

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 25th day of March 2021, there was conducted a Regular Meeting of the Cameron County Regional Mobility Authority via a Telephonic /Audio Zoom Meeting due to the COVID – 19 health Emergency as authorized by V.T.C.A., 551.125, Texas Government Code for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

12:00 Noon

PRESENT:

FRANK PARKER, JR.
CHAIRPERSON

AL VILLARREAL
DIRECTOR

ARTURO A. NELSON
DIRECTOR

MICHAEL SCAIEF
DIRECTOR

MARK ESPARZA
DIRECTOR

LEO R. GARZA
DIRECTOR

DR. MARIA VILLEGAS, M.D.
DIRECTOR

=====

The Meeting was called to order by Chairman Parker, at 12:00 Noon. At this time, the Board considered the following matters as per CCRMA Agenda posted on the CCRMA's website and physically at 3470 Carmen Avenue, Suite 5, Rancho Viejo, Texas. on this 22nd day of March 2021.

PUBLIC COMMENTS

1 **PUBLIC COMMENTS**

None.

PRESENTATION ITEMS

2. Presentation of the 2020 Cameron County Regional Mobility Authority Annual Financial Report.

Ben Peña with Burton McCumber Longoria presented the FY 2020 Independent Financial Audit. Mr. Peña advised the Board that he was presenting a clean audit for FY 2020.

Vice Chairman Scaief moved to Acknowledge the FY 2020 Independent Audit. The motion was seconded by Director Esparza and carried unanimously.

ACTION ITEMS

3-A Consideration and Approval of the February 25, 2021 Regular Meeting Minutes.

Director Esparza moved to Approve the Minutes as presented. The motion was seconded by Secretary Nelson and carried unanimously.

3-B Acknowledgement of Claims.

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

Vice Chairman Scaief moved to acknowledge the Claims as presented. The motion was seconded by Director Garza and carried unanimously:

The Claims are as follows:

3-C Approval of Claims

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

Secretary Nelson moved to approve the Claims as presented. The motion was seconded by Director Villegas and carried unanimously.

The Claims are as follows:

3-D Consideration and Approval of the Financial Statements and Budget Amendments for the Month of January 2021.

Mr. Victor Barron, CCRMA Comptroller went over the monthly financial statements with the Board.

Director Esparza moved to approve the Financial Statements for January 2021. The motion was seconded by Secretary Nelson and carried unanimously.

3 -E Discussion Regarding the Status of the Cameron County Regional Mobility Authority Projects.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over a power point presentation regarding the status of the CCRMA projects.

Director Garza moved to approve the report. The motion was seconded by Director Esparza and carried unanimously.

The Power Point is as follows:

3 – F Consideration and Approval of an Interlocal Agreement between Cameron County Regional Mobility Authority and Cameron County for the Old Alice Project.

Mr. Pete Sepulveda, Jr., went over the purpose and need of the Interlocal Agreement.

Director Esparza moved to approve the Interlocal Agreement between the CCRMA and Cameron County for the Old Alice project. The motion was seconded by Secretary Nelson and carried unanimously.

The Interlocal Agreement is as follows:

3 – G Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 21 with S&B Infrastructure for Signal Design for the West Rail Trail Project.

Mr. Pete Sepulveda, Jr., explained the need for the Supplemental Work Authorization which will include scope of services dealing with signal design. Mr. Sepulveda recommended approval subject to final approval by legal and the Texas Department of Transportation. Funding will be from CAT 7 funds.

Director Esparza moved to approve Supplemental Work Authorization No. 1 to Work Authorization No. 21 with S&B Infrastructure subject to final approval by legal and the Texas Department of Transportation. The motion was seconded by Director Villegas and carried unanimously.

3 – H Consideration and Approval of Amendment Number 4 to the Master Service Agreement for Toll System Maintenance between the Cameron County Regional Mobility Authority and Kapsch.

Mr. Pete Sepulveda, Jr., explained to the Board that the need for the Amendment of the Master Service Agreement.

Secretary Nelson moved to approve Amendment Number 4 to the Master Services Agreement between the Cameron County Regional Mobility Authority and Kapsch. The motion was seconded by Director Garza and carried unanimously.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Esparza and seconded by Director Villegas and carried unanimously the meeting was **ADJOURNED** at 12:43 P.M.

APPROVED this 26th day of April 2021.


CHAIRMAN FRANK PARKER, JR.

ATTESTED: 
ARTURO A. NELSON, SECRETARY



IMPROVING MORE THAN JUST ROADS

AGENDA
Regular Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority
3470 Carmen Avenue, Suite 5
Rancho Viejo, Texas 78575
March 25, 2021
12:00 Noon

THIS MEETING WILL BE CONDUCTED AS A TELEPHONIC/AUDIO MEETING DUE TO THE COVID-19 HEALTH EMERGENCY AS AUTHORIZED BY V.T.C.A. 551.121-126, TEXAS GOVERNMENT CODE.

IF YOU WOULD LIKE TO COMMENT DURING THE PUBLIC COMMENT PERIOD, YOU MAY DO SO BY CALLING THE TOLL-FREE NUMBER 877.853.5257, MEETING I.D. NO., 947 0900 9717 PASSWORD: 765599. YOU MUST SUBMIT YOUR REQUEST NO LATER THAN 11:15 A.M. ELECTRONICALLY TO psepulveda@ccrma.org BECAUSE THE NUMBER OF DIAL-IN PARTICIPANTS IS LIMITED, PLEASE USE THE TOLL-FREE NUMBER ONLY IF YOU ARE MAKING A COMMENT ON AN AGENDA ITEM.

PUBLIC COMMENTS:

- 1. Public Comments.**

PRESENTATION

- 2. Presentation of the 2020 Cameron County Regional Mobility Authority Annual Financial Report.**

ITEMS FOR DISCUSSION AND ACTION:

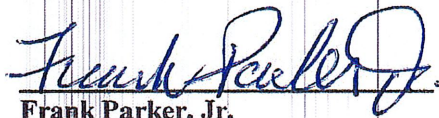
- 3. Action Items.**

- A. Consideration and Approval of the February 25, 2021 Regular Meeting Minutes.**
- B. Acknowledgement of Claims.**
- C. Approval of Claims.**
- D. Consideration and Approval of the Financial Statements and Budget Amendments for the month of January 2021.**

- E. Discussion Regarding the Status of the Cameron County Regional Mobility Authority Projects.**
- F. Consideration and Approval of an Interlocal Agreement between Cameron County Regional Mobility Authority and Cameron County for the Old Alice Project.**
- G. Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 21 with S&B Infrastructure for Signal Designs for the West Rail Trail Project.**
- H. Consideration and Approval of Amendment Number 4 to the Master Service Agreement for Toll System Maintenance between the Cameron County Regional Mobility Authority and Kapsch.**

ADJOURNMENT:

Signed this 22nd day of March 2021.

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

**Frank Parker, Jr.
Chairman**

**2-A PRESENTATION OF THE 2020 CAMERON COUNTY REGIONAL MOBILITY
AUTHORITY FINANCIAL REPORT.**

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)**

ANNUAL FINANCIAL REPORT

SEPTEMBER 30, 2020

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
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September 30, 2020

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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, 2020, 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, 2020, and the respective changes in financial position, and, where applicable, 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 47 through 53 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 March 15, 2021 on our consideration of Cameron County Regional Mobility Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Cameron County Regional Mobility Authority's internal control over financial reporting and compliance.

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 15, 2021

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2020

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, 2020. This discussion and analysis has been prepared by management and should be used in conjunction with the basic financial statements and notes thereafter.

2020 Financial Highlights

- Toll revenue decreased to \$3.4 million in 2020 from \$3.5 million in 2019 or a 2.9 percent decrease. Toll operating expenses decreased to \$1.123 million in 2020 from \$1.133 in 2019 or a .91percent decrease.
- The Transportation Reinvestment Zone (TRZ) revenue increased to \$1,311,065 in 2020 from \$644,077 in 2019 or a 104 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, 2020

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, 2020, 2019, and 2018 were approximately \$45.7, \$45.1, and \$45.3 million, respectively. The largest component of total assets for all three years were the non-current assets. Non-current assets accounts for approximately 93%, 96%, and 94% for the years 2020, 2019 and 2018, respectively. These assets consist of capital assets, restricted bond funds and construction in process.

Summary of Net Position

	2020	2019	2018
Assets and Deferred Outflows of Resources			
Current assets	\$ 9,541,183	\$ 6,327,670	\$ 5,057,809
Capital assets, net	99,160,214	102,369,990	105,623,167
Construction in process	24,154,657	22,294,885	21,555,444
Other non-current	6,465,733	7,692,911	8,173,801
Total assets	<u>139,321,787</u>	<u>138,685,456</u>	<u>140,410,221</u>
Deferred outflows of resources	283,269	362,065	114,664
Total assets and deferred outflows of resources	<u>\$ 139,605,056</u>	<u>\$ 139,047,521</u>	<u>\$ 140,524,885</u>
Liabilities and Deferred Inflows of Resources			
Current liabilities	\$ 4,003,236	\$ 2,230,329	\$ 2,808,911
Non-current liabilities	89,775,571	91,699,959	91,967,639
Total liabilities	<u>93,778,807</u>	<u>93,930,288</u>	<u>94,776,550</u>
Deferred inflows of resources	31,006	11,943	431,771
Total liabilities and deferred inflows of resources	<u>\$ 93,809,813</u>	<u>\$ 93,942,231</u>	<u>\$ 95,208,321</u>
Net position:			
Net investment in capital assets	\$ 30,243,709	\$ 31,413,068	\$ 33,477,290
Restricted	10,199,547	8,503,228	8,531,623
Unrestricted	5,351,986	5,188,994	3,307,651
Total net position	<u>\$ 45,795,242</u>	<u>\$ 45,105,290</u>	<u>\$ 45,316,564</u>

Total liabilities as of September 30, 2020, 2019 and 2018 were approximately \$93.8 million, \$93.9 million, and \$95.2 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, 2020

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, 2020, the RMA had a total of five projects under construction in process for a total of \$24.1 million. The total for years ended September 30, 2019, and 2018 were \$22.22 and \$21.5 million respectively.

Capital, Other Non-Current Assets and Deferred Outflows

	2020	2019	2018
Capital Assets:			
Capital assets, net	\$ 99,160,214	\$ 102,369,990	\$ 105,623,167
Construction in process	24,154,657	22,294,885	21,555,444
Other Non-Current Assets and Deferred Outflows			
Restricted assets	8,056,997	8,503,229	8,027,588
Prepaid bond insurance	99,746	104,532	109,318
Net pension asset and related deferred outflows	342,259	367,215	151,559
Totals	<u>\$ 131,813,873</u>	<u>\$ 133,639,851</u>	<u>\$ 135,467,076</u>

Non-Current Liabilities

Total Non-Current Liabilities, as of September 30, 2020, 2019, and 2018 were approximately \$89.8, \$91.7, and \$92.3 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

	2020	2019	2018
Non-Current Liabilities:			
Due to other agencies and deferred revenue	\$ 16,232,084	\$ 16,201,588	\$ 16,187,699
Long term bond payable and related deferred inflows to bond refunding	73,543,488	75,498,371	76,195,872
Net pension liability and related deferred inflows to pen	31,006	11,943	15,839
Totals	<u>\$ 89,806,577</u>	<u>\$ 91,711,902</u>	<u>\$ 92,399,410</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
September 30, 2020

Changes in Net Position

The RMA's total revenues for the year ending September 30, 2020, 2019, and 2018 were approximately \$13.9 million, \$12.3, and \$17.4 million, respectively. Total expenses for the year ending September 30, 2020, 2019, and 2018 were approximately \$13.1 million, \$12.5, and \$15.5 million, respectively. Change in net position has resulted in an increase in year 2020, a decrease in 2019 and a decrease in 2018. 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 2020, 2019 and 2018 were \$4,071,071, \$3,058,691, and \$5,006,003, respectively.

Changes in Net Position

	2020	2019	2018
Revenues:			
Vehicle registration fees	\$ 3,251,304	\$ 3,278,433	\$ 3,213,630
Toll revenue	3,464,661	3,569,112	3,170,003
Transportation reinvestment zone	1,311,065	644,077	574,508
Other operating revenue	291,770	502,080	438,891
Capital contributions	5,657,258	4,325,824	10,049,516
Total Revenues	<u>13,976,058</u>	<u>12,319,526</u>	<u>17,446,548</u>
Expenses:			
Operating	6,563,614	6,300,731	5,607,838
Non-operating	6,614,393	6,230,069	9,991,444
Total Expenses	<u>13,178,007</u>	<u>12,530,800</u>	<u>15,599,282</u>
Change in Net Position	798,050	(211,274)	1,847,266
Net Position- Beginning of Year	<u>45,105,290</u>	<u>45,316,564</u>	<u>45,353,104</u>
Prior Period Adjustment	<u>(108,098)</u>	<u>-</u>	<u>(1,883,806)</u>
Net Position-Beginning of Year	<u>44,997,192</u>	<u>45,316,564</u>	<u>43,469,298</u>
Net Position End of Year	<u>\$ 45,795,242</u>	<u>\$ 45,105,290</u>	<u>\$ 45,316,564</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, 2020

ASSETS:

Current Assets:

Cash and cash equivalents	\$ 2,410,557
Accounts receivable, net	1,932,213
Due from other agencies	3,448,413
Restricted cash - debt service	<u>1,750,000</u>
Total Current Assets	<u>9,541,183</u>

Non-Current Assets:

Restricted Assets:

Cash-TRZ project funds	171,393
Cash - trustee debt reserve funds (BNYM)	4,229,808
Cash - trustee debt reserve funds (TRB)	<u>1,905,796</u>
Total Restricted Assets	<u>6,306,997</u>

Capital assets, net	99,160,214
Construction in process	24,154,657
Prepaid bond insurance	99,746
Net pension asset	<u>58,990</u>
Total Non-Current Assets	<u>123,473,607</u>

Total Assets	<u>139,321,787</u>
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DEFERRED OUTFLOWS OF RESOURCES

Deferred outflows related to bond refunding	145,267
Deferred outflows related to pension	<u>138,002</u>

Total Assets and Deferred Outflows of Resources	<u><u>\$ 139,605,056</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, 2020

LIABILITIES:

Current Liabilities:

Accounts payable	\$ 1,479,066
Accrued interest payable	311,527
Line of credit	462,643
Current maturities of bonds	1,750,000
Total Current Liabilities	<u>4,003,236</u>

Non-Current Liabilities:

Deferred revenue	47,896
Due to other agencies	16,184,188
Long-term bonds payable	73,543,488
Total Non-Current Liabilities	<u>89,775,571</u>

Total Liabilities	<u>93,778,807</u>
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DEFERRED INFLOW OF RESOURCES

Deferred inflows related to pension	31,006
	<u>31,006</u>

Total Liabilities and Deferred Inflow of Resources	<u>93,809,813</u>
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NET POSITION:

Investment in capital assets, net	30,243,709
Restricted	10,199,547
Unrestricted	5,351,986
Total Net Position	<u>45,795,242</u>

Total Liabilities, Deferred Inflows, and Net Position	<u>\$ 139,605,056</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, 2020

Operating Revenues	
Vehicle registration fees	\$ 3,251,304
Toll revenue	3,464,661
Transportation reinvestment zone	1,311,065
Interlocal agreement revenues	291,770
Total Operating Revenues	<u>8,318,800</u>
Operating Expenses	
Advertising	40,648
Depreciation	3,273,021
Insurance	798
Office expenses	162,502
Professional services	485,607
Salaries and contractual services	1,382,296
Toll operating expenses	1,123,558
Travel	25,972
Utilities	69,213
Total Operating Expenses	<u>6,563,614</u>
Net Operating Income	<u>1,755,186</u>
Non-Operating Revenues (Expenses)	
Bond issuance costs	(379,264)
Interest expense	(2,540,023)
Interest income	61,050
Redevelopment project expense	(3,756,156)
Total Non-Operating Revenue (Expenses)	<u>(6,614,393)</u>
Income (Loss) before capital contributions	<u>(4,859,207)</u>
Capital Contributions	<u>5,657,258</u>
Change in Net Position	798,050
Net Position-beginning of year	45,105,290
Prior Period Adjustment	<u>(108,098)</u>
Net Position-end of year	<u>\$ 45,795,242</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, 2020

CASH FLOWS FROM OPERATING ACTIVITIES:

Receipts from vehicle registration fees	\$ 2,947,310
Receipts from toll revenues	3,356,718
Receipts from other operating sources	313,383
Payments to vendors	(1,968,452)
Payments to employees	(1,249,612)
Net cash provided by operating activities	<u>3,399,347</u>

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:

Acquisitions of property and equipment	(63,245)
Acquisitions of construction in progress and redevelopment projects	(5,081,316)
Payments on interest	(4,692,407)
Payments on bond principal (including advance refunding)	(25,925,000)
Bond proceeds	27,008,379
Advances from TxDOT FAA and other project agreements	4,622,522
Net cash used in capital and related financing activities	<u>(4,131,067)</u>

CASH FLOWS FROM INVESTING ACTIVITIES:

Receipts from interest income	<u>61,050</u>
Net increase in cash and cash equivalents	(670,670)
Cash and cash equivalents at beginning of year	<u>11,138,224</u>
Cash and cash equivalents at end of year	<u><u>\$ 10,467,554</u></u>

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

Operating income	\$ 1,755,186
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	3,273,021
Changes in assets and liabilities:	
(Increase) decrease in due from other agencies and accounts receivable	(1,698,950)
Increase in accounts payable	74,520
(Increase) in deferred outflow of resources	<u>(4,429)</u>
Net cash flows provided by operating activities	<u><u>\$ 3,399,347</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, 2020

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

Ending cash - Statement of Cash Flows	\$ 10,467,554
Less: amount reported in restricted assets	<u>8,056,997</u>
Ending cash - Statement of Net Position	<u><u>\$ 2,410,557</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, 2020

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, 2020 is \$1,932,213 which is comprised of \$12,669,007 of gross accounts receivable related to tolls and vehicle registration fees with an allowance of \$10,736,794. 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
September 30, 2020

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, 2020

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 29, 2020, the RMA and Cameron County entered into an agreement to allow the CCRMA's Consultant, Pathfinder Public Affairs, to assist with legislation and other issues associated with the 86th and 87th legislature. The cost of the services and the amount of this agreement is \$32,000, which will be paid by the County. The agreement will terminate December 31, 2020, unless extended by action of both RMA and Cameron County.

