

THE STATE OF TEXAS §
COUNTY OF CAMERON §

BE IT REMEMBERED on the 31st day of March 2023, 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 P.M.

PRESENT:

FRANK PARKER, JR.
CHAIRPERSON

MICHAEL SCAIEF
VICE CHAIRMAN

ARTURO A. NELSON
SECRETARY

AL VILLARREAL
TREASURER

MARK ESPARZA
DIRECTOR

LEO R. GARZA
DIRECTOR (ABSENT)

VACANT POSITION
DIRECTOR

=====

The Meeting was called to order by Chairman Parker, at 12:03 P.M. 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 28th day of March 2023 at 8:05 A.M.

PUBLIC COMMENTS

1 PUBLIC COMMENTS

None.

ACTION ITEMS

2. Presentation of the 2022 Cameron County Regional Mobility Authority Annual Comprehensive Financial Report Fiscal Year 2022

Mr. Ben Pena from Burton, McCumber & Longoria, LLP presented the board with the Annual Comprehensive Financial Report for Fiscal Year 2022.

Vice Chairman Scaief moved to approve the Annual Comprehensive Financial Report for Fiscal Year 2022. The motion was seconded by Director Esparza and carried unanimously.

3-A Consideration and Approval of the March 9, 2023, Special Meeting Minutes.

Director Esparza moved to approve the March 9, 2023, Special Meeting Minutes. The motion was seconded by Secretary Nelson and carried unanimously.

3-B Acknowledgement of Claims.

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

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

The Claims are as follows:

3-C Approval of Claims.

Mr. Victor Barron, RMA Controller went over the Claims and presented them into the record. Mr. Sepulveda, RMA Executive Director, also advised of the claim for Kapsh in the amount of \$47,122.22 for equipment upgrade.

Vice Chairman Scaief moved to approve the Claims as presented including the claim for Kapsh. The motion was seconded by Treasurer Villarreal and carried unanimously.

The Claims are as follows:

3-D Consideration and Approval of the Financial Statements and Budget Amendments for the month of February 2023.

Mr. Victor Barron, RMA Controller, went over the Financial Statements. Mrs. Janett Huerta, Toll Operations Administrator, went over the Toll Operations report for the month of February.

Treasurer Villarreal moved to approve the Financial Statements and Budget Amendments for the month of February 2023. The motion was seconded by Director Esparza and carried unanimously.

3-E Consideration and Approval of Quarterly Investment Report for the period ending February 28, 2023.

Mr. Victor Barron, RMA Controller, went over the investment report.

Treasurer Villarreal moved to approve the Quarterly Investment Report for the period ending February 28, 2023. The motion was seconded by Secretary Nelson and the motion was not unanimous. Vice Chairman Scaief, and Director Esparza submitted an affidavit and abstained from the discussion and vote.

3-F Consideration and Approval of Supplemental Work Authorization Number 4 to Work Authorization Number 5 with S&B Infrastructure for East Loop Property Title Services.

Mr. Eric Davila, RMA Development Engineer, went over and explained the need for approval of the Supplemental Work Authorization Number 4 to Work Authorization Number 5 with S&B Infrastructure for East Loop Property Title Services. Mr. Davila informed the board of oversight on the project and Exhibit "A".

Vice Chairman Scaief moved to approve the Supplemental Work Authorization Number 4 to Work Authorization Number 5 with S&B Infrastructure for East Loop Property Title Services. The motion was seconded by Director Esparza and carried unanimously.

3-G Consideration and approval of payment of invoices and release of check to Noble Texas Builders, Spawglass and A&I Custom Manufacturing for the Cameron County Parks Administration Building, the Veteran's Bridge DAP Project and the Cameron County Mountain Bike Trails.

Mr. Pete Sepulveda, Jr., RMA Executive Director informed the board of the payments for Noble Texas Buildings (\$70,000), SpawGlass (\$600,000), and A&I Custom Manufacturing \$34,000.

Director Esparza moved to approve the payment of invoices and release of checks to Noble Texas Builders, SpawGlass and A&I Customer Manufacturing for the Cameron County Parks Administration Building, the Veteran's Bridge DAP Project and the Cameron County Mountain Bike Trails. The motion was seconded by Secretary Nelson and carried unanimously.

3-H Consideration and Approval of Change Order No. 5 with Noble Texas Builders, LLC for Cameron County Parks Administration Building.

Mr. Pete Sepulveda, Jr., RMA Executive Director advised the board that the county had already approved the change order and that they were realizing a cost savings of \$6,000 and staff recommends approval.

Treasure Villarreal moved to approve Change Order No. 5 with Noble Texas Builders, LLC for the Cameron County Parks Administration Building. The motion was seconded by Secretary Nelson and carried unanimously.

3-I Consideration and Approval of Work Authorization No. 5 with GDJ Engineering for the Development of a Grant Application for Federal Funding for U.S. 77.

Mr. Eric Davila, RMA Development Engineer, advised the board that the authorization is a partnership with TxDOT and is a good opportunity to apply for Federal Funding. Mr. Sepulveda advised that the funds would be coming from the TRZ funds and recommends approval.

Director Esparza moved to approve Work Authorization No. 5 with GDJ Engineering for the Development of a Grand Application for Federal Funding for U.S. 77. The motion was seconded by Treasurer Villarreal and carried unanimously.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Vice Chairman Scaief and seconded by Secretary Nelson and carried unanimously the meeting was **ADJOURNED** at 12:48 P.M.

APPROVED this 19th day of April 2023.


CHAIRMAN FRANK PARKER, JR.

ATTESTED: 
ARTURO A. NELSON, SECRETARY



IMPROVING MORE THAN JUST ROADS

AGENDA
Special Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority
3470 Carmen Avenue, Suite 5
Rancho Viejo, Texas 78575
March 31, 2023
12:00 Noon

PUBLIC COMMENTS:

1. Public Comments.

PRESENTATION:

2. Presentation of the 2022 Cameron County Regional Mobility Authority Annual Comprehensive Financial Report Fiscal Year 2022.

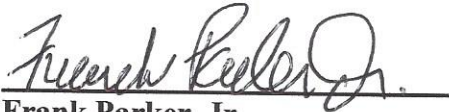
ITEMS FOR DISCUSSION AND ACTION:

3. Action Items.
 - A. Consideration and Approval of the March 9, 2023, Special 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 February 2023.
 - E. Consideration and Approval of Quarterly Investment Report for the period ending February 28, 2023.
 - F. Consideration and Approval of Supplemental Work Authorization Number 4 to Work Authorization Number 5 with S&B Infrastructure for East Loop Property Title Services.
 - G. Consideration and Approval of Payment of Invoices and Release of Checks to Noble Texas Builders, SpawGlass and A & I Custom Manufacturing for the Cameron County Parks Administration Building, the Veterans Bridge DAP Project and the Cameron County Mountain Bike Trails.
 - H. Consideration and Approval of Change Order No. 5 with Noble Texas Builders, LLC for Cameron County Parks Administration Building.

I. Consideration and Approval of Work Authorization No. 5 with GDJ Engineering for the Development of a Grant Application for Federal Funding for U.S. 77.

ADJOURNMENT:

Signed this 28th day of March 2023.

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

**Frank Parker, Jr.
Chairman**

NOTE:

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

**2 PRESENTATION OF THE 2022 CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY ANNUAL FINANCIAL REPORT**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2022

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Annual Comprehensive Financial Report
For the Fiscal Year Ended September 30, 2022

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INTRODUCTORY SECTION



IMPROVING MORE THAN JUST ROADS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
3461 Carmen Avenue
Rancho Viejo, Texas 78575
(956) 621-5571

Pete Sepulveda, Jr.
Executive Director

Victor J. Barron
Controller

Date: March 31, 2023

To the Board of Directors:

We are pleased to present the Annual Comprehensive Financial Report (“ACFR”) for Cameron County Regional Mobility Authority (“CCRMA”) for the fiscal year ended September 30, 2022. The purpose of the report is to provide the Board of Directors, creditors, and other interested parties with transparent financial information about the CCRMA.

This report was prepared by the CCRMA’s Finance Department. The ACFR includes all the disclosures necessary to enable the reader to gain an understanding of the CCRMA’s financial activities. We believe the information and data contained herein are accurate and all material respects and are reported in a manner designed to present fairly the financial position and results of operations of the CCRMA.

The accompanying financial statements have been prepared in conformity with Generally Accepted Accounting Principles (“GAAP”) in the United States of America as applied to governmental units. The Governmental Accounting Standards Board (“GASB”) is the accepted primary standard setting body for the establishing governmental and accounting reporting standards.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management’s Discussion and Analysis (“MD&A”). The letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found in the financial section of this report.

In developing and evaluating the accounting system, consideration is given to the adequacy of internal accounting controls. Internal accounting controls are designed to provide reasonable, but not absolute assurance regarding: (1) the reliability of the financial reporting (2) the effectiveness and efficiency of operations and (3) the compliance with applicable laws and regulations. The concept of reasonable assurance recognizes that (1) cost of a control should not exceed the benefits likely derived and (2) the evaluation of costs and benefits requires estimates and judgement by management.

All internal controls evaluations occur within the framework. We believe the CCRMA’s internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions.

The CCRMA’s financial statements were audited by Burton McCumber & Longoria, LLP, an independent audit firm. The goal of the independent audit was to provide reasonable assurance that the financial statements of the CCRMA, for fiscal year ended September 30, 2022, are free of material misstatements. The examination was conducted in accordance with Generally Accepted Auditing Standards (“GAAS”).

The independent auditor concluded, based on the audit, that there was reasonable basis for rendering an unmodified opinion that the CCRMA's financial statements as of and for the fiscal year ended September 30, 2022, are presented in conformity with GAAP. The auditors' report is presented as the first part of the component of the financial section of this report.

PROFILE OF THE CCRMA

The CCRMA was authorized for creation on September 30, 2004, by the Texas Transportation Commission to promote and improve regional mobility within Cameron County. Since its creation, the CCRMA has committed itself to an ambitious series of economically sustainable projects to improve the quality of life for area residents and enable quality economic development.

The CCRMA receives funds from Vehicle Registration Fees in Cameron County as well as interlocal revenues, toll revenues and grant funds for projects. The CCRMA is governed by a board of directors consisting of seven members with operations overseen by an Executive Director. The CCRMA operates with a small group of local staff and contracts many of its services with local area professionals.

The CCRMA relies on charges from users of the toll road system to fund operations, debt service, and future projects. The CCRMA is organized into multiple operating units, all of which report directly to the Executive Director, as follows: (i) Administration, and (ii) Tolling Operation Processing. As of September 30, 2022, the CCRMA currently has 18 employees of which 17 are full-time employees.

BUDGETARY CONTROLS

The annual budget serves as the foundation for the CCRMA's financial planning and control. This budget is presented to the Board of Directors for their review. The CCRMA is required to adopt a final budget by the first day of the new fiscal year. The adopted budget is appropriated by fund and line item. The CCRMA's fiscal year begins October 1st and ends September 30th. Oversight authority and responsibility for the CCRMA rests with the Board of Directors.

ECONOMIC OVERVIEW AND OUTLOOK

Cameron County and neighboring Hidalgo County are two of the fastest growing Metropolitan Statistical Area (MSA) in the nation, at around 40% increases per 10-year cycle. Across the border, the metro areas of Mexico are increasing by 80% per 10-year cycle. Cameron County doesn't just have more people in cars; there's a continued increase in the travel of goods. Critical commerce access is provided through the County by means of the Gulf Intracoastal Canal (GICC) connecting the deep-water port in Brownsville, and the ports in Harlingen and Port Isabel. Access also is provided to deep-water ports north and south of the Rio Grande Valley (RGV), including Corpus Christi and Tampico, Mexico, respectively. Major freight rail access to Mexico for the Union Pacific Railroad (UPRR) is through Cameron County and can be expanded through various parts of the Rio Grande Valley for additional rail cargo access.

The CCRMA has embarked on an exciting and ambitious program, focusing on several capacity projects and highway network improvements. The adoption of a long-range Strategic Plan in the early stages of formulation of the CCRMA's proposed System projects was critical to the success of its program. The Plan not only outlines the basic elements of the System of projects, but also serves to focus the efforts of public information and involvement and serves to guide the sequencing, development, and implementation of all the anticipated projects within the region in the future. The new Strategic Plan for 2022-2026 contains intended to be broad and flexible with the understanding that transportation planning is always confronted with new and unforeseen challenges.

The CCRMA is poised for these changes and is ready to work with the new Federal Highway Administration (FHWA) as well as any changes resulting from the next Texas Legislative Session.

MAJOR INITIATIVES & SIGNIFICANT EVENTS

The passing of House Bill (HB) 3588 by the Texas Legislature in 2003 brought about major innovative reform in how essential transportation projects can be funded. The traditional methods of financing to develop local transportation systems, particularly the gas tax and local tax base can no longer be relied upon to keep pace with rising transportation costs. The Texas Legislature approved the establishment of Regional Mobility Authorities (CCRMA) as an innovative transportation tool to accelerate projects and create new revenue streams for local transportation system projects. The Texas Transportation Commission (TTC) approved the creation of the Cameron County Regional Mobility Authority (CCRMA) on September 30, 2004, to promote and improve regional mobility within Cameron County, South Texas and internationally with the northern Tamaulipas region of Mexico.

In 2013 and 2015 the Texas Legislature again carried major reform with new transportation funding later to be known as Proposition 1, and Proposition 7, respectively. This new funding was not a result of increase in taxes, rather a redistribution of oil and gas revenues, sales tax, and rental and vehicle sales tax. Voters overwhelmingly approved both propositions again making a bold statement of the importance and need for transportation improvements in the State. In November 2021 the Proposition 2 amended Texas Constitution Art. 8, sec. 1-g(b) to authorize counties to issue bonds or notes to raise funds for transportation infrastructure in underdeveloped areas. Already, cities and towns have the authority to fund projects with this financing method. Counties would repay these bonds by pledging increased property tax revenues, but these funds cannot be used for construction, maintenance, or acquisition of toll roads. This Proposition 2 allows counties to use a vital financing tool to develop more transportation projects.

Capital Projects

The following list of projects are ones in which the CCRMA is planning to possibly utilize financial resources in fiscal year 2023. These projects are all in different phases of development and CCRMA will continue development and using various teams and resources.

Transportation Reinvestment Zone (“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

On September 15, 2001, the Queen Isabella Causeway was stuck by a marine vessel and collapsed rendering the sole 2.5 mile bridge access to South Padre Island inoperable for many months. The collapse had a significant adverse economic impact to the area since the causeway is the only road connecting South Padre Island to the mainland. To date the causeway remains the only access to and from South Padre Island.

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 remains in the environmental phase in accordance with the National Environment Policy Act (NEPA) and Cameron County, the City of South Padre Island and the CCRMA are funding the environmental phase. 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

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

In December 2017, TxDOT changed their policy on toll roads and placed this project on hold. Cameron County, the City of South Padre Island and the CCRMA will fund the environmental phase using local funds. 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 Rio Grande Valley Metropolitan Planning Org (“RGVMPO”) and thus, additional funding opportunities will be available in the future. 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. 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, this project was placed on hold. Local funds are being used to complete the environmental phase. This project now lies inside the boundaries of the RGVMPO and thus, additional funding opportunities will be available in the future.

FM 1925

This is a Joint Project in which the 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 2025 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, I-169 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 FM 1847 was completed in 2011, the second segment connecting the Port of Brownsville was completed in 2013, and the third connecting to I-69E was completed in July 2015 and 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 2023. Project is funded through local and Category 7 (CAT 7) funds at the RGVMPPO. CAT 7 funds are transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area. This will provide an Interstate corridor, I-169 to the Port of Brownsville.

East Loop

East Loop Corridor provides a direct corridor to the Port of Brownville 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. The 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.

Progress on the environmental phase continued steady as we had been coordinating the various phases and stakeholders of the Environmental Assessment. This project was included in the 2022 Unified Transportation Program (“UTP”). The UTP, which is TxDot’s ten-year plan that guides the development of transportation work throughout the state. 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. The environmental phase is at 85% complete and PS&E is 90% complete. There is approximately \$130 million available in funding, and we are working with TxDot to close the funding gap with the 2024 UTP.

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 FY2023. The new segment would eventually connect with the Outer Parkway route. 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 is under construction and 40% complete.

Old Alice Road

The Old Alice Road project is the construction of a road from Highway 100 in Los Fresnos to Sports Park Boulevard in Brownsville. 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 RGVMPPO. Project has held a public meeting and should be letting in 2023.

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 documentation process, along with the preliminary engineering completed in fiscal year 2020. 100 % schematics are complete, and PS&E is 95% 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.

Dana Road

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

North Williams Road

The CCRMA, as the Project Sponsor will develop Preliminary Engineering and Environmental documents as well as completing any project development activities to develop the project to an approved schematic and environmental clearance for final design and construction by TxDot. To advance FM 1846 (Williams Road) Project to Ready-to-Let Status with TxDot. This is an expansion from a two-lane road to a four-lane road from Business 77 to San Jose Ranch Road, approximately 1.6 miles.

South Williams Road

The CCRMA, as the Project Sponsor will develop Preliminary Engineering and Environmental documents, Right of Way acquisition, coordinate utility adjustments, and develop PS&E as well as completing any project development activities to develop the project to a shovel ready status for local let constructions with Tx Dot oversight. To advance Williams Road Project to Ready-to-Let Status with Tx Dot. This will be a new alignment from I-69 E South Parallel Corridor, approximately 1.5 miles. This will open development in an area South of I-69E.

County Park System

The CCRMA and the Cameron County entered into an agreement to provide the Parks System design, engineering, architectural and construction management services for the following projects at Isla Blanca Park:

- Administration Building - Complete
- Maintenance Warehouse – Under Contract Negotiations
- Registration Office – Pending
- Toll Gantry/Toll Booth - Complete

Benavides Recreational Park

On January 7, 2020, the CCRMA and the Cameron County entered into an agreement to provide the Parks System design, engineering, architectural and construction management services for the Mountain Bike Trail at the Pedro “Pete” Benavides County Park in Cameron County, Texas. That project is 30% complete. On May 25, 2021, Cameron County approved an amendment with the CCRMA to expand their scope of services to include design, engineering, architectural and construction management services for a covered basketball court at Pedro “Pete” Benavides Recreational Park. This project is complete and operational.

City of Brownsville

Morrison Road

This is a 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%.

FM 1847 Sidewalk Project

The CCRMA is to develop Preliminary Engineering and Environmental documents as well as Plans, Specifications, and Estimates, and complete any project development activities required to develop the project to a Ready-to-Let Status for construction. This project has Texas Alternative Set-Aside (TASA) funds for Construction at the Rio Grande Valley Metropolitan Planning Organization in addition to the local funds listed in this agreement being used to expedite project development. This project is environmentally cleared, 100% design and ready to let. The project consist of construction of sidewalk and ramp upgrade to American With Disability Act ("ADA") standards on west side of FM 1847 where there are no existing sidewalks connecting large residential areas to the Los Fresnos High School and Park. Project will include survey, design, environmental.

City of Pharr

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

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

Acknowledgements

The preparation of this report could not have been accomplished without the contribution of the Finance Department and our independent auditors' Burton McCumber and Longoria, LLP. We would also like to particularly thank the Board of Directors for their continued dedication supporting the highest level of prudent fiscal management.

Awards

This is the first time the CCRMA is submitting for the Certificate of Achievement for Excellence in Financial Reporting of Annual Comprehensive Financial Report. The ACFR will be submitted to the Government Finance Officers Association of the United States and Canada (GFOA). To be honored with this award, an entity must publish an easily readable and efficiently organized comprehensive financial data whose content conforms to program standards. The certificate is valid for one year only and must be resubmitted every year.

