued
Year Ending September 30, 2019

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

Ending cash - Statement of Cash Flows	\$ 11,138,224
Less: amount reported in restricted assets	<u>8,503,228</u>
Ending cash - Statement of Net Position	<u><u>\$ 2,634,995</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, 2019

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
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Notes to Financial Statements
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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, 2019 is \$1,422,067 which is comprised of \$10,075,623 of gross accounts receivable related to tolls and vehicle registration fees with an allowance of \$8,653,556. 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:

Buildings, 20-30 years
Improvements, 5-20 years
Software, 3-15 years
Infrastructure, 40 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
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Notes to Financial Statements
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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
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Notes to Financial Statements
September 30, 2019

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 October 18, 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 SH 550 GAP II project with use of Federal Funds in the amount of \$950,602.

On November 07, 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 East Loop project with use of Federal and State Funds in the amount of \$4,025,000.

On December 12, 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 West Boulevard project with use of Federal and State Funds in the amount of \$1,000,000.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 1 – Organization and Summary of Significant Accounting Policies – Continued

P. Subsequent Events - Continued

On December 12, 2019 the RMA and City of Brownsville entered into an agreement to allow the CCRMA, as the Project Sponsor, to develop preliminary engineering and environmental documents as well as plans, specifications, and estimates to complete any project development activities to develop the project to Ready-to Let Status for construction of West Blvd. The City of Brownsville will contribute \$150,000 for the above-mentioned studies.

On December 12, 2019 the RMA and Cameron County entered into an agreement to allow the CCRMA, as the Project Sponsor, to develop preliminary engineering and environmental documents as well as plans, specifications, and estimates to complete any project development activities to develop the project to Ready-to Let Status for construction of West Blvd. Cameron County will contribute \$150,000 for the above-mentioned studies.

Q. Investments

Investments are recorded at fair value. 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 investments required to be reported under GASB Statement No. 72 as of September 30, 2019.

R. Toll Revenue and Vehicle Registration Fees

Toll revenues and vehicle registration fees are reported under the accrual basis of accounting, these revenues are recognized in the period which they are earned.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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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, 2019, the carrying amount of the RMA's cash, cash equivalents, and restricted cash was \$11,138,224, of this total, \$8,503,229 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 \$2,634,995 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, 2019.

Legal Contractual Provisions Governing Investments

The Public Funds Investment Act (Government Code Chapter 2256) contains specific provisions in the areas of investment practices, management reports and establishment of appropriate policies. Among other things, it requires the RMA to adopt, implement, and publicize an investment policy. The policy must address the following areas: (1) safety of principal and liquidity, (2) portfolio diversification, (3) allowable investments, (4) acceptable risk levels, (5) expected rates of return, (6) maximum allowable stated maturity of portfolio investments, (7) maximum average dollar-weighted maturity allowed based on the stated maturity date for the portfolio, (8) investment staff quality and capabilities, (9) and bid solicitation preferences for certificates of deposit.

The Statutes authorize the RMA to invest in (1) obligations of the U.S. Treasury, certain U.S. agencies, and the State of Texas; (2) certificates of deposit, (3) certain municipal securities, (4) money market savings accounts, (5) repurchase agreements, (6) bankers acceptances, (7) Mutual Funds, (8) Investment pools, (9) guaranteed investment contracts, (10) and common trust funds. The Act also requires the RMA to have independent auditors perform test procedures related to investment practices as provided by the Act. The RMA is in substantial compliance with the requirements of the Act and with local policies.

The RMA's temporary investments at September 30, 2019, are shown below:

Investments in Maturities (in years)

Investment Type	Fair Value	Less Than 1	1 to 5 years	6 to 10	More than 10
Certificates of deposit	\$1,884,854	\$ -	\$ 1,884,854	\$ -	\$ -
US treasury bills	2,118,224	-	2,118,224	-	-
Total	<u>\$ 4,003,078</u>	<u>\$ -</u>	<u>\$ 4,003,078</u>	<u>\$ -</u>	<u>\$ -</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 3 – Capital Assets

Depreciation expense for 2019 was \$3,269,965. The following schedule summarizes the Capital Assets and Construction in Process of the RMA as of September 30, 2019:

Capital Assets	October 1, 2018	Additions	Deletions	Reclassifications	September 30, 2019
Depreciable					
Buildings	\$ 202,803	\$ -	\$ -	\$ -	\$ 202,803
Improvements	20,791	-	-	-	20,791
Software	1,804,744	-	-	-	1,804,744
Infrastructure	107,786,233	-	-	-	107,786,233
Equipment	7,597,314	16,788	-	-	7,614,102
Total	<u>\$ 117,411,885</u>	<u>\$ 16,788</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 117,428,673</u>
Accumulated Depreciation					
Buildings	\$ (35,490)	\$ (10,141)	\$ -	\$ -	\$ (45,631)
Improvements	(3,107)	(1,170)	-	-	(4,277)
Software	(233,452)	(119,925)	-	-	(353,377)
Infrastructure	(9,769,221)	(2,751,788)	-	-	(12,521,009)
Equipment	(1,901,716)	(386,941)	-	-	(2,288,657)
Total	<u>\$ (11,942,986)</u>	<u>\$ (3,269,965)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (15,212,951)</u>
Net Depreciable Assets	<u>\$ 105,468,899</u>	<u>\$ (3,253,177)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 102,215,722</u>
Non-Depreciable					
Land	\$ 154,268	\$ -	\$ -	\$ -	\$ 154,268
Construction in process (CIP)	21,555,444	754,612	-	(15,171)	22,294,885
Total Capital Assets	<u>\$ 127,178,611</u>	<u>\$ (2,498,565)</u>	<u>\$ -</u>	<u>\$ (15,171)</u>	<u>\$ 124,664,875</u>

Note 4 – Disaggregation of Receivable and Payable Balances

Of the total in current account receivables, \$1,422,067, 17% are due from the Cameron County for Vehicle Registration Fees, with the remaining 83% related to toll revenues outstanding as of September 30, 2019. The Due from other agencies consists of amounts pending, reimbursement for construction project expenditures and grant revenue. Payable balances of \$918,067 are comprised of 22% from operations and the remaining 78% related to project expenditures at September 30, 2019.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 5 – 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, 2019 was as follows:

October 1, 2018	Draws	Repayments	September 30, 2019	Line of Credit Limit
\$ 188,117	\$ 62,037	\$ 250,154	\$ -	\$ 2,000,000

Note 6 – 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.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 6 – Non-Current Liabilities – Continued

The following schedule summarizes the Non-Current Liabilities of the RMA as of September 30, 2019:

Deferred Revenue	<u>October 1, 2019</u>	<u>Additions</u>	<u>Reductions</u>	<u>September 30, 2019</u>	<u>Credit Limit</u>
Due to other agencies - Morrison Road	\$ -	\$ 17,400	\$ -	\$ 17,400	N/A
Total	<u>\$ -</u>	<u>\$ 17,400</u>	<u>\$ -</u>	<u>\$ 17,400</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	780,179	-	-	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>\$ 16,184,188</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 16,184,188</u>	<u>\$ 19,300,000</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 7 – 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. Prior to refunding, the 2010A bonds carried interest rates of 2.0% to 5.0% with maturities between February 2012 and February 2026. The 2010B bonds carried an interest rate of 6.5%, with maturities between February 2027 and February 2036. The 2010A bond was refunded in full on December 27, 2017. All term bonds were subject to mandatory redemption in prescribed amounts before the maturity dates. The 2010A and 2010B bonds were both refunded at September 30, 2019.

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, 2019 \$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, 2019 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, 2019, \$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.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2019

Note 7 – 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 financial statements. The bonds carry interest rates of 2.0% to 2.25% and mature between February 2016 and February 2022. As of September 30, 2019, \$2.8 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, 2019, \$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, 2019, \$4.4 million remain outstanding.

In March 26, 2019, the RMA issued Vehicle Registration Fee Revenue Refunding Bonds, Series 2019 in the amount of \$14.9 million. The net proceeds of \$14.9 million (net of underwriters, financial advisor, and other cost of issuance) were used to advance refund \$15.5 million of Series 2010B 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 2019 has maturities of February 2027 to 2036 and carry interest rates of 5% payable February 15 and August 15 of each year. 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 the series 2010B 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 financial statements. As of September 30, 2019, \$14.9 million remain outstanding.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2019

Note 7 – Long-Term Bonds Payable – Continued

See summary below for additional details of the refunding.

Bond Refunding	Amount of	Cost of	Bond	Net	Average	Bonds Refunded		Average Coupon of	Escrow
Series	Issuance	Issuance	Premium	Proceeds	Coupon	Series	Principal Amount	Refunded Bonds	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
2019 Series Refunding	14,925,000	\$(278,173)	\$1,546,268	16,193,095	4.25%	2010B	15,535,000	6.55%	Yes
	<u>\$41,525,000</u>	<u>\$(898,884)</u>	<u>\$2,239,640</u>	<u>\$42,865,756</u>			<u>\$ 41,515,000</u>		

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2019

Note 7— Long-Term Bonds Payable – Continued

The following schedule summarizes the long-term bond payable of the RMA as of September 30, 2019:

Vehicle Registration Fee Bonds	October 1, 2018	Additions	Reductions	September 30, 2019	Due within one year
2010B Revenue Bonds	\$15,535,000	\$ -	\$ (15,535,000)	\$ -	\$ -
Plus: Premium on Refunding	-	-	-	-	-
2014 Refunding Revenue Bonds	3,725,000	-	(905,000)	2,820,000	920,000
Plus: Premium on Refunding	58,751	-	(19,585)	39,166	-
2017 Refunding Revenue Bonds	4,470,000	-	-	4,470,000	-
Plus: Premium on Refunding	399,089	-	(57,012)	342,077	-
2019 Refunding Revenue Bonds	-	14,925,000	-	14,925,000	-
Plus: Premium on Refunding	-	1,546,268	(90,957)	1,455,311	-
Total Vehicle Registration Fee Bonds	<u>24,187,840</u>	<u>16,471,268</u>	<u>(16,607,554)</u>	<u>24,051,554</u>	<u>920,000</u>
Revenue & Tax Bonds (SH550)					
2012 Revenue & Tax Bonds	25,660,000	-	-	25,660,000	-
Plus: Premium on Refunding	2,314,257	-	(121,803)	2,192,454	-
2014 Revenue & Tax Bonds	4,305,000	-	-	4,305,000	-
Plus: Premium on Refunding	96,709	-	(6,044)	90,665	-
2015 Revenue & Tax Bonds	4,255,000	-	-	4,255,000	-
Plus: Discount on Refunding	(31,186)	-	1,417	(29,769)	-
2016 Refunding Revenue & Tax	15,805,000	-	-	15,805,000	-
Plus: Premium on Refunding	92,320	-	(3,853)	88,467	-
Total Revenue & Tax Bonds (SH 550)	<u>52,497,101</u>	<u>-</u>	<u>(130,283)</u>	<u>52,366,817</u>	<u>-</u>
Total Bonded Debt Payable	<u>\$76,684,940</u>	<u>\$16,471,268</u>	<u>\$ (16,737,837)</u>	<u>\$ 76,418,371</u>	<u>\$ 920,000</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2019

Note 7 – Long-Term Bonds Payable – Continued

The annual requirements to retire the revenue bonds outstanding at September 30, 2019 are as follows:

	2014 Refunding Bonds Vehicle Registration Fee			2017 Refunding Bonds Vehicle Registration Fee		
	Principal	Interest	Total	Principal	Interest	Total
2020	\$ 920,000	\$ 51,950	\$ 971,950	\$ -	\$ 178,800	\$ 178,800
2021	940,000	32,175	972,175	-	178,800	178,800
2022	960,000	10,800	970,800	-	178,800	178,800
2023	-	-	-	1,055,000	157,700	1,212,700
2024	-	-	-	1,095,000	114,700	1,209,700
2025-2029	-	-	-	2,320,000	93,800	2,413,800
2030-2034	-	-	-	-	-	-
2035-2039	-	-	-	-	-	-
	<u>\$ 2,820,000</u>	<u>\$ 94,925</u>	<u>\$ 2,914,925</u>	<u>\$ 4,470,000</u>	<u>\$ 902,600</u>	<u>\$ 5,372,600</u>

	2019 Refunding Bonds Vehicle Registration Fee			2012 Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
2020	\$ -	\$ 649,200	\$ 649,200	\$ -	\$ 1,283,000	\$ 1,283,000
2021	-	649,200	649,200	-	1,283,000	1,283,000
2022	-	649,200	649,200	980,000	1,258,500	2,238,500
2023	-	649,200	649,200	1,035,000	1,208,125	2,243,125
2024	-	649,200	649,200	1,085,000	1,155,125	2,240,125
2025-2029	3,820,000	2,965,750	6,785,750	6,320,000	4,881,750	11,201,750
2030-2034	7,615,000	1,490,900	9,105,900	8,115,000	3,086,125	11,201,125
2035-2039	3,490,000	141,000	3,631,000	8,125,000	837,875	8,962,875
	<u>\$ 14,925,000</u>	<u>\$ 7,843,650</u>	<u>\$ 22,768,650</u>	<u>\$ 25,660,000</u>	<u>\$ 14,993,500</u>	<u>\$ 40,653,500</u>

	2014 Revenue & Tax Bonds (SH550)			2015 Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
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	280,000	147,288	427,288	175,000	134,913	309,913
2025-2029	1,570,000	574,856	2,144,856	960,000	589,878	1,549,878
2030-2034	1,920,000	220,263	2,140,263	1,135,000	413,353	1,548,353
2035-2039	-	-	-	1,355,000	188,188	1,543,188
2040-2044	-	-	-	305,000	5,719	310,719
	<u>\$ 4,305,000</u>	<u>\$ 1,602,963</u>	<u>\$ 5,907,963</u>	<u>\$ 4,255,000</u>	<u>\$ 1,909,964</u>	<u>\$ 6,164,964</u>

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Note 7— Long-Term Bonds Payable – Continued

2016 Refunding Revenue & Tax Bonds (SH550)			
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2020	\$ -	\$ 649,700	\$ 649,700
2021	-	649,700	649,700
2022	-	649,700	649,700
2023	-	649,700	649,700
2024	-	649,700	649,700
2025-2029	-	3,248,500	3,248,500
2030-2034	-	3,248,500	3,248,500
2035-2039	5,475,000	2,826,000	8,301,000
2040-2044	10,330,000	643,200	10,973,200
	<u>\$ 15,805,000</u>	<u>\$ 13,214,700</u>	<u>\$ 29,019,700</u>

Note 8- 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 March 26, 2019 the RMA refunded and defeased in substance \$15.9 million of its outstanding series 2010B vehicle registration fee revenue bonds carrying an average interest rate of 6.552%, with new debt of \$14.9 million, issued at a weighted average rate of 5.0%. The new debt was dated March 26, 2019. No sinking funds were proved to the escrow agent from the funding. All issuance costs of the transactions were paid from bond proceeds from the RMA. Issuance costs were as follows:

Cost of Issuance	\$ 180,519
Underwriter's Discount	94,754
Trustee Fees	2,900
	<u>\$ 278,173</u>

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Note 8- Current-Year Defeasance of Debt – Continued

Bond Par Value	\$	14,925,000
Premium	1,546,268	
Cost of Issuance including Underwriters Discount	(278,173)	
Net Finance Costs		<u>1,268,095</u>
Target Value	\$	16,193,095
Effective Interest Rate		3.43870%

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Note 8- Current-Year Defeasance of Debt – Continued

Prior Bond Debt Service

	Principal	Rate	Interest	Total
2020-2024	-	6.552%	5,598,191	5,598,191
2025-2029	3,985,000	6.552%	4,705,155	8,690,155
2030-2034	7,890,000	6.552%	2,535,624	10,425,624
2035-2039	3,660,000	6.552%	242,424	3,902,424
	<u>\$ 15,535,000</u>		<u>\$ 13,081,394</u>	<u>\$ 28,616,394</u>

Cash Flow Difference

Old Debt Service Cash Flows		\$ 28,616,394
Subsidy Cash Contribution	4,294,621	24,321,773
New Debt Service Cash Flows	<u>23,019,313</u>	
RMA Cash Contribution	<u>-</u>	<u>23,019,313</u>
		<u>\$ 1,302,460</u>

Economic Gain

Present Value of Old Debt Cash Flow	\$ 17,889,306
Present Value of New Debt Cash Flow	<u>16,913,500</u>
	<u>\$ 975,806</u>

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Note 9 – 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 an interest free loan of \$250,000 for the purpose of assisting the RMA in its organizational efforts. As of September 30, 2019, there was an outstanding balance of \$167,500. There were no payments made during FY2019.

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. The remaining obligation by TxDot as of September 30, 2019 is \$24,930,000.

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 Cameron 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 September 30, 2019 is \$1,487,433

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Note 9 – 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.

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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Note 9 – 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. The RMA began the project in fiscal year 2018 and completed in fiscal year 2019.

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 terminated on August 20, 2019.

CCRMA to Provide Engineering Services, Assist and Developing Projects in Cameron County, Texas

On November 13, 2018 the RMA and the Cameron County entered into an agreement to coordinate and assist in developing projects at the Free Trade and Veterans Bridge and provide engineering services at the Free Trade Bridge. CCRMA will also provide construction management services for the following projects: Maintenance Improvements at the Free Trade Bridge at Los Indios, Gateway Bridge and Veterans at Los Tomates.

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Note 9 – Interlocal and Grant Agreements - Continued

Cameron County to utilize the CCRMA's consultant during the 86h Legislative session

On December 12, 2018 the RMA and the Cameron County entered into an agreement to utilize the RMA's consultant during the 86th Legislative session. Consultant will assist County with any legislative issue that may arise during the legislative session. Consultant will report directly to County for any issues associated with the County. The agreement was for six months for a total of \$48,000. On June 25, 2019 the agreement was extended an additional six months for an additional \$48,000.

CCRMA to Provide Circulation Study at Isla Blanca Park in Cameron County, Texas

On April 2, 2019 the RMA and the Cameron County entered into an agreement to provide a circulation study at Isla Blanca Park located in South Padre Island, Cameron County, Texas. The cost of services and the annual amount of the agreement is not to exceed \$25,000. The agreement shall be for one year, beginning on April 2, 2019 and terminate on April 1, 2020.

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

On June 10, 2019, the RMA and the Cameron County entered into an agreement for the RMA to provide services for a toll system implementation, maintenance support and toll collection processing for the International Bridge and the Park User Fee Systems.

CCRMA Executive Director to Perform as Interim County Administrator

On July 22, 2019, the RMA and Cameron County entered into an agreement for Executive Director to perform interim administrator duties for Cameron County. The County will pay the RMA a fixed monthly amount of \$10,000 for the life of the agreement.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 10 – 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, 2019, the RMA expended \$58,643 in advertising.

Note 11 – 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 2019.

Note 12 – Litigation

As of September 30, 2019, 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 13 – 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 \$1,118,667 as of September 30, 2019.

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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, 2018 valuation and measurement date, the following amount of employees were covered by the benefit terms:

	<u>2018</u>
Number of inactive employees entitled to but no yet receiving benefits:	2
Number of active employees:	24
Average monthly salary*:	\$4,085
Average age*:	33.32
Average length of service in years*:	5.48

* Averages reported for active employees

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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 9.67%, 9.71% and 9.40% in calendar years 2017, 2018, and 2019 respectively. The Authority's contributions for the year ended September 30, 2019 was \$110,756.