On January 21, 2021, the RMA and Cameron County entered into an agreement to allow the CCRMA's Consultant, Pathfinder Public Affairs, to assist with legislation and other issues associated with the 87th legislature. The cost of the services and the amount of this agreement is \$96,000, which will be paid by the County. The agreement will cover period from January 1, 2021 and will terminate December 31, 2021, unless extended by action of both RMA and Cameron County.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

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

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, 2020.

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, 2020, the carrying amount of the RMA's cash, cash equivalents, and restricted cash was \$10,467,554, of this total, \$8,056,997 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 \$2,410,557 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, 2020.

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) banker's 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.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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September 30, 2020

Note 3 – Capital Assets

Depreciation expense for 2020 was \$3,273,020. The following schedule summarizes the Capital Assets and Construction in Process of the RMA as of September 30, 2020:

Capital Assets	October 1, 2019	Additions	Deletions	Reclassifications	September 30, 2020
Depreciable					
Buildings	\$ 202,803	\$ -	\$ -	\$ -	\$ 202,803
Improvements	20,791	-	-	-	20,791
Software	1,804,744	-	-	-	1,804,744
Infrastructure	107,786,233	49,244	-	-	107,835,477
Equipment	7,614,102	14,000	-	-	7,628,102
Total	117,428,673	63,244	-	-	117,491,917
Accumulated Depreciation					
Buildings	(45,631)	(10,140)	-	-	(55,771)
Improvements	(4,277)	(1,169)	-	-	(5,446)
Software	(353,377)	(119,926)	-	-	(473,303)
Infrastructure	(12,521,009)	(2,752,628)	-	-	(15,273,637)
Equipment	(2,288,657)	(389,157)	-	-	(2,677,814)
Total	(15,212,951)	(3,273,020)	-	-	(18,485,971)
Net Depreciable Assets	102,215,722	(3,209,776)	-	-	99,005,946
Non-Depreciable					
Land	154,268	-	-	-	154,268
Construction in process (CIP)	22,294,885	1,859,772	-	-	24,154,657
Total Capital Assets & CIP	\$ 124,664,875	\$ (1,350,004)	\$ -	\$ -	\$ 123,314,871

Note 4 – Disaggregation of Receivable and Payable Balances

Of the total in current account receivables, \$1,932,213, 28% are due from the Cameron County for Vehicle Registration Fees, with the remaining 72% related to toll revenues outstanding as of September 30, 2020. The Due from other agencies consists of amounts pending, reimbursement for construction project expenditures and grant revenue. Payable balances of \$1,479,066 are comprised of 17% from operations and the remaining 83% related to project expenditures at September 30, 2020.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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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 line of credit will mature on the third anniversary date and is Unsecured. Line of credit activity for the year ended September 30, 2020 was as follows:

October 1, 2019	Draws	Repayments	September 30, 2020	September 30, Line of Credit Limit
\$ -	\$ 1,231,948	\$ 769,305	\$ 462,643	\$ 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, 2020:

Deferred Revenue	<u>October 1, 2019</u>	<u>Additions</u>	<u>Reductions</u>	<u>September 30, 2020</u>	<u>Credit Limit</u>
Morrison Road	\$ 17,400	\$ -	\$ (6,483)	\$ 10,917	N/A
Indiana Road	-	18,126	-	18,126	N/A
Whipple Road	-	15,342	-	15,342	N/A
Other agencies	-	3,511	-	3,511	N/A
Total	<u>\$ 17,400</u>	<u>\$ 36,979</u>	<u>\$ (6,483)</u>	<u>\$ 47,896</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

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 through February 2038. In December 2016 through an advance refunding, a total of \$14.3 million in bonds were refunded. In March 2020, \$25 million were advance refunded. As of September 30, 2020, \$665,000 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 through February 2034. In December 2016 through an advanced refunding, a total of \$695,000 in bonds were refunded. The amount that remains outstanding as of September 30, 2020 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 refunded. As of September 30, 2020, \$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.

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, 2020, \$1.9 million remain outstanding.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

Note 7 – Long-Term Bonds Payable – Continued

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, 2020, \$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, 2020, \$4.4 million remain outstanding.

On 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, 2020, \$14.9 million remain outstanding.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

Note 7 – Long-Term Bonds Payable – Continued

On March 31, 2020, the RMA issued Revenue and Tax Refunding Bonds, Series 2020 (SH 550 Project) in the amount of \$26.9 million. The net proceeds of \$26.9 million (net of underwriters, financial advisor, and other cost of issuance) were used to advance refund \$25.5 million of Series 2012 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 2020 has maturities of February 2021 to 2038 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 of September 30, 2020, \$26.9 million remains outstanding.

See summary below for additional details of the refunding.

Bond Refunding Series	Amount of Issuance	Cost of Issuance	Bond Premium	Net Proceeds	Average Coupon	Bonds Refunded Series	Principal Amount	Average Coupon of Refunded Bonds	Escrow Defeased
2014 Series Refunding	\$ 6,325,000	\$ (164,406)	\$ 137,092	\$ 6,297,686	2.12%	2010A	\$ 6,220,000	3.77%	Yes
2016 Series Refunding	15,805,000	(306,052)	100,180	15,599,128	4.09%	2012 2014 2015	14,340,000 695,000 245,000	4.92%	Yes
2017 Series Refunding	4,470,000	\$ (150,253)	\$ 456,100	4,775,847	4.00%	2010A	4,480,000	5.00%	Yes
2019 Series Refunding	14,925,000	\$ (278,173)	\$ 1,546,268	16,193,095	4.25%	2010B	15,535,000	6.55%	Yes
2020 Series Refunding	26,925,000	\$ (346,214)	\$ -	26,578,786	2.51%	2012	25,005,000	4.99%	Yes
	<u>\$ 68,450,000</u>	<u>\$ (1,245,098)</u>	<u>\$ 2,239,640</u>	<u>\$ 69,444,542</u>			<u>\$ 66,520,000</u>		

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

Note 7— Long-Term Bonds Payable – Continued

The following schedule summarizes the long-term bond payable of the RMA as of September 30, 2020:

Vehicle Registration Fee Bonds	October 1, 2019	Additions	Reductions	September 30, 2020	Due within one year
2014 Refunding Revenue Bonds	\$ 2,820,000	\$ -	\$ (920,000)	\$ 1,900,000	\$ 940,000
Plus: Premium on Refunding	39,166	-	(19,585)	19,581	-
2017 Refunding Revenue Bonds	4,470,000	-	-	4,470,000	-
Plus: Premium on Refunding	342,077	-	(57,013)	285,064	-
2019 Refunding Revenue Bonds	14,925,000	-	-	14,925,000	-
Plus: Premium on Refunding	1,455,311	-	(90,957)	1,364,354	-
Total Vehicle Registration Fee Bonds	24,051,554	-	(1,087,555)	22,963,999	940,000
Revenue & Tax Bonds (SH550)					
2012 Revenue & Tax Bonds	25,660,000	-	(25,005,000)	655,000	-
Plus: Premium on Refunding	2,192,454	-	(1,948,848)	243,606	-
2014 Revenue & Tax Bonds	4,305,000	-	-	4,305,000	-
Plus: Premium on Refunding	90,665	-	(6,044)	84,621	-
2015 Revenue & Tax Bonds	4,255,000	-	-	4,255,000	-
Plus: Discount on Refunding	(29,769)	-	1,417	(28,352)	-
2016 Refunding Revenue & Tax	15,805,000	-	-	15,805,000	-
Plus: Premium on Refunding	88,467	-	(3,853)	84,614	-
2020 Refunding Revenue & Tax	-	26,925,000	-	26,925,000	810,000
Total Revenue & Tax Bonds (SH 550)	52,366,817	26,925,000	(26,962,328)	52,329,489	810,000
Total Bonded Debt Payable	\$ 76,418,371	\$ 26,925,000	\$ (28,049,883)	\$ 75,293,488	\$ 1,750,000

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 7 – Long-Term Bonds Payable – Continued

The annual debt requirements to maturities for revenue bonds are as follows:

	2014 Refunding Bonds Vehicle Registration Fee			2017 Refunding Bonds Vehicle Registration Fee		
	Principal	Interest	Total	Principal	Interest	Total
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	-	-	-	1,135,000	70,100	1,205,100
2026-2030	-	-	-	1,185,000	23,700.00	1,208,700
2031-2035	-	-	-	-	-	-
	<u>\$ 1,900,000</u>	<u>\$ 42,975</u>	<u>\$ 1,942,975</u>	<u>\$ 4,470,000</u>	<u>\$ 723,800</u>	<u>\$ 5,193,800</u>

	2019 Refunding Bonds Vehicle Registration Fee			2012 Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
2021	\$ -	\$ 649,200	\$ 649,200	\$ -	\$ 32,750	\$ 32,750
2022	-	649,200	649,200	655,000	16,375	671,375
2023	-	649,200	649,200	-	-	-
2024	-	649,200	649,200	-	-	-
2025	-	649,200	649,200	-	-	-
2026-2030	5,220,000	2,739,750	7,959,750	-	-	-
2031-2035	7,925,000	1,173,100	9,098,100	-	-	-
2036-2040	1,780,000	35,600	1,815,600	-	-	-
	<u>\$ 14,925,000</u>	<u>\$ 7,194,450</u>	<u>\$ 22,119,450</u>	<u>\$ 655,000</u>	<u>\$ 49,125</u>	<u>\$ 704,125</u>

	2014 Revenue & Tax Bonds (SH550)			2015 Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
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	290,000	138,556	428,556	180,000	129,588	309,588
2026-2030	1,630,000	512,125	2,142,125	990,000	558,584	1,548,584
2031-2035	1,570,000	144,438	1,714,438	1,175,000	372,466	1,547,466
2036-2040	-	-	-	1,410,000	136,500	1,546,500
	<u>\$ 4,305,000</u>	<u>\$ 1,433,413</u>	<u>\$ 5,738,413</u>	<u>\$ 4,255,000</u>	<u>\$ 1,763,276</u>	<u>\$ 6,018,276</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 7 – Long-Term Bonds Payable – Continued

	2016 Refunding Revenue & Tax Bonds (SH550)			2020 Refunding Revenue & Tax Bonds (SH550)		
	Principal	Interest	Total	Principal	Interest	Total
2021	\$ -	\$ 649,700	\$ 649,700	\$ 810,000	\$ 617,330	\$ 1,427,330
2022	-	649,700	649,700	-	611,891	611,891
2023	-	649,700	649,700	810,000	605,929	1,415,929
2024	-	649,700	649,700	1,000,000	592,298	1,592,298
2025	-	649,700	649,700	1,150,000	575,462	1,725,462
2026-2030	-	3,248,500	3,248,500	7,530,000	2,484,607	10,014,607
2031-2035	-	3,234,000	3,234,000	9,365,000	1,519,615	10,884,615
2036-2040	580,000	2,542,000	3,122,000	6,260,000	272,984	6,532,984
2041-2045	15,225,000	292,000	15,517,000	-	-	-
	<u>\$ 15,805,000</u>	<u>\$ 12,565,000</u>	<u>\$ 28,370,000</u>	<u>\$26,925,000</u>	<u>\$ 7,280,116</u>	<u>\$ 34,205,116</u>

	Bonds Payable		
	Principal	Interest	Total
2021	\$ 1,750,000	\$ 2,476,193	\$ 4,226,193
2022	2,035,000	2,426,566	4,461,566
2023	2,305,000	2,358,722	4,663,722
2024	2,550,000	2,288,099	4,838,099
2025	2,755,000	2,212,606	4,967,606
2026-2030	16,555,000	9,567,266	26,122,266
2031-2035	20,035,000	6,443,619	26,478,619
2036-2040	10,030,000	2,987,084	13,017,084
2041-2045	15,225,000	292,000	15,517,000
	<u>\$ 73,240,000</u>	<u>\$ 31,052,155</u>	<u>\$104,292,155</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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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 31, 2020, the RMA refunded and defeased in substance \$25.0 million of its outstanding series 2012 revenue and tax refunding bonds carrying an average interest rate of 5.0%, with new debt of \$25.9 million, issued at a weighted average rate of 5.0%. The new debt was dated March 31, 2020. 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	\$ 190,970
<u>Underwriter's Discount</u>	<u>155,244</u>
	\$ 346,214

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 8- Current-Year Defeasance of Debt – Continued

2020 Revenue & Tax				
Refunding Bond Taxable Series 2020 (SH550)				
	Principal	Rate	Interest	Total
2021-2025	\$ 3,770,000	1.19%	\$ 3,236,449	\$ 7,006,449
2026-2030	7,530,000	2.01%	2,484,607	10,014,607
2031-2035	9,365,000	2.49%	1,519,615	10,884,615
2036-2040	6,260,000	2.87%	272,984	6,532,984
	<u>\$ 26,925,000</u>		<u>\$ 7,513,655</u>	<u>\$ 34,438,655</u>
	Bond Par Value			\$ 26,925,000
	Cost of Issuance including		(346,214)	
	Underwriters Discount			
	Net Finance Costs			<u>(346,214)</u>
	Target Value			\$ 26,578,786
	Effective Interest			
	Rate			2.62620%

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 8- Current-Year Defeasance of Debt – Continued

Prior Bond Debt Service

	Principal	Rate	Interest	Total
2021-2025	\$ 3,585,000	5.00%	\$ 6,580,250	\$ 10,165,250
2026-2030	6,645,000	5.00%	4,557,625	11,202,625
2031-2035	8,530,000	5.00%	2,670,000	11,200,000
2036-2040	6,245,000	5.00%	478,625	6,723,625
	<u>\$ 25,005,000</u>		<u>\$ 14,286,500</u>	<u>\$ 39,291,500</u>

Cash Flow Difference

Old Debt Service		\$ 39,291,500
Cash Flows	39,291,500	
New Debt Service		
Cash Flows	<u>34,438,655</u>	
Subsidy Cash		
Contribution	<u>390,000</u>	<u>34,828,655</u>
		\$ 4,462,845

Economic Gain

Present Value of Old Debt Cash Flow (including RMA Cash Contribution)	<u>\$ 31,182,827</u>
Present Value of New Debt Cash Flow	<u>27,315,000</u>
	<u>\$ 3,867,827</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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September 30, 2020

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, 2020, there was an outstanding balance of \$167,500. There were no payments made during FY2020.