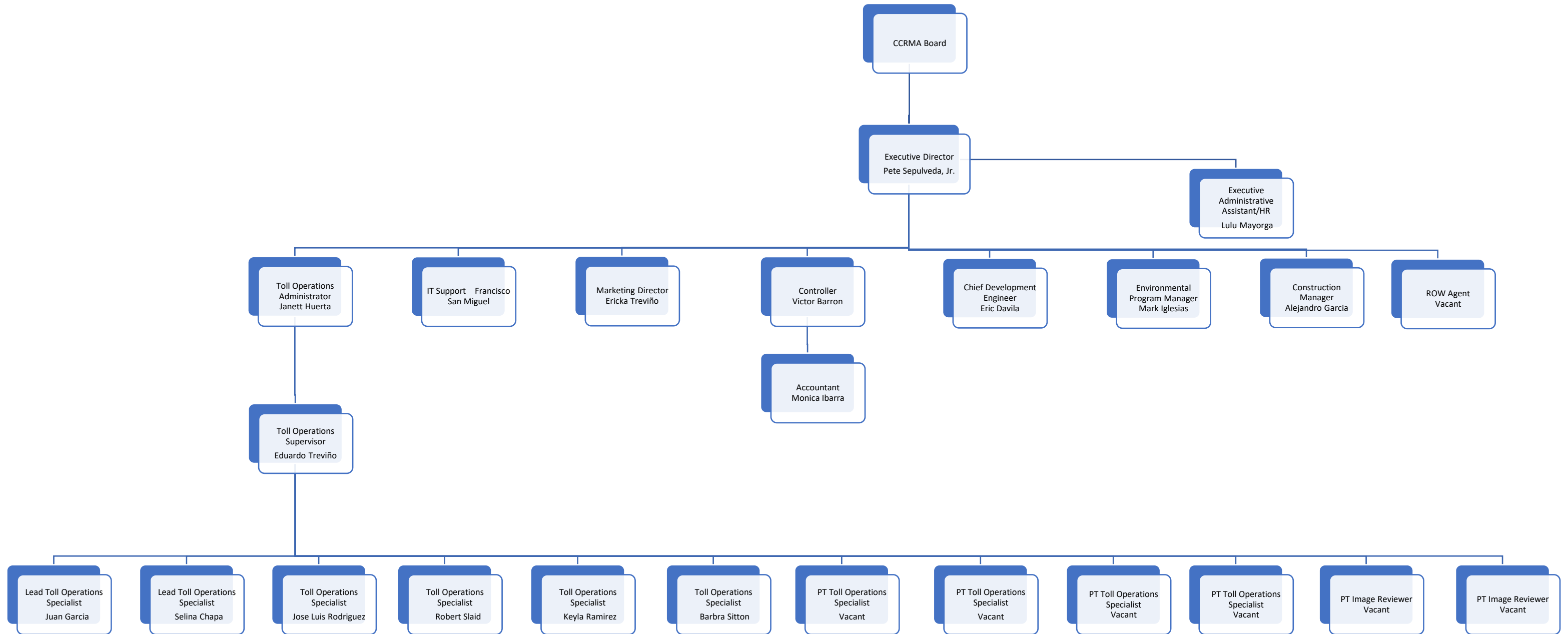
Respectfully submitted:



Pete Sepulveda, Jr.
Executive Director



Victor J. Barron
Controller



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

List of Principal Officials

Appointed

Frank Parker Jr.	Chairman
Michael Scaief	Vice-Chairman
Al Villarreal	Treasurer
Arturo Nelson	Secretary
Mark Esparza	Director
Leo Garza	Director
Dr. Maria Villegas	Director

FINANCIAL SECTION

INDEPENDENT AUDITORS' REPORT

To the Board of Directors
Cameron County Regional Mobility Authority

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities of the Cameron County Regional Mobility Authority (the "CCRMA"), a component unit of Cameron County, as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise the CCRMA's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the CCRMA, as of September 30, 2022, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the CCRMA and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the CCRMA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions.

Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the CCRMA's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the CCRMA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on page 16 and the Pension Plan information on pages 60 through 62 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 24, 2023, on our consideration of the CCRMA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the CCRMA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CCRMA's internal control over financial reporting and compliance.

Burton, McCumber, & Longoria LLP

Brownsville, Texas
March 24, 2023

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

The following is a narrative overview and analysis of the financial performance and activity of the Cameron County Regional Mobility Authority (the CCRMA) for the fiscal year ended September 30, 2022. Please consider the information presented here in conjunction with the transmittal letter, financial statements, and related footnotes. This management discussion and analysis (MD&A) includes comparative data for the prior year.

FINANCIAL HIGHLIGHTS

- The CCRMA's total assets and deferred outflow of resources at fiscal year-ended exceed its liabilities and deferred inflows of resources at the end of the fiscal year 2022 by \$52,054,376 (total net position). The total amount of \$5,143,486 (unrestricted net position) may be used to meet the CCRMA's outgoing obligations to citizens and creditor.
- Net position increased by \$3,572,064 or 7.37 % compared to prior year.
- The CCRMA general debt obligation decreased \$2,035,000 or -2.7%

OVERVIEW OF THE FINANCIAL STATEMENTS

The CCRMA reports its business-type activities in a single enterprise fund, in which its operations and activities are reported similar to a private-sector business. The financial statements include Statement of Net Position, Statement of Revenues, Expenses, and Changes in Net Position, and the Statement of Cash Flows. These basic financial statements are prepared in accordance with Generally Accepted Accounting Principles in the United States of America as promulgated by the Governmental Accounting Standards Board also known as GASB. The basic financial statements can be found on pages 25-29 of this report.

The Statement of Net Position presents information on all of the CCRMA's assets and liabilities, with the difference between the two reported as net position. Net position represents the residual difference of all other elements of the statement of net position for all three component categories; net investment in capital assets, restricted, and unrestricted.

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

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

The Notes to the Financial Statements provide required disclosures and other information that are essential to a full understanding of the data found in these financial statements and should be read in conjunction with the MD&A and the basic financial statements. The notes on the financial statements can be found on page 30 of this report.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

OVERVIEW OF THE FINANCIAL STATEMENTS

Other information in addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information concerning the CCRMA's progress in funding its obligation to provide pension benefits to its employees. Required supplementary information can be found on page 59 of this report.

FINANCIAL ANALYSIS

Summary of Net Position

The CCRMA's net position includes the total assets minus the total liabilities with the residual difference of net position. The CCRMA's net position for the years ending September 30, 2022 and 2021, were approximately \$52.0 and \$48.4 million, respectively. The largest component of total assets for all two years were the non-current assets. Non-current assets accounts for approximately 84%, 90%, for the years 2022, and 2021, respectively. These assets consist of capital assets, restricted bond funds construction in progress.

Summary of Net Position

	2022	2021	Change	Percentage of Change
Assets and Deferred Outflows of Resources				
Current assets	\$ 24,197,335	\$ 13,615,646	10,581,689	77.72%
Capital assets, net	118,416,627	120,389,178	(1,972,551)	-1.64%
Other non-current	10,093,154	9,873,245	219,909	2.23%
Total assets	152,707,117	143,878,070	8,829,048	6.14%
Deferred outflows of resources	252,376	289,905	(37,529)	-12.95%
Total assets and deferred outflows of resources	\$ 152,959,493	\$ 144,167,974	8,791,519	6.10%
Liabilities and Deferred Inflows of Resources				
Current liabilities	5,914,139	\$ 3,738,370	2,175,769	58.20%
Non-current liabilities	94,659,460	91,779,265	2,880,195	3.14%
Total liabilities	100,573,598	95,517,635	5,055,964	5.29%
Deferred inflows of resources	-	412,568	(412,568)	-100.00%
Total liabilities and deferred inflows of resources	\$ 100,573,598	\$ 95,930,203	4,643,396	4.84%
Net position:				
Net investment in capital assets	\$ 30,171,261	\$ 30,780,784	(609,583)	-1.98%
Restricted	16,739,689	13,998,416	2,741,273	19.58%
Unrestricted	5,143,486	3,703,112	1,440,374	38.90%
Total net position	\$ 52,054,376	\$ 48,482,312	3,572,064	7.37%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

- Current and other noncurrent assets increased by \$10,801,598 or 46%. The increase is largely due to cash advances from interlocal project agreements.
- Capital assets (net of depreciation) decreased by \$1,972,551 or -1.64%. For 2022, capital assets additions were \$1,351,982, offset by accumulated depreciation of \$(3,324,533).
- Deferred outflows of resources decreased by \$37,529 attributable to pension related deferrals in fiscal year 2022.
- Current liabilities increased by \$2,175,769 or 58.20%. Other non-current liabilities increased by \$2,880,195 or 3.14% compared to the prior year.
- The total pension related deferred inflows related to pension decreased by \$81,050 from the prior year. These amounts vary year to year due to differences between projected and actual experience, assumption changes and changes in proportion, as required by GASB 68. Pension matters are discussed in more detail in Note 12 in pages 50-58 of this report.
- The largest portion of the CCRMA's net position 58% reflects its investment in capital assets (e.g., land, buildings, equipment, software systems, infrastructure and construction in progress); less any related debt used to acquire those assets that are still outstanding.
- Restricted net position totaled \$16,739,689 and comprised 32.2% of total net position. Restricted resources are subject to external restrictions on how they may be used. Restrictions include statutory requirements, bond covenants, and grant conditions. The remaining balance of net position is *unrestricted net position* which totaled \$5,143,486 and may be used to meet any CCRMA obligations. The CCRMA can report positive balances in all three categories of net position at the end of the current fiscal year.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

Changes in Net Position

The CCRMA's total revenues for the year ending September 30, 2022, and 2021 were approximately \$21.2 million and \$13.8 million, respectively. Total expenses for the year ending September 30, 2022 and 2021 were approximately \$17.6 million and \$11.1 million, respectively. Change in net position has resulted in an increase in year 2022, an increase in 2021. The CCRMA's capital assets in operating generate large depreciation expense recorded in operating expenses. The changes in net position, prior to the recording of depreciation expense for the years 2022 and 2021 were \$6,896,597 and \$5,962,296, respectively.

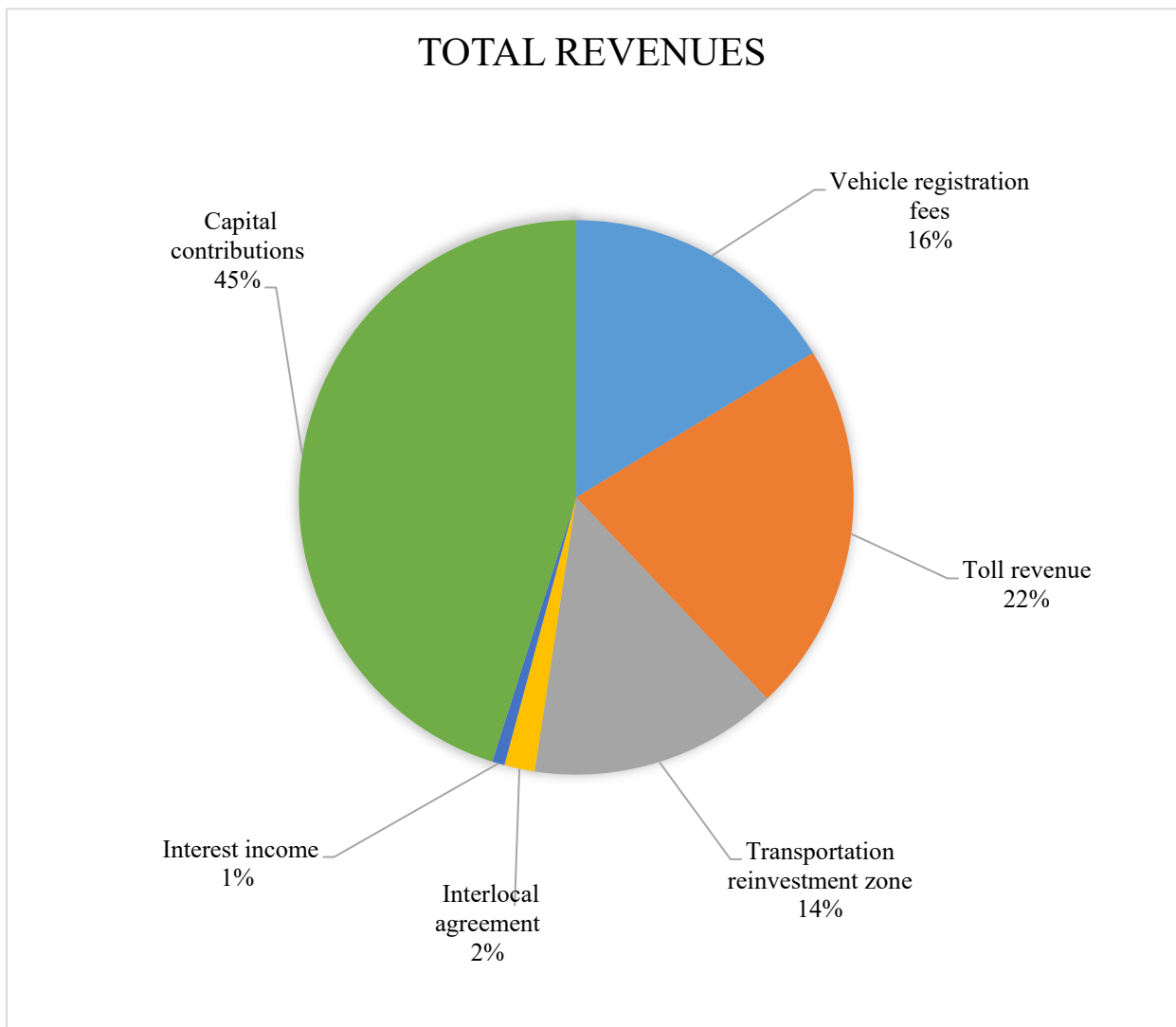
Changes in Net Position

	2022	2021	Change	Percentage of Change
Revenues:				
Operating				
Vehicle registration fees	\$ 3,461,110	\$ 3,509,231	\$ (48,121)	-1.37%
Toll revenue	4,602,523	4,337,380	265,143	6.11%
Transportation reinvestment zone	3,078,965	2,208,261	870,704	39.43%
Interlocal agreement	376,870	281,150	95,720	34.05%
Interest income	155,055	70,241	84,814	120.75%
Capital contributions	9,589,733	3,465,235	6,124,497	176.74%
Total Revenues	<u>21,264,256</u>	<u>13,871,499</u>	<u>7,392,756</u>	53.29%
Expenses:				
Operating				
Depreciation	3,324,533	3,275,226	49,307	1.51%
Advertising	71,002	35,117	35,885	102.19%
Office expenses	233,709	183,858	49,851	27.11%
Professional services	432,842	669,701	(236,859)	-35.37%
Salaries and contractual services	1,639,190	1,473,927	165,264	11.21%
Utilities	63,447	73,102	(9,655)	-13.21%
Toll operating expenses	1,338,402	1,223,885	114,517	9.36%
Travel	23,862	14,197	9,665	68.07%
Insurance	11,545	1,085	10,460	964.06%
Non-Operating				
Bond issuance costs	-	153,503	(153,503)	-100.00%
Interest expense	2,293,074	2,239,981	53,093	2.37%
Project development expense	8,260,585	1,840,847	6,419,738	348.74%
Total Expenses	<u>17,692,192</u>	<u>11,184,429</u>	<u>6,507,763</u>	58.19%
Change in Net Position	3,572,064	2,687,070	884,994	32.94%
Net Position- Beginning of Year	<u>48,482,312</u>	<u>45,795,242</u>	<u>2,687,070</u>	5.87%
Net Position End of Year	<u>\$ 52,054,376</u>	<u>\$ 48,482,312</u>	<u>\$ 3,572,064</u>	7.37%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

Revenues - Total revenues increased by \$7,392,756 as shown on Changes in Net Position.

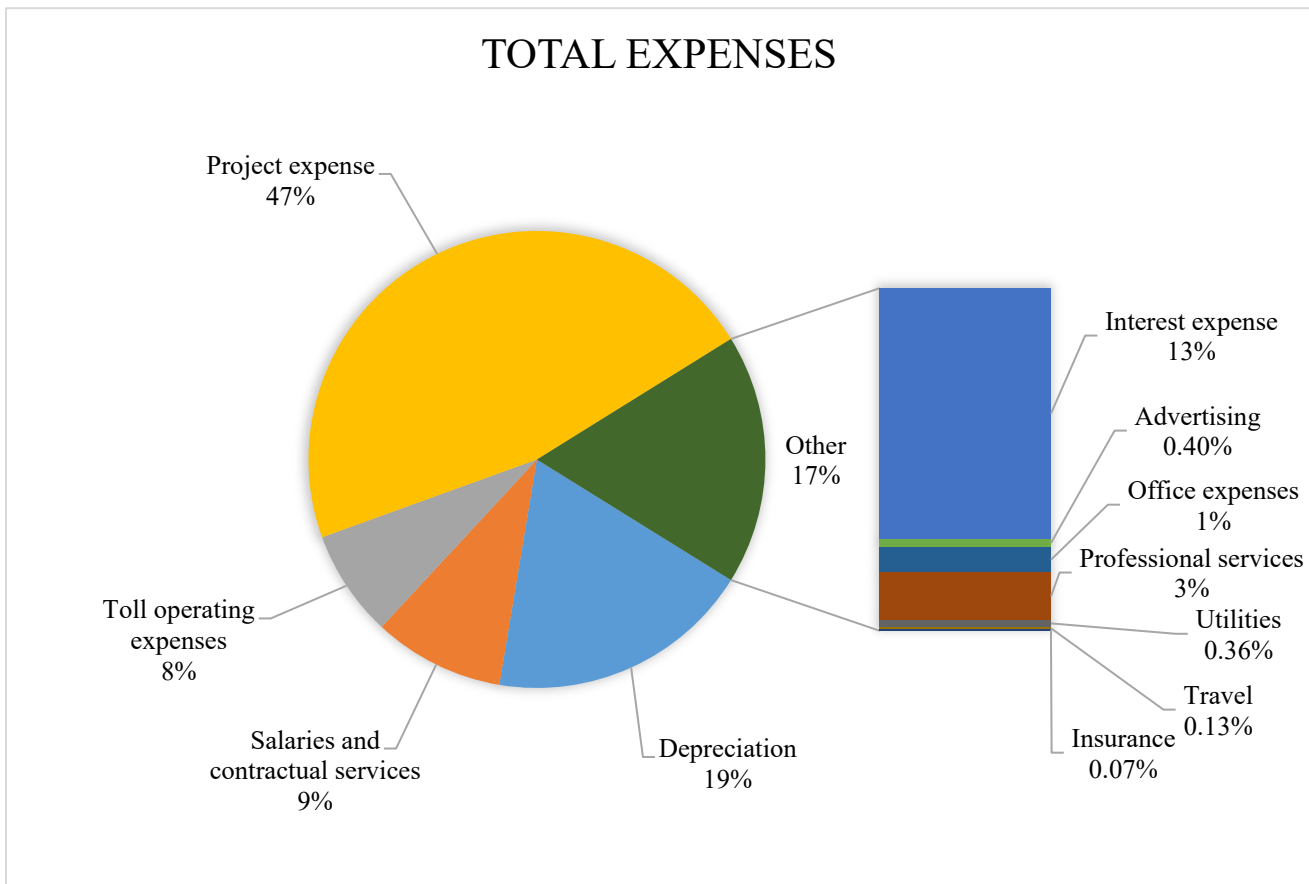
- Total Vehicle registration fees for fiscal year 2022 were \$3,461,110, a decrease of \$48,121 compared to the previous fiscal year. Revenues for fiscal year 2021 were \$3,509,231. Decrease due to a decline in registration renewals.
- Toll revenues increased by \$265,143 for fiscal year 2022 for a total of \$4,602,523. Revenues for the previous fiscal year were \$4,337,380. In fiscal year 2022, the traffic count increased.
- Transportation reinvestment zone increased by \$870,704 for fiscal year 2022 for a total of \$3,078,965. Revenues from the previous fiscal year were \$2,208,261. The increase is due to an increase in property value assessments.
- Interest revenue increased by \$84,814 due to cash advance funding.
- Interlocal agreements and capital contributions increased by \$6,124,497 which was mainly due to an increase in interlocal agreement project development funding.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

Expenses – Total expenses increased by \$6,507,763 or 58.19%. as show on Changes in Net Position.

- Salaries and contractual services is one of the largest expense and is 9% of total expenses. This is an increase of \$165,264 from prior year and is due to an increase in staff.
- Toll operating expense increased by \$114,517 and 8% of total expenses. This is due to an increase in postage, mailing, and toll road maintenance.
- Interest expense increased by \$53,093 and is 13% of total expenses. The increase is due year due to a new bond issuance in fiscal year 2021.
- Project development expenses is the largest expense representing 47% of total expenses. The increase of \$6,419,738 due to project development materializing.
- The remaining 23% of expenses represents depreciation (19%), and other expenses of 4% consist of professional services, utilities, advertising, office expenses, insurance and travel.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

Capital Assets and Debt Administration

The CCRMA's investment in capital assets as of September 30, 2022, amounts to \$118,416,627 (net of accumulated depreciation). The total decrease in the CCRMA's net investment in capital asset for current fiscal year was \$1,972,551 or - 1.64%. The investment in capital assets includes land, buildings, improvements, software, infrastructure and construction in progress net of related liabilities.