D. Net Pension Asset

The Authority's net pension asset (NPA) was measured as of December 31, 2018, and the total pension liability used to calculate the net pension asset was determined by an annual actuarial valuation as of that date.

Actuarial Assumptions

The total pension liability in the December 31, 2018 actuarial valuation was determined using the following actuarial assumptions:

	<u>2018</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
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Note 14 – 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, 2018 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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Note 14 – Employee Retirement System - Continued

The numbers shown below are based on January 2019 information for a 10-year time horizon.

Asset Class	Benchmark	Geometric Real Rate of Return (Expected minus Inflation) ⁽²⁾	
		Target Allocation ⁽¹⁾	
US Equities	Dow Jones U.S. Total Stock Market Index	10.50%	5.40%
Private Equity	Cambridge Associates Global Private Equity	18.00%	8.40%
Global Equities	MSCI World (net) Index	2.50%	5.70%
International Equities - Developed	MSCI World Ex USA (net) Index	10.00%	5.40%
International Equities - Emerging	MSCI World EM Standard (net) Index	7.00%	5.90%
Investment-Grade Bonds	Bloomberg Barclays U.S. Aggregate Bond	3.00%	1.60%
Strategic Credit	FTSE High Yield Cash-Pay Capped Index	12.00%	4.39%
Direct Lending	S&P/LSTA Leveraged Loan Index	11.00%	7.95%
Distressed Debt	Cambridge Associates Distressed Securities	2.00%	7.20%
REIT Equities	67% FTSE NAREIT Equity REITs Index +	2.00%	4.15%
Master Limited Partnerships (MLPs)	Alerian MLP Index	3.00%	5.35%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index ⁽⁵⁾	6.00%	6.30%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of	13.00%	3.90%

⁽¹⁾ Target asset allocation adopted at the April 2019 TCDRS Board meeting.

⁽²⁾ Geometric real rates of return in addition to assumed inflation of 1.70% per Cliffwater's 2019 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
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Notes to Financial Statements
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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
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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, 2018 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, 2017	\$ 338,281	\$ 375,176	\$ (36,895)
Changes for the year:			
Service Cost	147,778	-	147,778
Interest on total pension liability ⁽¹⁾	39,371	-	39,371
Effect of plan changes ⁽²⁾	-	-	-
Effect of economic/demographic gains or losses	14,126	-	14,126
Effect of assumptions changes or inputs	-	-	-
Refund of contributions	-	-	-
Benefit payments	-	-	-
Administrative expenses	-	(438)	438
Member contributions	-	71,197	(71,197)
Net investment income	-	(5,091)	5,091
Employer contributions	-	98,760	(98,760)
Other ⁽³⁾	-	5,101	(5,101)
Balances as of December 31, 2018	\$ 539,556	\$ 544,706	\$ (5,150)

⁽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
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Notes to Financial Statements
September 30, 2019

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, 2018		
	1% Decrease	Current	1% Increase
	7.10%	Discount Rate	9.10%
		8.10%	
Total pension liability	\$ 635,895	\$ 539,556	\$ 460,471
Fiduciary net position	544,706	544,706	544,706
Net pension liability/(asset)	<u>\$ 91,189</u>	<u>\$ (5,150)</u>	<u>\$ (84,235)</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
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September 30, 2019

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):

<u>Pension Expense/(Income)</u>	<u>January 1, 2018 to December 31, 2018</u>
Service cost	\$ 147,778
Interest on total pension liability ⁽¹⁾	39,371
Effect of plan changes	-
Administrative expenses	438
Member contributions	(71,197)
Expected investment return net of investment expenses	(37,324)
Recognition of deferred inflows/outflows of resources	
Recognition of economic/demographic gains or losses	2,260
Recognition of assumption changes or inputs	41
Recognition of investment gains or losses	8,653
Other ⁽²⁾	(5,101)
Pension expense/(income)	<u>\$ 84,919</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, 2019

Note 14 – Employee Retirement System – Continued

At September 30, 2019, the Authority reported deferred inflows and outflows of resources related to pensions from the following sources:

	2019	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 56,204	\$ 11,737
Changes of assumptions	983	206
Net difference between projected and actual earnings	30,540	-
Contributions made subsequent to measurement date ⁽¹⁾	80,623	-
Total deferred outflow/inflow of resources related to pension	<u>\$ 168,350</u>	<u>\$ 11,943</u>

⁽¹⁾ Any eligible employer contributions made subsequent to the measurement date through the employer's fiscal year end should be reflected as outlined in Appendix D of this report.

The total of \$80,623 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, 2019. 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,	
2019	\$10,790
2020	9,539
2021	8,631
2022	10,784
2023	2,301
Thereafter ⁽¹⁾	33,739

⁽²⁾ 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, 2019

Total Pension Liability	2018
Service cost	\$ 147,778
Interest on total pension liability	39,371
Effect of plan changes	-
Effect of assumption changes or inputs	-
Effect of economic/demographic (gains) or losses	14,126
Benefit payments/refunds of contributions	-
Net change in total pension liability	<u>201,275</u>
Total pension liability, beginning	338,281
Total pension liability, ending (a)	<u>\$ 539,556</u>
Fiduciary Net Position	
Employer contributions	\$ 98,760
Member contributions	71,197
Investment income net of investment expenses	(5,091)
Benefit payments/refunds of contributions	-
Administrative expenses	(438)
Other	5,101
Net change in fiduciary net position	<u>\$ 169,530</u>
Fiduciary net position, beginning	375,176
Fiduciary net position, ending (b)	<u>\$ 544,706</u>
Net pension liability/(asset), ending = (a) - (b)	<u>\$ (5,150)</u>
Fiduciary net position as a % of total pension liability	100.95%
Pensionable covered payroll	\$ 1,017,093
Net pension liability as a % of covered payroll	-0.51%

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, 2019

Schedule of Employer Contributions

Year Ending September 30, 2019	Actuarially Determined Contribution	Actual Employer Contribution	Contribution Deficiency (Excess)	Pensionable Covered Payroll (1)	Actual Contribution as a % of Covered Payroll
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%
2019	110,756	110,756	-	1,168,025	9.5%

(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, 2019

Notes to Schedule of Employer Contributions and Net Pension Liability

Actuial Methods and Assumptions Used

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

Valuation Timing	Actuarially determined contribution rates are calculates as of December 31, two years prior to the end of fiscal year in which contributions are reported.
Actuial Cost Method	Individual entry age normal cost method, as required by GASB 68, used for GASB calculations. Note that 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 1.6% per year for a career employee. See table 1 below for merit salary increases. 8.00% COLAs for the Cameron County Regional Mobility Authority are not considered to be substantively automatic under GASB 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, 2019

Table 1
Merit Salary Increases

Years of Service	Entry Age			
	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 5.00% 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, 2019

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.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2019

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.*

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2019

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, 2019, 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 January 14, 2020.

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

January 14, 2020



IMPROVING MORE THAN JUST ROADS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Prior Year Audit Findings
For Year Ended September 30, 2019

Findings Related to Federal and State Awards

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.

Contact Person Responsible For Corrective Action

Jesus Adrian Rincones, CPA Chief Financial Officer

Current Year Status

The Authority has resolved this matter.

**3-B CONSIDERATION AND APPROVAL OF THE CCRMA'S AMENDED
TRAVEL POLICY TO COMPLY WITH IRS MILEAGE RATE 2020.**



IMPROVING MORE THAN JUST ROADS

MEMORANDUM

TO: CCRMA Board of Directors

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

DATE: January 31, 2020

RE: Item 3B Consideration and Approval of the CCRMA's Travel Policy to comply with IRS Mileage Rates 2020

The CCRMA has an approved travel policy that mirrors the rates used by the State and other Local Governments. The request is to amend the policy to include the newly released 2020 rates for mileage and per diem to be applied to the CCRMA travel policy.



REIMBURSEMENT AND TRAVEL POLICY

Travel Arrangements

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

Hotel Accommodations

In State or Out of State Lodging must follow the below guidelines for daily rates. These rates match those set by the Texas Comptroller for State of Texas Employee's Travel Reimbursement as of October 1st of every Fiscal Year.

See attachment of GSA Rates

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

Meals

In State or Out of State meals must follow the below guidelines for daily rates. These rates match those set by the Texas Comptroller for State of Texas Employee's Travel Reimbursement as of October 1st of every Fiscal Year.

See attachment of GSA Rates for Overnight Travel and Textravel Rates for Non-Overnight Travel

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

Incidentals

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

Rental Vehicles

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

Airfare

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

Mileage Reimbursement

Use of a personal vehicle on CCRMA business will be reimbursed using the current Internal Revenue Service Rate for business expense as of January 1st of every calendar year. The CCRMA travel reimbursement form should be used and include:

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

Food Service at Local Meetings

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

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



IRS issues standard mileage rates for 2020

IR-2019-215, December 31, 2019

WASHINGTON — The Internal Revenue Service today issued the [2020 optional standard mileage rates \(PDF\)](#) used to calculate the deductible costs of operating an automobile for business, charitable, medical or moving purposes.

Beginning on January 1, 2020, the standard mileage rates for the use of a car (also vans, pickups or panel trucks) will be:

- 57.5 cents per mile driven for business use, down one half of a cent from the rate for 2019,
- 17 cents per mile driven for medical or moving purposes, down three cents from the rate for 2019, and
- 14 cents per mile driven in service of charitable organizations.

The business mileage rate decreased one half of a cent for business travel driven and three cents for medical and certain moving expense from the rates for 2019. The charitable rate is set by statute and remains unchanged.

It is important to note that under the Tax Cuts and Jobs Act, taxpayers cannot claim a miscellaneous itemized deduction for unreimbursed employee travel expenses. Taxpayers also cannot claim a deduction for moving expenses, except members of the Armed Forces on active duty moving under orders to a permanent change of station. For more details, see [Rev. Proc. 2019-46 \(PDF\)](#).

The standard mileage rate for business use is based on an annual study of the fixed and variable costs of operating an automobile. The rate for medical and moving purposes is based on the variable costs.

Taxpayers always have the option of calculating the actual costs of using their vehicle rather than using the standard mileage rates.

A taxpayer may not use the business standard mileage rate for a vehicle after using any depreciation method under the Modified Accelerated Cost Recovery System (MACRS) or after claiming a Section 179 deduction for that vehicle. In addition, the business standard mileage rate cannot be used for more than five vehicles used simultaneously. These and other limitations are described in section 4.05 of [Rev. Proc. 2019-46 \(PDF\)](#).

[Notice 2020-05 \(PDF\)](#), posted today on IRS.gov, contains the standard mileage rates, the amount a taxpayer must use in calculating reductions to basis for depreciation taken under the business standard mileage rate, and the maximum standard automobile cost that a taxpayer may use in computing the allowance under a fixed and variable rate plan. In addition, for employer-provided vehicles, the Notice provides the maximum fair market value of automobiles first made available to employees for personal use in calendar year 2020 for which employers may use the fleet-average valuation rule in § 1.61-21(d)(5)(v) or the vehicle cents-per-mile valuation rule in § 1.61-21(e).

Page Last Reviewed or Updated: 31-Dec-2019



Non-Overnight Travel

A [state employee](#) may be reimbursed for non-overnight meal expenses. If an employee on non-overnight travel receives reimbursement for meals, this amount would be considered income and must be reported on his or her W-2 tax form. See [Meal Reimbursements](#)

Non-overnight meal reimbursements may not exceed \$36 according to the [General Appropriations Act, Article IX, Part 5, Section 5.05\(b\)](#). The meal expense is only reimbursable if the employee is outside of his or her designated headquarters for at least six consecutive hours. [Texas Government Code Section 660.113\(b\)](#). A state employee's mere passing through the employee's designated headquarters while traveling to a duty point from the employee's residence or from another duty point which is outside the employee's designated headquarters does not terminate or suspend a consecutive-hour string of being outside the headquarters. See [documentation requirements for non-overnight meal expenses](#).

Note: State agencies are not required to reimburse for non-overnight meals but may choose to do so by authorization of the agency's [chief administrator](#). The authorization may be provided on a case-by-case or blanket basis.



U.S. General Services Administration

FY 2020 Per Diem Rates for Texas

Meals & Incidentals (M&IE) Breakdown

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel
Standard Rate	Applies for all locations without specified rates	\$55	\$13	\$14	\$23	\$5	\$41.25
Arlington / Fort Worth / Grapevine	Tarrant County / City of Grapevine	\$61	\$14	\$16	\$26	\$5	\$45.75
Austin	Travis	\$61	\$14	\$16	\$26	\$5	\$45.75
Big Spring	Howard	\$61	\$14	\$16	\$26	\$5	\$45.75
College Station	Brazos	\$56	\$13	\$15	\$23	\$5	\$42.00
Corpus Christi	Nueces	\$56	\$13	\$15	\$23	\$5	\$42.00
Dallas	Dallas	\$66	\$16	\$17	\$28	\$5	\$49.50
El Paso	El Paso	\$61	\$14	\$16	\$26	\$5	\$45.75
Galveston	Galveston	\$61	\$14	\$16	\$26	\$5	\$45.75
Houston (L.B. Johnson Space Center)	Montgomery / Fort Bend / Harris	\$61	\$14	\$16	\$26	\$5	\$45.75
Midland / Odessa	Midland / Andrews / Ector / Martin	\$61	\$14	\$16	\$26	\$5	\$45.75
Pecos	Reeves	\$66	\$16	\$17	\$28	\$5	\$49.50
Plano	Collin	\$56	\$13	\$15	\$23	\$5	\$42.00
Round Rock	Williamson	\$56	\$13	\$15	\$23	\$5	\$42.00
San Antonio	Bexar	\$61	\$14	\$16	\$26	\$5	\$45.75
South Padre Island	Cameron	\$56	\$13	\$15	\$23	\$5	\$42.00
Waco	McLennan	\$56	\$13	\$15	\$23	\$5	\$42.00



U.S. General Services Administration

FY 2020 Per Diem Rates for Texas

Max lodging by month (excluding taxes.)

Primary Destination	County	2019 Oct	Nov	Dec	2020 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Standard Rate	Applies for all locations without specified rates	\$96	\$96	\$96	\$96	\$96	\$96	\$96	\$96	\$96	\$96	\$96	\$96
Arlington / Fort Worth / Grapevine	Tarrant County / City of Grapevine	\$166	\$166	\$166	\$166	\$166	\$166	\$166	\$166	\$166	\$166	\$166	\$166
Austin	Travis	\$140	\$140	\$140	\$163	\$163	\$163	\$149	\$149	\$149	\$140	\$140	\$140
Big Spring	Howard	\$152	\$152	\$152	\$152	\$152	\$152	\$152	\$152	\$152	\$152	\$152	\$152
College Station	Brazos	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98
Corpus Christi	Nueces	\$104	\$104	\$104	\$104	\$104	\$104	\$104	\$104	\$104	\$104	\$104	\$104
Dallas	Dallas	\$150	\$150	\$150	\$161	\$161	\$161	\$161	\$161	\$161	\$150	\$150	\$150
El Paso	El Paso	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97
Galveston	Galveston	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$134	\$134	\$103	\$103
Houston (L.B. Johnson Space Center)	Montgomery / Fort Bend / Harris	\$132	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$132
Midland / Odessa	Midland / Andrews / Ector / Martin	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202
Pecos	Reeves	\$195	\$195	\$195	\$195	\$195	\$195	\$195	\$195	\$195	\$195	\$195	\$195
Plano	Collin	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121
Round Rock	Williamson	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101
San Antonio	Bexar	\$127	\$127	\$127	\$127	\$127	\$127	\$127	\$127	\$127	\$127	\$127	\$127
South Padre Island	Cameron	\$96	\$96	\$96	\$96	\$96	\$102	\$102	\$102	\$102	\$102	\$96	\$96
Waco	McLennan	\$110	\$110	\$110	\$110	\$110	\$110	\$110	\$110	\$110	\$110	\$110	\$110

4-A ACKNOWLEDGEMENT OF CLAIMS.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement January 21, 2020

100-Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Burton McCumber & Lo	01128865	12,500.00	FY2019 Financial Audit 2nd	Indirect	Y	Local	Ope
Emp Ericka Trevino	ET 1.15.2020	38.18	Accountant travel reimbursement for errands and purchases	Indirect	Y	Local	Ope
Pathfinder Public Af	24	12,000.00	Dec 2019 Consulting services	Indirect	Y	Local	Ope
Sanchez Whittington	84656	317.50	Legal expenses for Dec 2019	SH 32 (East Loop)	Y	Local	Ope
		<u>24,855.68</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon	Amazon Dec 2019	836.25	Amazon Dec 2019 tolls purchases	Indirect	Y	Local	Tolls
Emp Ericka Trevino	ET 1.15.2020	44.84	Accountant travel reimbursement for errands and purchases	Indirect	Y	Local	Tolls
LexisNexis	1546392-20191130	103.81	Pre Court services for Nov 2019	Indirect	Y	Local	Tolls
LexisNexis	1546392-20191231	103.81	Pre Court Program	Indirect	Y	Local	Tolls
Matus Contractor Co	156	4,500.00	SH550 Grass Maint. for Paredes In	Indirect	Y	Local	Tolls
Megashine Cleaning L	1446	1,190.00	Janitorial services for Jan 2020	Indirect	Y	Local	Tolls
Time Warner Cable	0121858010920	2,200.20	Phone and Internet services	Indirect	Y	Local	Tolls
Toshiba Business Sol	34634352	622.46	Toshiba Printer	Indirect	Y	Local	Tolls
US Post Master	USPS 1.16.2020	<u>15,000.00</u>	USPS Mail Department Account Replenishment	Indirect	Y	Local	Tolls

Report Total 24,601.37

Operations	\$ 24,855.68
Tolls	<u>24,601.37</u>
Total Transfer	<u>\$ 49,457.05</u>



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement January 9, 2020

100-Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
AFLAC	625568	235.82	Supplemental Insurance Dec 2019	Indirect	Y	Local	Ope
AGC	AGC Jan. 2020	4,060.00	Admin offices rent Jan. 2020	Indirect	Y	Local	Ope
American Express	AMEX Dec 2019	4,856.30	Office Supplies purchases for Dec 2019	Indirect	Y	Local	Ope
BNY	252-2256501	1,250.00	Admin Fee and Agent Fee for Bond Series 2016	Indirect	Y	Local	Ope
Burton McCumber & L	01128691	12,500.00	FY2019 Financial Audit	Indirect	Y	Local	Ope
Culligan	Jan 2020	86.94	Drinking Water for Jan 2020	Indirect	Y	Local	Ope
David Anthony Garza	104	7,800.00	ROL Consulting Services for Dec 2019	Indirect	Y	Local	Ope
Franco San Miguel	FSM 12.26.19	199.56	IT Reimbursement for Office Supplies	Indirect	Y	Local	Ope
Gexa Energy	29475917	231.61	Energy Utilities for Ste 3 & 4	Indirect	Y	Local	Ope
Gexa Energy	29476715	224.31	Energy Utilities for Ste 5 & 7	Indirect	Y	Local	Ope
Gexa Energy	29478303	53.88	Energy Utilities for Tolls and Ste 6	Indirect	Y	Local	Ope
Harlingen	41152	195.00	2020-2021 Membership for Harlingen Chamber	Indirect	Y	Local	Ope
Lone Star Shredding	1955580	112.50	Document Shredding Services for Dec 2019	Indirect	Y	Local	Ope
MPC Studios, Inc	28388	125.00	Website Hosting for Jan 2020	Indirect	Y	Local	Ope
Pathfinder Public Affai	23-B	8,000.00	Nov 2019 Consulting Services for Cameron County Intl	Indirect	Y	Local	Ope
PEDRO SEPULVEDA	PSJ Dec 2019	491.50	Executive Director travel reimbursement for Dec 2019	Indirect	Y	Local	Ope
Republic Services	0863-001758363	126.67	Trash Services	Indirect	Y	Local	Ope
S&B Infrastructure	U2716.500-04	9,452.49	East Loop APD	East Loop	Y	Local	Ope
The Rentrfo Law Firm	255	2,904.00	Legal Services December 2019	Indirect	Y	Local	Ope
The Rentrfo Law Firm	255	1,056.00	Legal Services December 2019	East Loop	Y	Local	Ope
TML Emp Health	2020-01	6,737.84	Employee health insurance January 2020	Indirect	Y	Local	Ope
		<u>60,699.42</u>					