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, 2020 is \$23,545,000.

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, 2020 is \$2,798,498.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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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 provided by the RMA is \$100,000.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

Note 9 – Interlocal and Grant Agreements - Continued

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 Engineering Services, Assist and Developing Projects in Cameron County, Texas

On November 13, 2018, the RMA and 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. The RMA 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. The RMA began the project in fiscal year 2019 and completed in fiscal year 2020.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 9 – Interlocal and Grant Agreements - Continued

Cameron County to utilize the CCRMA's consultant during the 86th Legislative Session

On December 18, 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. On February 18, 2020, the agreement was extended to September 30, 2020 for an additional \$54,000.

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. The agreement was amended on October 29, 2019 for an additional \$12,240. The RMA began the project in fiscal year 2019 and completed in fiscal year 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. As of September 30, 2020, the project is ongoing.

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.

CCRMA Advanced Funding Agreements with Texas Department of Transportation

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 \$17,500,000.

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, State and Local 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 Local funds in the amount of \$1,000,000.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2020

Note 9 – Interlocal and Grant Agreements - Continued

CCRMA to Develop Preliminary Engineering and Environmental Document for the City of Brownsville, Texas

On December 3, 2019, the RMA and the City of Brownsville entered in an agreement for the RMA to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications and Estimates, and complete any project development activities to develop the West Rail Corridor Project to a Ready-to-Let Status for construction. This project is fully funded with local funds for Preliminary Engineering and fully funded for construction engineering with Category 7 funds at the Metropolitan Planning Organization based on current estimates. In addition to serving as Project Manager, the RMA will be responsible for the preparation of the Environmental document, Traffic studies and Cultural Resource studies totaling approximately \$250,000.

CCRMA to Acquire Right of Way Needed for East Loop Project

On December 10, 2019, the RMA and Cameron County entered in an agreement for the RMA to begin acquiring right of way need for the East Loop Project including but not limited to a land swap with U.S. Fish and Wildlife Service, conduct aerial photography, prepare right of way mapping, and conduct subsurface utility engineering. Cameron County will provide funding in the amount of \$1.2 million.

CCRMA to Develop Preliminary Engineering and Environmental Document in Cameron County, Texas

On December 10, 2019, the RMA and Cameron County entered in an agreement for the RMA to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications and Estimates, and complete any project development activities to develop the West Rail Corridor Project to a Ready-to-Let Status for construction. This project is fully funded with local funds for Preliminary Engineering and fully funded for construction engineering with Category 7 funds at the Metropolitan Planning Organization based on current estimates. In addition to serving as Project Manager, the RMA will be responsible for the preparation of the Environmental document, Traffic studies and Cultural Resource studies totaling approximately \$150,000.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

Note 9 – Interlocal and Grant Agreements - Continued

CCRMA to Provide Design, Engineering, Architectural and Construction Management in Cameron County, Texas

On January 7, 2020, the RMA and the Cameron County entered into an agreement to provide the Parks System design, engineering, architectural and construction management services for the Mountain Bike Trail at the Pedro “Pete” Benavides County Park in Cameron County, Texas.

CCRMA to Provide Cameron County Park Systems Design, Engineering, Architectural and Construction Management Services for Various Projects.

On January 7, 2020, the RMA and the Cameron County entered into an agreement to provide the Parks System design, engineering, architectural and construction management services for the following projects at Isla Blanca Park:

- Administration Building
- Maintenance Warehouse
- Registration Office
- Toll Gantry/Toll Booth

CCRMA to Prepare an Environmental Document in Cameron County, Texas

On March 3, 2020, the RMA and Cameron County entered in an agreement for the RMA to prepare an Environmental Document for a project at the Cameron County Airport. 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 March 3, 2020 and terminate on March 2, 2021.

CCRMA to Develop Preliminary Engineering and Environmental Documents in Cameron County, Texas (Old Alice Road)

On March 17, 2020, the RMA and Cameron County entered in an agreement for the RMA to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications and Estimates, and complete any project development activities to develop the project to a Ready-to-Let Status for construction. This project is fully funded with local funds for Preliminary Engineering and fully funded for construction engineering with Category 7 funds at the Metropolitan Planning Organization based on current estimates. In addition to serving as Project Manager, the RMA will be responsible for the preparation of the Environmental document, Traffic studies and Cultural Resource studies totaling approximately \$229,000,

CTRMA to provide tag transaction processing services to RMA

On August 20, 2020, the RMA negotiated a new interlocal agreement with Central Texas Regional Mobility Authority (CTRMA), that would continue providing transponder processing services to related to SH 550 Toll Project and other future transportation projects that may need transponder-based toll transaction processing services.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Note 9 – Interlocal and Grant Agreements - Continued

CCRMA to Develop Preliminary Engineering and Environmental Document in Cameron County, Texas (Dana Road Project)

On March 3, 2020, the RMA and the Cameron County entered in an agreement to allow the RMA, as Project Sponsor to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications and Estimates, and complete any project development activities to develop the project to a Ready-to-Let Status for construction. This project has Category 7 funds for Construction at the Rio Grande Valley Metropolitan Planning in addition to local funds listed in this agreement being used to expedite project development. In addition to serving as Project Sponsor, the RMA will be responsible for the preparation of the Environmental document, Traffic studies and Cultural Resource studies totaling approximately \$250,000.

CCRMA to Develop Preliminary Engineering and Environmental Document in City of Brownsville, Texas (Dana Road Project)

On July 7, 2020, the RMA and the City of Brownsville entered in an agreement to allow the RMA, as Project Sponsor to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications and Estimates, and complete any project development activities to develop the project to a Ready-to-Let Status for construction. This project has Category 7 funds for Construction at the Rio Grande Valley Metropolitan Planning in addition to local funds listed in this agreement being used to expedite project development. In addition to serving as Project Sponsor, the RMA will be responsible for the preparation of the Environmental document, Traffic studies and Cultural Resource studies totaling approximately \$300,000.

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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, 2020, the RMA expended \$40,648 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 2020.

Note 12 – Litigation

As of September 30, 2020, the RMA is involved in various contract disputes related to litigation, 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

The RMA has recorded an asset net of allowance for bad debt of \$1,319,954 as of September 30, 2020.

Note 14 - Prior Period Adjustment

During fiscal year 2020, Cameron County, Texas submitted invoices from prior years for services provided by the County on behalf of the RMA. The invoices date back to fiscal year 2011-2020 totaling \$108,098.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 15 – 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, 2019 valuation and measurement date, the following amount of employees were covered by the benefit terms:

	<u>2019</u>
Number of inactive employees entitled to but no yet receiving be	7
Number of active employees:	22
Average monthly salary*:	\$4,730
Average age*:	36.32
Average length of service in years*:	6.65

** Averages reported for active employees*

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
September 30, 2020

Note 15 – 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 9.71%, 9.40% and 9.70% in calendar years 2018, 2019, and 2020 respectively. The Authority's contributions for the year ended September 30, 2020 was \$114,108.

D. Net Pension Asset

The Authority's net pension asset (NPA) was measured as of December 31, 2019, 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/asset in the December 31, 2019 actuarial valuation was determined using the following actuarial assumptions:

	<u>2019</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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Notes to Financial Statements
September 30, 2020

Note 15 – 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, 2019 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 2019 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 long-term time horizon; the most recent analysis was performed in 2017. See Milliman's TCDRS Investigation of Experience report for the period January 1, 2013 – December 31, 2016 for more details.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2020

Note 15 – Employee Retirement System - Continued

The numbers shown below are based on April 2020 information for a 10-year time horizon.

Asset Class	Benchmark	Target Allocation ⁽¹⁾	Geometric Real Rate of Return (Expected minus Inflation) ⁽²⁾
US Equities	Dow Jones U.S. Total Stock Market Index	14.50%	5.20%
Private Equity	Cambridge Associates Global Private Equity	20.00%	8.20%
Global Equities	MSCI World (net) Index	2.50%	5.50%
International Equities - Developed	MSCI World Ex USA (net) Index	7.00%	5.20%
International Equities - Emerging	MSCI World EM Standard (net) Index	7.00%	5.70%
Investment-Grade Bonds	Bloomberg Barclays U.S. Aggregate Bond	3.00%	-0.20%
Strategic Credit	FTSE High Yield Cash-Pay Capped Index	12.00%	3.14%
Direct Lending	S&P/LSTA Leveraged Loan Index	11.00%	7.16%
Distressed Debt	Cambridge Associates Distressed Securities	4.00%	6.90%
REIT Equities	67% FTSE NAREIT Equity REITs Index +	3.00%	4.50%
Master Limited Partnerships (MLPs)	Alerian MLP Index	2.00%	8.40%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index ⁽⁵⁾	6.00%	5.50%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of	8.00%	2.30%

⁽¹⁾ Target asset allocation adopted at the June 2020 TCDRS Board meeting.

⁽²⁾ Geometric real rates of return in addition to assumed inflation of 1.80% per Cliffwater's 2020 capital market assumptions.

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2020

Note 15 – Employee Retirement System - Continued

Discount Rate

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2020

Note 15 – Employee Retirement System - Continued

Changes in the Net Pension Liability/(Asset)

The Authority's changes in net pension liability/(asset) as of December 31, 2019 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, 2018	\$ 539,556	\$ 544,706	\$ (5,150)
Changes for the year:			
Service Cost	193,459	-	193,459
Interest on total pension liability ⁽¹⁾	59,273	-	59,273
Effect of plan changes ⁽²⁾	-	-	-
Effect of economic/demographic gains or losses	(12,772)	-	(12,772)
Effect of assumptions changes or inputs	-	-	-
Refund of contributions	(2,554)	(2,554)	-
Benefit payments	-	-	-
Administrative expenses	-	(637)	637
Member contributions	-	84,450	(84,450)
Net investment income	-	89,253	(89,253)
Employer contributions	-	113,914	(113,914)
Other ⁽³⁾	-	6,820	(6,820)
Balances as of December 31, 2019	<u>\$ 776,962</u>	<u>\$ 835,952</u>	<u>\$ (58,990)</u>

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

⁽²⁾ No plan changes valued.

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2020

Note 15 – 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, 2019		
	1% Decrease	Current	1% Increase
	7.10%	8.10%	9.10%
Total pension liability	\$ 914,854	\$ 776,962	\$ 664,082
Fiduciary net position	835,952	835,952	835,952
Net pension liability/(asset)	<u>\$ 78,902</u>	<u>\$(58,990)</u>	<u>\$(171,870)</u>

Pension Plan Fiduciary Net Position

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
September 30, 2020

Note 15— 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, 2019 to December 31, 2019</u>
Service cost	\$ 193,459
Interest on total pension liability ⁽¹⁾	59,273
Effect of plan changes	-
Administrative expenses	637
Member contributions	(84,450)
Expected investment return net of investment expenses	(52,143)
Recognition of deferred inflows/outflows of resources	
Recognition of economic/demographic gains or losses	1,588
Recognition of assumption changes or inputs	41
Recognition of investment gains or losses	1,067
Other ⁽²⁾	(6,820)
Pension expense/(income)	<u>\$ 112,652</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, 2020

Note 15 – Employee Retirement System – Continued

At September 30, 2020, the Authority reported deferred inflows and outflows of resources related to pensions from the following sources:

	2020	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 23,174	\$ 53,281
Changes of assumptions	195	931
Net difference between projected and actual earnings	7,637	-
Contributions made subsequent to measurement date ⁽¹⁾	-	83,790
Total deferred outflow/inflow of resources related to pension	<u>\$ 31,006</u>	<u>\$ 138,002</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 \$83,790 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, 2020. 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,	
2020	1,445
2021	537
2022	2,690
2023	(5,793)
2024	1,629
Thereafter ⁽²⁾	22,698

⁽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.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information – Pension Plan
September 30, 2020

Schedule of Changes in Net Pension Liability and Related Ratios

Total Pension Liability	2019
Service cost	\$ 193,459
Interest on total pension liability	59,273
Effect of plan changes	-
Effect of assumption changes or inputs	-
Effect of economic/demographic (gains) or losses	(12,772)
Benefit payments/refunds of contributions	(2,554)
Net change in total pension liability	<u>237,406</u>
 Total pension liability, beginning	 <u>539,556</u>
Total pension liability, ending (a)	<u>\$ 776,962</u>
 Fiduciary Net Position	
Employer contributions	\$ 113,914
Member contributions	84,450
Investment income net of investment expenses	89,253
Benefit payments/refunds of contributions	(2,554)
Administrative expenses	(637)
Other	6,820
Net change in fiduciary net position	<u>\$ 291,246</u>
 Fiduciary net position, beginning	 <u>544,706</u>
Fiduciary net position, ending (b)	<u>\$ 835,952</u>
 Net pension liability/(asset), ending = (a) - (b)	 <u>\$ (58,990)</u>
Fiduciary net position as a % of total pension liability	107.59%
 Pensionable covered payroll	 \$ 1,206,422
Net pension liability as a % of covered payroll	-4.89%

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, 2020

Schedule of Employer Contributions

Year Ending September 30, 2020	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%
2020	117,081	117,081		1,382,308	8.5%

(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. If additional assistance is needed, please contact TCDRS.

(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, 2020

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 logevity 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, 2020

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, 2020

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, 2020

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, 2020

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, 2020, and the related notes to the financial statements, which collectively comprise Cameron County Regional Mobility Authority's basic financial statements, and have issued our report thereon dated March 15, 2021.

Internal Control over Financial Reporting

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

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

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

Compliance and Other Matters

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

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

Purpose of this Report

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

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 15, 2021

To the Board of Directors
Cameron County Regional Mobility Authority

We have audited the financial statements of Cameron County Regional Mobility Authority as of and for the year ended September 30, 2020, and have issued our report thereon dated March 15, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated August 17, 2020. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Significant Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Cameron County Regional Mobility Authority are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2019. We noted no transactions entered into by Cameron County Regional Mobility Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

Management's estimate of the allowance for doubtful accounts is based on historical collection rates of receivables related to toll revenue. We evaluated the key factors and assumptions used to develop the allowance for doubtful accounts in determining that it is reasonable in relation to the financial statements taken as a whole.

In addition, management's estimate of the accumulated depreciation and depreciation expense is based on estimated useful lives and residual values of capital assets. We evaluated the key factors and assumptions used to develop the depreciation estimate in determining that it is reasonable in relation to the financial statements taken as a whole.

Financial Statement Disclosures

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

Difficulties Encountered during the Audit

We encountered no difficulties in dealing with management relating to the performance of the audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to Cameron County Regional Mobility Authority's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 15, 2021.

Management Consultations with Other Independent Accountants

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

Other Significant Matters, Findings, or Issues

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

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

Burton, McCumber, & Longoria LLP

Brownsville, Texas

March 15, 2021

3-B ACKNOWLEDGEMENT OF CLAIMS.

