

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 22nd day of September 2021, there was conducted a Special Meeting of the Cameron County Regional Mobility Authority, at the CCRMA Administrative Office, 3470 Carmen Avenue, Suite 5 thereof, in Rancho Viejo, Texas, for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

12:00 Noon

PRESENT:

FRANK PARKER, JR.
CHAIRPERSON

MICHAEL SCAIEF
DIRECTOR

ARTURO A. NELSON
DIRECTOR

DR. MARIA VILLEGAS, M.D.
DIRECTOR

MARK ESPARZA
DIRECTOR

LEO R. GARZA
DIRECTOR

AL VILLARREAL
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 18th day of September 2021.

PUBLIC COMMENTS

1 PUBLIC COMMENTS

None.

ACTION ITEMS

2-A Consideration and Approval of the August 26, 2021 Regular Meeting Minutes.

Director Esparza moved to approve the minutes of the August 26, 2021 Regular Meeting Minutes. The motion was seconded by Secretary Nelson and carried unanimously.

2-B Acknowledgement of Claims.

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

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

The Claims are as follows:

2-C Approval of Claims.

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

Treasurer Villarreal moved to approve the Claims as presented. The motion was seconded by Director Esparza and carried unanimously.

The Claims are as follows:

2-D Consideration and Approval of the Financial Statements and Budget Amendments for the month of August 2021.

Mr. Victor Barron, RMA Controller went over the financial statements for August.

Director Esparza moved to approve the financial statements for August 2021. The motion was seconded by Treasurer Villarreal and carried unanimously.

The Financial Statements are as follows:

2-E Consideration and Approval of Quarterly Investment Report for the period ending August 31, 2021.

Mr. Victor Barron, RMA Controller, went over the Quarterly Investment Report for the period ending August 31, 2021.

Treasurer Villarreal moved to approve the Quarterly Investment Report for the period ending August 31, 2021. The motion was seconded by Secretary Nelson and carried as follows:

Ayes: Parker, Nelson, Villarreal, Villegas

Nayes:

Abstain: Scaief, Esparza, and Garza

Note: Directors Scaief, Esparza, and Garza submitted affidavits and abstained from discussion and vote.

The Quarterly Investment Report is as follows:

2-F Consideration and Approval of Amendment No. 5 to the Master Service Agreement for Toll System Maintenance between the Cameron County Regional Mobility Authority and Kapsch.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the need for Amendment No. 5 to the Master Service Agreement for Toll System Maintenance between the Cameron County Regional Mobility Authority and Kapsch.

Secretary Nelson moved to approved Amendment No. 5 to the Master Service Agreement for Toll System Maintenance between the Cameron County Regional Mobility Authority and Kapsch. The motion was seconded by Director Esparza and carried unanimously.

The Amendment is as follows:

2-G Consideration and Authorization to Approve a Job Order Contracting Agreement with A & I Custom Manufacturing, LLC for construction and renovation of the Cameron County Isla Blanca Toll Booths via Contract with Choice Partners.

Staff recommended that the item be tabled.

Treasurer Villarreal moved to table the item. The motion was seconded by Director Villegas and carried unanimously.

2-H Consideration and Approval of Amended Change Order Number 04 with Toll Plus for Back Office System.

Mr. Pete Sepulveda, Jr., RMA Executive Director explained the need for the Amended Change Order Number 04 with Toll Plus for Back Office System.

Director Esparza moved to approve the Amended Change Order Number 04 with Toll Plus for Back Office System. The motion was seconded by Secretary Nelson and carried unanimously.

The Amended Change Order is as follows:

2-I Consideration and Approval of an Amendment to the Cameron County Regional Mobility Authority's Procurement Policies to formally adopt the rules found in Chapter 2269.

Mr. Pete Sepulveda, Jr., RMA Executive Director explained the need for an Amendment to the Cameron County Regional Mobility Authority's Procurement Policies to formally adopt the rules found in Chapter 2269.

Treasurer Villarreal moved to approve an Amendment to the Cameron County Regional Mobility Authority's Procurement Policies to formally adopt the rules found in Chapter 2269. The motion was seconded by Director Esparza and carried unanimously.

The Amendment is as follows:

2-J Consideration and Approval of the RFQ for the Construction Manager at Risk for the Cameron County Parks System Administration Building and the Cameron County Parks System Warehouse Building.

Mr. Pete Sepulveda, Jr., RMA Executive Director explained to the Board the need for the RFQ for the Construction Manager at Risk for the Cameron County Parks System Administration Building and the Cameron County Parks System Warehouse Building and the authority to advertise.

Treasurer Villarreal moved to approve the RFQ for the Construction Manager at Risk for the Cameron County Parks System Administration Building and the Cameron County Parks System Warehouse Building and authority to advertise subject to legal review. The motion was seconded by Director Esparza and carried unanimously.

The RFQ is as follows:

2-K Consideration and Approval of the Fiscal Year 2022 Holiday Schedule.

Mr. Pete Sepulveda, Jr., RMA Executive Director explained to the Board the need for the Fiscal Year 2022 Holiday Schedule.

Treasurer Villarreal moved to approve the Fiscal Year 2022 Holiday Schedule. The motion was seconded by Director Villegas and carried unanimously.

The Holiday Schedule is as follows:

2-L Consideration and Approval of the Cameron County Regional Mobility Authority Fiscal Year 2021-2022 Annual Budget.

Mr. Victor Barron, RMA Controller, went over the Cameron County Regional Mobility Authority Fiscal Year 2021-2022 Annual Budget.

Treasurer Villarreal moved to approve the Cameron County Regional Mobility Authority Fiscal Year 2021-2022 Annual Budget. The motion was seconded by Director Esparza and carried unanimously.

The Annual Budget is as follows:

2-M Consideration and Approval of the Cameron County Regional Mobility Authority Investment Policy.

Mr. Victor Barron, RMA Controller, went over the Cameron County Regional Mobility Authority Investment Policy.

Treasurer Villarreal moved to approve the Cameron County Regional Mobility Authority Investment Policy. The motion was seconded by Secretary Nelson and carried unanimously.

The Investment Policy is as follows:

2-N Consideration and Approval of the Cameron County Regional Mobility Authority Cost Allocation Policy.

Mr. Victor Barron, RMA Controller, went over the Cameron County Regional Mobility Authority Cost Allocation Policy.

Secretary Nelson moved to approve the Cameron County Regional Mobility Authority Cost Allocation Policy. The motion was seconded by Treasurer Villarreal and carried unanimously.

The Cost Allocation Policy is as follows:

3 – EXECUTIVE SESSION

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

Treasurer Villarreal made a motion to table the item. The motion was seconded by Director Villegas and carried unanimously.

4-ACTION RELATIVE TO EXECUTIVE SESSION

4 -A Possible Action

Item 3-A was tabled.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Esparza and seconded by Treasurer Villarreal and carried unanimously the meeting was **ADJOURNED** at 12:46 P.M.

APPROVED this 21st day of October 2021.


CHAIRMAN FRANK PARKER, JR.

ATTESTED:


ARTURO A. NELSON, SECRETARY



IMPROVING MORE THAN JUST ROADS

POSTED ON WEB
September 18, 2021
At 9:37 A.M.

AGENDA
Special Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority
3470 Carmen Avenue, Suite 5
Rancho Viejo, Texas 78575
September 22, 2021
12:00 Noon

PUBLIC COMMENTS:

1. Public Comments.

ITEMS FOR DISCUSSION AND ACTION:

2. Action Items.

- A. Consideration and Approval of the August 26, 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 August 2021.
- E. Consideration and Approval of Quarterly Investment Report for the period ending August 31, 2021.
- F. Consideration and Approval of Amendment No. 5 to the Master Service Agreement for Toll System Maintenance between the Cameron County Regional Mobility Authority and Kapsch.
- G. Consideration and Authorization to Approve a Job Order Contracting Agreement with A & I Custom Manufacturing, LLC for construction and renovation of the Cameron County Isla Blanca Toll Booths via Contract with Choice Partners.
- H. Consideration and Approval of Amended Change Order Number 04 with Toll Plus for Back Office System.
- I. Consideration and Approval of an Amendment to the Cameron County Regional Mobility Authority's Procurement Policies to formally adopt the rules found in Chapter 2269.
- J. Consideration and Approval of the RFQ for the Construction Manager at Risk for the Cameron County Parks System Administration Building and the Cameron County Parks System Warehouse Building.
- K. Consideration and Approval of the Fiscal Year 2022 Holiday Schedule.
- L. Consideration and Approval of the Cameron County Regional Mobility Authority Fiscal Year 2021-2022 Annual Budget.
- M. Consideration and Approval of the Cameron County Regional Mobility Authority Investment Policy.

N. Consideration and Approval of the Cameron County Regional Mobility Authority Cost Allocation Policy.

3. EXECUTIVE SESSION:

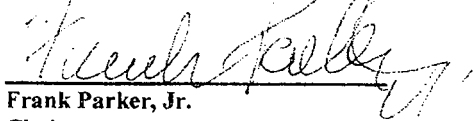
- A. Deliberation Regarding Acquisition of Real Property legally described as Units 3 through 8 of the Rancho Viejo Plaza Condominiums, Rancho Viejo, Cameron County, Texas, Pursuant to V.T.C.A., Government Code, Section 551.072.

4. ACTION RELATIVE TO EXECUTIVE SESSION:

- A. Possible Action

ADJOURNMENT:

Signed this 18th day of September 2021.


Frank Parker, Jr.
Chairman

NOTE:

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

2-B ACKNOWLEDGEMENT OF CLAIMS.

Claims for Acknowledgement

2-B



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Claims September 16, 2021

100 Operation

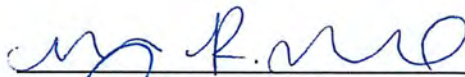
Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	256158	\$ 235.82	Aflac Sept 2021	Indirect	Y	Local	Ope
Bank of New York Mellon	252-2412465	3,922.00	BNY Tx Rev & Tax Bonds Series 2012 09/21-08/22	Indirect	Y	Local	Ope
Lone Star Shredding Document Storage	1969737	67.50	LoneStar shredding service Aug 2021	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	44	12,000.00	Pathfinder consulting services Aug 2021	Indirect	Y	Local	Ope
Time Warner Cable Business Class	0121858090921	1,161.51	Spectrum Tolls Sept 2021	Indirect	Y	Local	Ope
Union Pacific Railroad Company	90110343	7,515.32	Union Pacific RR SH550 Prelim Eng-brdg structure	SH550 GAP II	Y	Local	Ope
Valley Municipal Utility District	VMUD Aug 2021 Ste 3	34.55	VMUD Aug 2021 Ste 3	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Aug 2021 Ste 4	37.94	VMUD Aug 2021 Ste 4	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Aug 2021 Ste 5	34.55	VMUD Aug 2021 Ste 5	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Aug 2021 Ste 6	35.31	VMUD Aug 2021 Ste 6	Indirect	Y	Local	Ope
Valley Municipal Utility District	VMUD Aug 2021 Ste 7	36.06	VMUD Aug 2021 Ste 7	Indirect	Y	Local	Ope
		<u>25,080.56</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Ema Jaramillo	Travel EJ 8.30.21	\$ 101.25	Travel Reimbursement EJ 8.30.21	Indirect	Y	Local	Tolls
LexisNexis Risk Solutions FL Inc	1546392-20210831	110.13	LexisNexis Aug 2021	Indirect	Y	Local	Tolls
Matus Contractor Company	000344	100.00	Technical Assitance on AC relocation	Indirect	Y	Local	Tolls
Public Utilities Board	PUB 588837 Sept 2021	243.30	PUB 588837 Sept 2021	Port Spur - SH550	Y	Local	Tolls
Quadient Leasing USA, Inc.	N9021400	7,934.19	Quadient Sept 2021	Indirect	Y	Local	Tolls
Teesidel SA	921	2,652.25	Teesidel Maintenance Aug 2021	Pharr-Reynosa Intl Bridge	Y	Local	Tolls
Time Warner Cable Business Class	0121858090921	1,161.51	Spectrum Tolls Sept 2021	Indirect	Y	Local	Tolls
United States Postal Service	USPS Repl 9.10.21	8,000.00	USPS Replenishment 9.10.21	Indirect	Y	Local	Tolls
Valley Municipal Utility District	VMUD Aug 2021 Tolls	40.95	VMUD Aug 2021 Tolls	Indirect	Y	Local	Tolls
		<u>20,343.58</u>					
	Operations	\$ 25,080.56					
	Tolls	<u>20,343.58</u>					
	Total Transfer	<u>\$ 45,424.14</u>					

Reviewed by:

Monica R. Ibarra,
Accounting Clerk

 9.10.21

Victor J. Barron,
Controller

 9.16.21

Pete Sepulveda Jr.,
Executive Director

 09.16.21



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims September 9, 2021

100 Operation

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Ericka Trevino	ET - Travel	\$ 99.12	Travel reimbursement ET	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Travel PSJ 5.28.21	245.28	Travel Reimbursement PSJ 5.28.21	Indirect	Y	Local	Ope
JWH and Associates, Inc.	521	5,250.00	JWH Flor De Mayo Presidential Permit July 2021	Flor De Mayo Bridge	Y	Local	Ope
		<u>5,594.40</u>					


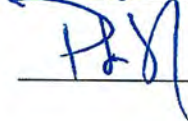
525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Law Enforcement Systems LLC	1005308	\$ 459.68	Duncan Solutions DMV record Aug 2021	Indirect	Y	Local	Tolls
Fagan Consulting LLC	CCR-2018	460.20	Business Rules Updates August 2021	Indirect	Y	Local	Tolls
Fagan Consulting LLC	TCSI-2108R1	1,196.52	Toll Collection System Implementation August 2021	Indirect	Y	Local	Tolls
Time Warner Cable Business Class	28680660903231	86.77	2129 FM 511 Ethernet intrastate Fiber Connection	Indirect	Y	Local	Tolls
Xtreme Security	55434	104.85	Burglar alarm monitoring service (9.1.21-11.30.21)	Indirect	Y	Local	Tolls
		<u>2,308.02</u>					
	Operations	\$ 5,594.40					
	Tolls	<u>2,308.02</u>					
	Total Transfer	<u>\$ 7,902.42</u>					

Reviewed by:

Victor J. Barron,
Controller

Pete Sepulveda Jr,
Executive Director

 9.9.21
 09.09.21



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims September 2, 2021

100 Operation

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
AGC Solutions LLC	Admin Rent Sept 2021	\$ 4,460.00	AGC Admin Monthly Rent Sept 2021	Indirect	Y	Local	Ope
American Express	AMEX Aug 2021	239.44	AMEX Aug 2021	Indirect	Y	Local	Ope
Culligan of the Rio Grande Valley	320895 8.29.21	42.94	Culligan Aug 2021	Indirect	Y	Local	Ope
ROL Consulting LLC	124	8,000.00	ROL consulting services Aug 2021	Indirect	Y	Local	Ope
Maria D Mayorga	Travel LM 8.31.21	19.71	Travel Reimbursement LM 8.31.21	Indirect	Y	Local	Ope
Monica R Ibarra	Travel MRI 8.30.21	23.52	Travel Reimbursement MRI 8.30.21	Indirect	Y	Local	Ope
MPC Studios, Inc	30667	125.00	MPC Studios Sept 2021	Indirect	Y	Local	Ope
Staples Business Credit	1637494485	810.10	Staples Aug 2021	Indirect	Y	Local	Ope
TML Health Benefits Pool	PCAMERO62109	6,919.46	TML Health Benefits Sept 2021	Indirect	Y	Local	Ope
Toshiba Financial Services	38414405	311.23	Toshiba Admin Sept 2021	Indirect	Y	Local	Ope
		<u>20,951.40</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	AMEX Aug 2021	\$ 3,180.50	AMEX Aug 2021	Indirect	Y	Local	Tolls
Culligan of the Rio Grande Valley	320895 8.29.21	57.95	Culligan Aug 2021	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	212360046596889	224.29	Direct Energy Aug 2021 570 Fm 511	Direct Connectors -	Y	Local	Tolls
Direct Energy Business, LLC	212360046596890	411.66	Direct Energy Aug 2021 1895 Fm 511 #1	FM1847 - SH550	Y	Local	Tolls
Kapsch TrafficCom USA, Inc	486022SI00902	14,274.00	Kapsch Toll System Maintenance Support July	Indirect	Y	Local	Tolls
Prisciliano Delgado	10725	250.00	Prisciliano Lawn Care Aug	Indirect	Y	Local	Tolls
Public Utilities Board	PUB 600710 Aug 2021	250.08	PUB 600710 Aug 2021	Direct Connectors -	Y	Local	Tolls
Staples Business Credit	1637494485	59.92	Staples Aug 2021	Indirect	Y	Local	Tolls
Temp Control, Inc.	301201	270.00	Temp Control A/C not working mainline inbound IOP building	Indirect	Y	Local	Tolls
TML Health Benefits Pool	PCAMERO62109	5,966.42	TML Health Benefits Sept 2021	Indirect	Y	Local	Tolls
United States Postal Service	USPS Repl 8.30.21	15,000.00	USPS replenishment 8.30.21	Indirect	Y	Local	Tolls
Verizon Wireless	9886925796	88.36	Verizon Wireless Aug 2021	Indirect	Y	Local	Tolls
		<u>40,033.18</u>					
Operations		\$ 20,951.40					
Tolls		<u>40,033.18</u>					
Total Transfer		<u>\$ 60,984.58</u>					

Reviewed by:

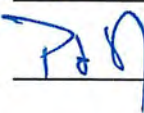
Monica R. Ibarra,
Accounting Clerk

 9.2.21

Victor J. Barron,
Controller

 9.2.21

Pete Sepulveda Jr.,
Executive Director

 09.02.21



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims August 26, 2021

100 Operation

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Brownsville Chamber of Commerce	732059	\$ 420.00	Brownsville Chamber Membership 2021	Indirect	Y	Local	Ope
Direct Energy Business, LLC	212320046568592	55.07	Direct Energy Aug 2021 Ste 7	Indirect	Y	Local	Ope
Direct Energy Business, LLC	212320046568593	119.77	Direct Energy Aug 2021 Ste 3	Indirect	Y	Local	Ope
Direct Energy Business, LLC	212320046568594	57.96	Direct Energy Aug 2021 Ste 5	Indirect	Y	Local	Ope
Direct Energy Business, LLC	212320046568595	48.29	Direct Energy Aug 2021 Ste 4	Indirect	Y	Local	Ope
Maria D Mayorga	Travel LM 8.26.21	45.92	Travel Reimbursement LM Aug 2021	Indirect	Y	Local	Ope
Gexa Energy, LP	32747730	62.45	GEXA Aug 2021 Ste 6	Indirect	Y	Local	Ope
Smith-Reagan & Associates, Inc DBA Smith-Reagan Insurance Ag	72236203 LG 9.19.21	323.75	CNA Surety Leo Garza 9.19.21	Indirect	Y	Local	Ope
		<u>\$ 1,133.21</u>					

525 Tolls


Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Direct Energy Business, LLC	212320046567609	\$ 303.28	Direct Energy Aug 2021 Tolls	Indirect	Y	Local	Tolls
Ema Jaramillo	Travel EJ 8.25.21	27.43	Travel Reimbursement EJ Nov- Dec 2020	Indirect	Y	Local	Tolls
Eduardo J. Trevino	Travel ET 8.24.21	73.92	Travel Reimbursement ET 8.24.21	Indirect	Y	Local	Tolls
Gexa Energy, LP	32750721	127.12	GEXA Aug 2021 1505 Fm 511 & 1705 Fm 511	Direct Connectors - SH550	Y	Local	Tolls
E.A. Stone dba Gulf Data Products	Envelope req 8.20.21	3,355.00	Gulf Data Envelope 8.20.21	Indirect	Y	Local	Tolls
Matus Contractor Company	351	6,000.00	Matus Section 1 grass,garbage, herbicide Pt of bro to alton	Indirect	Y	Local	Tolls
Toshiba Financial Services	38349068	296.86	Toshiba Tolls Aug 2021	Indirect	Y	Local	Tolls
		<u>\$ 10,183.61</u>					
	Operations	\$ 1,133.21					
	Tolls	10,183.61					
	Total Transfer	<u>\$ 11,316.82</u>					