Intrelocal

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
JWH and Associates	2219	155.00	Gateway Bridge Traffic Analysis July-October	Indirect	Y	Local	Ope
S&B Infrastructure	U2716.110-05	9,144.50	CC Construction Management WA #10		Y	Local	Ope
S&B Infrastructure	U2716.110-06	3,048.17	CC Bridge CM WA #10		Y	Local	Ope
		<u>12,347.67</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	AMEX Dec 2019	491.32	Office Supplies purchases for Dec 2019	Indirect	Y	Local	Tolls
Culligan	Jan 2020	20.94	Drinking Water for Jan 2020	Indirect	Y	Local	Tolls
Duncan Solutions	DS0000005001	454.48	DMV Record Lookup for Dec 2019	Indirect	Y	Local	Tolls
Emp Ema Jaramillo	EJ 12.31.2019	37.58	Supervisor travel reimb for deposits	Indirect	Y	Local	Tolls
Emp. Eduardo J. Trev	EJT 1.8.2020	27.14	Tolls CSR travel reimbursement for mail drop	Indirect	Y	Local	Tolls
Fagan Consulting	CCOS1912	1,104.48	Toll Operation support Dec 2019	Indirect	Y	Local	Tolls
Gexa Energy	29478303	318.89	Energy Utilities for Tolls and Ste 6	Indirect	Y	Local	Tolls
Gexa Energy	29493549	497.26	SH550 DC Utilities for Dec 2019	Direct Connectors - SH550	Y	Local	Tolls
Gexa Energy	29496684	185.97	SH550 DC Utilities Dec 2019	Direct Connectors - SH550	Y	Local	Tolls
Kapsch - Maintenance	486020SI01429	14,274.00	Toll System Maintenance Support Oct 2019	Indirect	Y	Local	Tolls
Prisciliano Delgado	10706	200.00	Lawn Care for Dec 2019	Indirect	Y	Local	Tolls
PUB	PUB Dec 2019-60	244.22	SH550 DC Utilities for Dec 2019	Direct Connectors - SH550	Y	Local	Tolls
PUB	PUB Nov 2019	234.86	SH550 Port Spur Energy Utilities	Port Spur - SH550	Y	Local	Tolls
Ruben Ibanez	RI 12.19.19	693.21	Maint Supp. travel reimbursement	Indirect	Y	Local	Tolls
Ruben Ibanez	RI 12.31.19	566.60	Maint. Support travel and supplies reimbursement	Indirect	Y	Local	Tolls
Tecsidel SA	1119	859.02	Toll Collections System Pharr-Reynosa Dec 2019	Pharr-Reynosa	Y	Local	Tolls
Tecsidel SA	1219	2,500.00	Toll Collection System for Pharr-Reynosa	Pharr-Reynosa	Y	Local	Tolls

TML Emp Health	2020-01	5,976.50	Employee health insurance January 2020	Indirect	Y	Local	Tolls
Toshiba Business Sol	1948977	12.50	Toshiba Ink for Tolls Printer	Indirect	Y	Local	Tolls
The Rentfro Law Firm	255	280.00	Legal Services December 2019	Indirect	Y	Local	Tolls
US Post Master	US Post 1.2.2020	5,500.00	Purchase for Mail department for first class stamps	Indirect	Y	Local	Tolls
Verizon Wireless	9844875299	90.07	Phone and Hotspot services for Commercial Dep.	Indirect	Y	Local	Tolls
Weston Insurance Com	2906538	<u>3,516.00</u>	Commercial insurance 2020	Indirect	Y	Local	Tolls
Report Total		<u>38,085.04</u>					

Operations	\$	60,699.42
Interlocal	\$	12,347.67
Tolls		<u>38,085.04</u>
Total Transfer	\$	<u><u>111,132.13</u></u>



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement December 20, 2019

100-Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Emp Ericka Trevino	ET Dec 2019	50.81	Accountant travel reimb for	Indirect	Y	Local	Ope
Emp Maria D Mayorga	MDM Dec 2019	44.66	Executive Admin. travel reimbursement for Dec 2019	Indirect	Y	Local	Ope
Emp Maria D Mayorga	MDM Nov 2019	86.63	Executive Admin. travel reimbursement for Nov 2019	Indirect	Y	Local	Ope
Franco San Miguel	FSM CC Oct-Nov '19	515.04	IT Manager reimbursement for Cameron County Oct and Nov 2019	Indirect	Y	Local	Ope
Rios Surveying, LLC	RSurvey 11.18.19	8,500.00	Land appraisals for 90 and 130 acre tracts	SH 32 (East Loop)	Y	Local	Ope
Sanchez Whittington	84353	382.50	Professional Services for conferences on Acres	SH 32 (East Loop)	Y	Local	Ope
VMUD	VMUD Nov '19-Ste 3	35.31	Water utilities admin for Nov	Indirect	Y	Local	Ope
VMUD	vmUD Nov '19-Ste 4	34.17	Water utilities admin for Nov	Indirect	Y	Local	Ope
VMUD	vmuD Nov '19-Ste 5	34.55	Water utilities admin for Nov	Indirect	Y	Local	Ope
VMUD	VMUD Nov '19-Ste 6	34.92	Water utilities admin for Nov	Indirect	Y	Local	Ope
VMUD	VMUD Nov '19-Ste 7	36.43	Water utilities admin for Nov 2019	Indirect	Y	Local	Ope
Amazon	Amazon Nov 2019	179.24	Office Supplies for Nov 2019 -	Indirect	Y	Local	Ope
		<u>9,934.26</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Sombrero Festival	Sombrero 12.19.19	5,000.00	Sombrero Festival 2020 Spons	Indirect	Y	Local	Tolls
Time Warner Cable	0121858120919	1,891.05	Internet and Phone Services	Indirect	Y	Local	Tolls
VMUD	VMUD Tolls Nov '19	45.86	Water utilities for Tolls	Indirect	Y	Local	Tolls
		<u>6,936.91</u>					
Operations		\$ 9,934.26					
Tolls		<u>6,936.91</u>					
Total Transfer		<u>\$ 16,871.17</u>					



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims for Acknowledgement December 13, 2019

100-Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
BNY	252-2249143	1,250.00	VRP Revenue Refunding Bonds	Indirect	Y	Local	Ope
Franco San Miguel	FSM 12.12.19	39.35	IT reimbursement for office supplies	Indirect	Y	Local	Ope
The Rentrfro Law Fi 201		<u>760.00</u>	Legal Services for Nov 2019	Indirect	Y	Local	Ope
		<u>2,049.35</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Angel T Perez	1252019	175.00	SH550 Road	Indirect	Y	Local	Tolls
Franco San Miguel	FSM 12.12.19	10.78	IT reimbursement	Indirect	Y	Local	Tolls
Neopost	N8036261	6,873.09	Neopost Payment for 10/1/2019 -	Indirect	Y	Local	Tolls
Ruben Ibanez	RI 12.5.19	540.66	Toll Syst. and Maint. Support	Indirect	Y	Local	Tolls
SD Servando Cruz	SD SC 12.5.19	175.00	SH550 Road	Indirect	Y	Local	Tolls
The Rentrfro Law Fi 201		537.09	Legal Services for Nov 2019	Indirect	Y	Local	Tolls
Xerox Corporation	1876830	1,000.77	Mail Dept. Rent for	Indirect	Y	Local	Tolls
Xtreme Security	28733	<u>104.85</u>	Tolls Offices alarm	Indirect	Y	Local	Tolls
		<u>9,417.24</u>					

Operations	\$ 2,049.35
Tolls	9,417.24
Total Transfer	<u>\$11,466.59</u>



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims January 31, 2020

4B

100-Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
S&B Infrastructure, LTD	U2716.114-01	\$ 30,731.68	Traffic Study WA # 14	FM 509	Y	Local	Ope
S&B Infrastructure, LTD	U2716.115-01	30,731.68	Whipple Road	Whipple	Y	Local	Ope
S&B Infrastructure, LTD	U2716.116-01	30,731.68	West Blvd Traffic Study	West Blvd. Project	Y	Local	Ope
Total Operations		<u>92,195.04</u>			Y	Local	Ope

100- Interlocal Agreements

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
A-to-Be USA LLC	20351	\$ 177,322.72	Work Authorization #2 -Milestone 2 - Cameron County	CC- Parks System	Y	Local	Ope
A-to-Be USA LLC	20350	248,251.67	Work Authorization #2 -Milestone 3 - Cameron County	CC- Parks System	Y	Local	Ope
A-to-Be USA LLC	20352	166,457.96	Work Authorization #1 -Milestone 2 - Cameron County	CC- International Bridge System	Y	Local	Ope
S&B Infrastructure, LTD	U2972-02	43,361.82	International Bridge Veterans POV Expansion	CC-Veterans Bridge	Y	Local	Ope
Total Interlocal		<u>635,394.17</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Texas Municipal League	TML Risk Po	\$ 16,291.25	Windstorm Insurance 1.1.2020	Indirect	Y	Local	Tolls
TollPlus LLC	019064	14,951.87	Back Office System	Indirect	Y	Local	Tolls
Total Tolls		<u>31,243.12</u>					

525 Tolls - Interlocal Agreements

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
TollPlus LLC	019064	\$ 6,150.00	Back Office System	Indirect	Y	Local	Tolls
Interlocal Agreements		<u>6,150.00</u>					

4-B APPROVAL OF CLAIMS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims January 31, 2020



100-Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
S&B Infrastructure,	U2716.114-01	\$ 30,731.68	Traffic Study WA # 14	FM 509	Y	Local	TRZ
S&B Infrastructure,	U2716.115-01	30,731.68	Whipple Road	Whipple Road	Y	Local	TRZ
S&B Infrastructure,	U2716.116-01	30,731.68	West Blvd Traffic Study	West Blvd.	Y	Local	TRZ
Operations		<u>92,195.04</u>					

100-Interlocal Agreement

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
A-to-Be USA LLC	20350	\$ 248,251.67	Work Authorization #2 -Milestone 3 - Cameron County	CC- Parks System	Y	Local	Tolls
A-to-Be USA LLC	20351	177,322.72	Work Authorization #2 -Milestone 2 - Cameron County	CC- Parks System	Y	Local	Tolls
A-to-Be USA LLC	20352	166,457.96	Work Authorization# 1 -Milestone 2 - International Bridge System	CC- International Bridge System	Y	Local	Tolls
Lucania Construction LLC	1043	297,772.27	CCIB Rehab and Maintenance Los Indios	CC - Bridge Maintenance	Y	Local	Ope
S&B Infrastructure, LTD	U2972-02	43,361.82	Veterans POV Expans	CC- Veterans Bridge	Y	Local	Ope
Interlocal Agreement		<u>933,166.44</u>					

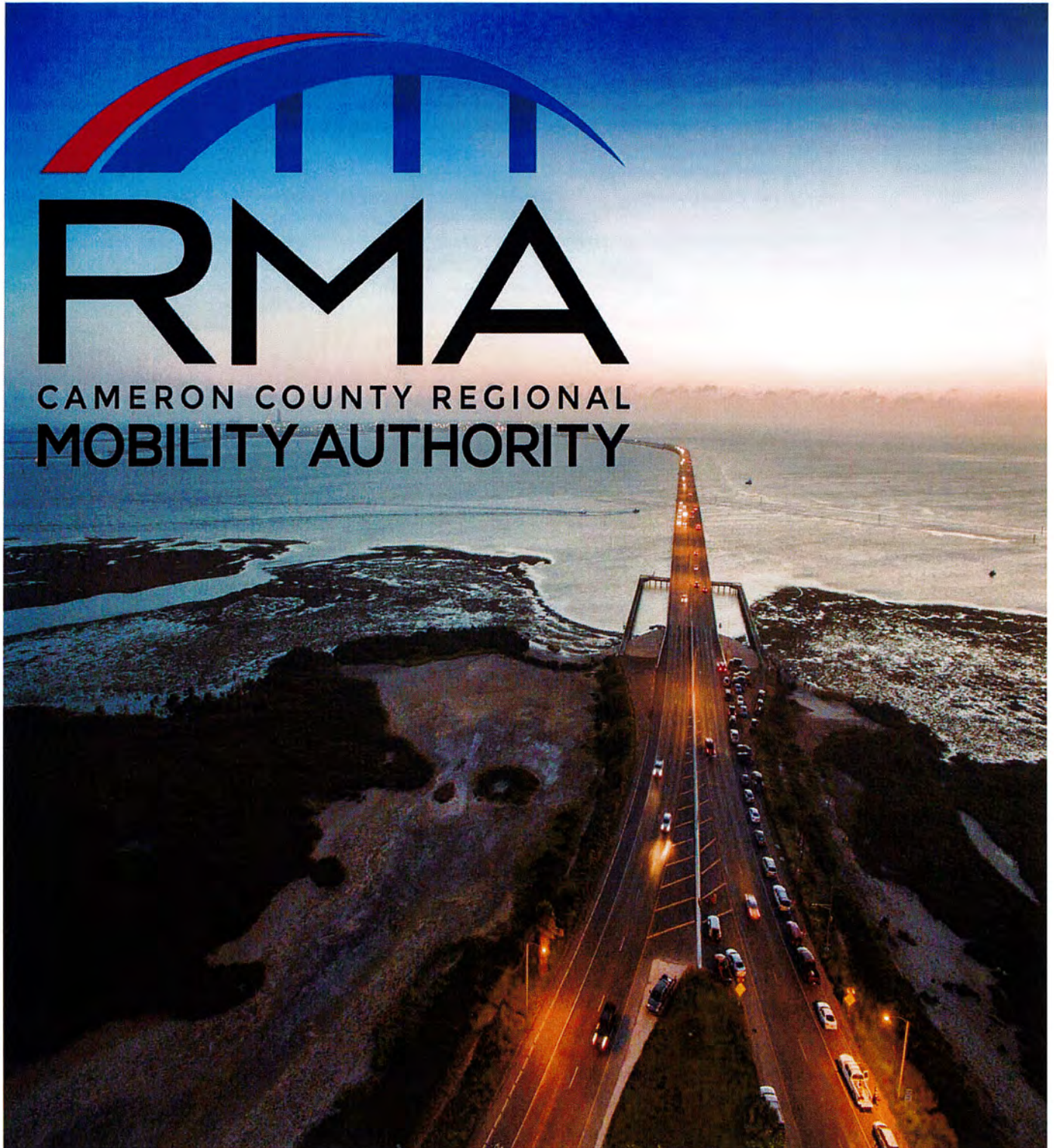
525-Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Texas Municipal League	TML Risk Poo	16,291.25	Windstorm Insurance 1.1.2020	Indirect	Y	Local	Tolls
TollPlus LLC	019064	14,951.87	Back Office System Maintneance and	Indirect	Y	Local	Tolls
Total Tolls		<u>31,243.12</u>					

525-Interlocal Agreement

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
TollPlus LLC	019064	6,150.00	Back Office System Maintneance and	Pharr- Reynosa	Y	Local	Tolls
Total Tolls Interlocal		<u>6,150.00</u>					
Total Operations, Interlocal and		<u><u>1,062,754.60</u></u>					

**4-C CONSIDERATION AND APPROVAL OF THE FINANCIAL STATEMENTS
AND BUDGET AMENDMENTS FOR THE MONTH OF OCTOBER 2019
AND NOVEMBER 2019.**



OCTOBER 2019 FINANCIAL REPORT

PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR

JESUS A. RINCONES, CPA, CHIEF FINANCIAL OFFICER



CCRMA MONTHLY FINANCIAL

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues & Expenses - Cash - Toll Operations Revenues & Expenditures - Cash - Unposted Transactions Included In Report
From 10/1/2019 Through 10/31/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Toll Operating Revenues					
TPS Revenues	187,415	187,415	1,900,000	(1,712,585)	203,306
Interop Revenues					
Interop revenues	72,200	72,200	700,000	(627,801)	41,865
Bridge interoperability	51,096	51,096	525,000	(473,904)	9,564
Total Interop Revenues	123,296	123,296	1,225,000	(1,101,704)	51,429
Other Toll Revenues					
Interlocal agreement revenues	11,830	11,830	136,000	(124,170)	3,825
Total Other Toll Revenues	11,830	11,830	136,000	(124,170)	3,825
Total Toll Operating Revenues	322,541	322,541	3,261,000	(2,938,459)	258,560
Toll Operating Expenses					
Personnel costs	48,824	48,824	909,077	860,253	40,262
Transaction processing costs	37,244	37,244	411,500	374,256	31,148
Toll system maintenance/IT	28,872	28,872	350,000	321,128	14,074
Roadside maintnenace	46,815	46,815	500,485	453,670	41,725
CSC indirect/overhead costs	21,486	21,486	225,550	204,064	12,867
Total Toll Operating Expenses	183,241	183,241	2,396,612	2,213,371	140,077
Total Operating Income (Loss)	139,299	139,299	864,388	(725,089)	118,483
Non Operating Revenues					
Pass through grant revenues	0	0	1,385,000	(1,385,000)	0
Total Non Operating Revenues	0	0	1,385,000	(1,385,000)	0
Non Operating Expenses					
Debt interest	0	0	2,249,388	2,249,388	0
Total Non Operating Expenses	0	0	2,249,388	2,249,388	0
Changes in Net Position	139,299	139,299	(0)	139,300	118,483

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly R&E - Unposted Transactions Included In Report
From 10/1/2019 Through 10/31/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual	YTD Budget Variance - Original	YTD Budget - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	260,650	260,650	(2,989,350)	3,250,000	254,360
Interlocal agreement revenues	18,000	18,000	(102,000)	120,000	0
Total Operating Revenues	278,650	278,650	(3,091,350)	3,370,000	254,360
Operating Expenses					
Personnel costs	73,986	73,986	772,542	846,528	41,836
Professional services	20,527	20,527	286,115	306,642	804
Contractual services	236	236	109,764	110,000	4,150
Advertising & marketing	2,500	2,500	16,000	18,500	371
Data processing	1,451	1,451	8,549	10,000	443
Dues & memberships	1,920	1,920	18,080	20,000	0
Education & training	375	375	9,625	10,000	0
Fiscal agent fees	2,170	2,170	47,830	50,000	2,170
Insurance	0	0	5,000	5,000	341
Maintenance & repairs	69	69	9,931	10,000	0
Office supplies	400	400	22,100	22,500	2,844
Rent	4,371	4,371	58,049	62,420	4,518
Travel	5,711	5,711	24,289	30,000	1,601
Utilities	1,094	1,094	10,906	12,000	1,220
Total Operating Expenses	114,810	114,810	1,398,781	1,513,590	60,298
Total Operating Income (Loss)	163,840	163,840	(1,692,569)	1,856,410	194,062
Non Operating Revenues					
Interest income	11,197	11,197	(57,003)	68,200	3,190
Total Non Operating Revenues	11,197	11,197	(57,003)	68,200	3,190
Non Operating Expenses					
Debt interest	0	0	1,799,750	1,799,750	0
Debt interest-LOC	0	0	25,500	25,500	1,084
Total Non Operating Expenses	0	0	1,825,250	1,825,250	1,084
Total Changes in Net Position	175,037	175,037	75,678	99,360	196,167