Claims for Acknowledgement

3B

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Claims March 19, 2021



100 Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	857035	235.82	Aflac March 2021	Indirect	Y	Local	Ope
Culligan of the Rio Grande Valley	320895 2.25.21	7.99	Culligan Feb 2021	Indirect	Y	Local	Ope
Direct Energy Business, LLC	210710045023750	22.67	Direct Energy Feb 2021 Ste 7	Indirect	Y	Local	Ope
Direct Energy Business, LLC	210710045023751	49.15	Direct Energy Feb 2021 Ste 3	Indirect	Y	Local	Ope
Direct Energy Business, LLC	210710045023752	6.24	Direct Energy Feb 2021 Ste 5	Indirect	Y	Local	Ope
Direct Energy Business, LLC	210710045023753	13.98	Direct Energy Feb 2021 Ste 4	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	38	12,000.00	Pathfinder Feb 2021 Consulting services	Indirect	Y	Local	Ope
Time Warner Cable Business Class	0121858030921	1,180.40	Spectrum March 2021	Indirect	Y	Local	Ope
TML Health Benefits Pool	1212103A	6,411.83	TML Health Benefits Mar 2021	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Feb 2021 Ste 3	34.55	VMUD Feb 2021 Ste 3	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Feb 2021 Ste 4	34.55	VMUD Feb 2021 Ste 4	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Feb 2021 Ste 5	34.17	VMUD Feb 2021 Ste 5	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Feb 2021 Ste 6	34.17	VMUD Feb 2021 Ste 6	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Feb 2021 Ste 7	34.17	VMUD Feb 2021 Ste 7	Indirect	Y	Local	Ope
		<u>20,099.69</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Culligan of the Rio Grande Valley	320895 2.25.21	57.95	Culligan Feb 2021	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	210710045023754	180.67	Direct Energy Feb 2021 570 Fm 511	Direct Connectors - SH550	Y	Local	Tolls
Direct Energy Business, LLC	210710045024250	112.76	Direct Energy Feb 2021 Tolls	Indirect	Y	Local	Tolls
Texas Department of Motor Vehicles (TxDMV)	Replishment 3.5.21	3,000.00	TX DMV Replenishment	Indirect	Y	Local	Tolls
Time Warner Cable Business Class	0121858030921	1,180.40	Spectrum March 2021	Indirect	Y	Local	Tolls
TML Health Benefits Pool	1212103A	6,846.36	TML Health Benefits Mar 2021	Indirect	Y	Local	Tolls
Toshiba America Business Solutions, Inc	5400760	18.27	Toshiba Maint Mar 2021	Indirect	Y	Local	Tolls
Valley Municipal Utility District	VMUD Feb 2021 Tolls	36.81	VMUD Feb 2021 Tolls	Indirect	Y	Local	Tolls
		<u>11,433.22</u>					
Operations		\$ 20,099.69					
Tolls		<u>11,433.22</u>					
Total Transfer		<u>\$ 31,532.91</u>					

Reviwed by:

Monica R. Ibarra,
Accounting Clerk

Monica R Ibarra 3.19.21

Victor J. Barron,
Controller

Victor J Barron 3.19.21

Pete Sepulveda Jr.
Executive Director

Pete Sepulveda Jr 03.19.21

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 12, 2021



100 Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
AIM Media Texas	40016751-0221	3,988.25	AIM media advertising 2.28.21	CC - Administration Building & Parking Lot/ West Blvd Project	Y	Local	Ope
Bank of New York Mellon	252-2365342	1,325.00	BNY Mellon vehicle registration refinance 2019 3.2.21	Indirect	Y	Local	Ope
Ericka Trevino	ET Reimburst 3.8.21	34.12	ET Travel Reimbursement 3.8.21	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	31-B	8,000.00	Pathfinder Consulting Services CC ILA July 2020	CC - Consulting Services PF	Y	Local	Ope
Pathfinder Public Affairs, Inc	32-B	8,000.00	Pathfinder Consulting Services ILA Aug 2020	CC - Consulting Services PF	Y	Local	Ope
Pathfinder Public Affairs, Inc	33-B	8,000.00	Pathfinder September 2020 Consulting Services Interlocal	CC - Consulting Services PF	Y	Local	Ope
Time Warner Cable Business Class	0121858020921	1,161.51	Spectrum Feb 2021	Indirect	Y	Local	Ope
		<u>30,508.88</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Bank of New York Mellon	252-2365341	1,250.00	BNY Mellon CC tax revenue and tax refunding bonds 3.2.21	Indirect	Y	Local	Tolls
Dept of Info Resources Telecommunications Services Division	20081575N	2,143.48	SH550 Circuit billing 10.20.20	Indirect	Y	Local	Tolls
Dept of Info Resources Telecommunications Services Division	21011558N	1,071.74	SH550 Circuit billing 2.22.21	Indirect	Y	Local	Tolls
Dept of Info Resources Telecommunications Services Division	21091575N	1,071.74	SH550 Circuit billing 10.20.20	Indirect	Y	Local	Tolls
Dept of Info Resources Telecommunications Services Division	21101576N	1,071.74	SH550 Circuit billing 11.20.20	Indirect	Y	Local	Tolls
Dept of Info Resources Telecommunications Services Division	21111576N	1,071.74	SH550 Circuit billing 12.21.20	Indirect	Y	Local	Tolls
Dept of Info Resources Telecommunications Services Division	21121577N	1,071.74	SH550 Circuit billing 1.20.21	Indirect	Y	Local	Tolls
Fagan Consulting LLC	CCR-2102	2,485.08	Fagan consulting services Feb 2021	Indirect	Y	Local	Tolls
LexisNexis Risk Solutions FL Inc	1546392-20210228	110.13	LexisNexis Feb 2021	Indirect	Y	Local	Tolls
Public Utilities Board	PUB 600710 Feb 2021	229.34	PUB 600710 Feb 2021	Direct Connectors - SH550	Y	Local	Tolls
Quadient Leasing USA, Inc.	N8753148	7,934.19	Quadient Mar 2021	Indirect	Y	Local	Tolls
Time Warner Cable Business Class	0121858020921	1,161.50	Spectrum Feb 2021	Indirect	Y	Local	Tolls
Xtreme Security	47959	104.85	Xtreme Security Mar-May 2021	Indirect	Y	Local	Tolls
		<u>20,777.27</u>					
Operations		\$ 30,508.88					
Tolls		<u>20,777.27</u>					
Total Transfer		<u>\$ 51,286.15</u>					

Revised by:

Monica R. Ibarra,
Accounting Clerk

Monica R Ibarra 3.15.21

Victor J. Barron,
Controller

Victor Barron 3.15.21

Pete Sepulveda Jr,
Executive Director

Pete Sepulveda Jr 03.15.21

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 4, 2021



100 Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
AGC Solutions LLC	Admin rent Mar 2021	4,460.00	AGC monthly rent March 2021	Indirect	Y	Local	Ope
American Express	AMEX Feb 2021	625.75	AMEX Feb 2021	Indirect	Y	Local	Ope
ROL Consulting LLC	118	8,000.00	ROL consulting services Feb 2021	Indirect	Y	Local	Ope
Gexa Energy, LP	32505806	25.36	GEXA Feb 2021 Ste 6	Indirect	Y	Local	Ope
Lone Star Shredding	1965407	67.50	LoneStar shredding services	Indirect	Y	Local	Ope
Document Storage			2.28.21		Y	Local	Ope
MPC Studios, Inc	30058	125.00	MPC website hosting March 2021	Indirect	Y	Local	Ope
Toshiba Financial Services	37298467	311.23	Toshiba Admin Mar 2021	Indirect	Y	Local	Ope
		<u>13,614.84</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon	Amazon Feb 2021	5.93	Amazon Feb 2021	Indirect	Y	Local	Tolls
American Express	AMEX Feb 2021	4,800.88	AMEX Feb 2021	Indirect	Y	Local	Tolls
Gexa Energy, LP	32508752	149.60	GEXA Feb 2021 1505 Fm 511 & 1705 FM 511	Direct Connectors - SH550	Y	Local	Tolls
Kapsch TrafficCom USA, Inc	486021SI01921	14,274.00	Kapsch Toll System Maintenance support Jan 2021	Indirect			
					Y	Local	Tolls
Matus Contractor Company	284	4,000.00	Matus Section 1 grass, garbage, herbicide 2.24.21	Indirect	Y	Local	Tolls
Matus Contractor Company	285	2,800.00	Matus Gap 1 grass, garbage, herbicide 2.24.21	Indirect	Y	Local	Tolls
Texas Department of Motor Vehicles	Replen 2.26.21	3,000.00	TX DMV Replenishment 2.26.21	Indirect	Y	Local	Tolls
United States Postal Service	USPS Repl 3.2.21	15,000.00	USPS Acct Replenishment 3.2.21	Indirect	Y	Local	Tolls
Verizon Wireless	9874015975	88.36	Verizon Feb 2021	Indirect	Y	Local	Tolls
		<u>44,118.77</u>					
	Operations	\$ 13,614.84					
	Tolls	<u>44,118.77</u>					
	Total Transfer	<u>\$ 57,733.61</u>					

Reviwed by:

Monica R. Ibarra,
Accounting Clerk

Monica R Ibarra 3.4.21

Victor J. Barron,
Controller

Victor J Barron 3.04.21

Pete Sepulveda Jr,
Executive Director

Pete Sepulveda Jr 03.04.21



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims February 25, 2021

100 Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	458046	235.82	Alfac Feb 2021	Indirect	Y	Local	Ope
Staples Credit Plan	84913	60.60	Staples Credit 1.11.21	Indirect	Y	Local	Ope
Staples Credit Plan	88483	54.10	Staples Credit 1.12.21	Indirect	Y	Local	Ope
Rentfro, Irwin, & Irwin, P.L.L.C	802	940.00	Rentfro, Irwin & Irwin legal services Jan 2021	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Jan 2021 Ste 3	34.72	VMUD Jan 2021 Ste 3	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Jan 2021 Ste 4	35.09	VMUD Jan 2021 Ste 4	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Jan 2021 Ste 5	34.34	VMUD Jan 2021 Ste 5	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Jan 2021 Ste 6	34.72	VMUD Jan 2021 Ste 6	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Jan 2021 Ste 7	35.48	VMUD Jan 2021 Ste 7	Indirect	Y	Local	Ope
		<u>1,464.87</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Cameron County	2016-1501100	56,809.91	SH550 Tolls Circuits FM 1895 Fm 511 to 104 Lindwood Train	SH 550			
Cameron County	2020-11001115	2,143.48	SH550 Toll Circuits May- June 2020	SH 550	Y	Local	Tolls
Daniel Delgado Valerio	02182021DV	455.00	Toll 550 Detail 2.18.21	Indirect	Y	Local	Tolls
Dustin Ramos	02182021DR	455.00	Toll 550 Detail 2.18.21	Indirect	Y	Local	Tolls
Guerra Construction	10153	3,400.00	Guerra Const Guard rail	Indirect	Y	Local	Tolls
Mario Daniel Gomez	219	245.00	FM 550 Traffic Control 2.18.21	Indirect	Y	Local	Tolls
Public Utilities Board	PUB 588837 Feb 2021	192.13	PUB 588837 Feb 2021	Port Spur - SH550	Y	Local	Tolls
Rentfro, Irwin, & Irwin, P.L.L.C	802	1,100.00	Rentfro, Irwin & Irwin legal services Jan 2021	Indirect	Y	Local	Tolls
Toshiba America Business Solutions, Inc	5381883	92.06	Toshiba Maint Feb 2021	Indirect	Y	Local	Tolls
Toshiba Financial	37232246	296.86	Toshiba Tolls Feb 2021	Indirect	Y	Local	Tolls
Valley Municipal Utility District	VMUD Jan 2021 Tolls	40.95	VMUD Jan 2021 Tolls	Indirect	Y	Local	Tolls
		<u>65,230.39</u>					
Operations		\$ 1,464.87					
Tolls		<u>65,230.39</u>					
Total Transfer		<u>\$ 66,695.26</u>					

Reviwed by:

Monica R. Ibarra,
Accounting Clerk

Monica R Ibarra 2.25.21

Victor J. Barron,
Controller

Victor J Barron 2.25.21

Pete Sepulveda Jr.,
Executive Director

Pete Sepulveda Jr 022524

3-C APPROVAL OF CLAIMS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
BOD Claims March 25, 2021



100 Projects

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HALFF Associates, Inc	10049678	\$ 16,843.05	Engineering for Development of Design Schematic for Whipple Rd	Whipple Road	Y	Local	Ope
S&B Infrastructure, LTD	U2716.400-05	107,893.61	S&B SH 550 GAP II WA 4	SH550 GAP II	Y	Local	Ope
		<u>124,736.66</u>					

Oper Projects	<u>124,736.66</u>
Total Transfer	<u>\$ 124,736.66</u>

Reviwed by:

Victor J. Barron,
Controller

DocuSigned by:

Victor Barron

3/23/2021

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Pete Sepulveda Jr,
Executive Director

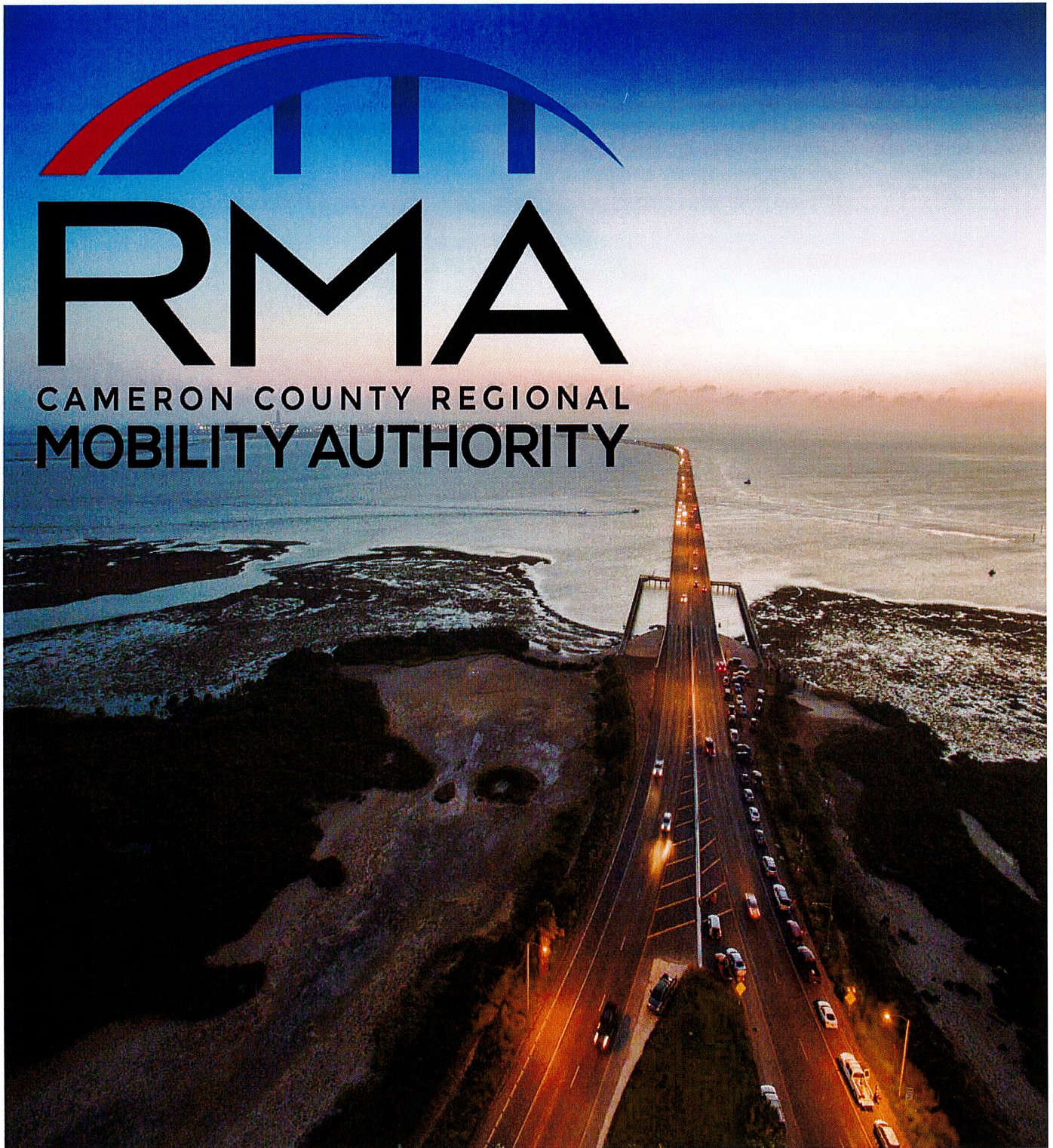
DocuSigned by:

Pete Sepulveda, Jr

3/23/2021

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**3-D CONSIDERATION AND APPROVAL OF THE FINANCIAL STATEMENTS
AND BUDGET AMENDMENTS FOR THE MONTH OF JANUARY 2021.**