Additional information can be found in Note 3 on page 36 of this report. The following represents capital assets by category net of their related accumulated depreciation:

	2022	2021
Land	\$ 154,268	\$ 154,268
Construction in progress (CIP)	24,753,414	24,504,190
Buildings	642,385	136,892
Improvements	18,508	14,176
Software	1,194,903	1,211,515
Infrastructure	87,145,298	89,807,589
Equipment	4,507,851	4,560,548
Total Capital Assets	<u>\$ 118,416,627</u>	<u>\$ 120,389,178</u>

Long-term Debt

As of September 30, 2022, the CCRMA had long term debt outstanding of \$73,380,000. The total decrease to long term debt for current fiscal year was \$2,035,000 or -2.70%. Additional information can be found in Note 7 on pages 40-43 of this report.

	2022	2021
2012 Revenue & Tax Bonds	\$ -	\$ 655,000
2014 Revenue & Tax Bonds	4,040,000	4,305,000
2014 Refunding Revenue Bonds	-	960,000.00
2015 Revenue & Tax Bonds	4,100,000	4,255,000
2016 Refunding Revenue & Tax	15,805,000	15,805,000
2017 Refunding Revenue Bonds	4,470,000	4,470,000
2019 Refunding Revenue Bonds	14,925,000	14,925,000
2020 Refunding Revenue & Tax	26,115,000	26,115,000
2021 Revenue Bonds	3,925,000	3,925,000
Total Long-Term Debt	<u>\$ 73,380,000</u>	<u>\$ 75,415,000</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2022

Economic Factors

- Registered vehicles increased by 1% from prior year to 348,578 in 2022.
- Growth in redevelopment projects with local governmental entities increased in 2022.
- Toll road traffic counts increased by 12% from prior year to 4,674,923 in 2022.
- Toll road revenue increased by 6.11% from prior year anticipating a larger increase in fiscal 2023 due to toll traffic increase.

Request for information

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

BASIC FINANCIAL STATEMENTS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statement of Net Position
September 30, 2022

ASSETS:

Current Assets:

Cash and cash equivalents	\$ 2,202,420
Prepaid items	23,667
Accounts receivable, net	2,324,724
Due from other agencies	7,650,035
Total Current Assets	<u>12,200,846</u>

Current Restricted Assets

Restricted cash - debt service	2,305,000
Restricted cash - interlocal projects	6,600,596
Restricted cash - bond proceeds	3,090,893
Total Restricted Current Assets	<u>11,996,489</u>
Total Current Assets	<u>24,197,335</u>

Non-Current Assets:

Non Current Restricted Assets:

Cash - TRZ project funds	1,532,898
Cash - trustee debt reserve funds (BNYM)	4,754,437
Cash - trustee debt reserve funds (TRB)	3,382,607
Prepaid bond insurance	89,569
Net pension asset	333,644
Capital assets, net	
Land	154,268
Construction in progress	24,753,414
Buildings	743,204
Improvements	26,793
Software	1,910,405
Infrastructure	107,932,277
Equipment	7,981,996
Accumulated depreciation	(25,085,730)
Total Capital Assets, Net	<u>118,416,627</u>
Total Non-Current Assets	<u>128,509,782</u>

Total Assets	<u>152,707,117</u>
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DEFERRED OUTFLOWS OF RESOURCES

Deferred charge on refundings	43,022
Deferred outflows related to pension	209,354
Total Deferred Outflows of Resources	<u>252,376</u>

Total Assets and Deferred Outflows of Resources	<u><u>\$ 152,959,493</u></u>
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(Continued)

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statement of Net Position - Continued
September 30, 2022

LIABILITIES:	
Current Liabilities:	
Accounts payable	\$ 3,296,079
Accrued interest	313,060
Current portion of long-term debt	2,305,000
Total Current Liabilities	<u>5,914,139</u>
Non-Current Liabilities:	
Due to other agencies	16,134,188
Long-term debt	72,834,163
Unearned revenue	5,691,109
Total Non-Current Liabilities	<u>94,659,460</u>
Total Liabilities	<u>100,573,599</u>
DEFERRED INFLOW OF RESOURCES	
Deferred related to pension	331,518
Total Deferred Inflow of Resources	<u>331,518</u>
Total Liabilities and Deferred Inflow of Resources	<u>100,905,117</u>
NET POSITION:	
Net investment in capital assets	30,171,201
Restricted	
Debt service	10,442,044
Redevelopment projects	6,297,645
Unrestricted	5,143,486
Total Net Position	<u>52,054,376</u>
Total Liabilities, Deferred Inflows, and Net Position	<u>\$ 152,959,493</u>
	(Concluded)

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
**Statement of Revenues, Expenses
and Changes in Net Position**
For the Year Ended September 30, 2022

Operating Revenues	
Vehicle registration fees	\$ 3,461,110
Toll revenue	4,602,523
Transportation reinvestment zone	3,078,965
Interlocal agreement revenues	368,082
Other operating revenues	8,788
Total Operating Revenues	<u>11,519,468</u>
Operating Expenses	
Advertising	71,002
Depreciation	3,324,533
Insurance	11,545
Office expenses	233,709
Professional services	432,842
Salaries and contractual services	1,639,190
Toll operating expenses	1,338,402
Travel	23,862
Utilities	63,447
Total Operating Expenses	<u>7,138,533</u>
Net Operating Income	<u>4,380,935</u>
Non-Operating Revenues (Expenses)	
Interest expense	(2,293,074)
Interest income	155,055
Redevelopment project expense	(8,260,585)
Total Non-Operating (Expenses)	<u>(10,398,604)</u>
(Loss) before capital contributions	(6,017,669)
Capital Contributions	<u>9,589,733</u>
Change in Net Position	3,572,064
Net Position-beginning of year	<u>48,482,312</u>
Net Position-end of year	<u><u>\$ 52,054,376</u></u>

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

(A Component Unit of Cameron County, Texas)

Statement of Cash Flows

For the Year Ended September 30, 2022

CASH FLOWS FROM OPERATING ACTIVITIES:

Receipts from vehicle registration fees	\$ 3,451,780
Receipts from toll revenues	4,789,674
Receipts from other operating sources	6,608,928
Payments to vendors	(2,325,696)
Payments to employees	(1,699,121)
Net cash provided by operating activities	<u>10,825,565</u>

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:

Acquisitions of property and equipment	(1,102,757)
Acquisitions of construction in progress and redevelopment assets	(8,332,074)
Payments on interest	(2,533,444)
Payments on bond principal	(2,035,000)
Advances from TxDOT and other project agreements	9,589,733
Net cash used in capital and related financing activities	<u>(4,413,542)</u>

CASH FLOWS FROM INVESTING ACTIVITIES:

Receipts from interest income	<u>155,055</u>
Net increase in cash and cash equivalents	6,567,077
Cash and cash equivalents at beginning of year	<u>17,301,774</u>
Cash and cash equivalents at end of year	<u><u>\$ 23,868,851</u></u>

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

Net operating income	\$ 4,380,935
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	3,324,533
Changes in assets and liabilities:	
(Increase) in prepaid expenses	(23,667)
(Increase) in due from other agencies	(4,146,962)
Decrease accounts receivable	141,698
(Increase) net pension asset	(210,981)
Increase in accounts payable	2,063,010
(Decrease) in accrued expenses	(307,241)
(Decrease) due to other agencies	(50,000)
Increase unearned revenue	5,528,278
(Increase) in deferred inflow of resources	(37,529)
Increase in deferred outflow of resources	<u>163,491</u>
Net cash flows provided by operating activities	<u><u>\$ 10,825,565</u></u>

See Accompanying Notes to the Financial Statements

(continued)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statements of Cash Flows - Continued
Year Ending September 30, 2021

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

Ending cash - Statement of Cash Flows	\$ 23,868,851
Less: amount reported in restricted assets	<u>21,666,431</u>
Ending cash - Statement of Net Position	<u><u>\$ 2,202,420</u></u>

See Accompanying Notes to the Financial Statements

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 1 – Organization and Summary of Significant Accounting Policies

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

A. Reporting Entity

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

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

B. Basis of Accounting

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

C. Estimates

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

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

D. Cash & Cash Equivalents

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

E. Accounts Receivable

The net accounts receivable as of September 30, 2022 is \$2,324,724 which is comprised of \$7,957,836 of gross receivables related to tolls and vehicle registration fees with an allowance of \$5,633,112. The CCRMA does not require collateral. Accounts are considered overdue when payment has not been received within 30 days of payment.

F. Capital Assets

Capital assets which include land, buildings, improvement, software, infrastructure, and equipment, are recorded at historical cost or estimated historical cost constructed. Capital assets are defined as assets with an initial and individual cost of \$5,000 or more and an estimate useful life in excess of two years. Donated capital assets are recorded at acquisition cost, which is the price that would be paid to acquire an asset with equivalent service potential at the acquisition date. Capital assets are depreciated using the straight-line method over the following estimated useful lives:

<u>Assets</u>	<u>Life in Years</u>
Buildings	20-30 years
Improvements	5-20 years
Software	3-15 years
Infrastructure	40 years
Equipment	3-20 years

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

G. Capital Contributions

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

H. Income Taxes

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

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

I. Prepaid Items

Certain payments to vendors reflect costs to future accounting periods and are recorded as prepaid items. The cost of prepaid items is recorded as expenses when consumed rather than when purchased.

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

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

K. Net Position

Net position represents the difference between assets, deferred outflows of resources, liabilities and deferred inflows of resources. The CCRMA's policy on net position allows for the following three categories of net position:

Net investment in capital assets consists - of capital assets net of accumulated depreciation, outstanding balances on borrowings attributable to the acquisition of capital assets, and deferred outflows and inflows of resources attributable to the acquisition of capital assets.

Restricted – consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted – consists of assets, deferred outflows of resources, liabilities, and deferred inflows of resources not included in the determination of net investment in capital assets, or the restricted component of net position.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

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

L. Deferred Outflows and Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future periods and so will not be recognized as an outflow of resources (expense/expenditure) until then. The CCRMA has the following items classified as deferred outflows of resources:

- Deferred outflows consist of deferred charges on refundings pension contributions after measurement date, the differences in projected and actual earnings on pension assets, and changes in pension assumptions. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. Pension contributions after measurement date are deferred and recognized in the following fiscal year. The difference in projected and actual earnings on pension assets are amortized over a closed five-year period. Pension assumption changes are recognized over the average remaining service life for all members.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future periods and so will not be recognized as an inflow of resources (revenue) until that time. The CCRMA has the following items classified as deferred inflows of resources:

- Deferred inflows consist of differences in expected and actual pension experience. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available. Difference in expected and actual pension experience is deferred and recognized over the estimated average remaining lives of all members determined as of the measurement date.

M. Restricted Assets

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

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

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

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

O. Pensions

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

P. Investments

Investments are recorded at fair value. In February 2015, GASB issued its Statement No. 72, *Fair Value Measurement and Application*. This statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. The CCRMA has investments required to be reported under GASB Statement No. 72 as of September 30, 2022.

Q. Toll Revenue and Vehicle Registration Fees

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

R. Implementation of New Accounting Pronouncements

GASB statement No. 87, "Leases." The requirements of this Statement will take effect for financial statements starting with the fiscal year that ends June 30, 2022. GASB statement No. 87 was not applied to existing small equipment leases as they were deemed immaterial.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 2 – Deposits and Investments

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the CCRMA will not be able to recover its deposits or its collateral securities that are in the possession of an outside party. The CCRMA complies with its investment policy for all its cash and cash equivalent accounts, which calls for safety of principal as the first priority in its deposit accounts. As of September 30, 2022, the carrying amount of the CCRMA's cash, cash equivalents, and restricted cash was \$23,868,851 of this total, \$21,666,431 was restricted and held in various bond trustee accounts in the BNY Mellon and interest check accounts in accordance with bond indenture agreements. The remainder \$2,202,420 was held in business interest checking accounts. There is no limit on the amount the CCRMA may deposit in any one institution. However, the Federal Deposit Insurance Corporation only insures up to \$250,000 per institution. The CCRMA is fully collateralized with pledged securities and a letter of credit with Federal Home Loan Bank for amounts in excess of the FDIC limit for the year ended September 30, 2022.

Legal Contractual Provisions Governing Investments

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 3 – Capital Assets

Depreciation expense for 2022 was \$3,324,533. The following schedule summarizes the capital assets and construction in progress of the CCRMA as of September 30, 2022:

Capital Assets	October 1, 2021	Additions	Deletions	September 30, 2022
Non-Depreciable Capital Assets				
Land	\$ 154,268	\$ -	-	\$ 154,268
Construction in progress (CIP)	24,504,190	249,224	-	24,753,414
Total Non-depreciable Capital Assets	24,658,458	249,224	-	24,907,682
Depreciable Capital Assets				
Buildings	202,803	540,401	-	743,204
Improvements	20,791	6,002	-	26,793
Software	1,804,744	105,661	-	1,910,405
Infrastructure	107,835,477	96,800	-	107,932,277
Equipment	7,628,102	353,894	-	7,981,996
Total Depreciable Capital Assets	117,491,917	1,102,758	-	118,594,675
Less: Accumulated Depreciation				
Buildings	(65,911)	(34,908)	-	(100,819)
Improvements	(6,615)	(1,670)	-	(8,285)
Software	(593,229)	(122,273)	-	(715,502)
Infrastructure	(18,027,888)	(2,759,091)	-	(20,786,979)
Equipment	(3,067,554)	(406,591)	-	(3,474,145)
Total Accumulated Depreciation	(21,761,197)	(3,324,533)	-	(25,085,730)
Total Depreciable Capital Assets, Net	95,730,720	(2,221,775)	-	93,508,945
Total Capital Assets	\$ 120,389,178	\$ (1,972,551)	\$ -	\$ 118,416,627

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 4 – Disaggregation of Receivable and Payable Balances

Accounts receivable consisted of the following at September 30, 2022:

Vehicle registration fees	\$ 581,735
Tolls accounts receivable, net	<u>1,742,989</u>
Total Accounts Receivable, Net	<u><u>\$ 2,324,724</u></u>

Accounts payable consisted of the following at September 30, 2022:

Operation payables	\$ 249,077
Project payables	<u>3,047,002</u>
Total Accounts Payable	<u><u>\$ 3,296,079</u></u>

Note 5 – Line of Credit

The CCRMA uses a revolving line of credit to finance a variety of transportation projects, including financing construction projects prior to issuance of the related bonds and other project financing. The fixed rate is 3.5%. The line of credit matures annually and is unsecured. Line of credit balance for the year ended September 30, 2022 was \$0.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 6 – Non-Current Liabilities

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

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

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

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

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

On April 11, 2006, Cameron County (County) entered into an agreement with the CCRMA whereby the County would provide an interest free loan of \$250,000 for the purpose of assisting the CCRMA in its organizational efforts. As of September 30, 2022, there was an outstanding balance of \$117,500.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 6 – Non-Current Liabilities – Continued

The following schedule summarizes the non-current liabilities of the CCRMA as of September 30, 2022:

Unearned Revenue	2021	Additions	Reductions	2022	Credit Limit
<i>Cameron County</i>					
East Loop	\$ -	\$ 3,000,000	\$ (1,998,629)	\$ 1,001,371	N/A
International Bridges	-	46,550	(23,275)	23,275	N/A
Old Alice Road	-	1,500,000	(57,172)	1,442,828	N/A
SPI Second Access	-	1,500,000	(241,134)	1,258,866	N/A
Veterans International Bridge	-	1,622,019	(38,978)	1,583,041	N/A
<i>City of Brownsville</i>					
Dana Road	-	300,000	(122,405)	177,595	N/A
Indiana Road	18,126	(18,126)	-	-	N/A
Morrison Road	10,917	-	-	10,917	N/A
West Rail	124,958	2	-	124,960	N/A
<i>City of Los Fresnos</i>					
Sidewalk Project	-	60,000	(39,957)	20,043	N/A
Whipple Road	6,348	-	(92)	6,256	N/A
Tolls					
Other	2,482	39,475	-	41,957	N/A
Total Unearned Revenue	<u>\$ 162,831</u>	<u>\$ 8,049,920</u>	<u>\$ (2,521,642)</u>	<u>\$ 5,691,109</u>	<u>\$ -</u>
Due to Other Agencies					
TxDot FAA - South Padre Island 2nd	\$ 12,991,920	\$ -	\$ -	\$ 12,991,920	\$ 14,300,000
TxDot FAA - West Parkway	2,244,589	-	-	2,244,589	N/A
TxDot FAA - Outer Parkway	780,179	-	-	780,179	5,000,000
Cameron County	167,500	-	(50,000)	117,500	N/A
Total Due to Other Agencies	<u>\$ 16,184,188</u>	<u>\$ -</u>	<u>\$ (50,000)</u>	<u>\$ 16,134,188</u>	<u>\$ 19,300,000</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 7 – Long-Term Debt

The following items comprise the CCRMA's outstanding debt at September 30, 2022.

Description	Interest rates %	Date of Issuance	Date of Maturity	Bonds Outstanding
SH550 Highway Project Revenue and Tax Bonds, Series 2012	2.125%-5.00%	2012	2022	\$ -
SH550 Highway Project Revenue and Tax Bonds, Series 2014	2.00%-5.00%	2014	2034	4,040,000
Vehicle Registration Revenue Refunding Bonds, Series 2014	2.0%-2.25%	2014	2022	-
SH550 Highway Project Revenue and Tax Bonds, Series 2015	2.75%-3.75%	2015	2040	4,100,000
Revenue and Tax Refunding Bonds, Series 2016	3.75%-5.00%	2016	2042	15,805,000
Vehicle Registration Revenue Refunding Bonds, Series 2017	4.00%-5.00%	2017	2026	4,470,000
Vehicle Registration Revenue Refunding Bonds, Series 2019	5.00%	2019	2036	14,925,000
Revenue and Tax Refunding Bonds, Series 2020	5.00%	2020	2038	26,115,000
Vehicle Registration Revenue Bonds, Series 2021	3%	2021	2041	3,925,000
Total Debt				73,380,000
Premium on Debt				1,784,681
(Discounts)				(25,518)
Net Total Debt				<u>\$ 75,139,163</u>

In June 2012, the CCRMA and Cameron County entered into the SH550 Funding and Development Agreement for a project titled "SH550 Direct Connector Transportation Project". Cameron County issued \$40,000,000 Revenue and Tax bonds, Series 2012 (State Highway 550 Project) dated August 8, 2012 providing the construction funding for this project. As a condition, the CCRMA is obligated to repay the bonds together with interest at the same stated rates the County will pay on the Series 2012 bonds in addition to, if applicable, an administrative fee also known as a "CAF Fee. The bonds carry interest rates of 2.125% to 5.0% and mature through February 2038. In December 2016 through an advance refunding, a total of \$14.3 million in bonds were refunded. In March 2020, \$25 million were advance refunded.

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

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 7 – Long-Term Debt – Continued

On August 31, 2021, the CCRMA issued Vehicle Registration Revenue Bonds, Series 2021 in the amount of \$3.925 million. The CCRMA is obligated to repay the principal and interest amounts on the bonds as detailed in the official statement of the bonds. The Bond Series 2021 has maturities of February 2022 to 2041 and carry interest rates of 3% payable February 15 and August 15 of each year. Bond proceeds will be used for the purpose of paying project costs, funding the debt service and paying cost of issuance of the bonds.

Advanced Refunding and Defeased Debt

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

As a result, the refunded bonds from the series 2010A Vehicle Registration Fee Revenue were considered to be defeased, and the liability for those bonds has been removed from the long-term debt of the CCRMA financial statements. The bonds carry interest rates of 2.0% to 2.25% and mature between February 2016 and February 2022.