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report
From 10/1/2019 Through 10/31/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	260,650	260,650	3,250,000	(2,989,350)	254,360
Interlocal Agreement Revenue	29,830	29,830	256,000	(226,170)	3,825
Toll revenues	<u>310,710</u>	<u>310,710</u>	<u>3,125,000</u>	<u>(2,814,290)</u>	<u>254,734</u>
Total Operating Revenues	<u>601,191</u>	<u>601,191</u>	<u>6,631,000</u>	<u>(6,029,809)</u>	<u>512,920</u>
Operating Expenses					
Personnel costs	122,810	122,810	1,755,606	1,632,795	82,099
Accounting software and services	527	527	10,000	9,473	804
Professional services	20,000	20,000	296,642	276,642	0
Contractual services	236	236	135,000	134,764	4,150
Advertising & marketing	13,000	13,000	78,500	65,500	5,371
Data processing	1,451	1,451	10,000	8,549	443
Dues & memberships	4,360	4,360	27,000	22,640	0
Education & training	375	375	20,000	19,625	199
Fiscal agent fees	2,170	2,170	50,000	47,830	2,170
Insurance	16,291	16,291	80,485	64,194	15,199
Maintenance & repairs	1,539	1,539	40,000	38,461	1,755
Office supplies	24,613	24,613	214,500	189,887	27,309
Road maintenance	61,620	61,620	755,000	693,380	42,100
Rent	5,662	5,662	106,970	101,308	5,805
Toll services	11,135	11,135	226,500	215,365	6,738
Travel	8,012	8,012	42,000	33,988	1,770
Utilities	<u>4,249</u>	<u>4,249</u>	<u>62,000</u>	<u>57,751</u>	<u>4,465</u>
Total Operating Expenses	<u>298,051</u>	<u>298,051</u>	<u>3,910,203</u>	<u>3,612,152</u>	<u>200,375</u>
Net Change from Operations	<u>303,140</u>	<u>303,140</u>	<u>2,720,797</u>	<u>(2,417,658)</u>	<u>312,545</u>
Non Operating Revenue					
Pass through grant revenues	0	0	1,385,000	(1,385,000)	0
Interest income	<u>11,197</u>	<u>11,197</u>	<u>68,200</u>	<u>(57,003)</u>	<u>3,190</u>
Total Non Operating Revenue	<u>11,197</u>	<u>11,197</u>	<u>1,453,200</u>	<u>(1,442,003)</u>	<u>3,190</u>
Non Operating Expenses					
Bond Debt Expense	0	0	4,048,688	4,048,688	0
Debt Interest - LOC	<u>0</u>	<u>0</u>	<u>25,950</u>	<u>25,950</u>	<u>1,084</u>
Total Non Operating Expenses	<u>0</u>	<u>0</u>	<u>4,074,638</u>	<u>4,074,638</u>	<u>1,084</u>
Changes in Net Position	<u>314,337</u>	<u>314,337</u>	<u>99,359</u>	<u>214,977</u>	<u>314,650</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Statement of Revenues and Expenditures - Monthly Project R&E
From 10/1/2019 Through 10/31/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual
Non Operating Revenues		
Project revenues		
Indiana Road - COB	62,500	62,500
CC- Veterans Bridge	107,767	107,767
CC - Parks Circulation Study	8,104	8,104
CC - Bridge Maintenance Projects	45,795	45,795
CC - Parks	179,993	179,993
Total Project revenues	404,159	404,159
Total Non Operating Revenues	404,159	404,159
Non Operating Expenses		
Project expenses		
FM 509	449	449
CC - Old ALice Road	475	475
CC - Bridge Maintenance Projects	45,795	45,795
CC - Parks Traffic Circulation Study	8,104	8,104
Total Project expenses	54,823	54,823
Total Non Operating Expenses	54,823	54,823
Total Changes in Net Position	349,336	349,336

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 10/31/2019
(In Whole Numbers)

	Current Year
ASSETS	
Current Assets:	
Cash and cash equivalents	4,420,058
Restricted cash accounts - debt service	6,743,239
Accounts receivable, net	1,971,779
Accounts receivable - other agencies	1,200,328
Total Current Assets:	14,335,404
Non Current Assets:	
Capital assets, net	102,369,990
Capital projects in progress	22,437,475
Unamortized bond prepaid costs	104,532
Net pension asset	5,150
Total Non Current Assets:	124,917,147
Deferred Outflow of Resources	
Deferred outflows related to bond refunding	193,715
Deferred outflow related to pension	168,350
Total Deferred Outflow of Resources	362,065
Total ASSETS	139,614,616
LIABILITIES	
Current Liabilities	
Accounts payable	515,480
Accrued expenses	392,262
Deferred revenue	39,075
Total Current Liabilities	946,817
Non Current Liabilities	
Due to other agencies	16,184,188
Long term bond payable	76,418,371
Total Non Current Liabilities	92,602,558
Deferred Inflows of Resources	
Deferred inflows related to pension	11,943
Total LIABILITIES	93,561,318
NET POSITION	
Beginning net position	45,105,290
Total Beginning net position	45,105,290
Changes in net position	948,008
Total Changes in net position	948,008
Total NET POSITION	46,053,298
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	139,614,616

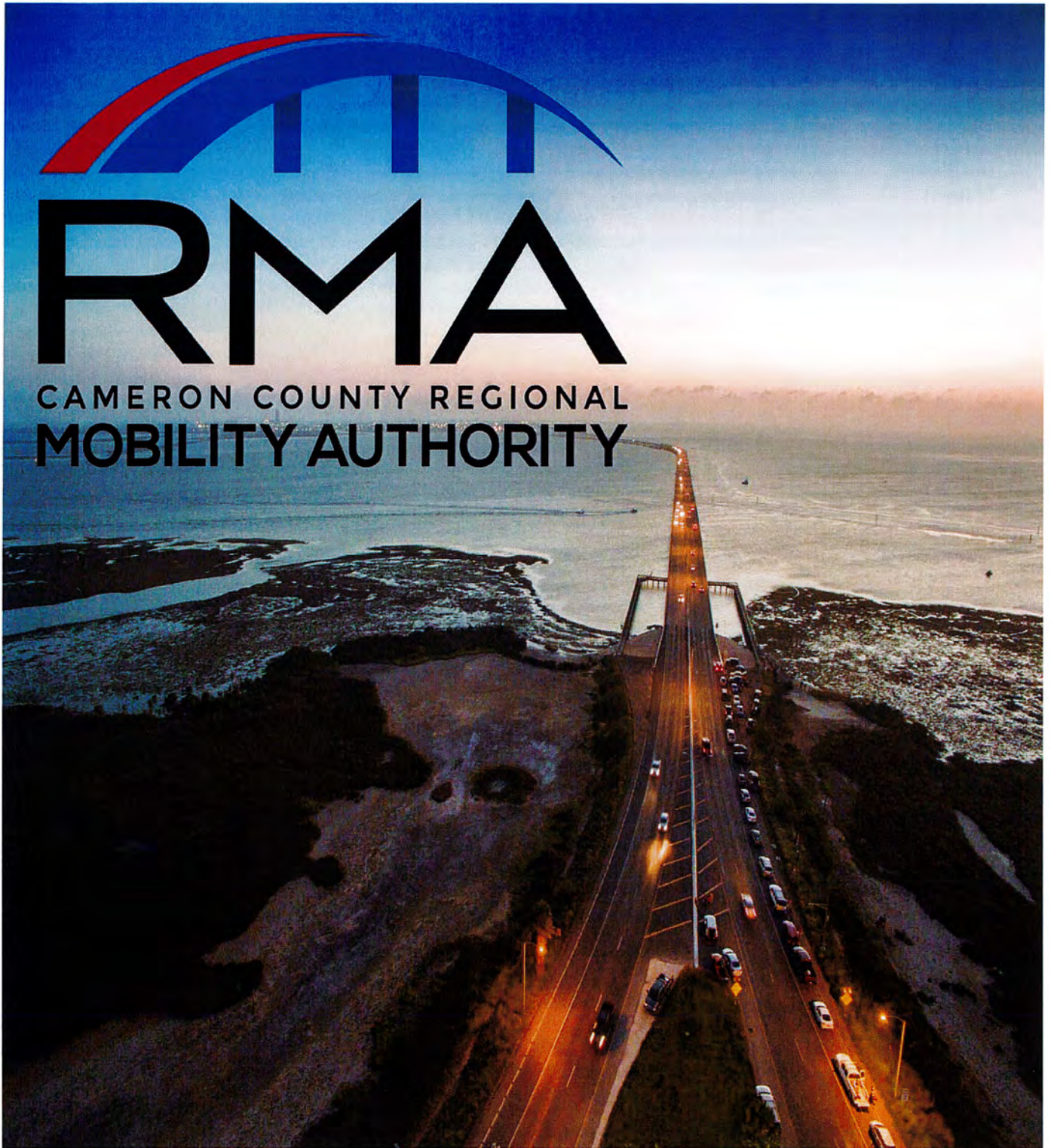
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 10/31/2019

(In Whole Numbers)

	Current Period	Current Year
Cash Flows from Operating Activities		
Receipts from Vehicle Registration Fees	0	0
Receipts from MSB/Interop Toll revenues	118,910	118,910
Receipts from TPS Toll Revenues	192,225	192,225
Receipts from Other Operating Revenues	43,060	43,060
Payments to Vendors	(213,977)	(213,977)
Payments to Employees	(140,921)	(140,921)
Total Cash Flows from Operating Activities	(703)	(703)
Cash Flows from Capital and Related Financing Activities		
Acquisitions of Property and Equipment	0	0
Acquisitions of Construction in Progress	(539,859)	(539,859)
Payments on interest	0	0
Payments on Bond Principal	0	0
Bond and Debt Proceeds	0	0
Proceeds related to Redevelopment Assets	150,279	150,279
Project Revenue Proceeds	404,159	404,159
Total Cash Flows from Capital and Related Financing Activities	14,579	14,579
Cash Flows from Investing Activities		
Receipts from Interest Income	11,197	11,197
Total Cash Flows from Investing Activities	11,197	11,197
Beginning Cash & Cash Equivalents	11,138,224	11,138,224
Ending Cash & Cash Equivalents	11,163,297	11,163,297



NOVEMBER 2019 FINANCIAL REPORT

PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR

JESUS A. RINCONES, CPA, CHIEF FINANCIAL OFFICER



CCRMA MONTHLY FINANCIAL

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Montly R&E - Unposted Transactions Included In Report
From 11/1/2019 Through 11/30/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual	YTD Budget Variance - Original	YTD Budget - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	205,834	466,484	(2,783,516)	3,250,000	477,490
Interlocal agreement revenues	18,000	36,000	(84,000)	120,000	0
Total Operating Revenues	223,834	502,484	(2,867,516)	3,370,000	477,490
Operating Expenses					
Personnel costs	78,173	152,159	694,369	846,528	91,819
Professional services	40,222	60,749	245,893	306,642	13,608
Contractual services	2,969	3,205	106,795	110,000	7,987
Advertising & marketing	125	2,625	15,875	18,500	1,246
Data processing	91	1,543	8,457	10,000	700
Dues & memberships	0	1,920	18,080	20,000	420
Education & training	0	375	9,625	10,000	280
Fiscal agent fees	0	2,170	47,830	50,000	2,170
Insurance	0	0	5,000	5,000	341
Maintenance & repairs	0	69	9,931	10,000	210
Office supplies	826	1,226	21,274	22,500	5,961
Rent	4,682	9,054	53,366	62,420	9,036
Travel	825	6,536	23,464	30,000	3,101
Utilities	924	2,018	9,982	12,000	2,077
Total Operating Expenses	128,839	243,649	1,269,942	1,513,590	138,955
Total Operating Income (Loss)	94,995	258,835	(1,597,574)	1,856,410	338,535
Non Operating Revenues					
Grant revenues	0	0	0	0	34,406
Interest income	6,384	17,581	(50,619)	68,200	7,065
Total Non Operating Revenues	6,384	17,581	(50,619)	68,200	41,471
Non Operating Expenses					
Debt interest	0	0	1,799,750	1,799,750	0
Debt interest-LOC	0	0	25,500	25,500	2,643
Total Non Operating Expenses	0	0	1,825,250	1,825,250	2,643
Total Changes in Net Position	101,379	276,416	177,056	99,360	377,363

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues & Expenses - Cash - Toll Operations Revenues & Expenditures - Cash - Unposted Transactions Included In Report
From 11/1/2019 Through 11/30/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Toll Operating Revenues					
TPS Revenues	166,696	354,111	1,900,000	(1,545,889)	354,524
Interop Revenues					
Interop revenues <i>- Id Tng - Phm</i>	64,870	137,070	700,000	(562,931)	106,075
Bridge interoperability	42,384	93,480	525,000	(431,520)	33,351
Total Interop Revenues	107,254	230,550	1,225,000	(994,450)	139,425
Other Toll Revenues					
Interlocal agreement revenues	11,671	23,502	136,000	(112,498)	7,504
Total Other Toll Revenues	11,671	23,502	136,000	(112,498)	7,504
Total Toll Operating Revenues	285,621	608,162	3,261,000	(2,652,838)	501,453
Toll Operating Expenses					
Personnel costs	55,390	104,214	909,077	804,863	88,727
Transaction processing costs	35,128	72,373	411,500	339,127	76,622
Toll system maintenance/IT	27,571	56,443	350,000	293,557	32,751
Roadside maintnenace	21,144	67,959	500,485	432,526	70,193
CSC indirect/overhead costs	39,893	61,379	225,550	164,171	20,390
Total Toll Operating Expenses	179,126	362,368	2,396,612	2,034,244	288,683
Total Operating Income (Loss)	106,495	245,794	864,388	(618,594)	212,771
Non Operating Revenues					
Pass through grant revenues	0	0	1,385,000	(1,385,000)	0
Total Non Operating Revenues	0	0	1,385,000	(1,385,000)	0
Non Operating Expenses					
Debt interest	0	0	2,249,388	2,249,388	0
Total Non Operating Expenses	0	0	2,249,388	2,249,388	0
Changes in Net Position	106,495	245,794	(0)	245,794	212,771

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report
From 11/1/2019 Through 11/30/2019
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	205,834	466,484	3,250,000	(2,783,516)	477,490
Interlocal Agreement Revenue	29,671	59,502	256,000	(196,498)	7,504
Toll revenues	<u>273,950</u>	<u>584,660</u>	<u>3,125,000</u>	<u>(2,540,340)</u>	<u>493,949</u>
Total Operating Revenues	<u>509,455</u>	<u>1,110,646</u>	<u>6,631,000</u>	<u>(5,520,354)</u>	<u>978,943</u>
Operating Expenses					
Personnel costs	133,562	256,373	1,755,606	1,499,233	180,546
Accounting software and services	402	929	10,000	9,071	1,608
Professional services	39,820	59,820	296,642	236,822	12,000
Contractual services	5,874	6,110	135,000	128,890	10,095
Advertising & marketing	24,479	37,479	78,500	41,021	8,309
Data processing	91	1,543	10,000	8,457	700
Dues & memberships	0	4,360	27,000	22,640	420
Education & training	0	375	20,000	19,625	479
Fiscal agent fees	0	2,170	50,000	47,830	2,170
Insurance	0	16,291	80,485	64,194	15,199
Maintenance & repairs	1,472	3,012	40,000	36,988	3,320
Office supplies	21,984	46,597	214,500	167,903	52,386
Road maintenance	50,564	112,184	755,000	642,816	87,643
Rent	12,846	18,507	106,970	88,463	11,618
Toll services	9,052	20,187	226,500	206,313	28,211
Travel	3,241	11,254	42,000	30,746	4,121
Utilities	<u>4,577</u>	<u>8,826</u>	<u>62,000</u>	<u>53,174</u>	<u>8,815</u>
Total Operating Expenses	<u>307,966</u>	<u>606,017</u>	<u>3,910,203</u>	<u>3,304,186</u>	<u>427,638</u>
Net Change from Operations	<u>201,490</u>	<u>504,630</u>	<u>2,720,797</u>	<u>(2,216,168)</u>	<u>551,305</u>
Non Operating Revenue					
Grant revenues	0	0	0	0	34,406
Pass through grant revenues	0	0	1,385,000	(1,385,000)	0
Interest income	<u>6,384</u>	<u>17,581</u>	<u>68,200</u>	<u>(50,619)</u>	<u>7,065</u>
Total Non Operating Revenue	<u>6,384</u>	<u>17,581</u>	<u>1,453,200</u>	<u>(1,435,619)</u>	<u>41,471</u>
Non Operating Expenses					
Bond Debt Expense	0	0	4,048,688	4,048,688	0
Debt Interest - LOC	<u>0</u>	<u>0</u>	<u>25,950</u>	<u>25,950</u>	<u>2,643</u>
Total Non Operating Expenses	<u>0</u>	<u>0</u>	<u>4,074,638</u>	<u>4,074,638</u>	<u>2,643</u>
Changes in Net Position	<u>207,874</u>	<u>522,210</u>	<u>99,359</u>	<u>422,851</u>	<u>590,133</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly Project R&E - Unposted Transactions Included In
 Report From 11/1/2019 Through 11/30/2019
 (In Whole Numbers)

	Current Period Actual	Current Year Actual
Non Operating Revenues		
Project revenues		
Indiana Road - COB	0	62,500
CC- Veterans Bridge	0	107,767
CC - Parks Circulation Study	3,524	11,628
CC - Bridge Maintenance Projects	77,770	123,565
CC - Gateway Bridge	155	155
Los Indios LPOE Bldg & Lot Modification	5,373	5,373
CC - International Bridge	223,500	223,500
CC - Parks	0	179,993
Total Project revenues	310,322	714,481
Total Non Operating Revenues	310,322	714,481
Non Operating Expenses		
Project expenses		
SH 32 (East Loop)	5,000	5,000
FM 509	0	449
CC - Old ALice Road	0	475
CC - Bridge Maintenance Projects	77,770	123,565
CC - Gateway Bridge	155	155
CC - Parks Traffic Circulation Study	3,524	11,628
Los Indios LPOE Bldg & Lot Modification	5,373	5,373
CC - International Bridge	101,165	101,165
CC - Parks	108,517	108,517
Total Project expenses	301,504	356,327
Total Non Operating Expenses	301,504	356,327
Total Changes in Net Position	8,818	358,154

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 11/30/2019
(In Whole Numbers)

	Current Year
ASSETS	
Current Assets:	
Cash and cash equivalents	4,397,807
Restricted cash accounts - debt service	6,746,541
Accounts receivable, net	2,230,302
Accounts receivable - other agencies	<u>1,276,694</u>
Total Current Assets:	14,651,343
Non Current Assets:	
Capital assets, net	102,369,990
Capital projects in progress	22,719,225
Unamortized bond prepaid costs	104,532
Net pension asset	<u>5,150</u>
Total Non Current Assets:	125,198,897
Deferred Outflow of Resources	
Deferred outflows related to bond refunding	193,715
Deferred outflow related to pension	<u>168,350</u>
Total Deferred Outflow of Resources	<u>362,065</u>
Total ASSETS	<u>140,212,305</u>
LIABILITIES	
Current Liabilities	
Accounts payable	617,223
Accrued expenses	392,262
Deferred revenue	<u>39,075</u>
Total Current Liabilities	1,048,559
Non Current Liabilities	
Due to other agencies	16,184,188
Long term bond payable	<u>76,418,371</u>
Total Non Current Liabilities	92,602,558
Deferred Inflows of Resources	
Deferred inflows related to pension	<u>11,943</u>
Total LIABILITIES	<u>93,663,061</u>
NET POSITION	
Beginning net position	
Total Beginning net position	<u>45,105,290</u>
Changes in net position	
Total Changes in net position	<u>1,443,954</u>
Total NET POSITION	<u>46,549,244</u>
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	<u>140,212,305</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 11/30/2019

(In Whole Numbers)

	Current Period	Current Year
Cash Flows from Operating Activities		
Receipts from Vehicle Registration Fees	223,620	223,620
Receipts from MSB/Interop Toll revenues	113,756	232,666
Receipts from TPS Toll Revenues	146,326	338,551
Receipts from Other Operating Revenues	29,671	72,731
Payments to Vendors	(317,511)	(531,488)
Payments to Employees	(135,830)	(276,751)
Total Cash Flows from Operating Activities	60,032	59,329
Cash Flows from Capital and Related Financing Activities		
Acquisitions of Property and Equipment	0	0
Acquisitions of Construction in Progress	(336,169)	(876,027)
Payments on interest	0	0
Payments on Bond Principal	0	0
Bond and Debt Proceeds	0	0
Proceeds related to Redevelopment Assets	(55,994)	94,285
Project Revenue Proceeds	306,798	710,957
Total Cash Flows from Capital and Related Financing Activities	(85,365)	(70,785)
Cash Flows from Investing Activities		
Receipts from Interest Income	6,384	17,581
Total Cash Flows from Investing Activities	6,384	17,581
Beginning Cash & Cash Equivalents	11,163,297	11,138,224
Ending Cash & Cash Equivalents	11,144,348	11,144,348


**4-D CONSIDERATION AND ACTION TO AWARD RFP 2019-001 FOR BANK
DEPOSITORY SERVICES.**



IMPROVING MORE THAN JUST ROADS

MEMORANDUM

TO: CCRMA Board of Directors

FROM: Jesus Adrian Rincones, Chief Financial Officer 

DATE: January 31, 2020

RE: Item 4D Consideration and Action to Award RFP 2019-001 for Bank Depository

On December 12, 2019 the Board authorized CCRMA staff to release RFP 2019-001 for Bank Depository Services. CCRMA Staff released the RFP on December 16, 2019 with the following schedule.