JANUARY 2021 FINANCIAL REPORT

PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR

VICTOR J. BARRON, CONTROLLER



CCRMA MONTHLY FINANCIAL

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly R&E - Unposted Transactions Included In Report
From 1/1/2021 Through 1/31/2021
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	254,350	1,008,201	3,250,000	(2,241,799)	997,124
Interlocal agreements	10,000	40,000	120,000	(80,000)	40,000
Total Operating Revenues	<u>264,350</u>	<u>1,048,201</u>	<u>3,370,000</u>	<u>(2,321,799)</u>	<u>1,037,124</u>
Operating Expenses					
Personnel costs	72,166	354,842	1,019,206	664,364	362,275
Professional services	28,000	102,893	304,100	201,207	113,528
Contractual services	940	5,470	52,000	46,530	7,686
Advertising & marketing	125	500	16,500	16,000	4,385
Data processing	523	1,365	10,000	8,635	2,164
Dues & memberships	5,195	5,780	20,000	14,220	7,738
Education & training	0	0	10,000	10,000	920
Fiscal agent fees	0	3,470	53,600	50,130	4,670
Insurance	324	324	2,000	1,676	0
Maintenance & repairs	0	0	5,000	5,000	69
Office supplies	199	1,090	27,000	25,910	3,000
Leases	4,771	24,812	66,755	41,943	17,485
Travel	0	82	25,000	24,918	11,519
Utilities	1,626	6,605	27,000	20,395	3,838
Contingency	0	0	94,164	94,164	0
Total Operating Expenses	<u>113,870</u>	<u>507,232</u>	<u>1,732,325</u>	<u>1,225,093</u>	<u>539,279</u>
Total Operating Income (Loss)	<u>150,480</u>	<u>540,970</u>	<u>1,637,675</u>	<u>(1,096,705)</u>	<u>497,845</u>
Non Operating Revenues					
Interest income	5,941	23,016	50,000	(26,984)	28,112
TRZ revenue	0	0	1,311,065	(1,311,065)	0
Total Non Operating Revenues	<u>5,941</u>	<u>23,016</u>	<u>1,361,065</u>	<u>(1,338,049)</u>	<u>28,112</u>
Non Operating Expenses					
Debt interest	0	0	1,800,175	1,800,175	0
Debt interest-LOC	0	428	25,500	25,072	0
Project expenses	49,513	62,876	1,173,065	1,110,189	259,952
Total Non Operating Expenses	<u>49,513</u>	<u>63,304</u>	<u>2,998,740</u>	<u>2,935,436</u>	<u>259,952</u>
Total Changes in Net Position	<u>106,908</u>	<u>500,682</u>	<u>0</u>	<u>500,682</u>	<u>266,004</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues & Expenses - Cash - Toll Operations Revenues & Expenditures - Cash - Unposted Transactions Included In Report
From 1/1/2021 Through 1/31/2021
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Toll Operating Revenues					
TPS Revenues	185,783	704,181	1,715,000	(1,010,819)	685,532
Interop Revenues					
Interop revenues	57,594	234,632	740,000	(505,368)	268,446
Bridge interoperability	36,066	169,838	420,000	(250,162)	184,870
Total Interop Revenues	93,659	404,470	1,160,000	(755,530)	453,316
Other Toll Revenues					
Interlocal agreement revenues	11,984	48,195	139,876	(91,681)	47,085
Total Other Toll Revenues	11,984	48,195	139,876	(91,681)	47,085
Total Toll Operating Revenues	291,426	1,156,846	3,014,876	(1,858,030)	1,185,932
Toll Operating Expenses					
Personnel costs	39,657	175,568	521,270	345,702	271,124
Transaction processing costs	29,977	127,327	401,000	273,673	119,318
Toll system maintenance/IT	27,179	111,174	331,353	220,179	112,815
Roadside maintenance	45,735	159,354	499,662	340,308	143,175
CSC indirect/overhead costs	10,402	30,987	220,123	189,136	70,642
Total Toll Operating Expenses	152,950	604,410	1,973,408	1,368,998	717,074
Total Operating Income (Loss)	138,476	552,436	1,041,468	(489,032)	468,859
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	2,426,468	2,426,468	0
Total Non Operating Expenses	0	0	2,426,468	2,426,468	0
Changes in Net Position	138,476	552,436	0	552,436	468,859

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report
From 1/1/2021 Through 1/31/2021
(In Whole Numbers)

	Current Period Actual	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Prior Year Actual
Operating Revenues					
Vehicle registration fees	254,350	1,008,201	3,250,000	(2,241,799)	997,124
Interlocal agreement	21,984	88,195	259,876	(171,681)	87,085
Toll revenues	<u>279,442</u>	<u>1,108,651</u>	<u>2,875,000</u>	<u>(1,766,349)</u>	<u>1,138,848</u>
Total Operating Revenues	<u>555,776</u>	<u>2,205,047</u>	<u>6,384,876</u>	<u>(4,179,829)</u>	<u>2,223,056</u>
Operating Expenses					
Personnel costs	111,824	530,409	1,540,476	1,010,067	633,400
Accounting software and services	0	2,274	2,500	226	1,206
Professional services	28,000	100,620	301,600	200,980	112,322
Contractual services	2,040	7,590	78,000	70,410	11,832
Advertising & marketing	125	2,533	76,500	73,967	33,187
Data processing	523	1,365	10,000	8,635	2,164
Dues & memberships	7,635	8,220	27,000	18,780	10,178
Education & training	0	0	20,000	20,000	920
Fiscal agent fees	0	4,720	58,600	53,880	4,670
Insurance	20,199	36,223	81,000	44,777	36,099
Maintenance & repairs	250	1,560	25,000	23,440	6,796
Office supplies	20,368	82,156	241,000	158,844	77,126
Road maintenance	53,845	238,461	759,615	521,154	224,168
Leases	6,321	36,142	116,378	80,236	28,133
Toll services	9,910	34,249	158,500	124,251	37,684
Travel	34	164	37,000	36,836	17,078
Utilities	5,747	24,957	78,400	53,443	19,390
Contingency	0	0	94,164	94,164	0
Total Operating Expenses	<u>266,820</u>	<u>1,111,642</u>	<u>3,705,733</u>	<u>2,594,091</u>	<u>1,256,353</u>
Net Change from Operations	<u>288,956</u>	<u>1,093,406</u>	<u>2,679,143</u>	<u>(1,585,738)</u>	<u>966,704</u>
Non Operating Revenue					
Pass through grant revenues	0	0	1,385,000	(1,385,000)	0
Project revenues	0	0	0	0	926,980
Interest income	5,941	23,016	50,000	(26,984)	28,112
TRZ Revenue	0	0	1,311,065	(1,311,065)	0
Total Non Operating Revenue	<u>5,941</u>	<u>23,016</u>	<u>2,746,065</u>	<u>(2,723,049)</u>	<u>955,092</u>
Non Operating Expenses					
Bond Debt Expense	0	0	4,226,193	4,226,193	0
Debt Interest - LOC	0	428	25,950	25,522	0
Project expenses	<u>49,513</u>	<u>62,876</u>	<u>1,173,065</u>	<u>1,110,189</u>	<u>1,061,667</u>
Total Non Operating Expenses	<u>49,513</u>	<u>63,304</u>	<u>5,425,208</u>	<u>5,361,904</u>	<u>1,061,667</u>
Changes in Net Position	<u>245,383</u>	<u>1,053,118</u>	<u>0</u>	<u>1,053,118</u>	<u>860,129</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly Project I/S - Unposted Transactions Included In Report
From 1/1/2021 Through 1/31/2021
(In Whole Numbers)

	Current Period Actual	Current Year Actual
Non Operating Revenues		
Grant revenues		
SH550 GAP II	159,040	159,040
Total Grant revenues	159,040	159,040
Project revenues		
West Blvd. Project	0	11,892
SH 32 (East Loop)	38,505	45,668
CC - Old ALice Road	90,440	90,440
CC - Consulting Services PF	8,000	32,000
CC - Administration Building & Parking Lot	0	43,702
Total Project revenues	136,945	223,701
Total Non Operating Revenues	295,985	382,741
Non Operating Expenses		
Project expenses		
West Blvd. Project	0	11,892
SH550 GAP II	159,040	159,040
SH 32 (East Loop)	38,505	45,668
CC - Old ALice Road	90,440	90,440
CC - Consulting Services PF	8,000	32,000
CC - Administration Building & Parking Lot	0	43,702
Total Project expenses	295,985	382,741
Total Non Operating Expenses	295,985	382,741
Total Changes in Net Position	0	0

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet

As of 1/31/2021

(In Whole Numbers)

	<u>Current Year</u>
ASSETS	
Current Assets:	
Cash and cash equivalents	3,756,740
Restricted cash accounts - debt service	8,600,263
Accounts receivable, net	
Vehicle Registration Fees - Receivable	311,525
Other	<u>2,468,661</u>
Total Accounts receivable, net	2,780,185
Accounts receivable - other agencies	1,932,005
Accrued interest	<u>0</u>
Total Current Assets:	17,069,193
Non Current Assets:	
Capital assets, net	99,160,214
Capital projects in progress	24,154,657
Unamortized bond prepaid costs	99,746
Net pension asset	<u>58,990</u>
Total Non Current Assets:	123,473,607
Deferred Outflow of Resources	
Deferred outflows related to bond refunding	145,267
Deferred outflow related to pension	<u>138,002</u>
Total Deferred Outflow of Resources	283,269
Total ASSETS	<u><u>140,826,069</u></u>
LIABILITIES	
Current Liabilities	
Accounts payable	777,165
Accrued expenses	311,527
Deferred revenue	<u>362,088</u>
Total Current Liabilities	1,450,780
Non Current Liabilities	
Due to other agencies	16,184,188
Long term bond payable	<u>75,293,488</u>
Total Non Current Liabilities	91,477,675
Deferred Inflows of Resources	
Deferred inflows related to pension	<u>31,006</u>
Total LIABILITIES	<u><u>92,959,461</u></u>
NET POSITION	
Beginning net position	
	<u>45,795,242</u>
Total Beginning net position	45,795,242
Changes in net position	
	<u>2,071,365</u>
Total Changes in net position	<u>2,071,365</u>
Total NET POSITION	<u><u>47,866,608</u></u>
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	<u><u>140,826,069</u></u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 1/31/2021

(In Whole Numbers)

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	440,190	1,244,310
Receipts from interop toll revenues	83,652	418,204
Receipts from TPS toll revenues	191,315	1,037,487
Receipts from other operating revenues	21,984	90,228
Payments to vendors	(108,651)	(727,716)
Payments to employees	(114,906)	(538,302)
Total Cash Flows from Operating Activities	<u>513,584</u>	<u>1,524,210</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of construction in progress	(4,036)	(601,491)
Line of credit payment	0	(462,643)
Proceeds related to redevelopment assets	(171,592)	1,599,273
Payment on interlocal project expenses	(337,498)	(413,617)
Interlocal project proceeds	220,700	220,700
Total Cash Flows from Capital and Related Financing Activities	<u>(292,427)</u>	<u>342,222</u>
Cash Flows from Investing Activities		
Receipts from interest income	<u>5,941</u>	<u>23,016</u>
Total Cash Flows from Investing Activities	<u>5,941</u>	<u>23,016</u>
Beginning Cash & Cash Equivalents	<u>12,129,905</u>	<u>10,467,554</u>
Ending Cash & Cash Equivalents	<u><u>12,357,003</u></u>	<u><u>12,357,003</u></u>

**3-E DISCUSSION REGARDING THE STATUS OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY PROJECTS.**

CCRMA

Project Status Presentation

CCRMA Board Meeting

March 25, 2021

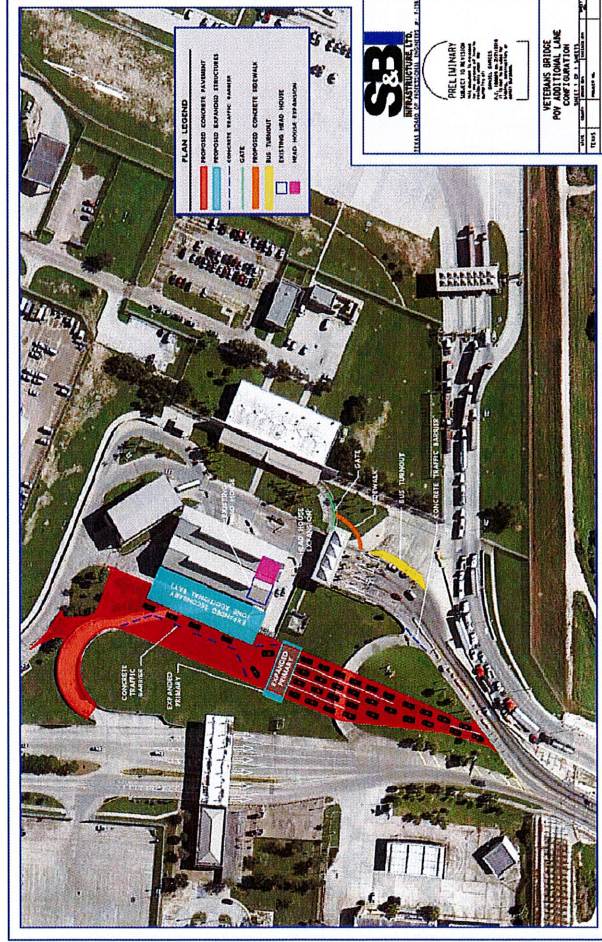






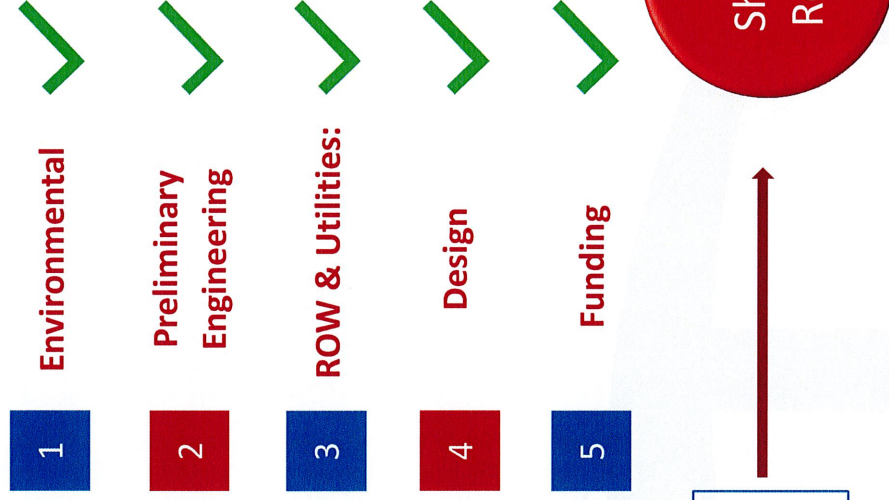
Veterans POV Expansion

CSJ: 0921-06-313



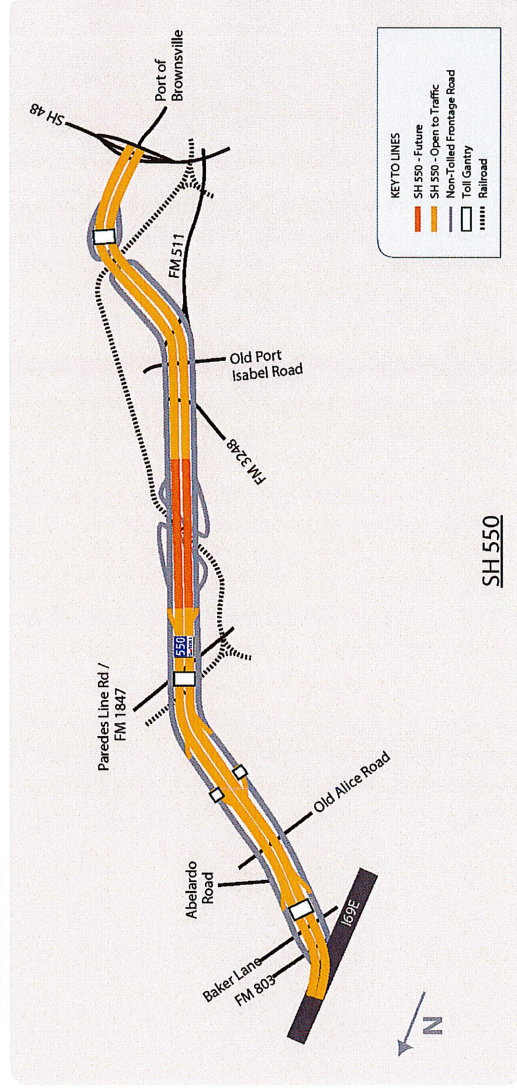
Recent Activity:

- CBP/GSA Approval Received – DAA Executed
- Received TxDOT concurrence on Public Interest Finding for specialized equipment
- Pending – TxDOT Final Approval for Project Letting / Approval of 100% PS&E

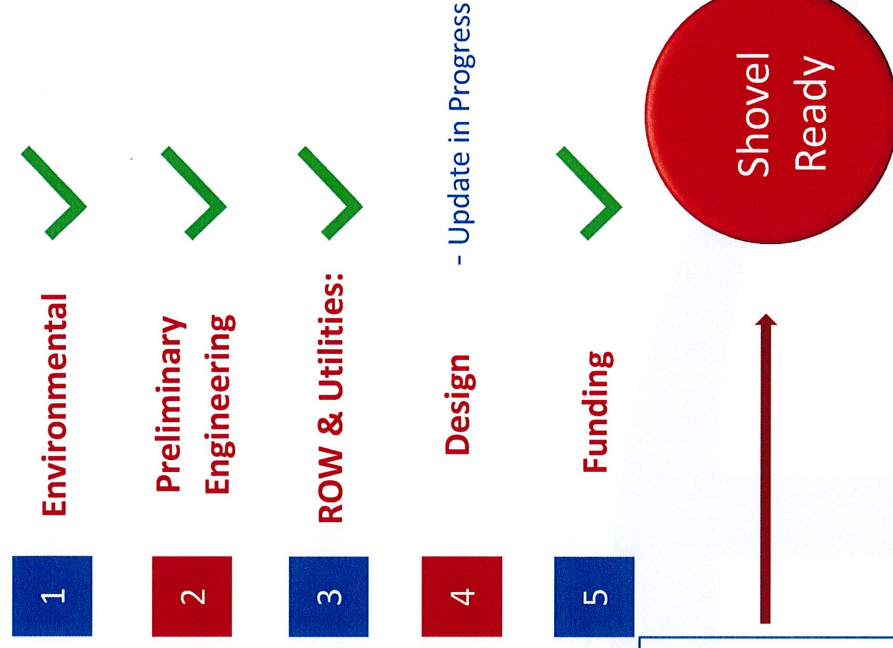




SH 550 GAP 2 Project CSJ: 0684-01-068



SH 550

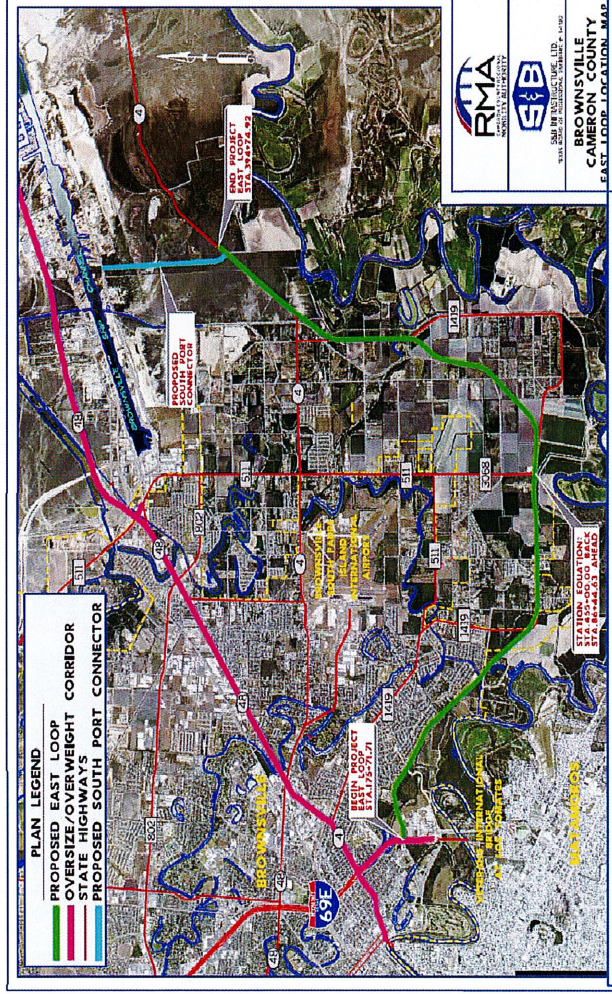


Recent Activity:

- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E-90% complete
- Anticipated Ready to Let in FY 2021
- TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020
- BRG Railroad coordination underway



East Loop CSJ: 0921-06-315



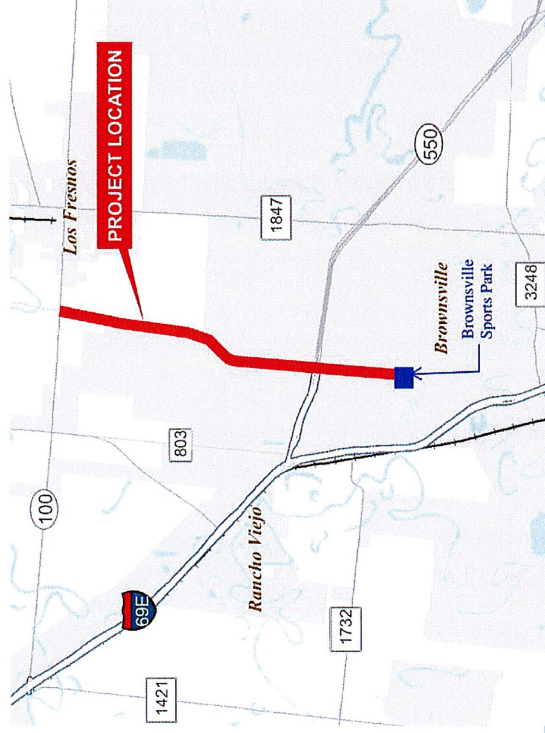
Recent Activity:

- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments

1	Environmental	- 85% complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	- In Process
4	Design	- Under Design
5	Funding	- Partially Funded



Old Alice Rd CSJ: 0921-06-290



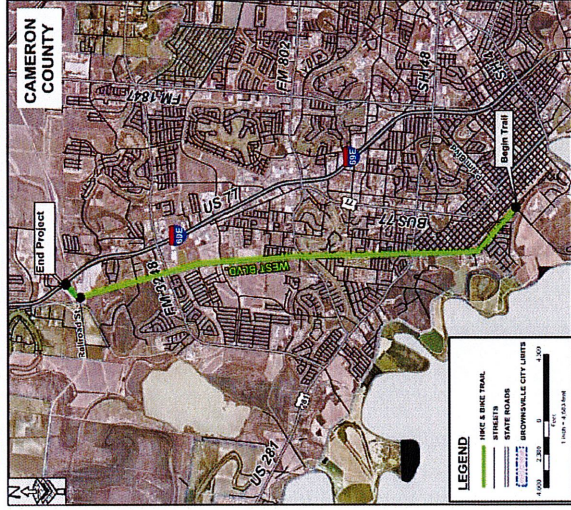
1	Environmental	- 95% Complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

Recent Activity:

- Submitted 100% Schematics to TxDOT on October 9, 2020, 100% TxDOT Comments addressed November 12, 2020
- 30% PS&E submitted to Txdot
- Virtual Public Meeting Held August 11, 2020
- ROW Acquisition Complete
- Ready to Let in FY 2021



West Rail Trail CSJ: 0921-06-293



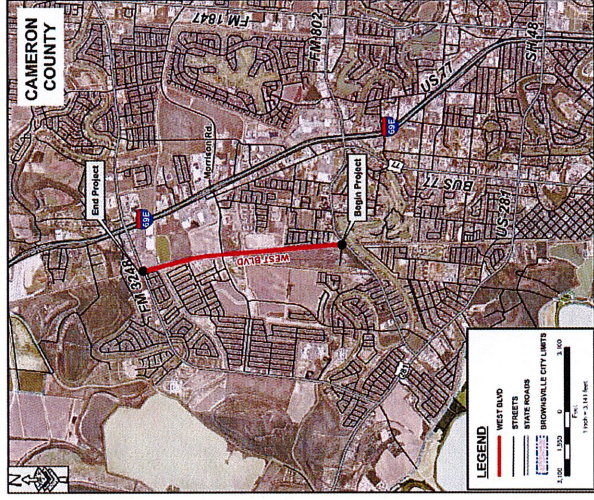
1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	- Existing ROW
4	Design	- In Process
5	Funding	✓

Recent Activity:

- Preliminary Engineering is complete with 100% Local Funds
- Trail Construction Funding - \$3.12M in TIP and \$2.16 in FY 2025 (Category 7)
- Schematic at 100% and Environmental Documents at 80%.
- 100% Existing ROW
- PS&E Design Underway
- Virtual Public Meeting held on February 23, 2021
- All public comments addressed on March 22, 2021



West Blvd – Roadway CSJ:



1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	- Existing ROW
4	Design	- Pending
5	Funding	✓

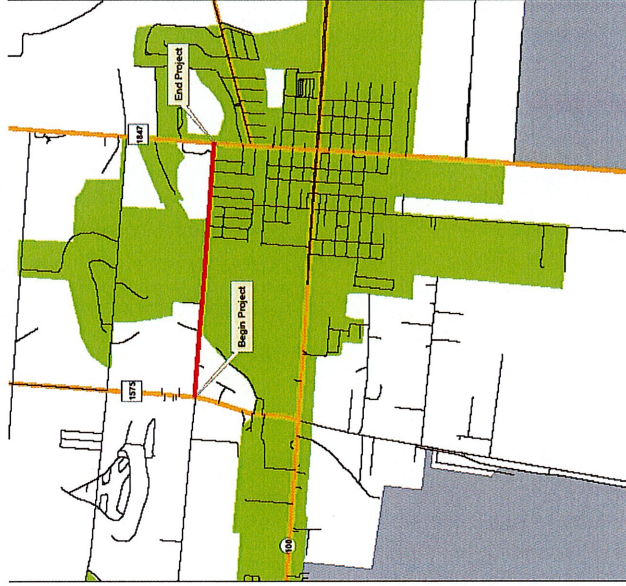
Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under review by FHWA
- Roadway Construction Funding - FY 2022 of the TIP / MTP
- Environmental Documents Under Development In-House (CCRMA)
- Existing ROW



Whipple Road

CSJ: 0921-06-292




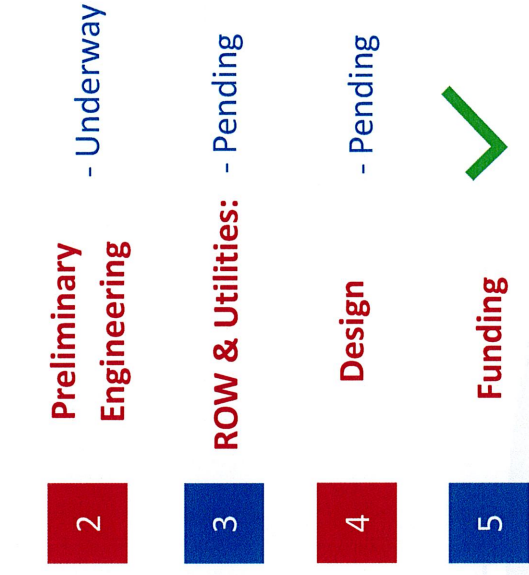
1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

Recent Activity:

- Construction Funds in UTP
- Consultant selected and environmental and schematic are under development
- DCC held on September 14, 2020
- Schematic 60%-submitting to TxDOT within the next two weeks



- | | | |
|---|-------------------------|---|
| 1 | Environmental | - Underway |
| 2 | Preliminary Engineering | - Underway |
| 3 | ROW & Utilities: | - Pending |
| 4 | Design | - Pending |
| 5 | Funding |  |



- AFA Amendment #1 Fully Executed November 2019
- Construction Funding in Planning Documents - MTP
- Consultant selected and environmental and schematic are under development
- Preliminary Coordination with City and Drainage / District Underway
- Functional Classification under review by FHWA



U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP

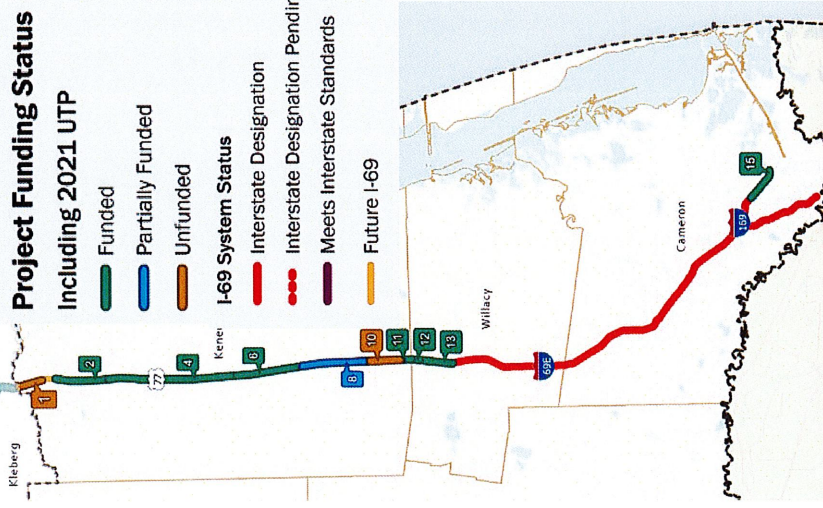
Project Funding Status

Including 2021 UTP

- Funded
- Partially Funded
- Unfunded

I-69 System Status

- Interstate Designation
- Interstate Designation Pending
- Meets Interstate Standards
- Future I-69

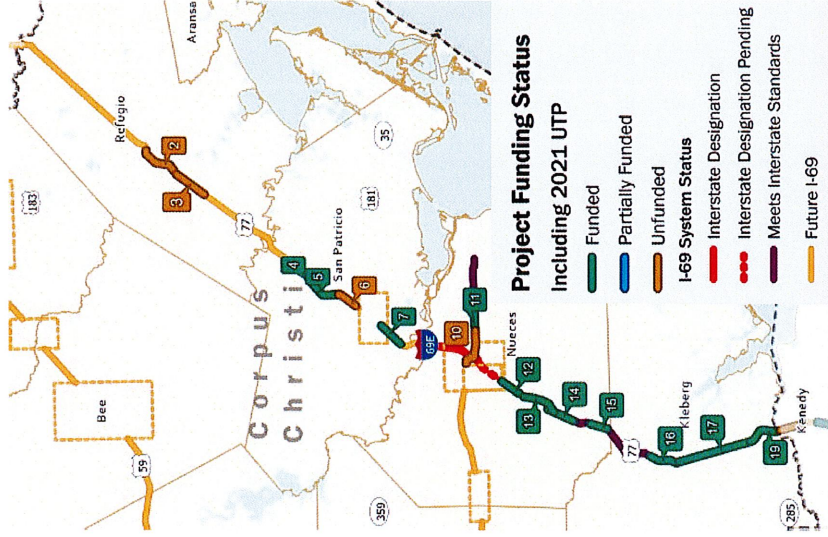


#	CSJ	HWY	Current XSP	Limits	Description	EST. CONSTRUCTION COST (\$M)	EST. TOTAL COST*	MILES	FUNDING STATUS*	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE TO 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA PARRA AVE. TO 8 MILES S. OF LA PARRA AVE.	Interstate Designation	\$66.9	\$80.3	7.1	Full	2026
4	0327-03-048	US 77	4D+	8 MILES S. OF LA PARRA AVE. TO 9.6 MILES N. OF NORIAS RD.	Interstate Designation	\$60.4	\$72.5	12.5	Full	2026
6	0327-04-037	US 77	4D+	9.6 MILES NORTH OF NORIAS RD TO NORIAS RD.	Interstate Designation	\$84.8	\$101.5	9.6	Full	2024
8	0327-05-041	US 77	4D+	NORIAS RD TO 1.34 MILES N OF WILLACY/KENEDY COUNTY LINE	Interstate Designation	\$108.3	\$130.0	11.6	Partial	2024
10	0327-05-043	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE TO 1.19 MILES S OF CRYSTAL GATE/NORIAS DI	Construct Main lanes & Overpasses	\$24.5	\$29.4	3.5	Unfunded	2035
11	0327-05-042	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE TO WILLACY/KENEDY COUNTY LINE	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	\$7.2	\$8.6	1.3	Full	2018
12	0327-10-062	US 77	4D+	WILLACY/KENEDY COUNTY LINE TO 0.93 MILES S OF WILLACY/KENEDY CL	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	\$8.2	\$9.9	0.9	Full	2018
13	0327-10-057	US 77	4D+	0.93 MILES S OF WILLACY/KENEDY COUNTY LINE TO BUSINESS 77	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	\$22.7	\$27.2	4.0	Full	2017
15	0684-01-068	SH 550	4D+	203 MILES S OF FM 1847 TO 1.13 MILES SE OF UPRR OVRPSS AT FM 3248	Construct New Toll Road	\$17.3	\$20.8	3.9	Full	2022
Total						\$1,085.2	\$1,302.3	103.8		