Reviewed by:

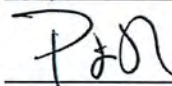
Monica R. Ibarra,
Accounting Clerk

 8.26.21

Victor J. Barron,
Controller

 8.26.21

Pete Sepulveda Jr.,
Executive Director

 08.26.21

2-C APPROVAL OF CLAIMS.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
BOD Claims September 22, 2021

100 Interlocal Agreements

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
S&B Infrastructure, LTD	U2716.224-01	\$ 79,238.36	S&B Flor de Mayo Pres. Permit App. July 2021	Flor De Mayo Bridge	Y	Local	Ope
S&B Infrastructure, LTD	U2716.320-01	356,694.26	S&B West Rail Trail PS&E through Mar 2021	West Rail Corridor	Y	Local	Ope
TML Health Benefits Pool	PCAMERO62110	8,367.42	TML Health Benefits Oct 2021	Indirect	Y	Local	Ope
		<u>444,300.04</u>					

525 Interlocal Agreements

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
TollPlus LLC	US2100108	\$ 6,461.34	TollPlus Support and Maintenance Aug 2021	Pharr- Reynosa Intl Bridge	Y	Local	Toll
		<u>6,461.34</u>					

525 Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
TML Health Benefits Pool	PCAMERO62110	7,639.72	TML Health Benefits Oct 2021	Indirect	Y	Local	Toll
TollPlus LLC	US2100108	\$ 15,600.00	TollPlus Support and Maintenance Aug 2021	Indirect	Y	Local	Toll
		<u>23,239.72</u>					
Oper Interlocal		444,300.04					
Tolls Interlocal		6,461.34					
Tolls		<u>23,239.72</u>					
Total Transfer		<u>\$ 474,001.10</u>					

Reviwed by:

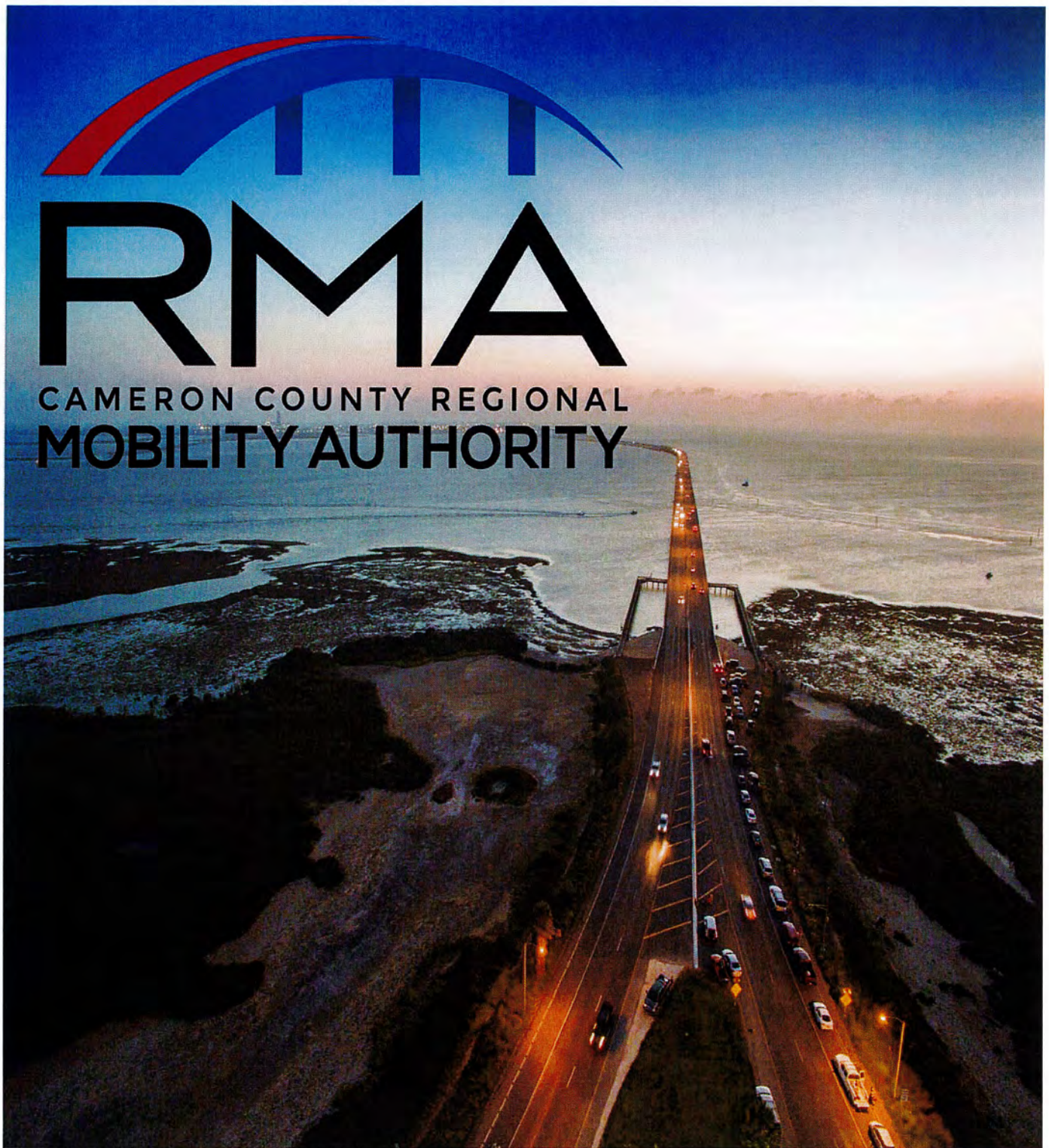
Victor J. Barron,
Controller

Victor Barron 9.21.21

Pete Sepulveda Jr.,
Executive Director

Pete Sepulveda Jr. 09.21.21

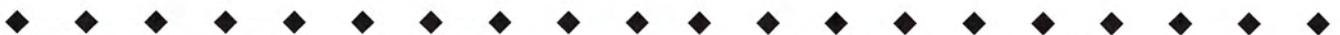
**2-D CONSIDERATION AND APPROVAL OF THE FINANCIAL
STATEMENTS AND BUDGET AMENDMENTS FOR THE MONTH OF
AUGUST 2021.**



AUGUST 2021 FINANCIAL REPORT

PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR

VICTOR J. BARRON, CONTROLLER



CCRMA MONTHLY FINANCIAL

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REVENUES & EXPENSES

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COMBINED REVENUES AND EXPENSES 3

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FINANCIALS

BALANCE SHEET 5

STATEMENT OF CASH FLOW 6

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly R&E - Unposted Transactions Included In Report From 8/1/2021 Through 8/31/2021

	Current Period Actual	Current Period Budget - Original	Current Period Budget - Variance Original	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Percent of Budget	Prior Year Actual
Operating Revenues								
Vehicle registration fees	\$ 296,200	\$ 270,833	\$ 25,367	\$ 3,234,641	\$ 3,250,000	\$ (15,359)	99.5%	\$ 2,977,774
Interlocal agreements	10,000	12,976	(2,976)	110,000	155,712	(45,712)	70.6%	114,716
Total Operating Revenues	306,200	283,809	22,391	3,344,641	3,405,712	(61,071)	98.2%	3,092,490
Operating Expenses								
Personnel costs	75,429	87,910	12,481	875,632	1,054,918	179,286	83.0%	827,124
Professional services	22,422	25,525	3,103	256,815	306,300	49,485	83.8%	269,569
Contractual services	3,573	4,333	760	37,211	52,000	14,789	71.6%	25,215
Advertising & marketing	125	1,375	1,250	7,125	16,500	9,375	43.2%	8,890
Data processing	985	917	(68)	9,391	11,000	1,609	85.4%	7,588
Dues & memberships	420	1,667	1,247	16,479	20,000	3,521	82.4%	17,917
Education & training	1,025	833	(192)	1,379	10,000	8,621	13.8%	2,920
Fiscal agent fees	-	4,467	4,467	9,795	53,600	43,805	18.3%	14,195
Insurance	499	167	(332)	1,085	2,000	915	54.3%	798
Maintenance & repairs	-	417	417	609	5,000	4,391	12.2%	1,456
Office supplies	1,583	2,263	680	7,768	27,150	19,382	28.6%	10,334
Leases	4,771	5,563	792	58,210	66,755	8,545	87.2%	54,225
Travel	89	1,804	1,715	1,173	21,650	20,477	5.4%	12,810
Utilities	1,794	2,250	456	18,246	27,000	8,754	67.6%	9,277
Contingency	-	7,847	7,847	-	94,164	94,164	0.0%	-
Total Operating Expenses	112,714	147,336	34,622	1,300,919	1,768,037	467,118	73.6%	1,262,318
Total Operating Income (Loss)	193,486	136,473	57,013	2,043,722	1,637,675	406,047	124.8%	1,830,172
Non Operating Revenues								
Project revenues	-	-	-	-	-	-	0.0%	3,311
Interest income	6,465	4,167	2,298	60,113	50,000	10,113	120.2%	56,515
Other financing sources	4,221,593	-	4,221,593	4,221,593	-	4,221,593	0.0%	-
TRZ revenue	-	109,255	(109,255)	2,208,261	1,311,065	897,196	168.4%	1,311,065
Total Non Operating Revenues	4,228,057	113,422	4,114,635	6,489,967	1,361,065	5,128,902	476.8%	1,370,892
Non Operating Expenses								
Debt interest	460,200	150,015	(310,185)	1,726,731	1,800,175	73,444	95.9%	768,806
Debt issuance cost	166,615	-	(166,615)	166,615	-	(166,615)	0.0%	-
Debt interest-LOC	-	2,125	2,125	428	25,500	25,072	1.7%	5,431
Project expenses	38,529	97,755	59,226	207,450	1,173,065	965,615	17.7%	279,446
Total Non Operating Expenses	665,344	249,895	(415,449)	2,101,223	2,998,740	897,517	70.1%	1,053,683
Total Changes in Net Position	\$ 3,756,200	\$ -	\$ 3,756,200	\$ 6,432,466	\$ -	\$ 6,432,466		\$ 2,147,381

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenses - Cash - Toll Operations Revenues Expenditures - Cash - Unposted Transactions Included In Report From 8/1/2021 Through 8/31/2021

	Current Period Actual	Current Period Budget - Original	Current Period Budget - Variance Original	Current Year Actual	Annual Budget - Original	Annual Budget Variance - Original	Percent of Budget	Prior Year Actual
Toll Operating Revenues								
TPS Revenues	\$ 232,091	\$ 142,917	\$ 89,174	\$ 1,979,721	\$ 1,715,000	\$ 264,721	115.4%	\$1,697,566
Interop Revenues								
Interop revenues	122,403	61,667	60,736	880,906	740,000	140,906	119.0%	737,528
Bridge interoperability	56,683	35,000	21,683	494,495	420,000	74,495	117.7%	452,066
Total Interop Revenues	179,085	96,667	82,419	1,375,400	1,160,000	215,400	118.6%	1,189,593
Other Toll Revenues								
Interlocal agreement	12,054	11,656	398	124,914	139,876	(14,962)	89.3%	130,150
Total Other Toll Revenues	12,054	11,656	398	124,914	139,876	(14,962)	89.3%	130,150
Total Toll Operating Revenues	423,230	251,240	171,991	3,480,036	3,014,876	465,160	115.4%	3,017,310
Toll Operating Expenses								
Personnel costs	41,406	43,439	2,033	448,832	521,270	72,438	86.1%	659,277
Transaction processing costs	59,428	40,500	(18,928)	408,173	486,000	77,827	84.0%	311,097
Toll system maintenance/IT	30,368	28,863	(1,505)	312,669	346,353	33,684	90.3%	303,279
Roadside maintenance	37,520	38,372	852	400,449	460,462	60,013	87.0%	428,729
CSC indirect/overhead costs	6,407	13,277	6,870	115,820	159,323	43,503	72.7%	129,800
Total Toll Operating Expenses	175,129	164,451	(10,678)	1,685,943	1,973,408	287,465	85.4%	1,832,182
Total Operating Income (Loss)	248,100	86,789	161,313	1,794,093	1,041,468	752,625	172.3%	1,185,128
Non Operating Revenues								
Pass through grant	1,385,000	115,417	1,269,583	1,385,000	1,385,000	-	100.0%	1,385,000
Total Non Operating Revenues	1,385,000	115,417	1,269,583	1,385,000	1,385,000	-	100.0%	1,385,000
Non Operating Expenses								
Debt interest	872,396	202,206	(670,190)	2,290,442	2,426,468	136,026	94.4%	1,955,497
Total Non Operating Expenses	872,396	202,206	(670,190)	2,290,442	2,426,468	136,026	94.4%	1,955,497
Changes in Net Position	\$ 760,704	\$ -	\$ 760,704	\$ 888,651	\$ -	\$ 888,651		\$ 614,631

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report From 8/1/2021 Through 8/31/2021

	Current Period Actual	Current Period Budget - Original	Current Period Budget - Variance Original	Current Year Actual	Annual Budget Original	Annual Budget Variance - Original	Percent of Budget	Prior Year Actual
Operating Revenues								
Vehicle registration fees	\$ 296,200	\$ 270,833	\$ 25,367	\$ 3,234,641	\$ 3,250,000	\$ (15,359)	99.5%	\$ 2,977,774
Interlocal agreement	22,054	24,632	(2,578)	234,914	295,588	(60,674)	79.5%	244,866
Toll revenues	411,176	239,583	171,593	3,355,122	2,875,000	480,122	116.7%	2,887,159
Total Operating Revenues	729,430	535,049	194,381	6,824,677	6,420,588	404,089	106.3%	6,109,800
Operating Expenses								
Personnel costs	116,835	131,349	14,514	1,324,465	1,576,188	251,723	84.0%	1,486,401
Accounting software and services	2,422	392	(2,030)	4,695	4,700	5	99.9%	1,206
Professional services	20,000	25,133	5,133	252,120	301,600	49,480	83.6%	268,363
Contractual services	3,573	5,583	2,010	43,733	67,000	23,267	65.3%	33,026
Advertising & marketing	125	3,875	3,750	34,458	46,500	12,042	74.1%	40,523
Data processing	985	917	(68)	9,391	11,000	1,609	85.4%	7,588
Dues & memberships	420	2,250	1,830	19,419	27,000	7,581	71.9%	20,957
Education & training	1,025	1,167	142	1,478	14,000	12,522	10.6%	2,920
Fiscal agent fees	-	4,733	4,733	14,945	56,800	41,855	26.3%	14,195
Insurance	499	6,333	5,834	73,725	76,000	2,275	97.0%	73,118
Maintenance & repairs	520	1,250	730	5,505	15,000	9,495	36.7%	20,352
Office supplies	41,230	22,388	(18,843)	244,192	268,650	24,458	90.9%	189,006
Road maintenance	69,978	61,993	(7,985)	650,821	743,915	93,094	87.5%	656,044
Leases	6,648	9,573	2,925	95,332	114,878	19,546	83.0%	87,589
Toll services	18,029	17,250	(779)	140,173	207,000	66,827	67.7%	106,722
Travel	292	2,804	2,512	4,540	33,650	29,110	13.5%	22,649
Utilities	5,263	6,950	1,687	67,870	83,400	15,530	81.4%	63,840
Contingency	-	7,847	7,847	-	94,164	94,164	0.0%	-
Total Operating Expenses	287,843	311,787	23,944	2,986,863	3,741,445	754,583	79.8%	3,094,500
Net Change from Operations	441,586	223,262	218,324	3,837,815	2,679,143	1,158,672	143.2%	3,015,300
Non Operating Revenue								
Pass through grant revenues	1,385,000	115,417	1,269,583	1,385,000	1,385,000	-	100.0%	1,385,000
Project revenues	-	-	-	-	-	-	0.0%	3,311
Interest income	6,465	4,167	2,298	60,113	50,000	10,113	120.2%	56,515
TRZ Revenue	-	109,255	(109,255)	2,208,261	1,311,065	897,196	168.4%	1,311,065
Allocated administration & overhead	-	-	-	-	-	-	0.0%	-
Other financing sources	4,221,593	-	4,221,593	4,221,593	-	4,221,593	0.0%	-
Total Non Operating	5,613,058	228,839	5,384,219	7,874,967	2,746,065	5,128,902	286.8%	2,755,892
Non Operating Expenses								
Bond Debt Expense	1,499,211	352,183	(1,147,028)	4,183,788	4,226,193	42,405	99.0%	2,724,303
Debt Interest - LOC	-	2,163	2,163	428	25,950	25,522	1.6%	5,431
Project expenses	38,529	97,755	59,226	207,450	1,173,065	965,615	17.7%	279,446
Total Non Operating	1,537,741	452,101	(1,085,639)	4,391,665	5,425,208	1,033,543	1.6%	3,009,180
Changes in Net Position	\$ 4,516,904	\$ -	\$ 4,516,904	\$ 7,321,117	\$ -	\$ 7,321,117		\$ 2,762,012

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly Project I/S - Unposted Transactions Included In Report From 8/1/2021 Through 8/31/2021

	Current Period Actual	Current Year Actual
Non Operating Revenues		
Grant revenues		
Federal Revenue		
SH550 GAP II	\$ -	\$ 251,011
Whipple Road	-	103,739
Total Federal Revenue	-	354,750
State Revenue		
Whipple Road	-	18,414
Total State Revenue	-	18,414
Local Revenue		
West Rail Corridor	-	28,997
SH 32 (East Loop)	-	95,250
Whipple Road	-	7,521
Flor De Mayo Bridge	84,488	123,176
CC - Old ALice Road	-	182,387
CC - Consulting	8,000	88,000
CC - Administration	-	59,486
Building & Parking Lot		
Total Local Revenue	92,488	584,816
Total Grant revenues	92,488	957,980
Total Non Operating	92,488	957,980
Non Operating Expenses		
Project expenses		
West Rail Corridor	-	28,997
SH550 GAP II	-	251,011
SH 32 (East Loop)	-	95,250
Whipple Road	-	129,674
Flor De Mayo Bridge	84,488	123,176
CC - Old ALice Road	-	182,387
CC - Consulting	8,000	88,000
CC - Administration	-	59,486
Building & Parking Lot		
Total Project expenses	92,488	957,980
Total Non Operating Expenses	92,488	957,980
Total Changes in Net Position	\$ -	\$ -

CAMERON COUNTY REGIONAL MOBILITY AUTHORITYBalance Sheet
As of 8/31/2021

	Current Year
ASSETS	
Current Assets:	
Cash and cash equivalents	\$ 9,454,104
Restricted cash accounts - debt service	6,326,970
Accounts receivable, net	
Vehicle Registration Fees - Receivable	601,135
Other	3,675,150
Total Accounts receivable, net	4,276,285
Accounts receivable - other agencies	4,025,113
Accrued interest	0
Total Current Assets:	24,082,473
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	58,990
Total Non Current Assets:	123,473,607
Deferred Outflow of Resources	.
Deferred outflows related to bond refunding	145,267
Deferred outflow related to pension	138,002
Total Deferred Outflow of Resources	283,269
Total ASSETS	\$ 147,839,349
LIABILITIES	
Current Liabilities	
Accounts payable	\$ 524,870
Deferred revenue	354,567
Total Current Liabilities	879,436
Non Current Liabilities	
Due to other agencies	16,184,188
Long term bond payable	75,293,488
Total Non Current Liabilities	91,477,675
Deferred Inflows of Resources	
Deferred inflows related to pension	31,006
Total LIABILITIES	92,388,118
NET POSITION	
Beginning net position	
	45,795,242
Total Beginning net position	45,795,242
Changes in net position	
	9,655,989
Total Changes in net position	9,655,989
Total NET POSITION	55,451,231
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	\$ 147,839,349

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 8/31/2021

	Current Period	Current Year
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	\$ -	\$ 3,181,140
Receipts from interop toll revenues	166,030	1,333,831
Receipts from TPS toll revenues	239,351	2,361,550
Receipts from other operating revenues	22,054	2,445,209
Payments to vendors	(132,565)	(1,991,459)
Payments to employees	(116,663)	(1,328,849)
Total Cash Flows from Operating Activities	<u>178,206</u>	<u>6,001,423</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of construction in progress	(35,069)	(774,011)
Payments on principal and interest	(1,396,704)	(4,392,808)
Line of credit payment	-	(462,643)
Proceeds related to redevelopment assets	(1,321,724)	(20,880)
Payment on interlocal project expenses	(123,018)	(1,077,430)
Interlocal project proceeds	5,606,593	5,979,757
Total Cash Flows from Capital and Related Financing Activities	<u>2,730,078</u>	<u>(748,015)</u>
Cash Flows from Investing Activities		
Receipts from interest income	6,465	60,113
Total Cash Flows from Investing Activities	<u>6,465</u>	<u>60,113</u>
Beginning Cash & Cash Equivalents	<u>12,866,326</u>	<u>10,467,554</u>
Ending Cash & Cash Equivalents	<u>\$ 15,781,075</u>	<u>\$ 15,781,075</u>



To: Pete Sepulveda

From: Victor J. Barron

Date: 9/22/2021

Re: Budget Amendment #2 FY2021

Description:

GL#	GL Description	Current	Budget Amended	Net Change
525 Toll Fund				
GL#	GL Description	Budget Current	Amended	Net Change
1 60135	Legal Expense	12,000	8,500	(3,500)
2 60150	Dues & Memberships	7,000	3,275	(3,725)
2 60170	Maintenance - SH 550	124,262	114,262	(10,000)
3 60176	Interop Collection Fees	102,000	114,500	12,500
4 60180	Office Supplies	25,000	26,000	1,000
5 60189	Postage	215,000	220,225	5,225
6 70130	Toll Operational Support	70,000	50,000	(20,000)
7 70150	Merchant Card Services	67,500	71,000	3,500
8 70152	TxDMV	22,000	37,000	15,000
	Total Fund 525	\$ 644,762	\$ 644,762	\$ -

P. Sepulveda

Pete Sepulveda, Jr. Executive Director

09.21.21

Date

**2-E CONSIDERATION AND APPROVAL OF QUARTERLY INVESTMENT
REPORT FOR THE PERIOD ENDING AUGUST 31, 2021.**



Investment Report

TO: CCRMA Board of Directors

FROM: Victor J. Barron, Controller *VJB*

DATE: September 22, 2021

SUBJ: Quarterly Report of CCRMA Investments

The Texas Public Funds Investment Act requires that at a minimum on a quarterly basis the following investment report be presented to the Board of Directors. Below is a summary of the current CCRMA investments which comply with the investment strategies approved in the most current CCRMA Investment Policy.