<u>Solicitation Schedule</u>	<u>Date</u>
Date of Solicitation	December 16, 2019
Deadline for Questions	January 6, 2020
Responses to Questions Posted Deadline	January 8, 2020
Proposal Submittal Deadline	January 21, 2020

Staff received questions regarding the RFP and presented all responses to them on the deadline of January 8th. No additional questions were submitted. A total of 4 proposals were received by the submittal deadline. The Proposals received were from IBC Bank, BBVA Compass Bank, Texas Regional Bank, and Lonestar National Bank.

All four proposals met the required criteria to be scored and were evaluated by the CCRMA team on Thursday January 23, 2020. The evaluation team consisted of the Chief Financial Officer, Financial Controller and HR/Accountant.

Scores were evaluated using the following factors and weighted point structure

Board Memorandum

RE: Item 4D Consideration and Action to Award RFP 2019-001 for Bank

Depository

January 31, 2020

<u>Evaluation Assignment</u>	<u>Definition</u>	<u>Weight of Assignment</u>
Strength	A feature of a Depository that will contribute to better-than-acceptable performance.	100 x Weighted % for Factor
Meets	The Depository offers acceptable performance in relation to the scope of work being evaluated.	67 x Weighted % for Factor
Weak	A feature of a Depository that is below the applicable requirement(s) of the scope of work, but may contribute with less than acceptable performance.	33 x Weighted % for Factor
Fail	Failure for Consultant to meet the required scope	0 x Weighted % for Factor

<u>Evaluation Factor</u>	<u>Weight of Factor</u>
Financial Position of Institution both past and prospective including creditworthiness	10 Points
Experience providing depository services requested in scope and content of response and administrative assigned to CCRMA	20 Points
Cost of Services including but not limited to: <i>General Account Services, Depository Services, Disbursement Services, Information Services, and financial instrument services.</i>	30 Points
Online accessibility of products, services, and reports for the convenience of account management by CCRMA staff	25 Points
Local Presence and Branch Locations	15 Points

Texas Regional Bank scored the highest score of 85.2 points, with BBVA compass ranked second with 81.9 points.

Staff requests authorization to proceed with contract negotiation with Texas Regional Bank for Depository Services.




**4-E CONSIDERATION AND APPROVAL OF APPLICATION FOR CREDIT
WITH BRIGGS EQUIPMENT AND HOME DEPOT FOR OPERATIONAL
EQUIPMENT RENTAL.**



IMPROVING MORE THAN JUST ROADS

MEMORANDUM

TO: CCRMA Board of Directors

FROM: Jesus Adrian Rincones, Chief Financial Officer 

DATE: January 31, 2020

RE: Item 4E Consideration and Approval of Application for Credit with Briggs Equipment and Home Depot for Operational Equipment Rentals.

Staff is requesting authorization to initiate credit/payable accounts with Briggs Equipment and Home Depot for various equipment rentals and purchases. Currently the CCRMA does have tax exempt accounts with these entities but is now looking to establish accounts where invoices can be used as payment structure rather than on an employee reimbursement basis.

Payments will be made on a timely basis in order to avoid any late payment or interest fees on these accounts.

**4-F CONSIDERATION AND APPROVAL OF A RESOLUTION AUTHORIZING
THE COMMENCEMENT OF PROCEEDINGS RELATING TO THE
ISSUANCE OF SH 550 REFUNDING BONDS INCLUDING AN
AMENDMENT TO THE SH 550 FUNDING AND DEVELOPMENT
AGREEMENT; AND OTHER MATTERS RELATED THERETO.**

CERTIFICATE FOR RESOLUTION

We, the undersigned Chairman and Secretary of the Cameron County Regional Mobility Authority (the "Authority") hereby certify as follows:

1. The Board of Directors of the Authority (the "Board") convened in regular session, open to the public, on January __, 2020 at the meeting place designated in the notice (the "Meeting"), and the roll was called of the members, to wit:

Frank Parker, Jr., Chairman
Michael Scaief, Vice Chairman
Al Villarreal, Treasurer
Arturo Nelson, Secretary

Mark Esparza, Boardmember
Leo R. Garza, Boardmember
Dr. Maria Villegas, Boardmember

All members of the Board were present, except _____, thus constituting a quorum. Whereupon among other business, the following was transacted at the Meeting: a written

RESOLUTION AUTHORIZING THE COMMENCEMENT OF PROCEEDINGS
RELATING TO THE ISSUANCE OF SH 550 REFUNDING BONDS INCLUDING AN
AMENDMENT TO SH 550 FUNDING AND DEVELOPMENT AGREEMENT; AND
OTHER MATTERS RELATED THERETO

(the "Resolution") was duly introduced for the consideration of the Board. It was then duly moved and seconded that the Resolution be finally passed and adopted; and after due discussion, such motion, carrying with it the adoption of the Resolution prevailed and carried by the following vote:

YES: ____ NOES: ____ ABSTENTIONS: ____

2. A true, full, and correct copy of the Resolution adopted at the Meeting is attached to and follows this Certificate; the Resolution has been duly recorded in the Board's minutes of the Meeting; the above and foregoing paragraph is a true, full, and correct excerpt from the Board's minutes of the Meeting pertaining to the adoption of the Resolution; the persons named in the above and foregoing paragraph are duly chosen, qualified, and acting officers and members of the Board as indicated therein; each of the officers and members of the Board was duly and sufficiently notified officially and personally, in advance, of the time, place, and purpose of the Meeting, and that the Resolution would be introduced and considered for adoption at the Meeting and each of such officers and members consented, in advance, to the holding of the Meeting for such purpose; and the Meeting was open to the public, and public notice of the time, place, and purpose of the Meeting was given, all as required by Chapter 551, Texas Government Code, as amended.

SIGNED AND SEALED this January __, 2020.

Secretary

Chairman

**RESOLUTION AUTHORIZING THE COMMENCEMENT OF PROCEEDINGS
RELATING TO THE ISSUANCE OF SH 550 REFUNDING BONDS INCLUDING
AN AMENDMENT TO SH 550 FUNDING AND DEVELOPMENT
AGREEMENT; AND OTHER MATTERS RELATED THERETO**

WHEREAS, pursuant to a certain SH 550 Funding and Development Agreement, as amended (the "550 Agreement"), between Cameron County, Texas (the "County") and the Cameron County Regional Mobility Authority (the "Authority"), the County has issued certain debt to fund the SH 550 Direct Connector Project payable in part from certain Authority revenues (the "Bonds"); and

WHEREAS, the Authority's financial advisor has provided a County plan of finance to issue refunding bonds (the "Refunding Bonds") to refinance and restructure certain of the Bonds for a debt service and cash flow savings;

WHEREAS, the debt service savings and restructuring will have a beneficial impact on the Authority's and County's operations;

WHEREAS, to issue the Refunding Bonds, the County and the Authority must amend the 550 Agreement; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, THAT:

1. The Board hereby authorizes its financial advisor, legal counsel, and staff members to do all things necessary to move forward with and accomplish the preparation, sale, and issuance of the Refunding Bonds at the earliest feasible time by mutual agreement by the County.

2. The Amendment to the 550 Agreement authorized hereto as Exhibit A is hereby approved.

PASSED AND APPROVED BY THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, this ____ day of January, 2020.

Chairman

ATTEST:

Secretary

EXHIBIT A

FOURTH AMENDMENT

TO

SH 550 FUNDING AND DEVELOPMENT AGREEMENT

CAMERON COUNTY AND CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

This Fourth Amendment to the SH 550 Funding and Development Agreement (the "Fourth Amendment") is entered into as of February 4, 2020, between CAMERON COUNTY, TEXAS (the "County"), a political subdivision of the State of Texas, and the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY (the "Authority"), a regional mobility authority existing under Chapter 370 of the Texas Transportation Code and a political subdivision of the State of Texas.

RECITALS

WHEREAS, effective as of August 1, 2012, the Authority and the County entered into a SH 550 Funding and Development Agreement (the "550 Agreement"), which provided for the issuance by the County of up to \$40,000,000 in Bonds (as defined therein), as amended by the First Amendment to SH 550 Funding and Development Agreement which provided for the issuance by the County of \$5,000,000 in "Completion Bonds" as defined therein dated February 15, 2014 (the "First Amendment"), the Second Amendment to SH 550 Funding and Development Agreement which provided for the issuance by the County of an additional \$4,500,000 in Completion Bonds, dated as of March 5, 2015 (the "Second Amendment"), and the Third Amendment to SH 550 Funding and Development Agreement which provided for the issuance by the County of \$15,805,000 Refunding Bonds, dated as of November 1, 2016 (the "Third Amendment" together with the 550 Agreement, the First Amendment, the Second Amendment, and the Third Amendment, the "Agreement") to provide funding for the SH 550 Direct Connector Transportation Project or refinance debt authorized in the Agreement;

WHEREAS, the Agreement specifies the terms and conditions under which funds are to be made available to the Authority and the Authority's obligation to repay the Bonds, the Completion Bonds, or the Refunding Bonds, as well as the sources for repayment;

WHEREAS, the Authority and the County have determined that cash flow restructuring and debt service savings may be obtained by refunding certain of the bonds described above (the "Bonds") and that it is in the best interest of both parties for the County to issue additional "Refunding Bonds" in an amount up to \$27,500,000;

WHEREAS, Section 4.02 of the Agreement authorizes amendments to the Agreement pursuant to the mutual agreement of the parties; and

WHEREAS, the parties desire to further amend the Agreement to provide for the issuance of Refunding Bonds and to place the proceeds of the Refunding Bonds into an Escrow Fund for use in connection with refunding certain of the Bonds, subject to the same terms and conditions as are set forth in the Agreement and the Trust Agreement.

NOW, THEREFORE, for and in consideration of the respective promises and mutual covenants and benefits hereinafter set forth, the Authority and the County agree to amend the Agreement as follows (new or amended language is shown by underlining, except for underlined captions which appear in the original text):

ARTICLE I. AMENDMENTS

Section 1.01 of the Agreement is amended by amending subsection (k) and adding subsection (n) as follows:

(k) “*Trust Agreement*” shall mean that certain “Trust Agreement by and between Cameron County, Texas and The Bank of New York Mellon Trust Company, National Association” dated as of August 1, 2012 as amended ~~as of February 1, 2014, March 15, 2015, and November 1, 2016~~ from time to time and relating to the Bonds, the Completion Bonds, and any Refunding Bonds.

(n) “*Refunding Bonds*” means bonds to be issued by the County under provisions of the Authorizing Law to refund certain of the outstanding Bonds, Completion Bonds, or previously issued Refunding Bonds determined by the County in consultation with the Authority to provide savings or restructuring.

ARTICLE II. MISCELLANEOUS PROVISIONS

Any provision of the 550 Agreement, the First Amendment, the Second Amendment, the Third Amendment, not amended by this Fourth Amendment shall remain in full force and effect as originally written, unless conforming changes are required to give effect to, or to allow for the implementation of, this Fourth Amendment, in which cases such additional changes shall be made for the limited purpose so stated.

[Remainder of this page intentionally left blank.]

EXECUTED in multiple counterparts as of the date first written above.

CAMERON COUNTY, TEXAS

By: _____
Name: Eddie Treviño, Jr.
Title: County Judge

ATTEST:

By: _____
Name: Sylvia Garza-Perez
Title: County Clerk

(SEAL)

**CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY**

By: _____
Name: Frank Parker, Jr.
Title: Chairman, Board of Directors

ATTEST:

By: _____
Name: Arturo Nelson
Title: Secretary, Board of Directors

January 31, 2020



SH 550 Refunding Analysis

ESTRADA • HINOJOSA
INVESTMENT BANKERS

Dallas • Austin • Chicago • Houston • Los Angeles • Miami • New York • San Antonio

Since 1992

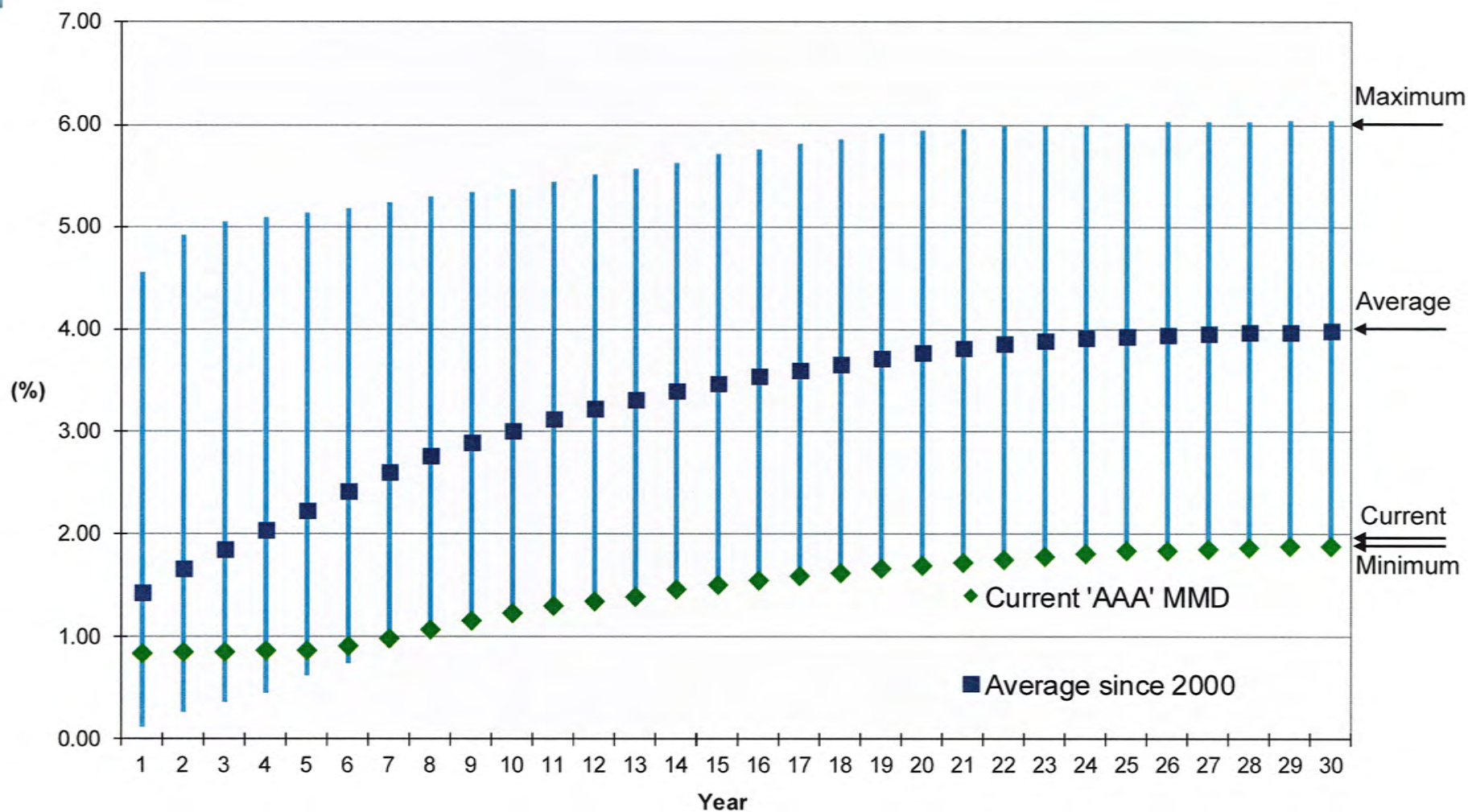
Refunding Analysis

30 Year AAA MMD vs. 30 Year Treasury: Since 2000



Source: Thomson Reuters & Bloomberg

'AAA' MMD History Since 2000



Maturity	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
% of time above current MMD	59%	63%	73%	85%	93%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%

As of 01/24/2020

County Debt Profile

Debt Outstanding as of 12/09/2019

Series	Par Outstanding	Amount Callable	Call Date
Ltd Tax Ref Bds Taxable Ser 2019	\$ 17,865,000	\$ 3,425,000	2/15/2029
C/O Ser 2019	40,085,000	26,950,000	2/15/2028
C/O Ser 2017	11,415,000	8,460,000	2/15/2026
Ltd Tax Ref Bds Ser 2017	5,510,000	-	Non-Callable
Rev & Tax Ref Bds Ser 2016 (State Highway 550 Proj)	15,805,000	15,805,000	2/15/2026
C/O Ser 2016A	14,955,000	10,060,000	2/15/2026
C/O Ser 2016B	19,610,000	13,255,000	2/15/2026
Rev & Tax Bds Ser 2015 (State Highway 550 Proj)	4,255,000	3,575,000	2/15/2025
Ltd Tax Ref Bds Ser 2015	15,880,000	5,490,000	2/15/2025
Ltd Tax Ref Bds Ser 2014	1,840,000	-	Non-Callable
C/O Ser 2014	13,470,000	9,790,000	2/15/2024
Rev & Tax Bds Ser 2014 (State Highway 550 Proj)	4,305,000	3,490,000	2/15/2024
Ltd Tax Ref Bds Ser 2012	5,805,000	2,740,000	2/15/2022
Rev & Tax Bds Ser 2012 (State Highway 550 Project)	25,660,000	24,680,000	2/15/2022
C/O Ser 2011	2,290,000	-	Non-Callable
Ltd Tax Ref Bds Ser 2011	1,930,000	-	Non-Callable
Total	\$ 200,680,000	\$ 127,720,000	