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
For the Year Ended September 30, 2022

Note 7 – Long-Term Debt – Continued

On March 26, 2019, the CCRMA issued Vehicle Registration Fee Revenue Refunding Bonds, Series 2019 in the amount of \$14.9 million. The net proceeds of \$14.9 million (net of underwriters, financial advisor, and other cost of issuance) were used to advance refund \$15.5 million of Series 2010B Revenue bond. The CCRMA is obligated to repay the principal and interest amounts on the bonds as detailed in the official statement of the bonds. The Bond Series 2019 has maturities of February 2027 to 2036 and carry interest rates of 5% payable February 15 and August 15 of each year. Bond proceeds were used to purchase U.S. Government Securities which were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments. As a result, the refunded bonds from the series 2010B Vehicle Registration Fee Revenue were considered to be defeased, and the liability for those bonds has been removed from the long-term debt of the CCRMA financial statements.

On March 31, 2020, the CCRMA issued Revenue and Tax Refunding Bonds, Series 2020 (SH 550 Project) in the amount of \$26.9 million. The net proceeds of \$26.9 million (net of underwriters, financial advisor, and other cost of issuance) were used to advance refund \$25.5 million of Series 2012 Revenue bond. The CCRMA is obligated to repay the principal and interest amounts on the bonds as detailed in the official statement of the bonds. The Bond Series 2020 has maturities of February 2021 to 2038 and carry interest rates of 5% payable February 15 and August 15 of each year. Bond proceeds were used to purchase U.S. Government Securities which were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments.

See summary below for additional details of the refunding:

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
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Notes to Financial Statements
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Note 7— Long-Term Debt – Continued

The following schedule summarizes the long-term bond liabilities of the CCRMA as of September 30, 2022:

Vehicle Registration Fee Bonds	October 1, 2021	Reductions	September 30, 2022	Due within one year
2014 Refunding Revenue Bonds	\$ 960,000	\$ (960,000)	\$ -	\$ -
2017 Refunding Revenue Bonds	4,470,000	-	4,470,000	1,055,000
2019 Refunding Revenue Bonds	14,925,000	-	14,925,000	-
2021 Revenue Bonds	3,925,000	-	3,925,000	-
	<u>24,280,000</u>	<u>(960,000)</u>	<u>23,320,000</u>	<u>1,055,000</u>
Premiums	<u>1,798,041</u>	<u>(162,800)</u>	<u>1,635,241</u>	<u>-</u>
Total Vehicle Registration Fee Bonds	<u>26,078,041</u>	<u>(1,122,800)</u>	<u>24,955,241</u>	<u>1,055,000</u>
Revenue & Tax Bonds (SH550)				
2012 Revenue & Tax Bonds	655,000	(655,000)	-	-
2014 Revenue & Tax Bonds	4,305,000	(265,000)	4,040,000	270,000
2015 Revenue & Tax Bonds	4,255,000	(155,000)	4,100,000	170,000
2016 Refunding Revenue & Tax	15,805,000	-	15,805,000	-
2020 Refunding Revenue & Tax	26,115,000	-	26,115,000	810,000
	<u>51,135,000</u>	<u>(1,075,000)</u>	<u>50,060,000</u>	<u>1,250,000</u>
Premiums	281,140	(131,700)	149,440	-
Discounts	<u>(26,935)</u>	<u>1,417</u>	<u>(25,518)</u>	<u>-</u>
Total Revenue & Tax Bonds (SH 550)	<u>51,389,205</u>	<u>(1,205,283)</u>	<u>50,183,922</u>	<u>1,250,000</u>
Total Long-Term Debt	<u>\$ 77,467,246</u>	<u>\$ (2,328,083)</u>	<u>\$ 75,139,163</u>	<u>\$ 2,305,000</u>

The annual debt requirements to maturities are as follows:

Year Ending September 30,	Principal	Interest	Total
2023	\$ 2,305,000	\$ 2,470,248	\$ 4,775,248
2024	2,550,000	2,399,624	4,949,624
2025	2,755,000	2,324,131	5,079,131
2026	2,970,000	2,240,665	5,210,665
2027	3,115,000	2,143,384	5,258,384
2028-2032	18,260,000	8,946,888	27,206,888
2033-2037	21,235,000	5,551,015	26,786,015
2038-2042	<u>20,190,000</u>	<u>1,908,052</u>	<u>22,098,052</u>
Total	<u>\$ 73,380,000</u>	<u>\$ 27,984,007</u>	<u>\$ 101,364,007</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 8 – Interlocal and Grant Agreements

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

On February 22, 2012, 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. The total maximum amount allowed to be paid through this agreement is \$30,470,000 with funds strictly used for repayment of the associated project bond debt. The revenues from this agreement are included in the pledged revenues for the 2012, 2014, 2015, and 2016 Revenue and Tax Bonds for the SH550 project issued by Cameron County. Revenues are recorded as capital contributions with any receivables included in the restricted portion of net assets. The remaining obligation by TxDot as of September 30, 2022, is \$20,775,000.

Transportation Reinvestment Zone No.6

On December 29, 2015, the County and the CCRMA entered into an agreement to participate in Transportation Reinvestment Zone (TRZ) No.6 in the County of Cameron. A TRZ is a transportation funding tool authorized by Senate Bill 1266 passed in the 80th Texas Legislature in 2007 that utilizes incremental property tax of a geographical area to support the funding of transportation infrastructure needs within the area. The CCRMA and Cameron County have existing TRZ's No. 1-5 that date back to 2010. The purpose of TRZ No. 6 is to expand the geographical area to cover the entire County and increase the number of eligible projects. The interlocal agreement is a long-term agreement with various requirements embedded. Total revenue recognized since inception as of September 30, 2022 is \$8,085,724.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 8 – Interlocal and Grant Agreements - Continued

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

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

CCRMA to Develop Projects On Behalf of Cameron County

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 8 – Interlocal and Grant Agreements - Continued

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

On June 10, 2019, the CCRMA and the Cameron County entered into an agreement for the CCRMA to provide services for a toll system implementation, maintenance support and toll collection processing for the International Bridge and the Park User Fee Systems. As of September 30, 2022, the project is ongoing.

CCRMA Executive Director to Perform as Interim County Administrator

On July 22, 2019, the CCRMA and Cameron County entered into an agreement for Executive Director to perform interim administrator duties for Cameron County. The County will pay the CCRMA a fixed monthly amount of \$10,000 for the life of the agreement. On October 26, 2021, the agreement was extended for thirty-six (36) months.

CCRMA Advanced Funding Agreements with Texas Department of Transportation

On October 18, 2019, the CCRMA Board of Directors passed a resolution authorizing the execution of an Advanced Funding Agreement with the Texas Department of Transportation for the development of the SH 550 GAP II project with use of Federal Funds in the amount of \$17,500,000.

On November 07, 2019, the CCRMA Board of Directors passed a resolution authorizing the execution of an Advanced Funding Agreement with the Texas Department of Transportation for the development of the East Loop project with use of Federal, State and Local funds in the amount of \$4,025,000.

On December 12, 2019, the CCRMA Board of Directors passed a resolution authorizing the execution of an Advanced Funding Agreement with the Texas Department of Transportation for the development of the West Boulevard project with use of Federal and Local funds in the amount of \$1,000,000.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 8 – Interlocal and Grant Agreements – Continued

CTRMA to provide tag transaction processing services to CCRMA

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

Transportation Reinvestment Zone No.6

On October 27, 2020, the CCRMA and Cameron County entered into an agreement to amend the Transportation Reinvestment Zone (TRZ) No.6 in the County of Cameron.

Cameron County to utilize the CCRMA's consultant during the 86th and 87th Legislative Session

On December 19, 2020, the CCRMA and Cameron County entered into an agreement to allow the CCRMA's Consultant, Pathfinder Public Affairs, to assist with legislation and other issues associated with the 86th and 87th legislature. The cost of the services and the amount of this agreement is \$32,000, which will be paid by the County. The agreement will terminate December 31, 2020, unless extended by action of both CCRMA and Cameron County.

On February 23, 2021, the CCRMA and Cameron County entered into an agreement to allow the CCRMA's Consultant, Pathfinder Public Affairs, to assist with legislation and other issues associated with the 87th legislature. The cost of the services and the amount of this agreement is \$96,000, which will be paid by the County. The agreement will cover period from January 1, 2021, and will terminate December 31, 2021, unless extended by action of both CCRMA and Cameron County.

On December 21, 2021, the CCRMA and Cameron County entered into an agreement to allow the CCRMA's Consultant, Pathfinder Public Affairs, to assist with legislation and other issues associated with the 87th legislature. The cost of the services and the amount of this agreement is \$96,000, which will be paid by the County. The agreement will cover period from January 1, 2022, and will terminate December 31, 2022, unless extended by action of both CCRMA and Cameron County.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 8 – Interlocal and Grant Agreements - Continued

CCRMA to collaborate with Cameron County for Marketing Services

On April 13, 2021, the CCRMA and the Cameron County entered in an agreement to allow the CCRMA to collaborate with Cameron County International Bridge System and the Cameron County Parks System on marketing efforts with a goal of increasing traffic for both County and CCRMA.

CCRMA to utilize the Cameron County Sign Shop Services and Use of County Equipment to install Equipment on SH 550 Toll Road.

On May 24, 2022, the CCRMA and the Cameron County entered in an agreement to allow the CCRMA to use the County's sign shop services as it relates to replacing or repairing signs along SH550 Toll Road, Additionally, to allow the CCRMA the use of county equipment and personnel to install any necessary equipment on SH550 Toll Road.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 9 – Advertising

The CCRMA incurs advertising expenses to promote community awareness of existing and ongoing projects. These expenditures include public relation events, website, social media marketing of toll operations, and other general advertising-related activities. These expenses are expensed in the year incurred. For the year ended September 30, 2022, the CCRMA expended \$71,002 in advertising.

Note 10 – Risk Management

In conjunction with its normal operations, the CCRMA is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences; tort/liability claims; error and omission claims, and professional liability claims. As a result of these exposures, the CCRMA carries insurance with a governmental risk pool under an “all risks” policy. All categories of insurance coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk as to reduce the overall exposure of risk to the CCRMA. There were no settlements in excess of insurance coverage during fiscal year 2022.

Note 11 – Subsequent Events

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

On November 22, 2022, the agreement was signed to utilize The Revenue Markets, Inc. to serve as the Tolling Consultant in connection with the acquisition and installation of toll collection software and equipment.

Cameron County to utilize the CCRMA’s consultant during the 88th Legislative Session

On December 6, 2022, the agreement was extended from January 1, 2023, through December 31, 2023. The cost of the service is \$96,000 paid by the County.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System

A. Plan Description

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

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

B. Benefits Provided

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System – Continued

B. Benefits Provided - Continued

Employees Covered by Benefit Terms

At December 31, 2021 valuation and measurement date, the following amount of employees were covered by the benefit terms:

	<u>2021</u>
Number of inactive employees entitled to but no yet receiving benefits:	20
Number of active employees:	18
Average monthly salary*:	\$5,336
Average age*:	37.94
Average length of service in years*:	6.65

** Averages reported for active employees*

C. Contributions

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

Employees for the CCRMA are required to contribute 7% of their annual gross earnings during the fiscal year. The contribution rates for the CCRMA were 9.70%, 9.72% and 10.96% in calendar years 2020, 2021, and 2022 respectively. The CCRMA's contributions for the year ended September 30, 2022 was \$124,869.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System – Continued

D. Net Pension Asset

The CCRMA's net pension asset (NPA) was measured as of December 31, 2021, and the total pension liability used to calculate the net pension asset was determined by an annual actuarial valuation as of that date.

Actuarial Assumptions

The total pension liability/asset in the December 31, 2021 actuarial valuation was determined using the following actuarial assumptions:

	<u>2021</u>
Inflation	2.50%
Salary increases (including inflation and average)	4.7%
Investment rate of return	7.6%

Mortality rates were based on the following:

Depositing members	135% of Pub-2010 General Employees Amount-Weighted Mortality Table for males, Pub-2010 General Employees Amount-Weighted Mortality Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.
Service retirees, beneficiaries and non-depositing members	135% of Pub-2010 General Retirees Amount-Weighted Mortality Table for males and 120% Pub-2010 General Retirees Amount-Weighted Mortality Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.
Disabled retirees	160% of Pub-2010 General Disabled Retirees Amount-Weighted Mortality Table for males and 125% General Retirees Amount-Weighted Mortality Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.

The actuarial assumptions used in the December 31, 2021 valuation were based on the results of an actuarial experience study for the period January 1, 2017 – December 31, 2020. They were recommended by Milliman and adopted by the TCDRS Board of Trustees in December 2021. All economic assumptions were recommended by Milliman and adopted by the TCDRS Board of Trustees in March 2021. These assumptions, except where required to be different by GASB 68, are used to determine the total pension liability as of December 31, 2021. The assumptions are reviewed annually for continued compliance with relevant actuarial standards of practice.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System - Continued

Long-Term Expected Rate of Return

The long-term expected rate of return on TCDRS assets is 7.60%. The long-term expected rate of return is determined by adding expected inflation to expected long-term real returns, and reflecting expected volatility and correlation. The capital market assumptions and information shown below are provided by TCDRS' investment consultant, Cliffwater LLC. The numbers shown are based on January 2022 information for a 10 year time horizon.

Note that the valuation assumption for long-term expected return is re-assessed in detail at a minimum of every four years, and is set based on a long-term time horizon. The TCDRS Board of Trustees adopted the current assumption at their March 2021 meeting. The assumption for the long-term expected return is reviewed annually for continued compliance with the relevant actuarial standards of practice. Milliman relies on the expertise of Cliffwater in this assessment.

The numbers shown below are based on January 2022 information for a 10-year time horizon.

Asset Class	Benchmark	Target Allocation ⁽¹⁾	Geometric Real Rate of Return (Expected minus Inflation) ⁽²⁾
US Equities	Dow Jones U.S. Total Stock Market Index	11.50%	3.80%
Global Equities	MSCI World (net) Index	2.50%	4.10%
Int'l Equities - Developed Markets	MSCI World Ex USA (net) Index	5.00%	3.80%
Int'l Equities - Emerging Markets	MSCI Emerging Markets (net) Index	6.00%	4.30%
Investment-Grade Bonds	Bloomberg Barclays U.S. Aggregate Bond Index	3.00%	-0.85%
Strategic Credit	FTSE High Yield Cash-Pay Capped Index	9.00%	1.77%
Direct Lending	S&P/LSTA Leveraged Loan Index	16.00%	6.25%
Distressed Debt	Cambridge Associates Distressed Securities Index ⁽³⁾	4.00%	4.50%
REIT Equities	67% FTSE NAREIT All Equity REITs Index + 33%	2.00%	3.10%
Master Limited Partnerships	Alerian MLP Index	2.00%	3.85%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index ⁽⁵⁾	6.00%	5.10%
Private Equity	Cambridge Associates Global Private Equity & Venture Capital Index (5)	25.00%	6.80%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of Funds	6.00%	1.55%
Cash Equivalents	90-Day U.S. Treasury	2.00%	-1.05%

⁽¹⁾ Target asset allocation adopted at the March 2022 TCDRS Board meeting.

⁽²⁾ Geometric real rates of return equal the expected return minus the assumed inflation rate of 2.6%, per Cliffwater's 2022 capital market assumptions.

⁽³⁾ Includes vintage years 2005-present of Quarter Pooled Horizon IRRs.

⁽⁴⁾ Includes vintage years 2007-present of Quarter Pooled Horizon IRRs.

⁽⁵⁾ Includes vintage years 2006-present of Quarter Pooled Horizon IRRs.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System - Continued

Discount Rate

The discount rate used to measure the total pension liability was 7.60%. The rate reflects the long-term rate of return funding valuation assumption of 7.50%, plus a 0.10% adjustment to be gross of administrative expenses as required by GASB 68. The method used to determine the discount rate reflects the following funding requirements under the employer's funding policy and the legal requirements under the TCDRS Act:

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

The plan's fiduciary net position is projected to be available to make all projected future benefit payments of current active, inactive, and retired members. Therefore, the discount rate calculating the total pension liability is equal to the long-term assumed rate of return rate of return, and the municipal bond rates does not apply.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12– Employee Retirement System - Continued

Changes in the Net Pension Liability/(Asset)

At December 2021, the CCRMA reported a net pension asset of \$333,644. The changes in net pension asset are the following.

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

	Total Pension Liability (a)	Fiduciary Net Position (b)	Net Pension Liability (Asset) (a) - (b)
Balances as of December 31, 2020	\$ 987,685	\$ 1,110,348	\$ (122,663)
Changes for the year:			
Service Cost	193,620	-	193,620
Interest on total pension liability ⁽¹⁾	89,674	-	89,674
Effect of plan changes ⁽²⁾	-	-	-
Effect of economic/demographic gains or losses	(48,187)	-	(48,187)
Effect of assumptions changes or inputs	9,903	-	9,903
Refund of contributions	(2,813)	(2,813)	-
Benefit payments	-	-	-
Administrative expenses	-	(846)	846
Member contributions	-	78,379	(78,379)
Net investment income	-	264,984	(264,984)
Employer contributions	-	107,968	(107,968)
Other ⁽³⁾	-	5,506	(5,506)
Balances as of December 31, 2021	\$ 1,229,882	\$ 1,563,526	\$ (333,644)

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

⁽²⁾ No plan changes valued.

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System - Continued

Sensitivity Analysis

The following presents the net pension asset of the CCRMA, calculated using the discount rate of 7.60%, as well as what the CCRMA's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.60%) or 1 percentage point higher (8.60%) than the current rate:

	As of December 31, 2021		
	1% Decrease	Current	1% Increase
	6.60%	7.60%	8.60%
Total pension liability	\$ 1,436,808	\$ 1,229,882	\$ 1,061,667
Fiduciary net position	1,563,526	1,563,526	1,563,526
Net pension liability/(asset)	<u><u>\$ (126,718)</u></u>	<u><u>\$ (333,644)</u></u>	<u><u>\$ (501,859)</u></u>

Pension Plan Fiduciary Net Position

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12– Employee Retirement System – Continued

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

The CCRMA recognized \$60,345 for the year ended September 30, 2022.

<u>Pension Expense/(Income)</u>	<u>January 1, 2021 to December 31, 2021</u>
Service cost	\$ 193,620
Interest on total pension liability ⁽¹⁾	89,674
Effect of plan changes	-
Administrative expenses	846
Member contributions	(78,379)
Expected investment return net of investment expenses	(91,407)
Recognition of deferred inflows/outflows of resources	-
Recognition of economic/demographic gains or losses	(17,218)
Recognition of assumption changes or inputs	6,836
Recognition of investment gains or losses	(38,121)
Other ⁽²⁾	<u>(5,506)</u>
Pension expense/(income)	<u>\$ 60,345</u>

⁽¹⁾ Reflects the change in the liability due to the time value of money.

TCDRS does not charge fees or interest.

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2022

Note 12 – Employee Retirement System – Continued

At September 30, 2022, the CCRMA reported deferred inflows and outflows of resources related to pensions from the following sources:

	2022	
	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience	\$ 179,181	\$ 47,435
Changes of assumptions	173	65,663
Net difference between projected and actual earnings	152,164	-
Contributions made subsequent to measurement date ⁽¹⁾	-	96,256
Total deferred outflow/inflow of resources related to pension	<u>\$ 331,518</u>	<u>\$ 209,354</u>

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

The total of \$96,256 reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date, will be recognized as a reduction of net pension liability(asset) for the year ending September 30, 2022. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended	
December 31,	
2022	\$ (46,350)
2023	(54,833)
2024	(47,410)
2025	(45,099)
2026	(10,386)
Thereafter ⁽²⁾	(14,342)

⁽²⁾ Total remaining balance to be recognized in future years, if any. Note that additional future deferred inflows and outflows of resources may impact these numbers.