	<u>Beginning</u> <u>Market Value</u>	<u>Ending</u> <u>Market Value</u>	<u>Term</u>	<u>Average Yield</u>	<u>Interest</u> <u>earned and</u> <u>accrued as of</u> <u>8/31/2021</u>
2010 Bond Reserves	\$ 1,024,416.68	\$ 1,027,085.28	Monthly	1.00%	\$ 2,668.60
2010 Bond Reserves	893,946.32	896,275.05	Monthly	1.00%	2,328.73
	\$ 1,918,363.00	\$ 1,923,360.33			<u>\$ 4,997.33</u>
Total Market Value of Principal and Accrued Interest					<u>\$ 1,923,360.33</u>
Required level of security at 102%					<u>\$ 1,961,827.54</u>

I certify this report complies with the Internal Management Reports section of the Texas Public Funds Investment Act.

ACCOUNT	BR	NAME	CL	RSP	TYP	CURRENT BALANCE	CURRENT AVAIL BAL	CURRENT ACCRUED	CURRENT RATE	MID AVG	YTD AVG	BALANCE
1448174	07	CAMERON COUNTY REGIONAL MOBILITY	33	PFA	518	1,027,085.28	1,027,085.28	0.00	1.0000	1,026,214	1,023,275	
1448570	07	CAMERON COUNTY REGIONAL MOBILITY	33	PFA	518	896,275.05	896,275.05	0.00	1.0000	895,515	892,950	
						895,489.96						



Cameron Co Regional Mobility Author
3461 Carmen Ave
Rancho Viejo, Texas 78575

**Custodial Letter of Credit
Pledge Allocation Increase Receipt**

Pledge Reference #: 20000780-4 **Member FHFA ID:** 52018 **Effective Date:** 08/25/2021

Pledge allocation for the above beneficiary has been increased by

Texas Regional Bank
6770 West Interstate 2
Harlingen, TX 78552

Previous Amount: \$6,500,000.00
Increased Amount: \$4,500,000.00
New Amount: \$11,000,000.00

Letter of Credit # 20000780
LOC Maturity Date 06/10/2023
LOC Issue Date 06/10/2020

IN ORDER TO COMPLY WITH 2257.045(C)(2) OF THE TEXAS GOVERNMENT CODE, PROMPTLY, BY THE CLOSE OF BUSINESS TODAY, DELIVER A COPY OF THIS TRUST RECEIPT TO YOUR DEPOSITOR.

**2-F CONSIDERATION AND APPROVAL OF AMENDMENT NO. 5 TO THE
MASTER SERVICE AGREEMENT FOR TOLL SYSTEM
MAINTENANCE BETWEEN THE CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY AND KAPSCH.**

AMENDMENT NUMBER FIVE

TO

MASTER SERVICES AGREEMENT FOR TOLL SYSTEM MAINTENANCE

This Amendment Number Five (the "Amendment 5") 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 September 22, 2021 ("Effective Date"). Company and CCRMA 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 entered into Work Authorization No. 2 for Company to provide Software and System Maintenance Services;

WHEREAS, the Parties entered into Amendment Number Four effective as of March 25, 2021 and such amendment is set to expire on its own terms on September 30, 2021;

WHEREAS, the Parties now wish to amend the Agreement to extend the term of the Agreement, as set forth below, while leaving the remainder of the Agreement in full force and effect as unchanged and unamended.

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

1. Amendment Number Four to the Agreement, which will terminate on September 30, 2021, per its terms, is hereby extended and will remain in effect for an additional six months, to terminate on March 30, 2022. Notwithstanding the foregoing, either party may terminate the Agreement without cause upon providing the other party with sixty (60) days' written notice. Company will continue to provide all Software and System Maintenance Services and any other services being provided as of the date of this Amendment.
2. 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.

Sign: Don Hicks

Name: Don Hicks

Title: Vice President, Sales

Date: September 20, 2021

CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

Sign: Frank Parker, Jr.

Name: Frank Parker, Jr.

Title: Chairman

Date: September 22, 2021

**2-G CONSIDERATION AND AUTHORIZATION TO APPROVE A JOB
ORDER CONTRACTING AGREEMENT WITH A & I CUSTOM
MANUFACTURING, LLC FOR CONSTRUCTION AND RENOVATION
OF THE CAMERON COUNTY ISLA BLANCA TOLL BOOTHS VIA
CONTRACT WITH CHOICE PARTNERS. (TABLED)**

**2-H CONSIDERATION AND APPROVAL OF AMENDED CHANGE ORDER
NUMBER 04 WITH TOLL PLUS FOR BACK OFFICE SYSTEM.**

Request No: CTRMA-CO04 18_03_19	Project/System: CCRMA Bridges and Parks	
Name of the Client: CCRMA		
Originator: Adrian Rincones	Affected Area: CCRMA BOS	
Date Raised: June 28, 2019	Priority:	High
Revision Date: September 9, 2021	Revision No. 1	
Type: Enhancement	Phase/Milestone: See below	
<p>Change Description: The Back-Office System for CCRMA requires enhancements, in order to integrate 3 toll entities which include Cameron County International Bridge System (3 International Toll Bridges) and Cameron County Parks (4 parks with two seasonal toll booths) and the Brownville Navigation District aka Port of Brownville (total of 2 entrance gates with a third under development). All toll entities impacted by this change order is one single will use the Back Office System for the CCRMA, which will include, tag functionality, customization for CCRMA interfaces and business rules, data migration, and the incremental ongoing hosting and maintenance.</p>		
<p>Actions to be taken and impacted areas:</p> <p>Migrate current CCRMA System to new Angular platform</p> <ul style="list-style-type: none"> • RBP accounts (Register By Plate aka Post Paid Video) <ul style="list-style-type: none"> ◦ PBM Account functionality ◦ Collections ◦ Print and Correspondence ◦ Data Migration • Prepaid Account functionality <ul style="list-style-type: none"> ◦ Prepaid tag accounts ◦ Zero balance accounts ◦ Monthly and Annual pass Issuance to support County park access ◦ Account transition to PBM (for delinquent accounts) Collections after 90 days of delinquency ◦ Generate Statements and other correspondence ◦ Account notifications (email and SMS) ◦ Generate TVL files for CCRMA, Bridges, and Parks Host systems • Inventory Management <ul style="list-style-type: none"> ◦ Manage inventory ◦ Tag Issuance (6C and Portable Tags) ◦ Coupon/Tickets Issuance • Interoperability with tolling entities: <ul style="list-style-type: none"> ◦ Cameron County Coastal Parks <ul style="list-style-type: none"> ▪ Isla Blanca ▪ Andy Bowie ▪ Ek Atwood ▪ Beach Access 6 (seasonal toll booth) ▪ Beach Access 3 (seasonal toll booth) ▪ Adolph Thomae • Cameron County Intl Bridge <ul style="list-style-type: none"> ◦ Free Trade bridge ◦ Gateway bridge ◦ Veterans Intl bridge • Brownville Navigation District/Port of Brownville <ul style="list-style-type: none"> ◦ Main Entrance/SH 550 ◦ Secondary Entrance/FM 511 ◦ Third Entrance/South Port Connector (Under Development) 		

Price:

Implementation: \$1,500,000.00 (fixed price)

2. Milestones: Notice to Proceed (NTP) of 25% (\$375,000); Factory Acceptance Testing (FAT) of 50% (\$750,000); ~~Go Live of 25% (\$375,000)~~ Go Live of CCRMA 15% (\$225,000), Go Live of Parks 5%(\$75,000), Go Live of Bridges 5%(\$75,000)

3. As a partnering commitment to CCRMA, TollPlus agrees to have a fixed fee of \$500,000 for any each future-new facilities to be on-boarded through ~~December 2021~~ January 2022.

4. Maintenance: Additional maintenance fee of **\$102,000.00** per month which includes the interoperability of the above three tolling entities. If additional facilities are included, maintenance fees will be evaluated and presented for approval by CCRMA. This fee includes the following services:

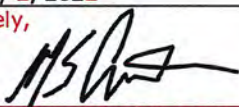
- LI, L2 and L3 Support for the System and Infrastructure with 24x7 coverage with dedicated
- 30+ member O&M team
- PCI, SOC certifications
- Cloud Service
- Full DR Capabilities with yearly DR testing
- Quarterly PCI scans and other tests
- 2 firewalls and Load balancer
- Firewall activity monitoring for Intrusion Detection
- Managing additional data backup's other than primary and DR data centers
- Archival and Purging of the data that meets the data retention requirements
- Windows and other updates and patches
- Maintenance of 5 different environments (DEV, Internal QA, Internal Pre-Prod, Customer QA, Production, DR etc)

Note: Restarting or replacing the Brownsville Navigation District portion of the Change Order will be treated as a new Change Request and estimated separately.

Tentative GO-LIVE Date:

January 2, 2022

Sincerely,



Mark Cantelli, VP & Global Head of Delivery
TollPlus, LLC

Accepted by:

Cameron County Regional Mobility Authority

Signature: 

Name: Frank Parker, Jr.

Title: Chairman

Date: 09.22.21

- 2-I CONSIDERATION AND APPROVAL OF AN AMENDMENT TO THE
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY'S
PROCUREMENT POLICES TO FORMALLY ADOPT THE RULES FOUND IN
CHAPTER 2269.**

**FIFTH AMENDMENT TO THE POLICIES AND PROCEDURES
GOVERNING PROCUREMENT OF GOODS AND SERVICES**

WHEREAS, the Board of Directors of the Cameron County Regional Mobility Authority (the "CCRMA") adopted the CCRMA's Policies and Procedures Governing Procurement of Goods and Services on December 18, 2007 (the "Procurement Policy");

WHEREAS, the Board of Directors of the CCRMA made certain amendments to the Procurement Policy on or about December 22, 2016, October 17, 2017, May 17, 2018, and August 26, 2021;

WHEREAS, the CCRMA wishes to make additional amendments to the Procurement Policy and to have the Procurement Policy otherwise continue in full force and effect;

NOW, THEREFORE, this Fifth Amendment to the Procurement Policy consists of the following amendments, effective as of August 26, 2021:

1. Section 5.20, Construction Manager-at-Risk Method, shall be added to the Procurement Policy, as follows:

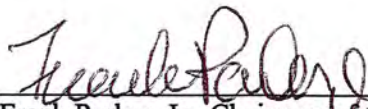
"5.20. Construction Manager-at-Risk Method

In accordance with TEX. GOV'T CODE § 2269.051, the Authority adopts Chapter 2269, TEX. GOV'T CODE in order to implement the Construction Manager-at-Risk Method described in Chapter 2269, Subchapter F, TEX. GOV'T CODE. This Procurement Policy, the provisions of Chapter 2269, TEX. GOV'T CODE, and any other applicable laws shall be utilized in implementing this method of procurement."

2. Subject to the provisions of this Fifth Amendment, the Procurement Policy shall otherwise continue in full force and effect.

ADOPTED by the Board of Directors of the Cameron County Regional Mobility Authority on this 22nd day of September 2021.

ATTESTED BY:



Frank Parker, Jr., Chairman of the Board



Arturo A. Nelson, Secretary

**2-J CONSIDERATION AND APPROVAL OF THE RFQ FOR THE
CONSTRUCTION MANAGER AT RISK FOR THE CAMERON
COUNTY PARKS SYSTEM ADMINISTRATION BUILDING AND THE
CAMERON COUNTY PARKS SYSTEM WAREHOUSE BUILDING.**

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
REQUEST FOR QUALIFICATIONS FOR CONSTRUCTION MANAGER-AT-RISK
(2-STEP PROCESS)
RFQ NUMBER 2021-005**

CONSTRUCTION OF:
CAMERON COUNTY PARKS ADMINISTRATION BUILDING
CAMERON COUNTY PARKS MAINTENANCE WAREHOUSE

STEP 1 RFQ SUBMITTAL DUE: WED., NOVEMBER 5, 2021, DUE NO LATER THAN 11:00 A.M.

STEP 2 PROPOSAL DUE: WED., DECEMBER 1, 2021, DUE NO LATER THAN 5:00 P.M.

CMAR CONTRACT AWARD: TBD

The responses to this RFQ will be opened at the Cameron County Regional Mobility Authority (CCRMA) Administrative offices at 3461 Carmen Avenue, Rancho Viejo, Texas 78575 at 11:01 a.m. (as per CCRMA time clock) on deadline due date. RFQs received later than the date and time above will not be considered.

Please return the **ORIGINAL and THREE (3) COPIES and one digital copy on USB drive** of your response to this RFQ in a sealed envelope. Be sure that return envelope shows the RFQ Number, Description and is marked "SEALED RFQ".

RETURN RFQ BY U.S. MAIL OR DELIVERY TO: **Cameron County Regional Mobility Authority
3461 Carmen Avenue
Rancho Viejo, Texas, 78575**

For additional information contact: **Hondo Garcia at (956) 621-5571; Email: agarcia@ccrma.org.**

You must sign below in INK; failure to sign WILL disqualify the offer. If applicable, all prices must be typewritten or written in ink.

CompanyName: _____
Company Address: _____
City, State, Zip Code: _____
Telephone No: _____ Fax : _____ email: _____

Historically Underutilized Business (State of Texas) Certification VID Number: _____

Print Name: _____ Signature: _____

Is Respondent's principal place of Business within Cameron County? ☐ Yes ☐ No

Your signature attests to your offer to provide the goods and/or services in this RFQ according to the published provision of this RFQ. When an award letter is issued, this RFQ becomes the contract. If an RFQ required specific Contract is to be utilized in addition to this RFQ, this signed RFQ will become part of that contract. When an additional Contract is required, an RFQ award does not constitute a contract award and RFQ / Contract is not valid until contract is awarded by CCRMA Board of Directors (when applicable) signed by CCRMA Board of Directors Chairman and Notice to Proceed is issued.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
REQUEST FOR QUALIFICATIONS FOR CONSTRUCTION MANAGER-AT-RISK

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Appendix A – Conflict of Interest Questionnaire

Appendix B – Child Support Certification

1.0 INTRODUCTION AND SOLICITATION

INTRODUCTION. The Cameron County Regional Mobility Authority (the “CCRMA”), a regional mobility authority and political subdivision of the State of Texas governed by the provisions of Texas Transportation Code, Chapter 370 (the “RMA Act”), is soliciting Request for Qualifications (RFQ) for selection of a Construction Manager-at-Risk (CMAR) where the Construction Manager is also the Contractor.

The selected CMAR is to serve as the general contractor for:

- A. new construction of the 8,695 s.f. Cameron County Parks Administration Building located near the entrance to Isla Blanca Park on South Padre Island, Texas; and
- B. new construction of the Cameron County Parks Maintenance Warehouse.

Additionally, the CMAR will assist the CCRMA with specified services outlined in the Executed Agreement between the parties. Per the Agreement terms, the CMAR shall assume the risk for specified and agreed-to work to be performed at a Guaranteed Maximum Price. The CCRMA shall require consistent, high-quality delivery, per the Agreement, to meet established schedules and budgets. The sites, scope, schedule, selection criteria with weighted value, estimated budget, and time and place for receipt of the Requested Qualifications are hereinafter described or are attached.

This is a RFQ inquiry only and implies no obligation on the part of CCRMA or Cameron County.

SOLICITATION. It is the intent of the CCRMA to utilize a **Two-Step Process** to select a CMAR for the project. This RFQ is the first step in the two-step process for selecting a CMAR Contractor for the Project(s). The RFQ provides the information necessary to prepare and submit an RFQ for consideration and initial ranking information by CCRMA. Fees or pricing shall not be submitted in the Response to this RFQ, which is Step One of a Two-Step CMAR selection process. **IF FEES, PRICES, OR COST ARE INCLUDED IN THE RESPONSE TO THIS RFQ, THE RESPONSE WILL BE CONSIDERED AS NONRESPONSIVE.**

The advertisement of this RFQ shall be published by public announcement in the following methods: advertisement on CCRMA general website www.ccrma.org/rfp; advertisement in the Brownsville Herald newspaper on October 3rd and 10th, 2021.

GOVERNING LAW. This invitation for RFQ is governed by the requirements of Subchapter F of Chapter 2269, Texas Government Code, as amended. Respondents shall comply with all applicable federal, state and local laws and regulations. Respondent is further advised that these requirements shall be fully governed by the laws of the State of Texas and that CCRMA may request and rely on advice, decisions and opinions of the Attorney General of Texas and CCRMA’s attorney concerning any portion of these requirements.

ANTI-LOBBYING PROHIBITION.

During the pendency of this procurement, prospective respondents may not contact the CCRMA Board of Directors nor, except as provided herein, any CCRMA Staff or consultants concerning this procurement. All contact with the CCRMA is to be through the CCRMA contact designated on the Cover Page. Any firm violating the anti-lobbying prohibition may be disqualified from consideration in this procurement.

CONFLICTS OF INTEREST.

The CCRMA maintains a written conflict of interest policy governing the performance of employees engaged in the award and administration of engineering , design, and construction related services, including the conduct of consultants, GEC(s), and construction contractors in the performance of services.