U.S. 77 – I-69E Plan

Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XSP	Limits	Description	EST CONST per mile	EST TOTAL per mile	MILES	FUNDING STATUS ⁵	LET YEAR
2	0371-03-090	US 77	4CTL, 4D+	N OF REFUGIO to S OF REFUGIO (RELIEF ROUTE)	Construct New Roadway Lanes	\$360.0	\$432.0	10.1	Unfunded	2029
3	0371-03-130	US 77	4D+	S OF REFUGIO RR to S OF WOODSBORO	Convert Non-Freeway	\$70.0	\$84.0	4.1	Unfunded	2029
4	0371-04-062	US 77	4D+	CHILTIPIN CREEK BR (CONTROL BREAK) to BUSINESS NORTH (SINTON)	Convert Non-Freeway	\$40.0	\$48.0	2.9	Full	2024
5	0372-01-101	US 77	4D+	BUSINESS SOUTH (SINTON) to CHILTIPIN CREEK BR (CONTROL BREAK)	Convert Non-Freeway	\$40.0	\$48.0	2.9	Full	2024
6	0372-01-109	US 77	4D+	NORTH OF ODEM to BUSINESS SOUTH (SINTON)	Convert Non-Freeway	\$60.0	\$72.0	2.2	Unfunded	2029
7	0372-01-106	US 77	4D+	IH 37 AND INTERCHANGE to SOUTH OF ODEM	Convert Non-Freeway	\$127.5	\$153.0	4.3	Full	2028
12	0102-02-101	US 77	4D+	NORTH OF FM 2828 to SOUTH OF CR 28 (CONTROL BREAK)	Construct Main Lanes, Frontage Roads And Structures	\$12.7	\$16.2	2.4	Full	2018
13	0102-16-001	US 77	NA	CR 28 to CR 16	Construct New Roadway Lanes	\$82.4	\$98.9	5.1	Full	2018
14	0102-03-082	US 77	4D+	CR 16 to SOUTH OF FM 3354	Convert Non-Freeway	\$23.2	\$27.9	2.9	Full	2018
15	0102-03-087	US 77	4D+	CR 4 to FM 70	Construct Ramps	\$0.0	\$10.8	2.0	Full	2021
16	0102-04-099	US 77	4D+	FM 1356 to CR 2130	Convert Non-Freeway	\$55.2	\$66.3	3.4	Full	2020
17	0102-04-097	US 77	4D+	CR 2130 to 1.5 MILES N. OF SH 285	Convert Non-Freeway	\$115.0	\$138.0	8.6	Full	2022
19	0327-09-002	US 77	NA	1.5 MILES N. OF SH 285 INTERSECTION to KENEDY/KLEBERG COUNTY LINE	Construct New Roadway Lanes	\$110.0	\$132.0	4.0	Full	2024

**3-F CONSIDERATION AND APPROVAL OF AN INTERLOCAL AGREEMENT
BETWEEN CAMERON COUNTY REGIONAL MOBILITY AUTHORITY AND
CAMERON COUNTY FOR THE OLD ALICE PROJECT.**

STATE OF TEXAS)(
)(
CAMERON COUNTY)(

INTERLOCAL COOPERATION AGREEMENT

THIS INTERLOCAL COOPERATION AGREEMENT is entered into by and between the COUNTY OF CAMERON, TEXAS, hereinafter referred to as "COUNTY", and the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, hereinafter referred to as "CCRMA" pursuant to V.T.C.A., Government Code, and Chapter 791, whereby:

1. **PURPOSE OF INTERLOCAL COOPERATIVE AGREEMENT:** To allow the CCRMA to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications, and Estimates, and complete any project development activities to develop the project to a Ready-to-Let Status for construction. This project is fully funded with local funds for Preliminary Engineering and fully funded for construction and construction engineering with Category 7 funds at the Metropolitan Planning Organization based on current estimates.
2. **PROJECT TO BE COMPLETED:** To advance the Old Alice Road Project to a Ready-to-Let Status with TxDOT. Project Limits are from Highway 100 to Sports Park Blvd.
3. **CCRMA HEREBY AGREES TO:**
 - a. To develop engineering/design plans, coordinate any utility adjustments, and conduct environmental studies and traffic studies.
 - b. To coordinate with the Texas Department of Transportation (TxDOT) the necessary environmental document as well as design and engineering and coordination with any state and federal agencies on any issues arising during the environmental phase and design and engineering.
 - c. To provide monthly progress reports of activities to the COUNTY.
 - d. To provide for consultations with the environmental agencies.
 - e. To Coordinate with TxDOT and the RGVMPPO for any additional funding needed for the Construction phase.
 - f. To locally let the project through the CCRMA utilizing CCRMA staff and consultants.
 - g. In addition to serving as Project Manager, the CCRMA will be responsible for the preparation of the Environmental document, Traffic studies and Cultural Resource studies totaling approximately \$229,000.00
4. **COUNTY HEREBY AGREES TO:**
 - a. To provide funding in the amount of \$350,000 for completing the work described in sections 2 and 3 herein.
 - b. To provide any engineering plans or surveys currently available at the COUNTY.
 - c. To provide funding for any local match required by TxDOT for design, engineering, and construction.
5. It is specifically understood and agreed that in the event insufficient funds are appropriated and/or budgeted concerning the obligations under this Interlocal Cooperation Agreement on behalf of either of the Parties, then the Party with the insufficient funds shall notify the other Parties and this Interlocal Cooperation Agreement shall thereafter terminate and be null and void on the last day of the fiscal period for which appropriations were made without penalty, liability or expense to the Party. CCRMA will invoice COUNTY on a monthly basis.

6. Any payment made by either party will be made from current revenues of the paying party.
7. This Interlocal Cooperation Agreement constitutes a one-time Agreement between the Parties and does not constitute a continuing Agreement for the COUNTY and CCRMA. This Interlocal Cooperation Agreement expires on the earlier to occur of when the Project is completed or a 30 day termination notice is given by either COUNTY or CCRMA.
8. The CCRMA and COUNTY hereby find that the foregoing goods and governmental functions and services are reasonably required for Cameron County and this Interlocal Agreement includes an agreement between the CCRMA and the County pursuant to TEX. GOV'T CODE § 791.025 to the extent applicable.
9. All notices to Cameron County shall be sent by Certified or Registered Mail, addressed to:

Cameron County Judge Eddie Trevino, Jr.
Dancy Courthouse
1100 East Monroe Street
Brownsville, Texas 78521

All notices to the Cameron County Regional Mobility Authority shall be sent Certified or Registered Mail, addressed to:

Frank Parker, Jr.
CCRMA Chairman
3461 Carmen Avenue
Rancho Viejo, Texas 78575

10. The Rules, Regulations and Orders of the CCRMA shall govern this Interlocal Cooperation Agreement and the Parties agree that the CCRMA shall supervise the performance of this Interlocal Cooperation Agreement.
11. This Interlocal Cooperation Agreement shall have no legal force or effect until such time as it is properly Adopted and Approved by the CAMERON COUNTY COMMISSIONERS COURT and the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS.

Executed on this 30th day of March, 2021

Attested by:

Sylvia Garza-Perez
County Clerk

Eddie Trevino, Jr.
County Judge

Attested by:

Arturo A. Nelson
CCRMA Secretary

Frank Parker, Jr.
CCRMA Chairman

**3-G CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 21 WITH S&B
INFRASTRUCTURE FOR SIGNAL DESIGNS FOR THE WEST RAIL TRAIL
PROJECT.**

**SUPPLEMENTAL WORK AUTHORIZATION NO. 1
TO WORK AUTHORIZATION NO. 21**

This Supplemental Work Authorization No. 1 is made as of this 25th day of March, 2021, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of May 10, 2018 (the "Agreement"), between the Cameron County Regional Mobility Authority ("Authority") and S&B Infrastructure, Ltd. ("GEC").

The work to be performed by the GEC under this Supplemental Work Authorization is for the following purpose, consistent with the Services defined in the Agreement: *Professional services including: providing engineering services for the preparation of Plans, Specifications & Estimates (PS&E) & related documents and Construction Phase support services for the proposed West Rail Trail from Palm Blvd to Interstate 69E (CSJ: 0921-06-293) in Cameron County.*

Section A. – Scope of Services

GEC shall perform the Additional Services according to **Exhibit B**.

Section B. – Schedule

GEC shall perform the Services and deliver the related Documents according to the schedule as shown on **Exhibit C**.

Section C. – Compensation

Paragraph C.1 is hereby amended to increase the overall maximum amount from \$687,776.08 to \$779,684.90, an increase of \$91,908.82 based on the attached fee estimate shown on **Exhibit D**. Compensation shall be in accordance with the Agreement.

C.1. The Authority shall pay the GEC under the following acceptable payment method – Lump Sum Payment Method.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

Section D. – Authority's Responsibilities – No Change

The Authority shall perform and/or provide the services as stated in Exhibit A in a timely manner so as not to delay the Services of the GEC.

Section E. - Other Provisions – No Change


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

-SIGNATURES ON NEXT PAGE-



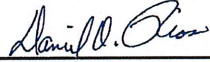
U2716.221 West Rail Trail PS&E
SWA No. 1 to WA No. 21

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By: 
Name: Frank Parker, Jr., Chairman
Date: April 27, 2021



S&B INFRASTRUCTURE, LTD.

By: 
Name: Daniel O. Rios, PE, President
Date: March 10, 2021

LIST OF EXHIBITS

- Exhibit A – Authority's Responsibilities
- Exhibit B – Scope of Work
- Exhibit C – Work Schedule
- Exhibit D – Cost Proposal

EXHIBIT A

Authority's 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) Provide **Engineer** with 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) Provide 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 referred to in Exhibit B.
- (5) Coordinate with Texas Department of Transportation (TxDOT) for items as needed. The Authority will negotiate and approve all change orders and other contract revisions that the Authority finds necessary or convenient to accomplish the construction activities for the Project. For change orders and other contract revisions that affect prior environmental approvals or result in non-conformity with the specifications and standards agreed upon for the Project, the Authority must assess any potential environmental effects and any additional or revised environmental permits, issues, coordination, mitigation, and commitments required as a result of the contract revisions.



U2716.221 – West Rail Trail PS&E
SWA No. 1 to WA No. 21 – Exhibit A

EXHIBIT B

Services to be Provided by the GEC

County: Cameron
Project: PS&E – West Rail Trail
CSJ: 0921-06-293

The following has been added to Work Authorization 21 – West Rail Trail PS&E. All other scope items are applicable and still in effect.

SIGNING, MARKINGS, AND SIGNALIZATION (FC 162)

TRAFFIC SIGNAL DESIGN

Engineer will prepare traffic signal plans, specifications and cost estimates as follows:

TASK 1 – General Notes for Traffic Signal Installation

Engineer will prepare the general notes based on TxDOT's latest practices.

TASK 2 – Basis of Estimate

Engineer will prepare Basis of Estimate sheet(s) with adequate number of columns to reflect the number of the above intersections and one column for the total quantities.

Engineer will calculate quantities at 90% and 100% levels of completion or as directed by the Authority.

TASK 3 – Condition Diagram

Engineer will collect from various agencies the existing signal plans for the above intersections. Information from these plans will be verified in the field and then incorporated into the condition diagram sheets.

Engineer will setup the condition diagram sheets that would show the existing configuration of each intersection, existing utilities, and other elements in accordance with TxDOT design practices and as required by Authority. Engineer will show which items are to be removed and which to remain.

TASK 4 – Proposed Signal

Engineer will setup proposed signal layout sheets that would show the proposed geometry of the above intersections along with the basic elements of the signal design, such as location of signal poles, pedestrian poles, wheel chair ramps, bicycle path, cross walks and service pole locations, in accordance with TxDOT Signal Design practices and as required by the Authority.

The proposed layouts will also show existing equipment to remain, existing equipment to be removed and proposed new equipment to be installed by the contractor.



Engineer with assistance from the Authority will contact the local power company for electrical service requirements at each of the above intersections.

Engineer will produce submittals for Authority's review at the 90% and 100% completion levels or as directed by the Authority.

TASK 5 – Signal Phasing and Timing

Engineer will develop optimal phasing and timing charts for the signalized intersections. The chart will include bicycle and pedestrian phases as applicable. They will be presented to TxDOT for review and approval before incorporation into the plan sheets.

TASK 6 – Electrical Schedules

Engineer will prepare tables, depicting the electrical schedule for the wiring connections at each intersection.

TASK 7 – Intersection Signing, Pavement Markings and Curb Ramps

While working on the proposed layouts, Engineer will also locate the cross walks and stop bars at the intersections, as they affect the signal design and furnish this information to the Authority. Curb ramps and cross walks will conform to current US Access Board's Proposed Accessibility Guidelines as well as ADA standards.

Engineer will produce submittals for the Authority's review at the 90% and 100% completion levels.

TASK 8 – Standard Sheets List

Engineer will prepare a list of standard sheets for the 90% and 100% submittals. Engineer will also prepare the drill shaft tables on the TSFD standard sheet as well as the shipping parts list on the SP/SMA standard sheet.

TASK 9 – Specifications List and Cost Estimate

Engineer will prepare a list with all pertinent specifications and special provisions as they relate to the above tasks. Engineer will also prepare cost estimates using Pharr District's average bid values at the 90% and 100% submittals.

TASK 10 – Coordination and Meetings

Engineer will participate in one or more project progress meetings as requested by the Authority.