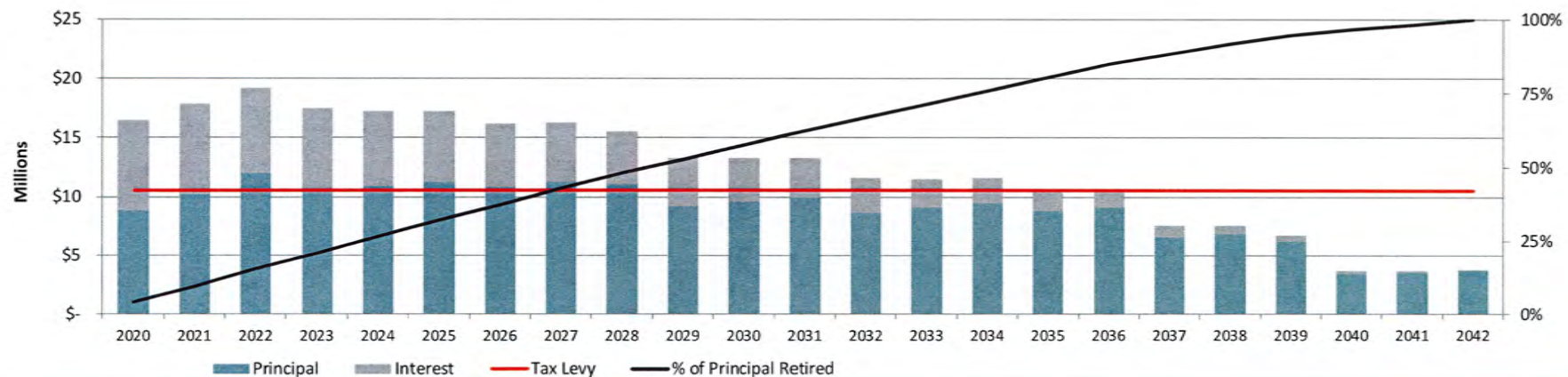
Historical Tax Rate

Fiscal Year	2017	2018	2019	2020
M&Q	\$0.3564	\$0.3578	\$0.3609	\$0.3812
I&S	0.0513	0.0530	0.0560	0.0557
Total	\$0.4077	\$0.4108	\$0.4169	\$0.4369

* Note: I&S tax rate includes certain equipment leases.
FY 20 = \$0.046269 for bonded debt and \$0.009471 for leases.

Ratings

Moody's	Aa3
S&P	AA-
Fitch	AA



Included Bonds to be Refunded

- The County's Revenue and Tax Bonds, Series 2012 issued for the CCRMA for SH 550 are callable on 2/15/22 and can be refunded 90 days prior to that (11/17/21) with tax-exempt refunding bonds.
- The Series 2012 bonds can be advance refunded now, however, with taxable bonds.
- Refunding the Series 2012 bonds now will allow the RMA to lock in known savings.

Included Bonds to be Refunded							
Series	Maturity Date	Existing Coupon	Par Amount	Call Date	Call Price	Current Rates*	Rate Difference
Rev & Tax Bonds, Series 2012							
Serial	2/15/2023	5.000%	1,035,000	2/15/2022	100%	2.220%	2.780%
Serial	2/15/2024	5.000%	1,085,000	2/15/2022	100%	2.310%	2.690%
	2/15/2025	5.000%	1,140,000	2/15/2022	100%	2.430%	2.570%
	2/15/2026	5.000%	1,200,000	2/15/2022	100%	2.530%	2.470%
	2/15/2027	5.000%	1,260,000	2/15/2022	100%	2.640%	2.360%
	2/15/2028	5.000%	1,325,000	2/15/2022	100%	2.740%	2.260%
Term 30	2/15/2029	5.000%	1,395,000	2/15/2022	100%	2.820%	2.180%
	2/15/2030	5.000%	1,465,000	2/15/2022	100%	2.920%	2.080%
Serial	2/15/2031	5.000%	1,540,000	2/15/2022	100%	2.990%	2.010%
Term 38	2/15/2032	5.000%	1,620,000	2/15/2022	100%	3.090%	1.910%
	2/15/2033	5.000%	1,700,000	2/15/2022	100%	3.140%	1.860%
	2/15/2034	5.000%	1,790,000	2/15/2022	100%	3.190%	1.810%
	2/15/2035	5.000%	1,880,000	2/15/2022	100%	3.480%	1.520%
	2/15/2036	5.000%	1,980,000	2/15/2022	100%	3.480%	1.520%
	2/15/2037	5.000%	2,080,000	2/15/2022	100%	3.480%	1.520%
	2/15/2038	5.000%	2,185,000	2/15/2022	100%	3.480%	1.520%
			\$24,680,000	Total Bonds to be Refunded			

* Current market AA/AA- taxable rates as of December 12, 2019.

Note that the scenario also includes a portion of the non-callable 2/15/22 maturity.

Refunding Summary

- Based on current market AA/AA- Taxable Rates, NPV and annual savings can be realized by a refunding of the County's Revenue & Tax Bonds, Series 2012 (SH550). Rates are subject to change prior to pricing.
- Under this structured savings scenario, we gradually increase the debt service from 2021 through 2028 and then produce nominal savings through 2038 to allow for the continued ramp up of SH 550 traffic.

Structured Refunding Summary	
Delivered:	3/31/2020
Par Amount of Refunding Bonds:	\$26,860,000
Par Amount of Refunded Bonds:	\$25,075,000
NPV Savings:	\$2,274,581
% Savings of Refunded Bonds:	9.071%
Avg. Annual Savings (FYE 2020-2038):	\$138,990
Avg. Coupon of Refunded Bonds:	5.000%
True Interest Cost (TIC):	3.228%
Rates as of:	12/12/2019
Negative Arbitrage:	\$756,488

\$2,507,500

- Note that waiting until the Series 2012 bonds can be refunded with tax-exempt refunding bonds after 11/17/21 could produce more savings than issuing taxable bonds today. The current break-even point is about 1.15%*, which is coincidentally about how much rates have risen over the last year. If rates rise less than that then a refunding later will produce more savings. If rates rise more than that then a refunding now would have produced more savings.

* Based on rates as of 12/12/19

Savings Summary

FYE 09/30	Prior Debt Service	Refunding Debt Service	Savings	Present Value Savings	FYE 09/30
2020	\$626,875	\$331,831	-\$4,956	-\$8,892	2020
2021	1,253,750	1,509,879	-256,129	-252,720	2021
2022	1,638,710	792,601	846,109	793,416	2022
2023	2,242,694	1,583,721	658,973	598,375	2023
2024	2,239,673	1,763,291	476,382	418,611	2024
2025	2,239,025	1,887,769	351,257	298,623	2025
2026	2,240,500	2,007,351	233,149	191,458	2026
2027	2,238,975	2,121,766	117,209	92,349	2027
2028	2,239,323	2,191,254	48,069	35,692	2028
2029	2,241,294	2,221,829	19,465	13,107	2029
2030	2,239,765	2,224,174	15,591	10,013	2030
2031	2,239,608	2,223,635	15,974	10,129	2031
2032	2,240,575	2,225,041	15,534	9,666	2032
2033	2,237,542	2,218,498	19,044	11,866	2033
2034	2,240,254	2,224,225	16,029	9,710	2034
2035	2,238,467	2,219,649	18,818	11,298	2035
2036	2,241,925	2,224,962	16,963	9,971	2036
2037	2,240,383	2,222,752	17,631	10,212	2037
2038	2,238,715	2,223,019	15,696	8,956	2038
	<u>\$39,358,052</u>	<u>\$36,417,244</u>	<u>\$2,640,808</u>	<u>\$2,271,838</u>	

Structured Savings Summary

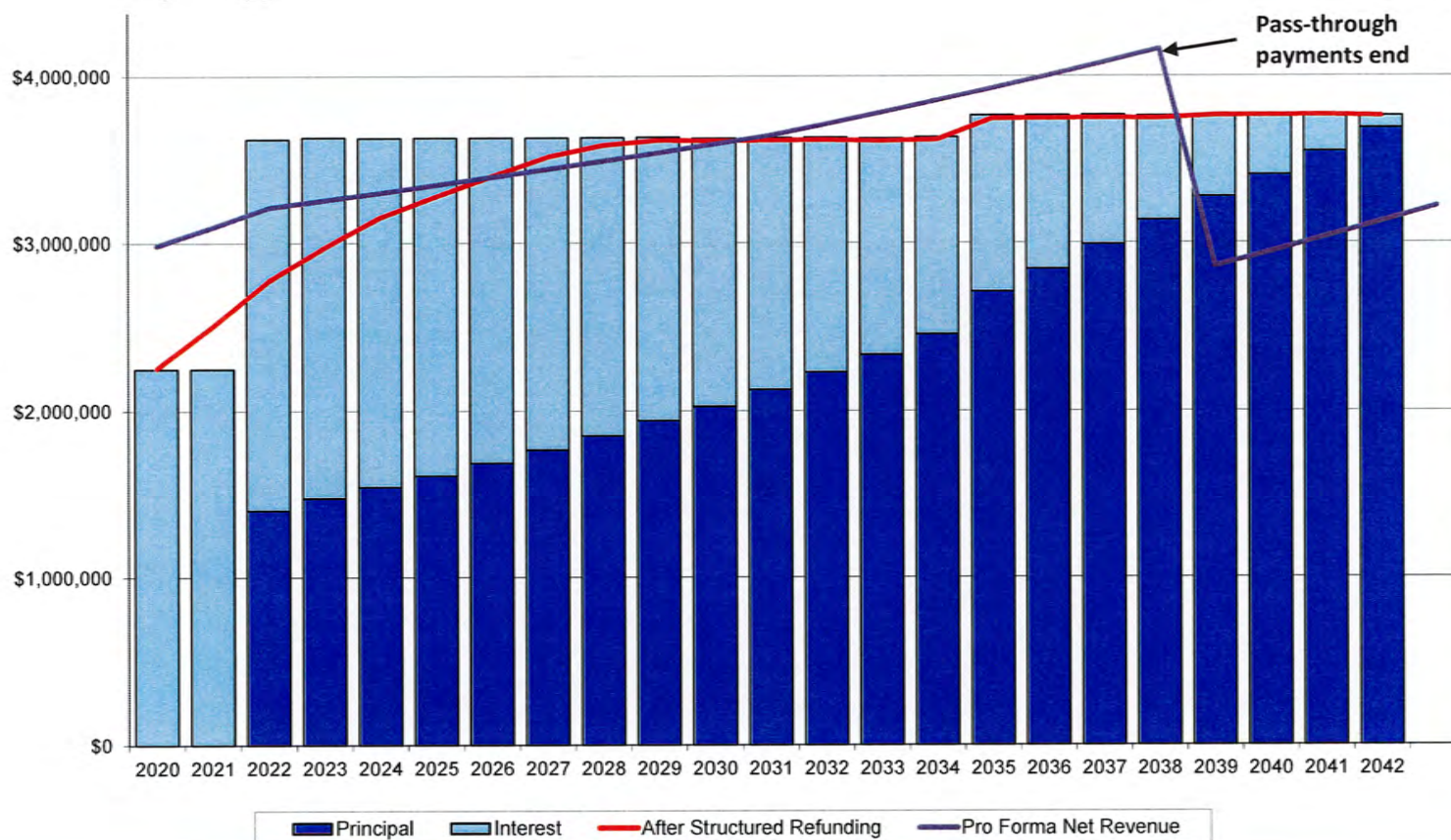
Net Future Value (FV) Savings from cash flow:	\$2,640,808
Net Present Value (PV) Savings from cash flow:	\$2,274,581
% Savings of Refunded Bonds:	9.071%
Avg. Annual Savings (FYE 2020-2038):	\$138,990
Negative Arbitrage:	\$756,488

(1) Less prior receipts of \$300,000

(2) Includes refunding funds on hand of \$2,744

SH 550 Debt Profile Before and After Refunding

- The graph below shows the SH550 debt before and after the refunding.
- Revenue projections are from CCRMA and are conservatively estimated.
- CCRMA currently has over \$3 million in pass-through funds, debt reserves and the Rate Stabilization Fund which can be drawn on to service debt if required.
- Forecast reserves cover the final years' payments with a projected balance of nearly \$4 million after all payments.
- There will likely be opportunities to exercise calls in 2024, 2025 and 2026 for additional debt service savings.



Notes: Refunding rates as of 12/12/19

Preliminary Schedule

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FEBRUARY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

MARCH						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

<u>Date</u>	<u>Day</u>	<u>Event</u>	<u>Responsibility</u>
January 31, 2020	(Friday)	Brief CCRMA Board on SH 550 refunding/restructuring plan of finance.	CCRMA, FA
January 31, 2020	(Friday)	CCRMA approves amended Interlocal 550 Agreement (ILA) with County and authorizes staff and advisors to proceed.	CCRMA, FA, BC
February 4, 2020	(Tuesday)	Brief Commissioners Court on SH 550 refunding/restructuring plan of finance.	County, FA, BC
February 4, 2020	(Tuesday)	Court approves Bond Order, Interlocal 550 Agreement (ILA) and Trust Agreement.	County, FA, BC
February 5, 2020	(Wednesday)	Distribute first draft of Preliminary Official Statement (POS).	FA
February 5, 2020	(Wednesday)	Submit information to Rating Agencies.	FA
February 11, 2020	(Tuesday)	Receive comments from working group on first draft of POS.	County, BC
February 11, 2020	(Tuesday)	Distribute second draft of POS.	FA
February 13, 2020	(Thursday)	Conference calls with Rating Agencies, if necessary.	County, FA
February 19, 2020	(Wednesday)	Receive comments from working group including TxDOT and Trustee on second draft of POS.	Working Group
February 20, 2020	(Thursday)	2:00 PM: Due diligence call (to be confirmed).	UC
February 20, 2020	(Thursday)	Receive ratings.	Rating Agencies
February 21, 2020	(Friday)	Print and distribute POS.	FA
February 27, 2020	(Thursday)	Price Bonds via negotiated sale.	UW, FA
February 27, 2020	(Thursday)	Pricing Officer signs Bond Purchase Agreement.	County, BC, FA
February 28, 2020	(Friday)	Submit final documents to Texas Attorney General.	BC
March 24, 2020	(Tuesday)	Obtain Texas Attorney General Approval of Bonds.	AG, BC
March 31, 2020	(Tuesday)	Close, deliver Bonds, and fund escrow.	UW, FA

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**4-G CONSIDERATION AND APPROVAL OF A PROFESSIONAL SERVICES
AGREEMENT WITH S&B INFRASTRUCTURE FOR THE WEST BLVD.
PROJECT.**

PROFESSIONAL SERVICES AGREEMENT

WHEREAS, pursuant to a qualifications-based selections process consistent with provisions of federal regulations (23 C.F.R. § 172), the Professional Services Procurement Act (Tex. Gov't Code § 2254.001. et seq.), and the Authority's "Policies and Procedures Governing Procurements of Goods and Services," the Cameron County Regional Mobility Authority (the "Authority") selected S&B Infrastructure, Ltd. (the "Engineer") to provide general consulting civil engineering services for the Authority; and,

WHEREAS, the Authority and the Engineer entered into that certain Agreement for General Consulting Civil Engineering Services effective as of May 10, 2018 (the "Master Agreement"); and,

WHEREAS, the Authority needs the Engineer to provide additional general consulting civil engineering services for the West Blvd APD (the "Project"); and,

WHEREAS, the Project is funded entirely by local funds pursuant to interlocal agreements between the Authority and Cameron County, Texas, and between the Authority and the City of Brownsville, Texas; and,

WHEREAS, the Engineer agrees to provide general consulting civil engineering services for the Project in accordance with this Agreement; and,

WHEREAS, this Professional Services Agreement (the "Agreement") between the Authority and the Engineer is hereby entered into and agreed to as of the 31st day of January 2020 (the "Effective Date");

NOW, THEREFORE, the parties agree, as follows:

1.0 Definitions.

- 1.1 Authority.** Any reference herein to the "Authority" shall be interpreted to mean the same as the Cameron County Regional Mobility Authority.
- 1.2 Engineer.** Any reference herein to the "Engineer" shall be interpreted to mean the same as S&B Infrastructure, Ltd.
- 1.3 The Agreement.** The Agreement is comprised of the Agreement, the Exhibits listed and referenced herein, and all formal changes to any of those documents by addendum or other agreement signed by the Authority and the Engineer. This Agreement is intended to be an integral whole and shall be interpreted as internally consistent. Services required by any page, part, or portion of the Agreement shall be deemed to be required as if called for in the whole Agreement and no claim for extra Services shall be based upon the fact that the description of the Services in question is incomplete.

- 1.4 **Services.** Any reference herein to the “Services” shall be interpreted to mean the same as those certain general consulting civil engineering services for the Project described on **Exhibit 1** attached hereto and incorporated by reference as well as any Services required for the Project that are described in **Appendix A** to the Master Agreement.
- 1.5 **Project.** Any reference herein to the “Project” shall be interpreted to mean the same as the West Blvd APD.
- 1.6 **Provision of All Things Required.** Anything that may be required, implied or inferred by the Agreement, shall be provided by the Engineer for the Compensation.
- 1.7 **Privity only with the Engineer.** Nothing contained in this Agreement shall create, nor be interpreted to create, privity or any other relationship whatsoever between the Authority and any person except the Engineer and the Engineer's permitted successors and assigns.
- 1.8 **“Include” Intended to be Encompassing.** “Include”, “includes”, or “including”, as used in the Agreement, shall be deemed in all cases to be followed by the phrase, “without limitation.”
- 1.9 **Use of Singular and Plural.** Words or terms used as nouns in the Agreement shall be inclusive of their singular and plural forms, unless the context of their usage clearly requires a contrary meaning.
- 1.10 **Definition of Material Breaches not Exhaustive.** The specification herein of any act, failure, refusal, omission, event, occurrence or condition as constituting a material breach of the Agreement shall not imply that any other, non-specified act, failure, refusal, omission, event, occurrence or condition shall be deemed not to constitute a material breach of the Agreement.
- 2.0 **Engineer's Representations.** In order to induce the Authority to execute this Agreement and recognizing that the Authority is relying thereon, the Engineer, by executing this Agreement, and without superseding, limiting, or restricting any other representation or warranty set forth elsewhere in this Agreement, or implied by operation of law, makes the following express representations to the Authority:
- 2.1 The Engineer is fully qualified to perform the Services.
- 2.2 The Engineer shall maintain all necessary licenses or other authorizations necessary for the Services until the Engineer's duties under this Agreement have been fully satisfied.
- 2.3 The Engineer has the expertise, experience, and knowledge as well as the necessary team, personnel, and financial capability to perform the Services in accordance with the terms of this Agreement.