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REQUIRED SUPPLEMENTARY INFORMATION

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information
Schedule of Changes in Net Pension Liability and Related Ratios
Year Ended December 31,

Total Pension Liability / (Asset)	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Service cost	\$ 193,620	\$ 206,038	\$ 193,459	\$ 147,778	\$ 110,207	\$ 97,136	\$ 29,965	\$ 26,781	N/A	N/A
Interest on total pension liability	89,674	79,557	59,273	39,371	26,057	12,438	3,177	1,063	N/A	N/A
Effect of plan changes	-	-	-	-	-	-	(7,993)	-	N/A	N/A
Effect of assumption changes or inputs	9,903	66,872	-	-	(228)	-	1,190	-	N/A	N/A
Effect of economic/demographic (gains) or losses	(48,187)	(140,071)	(12,772)	14,126	(9,238)	(4,027)	51,726	26	N/A	N/A
Benefit payments/refunds of contributions	(2,813)	(1,672)	(2,554)	-	-	-	-	-	N/A	N/A
Net change in total pension liability	242,197	210,724	237,406	201,275	126,798	105,547	78,065	27,870	N/A	N/A
Total pension liability, beginning	987,685	776,961	539,556	338,281	211,483	105,936	27,870	-	N/A	N/A
Total pension liability, ending (a)	\$ 1,229,882	\$ 987,685	\$ 776,961	\$ 539,556	\$ 338,281	\$ 211,483	\$ 105,936	\$ 27,870	N/A	N/A
Fiduciary Net Position									N/A	N/A
Employer contributions	\$ 107,968	\$ 106,691	\$ 113,914	\$ 98,760	\$ 74,062	\$ 56,885	\$ 48,069	\$ 13,390	N/A	N/A
Member contributions	78,379	77,958	84,450	71,197	53,613	40,674	33,217	9,253	N/A	N/A
Investment income net of investment expenses	264,984	86,733	89,253	(5,091)	33,131	7,855	(1,137)	89	N/A	N/A
Benefit payments/refunds of contributions	(2,813)	(1,672)	(2,554)	-	-	-	-	-	N/A	N/A
Administrative expenses	(846)	(812)	(637)	(438)	(250)	(85)	(47)	(9)	N/A	N/A
Other	5,505	5,497	6,820	5,101	1,709	4,764	(6)	(1)	N/A	N/A
Net change in fiduciary net position	\$ 453,177	\$ 274,395	\$ 291,246	\$ 169,529	\$ 162,265	\$ 110,093	\$ 80,096	\$ 22,722	N/A	N/A
Fiduciary net position, beginning	1,110,348	835,952	544,706	375,176	212,911	102,819	22,723	-	N/A	N/A
Fiduciary net position, ending (b)	\$ 1,563,525	\$ 1,110,348	\$ 835,952	\$ 544,706	\$ 375,176	\$ 212,911	\$ 102,819	\$ 22,723	N/A	N/A
Net pension liability/(asset), ending = (a) - (b)	\$ (333,643)	\$ (122,663)	\$ (58,991)	\$ (5,150)	\$ (36,895)	\$ (1,428)	\$ 3,116	\$ 5,147	N/A	N/A
Fiduciary net position as a % of total pension liability	127.13%	112.42%	107.59%	100.95%	110.91%	100.68%	97.06%	81.53%	N/A	N/A
Pensionable covered payroll	\$ 1,119,704	\$ 1,113,692	\$ 1,206,422	\$ 1,017,093	\$ 765,897	\$ 581,050	\$ 474,522	\$ 198,278	N/A	N/A
Net pension liability as a % of covered payroll	-29.80%	-11.01%	-4.89%	-0.51%	-4.82%	-0.25%	0.66%	2.60%	N/A	N/A

Note: This schedule is presented to illustrate the requirement to show information for eight years for which the new GASB 68 has been implemented. However, recalculations of prior years are not required, and if prior years are not reported in accordance with the standards of GASB 67/68, they should not be shown here. Therefore, we have shown only years of which the new GASB statements have been implemented.

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information
Schedule of Employer Contributions

Year Ending September 30,	Actuarially Determined Contribution	Actual Employer Contribution	Contribution Deficiency (Excess)	Pensionable Covered Payroll (1)	Actual Contribution as a % of Covered Payroll
2015	\$ 33,376	\$ 33,376	\$ -	\$ 333,027	10.0%
2016	55,072	55,072	-	481,394	11.4%
2017	69,348	69,348	-	714,520	9.7%
2018	94,034	94,034	-	969,510	9.7%
2019	110,756	110,756	-	1,168,025	9.5%
2020	117,081	117,081	-	1,382,308	8.5%
2021	102,257	102,257	-	1,453,723	7.0%
2022	124,869	124,869	-	1,639,190	7.6%

(1) TCDRS calculates actuarially determined contributions on a calendar year basis. GASB Statement No. 68 indicated the employer should report employer contributions amounts on a fiscal year basis. If additional assistance is needed, please contact TCDRS.

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

Note: Schedule shows eight years for which the new GASB 68 has been implemented.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Required Supplementary Information
Notes to Schedule of Employer Contributions

Actuarial Methods and Assumptions Used

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

Valuation Timing	Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of fiscal year in which contributions are reported.
Actuarial Cost Method	Entry Age
Amortization Method	Level percentage of payroll closed
Asset Valuation Method	5 Year smooth market
Inflation	2.50%
Salary Increases	Varies by age and service. 4.7% average over career including inflation
Investment Rate of Return	7.50%, net of administrative and investment expenses, including inflation
Retirement Age	Members who are eligible for service retirement are assumed to commence receiving benefit payments based on age. The average age at service retirement for recent retirees is 61.
Changes in assumptions and Methods Reflected in the Schedule of Employer Contributions:	2015 : New inflation, mortality and other assumptions were reflected. 2017: New mortality assumptions were reflected. 2019: New inflation, mortality and other assumptions were reflected.
Changes in Plan Provisions Reflected in the Schedule of Employer Contributions:	2015 : No changes in plan provisions were reflected in the Schedule. 2016: No changes in plan provisions were reflected in the Schedule. 2017: New Annuity Purchase Rates were reflected for benefits earned after 2017. 2018: No changes in plan provisions were reflected in the Schedule. 2019: No changes in plan provisions were reflected in the Schedule. 2020: No changes in plan provisions were reflected in the Schedule. 2021: No changes in plan provisions were reflected in the Schedule.

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STATISTICAL SECTION

This part of the Cameron County's Regional Mobility Authority's financial reports presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the CCRMA's overall financial health.

<u>Contents</u>	<u>Page</u>
Financial Trends	
These schedules contain trend information to help the reader understand how the CCRMA's financial performance and well-being have changed over time.	65
Revenue Capacity	
These schedules contain information to help the reader assess the CCRMA's most significant local revenue source, Toll Revenue and Vehicle Registration Fees.	67
Debt Capacity	
These schedules present information to help the reader assess the affordability of the CCRMA's current levels of outstanding debt and the CCRMA's ability to issue additional debt in the future.	71
Demographic and Economic Information	
These schedules offer demographic and economic indicators to help the reader understand the environment within which the CCRMA's financial activities take place.	72

Source: Unless otherwise noted, the information in these schedules is derived from the annual financial reports for relevant years.

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

Net Position
Last Ten Years

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Net position:										
Net investment in capital assets	\$ 8,761,616	\$ 6,075,314	\$ 931,229	\$ 34,046,338	\$ 29,483,264	\$ 33,477,290	\$ 31,413,068	\$ 30,243,709	\$ 30,780,784	\$ 30,171,201
Restricted	1,661,207	4,513,260	9,274,689	10,307,998	14,051,439	8,531,623	8,503,228	10,199,547	13,998,416	16,739,689
Unrestricted	(2,610,301)	2,142,743	3,001,563	2,158,139	1,818,401	3,307,651	5,188,994	5,351,986	3,703,112	5,143,486
Total Net Position	<u>\$ 7,812,522</u>	<u>\$ 12,731,317</u>	<u>\$ 13,207,481</u>	<u>\$ 46,512,475</u>	<u>\$ 45,353,104</u>	<u>\$ 45,316,564</u>	<u>\$ 45,105,290</u>	<u>\$ 45,795,242</u>	<u>\$ 48,482,312</u>	<u>\$ 52,054,376</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Changes in Net Position
Last Ten Fiscal Years

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Operating Revenues										
Vehicle registration fees	\$2,843,510	\$ 2,932,080	\$ 2,975,240	\$ 3,156,486	\$ 3,019,910	\$ 3,213,630	\$ 3,278,433	\$ 3,251,304	\$ 3,509,231	\$ 3,461,110
Toll revenue	170,749	273,627	510,448	1,220,065	2,317,650	3,170,003	3,569,112	3,464,661	4,337,380	4,602,523
Transportation reinvestment zone	-	295,907	378,840	426,261	268,848	574,508	644,077	1,311,065	2,208,261	3,078,965
Interlocal agreement revenues	-	-	-	-	57,982	91,787	264,796	291,770	281,150	368,082
Other operating revenues	120,000	166,602	495,514	332,034	343,797	347,104	237,284	-	-	8,787
Total Operating Revenues	<u>3,134,259</u>	<u>3,668,216</u>	<u>4,360,042</u>	<u>5,134,846</u>	<u>6,008,187</u>	<u>7,397,032</u>	<u>7,993,702</u>	<u>8,318,800</u>	<u>10,336,023</u>	<u>11,519,467</u>
Operating Expenses										
Advertising	8,921	2,076	61,610	24,927	56,023	54,772	58,643	40,648	35,117	71,002
Depreciation	471,931	524,408	776,436	2,888,917	2,990,939	3,158,737	3,269,965	3,273,021	3,275,226	3,324,533
Insurance	4,039	22,283	41,587	5,968	2,478	4,869	1,968	798	1,085	11,545
Office expenses	7,882	7,103	31,130	90,209	103,901	158,564	169,139	162,502	183,858	264,579
Professional services	103,618	42,610	41,238	287,875	514,443	309,643	375,246	485,607	669,701	432,842
Salaries and contractual services	447,350	371,591	895,350	300,053	632,965	876,265	1,185,618	1,382,296	1,473,927	1,639,190
Toll operating expenses	103,468	107,904	232,179	645,224	713,760	954,843	1,133,927	1,123,558	1,223,885	1,307,532
Travel	52,178	37,081	32,770	26,830	33,650	37,031	48,666	25,972	14,197	23,862
Utilities	5,024	10,023	22,939	14,620	55,465	53,114	57,559	69,213	73,102	63,447
Project expenses	3,445,201	-	-	-	-	-	-	-	-	-
Miscellaneous	53,403	18,504	63,670	22,486	16,470	-	-	-	-	-
Total Operating Expenses	<u>4,703,015</u>	<u>1,143,583</u>	<u>2,198,909</u>	<u>4,307,109</u>	<u>5,120,094</u>	<u>5,607,838</u>	<u>6,300,731</u>	<u>6,563,615</u>	<u>6,950,098</u>	<u>7,138,532</u>
Net Operating Income	<u>(1,568,756)</u>	<u>2,524,633</u>	<u>2,161,133</u>	<u>827,737</u>	<u>888,093</u>	<u>1,789,194</u>	<u>1,692,971</u>	<u>1,755,185</u>	<u>3,385,925</u>	<u>4,380,935</u>
Non-Operating Revenues (Expenses)										
Bond issuance costs	-	(159,265)	(307,269)	-	(302,881)	(150,253)	(278,173)	(379,264)	(153,503)	-
Interest expense	(1,628,640)	(1,466,034)	(1,391,460)	(3,430,383)	(3,157,666)	(3,330,383)	(2,968,836)	(2,540,023)	(2,239,981)	(2,293,074)
Interest income	5,818	8,234	8,106	17,330	28,083	46,755	94,548	61,050	70,241	155,055
Other revenue	388,024	11,227	-	9,412	-	-	-	-	-	-
Redevelopment project expense	-	-	-	-	-	(6,510,808)	(3,077,608)	(3,756,156)	(1,840,847)	(8,260,585)
Total Non-Operating (Expenses)	<u>(1,234,798)</u>	<u>(1,605,838)</u>	<u>(1,690,623)</u>	<u>(3,403,641)</u>	<u>(3,432,464)</u>	<u>(9,944,689)</u>	<u>(6,230,069)</u>	<u>(6,614,393)</u>	<u>(4,164,090)</u>	<u>(10,398,604)</u>
(Loss) before capital contributions	<u>(2,803,554)</u>	<u>918,795</u>	<u>470,510</u>	<u>(2,575,904)</u>	<u>(2,544,371)</u>	<u>(8,155,495)</u>	<u>(4,537,098)</u>	<u>(4,859,208)</u>	<u>(778,165)</u>	<u>(6,017,669)</u>
Capital Contributions	6,296,534	-	-	1,385,000	1,385,000	10,002,761	4,325,824	5,657,258	3,465,235	9,589,733
Special item-settlement proceeds		4,000,000								
Change in Net Position	3,492,980	4,918,795	470,510	(1,190,904)	(1,159,371)	1,847,266	(211,274)	798,050	2,687,070	3,572,064
Net Position-beginning of year	<u>4,319,541</u>	<u>7,812,522</u>	<u>12,736,971</u>	<u>13,207,481</u>	<u>46,512,475</u>	<u>45,353,104</u>	<u>45,316,564</u>	<u>45,105,290</u>	<u>45,795,242</u>	<u>48,482,312</u>
Prior Period Adjustment	-	5,654	-	34,495,898	-	(1,883,806)	-	(108,098)	-	-
Net Position-end of year	<u>\$7,812,521</u>	<u>\$ 12,736,971</u>	<u>\$ 13,207,481</u>	<u>\$ 46,512,475</u>	<u>\$ 45,353,104</u>	<u>\$ 45,316,564</u>	<u>\$ 45,105,290</u>	<u>\$ 45,795,242</u>	<u>\$ 48,482,312</u>	<u>\$ 52,054,376</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Traffic Count Table
Last Ten Years

Segment	2013 *	2014 *	2015 *	2016 *	2017	2018	2019	2020	2021	2022
Port Spur North Bound	-	-	-	-	233,172	300,974	311,550	368,766	533,496	635,519
Port Spur South Bound	-	-	-	-	289,684	357,856	380,933	435,872	610,110	735,563
SH550 Direct Connector - North	-	-	-	-	247,124	340,573	392,597	429,723	601,375	789,384
SH550 Direct Connector - South	-	-	-	-	234,377	299,483	345,874	431,016	618,907	811,530
SH550 Old Alice Rd E NB	-	-	-	-	254,991	219,421	63,167	59,726	15,921	-
SH550 Old Alice Rd X SB	-	-	-	-	280,171	223,998	58,092	60,225	119,868	100,172
SH550-Main-North	-	-	-	-	307,806	371,083	428,174	506,442	736,895	857,674
SH550-Main South	-	-	-	-	317,531	386,766	457,638	501,413	940,693	745,081
TOTALS	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,164,856</u>	<u>2,500,154</u>	<u>2,438,025</u>	<u>2,793,183</u>	<u>4,177,265</u>	<u>4,674,923</u>

Source : Kapsch Maintenance Support System

* Data Not Available

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Toll Rate Schedule
Last Ten Years

SH550 Toll Road	Two Axle Vehicles		Three Axle Vehicles		Four Axle Vehicles		Five Axle Vehicles		Six Axle Vehicles	
Segment	Tag Rate ¹	Pay-By-Mail (PBM) ¹	Tag Rate ¹	Pay-By-Mail (PBM) ¹	Tag Rate ¹	Pay-By-Mail (PBM) ¹	Tag Rate ¹	Pay-By-Mail (PBM) ¹	Tag Rate ¹	Pay-By-Mail (PBM) ¹
Port Spur North Bound	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
Port Spur South Bound	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
SH550 Direct Connector - North	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
SH550 Direct Connector - South	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
SH550 Old Alice Rd E NB	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
SH550 Old Alice Rd X SB	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
SH550-Main-North	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33
SH550-Main South	\$ 0.50	\$ 0.67	\$ 1.00	\$ 1.33	\$ 1.50	\$ 2.00	\$ 2.00	\$ 2.66	\$ 2.50	\$ 3.33

Source : CCRMA website

¹ These rates have not changed since its inception, March 10, 2011.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Vehicles Registered
Last Ten Years

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Vehicles Registered	283,548	283,548	299,148	301,047	306,178	317,364	323,110	323,317	345,128	348,578
Total Vehicles Registered	<u>283,548</u>	<u>283,548</u>	<u>299,148</u>	<u>301,047</u>	<u>306,178</u>	<u>317,364</u>	<u>323,110</u>	<u>323,317</u>	<u>345,128</u>	<u>348,578</u>

Source : Cameron County ACFR 2021

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Vehicle Registration Fee Rates
Last Ten Years

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Vehicle Registration Fee Rates	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>	<u>\$ 10</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Outstanding Debt
Last Ten Years

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Vehicle Registration Fee Bonds	\$ 27,780,000	\$ 27,015,000	\$ 20,015,000	\$ 20,150,000	\$ 20,015,000	\$ 23,730,000	\$ 22,215,000	\$ 21,295,000	\$ 24,280,000	\$ 23,320,000
Revenue Bonds	40,000,000	45,000,000	55,825,000	54,975,000	54,635,000	50,025,000	50,025,000	51,945,000	51,135,000	50,060,000
Total Debt, Net	<u>\$ 67,780,000</u>	<u>\$ 72,015,000</u>	<u>\$ 75,840,000</u>	<u>\$ 75,125,000</u>	<u>\$ 74,650,000</u>	<u>\$ 73,755,000</u>	<u>\$ 72,240,000</u>	<u>\$ 73,240,000</u>	<u>\$ 75,415,000</u>	<u>\$ 73,380,000</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Full-Time Equivalent Employees
Last Ten Years

	2013 *	2014	2015	2016	2017	2018	2019	2020	2021	2022
Administrative	-	2	4	5	5	5	6	7	7	8
Toll Processing	-	1	2	2	5	6	6	8	9	9
Total Full Time Employees	-	3	6	7	10	11	12	15	16	17

Source: CCRMA Payroll Department

* Data Not Available

COMPLIANCE SECTION

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

To the Board of Directors
Cameron County Regional Mobility Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Cameron County Regional Mobility Authority, as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise Cameron County Regional Mobility Authority's basic financial statements, and have issued our report thereon dated March 24, 2023.

Report on Internal Control over Financial Reporting

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

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

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Cameron County Regional Mobility Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a

direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Burton, McCumber & Longoria LLP

Brownsville, Texas
March 24, 2023

3-B ACKNOWLEDGEMENT OF CLAIMS.