EXHIBIT C - WORK SCHEDULE											
Task Name											
ID	Task Name	Duration	Start	Finish	Processors	Duration	Start	Finish	Processors	Manual Task	Manual Summary
1	Weat Trail PS&E	784 days	Mon 1/6/20	Thu 1/5/23		784 days	Mon 1/6/20	Thu 1/5/23		Manual Task	Manual Summary
2	NOTICE TO PROCEED	0 days	Mon 1/11/21	Mon 1/11/21		0 days	Mon 1/11/21	Mon 1/11/21		Manual Task	Manual Summary
3	Phase I: Public Involvement, Schematic - Part of Separate WA	195 days	Mon 3/2/20	Fri 11/27/20		195 days	Mon 3/2/20	Fri 11/27/20		Manual Task	Manual Summary
24	Phase 2: EA and PS&E	366 days	Mon 1/6/20	Tue 6/6/21		366 days	Mon 1/6/20	Tue 6/6/21		Manual Task	Manual Summary
25	Environmental Document (CCRMA) - Part of Separate WA	332 days	Mon 1/6/20	Tue 4/13/21		332 days	Mon 1/6/20	Tue 4/13/21		Manual Task	Manual Summary
47	PS&E (\$&\$)	103 days	Mon 11/1/21	Wed 6/6/21		103 days	Mon 11/1/21	Wed 6/6/21		Manual Task	Manual Summary
48	Warrant Analysis	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
49	Perform Warrant Analysis	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
50	Geotechnical Report	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
51	Perform Geotechnical Report	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
52	Project Survey and Control	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
53	Perform Project Survey and Control	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
54	PROJECT ROW AND UTILITIES	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
55	Perform Utility Investigation and Certification	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
56	Perform ROW Investigation and Certification	45 days	Mon 11/1/21	Fri 3/12/21		45 days	Mon 11/1/21	Fri 3/12/21		Manual Task	Manual Summary
57	Outfall Coordination	90 days	Mon 11/1/21	Fri 5/14/21		90 days	Mon 11/1/21	Fri 5/14/21		Manual Task	Manual Summary
58	DRAINAGE AREA MAPS - determine and calculate hydraulic discharge determination	5 days	Mon 11/1/21	Fri 1/5/21		5 days	Mon 11/1/21	Fri 1/5/21		Manual Task	Manual Summary
59	Hydraulic discharges determination	5 days	Mon 11/1/21	Fri 1/5/21		5 days	Mon 11/1/21	Fri 1/5/21		Manual Task	Manual Summary
60	Hydraulic Computations - Channels	5 days	Mon 3/15/21	Fri 3/19/21		5 days	Mon 3/15/21	Fri 3/19/21		Manual Task	Manual Summary
61	Civil Design Details & Layouts	5 days	Mon 3/22/21	Fri 3/26/21		5 days	Mon 3/22/21	Fri 3/26/21		Manual Task	Manual Summary
62	Water Quality Modeling	5 days	Mon 3/22/21	Fri 3/26/21		5 days	Mon 3/22/21	Fri 3/26/21		Manual Task	Manual Summary
63	Storm Water Pollution Prevention Plan (SWPPP), apply as exist or prop.	5 days	Mon 3/22/21	Fri 3/26/21		5 days	Mon 3/22/21	Fri 3/26/21		Manual Task	Manual Summary
64	Safety of Drainage Structure Quantities	5 days	Mon 4/19/21	Fri 4/16/21		5 days	Mon 4/19/21	Fri 4/16/21		Manual Task	Manual Summary
65	Standard Sheets (SWPP, Storm Sewer, and Culvert) Approx. 12 sheets	10 days	Mon 4/26/21	Fri 5/7/21		10 days	Mon 4/26/21	Fri 5/7/21		Manual Task	Manual Summary
66	PS&E Completion	103 days	Mon 11/1/21	Wed 6/6/21		103 days	Mon 11/1/21	Wed 6/6/21		Manual Task	Manual Summary
67	DOC	0 days	Mon 11/1/21	Mon 11/1/21		0 days	Mon 11/1/21	Mon 11/1/21		Manual Task	Manual Summary
68	(1) Design Documents for 60% Submittal	53 days	Mon 11/1/21	Wed 3/24/21		53 days	Mon 11/1/21	Wed 3/24/21		Manual Task	Manual Summary
69	CCRMA Review	5 days	Thu 3/25/21	Wed 3/31/21		5 days	Thu 3/25/21	Wed 3/31/21		Manual Task	Manual Summary
70	XDOT Review	10 days	Thu 4/1/21	Wed 4/14/21		10 days	Thu 4/1/21	Wed 4/14/21		Manual Task	Manual Summary
71	(2) Design Documents for 95% Submittal	19 days	Thu 3/25/21	Tue 4/20/21		19 days	Thu 3/25/21	Tue 4/20/21		Manual Task	Manual Summary
72	CCRMA Review	5 days	Wed 4/21/21	Tue 4/27/21		5 days	Wed 4/21/21	Tue 4/27/21		Manual Task	Manual Summary
73	XDOT Review	5 days	Wed 4/28/21	Tue 5/4/21		5 days	Wed 4/28/21	Tue 5/4/21		Manual Task	Manual Summary
74	100% Final Submittal (Myra's) and XDOT Approval	22 days	Wed 4/21/21	Thu 5/20/21		22 days	Wed 4/21/21	Thu 5/20/21		Manual Task	Manual Summary
75	CCRMA Review	5 days	Fri 5/21/21	Thu 5/27/21		5 days	Fri 5/21/21	Thu 5/27/21		Manual Task	Manual Summary
76	CRIMA Review	30 days	Wed 5/26/21	Wed 6/23/21		30 days	Wed 5/26/21	Wed 6/23/21		Manual Task	Manual Summary
77	Roadway LEI	1 day	Wed 6/23/21	Wed 6/23/21		1 day	Wed 6/23/21	Wed 6/23/21		Manual Task	Manual Summary
78	Phase III: Letting and Construction - Status	416 days	Thu 6/3/21	Thu 1/5/23		416 days	Thu 6/3/21	Thu 1/5/23		Manual Task	Manual Summary
79	Letting	206 days	Thu 6/3/21	Thu 3/17/22		206 days	Thu 6/3/21	Thu 3/17/22		Manual Task	Manual Summary
80	State Letter of Authority (SLOA) (TBD) and FPAF	10 days	Thu 6/3/21	Wed 11/3/21		10 days	Thu 6/3/21	Wed 11/3/21		Manual Task	Manual Summary
81	Prepare Bidding Work Plan	10 days	Thu 11/4/21	Wed 11/17/21		10 days	Thu 11/4/21	Wed 11/17/21		Manual Task	Manual Summary
82	XDOT Bidding Work Plan Review and Approval	20 days	Thu 11/18/21	Wed 12/15/21		20 days	Thu 11/18/21	Wed 12/15/21		Manual Task	Manual Summary
83	Project Release to Advertisement Stage	1 day	Thu 11/4/21	Thu 11/4/21		1 day	Thu 11/4/21	Thu 11/4/21		Manual Task	Manual Summary
84	Prepare Advertisements	2 days	Fri 11/5/21	Mon 11/8/21		2 days	Fri 11/5/21	Mon 11/8/21		Manual Task	Manual Summary
85	XDOT Advertisement Review/Approval	5 days	Tue 11/9/21	Mon 11/8/21		5 days	Tue 11/9/21	Mon 11/8/21		Manual Task	Manual Summary
86	Advertiser for Bids (2 Advertisements - 21 & 14 Days)	20 days	Tue 11/16/21	Mon 12/13/21		20 days	Tue 11/16/21	Mon 12/13/21		Manual Task	Manual Summary
87	Pre-Bid Meeting	1 day	Thu 11/25/21	Thu 11/25/21		1 day	Thu 11/25/21	Thu 11/25/21		Manual Task	Manual Summary
88	Open Bids Publicly	0 days	Mon 12/13/21	Mon 12/13/21		0 days	Mon 12/13/21	Mon 12/13/21		Manual Task	Manual Summary
89	Bid Review LG	5 days	Tue 12/14/21	Mon 12/20/21		5 days	Tue 12/14/21	Mon 12/20/21		Manual Task	Manual Summary
90	Recommendation to Award/Request of Cancel LG	1 day	Tue 12/14/21	Mon 12/20/21		1 day	Tue 12/14/21	Mon 12/20/21		Manual Task	Manual Summary
91	Performance Letter LG	10 days	Wed 1/20/21	Wed 1/20/21		10 days	Wed 1/20/21	Wed 1/20/21		Manual Task	Manual Summary
92	XDOT Bid Concurrence	30 days	Wed 1/20/21	Tue 2/16/22		30 days	Wed 1/20/21	Tue 2/16/22		Manual Task	Manual Summary
93	XDOT Concurrence	1 day	Wed 2/16/22	Tue 2/16/22		1 day	Wed 2/16/22	Tue 2/16/22		Manual Task	Manual Summary
94	XDOT Draft Concurrence Letter	5 days	Wed 2/16/22	Tue 2/22/22		5 days	Wed 2/16/22	Tue 2/22/22		Manual Task	Manual Summary
95	XDOT Compare Obligation to Approval Bid	5 days	Wed 2/23/22	Tue 3/1/22		5 days	Wed 2/23/22	Tue 3/1/22		Manual Task	Manual Summary
96	XDOT Requests FHWA Approval in Obligation (Increase/Decrease)	1 day	Wed 3/2/22	Wed 3/2/22		1 day	Wed 3/2/22	Wed 3/2/22		Manual Task	Manual Summary
97	FHWA Approval Adjustment in Obligation	10 days	Wed 3/2/22	Tue 3/15/22		10 days	Wed 3/2/22	Tue 3/15/22		Manual Task	Manual Summary
98	Award Bid LG	1 day	Wed 3/16/22	Wed 3/16/22		1 day	Wed 3/16/22	Wed 3/16/22		Manual Task	Manual Summary
99	Approve Contract LG	1 day	Thu 3/17/22	Thu 3/17/22		1 day	Thu 3/17/22	Thu 3/17/22		Manual Task	Manual Summary
100	Construction	211 days	Thu 3/17/22	Thu 1/5/23		211 days	Thu 3/17/22	Thu 1/5/23		Manual Task	Manual Summary
101	LG Confirms Contractor's DBE Goal	5 days	Thu 3/17/22	Wed 3/23/22		5 days	Thu 3/17/22	Wed 3/23/22		Manual Task	Manual Summary
102	LG Executes Contract and Provides to XDOT	1 day	Fri 3/18/22	Fri 3/18/22		1 day	Fri 3/18/22	Fri 3/18/22		Manual Task	Manual Summary
103	LG & XDOT to Verify 30% Self Performance and Debarred Subcontractors	5 days	Mon 3/21/22	Fri 3/25/22		5 days	Mon 3/21/22	Fri 3/25/22		Manual Task	Manual Summary
104	LG and XDOT Coordinator Meeting	1 day	Fri 3/25/22	Fri 3/25/22		1 day	Fri 3/25/22	Fri 3/25/22		Manual Task	Manual Summary
105	Pre-Construction Meeting	5 days	Mon 3/28/22	Fri 3/28/22		5 days	Mon 3/28/22	Fri 3/28/22		Manual Task	Manual Summary
106	Pre-Construction Meeting	1 day	Mon 3/28/22	Mon 3/28/22		1 day	Mon 3/28/22	Mon 3/28/22		Manual Task	Manual Summary
107	Obtain Notices to Proceed	2 days	Tue 3/29/22	Wed 3/30/22		2 days	Tue 3/29/22	Wed 3/30/22		Manual Task	Manual Summary
108	Obtain TPDES NONCSN Environmental Permits	1 day	Thu 3/31/22	Thu 3/31/22		1 day	Thu 3/31/22	Thu 3/31/22		Manual Task	Manual Summary
109	Construction Duration	180 days	Fri 4/1/22	Thu 12/8/22		180 days	Fri 4/1/22	Thu 12/8/22		Manual Task	Manual Summary
110	Open to Traffic	20 days	Fri 12/9/22	Thu 1/5/23		20 days	Fri 12/9/22	Thu 1/5/23		Manual Task	Manual Summary
111	Work Authorization Complete	0 days	Thu 1/5/23	Thu 1/5/23		0 days	Thu 1/5/23	Thu 1/5/23		Manual Task	Manual Summary

PROJECT: West Rail Trail PS&E
CLIENT: CCRMA
CONTRACT: GEC Contract
CSJ: 0921-06-293
COUNTY: Cameron
S & B JOB NO.: U2716.221

03/09/21

EXHIBIT D -- FEE ESTIMATE

ACTIVITY CODE	FUNCTION CODE	DESCRIPTION from Attachment B	FIRM	SERVICE	Principal Manager	Quality Manager	Project Manager	Env Manager	Env Scientist	RPLS	Engineer Structural	Engineer (V)	Engineer (J/L)	2-Man Survey Crew	Engineer Training	Senior CADD	CADD Operator (I)	Secretary	TOTAL HRS	ESTIMATED FEE	TOTALS		
162		SIGNING, MARKINGS AND SIGNALIZATION Signing and Markings Layouts Summary of Small Signs Tabulation Sign Detail Sheets & Standards Intersection & Signalization (See ETSI Cost Proposal)	S & B	BASIC															0	\$0.00			
			S & B	BASIC															0	\$0.00			
			S & B	BASIC															0	\$0.00			
			ETSI	BASIC															0	\$91,908.82			
																				0			
		Sub Total (162 - SIGNING, MARKINGS AND SIGNALIZATION)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$91,908.82	\$91,908.82		
		LABOR TOTALS Total Hours CONTRACT RATES: (\$/MAN-HOUR) BASE RATES: (\$/MAN-HOUR)	MULTIPLIER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				299.96	249.99	275.00	185.00	110.00	214.99	245.16	224.98	169.73	150.87	85.00	115.00	100.00	65.00	65.00					
				79.53	66.28	72.91	49.05	29.17	57.00	65.00	59.65	45.00	40.00	22.54	30.49	26.51	17.23	17.23					
160		NON LABOR Travel - Mileage During Plan Development (6 Migs and Precon Mtg) Travel - Mileage During Plan Development (Survey) Travel - Mileage During Plan Development (Survey Daily at Site) Survey Crew Lodging including Taxes Survey Crew Per Diem Environmental Field Supplies Travel to District Area Office- Mileage 5 Meetings	S & B	SPECIAL		Mileage per trip =	0	Trips =	0														
			SPECIAL		Mileage per trip =	0	Trips =	0															
			S & B	SPECIAL		Mileage per trip =	0	Trips =	0														
			SPECIAL		Mileage per trip =	0	Trips =	0															
			S & B	SPECIAL		Nights =	0	Persons =	0														
			SPECIAL		Nights =	0	Persons =	0															
			S & B	SPECIAL		Days	0	Persons =	0														
			SPECIAL		Days	0	Persons =	0															
			S & B	SPECIAL		Mileage per trip =	0	Trips =	0														
			SPECIAL		Mileage per trip =	0	Trips =	0															
		Sub Total (F.C. 160)																		\$0.00			
		NON LABOR TOTAL BASIC SERVICE TOTAL SPECIAL SERVICE TOTAL PROJECT TOTAL																		\$0.00	\$91,908.82		
																				\$91,908.82			
																				-			

3/9/2021

"FEE SCHEDULE" - TRAFFIC SIGNAL DESIGN
Along West Rail Trail: From IH 69E to Palm Boulevard

[illegible]

<u>EXPENSES</u>	
Lodging	(1 person)(1 night)(\$96/night)
Meals	(1 person)(2 days)(\$36/day)
Rental Car	(2 days)(\$60/day)
Rental Car Fuel	(2 days)(\$30/day)
Airfare	(1 person)(\$600/ea)(1 trip)
Total Expenses	
ETSI Total Cost	

**3-H CONSIDERATION AND APPROVAL OF AMENDMENT NUMBER 4 TO THE
MASTER SERVICE AGREEMENT FOR TOLL SYSTEM MAINTENANCE
BETWEEN THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
AND KAPSCH.**

AMENDMENT NUMBER FOUR

TO

MASTER SERVICES AGREEMENT FOR TOLL SYSTEM MAINTENANCE

This Amendment Number Four (the "Amendment 4") to the Master Services Agreement for Toll System Maintenance Services ("Agreement") entered by and between Kapsch TrafficCom USA, Inc., a Delaware corporation doing business at 8201 Greensboro Drive, Suite 1002, McLean, VA 22102 ("Company") and Cameron County Regional Mobility Authority ("CCRMA") dated November 12, 2015, is hereby amended by mutual agreement of the parties as of March 25, 2021 ("Effective Date"). Company and Subcontractor are referred herein collectively as the "Parties".

RECITALS

WHEREAS, the Parties entered into the Agreement on November 12, 2015 for Company to furnish and provide to CCRMA toll system maintenance services;

WHEREAS, the Parties have previously amended the Agreement three (3) times and now wish to amend the Agreement to extend the term of the Agreement, as set forth below, while leaving the remainder of the Agreement, as amended, in full force and effect.

NOW, THEREFORE, the Parties hereby agree to amend the Agreement in accordance with its terms as follows:

Amendment 3 to the Agreement, which will terminate on March 31, 2021 per its terms, is hereby extended and will remain in effect for an additional six (6) months, to terminate on September 30, 2021. During the 6-month period, the parties will negotiate in good faith on a new maintenance agreement, and needed system upgrades.

Including the above modification, the Parties hereby acknowledge that the Agreement remains in full force and effect.

signature page follows

IN WITNESS WHEREOF, the parties have executed this Amendment as of the date first written above.

KAPSCH TRAFFICCOM USA, INC.

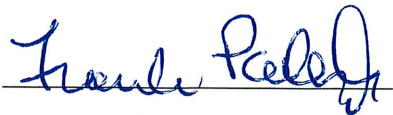
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

Sign: 

Name: Don Hicks

Title: VP, Sales and Business Development

Date: March 24, 2021

Sign: 

Name: Frank Parker, Jr.

Title: CCRMA Chairman

Date: March 26, 2021