- 2.4 Prior to the execution of this Agreement, the Engineer has become familiar with the Project and the Services required by this Agreement as well as has reviewed the Authority's concerns, if any, and the Engineer accepts the foregoing in entering into this Agreement.
- 2.5 The Engineer assumes full responsibility to the Authority for the improper acts and omissions of its subcontractors, subconsultants, or others employed or retained by Engineer in connection with the Services.

3.0 Compensation.

- 3.1 The total not-to-exceed (NTE) value of the Agreement is the amount of **TWO HUNDRED SIXTY THOUSAND TWENTY SIX AND 55/100 DOLLARS (\$260,026.55)** to be paid in accordance with the provisions herein. The Engineer exceeds the NTE amount at its own risk. The Authority reserves the right to amend this amount (increase/decrease) at any time during the Agreement when the Authority determines, in its sole discretion, that doing so is in its best interests. The foregoing right includes the Authority requiring the Engineer to modify the Services by executing an amendment or other supplemental agreement.
- 3.2 Subject to section 3.1, the Authority and the Engineer shall otherwise comply with the compensation and billing requirements described in the Master Agreement except that, to the extent that such requirements do not apply to a not-to-exceed agreement or to the use of local funds, such requirements shall not apply to this Agreement.
- 3.3 Notwithstanding any other provision of this Agreement, the Authority shall only be obligated to issue payment under this Agreement to the extent local funds are available.

4.0 Authority's Obligations. Pursuant to the Agreement, the Authority agrees to perform any obligations of the Authority as detailed herein.

- 4.1 The Authority shall review any documents submitted by the Engineer requiring the Authority's decision, and shall render any required decisions pertaining thereto.
- 4.2 The Authority shall provide the Engineer with such information, existing and reasonably available, or necessary to the Engineer's performance of the Agreement as the Engineer may request.
- 4.3 The Authority's agreement not to exercise, or its delay or failure to exercise, any right under the Agreement or to require strict compliance with any obligation of the Engineer under the Agreement shall not be a waiver of the right to exercise such right or to insist on such compliance at any other time or on any other occasion.

- 4.4 Right to Audit.** The Authority shall be entitled to rely upon the accuracy and completeness of the information furnished by the Engineer in connection with its request for payment. The Authority shall have the right, however, upon demand, to make a detailed examination, audit, or inspection of the Engineer's books and records for the purpose of verifying the accuracy and completeness of such information. In the event the Authority determines that the Engineer has been paid any sums not due, then such sums shall be reimbursed by the Engineer to the Authority within two (2) Working Days of written demand by the Authority.

5.0 Additional Obligations of the Engineer.

- 5.1** The Engineer shall be solely responsible for providing supervision and oversight to all of the Engineer's personnel.
- 5.2** The Engineer agrees to submit a status report to the Authority at least one (1) time every ten (10) business days during the term of this Agreement in addition to any scheduling and reporting requirements under the Agreement.
- 5.3** The Engineer warrants and represents that it will assign only qualified personnel to perform the Services.
- 5.4** All Services provided by the Engineer shall be done in accordance with applicable all Federal, State and local laws, regulations, codes, and ordinances.
- 5.5** The Engineer shall provide insurance for the Services performed for this Project consistent with the insurance requirements described in the Master Agreement.
- 5.6** The Engineer, in connection with performing its services hereunder, will have access to or may be provided certain confidential information concerning the Authority and agrees that any information concerning the finances, accounting practices, business, client, client lists, property information, client data, records of the Authority or any other information which a reasonable person could conclude that should remain confidential (collectively "Confidential Information"), will not be disclosed to any party and without limitation, any employee of the Authority or any client or potential client of the Authority at any time, except for the Engineer's legal counsel, accounts, or financial advisors, who will also hold such Confidential Information in confidence. The Engineer acknowledges that the information is being provided with the sole understanding that all Confidential Information will remain confidential and will be held in the strictest confidence. The Engineer further acknowledges that any disclosure of the Confidential Information, whether intentional or inadvertent, may harm the Authority. The Authority will have the right to enforce the Agreement by specific performance, as well as hold the Engineer liable for any damages caused by any disclosure of any Confidential Information, whether intentional or inadvertent. The Engineer agrees that it has received valuable consideration for the entering into of the Agreement and agrees to be bound all of its terms and conditions. The Agreement will be binding on the

Engineer and any attorney, accountant, financial advisor, or other consultant who also may be provided Confidential Information.

- 5.7 The Engineer shall comply with any other requirements of the Master Agreement applicable to this Agreement.

6.0 Notices, Invoices, and Reports.

- 6.1 All notices, invoices, or reports shall be delivered to the Authority and to the Engineer in accordance with the notice provisions of the Master Agreement.

7.0 Additional Considerations.

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

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

- 7.3 **Official, Agent and Employees of the Authority Not Personally Liable.** It is agreed by and between the parties hereto that in no event shall any Director, officer, employee, or agent of the Authority in any way be personally liable or responsible for any covenant or agreement herein contained, whether either expressed or implied, nor for any statement, representation or warranty made herein or in any connection with this agreement.

- 7.4 **Subcontractors/Subconsultants.** Unless otherwise authorizing in writing by the Authority, the Engineer may not use any subcontractors or subconsultants to accomplish any portion of the Services without obtaining the prior written permission of the Authority. Moreover, by signing the Agreement, the Engineer is certifying to the Authority that the Engineer shall not enter into any subcontract with a subcontractor or a subconsultant that is debarred or suspended by the Texas Department of Transportation or any federal agency. By entering this Agreement, the Authority provides its written permission for the Engineer to use the services of the subcontractors or subconsultants listed on **Exhibit 3** attached hereto and incorporated by reference. Notwithstanding the foregoing, in no way does the Authority providing written permission to the Engineer to use the services of a subcontractor or subconsultant waive the Authority's governmental immunity or make such subcontractor or subconsultant a third party beneficiary to this Agreement.

- 7.5 Attorney's Fees.** In the event that litigation is commenced by one party hereto against the other in connection with the enforcement of any provision of this agreement, the prevailing party shall be paid by the losing party all court costs and other expenses of such litigation, including reasonable attorneys' fees. The amount so allowed as attorneys' fees shall be taxed to the losing party as costs of the suit, unless prohibited by law.
- 7.6 Independent Contractor.** The Engineer is an independent contractor. Nothing herein shall create any association, agency, partnership or joint venture between the parties hereto and neither shall have any authority to bind the other in any way.
- 7.7 Waiver of Breach.** A waiver of either party of any terms or condition of this agreement in any instance shall not be deemed or construed as a waiver of such term or condition for the future, or of any subsequent breach thereof. All remedies, rights, undertakings, obligations, and agreements contained in this agreement shall be cumulative and none of them shall be in limitation of any other remedy, right, obligation or agreement of either party.
- 7.8 Time of the Essence.** Time is of the essence under this Agreement as to each provision in which time of performance is a factor.
- 7.9 Limitation of Liability.** IN NO EVENT SHALL THE AUTHORITY BE LIABLE TO THE ENGINEER FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES.
- 7.10 Indemnification.**
- 7.10.1** THE ENGINEER RELEASES THE AUTHORITY FROM AND AGREES TO INDEMNIFY, DEFEND, AND HOLD THE AUTHORITY (AND ITS OFFICERS, EMPLOYEES, AND AGENTS) HARMLESS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, LOSSES, SUITS, ACTIONS, DECREES, JUDGMENTS, ATTORNEY'S FEES, COURT COSTS, AND OTHER EXPENSES OF ANY KIND OR CHARACTER FOR DEFENDING THE CLAIMS AND DEMANDS, WHICH ARE CAUSED BY, ARISE OUT OF, OR OCCUR DUE TO ANY FAILURE OF THE ENGINEER TO PERFORM THE OBLIGATIONS REQUIRED BY THE AGREEMENT AS WELL AS FEDERAL, TEXAS, OR OTHER APPLICABLE LAW, INCLUDING BUT NOT LIMITED TO CLAIMS OR DEMANDS BASED ON THE NEGLIGENCE, GROSS NEGLIGENCE, OR OTHER ACTIONS OR INACTIONS OF THE ENGINEER, OR THE ENGINEER'S AGENTS, EMPLOYEES, SUBCONTRACTORS, SUBCONSULTANTS, OR OTHER THIRD PARTIES. THE ENGINEER HEREBY WAIVES ANY RIGHT TO DEFEND AGAINST THE ENFORCEABILITY OF THIS INDEMNIFICATION PROVISION AND EXPRESSLY AGREES THAT

THIS PROVISION MEETS ALL LEGAL REQUIREMENTS AND IS LEGALLY ENFORCEABLE AGAINST THE ENGINEER.

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

- 7.11 Rights in Data (Ownership and Proprietary Interest).** The Authority shall have exclusive ownership of, all proprietary interest in, and the right to full and exclusive possession of all information, materials, and documents discovered or produced by the Engineer pursuant to the terms of the Agreement, including but not limited to, videos, reports, or other documents or information concerning the Agreement.
- 7.12 Assignment/Transfer.** The Engineer shall not assign or transfer any of its rights or interest under the Agreement without first obtaining the Authority's prior written consent to such assignment or transfer. Whether to provide such prior written consent shall be in all respects within the Authority's sole and absolute discretion.
- 7.13** THE ENGINEER EXPRESSLY AGREES THAT: (1) THE AUTHORITY RETAINS ITS GOVERNMENTAL IMMUNITY IN ALL RESPECTS UNDER THIS AGREEMENT; AND, (2) NO AGREEMENTS, BETWEEN THE ENGINEER AND ANY THIRD PARTY SHALL BE ENFORCEABLE AGAINST THE AUTHORITY. THE ENGINEER WARRANTS TO THE AUTHORITY THERE ARE NO THIRD PARTY BENEFICIARIES TO THIS AGREEMENT AND THAT, IN THE EVENT A THIRD PARTY ATTEMPTS TO HOLD THE AUTHORITY LIABLE FOR ANY ACTION OR INACTION OF THE ENGINEER, THAT THE ENGINEER SHALL INDEMNIFY THE AUTHORITY UNDER SECTION 7.10.
- 7.14** IN THE EVENT OF A QUESTION AS TO THE INTERPRETATION OF ANY PROVISION OF THIS AGREEMENT, THE PROVISION SHALL NOT BE CONSTRUED AGAINST THE DRAFTING PARTY. THIS INCLUDES BUT IS NOT LIMITED TO THE ENGINEER'S AGREEMENT THAT SECTION 7.10, AND ANY OTHER CLAUSE HEREIN, SHALL IN NO EVENT BE STRICTLY CONSTRUED AGAINST THE AUTHORITY.

8.0 Exhibits.

- 8.1** The following noted documents are a part of the Agreement:

8.1.1 Exhibit 1. Description of Services.

8.1.2 Exhibit 2. Master Agreement. A true and correct copy of the foregoing may be found at the Authority's office and is incorporated by reference as if fully set forth herein.

8.1.3 Exhibit 3. List of approved Subcontractors/Subconsultants.

- 8.2** To the extent that any provisions of this Agreement conflict with the provisions of the Exhibits, the more specific provision shall control except that, notwithstanding the foregoing, to the extent that any provision of this Agreement conflicts with a

provision of **Exhibit 1**, this Agreement shall control. In the event that any provisions of the Exhibits themselves conflict with each other, **Exhibit 1** shall control. Notwithstanding the foregoing, the provisions of **Exhibit 1** applicable to the use of State or Federal funds shall not apply to this Agreement.

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

S&B INFRASTRUCTURE, LTD.

By: Phillip Parrell
For Daniel O. Rios, PE, President

Date: 1/31/2020

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

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

Date: 1/31/20

EXHIBIT 1 AUTHORITIES RESPONSIBILITIES

The following provides an outline of the services to be provided by the **Authority** in the development of the **Project** for this work authorization.

GENERAL

The **Authority** will provide to the **Engineer** the following:

- (1) A Notice to Proceed.
- (2) Payment for work performed by the **Engineer** and accepted by **Authority** in accordance with this Agreement.
- (3) Assistance to the **Engineer**, as necessary, to obtain the required data and information from other local, regional, **State** and Federal agencies that the **Engineer** cannot easily obtain.
- (4) Timely review and decisions in response to the **Engineer's** request for information and/or required submittals and deliverables, in order for the **Engineer** to maintain an agreed-upon work schedule.

EXHIBIT 1

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

PROJECT DESCRIPTION

The services designated herein as "Services provided by the ENGINEER" shall include the performance of all engineering services for the following described facility:

COUNTY/CITY: CCRMA
PROJECT/DESCRIPTION: Schematic Development for West Boulevard Corridor
HIGHWAY: West Boulevard
LIMITS: Palm Blvd to Railroad Street (Hike & Bike Trail)
& FM 802 to FM 3248 (Roadway)

PRELIMINARY PROJECT DEVELOPMENT FC 102:

The ENGINEER will perform any needed preliminary project development which will include:

1. Establish Preliminary Design Values
The ENGINEER will work with the AUTHORITY to establish basic design concepts, project controls and a general scope for the Project.
2. Prepare/Evaluate Preliminary Route Locations on Uncontrolled Mapping*
The ENGINEER will evaluate various alternatives (route locations, alignment shifts, geometry) for the Project. The ENGINEER will analyze the existing routes and coordinate with the AUTHORITY and establish the best-fit alignments and proposed geometry for Projects. A Preliminary Location Exhibit will be developed.
3. Uncontrolled Mapping (w/Contours & GIS Data)
The ENGINEER will research and evaluate existing terrain models in the area of the project that can be utilized as preliminary mapping for corridor development.
4. Prepare Preliminary Hydrologic Map
The ENGINEER will develop a Hydrologic Map for the Project. The Hydrologic Maps will be based on LIDAR and GIS information determined in Item 3 above if available.
5. Investigate Preliminary ROW Requirements
The ENGINEER will research and identify affected property owners on the Project alignment and proposed ROW utilizing the latest appraisal district file information from the Cameron County Appraisal District and subdivision plat information from Carson Maps.
6. Prepare Preliminary Cost Estimates
The ENGINEER will calculate preliminary construction cost estimates for the location and geometry of the Project.
7. Prepare a Project Fact Sheet for All Anticipated Costs
The ENGINEER will produce a Project Fact Sheet providing summaries of all pertinent items in the scope of services (as required) and providing estimated local costs vs. total project costs for the Project.

EXHIBIT 1

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

8. Meetings, Coordination & Support for Project Development

The ENGINEER shall provide coordination services and shall assist in meetings and workshops with TxDOT, Cameron County, Cameron County RMA and all other affected parties. The ENGINEER shall coordinate with the AUTHORITY's staff on all Project related items.

ROUTE AND DESIGN STUDIES FC 110:

ROADWAY

The ENGINEER will perform any of the following tasks needed for the route and design studies:

1. Develop Roadway Design Criteria
2. Prepare the Design Schematic
 - a. Horizontal and Vertical Alignment (Preliminary based on office surveys)
 - b. Schematic Layout
 - i. Identify the location of interchanges, main lanes, grade separations, frontage roads and ramps, if applicable.
 - ii. Identify the tentative ROW limits
 1. Provide a roadway Design System (RDS) or (GEOPAK) computer tape of the preliminary earthwork to verify ROW requirements.
 2. Provide a graphics file containing the approved schematic.
 - iii. Provide the geometric configuration (pavement cross slopes, lane and shoulder widths, slope rates for fills and cuts) of the typical sections of the proposed highway main lanes, ramps, frontage roads, and cross roads.
 - iv. Label the direction of traffic flow on all roadways.
 - v. Identify the location and width of any proposed median openings for highways without access control.
 - vi. Identify the geometrics of any speed change lanes (acceleration, deceleration, climbing, etc.).
3. Coordinate and Attend a Project Design Concept Conference.
4. General Guidelines for Project Development
 - a. Prior to preparing detailed plans for a proposed project, a preliminary schematic layout shall be prepared which indicates the general geometric features and location requirements peculiar to the project. An uncontrolled aerial mosaic will be provided for this use. Four copies of the schematic layout shall be submitted through the district to the Design Division for approval and subsequent coordination with the Federal Highway Administration (FHWA) where applicable. The layout shall be submitted for two-lane arterial highway projects on new locations and for all multi-lane highway projects. **No geometric design is to be performed until the AUTHORITY has given the engineer written approval of the preliminary schematic layout.**
 - b. All geometric design shall be in conformance with the State's Design Division, Roadway Design Manual, except where variances are permitted in writing by the STATE.
 - c. The preliminary schematic layout shall include basic information which is necessary for the proper review and evaluation.

EXHIBIT 1

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

DOCUMENT AND INFORMATION EXCHANGE:

Data, Plan Sheets, General Notes and/or Specifications provided to the AUTHORITY shall be furnished on 8GB USB flash drives. Each 8 GB flash drive shall have a file titled Table of Contents. The Table of Contents shall indicate the locations of files within the directory structure of the documentation.

General Notes and specifications shall be provided in MS Office 2007 format. Plan sheets shall be provided in Microstation DGN or GEOPAK GPK format. PDF copies of plan sheets shall also be provided.

Two copies of the documentation shall be provided to the AUTHORITY.

The ENGINEER shall provide to the AUTHORITY, a CD that contains all the plan sheets for the project. The graphics tape shall be compatible with the AUTHORITY's computer system.

BIKEWAY

Data Collection

Obtain 24-hour speed and volume data at the following proposed crossings for the bike path:

- FM 3248 (W Alton Gloor Boulevard)
- Morrison Road
- FM 802 (W Ruben Torres Sr Boulevard)
- Los Ebanos Boulevard
- Old Military Highway
- US 281 (Boca Chica Boulevard)
- W. 8th Street (Riverside Boulevard)

Peak hour TMCs will be conducted at:

- US 281 (Boca Chica Boulevard) at Old Military Highway

A field visit will be conducted along with the Kickoff Meeting to review the project corridor and each intersection to identify potential challenges to be resolved along the proposed alignment.

Coordination with the City of Brownsville and TxDOT Pharr District will be conducted (through the AUTHORITY) to obtain information regarding planned roadway and bikeway improvements along the planned bikeway corridor.

Intersection Crossing Studies

Based on the data collected in Task 1 and field observations, ENGINEER will provide intersection crossing studies to determine the appropriate intersection treatments for the bikeway at the following locations:

- FM 3248 (W Alton Gloor Boulevard)
- Morrison Road
- FM 802 (W Ruben Torres Sr Boulevard)
- Los Ebanos Boulevard
- Old Military Highway
- US 281 (Boca Chica Boulevard)
- W 8th Street (Riverside Boulevard)

EXHIBIT 1

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

Deliverables:

- Memo report including a summary of recommended crossing treatments at the locations above

Determine Neighborhood and Destination Connectors

Based on local conditions and input from the City of Brownsville, ENGINEER will determine locations where neighborhood connectors from the existing roadway network would enhance the desirability of the proposed bikeway corridor for cyclists and pedestrians.

Deliverables:

- Memo report identifying recommended trail spurs into adjacent neighborhoods and destinations

Conceptual Schematic

ENGINEER will prepare a conceptual bikeway alignment and schematic in Microstation (roll plot, plan view only) for the bikeway corridor including intersection treatments identified in Task 2. The conceptual schematic will be prepared on base drawings provided by the AUTHORITY.

ENGINEER will attend one meeting in Brownsville with the AUTHORITY and other agencies as needed to present our findings along with the recommended alignment.