Claims for Acknowledgement

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Claims March 23, 2023



Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Alert Termite & Pest Control Co	9763	\$ 660.00	Pest Control Monthly Service for 1 Year	Indirect	Y	Local	Ope
Lone Star Shredding Document Storage	1985213	67.50	Shredding Services Mar 2023	Indirect	Y	Local	Ope
		<u>727.50</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Alert Termite & Pest Control Co	9763	\$ 660.00	Pest Control Monthly Service for 1 Year	Indirect	Y	Local	Toll
Charter Communications	0879673031523	321.00	Ethernet Intrastate 9673 Mar 2023	Direct Connectors - SH550	Y	Local	Toll
		<u>981.00</u>					

Operations	\$ 727.50
Tolls	981.00
Total Transfer	<u>\$ 1,708.50</u>

Reviewed by:

Monica R. Ibarra,
Accountant

Monica R. Ibarra 3.23.23

Victor J. Barron,
Controller

Victor J. Barron 3.23.23

Pete Sepulveda Jr.,
Executive Director

Pete Sepulveda Jr. 3.23.23



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 17, 2023

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	044577	\$ 298.62	Employee supplemental insurance March 2023	Indirect	Y	Local	Ope
Bank of New York Mellon	252-2535174	1,250.00	TX Revenue and Tax Refunding Bonds 2020	Indirect	Y	Local	Ope
Bank of New York Mellon	252-2535175	1,325.00	VRP Refinance 2019	Indirect	Y	Local	Ope
Burton McCumber & Longoria, LLP	01147339	7,500.00	Financial Audit FY2022	Indirect	Y	Local	Ope
Carrizales Land Surveying, LLC	INV22312.1	3,200.00	Abst2-Unsubdivided Share 22 Tract T M-2 Whipple Rd	Whipple Road	Y	Local	TRZ
De La Colina Films	Photo Shoot 50%	700.00	Annual Report Pictures Photo Shoot	Indirect	Y	Local	Ope
Alejandro Garcia	Reim AG 3.13.23	124.97	Reimbursement AG 3.13.23	Indirect	Y	Local	Ope
Maria D Mayorga	Travel LM 3.13.23	139.75	Travel reimbursement LM 3.13.23	Indirect	Y	Local	Ope
Locke Lord LLP	1777411	122.25	Legislative Jan 2023	Indirect	Y	Local	Ope
Mark Iglesias	Travel MI 3.14.23	1,496.36	Travel reimbursement MI 3.14.23	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	61	12,000.00	Consulting Services January 2023	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	62	12,000.00	Consulting Services February 2023	Indirect	Y	Local	Ope
Charter Communications	1.21858E+11	1,161.02	Internet/Phones March 2023	Indirect	Y	Local	Ope
		<u>41,317.97</u>					

Oper Interlocal

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
JWH and Associates, Inc.	523	\$ 2,350.00	Gateway Bridge LPOE Feb 2023	CC - Gateway Bridge	Y	Local	Restri
S&B Infrastructure, LTD	U2973-10	11,973.41	Los Indios LPOE Export Bldg & Lot Mod Dec 2022	CC - Los Indios LPOE Bldg & Lot Modification	Y	Local	Ope
		<u>14,323.41</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Carbonics, INC	Ref CI 3.14.23	\$ 16.67	Refund Carbonics TVC 3.14.23	Indirect	Y	Local	Toll
Top Notch Fence, Inc. dba Dependable Fence	993	2,600.00	Replacement of Guard Fence and reanchor	Indirect	Y	Local	Toll
LexisNexis Risk Solutions FL Inc	1546392-20230228	116.83	Address and Name Lookup Feb 2023	Indirect	Y	Local	Toll
Neology	INV-NeoUS-1000031	5,500.00	Pharr Mini Standard Tag	Indirect	Y	Local	Toll
Public Utilities Board	588837 3/23	229.17	Electricity 180042 SH550 Bro, Port Spur - SH550 TX Mar 2023		Y	Local	Toll
Texas Department of Motor Vehicles (TxDMV)	TxDMV 3.14.23	3,000.00	Name and Address Lookup March 2023	Indirect	Y	Local	Toll
Charter Communications	0121858030923	1,161.02	Internet/Phones March 2023	Indirect	Y	Local	Toll
		<u>12,623.69</u>					
Operations		\$ 41,317.97					
Oper Interlocal		14,323.41					
Tolls		<u>12,623.69</u>					
Total Transfer		<u>\$ 68,265.07</u>					

Reviewed by:

Monica R. Ibarra,
Accountant

MR. mro 3.17.23

Victor J. Barron,
Controller

VJB 3.17.23

Pete Sepulveda Jr,
Executive Director

PSJ 3.17.23



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 15, 2023

Tolls								
Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account	
Action Aire LLC	Ref AAL 2.22.23	\$ 2.00	Refund PBM-TxTag AAL 2.22.23	Indirect	Y	Local	Toll	
Adriana Richards De Martinez	Ref ARM 2.22.23	2.00	Refund PBM-TxTag ARM 2.22.23	Indirect	Y	Local	Toll	
Alex Billings	Ref AB 2.22.23	2.34	Refund PBM-TxTag AB 2.22.23	Indirect	Y	Local	Toll	
Alonso Garcia Lopez	Ref AGL 2.22.23	14.74	Refund PBM- TxTag AGL 2.22.23	Indirect	Y	Local	Toll	
Andres Alfredo Macias	Ref AAM 2.22.23	1.34	Refund PBM-TxTag AAM 2.22.23	Indirect	Y	Local	Toll	
Arleen Herrera	Ref AH 2.22.23	5.02	Refund PBM-TxTag AH 2.22.23	Indirect	Y	Local	Toll	
Arnold Aaron Garcia	Ref AAG 2.22.23	0.67	Refund PBM-TxTag AAG 2.22.23	Indirect	Y	Local	Toll	
Blanca Margarita Garcia	Ref BMG 2.22.23	2.34	Refund PBM-TxTag BMG 2.22.23	Indirect	Y	Local	Toll	
Blanca S Vega	Ref BSV 2.22.23	2.68	Refund PBM-TxTag BSV 2.22.23	Indirect	Y	Local	Toll	
Brian Lee Baker	Ref BLB 2.22.23	2.01	Refund PBM-TxTag BLB 2.22.23	Indirect	Y	Local	Toll	
Candase Kristen Cantu	Ref CKC 2.22.23	0.67	Refund PBM-TxTag CKC 2.22.23	Indirect	Y	Local	Toll	
Craig Alan Walker Janet Rene Walker	Ref CWJW 2.22.23	8.04	Refund PBM-TxTag CAWJRW 2.22.23	Indirect	Y	Local	Toll	
Diana Padilla Zaira Padilla	Ref DPZP 2.22.23	0.67	Refund PBM-TxTag DPZP 2.22.23	Indirect	Y	Local	Toll	
Douglas Lloyd Dunkin	Ref DLD 2.22.23	2.01	Refund PBM-TxTag DLD 2.22.23	Indirect	Y	Local	Toll	
Eduardo Cisneros	Ref EC 2.22.23	1.34	Refund PBM Tx-Tag EC 2.22.23	Indirect	Y	Local	Toll	
Elizabeth Garcia	Ref EG 2.22.23	2.34	Refund PBM-TxTag EG 2.22.23	Indirect	Y	Local	Toll	
Frank Ferris	Ref FF 2.22.23	1.34	Refund PBM-TxTag FF	Indirect	Y	Local	Toll	
Griselda Garcia Martinez	Ref GGM 2.22.23	3.35	Refund PBM-TxTag GGM 2.22.23	Indirect	Y	Local	Toll	
Inelle Cox Bagwell	Ref ICB 2.22.23	18.01	Refund PBM-TxTag ICB 2.22.23	Indirect	Y	Local	Toll	
Jacinta Y Gaspar	Ref JYG 2.22.23	4.69	Refund PBM-TxTag JYG 2.22.23	Indirect	Y	Local	Toll	
Jordan Phillips Hall	Ref JPH 2.22.23	0.67	Refund PBM-TxTag JPH 2.22.23	Indirect	Y	Local	Toll	
Juanita Contreras De Garces Roque Garces	Ref JGRG 2.22.23	2.01	Refund PBM-TxTag JCGRG 2.22.23	Indirect	Y	Local	Toll	
Kenneth Henry Lee	Ref KHL 2.22.23	2.01	Refund PBM-TxTag KHL 2.22.23	Indirect	Y	Local	Toll	

Kolkhorst Petroleum	Ref KP 2.22.23	2.68	Refund PBM-TxTag KP 2.22.23	Indirect	Y	Local	Toll
Lina M Garza	Ref LMG 2.22.23	2.34	Refund PBM Tx-Tag LMG 2.22.23	Indirect	Y	Local	Toll
Linda Karina Chapa	Ref LKC 2.22.23	18.01	Refund PBM-TxTag LKC 2.22.23	Indirect	Y	Local	Toll
Lisa Leanne Rudd	Ref LLR 2.22.23	3.68	Refund PBM-TxTag LLR 2.22.23	Indirect	Y	Local	Toll
Lucero Guadalupe Guillen	Ref LGG 2.22.23	0.67	Refund PBM-TxTag LGG 2.22.23	Indirect	Y	Local	Toll
Maudie Cox	Ref MC 2.22.23	2.01	Refund PBM-TxTag MC 2.22.23	Indirect	Y	Local	Toll
Mayra A Flores	Ref MAF 2.22.23	1.67	Refund PBM-TxTag MAF 2.22.23	Indirect	Y	Local	Toll
Olga Lidia Medrano	Ref OLM 2.22.23	0.67	Refund PBM Tx-Tag OLM 2.22.23	Indirect	Y	Local	Toll
Pat Leroy Pace Jr	Ref PLP 2.22.23	5.02	Refund PBM-TxTag PLP 2.22.23	Indirect	Y	Local	Toll
Priscilla Desiree Villarreal	Ref PDV 2.22.23	17.34	Refund PBM-TxTag PDV 2.22.23	Indirect	Y	Local	Toll
Ricardo Palacios	Ref RP 2.22.23	7.98	Refund PBM Tx-Tag RP 2.22.23	Indirect	Y	Local	Toll
Richard Lee Ellis	Ref RLE 2.22.23	1.00	Refund PBM-TxTag RLE 2.22.23	Indirect	Y	Local	Toll
Rosa Garcia Rodriguez	Ref RGR 2.22.23	1.00	Refund PBM-TxTag RGR 2.22.23	Indirect	Y	Local	Toll
Sadia Hellums	Ref SH 2.22.23	18.01	Refund PBM Tx-Tag SH 2.22.23	Indirect	Y	Local	Toll
Sonia Yvette Ozuna	Ref SYO 2.22.23	2.68	Refund PBM-TxTag SYO 2.22.23	Indirect	Y	Local	Toll
Susan Parker	Ref SP 2.22.23	2.34	Refund PBM Tx-Tag SP 2.22.23	Indirect	Y	Local	Toll
Sylvia Melisa Rivera	Ref SMR 2.22.23	63.01	Refund PBM-TxTag SMR 2.22.23	Indirect	Y	Local	Toll

232.40

Tolls	\$	232.40
Total Transfer	\$	<u>232.40</u>

Reviewed by:

Monica R. Ibarra,
Accountant

M R Ibarra 3.15.23

Victor J. Barron,
Controller

VJB 3.15.23

Pete Sepulveda Jr,
Executive Director

PJS 3.15.23



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 10, 2023

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
CheckMark	119054 2/23	\$ 55.92	Time Clock Service Feb 2023	Indirect	Y	Local	Ope
MPC Studios, Inc	32662	275.00	Website Hosting March 2023	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Travel PSJ Feb 23	1,832.94	Travel Reimbursement PSJ Feb 2023	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Travel PSJ Jan 23	5,748.82	Travel Reimbursment PSJ Jan 2023	Indirect	Y	Local	Ope
Rentfro, Irwin, & Irwin, P.L.L.C	1879	1,432.00	Legal Services Feb 2023	Indirect	Y	Local	Ope
Toshiba Financial Services	41880513	311.23	Printer Admin March 2023	Indirect	Y	Local	Ope
Verizon Wireless	9928430982	75.98	Interest HotSpot Feb 2023	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007806 2/23	38.20	Water & Wastewater Ste 7 Feb 2023	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007907 2/23	35.03	Water & Wastewater Ste 6 Feb 2023	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008005 2/23	35.38	Water & Wastewater Ste 4 Feb 2023	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008105 2/23	34.73	Water & Wastewater Ste 3 Feb 2023	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008306 2/23	34.81	Water & Wastewater Ste 8 Feb 2023	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008406 2/23	34.21	Water & Wastewater Ste 5 Feb 2023	Indirect	Y	Local	Ope
		<u>9,944.25</u>					

Oper Interlocal

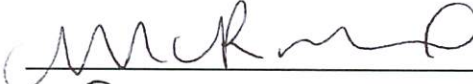
Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
JWH and Associates, Inc.	323	\$ 4,600.00	Gateway Bridge LPOE January 2023	CC - Gateway Bridge	Y	Local	Restri
GDJ Engineering	2023-054	7,522.27	Dana Road Feb 2023	Dana Road- City of Brownsville	Y	Local	Restri
GDJ Engineering	2023-053	322.01	Los Fresnos Sidewalk Proj Feb 2023	COLF Side Walk	Y	Local	Restri
		<u>12,444.28</u>					

Tolls


Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Law Enforcement Systems LLC	1010125	\$ 791.70	Out of State DMV Records Feb 2023	Indirect	Y	Local	Toll
Eduardo J. Trevino	Travel EJT 3.7.23	79.65	Travel Reimbursement EJT 3.7.23	Indirect	Y	Local	Toll
Joseph Hiliard	Ref DV JH 3.1.23	17.50	TxTag DV Refund Joseph Hiliard	Indirect	Y	Local	Toll
Matus Contractor Company	546	9,500.00	Grass, garbage, and herbicide Direct Connector to Paredes Ln	Indirect	Y	Local	Toll
Rentfro, Irwin, & Irwin, P.L.L.C	1879	480.00	Legal Services Feb 2023	Indirect	Y	Local	Toll
Charter Communications	2868066030323	258.54	Ethernet Intrastate 8066 March 2023	Direct Connectors - SH550	Y	Local	Toll
TML Intergovernmental Risk Pool	9384 3.1.23	3,166.00	Workers' Comp Audit 2021	Indirect	Y	Local	Toll
Verizon Wireless	9928430982	75.98	Interest HotSpot Feb 2023	Indirect	Y	Local	Toll
Valley Municipal Utility District	3010066802 2/23	49.63	Water & Wastewater Tolls Feb 2023	Indirect	Y	Local	Toll
Xtreme Security	77061	119.85	Security 3461 Carmen Ave Mar-May 2023	Indirect	Y	Local	Toll
		<u>14,538.85</u>					
Operations		\$ 9,944.25					
Oper Interlocal		12,444.28					
Tolls		14,538.85					
Total Transfer		<u>\$ 36,927.38</u>					

Reviewed by:


Monica R. Ibarra,
Accountant

 3.10.23

Victor J. Barron,
Controller

 3.10.23

Pete Sepulveda Jr.,
Executive Director

 03.10.23

3-C APPROVAL OF CLAIMS.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
BOD Claims March 30, 2023

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Kapsch TrafficCom USA, Inc	486023SI02196	\$ 23,785.70	Milestone: A-4 WA#5	Indirect	Y	Local	Bond Pro
S&B Infrastructure, LTD	U2716.400-15	9,920.81	SH 550 Gap II WA 4 February 2023	SH 550 GAP II	Y	Local	TRZ
Texas County District Retirement System	TCDRS Feb/Mar 2023	19,088.24	TCDRS Feb/Mar 2023	Indirect	Y	Local	Ope
TML Health Benefits Pool	PCAMERO62304	10,274.74	Employee Health Benefits April 2023	Indirect	Y	Local	Ope
		<u>63,069.49</u>					

Operations Interlocal Agreement

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Noble Texas Builders, LLC	22.0203.00 #12	\$ 125,026.65	Parks Admin Building February 2023	CC - Administration Building & Parking Lot	Y	Local	Ope
S&B Infrastructure, LTD	U2716.222-09	459,339.12	East Loop PS&E, Geo, Utilities WA 12 January 2023	East Loop	Y	Local	Restri
S&B Infrastructure, LTD	U2716.260-07	62,728.48	South Padre Island 2nd Access WA 26 February 2023	South Padre Island 2nd Access	Y	Local	Restri
S&B Infrastructure, LTD	U2716.400-15	39,683.22	SH 550 Gap II WA 4 February 2023	SH 550 GAP II	Y	Local	Ope
Spawglass Contractors	3022054 #6	524,801.19	Veteran's International Bridge POV Expansion December 2022	CC-Veterans Bridge	Y	Local	Restri
		<u>1,211,578.66</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Kapsch TrafficCom USA, Inc	486023SI02122	\$ 19,500.00	Toll System Maintenance Support Feb 2023	Indirect	Y	Local	Toll
Texas County District Retirement System	TCDRS Feb/Mar 2023	7,231.74	TCDRS Feb/Mar 2023	Indirect	Y	Local	Toll
TML Health Benefits Pool	PCAMERO62304	7,070.38	Employee Health Benefits April 2023	Indirect	Y	Local	Toll
		<u>33,802.12</u>					

Operations	\$ 63,069.49
Oper Interlocal	1,211,578.66
Tolls	33,802.12
Total Transfer	<u>\$ 1,308,450.27</u>

Reviewed by:

Victor J. Barron,
Controller

DocuSigned by:

Victor Barron

3/24/2023

Pete Sepulveda Jr,
Executive Director

DocuSigned by:

Pete Sepulveda, Jr

3/27/2023

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**3-D CONSIDERATION AND APPROVAL OF THE FINANCIAL
STATEMENTS AND BUDGET AMENDMENTS FOR THE MONTH OF
FEBRUARY 2023.**



FEBRUARY 2023 FINANCIAL REPORT

PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR

VICTOR J. BARRON, CONTROLLER



CCRMA MONTHLY FINANCIAL

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures - Monthly R&E - Unposted

Transactions Included In Report From 2/1/2023 Through 2/28/2023

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Operating Revenues						
Vehicle registration fees	\$ 271,020	\$ 1,318,650	\$ 3,430,000	\$ (2,111,350)	\$ 1,287,650	2.41
Interlocal agreements	17,583	87,917	367,700	(279,783)	87,462	0.52
Other revenues	835	4,174	10,080	(5,906)	2,907	43.56
Total Operating Revenues	289,438	1,410,741	3,807,780	(2,397,039)	1,378,019	2.37
Operating Expenses						
Personnel costs	102,883	605,381	1,477,215	871,834	492,964	22.80
Professional services	23,554	86,066	274,500	188,434	91,157	(5.58)
Advertising & marketing	3,575	4,753	58,500	53,747	2,045	132.44
Data processing	1,233	4,645	25,000	20,355	5,420	(14.29)
Dues & memberships	-	13,945	25,000	11,055	6,050	130.50
Education & training	1,545	1,545	10,000	8,455	748	106.55
Fiscal agent fees	-	2,500	52,590	50,090	6,870	(63.61)
Insurance	-	6,258	9,000	2,742	-	100.00
Maintenance & repairs	-	3,462	50,000	46,538	3,830	(9.60)
Office supplies	2,044	6,556	32,250	25,694	10,545	(37.83)
Road maintenance	-	-	-	-	(10,900)	(100.00)
Leases	311	1,556	3,735	2,179	1,556	-
Travel	8,129	14,543	25,000	10,457	4,232	243.62
Utilities	2,905	11,668	27,000	15,332	9,094	28.31
Contingency	-	-	104,565	104,565	6,690	(100.00)
Total Operating Expenses	146,179	762,879	2,174,355	1,411,476	630,301	21.03
Total Operating Income (Loss)	143,259	647,861	1,633,425	(985,564)	747,718	(13.35)
Non Operating Revenues						
Interest income	60,427	123,270	65,000	58,270	52,846	133.26
TRZ revenue	-	-	3,000,000	(3,000,000)	-	-
Total Non Operating Revenues	60,427	123,270	3,065,000	(2,941,730)	52,846	133.26
Non Operating Expenses						
Debt principal and interest	1,407,322	1,407,322	1,973,425	566,103	1,316,937	6.86
Debt interest-LOC	-	-	25,000	25,000	-	-
Project expenses	40,915	87,419	2,700,000	2,612,581	76,741	13.91
Total Non Operating Expenses	1,448,237	1,494,740	4,698,425	3,203,685	1,393,677	7.25
Total Changes in Net Position	\$ (1,244,550)	\$ (723,609)	\$ -	\$ (723,609)	\$ (593,113)	22.00

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenses - Cash - Toll Operations Revenues Expenditures - Cash - Unposted Transactions Included In Report From 2/1/2023 Through 2/28/2023

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Toll Operating Revenues						
TPS Revenues	\$ 280,132	\$ 1,440,006	\$ 2,358,000	\$ (917,994)	\$ 799,982	80.00
Fuego Revenues	33,292	177,875	180,000	(2,125)	54,116	228.69
Interop Revenues						
Interop revenues	59,831	321,986	895,000	(573,014)	410,706	(21.60)
Bridge interoperability	42,133	250,028	500,000	(249,973)	224,123	11.56
Total Interop Revenues	101,964	572,014	1,395,000	(822,986)	634,829	(9.89)
Other Toll Revenues						
Interlocal agreement revenues	15,105	66,670	172,517	(105,847)	65,107	2.40
Total Other Toll Revenues	15,105	66,670	172,517	(105,847)	65,107	2.40
Total Toll Operating Revenues	430,492	2,256,564	4,105,517	(1,848,953)	1,554,034	45.21
Toll Operating Expenses						
Personnel costs	42,866	231,082	638,953	407,871	221,063	4.53
Transaction processing costs	55,625	320,926	990,000	669,074	199,965	60.49
Toll system maintenance/IT	23,178	114,440	280,000	165,560	110,323	3.73
Roadside maintenace	35,643	206,323	505,100	298,777	159,411	29.43
CSC indirect/overhead costs	33,072	97,012	274,642	177,630	61,321	58.20
Total Toll Operating Expenses	190,384	969,782	2,688,695	1,718,913	752,085	28.95
Total Operating Income (Loss)	240,108	1,286,781	1,416,822	(130,041)	801,949	60.46
Non Operating Revenues						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Total Non Operating Revenues	-	-	1,385,000	(1,385,000)	-	-
Non Operating Expenses						
Debt principal and interest	1,836,858	1,836,858	2,801,822	964,964	1,678,967	9.40
Total Non Operating Expenses	1,836,858	1,836,858	2,801,822	964,964	1,678,967	9.40
Changes in Net Position	\$ (1,596,750)	\$ (550,076)	\$ -	\$ (550,076)	\$ (877,018)	(37.28)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Combined Statement of Revenues and Expenses - Unposted Transactions Included In Report From 2/1/2023 Through 2/28/2023