To prevent, identify, and mitigate conflicts of interest, the CCRMA procurement policy requires any individual, firm, or team submitting a proposal to the CCRMA to disclose on its submittal the existence of any current or previous business relationship with any of the CCRMA personnel or outside consultants. Separate and apart from the disclosure required to be made by the Respondent, any personnel or outside consultants of the CCRMA who are requested to participate in any way of the review, and or the supervision of the work to be performed pursuant to the proposal, must disclose the existence of any current or previous business relationship with Respondent.

Respondent is required to disclose any existing or potential conflicts of interest in accordance with the CCRMA written conflict of interest policy found in Appendix A of this procurement. Failure to make the proper disclosures constitute grounds for rejection of the RFQ in the case of the Respondent, and termination of work in the case of the CCRMA key personnel. Refer to Appendix A for additional information regarding the CCRMA.

CERTIFICATE OF INTERESTED PARTIES - TEXAS ETHICS COMMISSION FORM 1295

As of January 1, 2016, to comply with Texas Government Code Section §2252.908, and the rules issued by the Texas Ethics Commission found in Title 1, Section 46.1, 46.3 and 46.5 of the Texas Administrative Code, we have updated and revised our RFQ packet. In accordance with these requirements, business must submit a completed Certificate of Interested Parties Form 1295 to the CCRMA before the CCRMA may enter into a contract with the business entity. In box 3 of Form 1295, you will provide the RFQ No. 2021-005, as shown on the packet. Once completed and filed with the Texas Ethics Commission, Form 1295 must be printed and signed and submitted to our office via email to procurement@ccrma.org. CCRMA cannot enter into a contract until Form 1295 is submitted. Therefore, failure to timely submit Form 1295 signed may result in delay of award. Full instructions for completion and submittal of Form 1295 may be found on the Texas Ethics Commission website: <https://www.ethics.state.tx.us/filinginfo/1295/>

ELIGIBILITY

In order for an RFQ to be considered and evaluated, a Respondent must be registered or capable to be registered to do business in the State of Texas.

OPEN, PENDING, ONGOING, OR CLOSED LITIGATION

The CCRMA reserves the right to consider ineligible any RFQ in which there is open, pending, ongoing, or closed litigation with said Respondent resulting in an unfavorable judgment against the CCRMA.

TEXAS CHILD SUPPORT CERTIFICATION

As the CCRMA anticipates using a portion of State funds for payment to a selected Respondent from this solicitation, under section 231.006 of the Texas Family Code, Respondent must certify they are not ineligible to receive payment under a specified grant, loan, or other payment under this contract. All Respondents must complete the certification found in Appendix B to this solicitation in order to be eligible for evaluation.

2.0 PROJECT INFORMATION AND SCOPE

The successful CMAR respondent will provide preconstruction services to include assisting the CCRMA and the design team with potential value engineering, sequencing and coordination of work on the following project:

A. Cameron County Parks Administration Building

- New construction of the 8,695 s.f. Cameron County Parks Administration Building.

- Plans and specifications are available at: _____

Estimated Budget: \$2,800,000

Estimated Project Start: Spring 2022

Proposed Duration: TBD

B. Cameron County Parks Maintenance Warehouse

C. New construction of the 8,695 s.f. Cameron County Parks Administration Building.

D. Plans and specifications are available at: _____

Estimated Budget: \$2,000,000

Estimated Project Start: Spring 2022

Proposed Duration: TBD

3.0 **QUESTIONS AND PRE-SUBMITTAL MEETING**

QUESTIONS CONCERNING THE RFQ All questions (including all technical, contract or administrative questions) regarding the services required or the procurement process should be submitted in writing or via email, and addressed to:

Hondo Garcia, CCRMA Construction Manager
3461 Carmen Ave.
Rancho Viejo, TX 78575
Phone No. : 956-621-5571
Agarcia@ccrma.org

The deadline for receipt of questions is 5:00 p.m., Central Time, October 20, 2021. Questions (edited as deemed appropriate by CCRMA) and answers if provided, will be made available to all interested parties via website. No alternate means of responding to questions regarding this RFQ will be provided with the exception of the pre-submittal meeting. Respondents are responsible for monitoring the CCRMA website for periodic updates. www.ccrma.org/about/rfp

It is the responsibility of the Respondent to ask any questions the Respondent feels to be pertinent to the submittal or proposal. CCRMA shall not be required to attempt to anticipate such questions for Respondents. CCRMA will endeavor to respond promptly to all questions asked.

No oral statement of any person shall modify or otherwise change, or affect the terms, conditions or specifications stated per this RFQ. Any interpretations, corrections or changes to this RFQ will be made in writing by the CCRMA by addenda. Sole issuing authority of addenda shall be vested in the CCRMA. Respondents shall acknowledge receipt of all addenda in writing.

If any question results in a change or addition to this RFQ, the Change(s) and addition(s) will be posted to _____.

Responses to written questions submitted prior to the pre-submittal conference will be read at the pre-submittal conference and included in the first addendum along with additional information including questions from the pre-submittal conference.

PRE-SUBMITTAL MEETING

A Pre-submittal meeting is scheduled to be held on **Wednesday, October 27, 2021, at 2:00 P.M.**, at the CCRMA Administrative Offices located at 3461 Carmen Ave., Rancho Viejo, Texas 78575. Respondent(s)

are strongly encouraged to attend the Pre-Submittal meeting. The meeting will start promptly at the stated time and be moderated by the CCRMA Construction Manager. General rules of business meeting protocol will be observed during the meeting. Admittance for individuals arriving late is at the discretion of the moderator. In the event that an individual is admitted late, questions already discussed will not be revisited during the remaining portion of the conference. Individuals attending the Pre-Submittal conference will be required to sign an attendance roster. In addition to the attendee's name and company name, each person will be asked to supply an email address, telephone number and a fax number. This attendance roster will be posted as an addendum on the CCRMA website along with the RFQ and other related documents.

4.0 STEP ONE - RFQ SUBMITTAL REQUIREMENTS

CCRMA will establish an evaluation committee to review, score and rank all the RFQ submittals received. After ranking the RFQ respondents, the evaluation committee will develop a shortlist of the highest ranking respondents (up to 5). The selection of the shortlist will be based solely on qualifications and ranked according to the criteria outlined below. These respondents on the shortlist will be asked to submit a proposal for services defined in the scope of services.

CCRMA has set forth the following selection criteria and the weighted value for each. Point calculations may be measured as small as tenths of a point. CCRMA retains the right to apply all criteria as appropriate and allowed by the State of Texas Government Code.

The Respondent shall provide any information with relevant attachments related to the Selection Criteria below along with the submittal documents by the due date for consideration by the evaluation committee. Selection Criteria for the first step is as follows:

WEIGHTED QUANTITATIVE SCORING:

Each Vendor will be assigned a score of 1- 4 by each evaluator for each criteria

4 = Very good / Exceeds expectations

3 = Above expectations

2 = Meets expectations

1 = Does not meet expectations

0 = non responsive

Utilization of 0 by evaluator requires Evaluation Committee's full consensus.

Evaluators score by category will be multiplied by the assigned weight for each criteria by Respondent then totaled.

CRITERIA CATEGORY		TOTAL POINTS
A	Respondent's interest and availability to undertake the project	5 points X =
B	Respondent's financial capability to provide CMAR services	5 points X =
C	Qualifications of the CMAR	25 points X =
D	Respondent's past performance on CMAR or Design Build Projects	25 points X =
E	Respondent's ability to manage construction safety risks	10 points X =
F	Respondent's ability to establish budgets and control costs on past projects	10 points X =
G	Respondent's ability to meet schedules on past projects	10 points X =
H	Respondent's knowledge of current design and construction methodologies, technologies and best practices	5 points X =

I.	Respondent's ability to identify and resolve problems on past projects	5 points X =
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TOTAL POINTS SCORED _____

Respondents shall provide the following information to the CCRMA which will be used to score Respondent's submittal. Incomplete RFQ submittals will be considered non-responsive and subject to rejection.

- A. RESPONDENT'S INTEREST AND AVAILABILITY TO UNDERTAKE THE PROJECT (maximum 2 printed pages)
 1. Provide a statement of interest for the Project including a narrative describing the respondent's unique qualifications as they pertain to these three (3) particular Projects.
 2. Provide a statement on the availability and commitment of the respondent, its principal(s) and assigned professionals to undertake the Project.
 3. Respondents are advised that CCRMA intends to be highly engaged throughout the Project. Provide a statement regarding your willingness or concern regarding CCRMA'S participation as an active member of the Design Team.
- B. RESPONDENT'S FINANCIAL ABILITY TO PROVIDE CONSTRUCTION MANAGER-AT-RISK SERVICES
 1. Provide the following information on your firm for the past three (3) fiscal years:
 - a. Volume - Annual number, value and percent change of contracts in Texas per year;
 - b. Revenues - Annual revenue totals and percent change per year;
 2. Provide a statement regarding your firm's :
 - a. Total bonding capacity; and
 - b. Available bonding capacity and current backlog.
 3. Attach a letter of intent from a surety company acknowledging your firm's ability to bond for the entire construction cost of each project. Due to the size and nature of these projects, both payment and performance bonds are required under State Law.
 4. Identify if your firm is currently for sale or involved in any transaction to expand or to become acquired by another business entity? If so, please explain the impact both in organization and company direction.
 5. Provide details of any past or pending litigation (or claims filed) against your firm including all partnerships, corporations, joint ventures, and subsidiaries.
 6. Identify if your firm is currently in default on any loan agreement or financing agreement with any bank, financial institution, or other entity. If so, specify date(s), details, circumstances, and prospects for resolution.
 7. Does any relationship exist by relative, business associate, capital funding agreement, or any other such kinship between your firm and
 - a. any employee, officer or Director of the CCRMA? If so, please explain.
 - b. Any employee, officer or elected official of Cameron County? If so, please explain.
- C. QUALIFICATIONS OF THE CMAR
 1. Describe your management philosophy for the CMAR construction delivery method.
 2. Include an organizational chart for the management team proposed for this project. Include, at minimum, the name of the Principal-in-Charge for the Company as well as the following staff: Proposed Project Manager (Primary decision maker), Project Superintendent, and Safety Manager. Describe the proposed Project assignments and lines of authority and communication for each team member to be directly involved in the Project. Indicate the estimated percent of time these team members will be involved in the Project for Pre-construction and Construction Services. Affirm that the individuals identified will be committed for the entire duration of the project.

3. Identify the proposed team members (including consultants) who will represent your firm on-site throughout the construction project. Also list their individual professional experience in the conduct of similar projects.

D. RESPONDENT'S PAST PERFORMANCE ON REPRESENTATIVE CMAR OR DESIGN/BUILD PROJECTS

1. Identify and describe the proposed Team's past experience providing CMAR Services within the last five (5) years.
2. If no CMAR projects have been performed by your firm, Design Build Projects may also be substituted, providing that "Design Build" is prominently noted on each relevant page. Select and present only the three most relevant projects to similar type of coastal construction, with the most relevant project listed first.

Using no more than two pages per project, provide the following information for each project listed:

- a. Project name, location, contract delivery method, and description
- b. Color images (photographic or machine reproductions)
- c. Final construction cost
- d. Final project size in gross square feet
- e. Type of construction (new, renovation, or expansion)
- f. Name of Project Manager (individual responsible to the Owner for the overall success of the project)
- g. Name of Project Superintendent (individual responsible for coordinating the day to day work)
- h. Names of Mechanical, Plumbing and Electrical subcontractors
- i. Names of Architectural, Engineering and Technical consultants
- j. Indicate if any Team Members (listed in Section C above in this RFQ) worked on project and what their role was.
- k. References (for each project listed above, identify the following) :
 - Owner's name
 - Owner's Representative who served as the day-to-day liaison during the design and construction
 - Telephone number
 - Current email address.

References shall be considered relevant based on specific project participation and experience with the Respondent. The Owner may contact references during any part of this process. The Owner reserves the right to contact any other references at any time during the RFQ/P process. Failure to submit references may result in the Respondent's ineligibility to participate in the final Proposal Process.

- i. Identify and describe the proposed Team's past experience providing Contractor Services for similar coastal park projects within the last five (5) years. Select and present only the three most relevant projects, with the most relevant project listed first. Provide the same information and reference information as requested in section D.1 above for each project listed.

E. RESPONDENT'S ABILITY TO MANAGE CONSTRUCTION SAFETY RISKS

1. Briefly describe the firm's approach for anticipating, recognizing and controlling safety risks and note the safety resources that the firm provides for each project 's Safety program.
2. Describe the level of importance for Enforcement and Support of Project Safety that the firm includes in performance evaluations for Superintendents and Project Managers.

3. Describe any fatalities or Lost Workday Injuries which occurred on worksites for which your firm provided either General Contractor or Sub-Contractor services within the past ten (10) years.
- F. RESPONDENT'S ABILITY TO ESTABLISH BUDGETS AND CONTROL COSTS ON PAST PROJECTS
Describe your cost estimating methods and how you control costs during construction, how you procure subcontracts, confirm scope, amount, and ensure proper payment.
- G. RESPONDENT'S ABILITY TO MEET SCHEDULES ON PAST PROJECTS
Describe how you will develop, maintain and update the project schedule during construction to coordinate with the Owner's project schedule. From any of the projects listed in the prior response, provide examples of how these techniques were used.
1. Describe your experience with the planning and design of coastal construction projects. Particular attention should be given to items strongly correlated with this project such as environmental approvals, multiple phases, owner occupancy during construction, significant site work, or other project components deemed significant by the Respondent.
 2. Describe your firm's process to facilitate submittal and RFI review, speed communications between all stakeholders, and provide a historical project archive at construction completion.
- H. RESPONDENT'S ABILITY TO IDENTIFY AND RESOLVE PROBLEMS ON PAST PROJECTS
1. Describe your plan for communicating constructability, phasing, value engineering and other budget options in a form that will quickly facilitate the Owner's decision making.
 2. Describe any litigation between the Owner and/or General Contractor and/or Architect and/or Engineer and/or Any Subcontractor involving any project you have participated in within the past five (5) years.

5.0 STEP ONE-RFQ SUBMISSION REQUIREMENTS

Due Date

One (1) original and three (3) copies of the written response and one digital copy on USB drive must be received by the CCRMA **before 11:00 a.m. Central Time., November 5, 2021**. One copy of the response shall be marked original and bear all original signatures. The other three (3) may be copies. The response package shall be submitted to

RFQ No. 2021-005
Construction Manager-At- Risk
Cameron County Regional Mobility Authority
Pete Sepulveda, Jr., CCRMA Executive Director
3461 Carmen Ave.
Rancho Viejo, TX 78575

At the time and place indicated on the RFQ, CCRMA shall receive, publicly open, and read aloud the names of the Respondents who responded to this Request for Qualifications.

RFQS SUBMITTED AFTER THE SUBMISSION DEADLINE SHALL BE RETURNED UNOPENED AND WILL BE CONSIDERED VOID AND UNACCEPTABLE.

In the unexpected event that the CCRMA Offices are officially closed on the RFQ deadline day, RFQ's will be received until 11:00 a.m. of the next business day, for opening.

ALTERING RFQ: Any interlineations alterations, or erasures made before opening time must be initialed by the Respondent, guaranteeing authenticity.

WITHDRAWAL OF RFQ: An RFQ may not be withdrawn or cancelled by the Respondent without the written acknowledgement of the CCRMA for a period of (60) days following the date designated for the receipt of RFQ, and Respondent so agrees upon submittal of Respondent's response to the RFQ.

CCRMA will establish an evaluation committee to review, score and rank all the RFQ submittals received. After ranking the RFQ respondents, the evaluation committee will develop a shortlist of the highest ranking respondents (up to 5). The selection of the shortlist will be based solely on qualifications and ranked according to the criteria outlined in this RFQ. These respondents on the shortlist will be asked to submit a proposal for services defined in the scope of services.

6.0 STEP TWO – PROPOSAL AND REQUIREMENTS

In the second step of the process, the selected RFQ respondents will be required to submit additional information to CCRMA, **including the construction manager-at-risk's proposed fee, pre-construction services fees, typical project mark-up percentages, and prices for fulfilling the general conditions.**

Due Date

An original and three (3) copies of the Proposal for construction manager-at-risk services must be received by the CCRMA from the shortlisted Respondents **before 11:00 a.m. Central Time., December 1, 2021.** The CCRMA The Proposals will be publicly opened with the names of the Respondents and the proposal amounts read aloud.

Not later than the 25th day after the date on which the proposals are opened, the CCRMA will then proceed to select the Respondent that submits the proposal that offers the best value for the CCRMA. In determining the best value for the CCRMA, the CCRMA is not restricted to considering price alone, but may consider other factors stated in the Step One selection criteria.

- A. The CCRMA shall first attempt to negotiate a contract with the selected Respondent utilizing AIA DOC. A133-2019 STANDARD FORM OF AGREEMENT BETWEEN OWNER & CONSTRUCTION MANAGER As Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price; and
- B. AIA DOC. A201-2017 GENERAL CONDITIONS OF THE CONTRACT OF CONSTRUCTION.

The CCRMA and its architect and/or engineer may discuss with the selected Respondent options for a scope or time modification and any price change associated with the modification. If the CCRMA is unable to negotiate a satisfactory contract with the selected Respondent, the CCRMA shall, formally and in writing, end negotiations with that Respondent and proceed to the next Respondent in the order of the selection ranking until a contract is reached or all proposals are rejected.

CCRMA reserves the right in its sole and absolute discretion to enact a third step in the process in the form of interviews to allow selected respondents the opportunity to confirm their proposals and resolve any additional questions the CCRMA may have prior to identifying the respondent who appears to offer the "best value".

SCHEDULE SUMMARY

Advertisement to be published in the Brownsville Herald	October 3, 10, 2021
Question Deadline	October 20, 2021
Pre-Submittal Conference	October 27, 2021
Answer Deadline	October 29, 2021
CMAR RFQ Submittals Received	November 5, 2021
CMAR Shortlist Selection/ Step 2 initiated	November 17, 2021
CMAR RFP Received	December 1, 2021
Proposals Ranked and CMAR Selected	December 9, 2021
Contract Negotiations	December 10-December 20, 2021
Award CMAR Contract	TBD

SUCCESSFUL RESPONDENTS WILL BE NOTIFIED BY MAIL. All Respondents will receive written notification regarding the outcome of the award.

The following information in this Step Two section is being provided for informational purposes only and is applicable to the Step Two process only.

FEES, PRICES, OR COSTS SHALL NOT BE INCLUDED IN THE RESPONSE TO THE REQUEST FOR QUALIFICATIONS (STEP ONE). IF FEES OR PRICES ARE INCLUDED IN STEP ONE, THE RESPONSE WILL BE CONSIDERED AS NONRESPONSIVE.

THIS PART OF THE RFQ PACKET SHOULD NOT BE SUBMITTED DURING STEP ONE.

REQUEST FOR PROPOSALS

Only the Respondents shortlisted and contacted by CCRMA to participate in Step Two will use the information provided in this section as a guide for preparing and submitting Step Two information. More information will be provided at the time of notification of companies selected to participate and submit Step Two proposal information. CRMA may request up to five Respondent's to submit Step Two Proposals, which will include but not be limited to any additional information requested, proposed fees and prices for fulfilling the general conditions.

Respondents contacted by the CCRMA for participation in Step Two Proposal submission ("Respondents") will be notified via email correspondence. Provide at least two names and email addresses of individuals to be notified of selection as a shortlisted company to ensure receipt of the email.

Step Two Proposal submissions will be due at the date and time specified in your letter of notification of selection after step one and request for proposal. Proposals will be addressed to and in the format outlined in the official letter of notification from the CCRMA.

On deadline due date and time, Step Two proposal submissions will be publicly opened and read aloud at the CCRMA Administrative Offices, 3461 Carmen Ave., Rancho Viejo Texas 78575 (as per CCRMA time clock). No other information shall be made public until after a contract has been awarded.

Each Step Two Proposal response must be labeled on the outside with the 1) Respondent's company name, 2) Respondent's company address, 3) RFQ project number, and 4) the RFQ project name. The Step Two Proposal submissions will be evaluated and ranked within 25 days of Step Two Proposal due date. Each Step Two Proposal fees, pricing, or costs must remain open for 180 days from Step Two Proposal submittal due date.