Deliverables:

- Drawings (roll plots) showing the proposed alignment with neighborhood connections
- Intersection crossing treatments at the intersections shown in Task 2

SOCIAL & ENVIRONMENTAL STUDIES AND PUBLIC INVOLVEMENT FC 120:

CULTURAL RESOURCES SURVEY

Task 1 – Historic Resources

ENGINEER historians will complete the historic resources investigations required by Texas Department of Transportation (TxDOT), which may include survey of the West Boulevard Roadway/Hike and Bike Trail Improvements project area. The tasks to be completed will include a Project Coordination Request (PCR), and if requested by TxDOT, a research design, fieldwork, and reconnaissance-level historic resources survey report prepared in accordance with the TxDOT Environmental Affairs Division (ENV) standards for documentation.

ENGINEER historians will conduct database searches of the Texas Historical Commission's (THC) Sites Atlas to identify properties and districts listed on the National Register of Historic Places (NRHP), National Historic Landmarks (NHLs), State Antiquities Landmarks (SALs), Registered Texas Historic Landmarks (RTHLs), TxDOT previously surveyed historic districts and properties, and historic bridges. ENGINEER will also identify locally designated resources in the study area. All information will be presented in the August 2019 PCR form. This scope assumes AUTHORITY will provide photographs for the PCR documentation, to avoid multiple field mobilizations.

EXHIBIT 1

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

Following coordination initiated by the PCR, and if requested by TxDOT, ENGINEER historians will prepare a research design, including a historic context and proposed methodology for survey and evaluation, based on the August 2017 TxDOT Documentation Standard for Research Designs. Following approval of the Research Design, ENGINEER historians will prepare for and undertake a reconnaissance survey of the area of potential effect (APE), which is assumed to be 150 feet from areas of proposed new right-of-way and 300 feet from proposed new right-of-way on areas of new location. ENGINEER historians will produce a report compliant with TxDOT's October 2017 Documentation Standard for Reconnaissance Surveys. The report will include documentation of all historic-age properties surveyed, NRHP eligibility determination for each resource, an evaluation of the presence of eligible historic districts, and a determination of whether the proposed project would adversely affect NRHP listed or eligible properties or districts. ENGINEER will respond to comments and make any edits requested by reviewers including TxDOT in order to produce the final historic resources survey report and will furnish the required GIS deliverables. ENGINEER understands that TxDOT will be responsible for any required formal coordination with other regulatory agencies, including the Texas Historical Commission.

Task 2 – Archeological Background Study, Texas Antiquities Permit Application, Archeological Field Survey, and Survey Report

ENGINEER cultural resources personnel will conduct database searches of the restricted Sites Atlas maintained by the THC and Texas Archeological Research Laboratory (TARL) to identify previously documented archeological sites, cemeteries, historical markers, properties and districts listed on the NRHP, and SALs. Results of the search will be integrated with soil information, topographic maps, aerial photographs, and other appropriate data sources and will be presented in an Archeological Background Study meeting TxDOT requirements in effect at the time the research is conducted.

Following TxDOT's approval of the Archeological Background Study, ENGINEER cultural resources personnel will incorporate the study's data into a proposed research design and prepare a Texas Antiquities Permit application to be submitted to the THC on behalf of the AUTHORITY.

After a valid permit number is obtained, field investigations will be conducted at the Phase I intensive-survey level. Due to the potential for deep impacts to areas mapped with Holocene-age Alluvium associated with the Rio Grande (at drainage/canal crossings), it is assumed that pedestrian examination supplemented by shovel testing will be conducted across the entire project area, and that mechanical trenching will be conducted in the areas nearest these crossings. At this time, ENGINEER assumes two days of backhoe trenching will be required; if the AUTHORITY is able to provide a backhoe and operator, this direct cost item could be removed. ENGINEER assumes a limited artifact collection policy will be implemented for artifacts found in the field; therefore, curation is for records only. If artifacts necessitating curation are collected, curation services could be provided under a separate scope and fee. Field methods will comply with requirements as elaborated by the THC and the Council of Texas Archeologists (CTA). In addition, this investigation will evaluate archeological resources for their potential eligibility for inclusion in the NRHP per Section 106 of the NHPA or designation as a SAL under the provisions of the Antiquities Code.

Draft and final reporting of results, including preliminary NRHP/SAL evaluations of any identified archeological resources, will comply with THC and CTA guidelines and will be coordinated with the AUTHORITY and the THC per the terms of the approved archeological permit. A draft report

EXHIBIT 1

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

will be submitted first to the AUTHORITY for comments; these comments will be incorporated into a draft report to be submitted to the THC for review.

PROJECT ADMINISTRATION AND COORDINATION FC 145:

General Administration

The CONSULTANT will perform project administrative and coordination duties, including contract administration, project management, meeting minutes of all meetings and telephone conversations and other related administrative tasks (e.g., direct costs) associated with the project, including:

- A) Subcontracting – Prepare, coordinate, execute and administer work authorizations with sub-consultants.
- B) Progress Reports and Invoices – Prepare monthly invoices and progress reports for the work tasks, together with evidence of work accomplished during the time period since the previous report. The monthly progress reports will include: Activities completed, initiated or ongoing during the reporting period; Activities planned for the coming period; Problems encountered and actions to remedy them; Overall status, including a tabulation of percentage complete by task; Updated project schedule; Minutes of study meetings and copies of monthly correspondence.
- C) Record Keeping and File Management – Maintain all records and files related to the project throughout the duration of the services.
- D) Correspondence - Prepare written materials, letters, survey forms etc. used to solicit information or collect data for the project and submit them to the AUTHORITY for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the AUTHORITY on a continuing, at least monthly, basis.
- E) Schedule - Prepare a detailed, graphic schedule linking Work Authorization tasks, subtasks, critical dates, milestones, deliverables and AUTHORITY review requirements. The project schedule will be in a format, which depicts the order and inter-dependence of the various tasks, subtasks, milestones and deliverables for each of the tasks identified therein. Progress will be reviewed periodically for conformance to Exhibit B, Work Schedule; and should these reviews indicate a substantial change in progress, the schedule will then be revised accordingly.
- F) Managing Change - Communicate in a timely manner all types of change that may occur in the project including but not limited to schedule, personnel, scope and work product changes. The AUTHORITY approved change(s) shall then be incorporated into the project schedule in a timely fashion to minimize any unnecessary rework.

Deliverables:

- Monthly progress report that delineates activities performed per function code
- Monthly invoice/billings with list of products delivered per invoice billing cycle

EXHIBIT 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

30% Submittal – 1 month from NTP

60% Submittal – 2 months from NTP

90% Submittal – 3 months from NTP

100% Submittal – 4 months from NTP

PROJECT: West Blvd APD
 CLIENT: CCRMA
 CONTRACT:
 CSJ:
 COUNTY: Cameron County
 S & B JOB NO.: U3048

01/21/20

EXHIBIT 1 - FEE ESTIMATE

ACTIVITY CODE	FUNCTION CODE	DESCRIPTION from Attachment B	FIRM	SERVICE	MAN-HOURS													ESTIMATED FEE	TOTALS
					Principal	Quality Manager	Project Manager	Env Manager	Env Scientist /IT	Engineer Structural	Engineer (V)	Engineer (IV)	Engineer (UI)	Senior CADD	CADD Operator (I)	Secretary	TOTAL HRS		
	102	Feasibility Studies																	
682100		Preliminary design values	S & B	BASIC			2				4			4			10	\$1,909.90	
682100		Preliminary route locations	S & B	BASIC			2				4			60			66	\$10,640.00	
684566		Uncontrolled Mapping	S & B	BASIC			2				4			24			30	\$4,200.00	
682140		Preliminary Hydrologic Map	S & B	BASIC			2				24			20			46	\$8,240.50	
682140		Preliminary ROW Requirements	S & B	BASIC			1				2			4			7	\$1,184.95	
682140		Preliminary Cost Estimates	S & B	BASIC			2				4			2			8	\$1,079.90	
682140		Prepare Fact Sheet	S & B	BASIC			1				2					8	11	\$1,244.87	
682130		Meeting Local Entities	S & B	BASIC			8				16					4	28	\$6,059.58	
		Sub Total (102 - Feasibility Studies)			0	0	20	0	0	0	60	0	0	134	0	12	226		\$35,188.48
	110	ROUTE AND DESIGN STUDIES																	
682150		Design Schematic Rdwy (See GDU Cost Proposal)	GDU	BASIC													0	\$91,917.00	
682160		Design Schematic Bxk (See TEI Cost Proposal)	TEI	BASIC													0	\$49,870.00	
682110		Design Schematic Alt (See TEI Cost Proposal)	S & B	BASIC			8				40			120			168	\$24,999.12	
682110		Design Concept Conference	S & B	BASIC			4				8						8	\$1,999.88	
		Sub Total (110 - ROUTE AND DESIGN STUDIES)			0	0	12	0	0	0	44	0	0	120	0	0	176		\$168,786.00
	120	SOCIAL & ENVIRONMENTAL STUDIES AND PUBLIC INVOLVEMENT General FC 120 Categories																	
682546		Cultural Resources Study (See Cox McLain Cost Proposal)	CMEC	BASIC													0	\$51,572.29	
		Sub Total (120 - SOCIAL & ENVIRONMENTAL STUDIES AND PUBLIC INVOLVEMENT)			0	0	0	0	0	0	0	0	0	0	0	0	0		\$51,572.29
	145	Project Administration and Coordination																	
		Project Manager (Proj Coord)(0.5 HRS/WK)	S & B	BASIC			8										8	\$2,199.92	
		Prepare Proj. Meetings Notes	S & B	BASIC												2	2	\$129.98	
		Cameron County RMA Project Coordination	S & B	BASIC			4										8	\$1,999.88	
		Sub Total (145 - Project Administration and Coordination)			0	0	12	0	0	0	4	0	0	0	0	2	18		4,329.78
		LABOR TOTALS																	
		Total Hours	MULTIPLIER		0	0	44	0	0	0	108	0	0	254	0	14	420		259,876.55
		CONTRACT RATES (\$/MAN-HOUR)	3.7717		259.99	249.99	274.99	186.00	89.99	246.18	224.98	207.44	189.73	115.00	99.99	64.99			
		BASE RATES (\$/MAN-HOUR)			79.53	66.28	72.91	49.05	23.86	85.00	59.55	85.00	45.00	30.49	26.51	17.29			
	145	NON LABOR																	
		Travel To Meetings	S & B	SPECIAL														\$150.00	
		Sub Total (F.C. 145)																	\$150.00
		NON LABOR TOTAL																\$150.00	
		BASIC SERVICE TOTAL																\$ 259,876.55	
		PROJECT TOTAL																	\$260,026.55

1/21/2020

**Exhibit 1
Consultant Cost Proposal**



SCHEMATIC DEVELOPMENT FOR THE WEST RAIL CORRIDOR PROJECT


Schematic Development for the West Rail Corridor Project From Palm Blvd to Railroad St (H&B) & From FM 802 to FM 3248 (Rdwy) S&B Infrastructure for Cameron County Regional Mobility Authority (CCRMA) (Fee for Approximately Half of the Schematic Limits)			MANHOURS						Total Line Item Cost
			Principal	Project Manager	Project/Design Engineer	EIT	Engineering Tech	Admin/Clerical	
TASK									
1	Schematic Development			117	172	184	246	8	\$ 85,675.00
2	Development of Typical Sections (Rdwy and Hike & Bike)			8	8	4	4		\$ 3,420.00
3	Meetings and Coordination			8	8			2	\$ 2,822.00
	Subtotal		0	133	188	188	250	10	
Labor Hours			0	133	188	188	250	10	
Contract Rate			\$ 225.00	\$ 195.00	\$ 144.00	\$ 95.00	\$ 82.00	\$ 55.00	
Total Labor Costs			\$ -	\$ 25,935.00	\$ 27,072.00	\$ 17,860.00	\$ 20,500.00	\$ 550.00	\$ 91,917.00

LINE ITEM EXPENSES

	Cost	Unit	Total	
Mileage	\$ 0.58	Mi.	0	\$ -
Total Expenses				\$ -
GDJ Engineering Total Cost				\$ 91,917.00

Exhibit 1
Consultant Cost Proposal

January 21, 2020



COST SPREADSHEET
SUMMARY OF MANHOURS BY CLASSIFICATION
AND MAJOR TASK ANALYSIS

CCRMA - West Boulevard Hike and Bike Conceptual Schematic

DESCRIPTION OF WORK TASK**	SENIOR PRINCIPAL COST/HR	PRINCIPAL COST/HR	PRINCIPAL ASSOCIATE COST/HR	SENIOR ASSOCIATE COST/HR	ASSOCIATE COST/HR	GIS/CADD TECHNICIAN COST/HR	ASSISTANT COST/HR	ADMIN COST/HR	TOTAL HOURS PER TASK	COST PER TASK
Billing Rate	\$225.00	\$175.00	\$160.00	\$135.00	\$110.00	\$110.00	\$90.00	\$90.00		
Task 1: Data Collection										
Review Historical Traffic Counts					8.0				8.0	\$880.00
Conduct/Coordinate Additional Traffic Counts					4.0				4.0	\$440.00
Project Kickoff and Field Visits		16.0			32.0				48.0	\$6,320.00
Coordination with City and TxDOT	1.0	8.0							9.0	\$1,625.00
Task 1 Subtotal	1.0	24.0	0.0	0.0	44.0	0.0	0.0	0.0	69.0	\$9,265.00
Task 2: Intersection Crossing Studies										
Apply Design Standards/Criteria for Each Roadway Crossing				2.0	4.0				6.0	\$710.00
Prepare Schematic Layouts for Each Intersection		2.0		8.0		48.0			58.0	\$6,710.00
Prepare Memo with Findings and Intersection Schematics		2.0		4.0					6.0	\$890.00
Coordination with Project Team and Reviewing Agencies	1.0	6.0							7.0	\$1,275.00
Task 2 Subtotals	1.0	10.0	0.0	14.0	4.0	48.0	0.0	0.0	77.0	\$9,585.00
Task 3: Determine Neighborhood and Destination Connectors										
Review Schematic and Alignment Proximity to Trip Generators		1.0		8.0					9.0	\$1,255.00
Identify and Prepare Alignments for Trail Connections		1.0		6.0		32.0			39.0	\$4,505.00
Task 3 Subtotals	0.0	2.0	0.0	14.0	0.0	32.0	0.0	0.0	48.0	\$5,760.00
Task 4: Conceptual Schematic										
Prepare Conceptual Schematic with Preferred Alignment	2.0	8.0		32.0		60.0			102.0	\$12,770.00
Prepare Draft Report	1.0	2.0		40.0					43.0	\$5,975.00
Finalize Report with Client/Agency Comments	1.0	2.0		24.0					27.0	\$3,815.00
Task 4 Subtotals	4.0	12.0	0.0	96.0	0.0	60.0	0.0	0.0	172.0	\$22,560.00
PROJECT TOTALS	6.0	48.0	0.0	124.0	48.0	140.0	0.0	0.0	366.0	\$47,170.00
PERCENT OF TOTAL HOURS	1.64%	13.11%	0.00%	33.88%	13.11%	38.25%	0.00%	0.00%	100.00%	
DIRECT COSTS	COST				TOTAL LABOR COST				\$47,170.00	
Traffic Counts (Conducted by Subcontractor)	\$1,200.00									
Travel - Includes Airfare/Mileage/Rental Car/Hotel	\$1,500.00									
DIRECT EXPENSES TOTAL	\$2,700.00				DIRECT EXPENSES				\$2,700.00	
					REQUESTED CONTRACT AMOUNT				\$49,870.00	

Exhibit 1 Consultant Cost Proposal

S&B - CCRMA West Blvd Hike and Bike Trail and Roadway Improvements - Cultural Resources Surveys
Cox/McLain Environmental Consulting, Inc.

LABOR

Description	Env. Project Manager	Env. Scientist V	Env. Scientist IV	Env. Scientist III	GIS Manager	Env. Sci. VII	GIS Operator	Admin/ Clerical	Totals
	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours
Task 1 Historic Resources Survey									
1.1 Historic Background Research / PCR	1	1	4	8	1	0	4	1	20
1.2 Historic Resources Research Design	1	1	8	20	0	0	0	1	31
1.3 Fieldwork prep and Fieldwork (Reconnaissance survey, up to 100 historic-age resources)	1	0	44	48	1	0	4	1	99
1.4 Draft and Final HRSR	1	4	40	55	1	0	4	1	106
Total History Hours									256
Task 2 Archeological Survey									
2.1 Archeological Background Study	1	1	1	8	2	0	5	1	19
2.2 Texas Antiquities Permit Application	1	2	4	12	2	0	5	1	27
2.3 Intensive Archeological Survey	1	1	4	56	2	32	5	1	102
2.4 Survey Report	1	2	12	30	2	4	5	1	57
Total Archeology Hours									205
Total Labor Hours	8	12	117	237	11	36	32	8	461
Rate	\$150.00	\$125.00	\$105.00	\$85.00	\$83.55	\$68.00	\$67.38	\$51.21	
SUBTOTAL Labor Cost	\$1,200	\$1,500	\$12,285	\$20,145	\$919	\$2,448	\$2,156	\$410	\$41,062.89

EXPENSES

	Unit	Quantity	Rate	Total
Backhoe + operator (at cost)	Day	2	\$1,500.00	\$3,000
Mileage (Allowable IRS Rate)	Miles	0	\$0.58	\$0
Hotel (taxes/fees not included)	Day	16	\$96.00	\$1,536
Hotel taxes/fees -- 15%	Day	16	\$14.40	\$230
Per Diem	Day	19	\$55.00	\$1,045
Car Rental (at cost)	Day	10	\$60.00	\$600
Airport parking	Day	16	\$20.00	\$320
Rental vehicle fuel	Gal	30	\$4.00	\$120
Airfare (at cost)	R/T	5	\$500.00	\$2,500
Overnight Delivery	Letter	0	\$2.00	\$0
Field Supplies (At cost)	Misc	0	\$100.00	\$0
Photocopies - Color 8.5x11	Page	0	\$0.75	\$0
Photocopies - Color 11x17	Page	0	\$1.25	\$0
Photocopies - B/W 8.5x11	Page	0	\$0.15	\$0
Photocopies - B/W 11x17	Page	0	\$0.35	\$0
Historical Aerials (cost)	Each	3	\$40.00	\$120
TARL site registration (digital only)	Site	3	\$96.00	\$288
TARL Curation fee (assume no collection; records only)	Drawer	0.25	\$3,000.00	\$750
TOTAL Nonlabor Expenses				\$10,509.40

Notes/Assumptions: Cultural resources survey for 6.39-mile Hike and Bike Trail and 1.87-mile new-location roadway. Assumes pedestrian survey and two days of backhoe trenching for archeology; if CCRMA is able to provide a backhoe and operator, this item would be removed. Assumes no collection of artifacts found in the field; curation is for records only. If artifacts necessitating curation are collected, curation services could be provided under a separate scope and fee. Assumes historic reconnaissance survey; does not include historic resources intensive survey. All excluded tasks could be provided under a separate scope and fee.

TOTAL COSTS - CMEC

\$51,572.29

EXHIBIT 3

LIST OF APPROVED SUBCONTRACTORS

For this Professional Services agreement, subconsultant services will be provided by:

COX|McLAIN Environmental Consulting
GDJ Engineering
Traffic Engineers, Inc.