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Operating Revenues						
Vehicle registration fees	\$ 271,020	\$ 1,318,650	\$ 3,430,000	\$ (2,111,350)	\$ 1,287,650	2.41
Interlocal agreement	33,523	158,760	550,297	(391,537)	155,475	2.11
Toll revenues	415,387	2,189,894	3,933,000	(1,743,106)	1,488,927	47.08
Total Operating Revenues	719,930	3,667,304	7,913,297	(4,245,993)	2,932,053	25.08
Operating Expenses						
Personnel costs	145,748	836,463	2,116,168	1,279,705	714,027	17.15
Accounting software and	-	-	2,500	2,500	-	-
Professional services	22,000	78,580	222,000	143,420	72,558	8.30
Contractual services	8,449	34,432	340,000	305,568	19,641	75.31
Advertising & marketing	28,145	55,036	133,500	78,464	14,535	278.65
Data processing	1,233	4,645	25,000	20,355	5,420	(14.29)
Dues & memberships	-	21,445	32,000	10,555	6,050	254.46
Education & training	1,545	1,545	20,000	18,455	2,589	(40.32)
Fiscal agent fees	-	2,500	57,790	55,290	6,870	(63.61)
Insurance	-	50,237	88,000	37,763	43,588	15.25
Maintenance & repairs	250	5,221	75,000	69,779	13,844	(62.28)
Office supplies	27,880	177,850	396,250	218,400	101,266	75.63
Road maintenance	71,027	348,853	835,000	486,147	265,106	31.59
Leases	608	13,529	34,497	20,968	16,729	(19.13)
Toll services	10,021	50,598	230,000	179,402	64,379	(21.41)
Travel	8,155	14,917	45,000	30,083	4,806	210.36
Utilities	6,002	29,334	80,400	51,066	23,830	23.10
Contingency	5,500	7,476	129,945	122,469	7,148	4.60
Total Operating Expenses	336,563	1,732,661	4,863,050	3,130,389	1,382,386	25.34
Net Change from Operations	383,367	1,934,643	3,050,247	(1,115,604)	1,549,667	24.84
Non Operating Revenue						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Interest income	60,427	123,270	65,000	58,270	52,846	133.26
TRZ Revenue	-	-	3,000,000	(3,000,000)	-	-
Total Non Operating Revenue	60,427	123,270	4,450,000	(4,326,730)	52,846	133.26
Non Operating Expenses						
Bond Debt Expense	3,244,179	3,244,179	4,775,247	1,531,068	2,995,904	8.29
Debt Interest - LOC	-	-	25,000	25,000	-	-
Project expenses	40,915	87,419	2,700,000	2,612,581	76,741	13.91
Total Non Operating Expenses	3,285,095	3,331,598	7,500,247	4,168,649	3,072,645	8.43
Changes in Net Position	\$ (2,841,300)	\$ (1,273,685)	\$ -	\$ (1,273,685)	\$ (1,470,131)	(13.36)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures

From 2/1/2023 Through 2/28/2023

	Cameron County	City of Brownsville	City of San Benito	City of Los Fresnos	Federal Funds	State Funds	Total
Non Operating Revenues							
Revenues							
South Padre Island 2nd Access	\$ 62,723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,723
COLF Side Walk	-	-	-	16,647	-	-	16,647
N. Williams Road	11,360	-	11,360	-	-	-	22,719
S. Williams Road	19,937	-	19,937	-	-	-	39,875
Dana Road- City of Brownsville	-	11,483	-	-	-	-	11,483
CC- Veterans Bridge	32,952	-	-	-	454,510	80,676	568,137
CC - Old Alice Road	44,751	-	-	-	-	-	44,751
CC - Gateway Bridge	6,950	-	-	-	-	-	6,950
CC - Los Indios LPOE Bldg & Lot Mod	11,973	-	-	-	-	-	11,973
CC - Consulting Services PF	16,000	-	-	-	-	-	16,000
CC - Administration Building & Parking Lot	281,321	-	-	-	-	-	281,321
CC- Isla Blanca Toll Booths	1,200	-	-	-	-	-	1,200
Mountain Bike Trail	83,126	-	-	-	-	-	83,126
Total Revenues	572,293	11,483	31,297	16,647	454,510	80,676	1,166,906
Total Non Operating Revenues	572,293	11,483	31,297	16,647	454,510	80,676	1,166,906
Non Operating Expenses							
Project expenses							
South Padre Island 2nd Access	62,723	-	-	-	-	-	62,723
COLF Side Walk	-	-	-	16,647	-	-	16,647
N. Williams Road	11,360	-	11,360	-	-	-	22,719
S. Williams Road	19,937	-	19,937	-	-	-	39,875
Dana Road- City of Brownsville	-	11,483	-	-	-	-	11,483
CC- Veterans Bridge	32,952	-	-	-	454,510	80,676	568,137
CC - Old Alice Road	44,751	-	-	-	-	-	44,751
CC - Gateway Bridge	6,950	-	-	-	-	-	6,950
CC - Los Indios LPOE Bldg & Lot Mod	11,973	-	-	-	-	-	11,973
CC - Consulting Services PF	16,000	-	-	-	-	-	16,000
CC - Administration Building & Parking Lot	281,321	-	-	-	-	-	281,321
CC- Isla Blanca Toll Booths	1,200	-	-	-	-	-	1,200
Mountain Bike Trail	83,126	-	-	-	-	-	83,126
Total Project expenses	572,293	11,483	31,297	16,647	454,510	80,676	1,166,906
Total Non Operating Expenses	572,293	11,483	31,297	16,647	454,510	80,676	1,166,906
Total Changes in Net Position	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures

From 10/1/2022 Through 2/28/2023

	Cameron County	City of Brownsville	City of San Benito	City of Los Fresnos	Federal Funds	State Funds	Total
Non Operating Revenues							
Revenues							
South Padre Island 2nd Access	\$ 90,992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,992
West Rail Corridor	149,672	-	-	-	-	-	149,672
SH550 GAP II	-	-	-	-	675	-	675
SH 32 (East Loop)	138,619	-	-	-	-	-	138,619
COLF Side Walk	-	-	-	23,062	-	-	23,062
N. Williams Road	80,086	-	80,086	-	-	-	160,173
S. Williams Road	64,307	-	64,307	-	-	-	128,615
Dana Road- City of Brownsville	-	127,298	-	-	-	-	127,298
CC- Veterans Bridge	63,335	-	-	-	873,580	155,060	1,091,975
CC - Old Alice Road	44,751	-	-	-	-	-	44,751
CC - Gateway Bridge	8,700	-	-	-	-	-	8,700
CC - Los Indios LPOE Bldg & Lot Mod	11,973	-	-	-	-	-	11,973
CC - Consulting Services PF	40,000	-	-	-	-	-	40,000
CC - Administration Building & Parking Lot	1,608,301	-	-	-	-	-	1,608,301
CC- Isla Blanca Toll Booths	19,933	-	-	-	-	-	19,933
Mountain Bike Trail	86,238	-	-	-	-	-	86,238
Total Revenues	2,406,907	127,298	144,394	23,062	874,255	155,060	3,730,977
Total Non Operating Revenues	2,406,907	127,298	144,394	23,062	874,255	155,060	3,730,977
Non Operating Expenses							
Project expenses							
South Padre Island 2nd Access	90,992	-	-	-	-	-	90,992
West Rail Corridor	149,672	-	-	-	-	-	149,672
SH550 GAP II	-	-	-	-	675	-	675
SH 32 (East Loop)	138,619	-	-	-	-	-	138,619
COLF Side Walk	-	-	-	23,062	-	-	23,062
N. Williams Road	80,086	-	80,086	-	-	-	160,173
S. Williams Road	64,307	-	64,307	-	-	-	128,615
Dana Road- City of Brownsville	-	127,298	-	-	-	-	127,298
CC- Veterans Bridge	63,335	-	-	-	873,580	155,060	1,091,975
CC - Old Alice Road	44,751	-	-	-	-	-	44,751
CC - Gateway Bridge	8,700	-	-	-	-	-	8,700
CC - Los Indios LPOE Bldg & Lot Mod	11,973	-	-	-	-	-	11,973
CC - Consulting Services PF	40,000	-	-	-	-	-	40,000
CC - Administration Building & Parking Lot	1,608,301	-	-	-	-	-	1,608,301
CC- Isla Blanca Toll Booths	19,933	-	-	-	-	-	19,933
Mountain Bike Trail	86,238	-	-	-	-	-	86,238
Total Project expenses	2,406,907	127,298	144,394	23,062	874,255	155,060	3,730,977
Total Non Operating Expenses	2,406,907	127,298	144,394	23,062	874,255	155,060	3,730,977
Total Changes in Net Position	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**Balance Sheet
As of 2/28/2023**

	<u>Current Year</u>
ASSETS	
Current Assets:	
Cash and cash equivalents	\$ 4,992,883
Restricted cash - projects	5,332,636
Restricted cash accounts - debt service	6,046,758
Restricted cash - bond proceeds	2,800,789
Restricted cash - Transportation Reinvestment Zone (TRZ)	3,552,549
Accounts receivable, net	
Vehicle Registration Fees - Receivable	555,205
Other	3,422,751
Total Accounts receivable, net	3,977,956
Accounts receivable - other agencies	4,325,210
Prepaid expenses	24,153
Total Current Assets:	31,052,934
Non Current Assets:	
Capital assets, net	97,038,047
Capital projects in progress	25,019,608
Unamortized bond prepaid costs	89,569
Net pension asset	333,644
Total Non Current Assets:	122,480,868
Deferred Outflow of Resources	
Deferred outflows related to bond refunding	43,022
Deferred outflow related to pension	209,354
Total Deferred Outflow of Resources	252,376
Total ASSETS	<u>153,786,178</u>
LIABILITIES	
Current Liabilities	
Accounts payable	759,706
Unearned revenue	5,624,072
Total Current Liabilities	6,383,778
Non Current Liabilities	
Due to other agencies	16,134,188
Long term bond payable	75,139,163
Total Non Current Liabilities	91,273,351
Deferred Inflows of Resources	
Deferred inflows related to pension	331,518
Total LIABILITIES	97,988,646
NET POSITION	
Beginning net position	
	48,482,312
Total Beginning net position	48,482,312
Changes in net position	
	7,315,220
Total Changes in net position	7,315,220
Total NET POSITION	<u>55,797,532</u>
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	<u>\$ 153,786,178</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

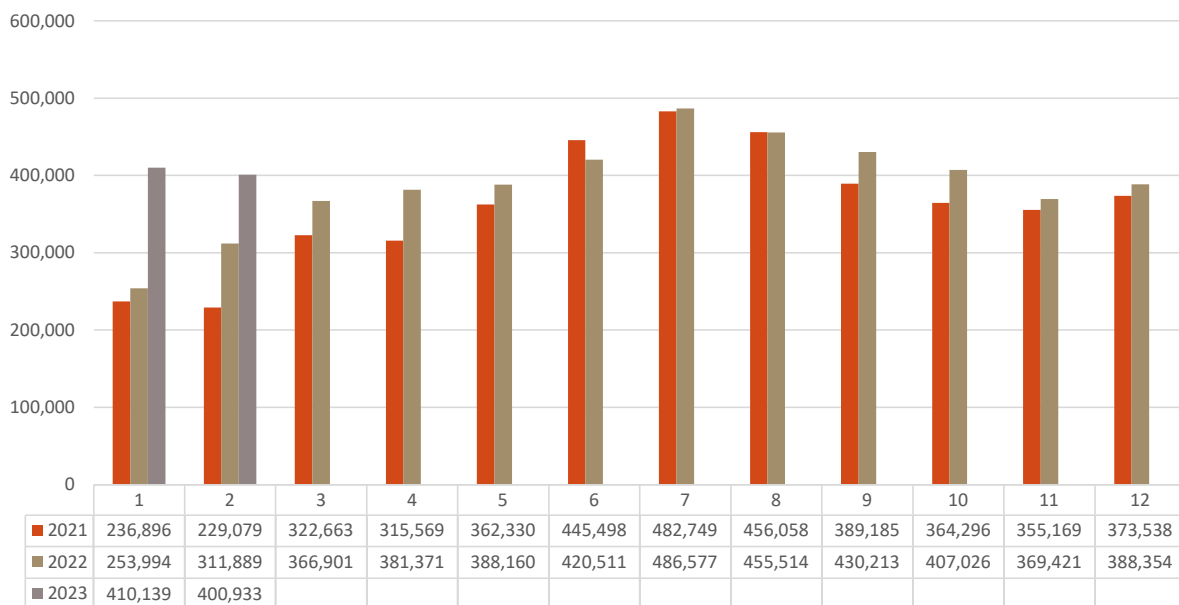
As of 2/28/2023

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	\$ 273,420	\$ 1,345,180
Receipts from interop toll revenues	104,397	586,360
Receipts from TPS toll revenues	329,873	1,672,958
Receipts from other operating revenues	33,523	158,760
Payments to vendors	(205,871)	(935,408)
Payments to employees	(145,995)	(846,575)
Total Cash Flows from Operating Activities	<u>389,347</u>	<u>1,981,275</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of property and equipment	(10,454)	(50,302)
Acquisitions of construction in progress	(357,938)	(2,831,130)
Payments on principal and interest	(3,557,239)	(3,557,239)
Payment on interlocal project expenses	(1,191,821)	(3,778,395)
Advances and Interlocal project proceeds	1,719,625	6,969,285
Total Cash Flows from Capital and Related Financing Activities	<u>(3,397,828)</u>	<u>(3,247,782)</u>
Cash Flows from Investing Activities		
Receipts from interest income	60,427	123,270
Total Cash Flows from Investing Activities	<u>60,427</u>	<u>123,270</u>
Beginning Cash & Cash Equivalents	<u>25,673,669</u>	<u>23,868,851</u>
Ending Cash & Cash Equivalents	<u>\$ 22,725,615</u>	<u>\$ 22,725,615</u>



THURSDAY, MARCH 30, 2023

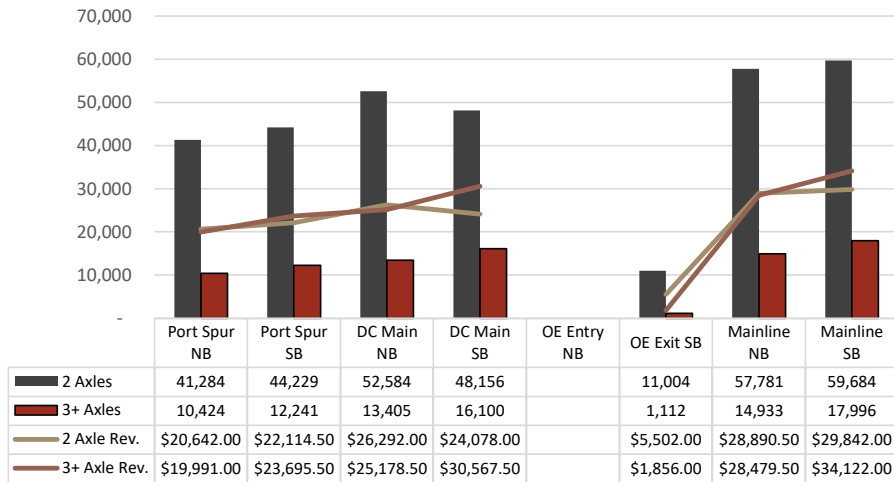
SH 550 Transactions



YEAR	TOTAL
2021	4,333,030
2022	4,659,931
2023 (Through February)	811,072

SH 550 YEAR-TO-YEAR TRAFFIC COMPARISON

Month Transactions and Projected Revenue Data by Plaza
2 axle Passenger vs. 3+ axles Commercial Vehicles



February Transaction and Projected Revenue Data by Axle

2 Axle Passenger Vehicle vs. 3+ Axles Commercial Vehicle

per Plaza				
Plaza	2 Axles	3+ Axles	2 Axle Rev.	3+ Axle Rev.
Port Spur NB	41,284	10,424	\$ 20,642.00	\$ 19,991.00
Port Spur SB	44,229	12,241	\$ 22,114.50	\$ 23,695.50
DC Main NB	52,584	13,405	\$ 26,292.00	\$ 25,178.50
DC Main SB	48,156	16,100	\$ 24,078.00	\$ 30,567.50
OE Entry NB				
OE Exit SB	11,004	1,112	\$ 5,502.00	\$ 1,856.00
Mainline NB	57,781	14,933	\$ 28,890.50	\$ 28,479.50
Mainline SB	59,684	17,996	\$ 29,842.00	\$ 34,122.00
Total by Axles	314,722	86,211	\$157,361.00	\$ 163,890.00
Month Total		400,933	\$	321,251.00

FEBRUARY 2023

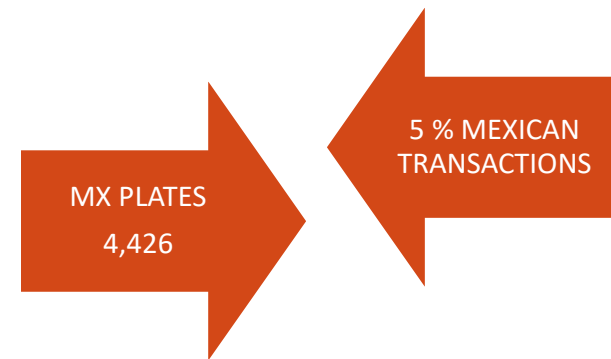
FEBRUARY ESTIMATE TAG PENETRATION



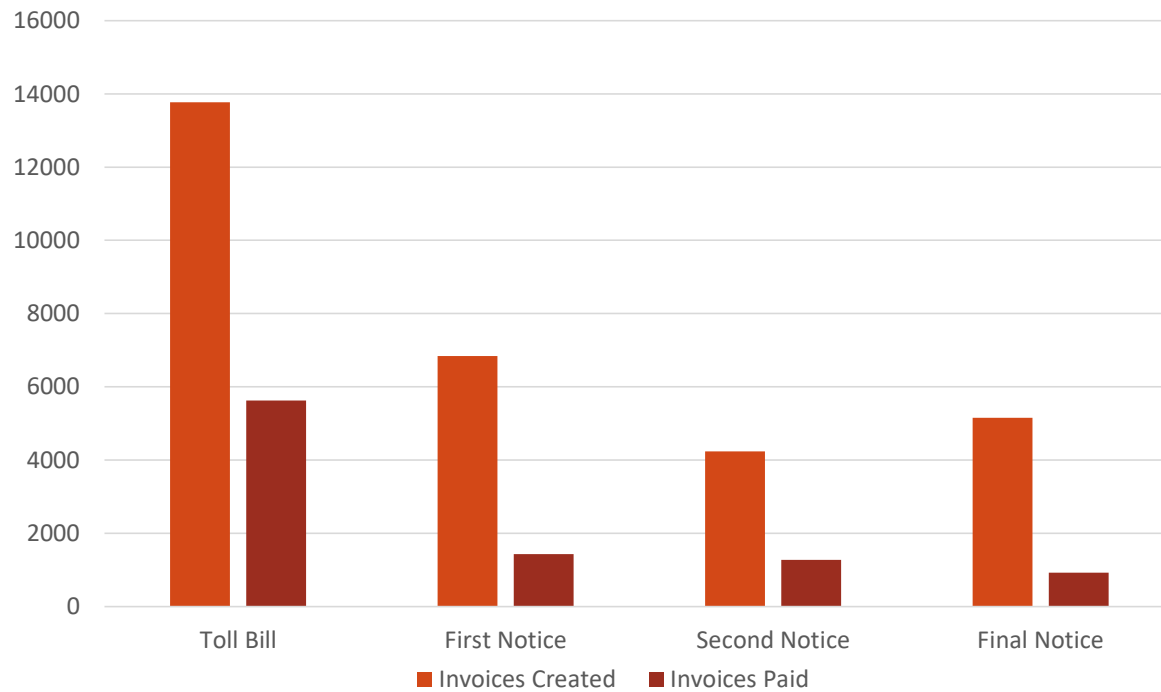
	CUSIOP TAGS					PBM	TOLL PLUS		
	DNT	HCTRA	KTA	OTA	TEX	OTHER	PHARR	FUEGO	Grand Total
Good Tag	6,766	16,777	1,514	1,534	54,620	1,630	16,751	26,626	126,218
Invalid Tags	1,260	3,165	197	280	12,198	6,805	749	3,867	28,521
Negative	14				1,951				1,965
Non Tag						244,229			244,229
									-
Grand Total	8,040	19,942	1,711	1,814	68,769	252,664	17,500	30,493	400,933
Percent Inv,	16%	16%	12%	15%	21%		4%	13%	8%
Tag Penetration									39%
Valid Tag Penetration									31%
Estimated PBM 274,715									69%
Estimate Pharr Tag Projected Revenue									\$ 33,304.50
Estimate Fuego Tag Projected Revenue									\$ 18,901.50
Estimate Tag Projected Revenue									\$ 61,495.00
Estimate PBM Projected Revenue									\$ 207,550.00