A contract for Construction Manager-at-Risk Services and prices for fulfilling the General Conditions of the contract will be entered into as a result of Step Two.

It is anticipated that the CCRMA will enter into a construction contract for the work with the Construction Manager-At- Risk (CMAR) for a fee with a **Guaranteed Maximum Price** after the CMAR has been selected. All pre-construction and construction phase fees will be included in the Guaranteed Maximum Price. Respondent shall provide a proposal fee for the construction manager-at-risk services and general conditions on the Proposal Form attached.

General Conditions items include, but are not limited to the following:

- Project Manager
- Superintendent
- Assistant Superintendent(s)
- Office Manager
- Assistant Project Manager
- Project Engineer(s)
- Safety Manager/Officer
- Estimator
- Scheduler
- Office Engineer
- Field Engineering Crew
- Progress Schedules
- Progress Photos
- Jobsite Mobilization/Demobilization
- Temporary Construction Fencing
- Temporary Lights
- Project Signs
- Telephone Installation
- Telephone Monthly Service
- Trailer Rental
- Office Supplies
- Blueprinting & Extra Plans
- Computers and Furniture
- Transport and Setup Trailer (Excludes electrical hook-up)
- Copy Machines - Telephone System
- Fax Machine
- Postage
- Radios
- Portable Phones
- Small Tools and Supplies (purchase)
- Auto/ Truck Maintenance and Gasoline Allowance
- Automobile
- Project Record Documents
- Other Insurances - Warranties
- Safety Equipment (Personal Protection Equipment Only)
- AGC Fees
- Portable Restroom Facilities

Waste Containers

Storage Facilities

Miscellaneous Office Supplies like drinking water, ice, cups, first aid kits

Home Office Expense/Overhead

*These items will be submitted as separate line items to the Lump Sum General Conditions after the GMP is established.

- General Liability and Excess Liability Insurance outlined in the Contract
- Builders Risk Insurance
- Employee Liability Insurance (outlined in contract)
- Payment and Performance Bonds

**PROPOSAL FORM
(STEP TWO-ONLY)**

Proposal of: _____
(Company Name)

RESPONDENTS ARE CAUTIONED TO READ THE INFORMATION CONTAINED OR REFERRED TO IN THIS RFQ CAREFULLY AND TO SUBMIT A COMPLETE RESPONSE TO ALL REQUIREMENTS AND QUESTIONS AS DIRECTED.

Having carefully examined all the specifications and requirements of this RFQ and any attachments thereto, the undersigned proposes to furnish the Construction Manager-at-Risk services as required pursuant to the aforementioned documents at the below quoted terms.

PRICING SCHEDULE

A lump sum "not to exceed" amount for preconstruction phase services (inclusive of reimbursables):

A percentage of construction costs, which will be converted to a "not to exceed" construction management fee:

A "not to exceed" amount for General Conditions associated with the construction of this project:

Attach a detailed breakdown of all items included in each fee category above. Indicate whether the items are self-performed or assigned to subcontractors. Clearly note any additional anticipated General Conditions.

7.0 SPECIAL REQUIREMENTS

- A. If selected, the Construction Manager may not alter the project team included in the submittal for the duration of the contract without prior approval of the CCRMA.
- B. The CCRMA is exempt from State Sales Tax and Federal Excise Tax. In step two of this procurement process, a Request for Proposals (RFP) will be issued. DO NOT INCLUDE TAX IN THE RFP. The CCRMA claims exemption from all sales and/or use taxes under Texas Tax Code §151.309, as amended. Texas Limited Sales Tax Exemption Certificates will be furnished upon written request.
- C. It is expected that the Respondent will meet all state and federal safety standards and laws in effect on the date of the RFP for the item(s) being specified, and the particular use for which they are meant.
- D. The successful Respondent shall not deliver products or provide services without a CCRMA Purchase Order, signed by an authorized agent of the CCRMA.
- E. Do not include Federal Excise, State or City Sales Tax. CCRMA shall furnish tax exemption certificate if required.

8.0 MISCELLANEOUS

All responses to this RFQ shall be deemed, once submitted to be the property of the CCRMA. Responses may be subject to public disclosure under the Texas Public Information Act ("PIA"). Any material believed by the responder to be proprietary, confidential, or otherwise exempt from disclosure under the PIA should be clearly marked as such. If the CCRMA receives a request for public disclosure of all or any portion of a response, the CCRMA will use reasonable efforts to notify the responder of the request and give the responder an opportunity to assert, in writing to the Office of the Attorney General, a claimed exception under the Act or other applicable law within the time period allowed under the Act.

PROHIBITION ON CONTRACTS WITH COMPANIES BOYCOTTING ISRAEL

Effective September 1, 2017, the Texas Government Code was amended to add Chapter 2271, Prohibition on Contracts with Companies Boycotting Israel, which provides that a state agency and a political subdivision may not enter a contract with a company for goods or services unless the contract contains a written verification from the company that; (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the contract.

Pursuant to Gov't Code Sections 2271.001(1) & 808.001(1) as amended, "Boycott Israel" means refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes. 17

By accepting this contract and/or purchase order, the Company/Vendor verifies that it does not Boycott Israel and agrees that during the term of this contract/agreement will not Boycott Israel as that term is defined in the Texas Government Code.

COST OF RESPONSES

All costs directly or indirectly related to preparation of a response to this RFQ and in any oral presentation required to supplement and/or clarify the RFQ shall be the sole responsibility of, and shall be borne by, the Respondents.

RESPONDENTS' ACKNOWLEDGMENT

By submitting a response to this RFQ, each Respondent unequivocally acknowledges that the Respondent has read and fully understands this RFQ, and that the Respondent has asked questions (or has been afforded the opportunity to ask questions) and received satisfactory answers from the CCRMA regarding any provisions of this RFQ with regard to which the Respondent desired clarification. All written and electronic correspondence, printed material, exhibits, appendices, photographs, and reports submitted in response to all sections of this RFQ process are, upon their receipt by the CCRMA the property of the CCRMA and may or may not be returned.

**2-K CONSIDERATION AND APPROVAL OF THE FISCAL YEAR 2022
HOLIDAY SCHEDULE.**



FY2022 Holiday Schedule

Holiday	Date Holiday Observed
Veteran's Day	Thursday, November 11, 2021
Thanksgiving and the day after	Thursday & Friday, November 25 & 26, 2021
Christmas Eve and Christmas Day, the day before or the day after if they fall on a weekend	Friday & Monday, December 24 & 27, 2021
New Year's Eve and New Year's Day, the day before or the day after if they fall on a weekend	Friday, December 31 and Monday, January 3, 2022
Dr. Martin Luther King, Jr Day	Monday, January 17, 2022
President's Day	Monday, February 21, 2022
Good Friday	Friday, April 15, 2022
Memorial Day	Monday, May 30, 2022
Independence Day	Monday, July 4, 2022
Labor Day	Monday, September 5, 2022

- B. Workers' compensation injury leave is not treated as paid time off and qualifies as its own category of leave. Employees who are on workers' comp injury leave are treated as being on unpaid leave.
- C. Employees who are using paid time off shall continue to accrue benefits, such as sick leave and vacation time, as if they were at work.
- D. Employees absent from work without pay for a period greater than fifteen (15) workdays shall not accrue additional paid time off, except as otherwise provided in this policy or as authorized by the Executive Director in exceptional circumstances.

CHAPTER 27. PAID TIME OFF: HOLIDAYS

- A. The CCRMA Board of Directors shall establish and authorize a set number of recognized holidays each fiscal year as a part of its budget review and budget adoption obligations.
 - 1. The following days are generally observed as paid holidays for regular CCRMA employees:
 - New Year's Eve and New Year's Day, the day before or the day after if they fall on a weekend.
 - Rev. Dr. Martin Luther King, Jr. Day
 - President's Day
 - Good Friday
 - Memorial Day
 - Independence Day
 - Labor Day
 - Veteran's Day
 - Thanksgiving and the day after
 - Christmas Eve and Christmas Day, the day before or the day after if they fall on a weekend
- B. Holiday pay, consisting of one eight (8) hour shift per holiday, shall be paid at the qualifying employee's regular rate of pay in the payroll period following the holiday in question, regardless of whether the employee in fact works on the recognized holiday.
 - 1. Note that holiday pay hours count as "time worked" for purposes of calculation of the CCRMA's FLSA overtime obligations, if any.
- C. FLSA non-exempt employees who actually work on a holiday specified above shall, *in addition to their holiday pay*, be compensated at one and a one-half (1.5) times that employee's regular rate of pay for hours actually worked during a recognized holiday period.
 - 1. The intention behind this provision is to provide a premium holiday pay to those employees *who in fact work during a holiday period*; and who are not able to take the holiday off from work.
 - 2. For purposes of applying this premium holiday pay provision, a holiday period shall run from midnight to midnight on the date of the actual or the recognized holiday.

3. If an approved holiday falls on a Saturday, the previous Friday shall be observed as the holiday period. If an approved holiday falls on a Sunday, the next Monday shall be considered to be the holiday period.
 4. In addition, any workday designated as an observed holiday by the CCRMA, shall be treated as a holiday period.
 5. In the event that a CCRMA scheduled holiday occurs during the employee's scheduled vacation time, the employee will be paid for the holiday, and vacation time will not be charged for that day.
- D. An employee who utilizes sick leave on a working day prior to and/or following a recognized holiday shall automatically forfeit holiday pay unless the utilization of sick leave is corroborated or excused by a health care provider.
1. Forfeiture of holiday pay under this provision may be appealed to the Executive Director, whose decision on the issue shall be final.
- E. The Executive Director retains the right to make modifications and adjustments to recognized holidays and related compensation at any time.

CHAPTER 28. PAID TIME OFF: VACATION TIME

- A. Full-time employees accrue vacation time based on the number of years of full-time employment with the CCRMA using date of hire (DOH). Only regular full-time employees accrue vacation time. All other categories of employees do not accrue vacation time.
- B. Accrual of vacation time will accrue on a bi-weekly basis in accordance with pay period and the following accrual schedule:

Years of Service	Accrual Rate/Pay Period	Annual Accrual	Maximum Carryover
0 - 4 years	3.08 hours	80 hours	40 hours
5 - 9 years	4.62 hours	120 hours	40 hours
10+ years	6.16 hours	160 hours	40 hours

- C. A newly hired or newly rehired employee who is on probationary status, shall accrue vacation time from the last DOH, but may not use accrued vacation time for a period of 180 days from DOH. The Executive Director reserves the right to make modifications and adjustments to the mentioned rule.
1. This restriction does not apply to intra- or inter-transfer employees who are on a probationary status.
- D. An employee shall not accumulate more than the annual accrual of vacation time as set above and may, with the Executive Director's written approval, carryover 40 hours of the unused vacation into the next fiscal year on a grace period.
1. In the event an employee is unable to take vacation prior to the end of the fiscal year due to Department needs, the employee may be entitled to a grace period of 3 months of the next fiscal year to take vacation.

**2-L CONSIDERATION AND APPROVAL OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY FISCAL YEAR 2021-2022
ANNUAL BUDGET.**

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022**

BOARD OF DIRECTORS

Chairman
Frank Parker Jr.

Vice Chairman
Michael Scaief

Treasurer
Al Villarreal

Secretary
Arturo Nelson

Director
Mark Esparza

Director
Dr. Maria Villegas

Director
Leo Garza

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022

Chairman, Directors of the Board and Public Stakeholders:

It is with great pleasure that we present to you the 2021 – 2022 fiscal year budget for the Cameron County Regional Mobility (CCRMA). This budget is prepared in three main operating segments of the CCRMA, Administrative Operations, Toll Operations, and Capital Projects.

When the CCRMA was created in 2004 it had four simple goals to promote safe and effective mobility, improve the quality of life for area residents, create quality economic development, and ensure efficient trade corridors. Today these goals remain the foundation from which the financial planning, staff and project development, and completed transportation projects are driven. The financial budget captures in financial form of how administration is aiming to accomplish these same goals within the upcoming fiscal year.

As the transportation needs of Cameron County and the Rio Grande Valley continue to increase due to population growth and economic development in the region, CCRMA plans to continue coordinating with all stakeholders to ensure these needs will be met. The financial challenges of increasing transportation development costs, labor costs, and engineering costs drive the CCRMA to the highest level of fiscal responsibility and to be innovative in administering all resources entrusted to the authority. Each of the presented sections will have a summarized overview to assist the reader in describing the nature of the budgeted activity.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022

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Tolls Operations.....	5
Capital Projects	10

Appendix A – Administrative Budget Summary

Appendix B – Toll Operations Budget Summary

Appendix C – Capital Projects Budget Summary

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022

Administrative Operations

The CCRMA headquarters are located in the town of Rancho Viejo. The headquarters is home to both the administrative offices and the toll operations customer service center and back office operations.

The core of the administrative functions of the CCRMA is the planning and developing of transportation projects; local, regional, national, and international. The administrative staff consists of an executive director, controller, environmental program manager, and support staff. The administrative staff contracts several teams of engineering consultants to oversee and implement the more than \$2 billion system of long-term transportation projects under the CCRMA jurisdiction.

The administrative operations are funded primarily by the \$10.00 vehicle registration fees applied to all non-governmental vehicles in Cameron County. In 2009 the state legislature passed legislation that allowed the Cameron County Commissioners Court to assess an additional \$10 vehicle registration fee for transportation projects. Since then Cameron County has been collecting the fee for the CCRMA.

In addition to the vehicle registration fees, the CCRMA also receives interlocal government revenue for services provided to local governments. The total budgeted revenues for the 2022 fiscal year are approximately \$3.7 million as identified below.

	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Operating Revenue			
Vehicle registration fees	\$ 3,250,000	\$ 3,400,000	\$ 150,000
Interlocal revenue	120,000	351,000	231,000
Lease revenue	-	9,600	9,600
Total Operating Revenue	<u>\$ 3,370,000</u>	<u>\$ 3,760,600</u>	<u>\$ 390,600</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
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Non-Operating revenues consists of Transportation Reinvestment Zone (TRZ) and interest revenue. Funds identified as restricted are used solely according to the contractual terms in which revenues are received. The CCRMA partners with federal agencies, TxDot and local Metropolitan Planning Organizations to administer funds for the development of transportation projects.

	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Non-Operating Revenue			
TRZ revenue	\$ 1,311,065	\$ 2,200,000	\$ 888,935
Interest revenue	50,000	55,000	5,000
Total	<u>\$ 1,361,065</u>	<u>\$ 2,255,000</u>	<u>\$ 893,935</u>

TRZ funds are restricted solely for the use of developing transportation projects identified within the establishment of the zone as per the interlocal agreement with Cameron County. The existing TRZ has established over 50 single eligible projects than can receive funds from the TRZ for development. The TRZ revenue is identified here for administrative record purposes, with the specific detail of budgeted funds by project can be found in the capital projects budget section of this document.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

FINANCIAL BUDGET

FISCAL YEAR 2022

Administrative Operation Expenses

Administrative expenses consist of operating and non-operating expenses. Most administrative expenses are used for staff directly involved in the development of transportation projects which will be capitalized as a project expense at the end of fiscal year.

The other expenses are related to the support of administrative operations and outlined below.

	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Salaries and Benefits			
Salaries	\$ 820,027	\$ 995,860	\$ 175,833
Employee benefits & taxes	199,179	286,127	86,948
Total Salaries and Benefits	1,019,206	1,281,987	262,781
Administrative and Office Expenses			
Accounting software and services	2,500	2,500	-
Advertising and marketing	15,000	15,000	-
Audit services	31,000	32,000	1,000
Board meetings	2,000	2,000	-
Computer equipment and accessories	7,000	7,000	-
Consulting	270,600	270,600	-
Contingency	94,164	125,000	30,836
Contractual	2,000	-	(2,000)
Data processing	10,000	12,000	2,000
Dues and memberships	20,000	20,000	-
Education and training	10,000	10,000	-
Fiscal agent fees	50,000	43,600	(6,400)
Insurance and surety bonds	2,000	2,000	-
Insurance - building	-	6,000	6,000
Interest - computer lease	500	-	(500)
Interest - line of credit	25,000	25,000	-
Internet/Phones	15,000	15,000	-
Lease - building	53,520	-	(53,520)
Lease - computer equipment	9,500	-	(9,500)
Lease - copier	3,735	3,735	-
Legal expenses	50,000	50,000	-
Maintenance and repairs	5,000	50,000	45,000
Office supplies	15,000	15,000	-
Office furniture	2,500	2,500	-
Postage	500	500	-
Travel	25,000	25,000	-
Trustee fees	3,600	10,000	6,400
Utilities	12,000	12,000	-
Website maintenance	1,500	1,500	-
Total Administrative and Office Expenses	738,619	757,935	19,316
Total Operating Expenses	\$ 1,757,825	\$ 2,039,922	\$ 282,097

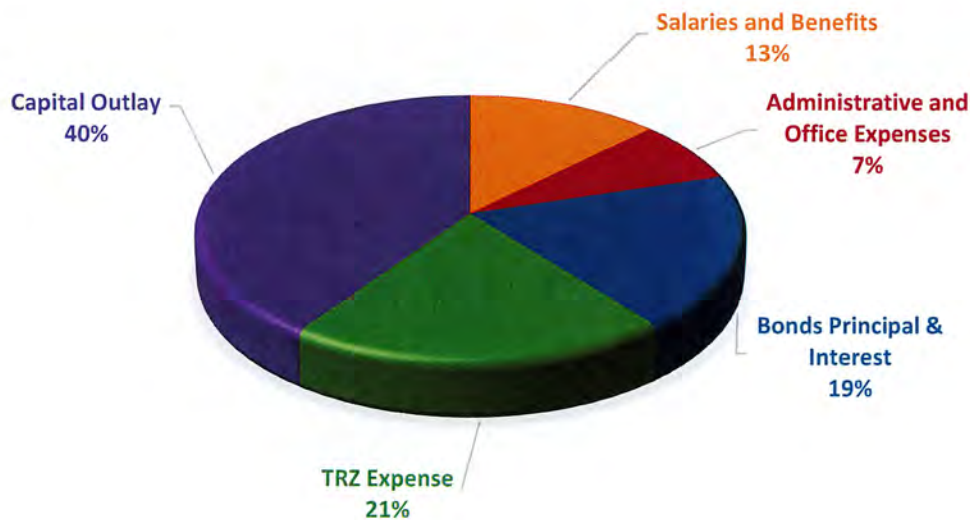
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Administrative Non-Operating Expenses

In 2010 the CCRMA issued vehicle registration bonds for the construction and development of more than 10 separate projects. The CCRMA has paid down over 29% of the outstanding principal of the bonds since the issuance of the bonds. In 2021 The CCRMA issued vehicle registration bonds for the purchase of an Administration building, and Tolling Collection System Implementation. Total non-operating expenses outlined below.

Administrative Non-Operating Expenses			
2014 Refunding 2010A Principal & Interest	\$ 972,175	\$ 970,800	\$ (1,375)
2017 Refunding 2010A Interest	178,800	178,800	-
2019 Refunding 2010B Interest	649,200	649,200	-
2021 VRF Revenue Bond Interest	-	106,878	106,878
Capital Outlay	-	4,050,000	4,050,000
TRZ Expense	1,173,065	2,070,000	896,935
Total Non-Operating Expenses	\$ 2,973,240	\$ 8,025,678	\$ 5,052,438

**2022 BUDGETED ADMINISTRATIVE OPERATING AND
NON-OPERATING EXPENSES**



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022

Tolls Operations

The CCRMA began toll operations with the opening of the SH 550 in 2011. Today the operations include a full-service customer service center and transaction processing center for the transactions of the SH550 and the Pharr International Bridge. Overall, the local center processes over 3.5 million transactions through its entire system including the Pharr International Bridge in which CCRMA provides system's maintenance to the toll collection system. Presented below are the budgeted revenues which is owned by the CCRMA and expected to be received this next fiscal year.

Toll Operation Revenues

Revenues are most important to the budget process, for without funding there would be no resources to fund the expenses. Revenue estimates are developed by the Controller, assisted by the Executive Director, and consist of a combination of trend analysis, economic forecast, and special conditions.

CUSIOP Toll Revenue - Central United States Interoperability (CUSIOP) is a transactional HUB that facilitates U.S. national interoperability standards and transaction processing, reporting and reconciliation for the seven (7) participating agencies in the CUSIOP coalition in Kansas, Oklahoma, and Texas. CUSIOP member agencies include Central Texas Regional Mobility Authority (CTRMA), Fort Bend County Toll Road Authority (FBCTRA), Harris County Toll Road Authority (HCTRA), Kansas Turnpike Authority (KTA), Oklahoma Turnpike Authority (OTA), North Texas Toll Authority (NTTA), and Texas Department of Transportation (TxDOT). The CCRMA accepts the usage of these tolling agencies toll transponders on the SH 550 and therefore collects toll revenue from Agencies in the CUSIOP Hub.

Toll Process Services - Toll Processing Services Cameron County Regional Mobility Authority (TPS CCRMA) is the toll payment processor for the CCRMA. TPS CCRMA can assist you with questions related to your usage of SH 550 including Register-by-Plate accounts, Toll Bills and Violations, disputes, exemptions, and management of commercial customers and fleet accounts.

International Bridge Interoperability – the CCRMA partners with local government agencies which operate the International Bridges along the Texas and Mexico Border. These agencies issue toll transponders for their bridge customers and the CCRMA has entered into agreements in order to accept the usage of these toll transponders for payment on the SH 550.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

FINANCIAL BUDGET

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Toll Operation Revenues (Continued)

Interlocal revenue - the CCRMA has the unique expertise to assist and partner with local governments for tolling operations to provide services for a toll system implementation, maintenance support and toll collection processing. Partnerships with the City of Pharr and Cameron County have been initiated for CCRMA and its vendors for the design, testing, implementation, and maintenance of the toll collection system including a full-service back office system.

Pass through agreement- the CCRMA 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.

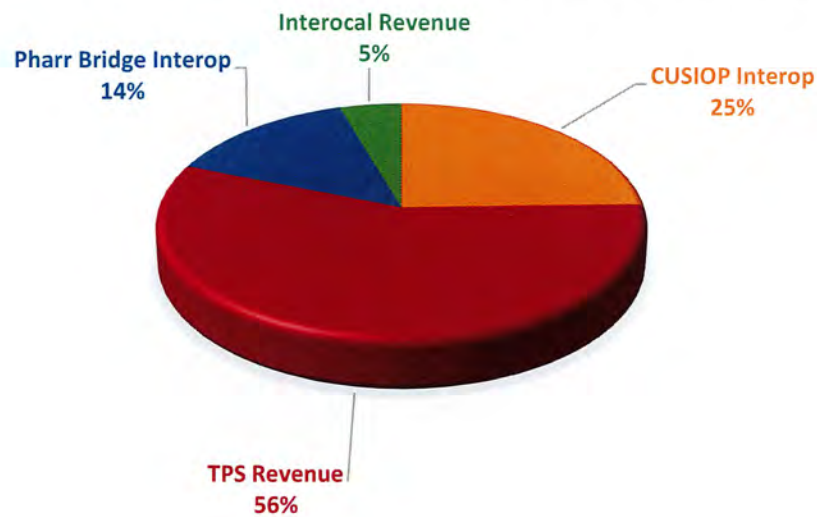
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Toll Operating Revenue			
TPS revenue	\$ 1,715,000	\$ 1,965,000	\$ 250,000
CUSIOP interop	740,000	855,000	115,000
Pharr bridge interop	420,000	500,000	80,000
Interlocal revenue	139,876	161,880	22,004
Total	\$ 3,014,876	\$ 3,481,880	\$ 467,004

Non-Operating Revenue

Pass through agreement	\$ 1,385,000	\$ 1,385,000	\$ -
Total	\$ 1,385,000	\$ 1,385,000	\$ -

2022 TOLL BUDGETED OPERATING REVENUES



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

FINANCIAL BUDGET

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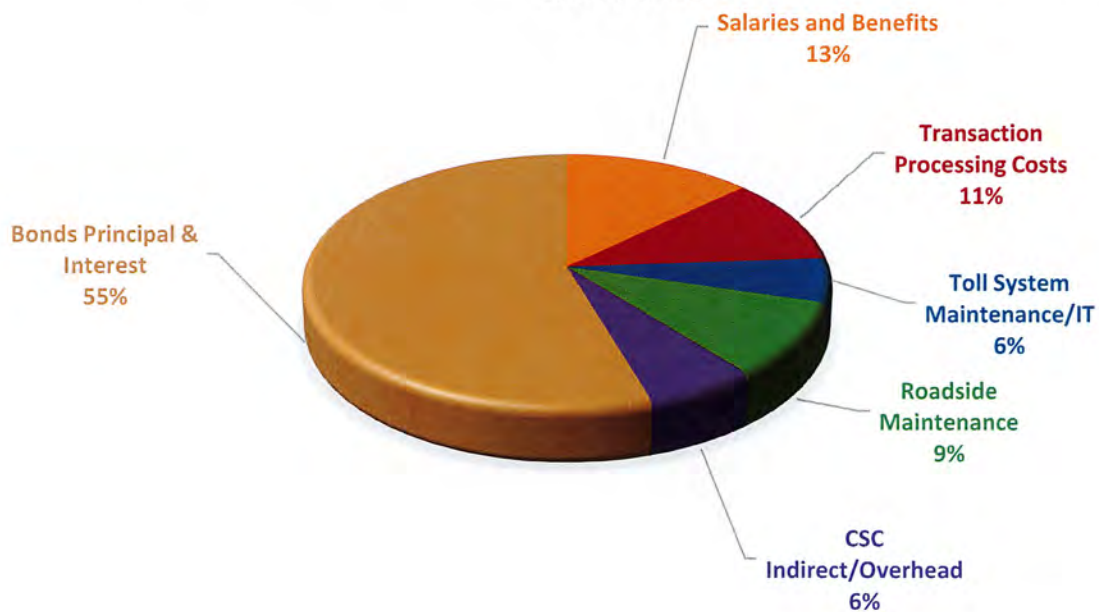
Toll Operations Expenses

	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Salaries and Benefits			
Salaries	\$ 379,984	\$ 465,960	\$ 85,976
Employee benefits & taxes	141,286	168,764	27,478
Total Salaries and Benefits	521,270	634,724	113,454
Transaction processing costs			
HUB interop collection fees	82,000	102,600	20,600
PBM court collections	8,000	5,000	(3,000)
Postage	180,000	215,000	35,000
Bridge interoperability collection cost	60,353	75,000	14,647
Operational support	50,000	-	(50,000)
Merchant card services & return payment fees	60,000	70,000	10,000
TxDMV	-	48,000	48,000
Out of state DMV	18,500	12,000	(6,500)
Total transaction processing costs	458,853	527,600	68,747
Toll system maintenance / IT			
Contractual	1,000	-	(1,000)
Back office system maintenance	270,000	273,000	3,000
Total toll system maintenance / IT	271,000	273,000	2,000
Roadside maintenance			
Facility landscaping and maintenance	124,262	144,000	19,738
Toll equipment	30,000	-	(30,000)
Rental - maintenance equipment	6,000	6,000	-
Rental - storage unit	2,160	2,700	540
Shipping charges	2,500	2,500	-
Utilities - electricity SH550	23,400	23,400	-
Property insurance	79,000	79,000	-
Toll system maintenance and monitoring	215,000	210,000	(5,000)
Total roadside maintenance	482,322	467,600	(14,722)
CSC Indirect/overhead			
Advertising and marketing	60,000	75,000	15,000
Computer equipment and accessories	5,000	7,000	2,000
Legal expense	25,000	25,000	-
Dues & memberships	7,000	7,000	-
Education and training	10,000	10,000	-
Fiscal agent fees	3,200	5,200	2,000
Maintenance & repairs	20,000	20,000	-
Interest - computer lease	450	-	(450)
Trustee fees	1,800	-	(1,800)
Office supplies	25,000	32,000	7,000
Office furniture	1,500	1,500	-
Lease - computer equipment	4,550	-	(4,550)
Lease - copier	3,562	3,562	-
Lease - postage equipment	33,351	40,250	6,899
Travel	12,000	15,000	3,000
Internet/Phones	15,000	15,000	-
Maintenance/excess - copier	-	3,000	3,000
Uniform - lease	-	6,000	6,000
Utilities- Toll office	13,000	15,000	2,000
Contingency	-	20,678	20,678
Total CSC Indirect/overhead	240,413	301,190	60,777
Total Operating Expenses	\$ 1,973,858	\$ 2,204,114	\$ 230,255

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
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	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Non-Operating Expenses			
2012 Toll Revenue Bonds Principal & Interest	\$ 32,750	\$ 671,375	\$ 638,625
2014 CO Toll Revenue Bonds Principal & Interest	169,550	430,244	260,694
2015 CO Toll Revenue Bonds Interest	146,688	299,556	152,868
2016 Toll Revenue Bonds Principal & Interest	649,700	649,700	-
2020 Toll Revenue Bonds Principal & Interest	1,427,330	611,891	(815,439)
Total Non-Operating Expenses	\$ 2,426,018	\$ 2,662,766	\$ 236,748

**2022 TOLL BUDGETED OPERATING AND NON-OPERATING
EXPENSES**



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022

Capital Projects

The following list of projects are ones in which the CCRMA is planning to possibly utilize financial resources in Fiscal Year 2022. These projects are all in different phases of development and CCRMA will continue development and using various teams and resources.

TRZ revenues are restricted for the development of transportation projects identified within the establishment of the zone as per the interlocal agreement with Cameron County. The existing TRZ has established over 50 eligible projects that can receive funds from the TRZ for development.

SPI 2nd Access

This is the most critical safety Project in Texas. South Padre Island has been recognized as the cleanest beach in Texas. As a result, South Padre Island needs a dependable, safe evacuation facility during Hurricane Season and other emergency situations. With the current Queen Isabella Memorial Causeway, it is estimated that it could take most of the day to evacuate the Island to high ground during Hurricane Season.

This Project consists of three major components: the mainland roadway, the bridge over the Laguna Madre and the island roadway. The route under consideration includes a mainland roadway consisting of a four-lane road, crossing the Laguna Madre with about 8 miles of tolled bridge lanes. The total length of the SPI 2nd Access Project is approximately 17.6 miles.

This project was placed on hold on December 2017 by Txdot. This Project remains in the environmental phase in accordance with the National Environment Policy Act (NEPA). The CCRMA has advanced the following critical environmental processes:

- Management and coordination with weekly teleconferences, district, TxDOT Environmental Division, General Engineering Consultant.
- Executive Committee meeting coordination (FHWA, ENV, District, and CCRMA)
- Final Environment Impact Statement – U.S. Coast Guard 50% Review Complete
- Biological Assessment/Terrestrial – 95% Complete
- Completion of Sea Grass Pilot Study – Completed June 2019
- SPI Dune Delineation aerial and LIDAR data plan – 90% complete
- Re-evaluation of overall mitigation plan and alternatives

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Preliminary engineering and project finance activities also made significant progress these past years.

- Preliminary Schematic design – 100% complete
- LIDAR survey and Aerial imaging – preliminary 100% complete
- Preliminary Right of Way Mapping – 100% complete
- Preliminary Utility identification and location mapping – 100% complete
- Subsurface Geotechnical Investigation and Report – 100% complete
- Preliminary Drainage and Hydrology Report updated – 100% complete
- Draft financial planning – 75% complete
- T&R and Project Feasibility reports – 75% complete
- Draft Procurement Timelines developed – 100% complete
- Industry review and one-on-one meetings – 100% complete
- Value Engineering Study and final recommendations– 100% complete

Unfortunately, in December 2017, TxDOT changed their policy on toll roads and placed this project on hold. We have no indication from TxDOT if the CCRMA will be able to proceed developing the project as a tolled bridge. Up to now, the CCRMA has used TxDOT funds to develop the environmental phase. Because of the lapse in time, the CCRMA will have to update most of the studies and design work listed above. This project now lies inside the boundaries of the RGVMPPO and thus, additional funding opportunities will be available in the future. Cameron County, the City of South Padre Island and the CCRMA will fund the environmental phase. A value engineering session has been conducted for this project.

Outer Parkway

The Outer Parkway would provide a new east-west travel route in northeastern Cameron County. It would extend from I-69E to FM 106 in the vicinity of FM 1847. Currently proposed, the Outer Parkway would be controlled access and tolled. Although construction may be phased, the ultimate facility would consist of two lanes in each direction, separated by a wide center median reserved for future transportation use. Similar to the SPI 2nd Access project when TxDOT changed their policy on toll roads and this project was placed on hold. We have no indication from TxDOT if the CCRMA will be able to proceed developing the project as a tolled facility. Up to now, the CCRMA has used TxDOT funds to develop the environmental phase. This project now lies inside the boundaries of the RGVMPPO and thus, additional funding opportunities will be available in the future. No work is anticipated on this project during fiscal year 2022.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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FM 1925

This is a Joint Project in which CCRMA, HCRMA, and TxDOT have agreed to develop the environmental document and preliminary engineering together. A needs assessment for this Project was completed by TxDOT in March 2015 resulting with it being a desirable project initiating as a Super 2 Highway by the year 2020 with future expansion to a four-lane freeway by 2035. Traffic demand will ultimately dictate future expansion. TxDOT has had two workshops in relation to development of the project schematics and environmental document.

SH 550 GAP II

The SH 550 is a controlled access facility that connects SH 48 and the Port of Brownsville to I-69E in Brownsville, TX. The ultimate configuration of the Project consists of five segments. Four segments have been completed. The first segment over 1847 was opened in 2011, the second segment connecting the Port of Brownsville in 2013, and the third connecting to I-69E opened in July 2015, the fourth connecting I-69E to Paredes Line was completed August 2018. The only segment left to complete is known as the GAP II segment. SH550 is also known as Interstate 169 and segments 1,3 and 4 have already been signed as I-169. The CCRMA has begun revising the design plans in and preparing construction plans for a letting in 2022. Project is funded through local and CAT 7 funds at the RGVMPPO.

East Loop

East Loop Corridor provides a direct corridor to the Port of Brownsville from the Veterans International Bridge. The Port of Brownsville exports and imports over 6 million metric tons of steel, petroleum, machinery, ores and other international trade exports to our Mexico partners. Existing truck route and over-weight corridor on International Boulevard passes through 5 school zones. The East Loop Corridor will eliminate a total of 23 conflicts existing between the Veterans bridge and the Port of Brownsville including these school zones.

Eliminating 18 stops and 5 school zone crossings will significantly improve air quality and the quality of life in the Southmost area of Brownsville. Creating the East Loop Corridor for trucks from Mexico/Veterans International Bridge at Los Tomates to the Port of Brownsville will reduce congestion on I69E/SH 48 as well as reduce the time of travel on all roadways within the Corridor.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Progress on the environmental phase continued steady as we had been coordinating the various phases and stakeholders of the Environmental Assessment. This phase did arrive at a significant change in 2016 called upon by TxDOT Environmental Division where now two segments of the Project were to be combined into one Environmental Assessment document. This new change required by TxDOT Environmental Division not only requires the combining of the two documents but includes the addition of a new portion connecting SH 4 to the Port of Brownsville known as the South Port Connector. The CCRMA has partnered with the Port of Brownsville to accelerate the development of the South Port Connector and is currently under construction. This project was included in the 2022 UTP. A land swap with the U.S.F.W.S. is underway and we expect a final exchange this fiscal year. This project is progressing rapidly through the environmental phase. Cameron County and the City of Brownsville will fund the engineering phase.

FM 509

FM 509 is a new road location project located in the Harlingen area that would extend the existing FM 509 between FM 508 and FM 1599. The CCRMA will begin the environmental and preliminary engineering phase of this project in FY2022. The new segment would eventually connect with Outer Parkway. The project is fully funded for construction in the 2022 UTP.

Interlocal Agreement Projects

Cameron County

Veterans POV Expansion Project

The CCRMA has completed the Plans, Specifications, and Estimates for the expansion of the Customs and Border Protection (CBP) primary passenger lanes of the Veterans International Bridge. CCRMA has also secured CAT 7 funding towards the construction of this project. CCRMA provides direct resources of staff through in-kind services to the management and project oversight. All consultant costs are funded through an interlocal agreement with Cameron County. Project will let in 2022.

Old Alice Road

The Old Alice Road project is the construction of a road from Hwy. 100 to Sports Park Boulevard. The CCRMA provides direct resources of staff through in-kind services to the environmental document preparation and project oversight. The CCRMA is providing the Plans, Specifications, and Estimates for the development of the project through a partnership with Cameron County and City of Brownsville. This project is fully funded through CAT 7 funds from the RGVMP. Project has held a public meeting and should be letting in 2022.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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West Rail Trail

The West Rail Trail Project is a hike and bike trail project that will develop in a portion of the former Union Pacific rail right of way. The CCRMA has begun the environmental document and documentation process, along with the preliminary engineering in FY 2020. 100 % schematics are available. 100% PS&E are complete. The City of Brownsville will fund the construction of the project.

West Blvd. (Road)

The West Blvd. Project is the road component project that will develop in a portion of the former Union Pacific rail right of way. The CCRMA has begun the environmental document and documentation process, along with the preliminary engineering in FY 2020. 100 % schematics are complete. Some funding will become available through CAT 12 funding from TxDOT. FHWA is doing a functional classification on the road. Project should let in 2024.

Flor de Mayo

The Flor de Mayo International Bridge is a project in the early development phase and CCRMA will be providing in kind services to prepare project for planning and coordination, and funding. A feasibility study was completed for the project in March of 2019. This project would help the growing demand of international travel and reduce future vehicle congestion as well as promote investments in the industrial sector of the border area.

City of Brownsville

Morrison Road

New roadway from 1847 to FM 511 in Brownsville. Project requires the preliminary engineering tasks in order to complete an environmental document. The CCRMA provides direct resources of staff through in-kind services to the completion of the environmental document. All consultant costs are funded through CAT 7 funds from the RGVMPPO. An interlocal agreement with the City of Brownsville requires the City to fund the local match required by the CAT 7 funds. FHWA is doing a Functional Classification on the project.

City of Los Fresnos

Whipple Road

This project involves the expansion of the existing road in Los Fresnos. The CCRMA provides direct resources of staff through in-kind services to the completion of the environmental document. All consultant costs are funded through CAT 7 funds from the RGVMPPO and an interlocal agreement with the City of Los Fresnos requires the City to fund the local match required by the CAT 7 funds. 90% schematics are complete and the environmental document is at 75%.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
FINANCIAL BUDGET
FISCAL YEAR 2022

Enclosed Attachments

Appendix A – Administrative Budgeted Summary

Appendix B – Toll Operations Budgeted Summary

Appendix C – Capital Projects Budget Summary

Appendix A - Administrative Operations
Budget Detail FY2022



Account	Account name	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Operating Revenue				
41100	Vehicle registration fees	\$ 3,250,000	\$ 3,400,000	\$ 150,000
41150	Interlocal revenue			
41150	Admin Services	120,000	120,000	-
41150	Construction Manager	-	91,000	91,000
41150	ROW Project Coordinator	-	65,000	65,000
41150	Marketing Coordinator	-	75,000	75,000
41175	Lease revenue	-	9,600	9,600
Total Operating Revenue		3,370,000	3,760,600	390,600
Salaries and Benefits				
51100	Salaries	820,027	995,860	175,833
51200	Payroll taxes	62,732	76,183	13,451
51300	Retirement	71,160	107,752	36,592
51400	Health insurance	64,288	100,798	36,510
51310	Life insurance	999	1,394	395
Total Salaries and Benefits		1,019,206	1,281,987	262,781
Administrative and Office Expenses				
60110	Accounting software and services	2,500	2,500	-
60120	Advertising and marketing	15,000	15,000	-
60121	Audit services	31,000	32,000	1,000
60123	Board meetings	2,000	2,000	-
60126	Computer equipment and accessories	7,000	7,000	-
60127	Consulting	270,600	270,600	-
60128	Contingency	94,164	125,000	30,836
60130	Contractual	2,000	-	(2,000)
60140	Data processing	10,000	12,000	2,000
60150	Dues and memberships	20,000	20,000	-
60160	Education and training	10,000	10,000	-
60161	Fiscal agent fees	50,000	43,600	(6,400)
60162	Insurance and surety bonds	2,000	2,000	-
70120	Insurance - building	-	6,000	6,000
60167	Interest - computer lease	500	-	(500)
60166	Interest - line of credit	25,000	25,000	-
60206	Internet/Phones	15,000	15,000	-
60190	Lease - building	53,520	-	(53,520)
60191	Lease - computer equipment	9,500	-	(9,500)
60192	Lease - copier	3,735	3,735	-
60135	Legal expenses	50,000	50,000	-
60165	Maintenance and repairs	5,000	50,000	45,000

Appendix A - Administrative Operations
Budget Detail FY2022



Account	Account name	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
60188	Office furniture	2,500	2,500	-
60180	Office supplies	15,000	15,000	-
60189	Postage	500	500	-
60200	Travel	25,000	25,000	-
60168	Trustee fees	3,600	10,000	6,400
60206	Utilities	12,000	12,000	-
60207	Website maintenance	1,500	1,500	-
Total Administrative and Office Expenses		738,619	757,935	19,316
Total Operating Expenses		1,757,825	2,039,922	282,097
Operating Income (Loss)		1,612,175	1,720,678	108,503
Non-Operating Revenues (Expenses)				
60182	2014 Refunding 2010A Principal & Interest	(972,175)	(970,800)	1,375
60185	2017 Refunding 2010A Interest	(178,800)	(178,800)	-
60186	2019 Refunding 2010B Interest	(649,200)	(649,200)	-
60197	2021 VRF Revenue Bond Interest	-	(106,878)	(106,878)
14000	Capital Outlay	-	(4,050,000)	(4,050,000)
30000	2021 Bond Proceeds & Operation Reserves	-	4,050,000	4,050,000
41300	TRZ Revenue	1,311,065	2,200,000	888,935
70350	TRZ Expense	(1,173,065)	(2,070,000)	(896,935)
44000	Interest income	50,000	55,000	5,000
Total Non-Operating Revenues (Expenses)		(1,612,175)	(1,720,678)	(108,503)
Net Increase (Decrease) after Non-Operating Revenues (Expenses)				
		\$ -	\$ -	\$ -

**Appendix B - Toll Operations
Budget Detail FY 2022**



Account	Account name	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
Operating Revenue				
41240	TPS revenue	\$ 1,715,000	\$ 1,965,000	\$ 250,000
41210	CUSIOP interop	740,000	855,000	115,000
41250	Pharr bridge interop	420,000	500,000	80,000
41150	Interlocal revenue	139,876	161,880	22,004
Total Operating Revenue		3,014,876	3,481,880	467,004
Expenses				
Salaries and Benefits				
51100	Salaries	379,984	465,960	85,976
51200	Payroll taxes	29,068	34,094	5,026
51300	Retirement	36,441	50,417	13,976
51400	Health Insurance	75,302	83,601	8,299
51310	Life Insurance	475	652	177
Total Salaries and Benefits		521,270	634,724	113,454
Transaction processing costs				
60176	HUB interop collection fees	82,000	102,600	20,600
60179	PBM court collections	8,000	5,000	(3,000)
60189	Postage	180,000	215,000	35,000
70110	Bridge interoperability collection cost	60,353	75,000	14,647
70130	Operational support	50,000	-	(50,000)
70150	Merchant card services & return payment fees	60,000	70,000	10,000
70152	TxDMV	-	48,000	48,000
70155	Out of state DMV	18,500	12,000	(6,500)
Total transaction processing costs		458,853	527,600	68,747
Toll system maintenance / IT				
60130	Contractual	1,000	-	(1,000)
70145	Back office system maintenance	270,000	273,000	3,000
Total toll system maintenance / IT		271,000	273,000	2,000
Roadside maintenance				
60170	Facility landscaping and maintenance	124,262	144,000	19,738
60171	Toll equipment	30,000	-	(30,000)
60194	Rental - maintenance equipment	6,000	6,000	-
60195	Rental - storage unit	2,160	2,700	540
60196	Shipping charges	2,500	2,500	-
60210	Utilities - electricity SH550	23,400	23,400	-
70120	Property insurance	79,000	79,000	-
70140	Toll system maintenance and monitoring	215,000	210,000	(5,000)
Total roadside maintenance		482,322	467,600	(14,722)

Appendix B - Toll Operations
Budget Detail FY 2022

Account	Account name	Budget 2021	Budget 2022	Increase/(Decrease) in Dollars
CSC Indirect/overhead				
60120	Advertising and marketing	60,000	75,000	15,000
60126	Computer equipment and accessories	5,000	7,000	2,000
60135	Legal expense	25,000	25,000	-
60150	Dues & memberships	7,000	7,000	-
60160	Education and training	10,000	10,000	-
60161	Fiscal agent fees	3,200	5,200	2,000
60165	Maintenance & repairs	20,000	20,000	-
60167	Interest - computer lease	450	-	(450)
60168	Trustee fees	1,800	-	(1,800)
60180	Office supplies	25,000	32,000	7,000
60188	Office furniture	1,500	1,500	-
60191	Lease - computer equipment	4,550	-	(4,550)
60192	Lease - copier	3,562	3,562	-
60193	Lease - postage equipment	33,351	40,250	6,899
60200	Travel	12,000	15,000	3,000
60206	Internet/ Phones	15,000	15,000	-
60208	Maintenance/excess- copier	-	3,000	3,000
60209	Uniforms	-	6,000	6,000
60205	Utilities - Toll office	13,000	15,000	2,000
60128	Contingency	-	20,678	20,678
Total CSC Indirect/overhead		240,413	301,190	60,777
Total Operating Expenses		1,973,858	2,204,114	230,256
Operating Income (Loss)		1,041,018	1,277,766	236,748
Non-Operating Revenues (Expenses)				
42150	Pass through revenue agreement	1,385,000	1,385,000	-
60164	2012 Toll Revenue Bonds Principal & Interest	(32,750)	(671,375)	(638,625)
60181	2014 CO Toll Revenue Bonds Principal & Interest	(169,550)	(430,244)	(260,694)
60183	2015 CO Toll Revenue Bonds Interest	(146,688)	(299,556)	(152,868)
60184	2016 Toll Refund Bonds Principal & Interest	(649,700)	(649,700)	-
60187	2020 Toll Refund Bonds Principal & Interest	(1,427,330)	(611,891)	815,439
Total Non-Operating Revenues (Expenses)		(1,041,018)	(1,277,766)	(236,748)
Net Increase (Decrease) after Non-Operating Revenues (Expenses)				
		\$ -	\$ -	\$ -

Appendix C - Capital Projects Budget Summary FY 2022

	Federal/State Funding	Local Government Funding	CCRMA TRZ Funding	CCRMA Direct Admin
	2022	2022	2022	2022
Capital Projects				
SPI 2nd Access	\$ -	\$ 2,500,000	\$500,000	\$ -
SH 550 GAP II**	17,000,000	3,000,000	100,000	50,000
East Loop**	4,000,000	250,000	150,000	100,000
FM 509**	500,000	100,000	100,000	50,000
Veterans Bridge POV Expansion **	14,600,000	850,000	-	50,000
West Boulevard Road	6,500,000	500,000	25,000	25,000
Old Alice Road**	16,650,000	780,000	-	100,000
Whipple Road**	300,000	-	-	25,000
Flor de Mayo	-	250,000	-	50,000
	<u>\$ 59,550,000</u>	<u>\$ 8,230,000</u>	<u>\$875,000</u>	<u>\$450,000</u>

*Financial Assistance Agreement with TxDOT

** Approved Advance Funding Agreement (Federal/State)

Transportation Reinvestment Zone (TRZ)

	2022
TRZ Restricted Revenue	\$ 2,200,000

**2-M CONSIDERATION AND APPROVAL OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY INVESTMENT POLICY.**



INVESTMENT POLICY

FISCAL YEAR 2022

I. POLICY

Cameron County Regional Mobility Authority (the “Authority”) recognizes that effective cash management is good fiscal management. Investment earnings are a source of revenue for the Authority. Therefore, it is the Authority’s policy to consider safety and risk of investment, allow for anticipated cash flow requirements, and invest all available funds in conformance with these legal and administrative guidelines, while seeking to optimize investment earnings.

Investments shall be made with the primary objectives of:

- Safety and preservation of principal
- Maintenance of liquidity
- Responsiveness to the public trust
- Diversification of investments
- Optimization of investment earnings

II. PURPOSE

The purpose of this investment Policy is to comply with Chapter 2256 of the Government Code (“Public Funds Investment Act”), which requires the Authority to adopt a written investment policy regarding the investment of its funds and funds under its control. This Investment Policy addresses the methods, procedures and practices that must be exercised to ensure effective and judicious fiscal management of the Authority’s funds.

III. SCOPE

This investment policy shall govern the investment of all financial assets of the Authority as accounted for in the Authority’s Financial Statements, including but not limited to, general operating, debts services, and capital project funds.

When possible, the Authority will consolidate cash balances to maximize investment earnings. Investment income will be allocated, if necessary, to the various funds based on their respective participation and in accordance with generally accepted accounting principles.

This Investment Policy shall apply to all transactions involving the financial assets and related activity of the Authority. However, this Policy does not apply to the assets administered for the benefit of the Authority by outside agencies under deferred compensation programs.

IV. INVESTMENT OBJECTIVES

The Authority shall manage and invest its cash with five primary objectives, listed in order of priority: safety, liquidity, public trust, diversification, and yield, expressed as optimization of investment earnings. The safety of the principal invested always remains the primary objective. All investments shall be designed and managed in a manner responsive to the public trust and consistent with state and local law.

The Authority shall maintain a comprehensive cash management program, which includes collection of account receivables, vendor payments in accordance with invoice terms, and prudent investment of available cash. Cash management is defined as the process of managing monies in order to insure maximum cash availability and maximum earnings on short-term investment of idle cash.

Safety

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The objective will be to mitigate credit and interest rate risk.

- Credit Risk – The Authority will minimize credit risk, the risk of loss due to the failure of the issuer or backer of the investment, by:
 - Limiting investments to the safety types of investments
 - Pre-qualifying the financial institutions, pools and broker/dealers with which the Authority will do business
 - Diversifying the investment portfolio so that potential losses on individual issuers' will be minimized.
- Interest Rate Risk – the Authority will minimize the risk that the investment earnings and the market value of investments in the portfolio will fall due to changes in general interest rates, by:
 - Structuring investments to meet cash requirement
 - Investing operating funds primarily in certificates of deposit, shorter term securities, money market mutual funds, or local government investment pools function as money market mutual funds
 - Diversifying maturities and staggering purchase dates to minimize the impact of market movements over time.

Liquidity

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated. This is accomplished by structuring the portfolio so that investments mature concurrent with cash needs. Because all possible cash demands cannot be anticipated, a portion of the portfolio will be invested in bank deposits, money market mutual funds or local government investment pools functioning as money market mutual funds that offer same-day liquidity.

Public Trust

All participants in the Authority's investment process shall seek to act responsibly as custodians of the public trust. Investment Officers shall avoid any transaction that might impair public confidence in the Authority's ability to govern effectively.

Diversification

The investment portfolio shall be diversified to avoid unreasonable risks and over concentration of risks. This is accomplished by structuring the portfolio so that a variety of investments are utilized.

Yield (Optimization of Investment Earnings)

The Investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints and liquidity needs. Return on investment is of secondary importance compared to the safety and liquidity objectives described above. "Weighted Average Yield to Maturity" shall be the performance measurement standard for the portfolio.

V. RESPONSIBILITY AND CONTROL

Delegation of Authority

The Authority designates the Controller as the Investment Officer. No person may engage in an investment transaction or the management of Authority's funds except as provided under the terms of this Investment Policy. The investment authority granted to the Investment Officers is effective until rescinded by the Authority's Board of Directors.

Quality and Capability of Investment Management

The Authority shall provide periodic training in investments for the designated Investment Officers and other investment personnel through courses and seminars offered by professional organizations, associations, and other independent sources in order to insure the quality and capability of investment management in compliance with the Public Funds Investment Act.

Training Requirements

The designated Investment Officers shall attend an investment training sessions no less often than once every two years and shall receive not less than 10 hours of instruction relating to investment responsibilities. A newly appointed Investment Officer must attend a training session of at least 10 hours of instruction within six months of the date the Officer took office or assumed the Officer's duties. The Audit Committee shall annually approve the list of authorized investment training providers.

Internal Controls

The Authority's Director of Finance/Auditor is responsible for establishing and maintaining an internal control structure designed to ensure that the financial assets of the Authority are protected from loss, theft, or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

Accordingly, the Authority shall establish a process for annual independent review by an external auditor in conjunction with the annual audit to assure compliance with policies and procedures. The internal controls shall address the following points.

- Control of collusion
- Separation of transactions authority from accounting and record keeping
- Custodial safekeeping
- Avoidance of physical delivery securities
- Clear delegation of authority to subordinate staff members
- Written confirmation for telephone (voice) transactions for investments and wire transfers

Prudence

The standard of prudence to be applied by the Investment Officers shall be the "prudent investor" rule. This states that "investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. In determining whether Investment Officers have exercised prudence with respect to an investment decision, the determination shall be made taking into consideration:

- The investment of all funds, or funds under the Authority's control, over which the Investment Officers had responsibility rather than a consideration as to the prudence of a single investment
- Whether the investment decision was consistent with the written approved Investment Policy of the Authority

Indemnification

The Investment officers, acting in accordance with the prudent investor rule and otherwise with respect to the Authority's written procedures and exercising due diligence, shall not be held personally responsible for a specific investment's credit risk or market price changes, provided that these deviations are reported immediately and the appropriate action is taken to control adverse developments.

Ethics and Conflicts of interest

Investment Officers involved in the investment process shall refrain from personal business activity that would conflict with the proper execution and management of the investment program, or that would impair their ability to make impartial decisions. Investment Officers shall disclose all interests in financial institutions with which they conduct Authority business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Investment Officers shall refrain from undertaking personal investment transactions with the same individual with which business is conducted on behalf of the Authority.

An Investment Officer of the Authority who has a personal business relationship with an organization seeking to sell an investment to the Authority shall file a statement disclosing that personal business interest. An Investment Officer who is related within the second degree by affinity or consanguinity to an individual seeking to sell an investment to the Authority shall file a statement disclosing that relationship. A statement required under this subsection must be filed with the Texas Ethics Commission and the Authority's Board of Directors.

VI. SUITABLE AND AUTHORIZED INVESTMENTS

Portfolio Management

The Authority currently has a "buy and hold" portfolio strategy. Maturity dates are matched with cash flow requirements and investments are purchased with the intent to be held until maturity. However, investments may be liquidated prior to maturity for the following reasons:

- An investment with declining credit may be liquidated early to minimize loss of principal.
- Cash flow needs of the Authority require that the investment be liquidated.

Investments

Authority funds may be invested in the instruments described below, all of which are authorized by the Public Funds Investment Act. Investment of Authority's funds in any instrument or security not authorized for investment under the Investment Policy is prohibited. The Authority will not be required to liquidate an investment that becomes unauthorized subsequent to its purchase.

I. Authorized

1. Obligations of the United States of America, its agencies and instrumentalities.
2. Certificates of deposit and other evidences of deposit at a financial institution that, a) has its main office or a branch office in Texas and is guaranteed or insured by the Federal Deposit Insurance Corporation or its successor, b) is secured by obligations in a manner and amount provided by law for deposits of the Authority, or c) is executed through a depository institution that has its main office or a branch office in Texas that participated in the Certificate of Deposit Account Registry Service (CDARS) and meets the requirements of the Public Funds Investment Act.
3. Money Market Mutual Funds that are 1) registered and regulated by the Securities and Exchange Commission, 2) invest only in “government” securities or repurchase agreements, 3) rated AAAM, or its equivalent, by at least one nationally recognized rating service, and 4) seek to maintain a net asset value of \$1.00 per share.
4. State and local government investment pools organized under the Inter-local Cooperation Act that 1) meet the requirements of the Public Funds Investment Act, 2) invest only in “government” security or repurchase agreements, 3) are rated no lower than AAAM or an equivalent rating by at least one nationally recognized rating service, and 4) are authorized by resolution or ordinance by the Board of Directors. A public funds investment pool created to function as a money market mutual fund must mark its portfolio to market daily and seek to maintain a \$1.00 net asset value. Any investment pool that does not meet the requirements of one that is created to function as money market mutual fund must maintain a maximum average dollar weighted maturity that does not exceed 365 days, or 366 days in the case of a leap year, and must provide a fixed interest rate and fixed maturity term for each pool position.

All prudent measures will be taken to liquidate an investment that is downgraded to less than the required minimum rating.

II. Not Authorized

Investments including interest-only or principal-only strips of obligations with underlying mortgage-backed security collateral, or collateralized mortgage obligations with an inverse floating interest rate coupons or maturity date of over 10 years are strictly prohibited.

With respect to authorized investments, this Policy is more restrictive than the Public Funds Investment Act.

VII. INVESTMENT PARAMETERS

Maximum Maturities

The longer the maturity of investments, the greater their price volatility. Therefore, it is the Authority's policy to concentrate its investment portfolio in shorter-term securities.

The Authority will not directly invest in securities maturing more than two (2) years from the date of purchase.

Diversification

The Authority recognizes that investment risks can result from issuer defaults, market price changes, or various technical complications leading to temporary illiquidity. Risk is controlled through portfolio diversification that shall be achieved by the following general guidelines:

- Diversifying investments to avoid over concentration,
- Prohibiting investment with higher credit risks,
- Varying maturities, and
- Continuously investing a portion of the portfolio in alternatives that offer same day liquidity.

VIII. INVESTMENT STRATEGIES

Investment Strategies by Fund Type

General Operating Funds: These funds shall have as their primary objectives: safety, investment liquidity, and maturity sufficient to meet anticipated cash flow requirements.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. Managing the weighted average days to maturity for the General Operating Fund's portfolio to less than 365 days and restricting the maximum allowable maturity to two years will minimize the price volatility of the overall portfolio.
3. **Liquidity:** The General Operating Fund requires the greatest short-term liquidity. Short-term investment pools and money market mutual funds will provide daily liquidity and may be utilized as a competitive yield alternative to fixed maturity investments.
4. **Marketability:** Securities with active and efficient secondary markets are necessary in the event of an unanticipated cash flow requirement. The Authority must maintain a reasonable balance of highly liquid assets relative to less liquid assets to ensure adequate liquidity and diversification mix.

5. **Diversification:** Investment maturities should be staggered throughout the cash flow cycle. Diversifying the appropriate maturity structure out through two years will reduce market cycle risk.
6. **Yield:** Attaining a competitive market yield for comparable security-types and portfolio restrictions is the desired objective. The yield of an equally weighted, rolling three-month Treasury-Bill portfolio will be the minimum yield objective.

Debt Service Funds: Investment strategies for debt service shall have as their objective sufficient investment liquidity to timely meet debt service payment obligations in accordance with provisions in the bond documents.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. However, by managing Debt Service Funds to not exceed the debt service payment schedule the market risk of the overall portfolio will be minimized.
3. **Liquidity:** Debt Service Funds have predictable payment schedules with reduced liquidity requirements. Investment maturities should not exceed the anticipated cash flow requirements. Investments pool and money market mutual funds may provide a competitive yield alternative for short term fixed maturity investments.
4. **Marketability:** Securities with active and efficient secondary markets are not necessary as the event of an unanticipated cash flow requirement is not probable.
5. **Diversification:** Market conditions influence the attractiveness of fully extending maturity to the next “unfunded” payment date. At no time shall the debt service schedule be exceeded in an attempt to bolster yield.
6. **Yield:** Attaining a competitive market yield for comparable security-types and portfolio restrictions is the desired objective. The yield of an equally weighted, rolling three-month Treasury-Bill portfolio will be the minimum yield objective.

Debt Service Reserves: Investment strategies of debt service reserve funds shall have as their primary objective the generation of a dependable revenue stream from high quality securities in accordance with provisions in the bond documents.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. However, managing Debt Service Reserve Fund maturities to not exceed the call provisions of the borrowing reduces the investment’s market risk if the debt is redeemed and the Reserve Fund liquidated. No stated final investment maturity shall exceed the final maturity of the borrowing.

3. **Liquidity:** Debt Service Reserve Funds have no anticipated expenditures. The Funds are deposited to provide annual debt service payment protection to the debt holders. Market conditions and arbitrage regulation compliance determine the advantage of security diversification and liquidity.
4. **Marketability:** Securities with less active and efficient secondary markets are acceptable.
5. **Diversification:** Market conditions and the arbitrage regulations influence the attractiveness of staggering the maturity of fixed rate investments for Debt Service Reserve Funds. At no time shall the final debt service payment date of the bond issue be exceeded in an attempt to bolster yield.
6. **Yield:** Achieving a positive spread to the applicable borrowing cost is the desired objective. Debt Service Reserve Fund portfolio management shall operate within the limits of the Investment Policy's risk constraints.

Capital Projects Funds: Investment strategies for capital project funds shall have as their primary objective sufficient investment liquidity to timely meet capital project obligations. If the Authority has funds from bond proceeds, they shall be invested in accordance with provisions in the bond documents.

1. **Suitability:** Any investment eligible in the Investment Policy is suitable.
2. **Safety:** All investments shall be of high quality securities with no perceived default risk. Market price fluctuations will occur. However, by managing Capital Project Funds to not exceed the anticipated expenditure schedule the market risk of the overall portfolio will be minimized.
3. **Liquidity:** Capital Project Funds programs have reasonably predictable draw schedules reducing liquidity requirements. Investment pools and money market mutual funds will provide readily available funds or a competitive yield alternative for short term fixed maturity investments.
4. **Marketability:** Securities with active and efficient secondary markets are necessary in the event of an unanticipated cash flow requirement. The Authority must maintain a reasonable balance of highly liquid assets relative to less liquid assets to ensure adequate liquidity and diversification mix.
5. **Diversification:** Market conditions and arbitrage regulations influence the attractiveness of staggering the maturity of fixed rate investments for Capital Project Funds. Generally, when investment rates exceed the applicable cost of borrowing, the Authority is best served by locking in most investments. If the cost of borrowing cannot be exceeded, then concurrent market conditions will determine the attractiveness of diversifying maturities or investing in shorter and larger amounts. At no time shall the anticipated expenditure schedule be exceeded in an attempt to bolster yield.

6. **Yield:** Achieving a positive spread to the applicable borrowing cost is the desired objective. Capital Project Fund portfolio management shall at all times operate within the limits of the Investment Policy's risk constraints.

IX. SELECTION OF BANKS AND BROKER/DEALERS

Depository

A Depository shall be selected by the Authority in accordance with section 7.5(f) and other applicable sections of the Authority's Procurement Policy and shall be based on at least the following selection criteria, as determined by the Authority in its sole and absolute discretion:

- The ability to qualify as a depository for public funds in accordance with state law.
- The ability to provide requested information or financial statements for the periods specified.
- The ability to meet all requirements of the Authority's procurement.
- Complete application in response to all items required by the Authority.
- "Best value" net banking service cost, consistent with the ability to provide an appropriate level of service.
- The credit worthiness and financial stability of the bank.
- A statement showing the financial condition of the depository on the date of the response to the Authority's procurement.
- All depository deposits shall be insured or collateralized in compliance with applicable state law, which includes but is not limited to TEX. GOV'T CODE, Chapter 2257. The Authority reserves the right in its sole and absolute discretion, to accept or reject any form of insurance or collateralization pledged towards depository deposits.
- Whether the Depository provides a certified check or cashier's check for at least one-half percent of the Authority's revenue for the preceding year as a good-faith guarantee that, if the Depository's proposal is accepted, the Depository will execute any bond required by the Authority in its sole and absolute discretion.
- The Depository's compliance with or satisfaction of any and all other requirements described in the Authority's procurement, the Authority's policies, and applicable law.

Any Depository, who is designated after the Authority considers and acts upon the applications, shall be required to sign a Depository Agreement with the Authority. The collateralized deposit portion of the Agreement shall define the Authority's rights to the collateral in case of default, bankruptcy, or closing, and shall establish a perfected security interest in compliance with Federal and State regulations, including:

- The Agreement must be in writing.
- The Agreement has to be executed by the Depository and the Authority contemporaneously with the acquisition of the asset.
- The Agreement must be approved by the Board of Directors of the Authority.
- The Agreement must be approved by the Board of Directors or Designated Committee of the Depository and a copy of the meeting minutes must be delivered to the Authority.
- The Agreement must be part of the Depository's "official record" continuously since its execution.

Authorized Broker/Dealers

The Audit Committee shall, at least annually, review, revise, and adopt a list of qualified broker/dealers and financial institutions authorized to engage in securities transactions with the Authority. Those firms that become qualified shall provide certification stating the firm has received, read and understood the Authority's Investment Policy and agree to comply with the Policy. Authorized firms include primary dealers or secondary dealers that qualify under Securities and Exchange Commission Rule 15C3-1 (Uniform Net Capital Rule), and qualified depositories.

All broker/dealers who desire to become qualified for investment transactions must supply the following (as appropriate):

- Audited Financial Statements demonstrating compliance with state and federal capital adequacy guidelines
- Proof of FINRA certification
- Proof of State Registration
- Certification of having read and understood and agreeing to comply with the Authority's investment policy and certifying that reasonable procedures and controls have been implemented to preclude investment transactions that are not authorized by the Authority's Policy

All financial institutions who desire to become depositories must supply the following (as appropriate):

- Audited Financial Statements demonstrating compliance with state and federal capital adequacy guidelines
- Proof of State registration
- Certification of having read and understood and agreeing to comply with the Authority's investment policy and certifying that reasonable procedures and controls have been implemented to preclude investment transactions that are not authorized by the Authority's Policy

Competitive Bids

It is the policy of the Authority to provide a competitive environment for all individual security purchases and sales, and money market mutual fund and local government investment pool selection. The Investment Officers shall develop and maintain procedures for ensuring a competition in the investment of the Authority's funds.

Delivery vs. Payment

Securities shall be purchased using the **delivery vs. payment** method with the exception of investment pools and mutual funds. Funds will be released after notification that the purchased security has been received.

Investment Advisors

Investment advisors shall adhere to the spirit, philosophy and specific terms of the Policy and shall advise within the same "Standard of Care". Selected investment advisors must be registered under the Investment Advisors Act of 1940 or with the State Securities Board. A contract with an investment advisor may not be for a term longer than two years and must be approved by the Authority's Board of Directors, including any renewals or extensions.

X. SAFEKEEPING OF SECURITIES AND COLLATERAL

Safekeeping and Custodian Agreements

The Authority shall contract with a bank or banks for the safekeeping of securities either owned by the Authority as part of its investment portfolio or held as collateral to secure financial institution deposits.

Securities owned by the Authority shall be held in the Authority's name as evidence by safekeeping receipts of the institution holding the securities. Safekeeping institutions shall be independent from the parties involved in the investment transaction.

Collateral for deposits will be held by a third-party custodian designated by the Authority and pledged to the Authority as evidence by safekeeping receipts shall be obtained. Collateral may be held by a Federal Reserve Bank or branch of a Federal Reserve Bank, a Federal Home Loan Bank, or a third-party bank approved by the Authority and eligible under state law.

Collateral Policy

Consistent with the requirements of the Public Funds Collateral Act, it is the policy of the Authority to require full collateralization of all Authority funds on deposit with a depository bank. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 102% of market value of principal and accrued interest on the deposits less any amount insured by the FDIC. At its discretion, the Authority may require a higher level of collateralization for certain investment securities.

Securities pledged as collateral shall be held by an independent third party with whom the Authority has a current custodial agreement. The Authority's Controller is responsible for entering into collateralization agreements with third party custodians in compliance with this Investment Policy. The agreements are to specify the acceptable investment securities for collateral, including provisions relating to possession of the collateral, the substitution or release of investment securities, ownership of securities, and the method of valuation of securities. A clearly marked evidence of ownership (safekeeping receipt) must be supplied to the Authority. Collateral shall be reviewed at least monthly to assure that the market value of the pledged securities is adequate.

Collateral Defined

The Authority shall accept only the following types of collateral:

- Obligations of the United States or its agencies and instrumentalities.
- Direct obligations of the state of Texas or its agencies and instrumentalities.
- Collateralized mortgage obligations directly issued by a federal agency or instrumentality of the United States, the underlying security for which is guaranteed by an agency or instrumentality of the United States.
- Obligations of states, agencies, counties, cities, and other political subdivisions of any state rated as to investment quality by a nationally recognized rating firm not less than A or it's equivalent with a remaining maturity of ten (10) years or less.
- A surety bond issued by an insurance company rated as to investment quality by a nationally recognized rating firm not less than A, or its equivalent.
- A letter of credit issued to the Authority by the Federal Home Loan Bank.

Subject to Audit

All collateral shall be subject to inspection and audit by the Authority's designated financial officer of the Authority's independent auditors.

XI. REPORTING

Methods

The Investment Officers shall prepare an investment report at least quarterly in compliance with generally accepted accounting principles and the Public Funds Investment Act. This report will be prepared in a manner that will allow the Authority to ascertain whether investment activities during the reporting period have conformed to the Investment Policy. The report will be provided to the Authority.

In conjunction with the annual audit, an independent auditor will perform a formal annual review of the quarterly reports with the results reported to the Board of Directors.

Monitoring Market Value

Market value of all collateral, pools and securities will be monitored periodically and obtained from a reputable and independent source.

XII. INVESTMENT POLICY ADOPTION

The Authority's Investment Policy shall be adopted by resolution of the Board of Directors. It is the Authority's intent to comply with state laws and regulations. The Authority's Investment Policy shall be subject to revisions consistent with changing laws, regulations and needs of the Authority. The Board of Directors shall annually adopt a resolution stating that it has reviewed the Policy and Investment strategies, approving any changes or modifications.

University of North Texas Center for Public Management
and
Government Treasurers' Organization of Texas

Co Sponsored by

Certificate of Attendance
presented to

Victor Barron

For completion of training on the Texas Public Funds Investment Act and related investment issues

August 13, 2020 5 hours
August 14, 2020 5 hours

Patrick Shinkle
Center for Public Management
TSBPA CPE Sponsor 007716

**2-N CONSIDERATION AND APPROVAL OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY COST ALLOCATION POLICY.**



COST ALLOCATION PLAN

2022 FISCAL YEAR

**PREPARED IN ACCORDANCE WITH
CODE OF FEDERAL REGULATIONS (CFR) UNDER OFFICE OF
MANAGEMENT GRANT GUIDANCE UNDER 2 CFR 200, UNIFORM
ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES AND AUDIT
REQUIREMENTS FOR STATE, LOCAL, AND INDIAN TRIBAL
GOVERNMENTS**

**VICTOR J. BARRON
CONTROLLER**

DOCUMENT CONTROL

Revision #	Change Reason	Reviewer	QA Checked By	Status	Date Completed
1.0	Approved FY2018 Policy	Adrian Rincones		Final	9/29/17
2.0	Updated to include Environmental Staff as direct labor cost	Adrian Rincones		Final	11/3/17
3.0	Approved FY2020 Policy	Adrian Rincones		Final	10/4/19
4.0	Approved FY 2021 Policy	Victor J. Barron		Final	9/11/20
5.0	Approved FY 2022 Policy	Victor J. Barron		Final	9/22/21

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
COST ALLOCATION PLAN

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CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the Cost Allocation Plan submitted herewith and to the best of my knowledge and belief hereby certify that:

1. All costs included in this proposal to establish cost allocations or billings for the 2022 Fiscal Year are allowable in accordance with the requirements of 2 CFR 200 "Uniform administrative Requirements, Cost Principals, and Audit Requirements for State, Local, and Indian Tribe Governments," and the Federal/State Award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the Cost Allocation Plan.
2. All costs included in this proposal are properly allocable to Federal/State awards on the basis of a beneficial or causal relationship between the expenses incurred and the awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

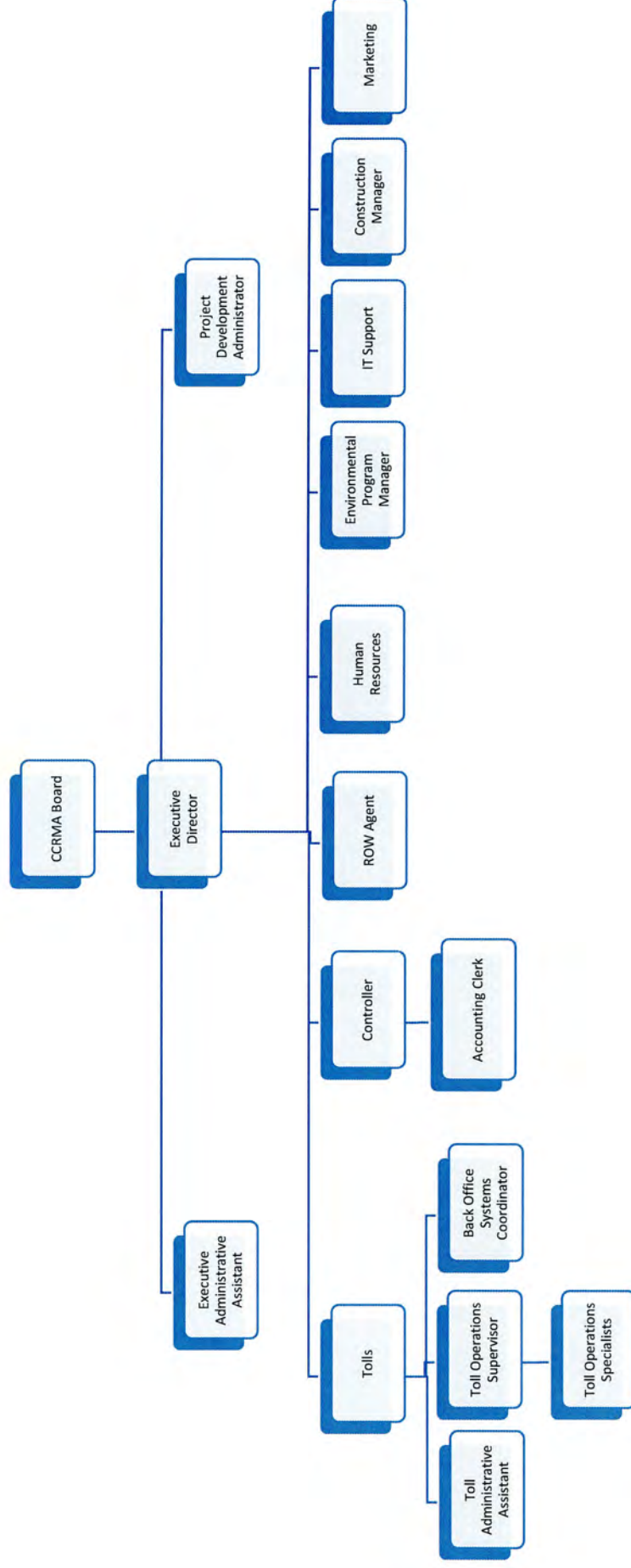
X Victor J. Barron

Victor J. Barron
Controller

X 9.14.21

Date

Organizational Chart



NARRATIVE

The purpose of this Cost Allocation Plan is to summarize, in writing the methods and procedures the Cameron County Regional Mobility Authority (CCRMA) will use to allocate costs to various Projects, Grants, Contracts and Agreements.

2 CFR 200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirement for State, Local, and Indian Tribal Governments” establishes principles and standards for determining costs for Federal awards carried out through grants, cost reimbursement contracts, and other agreements with State and local governments and Federally-recognized Indian Tribal Governments. 2 CFR 200 is issued under the authority of the Budget and Accounting Act of 1921, as amended; the Budget and Accounting Procedures Act of 1950, as amended; the Chief Financial Officers Act of 1990; Reorganization Plan No. 2 of 1970; and Executive Order No. 11451 (“Prescribing the Duties of the Office of Management and Budget and the Domestic Policy Council in the Executive Office of the President”)

Factors Affecting Allowability of Cost under this Plan:

1. Be necessary and reasonable for proper and efficient performance and administration of Federal/State/Local funds.
2. Be allocable to awards under the provisions of 2 CFR part 200.
3. Be authorized or not prohibited under State and Local laws or regulations.
4. Be consistent with policies, regulations, and procedures that apply to Federal/State/Local awards and other activities of the CCRMA.
5. Be accorded consistent treatment. A cost may not be assigned to a federal award as a direct cost and as an indirect cost for another federal award.
6. Be adequately documented and net of all applicable credits.

Composition of Cost:

Total cost is comprised of the allowable direct cost, plus its allocable portion of allowable indirect costs, less applicable credits.

Direct Costs – Costs that can be identified specifically with a particular final cost objective

Indirect Costs – Costs incurred for a common or joint purpose benefitting more than one cost objective, not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved.

DETAIL OF ALLOCATED COSTS

General Approach

1. All allowable direct costs are charged directly to projects, programs, grants, contracts, etc.
2. Allowable direct costs that can be identified to more than one project are prorated individually as direct costs using a base appropriate to the particular cost.
3. All other allowable indirect costs as defined above are allocated to projects, programs, grants, contracts, etc. using a base that results in an equitable distribution.

CCRMA DIRECT COSTS

Costs considered to be allocated as direct costs as mentioned and defined above, are as follows:

- Compensation of executive director
- Compensation of project development administrator
- Compensation of environmental coordinator
- Compensation of engineering staff
- Contractual project cost for the following professional services; engineering, legal, and other project related services
- Construction and construction management costs
- Project related equipment costs
- Preliminary engineering costs
- Plans, specifications, and engineering costs
- Right of way, utilities, and related costs
- Project related insurance costs
- Financing interest on construction projects
- Project legal costs

CCRMA INDIRECT COSTS

Costs considered to be allocated as indirect costs as mentioned and defined above are as follows:

- Administrative and office personnel compensation & contractual labor
- Education & training
- Dues & membership costs
- Office supplies and other operational costs
- Audit costs
- Other professional services not directly related to projects
- Office & equipment rental costs

SUMMARY OF ALLOCATION BASIS

In order for the CCRMA to promote fair and equitable sharing of indirect costs, recognize the full cost of services, and better manage its resources it must assign an allocation basis that can meet this objective. The allocation basis is designed to have a cause and effect relationship, uphold fairness, be measurable, and match the benefits received. The allocation basis used to determine the applicable direct and indirect costs necessary of allocation is the direct labor percentages of the executive director, project development administrator and environmental coordinator.

Direct Labor is measured as a percentage of time or documented hours worked on each individual project. The percentage of total applicable direct labor costs per project is then used to allocate the total indirect costs allowable to each project. (See Example below)

Example

	Executive Director	Project Development Administrator	Environmental Coordinator	% of Time allocated to project
Project 1	20%	30%	20%	23%
Project 2	15%	15%	10%	13%
Project 3	15%	15%	20%	17%
Project 4	15%	15%	30%	20%
Project 5	15%	15%	10%	13%
Project 6	20%	10%	10%	14%
Total	100%	100%	100%	100%

	% of total Direct Labor Costs	Allocable Indirect cost in \$
Project 1	23%	\$ 23
Project 2	13%	13
Project 3	17%	17
Project 4	20%	20
Project 5	13%	13
Project 6	14%	14
Total	100%	\$ 100