MEXICAN TRAFFIC REVENUE 2022

Month	Transactions	Revenue
January	19,074	\$ (38,735.11)
February	14,462	\$ (29,019.17)
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		
Grand Total	33,536	-\$67,754.28



FEBRUARY 2023 INVOICES CREATED VS PAID



Percent Invoices Paid:

- Ø TOLL BILL 41%
- Ø FIRST NOTICE 21%
- Ø SECOND NOTICE 30%
- Ø FINAL NOTICE 18%

Total 24%

COLLECTION TRANSFER & PAYMENTS AND OUT OF STATE BILLING & PAYMENTS

COLLECTIONS

Month	Invoice Count	Amount Transferred to Collections	Amount Paid to CCRMA
January	7,887	\$514,799.66	\$55,583.24
February	10,354	\$63,649.00	\$71,596.05
March			
April			
May			
June			
July			
August			
September			
October			
November			
December			
Total	18,241	\$578,448.66	\$127,179.29

OUT OF STATE

Month	Number of Invoices	Invoiced Amount (w/fees)	Amount Paid	Outstanding Amount
January	582	\$7,488.86	\$2,794.93	\$4,693.93
February	507	\$3,412.78	\$1,165.23	\$2,247.55
March				\$0.00
April				\$0.00
May				\$0.00
June				\$0.00
July				\$0.00
August				\$0.00
September				\$0.00
October				\$0.00
November				\$0.00
December				\$0.00
Total		\$10,901.64	\$3,960.16	\$6,941.48

CSC PERFORMACE FEBRUARY 2023

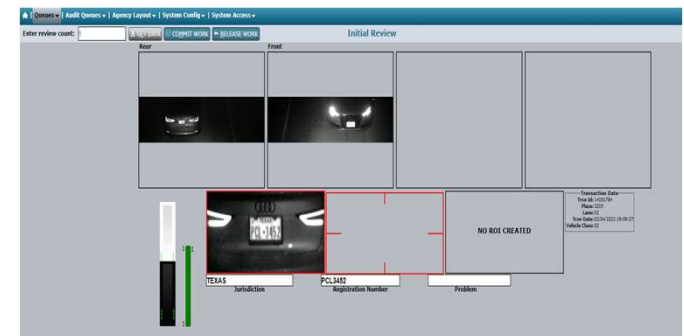
Total Calls Received: 3,503

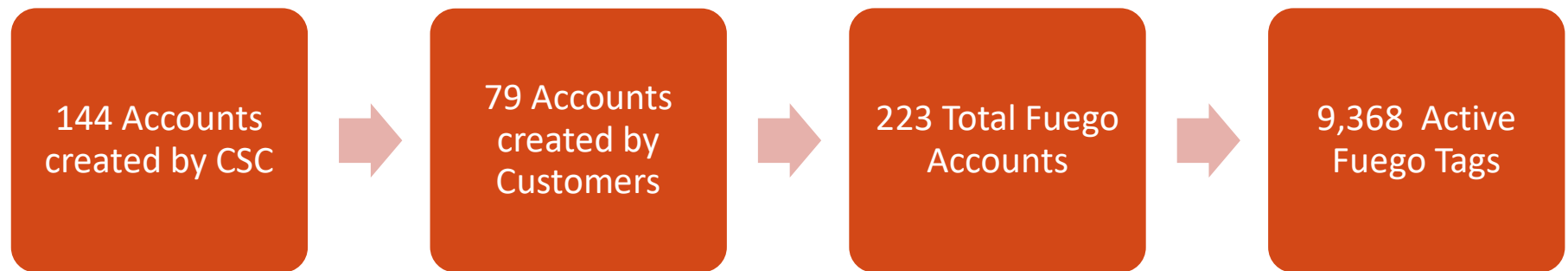
- Answered: 3,183
- Missed: 9 %
- Average phone hours : 230 hrs.



Image Review

- Total Images Processed: 303,744
- Average Image/min: 12
- Average time on IR: 400 hrs. per month





FEBRUARY 2023 FUEGO ACCOUNTS



Mail Report

Dec 2022-Feb 2023



InfoSend Mail Report

	Files Created	Postage	Mail Process Fee	Total Cost
December	74,650	\$37,603.54	\$9,474.51	\$47,078.05
January	51,938	\$25,668.84	\$7,576.51	\$33,245.35
February	46,411	\$25,567.54	\$6,414.32	\$31,981.86

**3-E CONSIDERATION AND APPROVAL OF QUARTERLY INVESTMENT
REPORT FOR THE PERIOD ENDING FEBRUARY 2023.**



Investment Report

TO: CCRMA Board of Directors

FROM: Victor J. Barron, Controller *VJB*

DATE: March 30, 2023

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>2/28/23</u>
2010 Bond					
<u>Reserves</u>	\$ 1,039,991.88	\$ 1,045,115.65	Monthly	4.20%	\$ 5,123.77
2010 Bond					
<u>Reserves</u>	907,537.85	912,009.05	Monthly	4.20%	4,471.20
	\$ 1,947,529.73	\$ 1,957,124.70			<u>\$ 9,594.97</u>
Total Market Value of Principal and Accrued Interest					<u>\$ 1,957,124.70</u>
Required level of security at 102%					<u>\$ 1,996,267.19</u>

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

CAMERON COUNTY REGIONAL MOBILITY
THE BANK OF NEW YORK MELLON
TRUST COMPANY NA TRUSTEE
3461 CARMEN AVE
RANCHO VIEJO TX 78575

30
0
0

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TRB MONEY MARKET PUBLIC FUNDS ACCOUNT 1448570

=====

AVG AVAILABLE BALANCE	909,080.07	LAST STATEMENT 01/31/23	909,080.07
AVERAGE BALANCE	909,080.07	1 CREDITS	2,928.98
		DEBITS	.00
		THIS STATEMENT 02/28/23	912,009.05
TOTAL DAYS IN STATEMENT PERIOD 02/01/23 THROUGH 02/28/23:			28

DESCRIPTION	OTHER CREDITS	DATE	AMOUNT
INTEREST AT 4.200000 %		02/28	2,928.98

- - - - - I N T E R E S T - - - - -

AVERAGE LEDGER BALANCE:	909,080.07	INTEREST EARNED:	2,928.98
AVERAGE AVAILABLE BALANCE:	909,080.07	DAYS IN PERIOD:02/01/23-02/28/23:	28
INTEREST PAID THIS PERIOD:	2,928.98	ANNUAL PERCENTAGE YIELD EARNED:	4.28%
INTEREST PAID 2023:	3,725.28		
INTEREST PAID 2022:	9,009.20		

- - - ITEMIZATION OF OVERDRAFT AND RETURNED ITEM FEES - - -

```

*****
*                                     | TOTAL FOR | TOTAL      *
*                                     | THIS PERIOD | YEAR TO DATE *
*-----|-----|-----|-----|-----|-----|-----|
* TOTAL OVERDRAFT FEES:           |          $.00 |          $.00 *
*-----|-----|-----|-----|-----|-----|-----|
* TOTAL RETURNED ITEM FEES:       |          $.00 |          $.00 *
*****

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- - - - - DAILY BALANCE - - - - -			
DATE.....	BALANCE	DATE.....	BALANCE
02/28	912,009.05		

- END OF STATEMENT -

CAMERON COUNTY REGIONAL MOBILITY
THE BANK OF NEW YORK MELLON
TRUST COMPANY NA TRUSTEE
3461 CARMEN AVE
RANCHO VIEJO TX 78575

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0
0

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TRB MONEY MARKET PUBLIC FUNDS ACCOUNT 1448174 (BNY MELLON 701107)

=====

AVG AVAILABLE BALANCE	1,041,759.19	LAST STATEMENT 01/31/23	1,041,759.19
AVERAGE BALANCE	1,041,759.19	1 CREDITS	3,356.46
		DEBITS	.00
		THIS STATEMENT 02/28/23	1,045,115.65
TOTAL DAYS IN STATEMENT PERIOD 02/01/23 THROUGH 02/28/23:			28

- - - - - OTHER CREDITS - - - - -		
DESCRIPTION	DATE	AMOUNT
INTEREST AT 4.2000 %	02/28	3,356.46

- - - - - I N T E R E S T - - - - -

AVERAGE LEDGER BALANCE:	1,041,759.19	INTEREST EARNED:	3,356.46
AVERAGE AVAILABLE BALANCE:	1,041,759.19	DAYS IN PERIOD 02/01/23-02/28/23:	28
INTEREST PAID THIS PERIOD:	3,356.46	ANNUAL PERCENTAGE YIELD EARNED:	4.28%
INTEREST PAID 2023:	4,268.98		
INTEREST PAID 2022:	10,324.09		

- - - ITEMIZATION OF OVERDRAFT AND RETURNED ITEM FEES - - -

*		TOTAL FOR	TOTAL
*		THIS PERIOD	YEAR TO DATE

* TOTAL OVERDRAFT FEES:		\$.00	\$.00

* TOTAL RETURNED ITEM FEES:		\$.00	\$.00

- - - - - DAILY BALANCE - - - - -			
DATE.....BALANCE	DATE.....BALANCE	DATE.....BALANCE	
02/28 1,045,115.65			

- END OF STATEMENT -

as of **02/28/2023**

PLEDGES to PLEDGEE
Pledged To: CAMERON CO REG MOBILITY AUTH

For Holding Company Texas Regional Bank Customer Texas Regional Bank

SafeKeeping Code Receipt# Location	CUSIP Trans#	Description Coupon Maturity Date	FAS 115 PreRefund Price	Moody S&P	Original Face Remaining Face Pledged%	Pledged			
						Original Face	Par Value	Book Value	Market Value
FHLB	3140QAQU7 C12797	FN CA3166 4.500000 02/01/2034	AFS	NA NA	2,000,000.00 2,000,000.00 30.00%	600,000.00	218,173.87	231,991.03	216,658.09
FEDERAL HOME LOAN BANK									
FHLB	91282CBJ9 C12981	T 0 3/4 01/31/28 0.750000 01/31/2028	AFS 0.00	Aaa NA	3,000,000.00 3,000,000.00 6.67%	200,000.00	200,000.00	195,800.92	169,695.40
FEDERAL HOME LOAN BANK									
FHLB	91282CBJ9 C12980	T 0 3/4 01/31/28 0.750000 01/31/2028	AFS 0.00	Aaa NA	2,500,000.00 2,500,000.00 100.00%	2,500,000.00	2,500,000.00	2,465,750.64	2,121,192.50
FEDERAL HOME LOAN BANK									
FHLB	91282CCE9 C13010	T 1 1/4 05/31/28 1.250000 05/31/2028	AFS 0.00	Aaa NA	5,000,000.00 5,000,000.00 1.80%	90,000.00	90,000.00	89,850.11	77,705.82
FEDERAL HOME LOAN BANK									
FHLB	91282CCE9 C13010	T 1 1/4 05/31/28 1.250000 05/31/2028	AFS 0.00	Aaa NA	5,000,000.00 5,000,000.00 3.00%	150,000.00	150,000.00	149,750.18	129,509.70
FEDERAL HOME LOAN BANK									
FHLB	91282CCE9 C13010	T 1 1/4 05/31/28 1.250000 05/31/2028	AFS 0.00	Aaa NA	5,000,000.00 5,000,000.00 8.00%	400,000.00	400,000.00	399,333.82	345,359.20
FEDERAL HOME LOAN BANK									
6 Total Pledged	To: CAME CAMERON CO REG MOBILITY AUTH					3,940,000.00	3,558,173.87	3,532,476.70	3,060,120.71

**3-F CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NUMBER 4 TO WORK AUTHORIZATION
NUMBER 5 WITH S&B INFRASTRUCTURE FOR EAST LOOP
PROPERTY TITLE SERVICES.**

SUPPLEMENTAL WORK AUTHORIZATION NO. 4 TO WORK AUTHORIZATION NO. 5

This Supplemental Work Authorization No. 4 is made as of this 31st day of March, 2023, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of May 10, 2018 (the "Agreement"), between the Cameron County Regional Mobility Authority ("Authority") and S&B Infrastructure, Ltd. ("GEC").

The work to be performed by the GEC under this Supplemental Work Authorization is for the following purpose, consistent with the Services defined in the Agreement: ***Professional services including providing abstracting services for East Loop in Cameron County, Texas.***

Section A. – Scope of Services

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

Section B. – Schedule – No Change

GEC shall perform the Services and deliver the related Documents according to the schedule. Work Authorization Complete date is October 7, 2024.

Section C. – Compensation

C.1 Paragraph C.1 is hereby amended to increase the overall maximum amount from \$971,791.85 to \$1,056,296.57 an increase of \$84,504.72 based on the attached fee estimate shown on **Exhibit D**. Compensation shall be in accordance with the Agreement.

C.2 The Authority shall pay the GEC under the following acceptable payment method – Lump Sum Payment Method.

C.3 Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

Section D. – Authority's Responsibilities – No Change

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

Section E. - Other Provisions – No Change

The parties agree to the following provisions with respect to this specific Work Authorization.

-SIGNATURES ON NEXT PAGE-

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By: Frank Parker Jr.
Name: Frank Parker, Jr., Chairman
Date: March 31, 2023

S&B INFRASTRUCTURE, LTD.

By: Daniel O. Rios
Name: Daniel O. Rios, PE, President
Date: April 6, 2023

LIST OF EXHIBITS

Exhibit B – Services to be Provided by Engineer

Exhibit D – Cost Proposal

EXHIBIT B

SERVICES TO BE PROVIDED BY THE ENGINEER

County: Cameron
Highway: East Loop
Limits: From: IH 69 E to SH 4 @ South Port Connector
Project Length: Approximately 11.5 miles

The scope of work for the East Loop project described below are additional and/or modified services needed to complete the advance project development scope.

Preparation of title reports under right of way mapping (85 parcels).

For the Subject Tracts, the research includes an “Abstractors Certificate” which provides:

- Ownership (Vesting Deed, Plat, Metes and Bounds for geometry of parcel)
- Liens
- Easements
- Restrictions

For Adjacent Tracts, the research includes:

- Ownership (Vesting Deed, Plat, Metes and Bounds for geometry of parcels and easements)

PROJECT: Abstracting Services for East Loop
 CLIENT: CCRMA
 CONTRACT: GEC Contract
 CSJ:
 COUNTY: Cameron
 S & B JOB NO.: U2716.500 SWA4 to WA5

03/16/23

EXHIBIT D -- FEE ESTIMATE

ACTIVITY CODE	FUNCTION CODE	DESCRIPTION from Attachment B	FIRM	SERVICE	MAN-HOURS														ESTIMATED FEE	TOTALS
					Principal	Quality Manager	Project Manager	RPLS	2-Man Survey Crew	Env Scientist VII	Engineer Structural	Engineer (V)	Engineer (IV)	Engineer (III)	Senior CADD	CADD Operator (I)	Secretary	TOTAL HRS		
	164	GENERAL COORDINATION																		
		Project Management / QA/QC	S & B	BASIC			2	24							16			42	\$7,549.74	
		Project Secretary (Clerical)	S & B	BASIC													2	2	\$129.98	
		Sub Total (164 - GENERAL COORDINATION)			0	0	2	24	0	0	0	0	0	0	16	0	2	44		\$7,679.72
		LABOR TOTALS	MULTIPLIER		0	0	2	24	0	0	0	0	0	0	16	0	2	44		\$7,679.72
		CONTRACT RATES: (\$/MAN-HOUR)	3.7717		299.96	249.99	274.99	214.99	150.87	89.99	245.16	224.98	207.44	169.73	115.00	99.99	64.99			
		BASE RATES: (\$/MAN-HOUR)			79.53	66.28	72.91	57.00	40.00	23.86	65.00	59.65	55.00	45.00	30.49	26.51	17.23			
	160	NON LABOR																		
		Title Reports for Subject Tracts (105 tracts @ \$325)	S & B	SPECIAL															\$34,125.00	
		Title Reports for Adjacent Tracts (244 tracts @ \$175)	S & B	SPECIAL															\$42,700.00	
		Sub Total (F.C. 160)																		\$76,825.00
		NON LABOR TOTAL																	\$76,825.00	
		BASIC SERVICE TOTAL																	\$7,679.72	
		PROJECT TOTAL																		\$84,504.72

**3-G CONSIDERATION AND APPROVAL OF PAYMENT OF INVOICES AND
RELEASE OF CHECKS TO NOBLE TEXAS BUILDERS, SPAWGLASS AND
A&I CUSTOM MANUFACTURING FOR THE CAMERON COUNTY PARKS
ADMINISTRATION BUILDING, THE VETERANS BRIDGE DAPT PROJECT
AND THE CAMERON COUNTY MOUNTAIN BIKE TRAILS.**

Noble Texas Builders - \$70,000

SpawGlass - \$600,000

A&I Custom Manufacturing \$34,000

**3-H CONSIDERATION AND APPROVAL CHANGE ORDER NO. 5 WITH NOBLE
TEXAS BUILDERS, LLC FOR CAMERON COUNTY PARKS
ADMINISTRATION BUILDING.**

AIA® Document G701® – 2017

Change Order

PROJECT: (Name and address) Cameron County Parks Administration Building 22248 State Park Rd., South Padre Island, Texas	CONTRACT INFORMATION: Contract For: General Construction Date: March 17, 2022	CHANGE ORDER INFORMATION: Change Order Number: 005 Date: March 7, 2023
OWNER: (Name and address) Cameron County Regional Mobility Authority 3461 Carmen Avenue Rancho Viejo, Texas 78575	ARCHITECT: (Name and address) Gomez Mendez Saenz, Inc. 1150 Paredes Line Rd. Brownsville, Texas 78521	CONTRACTOR: (Name and address) Noble Texas Builders 108 S. Main Street La Feria, Texas 78559

THE CONTRACT IS CHANGED AS FOLLOWS:

(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

Credit Cameron County \$24,557.38 for contract savings provision.

The original Contract Sum was	\$ 4,489,938.00
The net change by previously authorized Change Orders	\$ 59,416.00
The Contract Sum prior to this Change Order was	\$ 4,549,354.00
The Contract Sum will be decreased by this Change Order in the amount of	\$ 24,557.38
The new Contract Sum including this Change Order will be	\$ 4,524,796.62

The Contract Time will be unchanged by Zero (0) days.

The new date of Substantial Completion will be

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

Gomez Mendez Saenz, Inc.

Noble Texas Builders

Cameron County Regional Mobility
Authority

ARCHITECT (Firm name)

CONTRACTOR (Firm name)

OWNER (Firm name)

SIGNATURE

SIGNATURE

SIGNATURE

Mr. Roan G. Gomez, AIA

Juan Delgado, VP

Frank Parker, Jr., Chairman

PRINTED NAME AND TITLE

PRINTED NAME AND TITLE

PRINTED NAME AND TITLE

March 7, 2023

March 20, 2023

March 31, 2023

DATE

DATE

DATE



NOBLE TEXAS BUILDERS
Change in Work - Cost Analysis Form

Project No. & Name: 22.0203 CCRMA Isla Blanca Park Administration Building

Contractor Name: Noble

Change Proposal No. CPR 019 03.06.23Description of Change: Buyout credit[illegible]

ISLA BLANCA PARK
Administration Building
BUYOUT LOG

DESCRIPTION	SUBCONTRACTOR	BUDGET	ACTUAL	SAVINGS/ OVERUN	NOTES
Site Demolition	Noble	\$ 6,000.00	\$ 2,416.83	\$ 3,583.17	
Ribbon Cutting Ceremony	Noble	\$ -	\$ 2,000.00	\$ (2,000.00)	
Daily Housekeeping	Noble	\$ 20,800.00	\$ 29,731.24	\$ (8,931.24)	
Final Cleaning	All Pro Cleaning	\$ -	\$ 4,966.00	\$ (4,966.00)	
Layout & Dimension Control	Noble	\$ 8,200.00	\$ 2,406.00	\$ 5,794.00	
Layout & Dimension Control	South Texas Point		\$ 3,800.00	\$ (3,800.00)	
Dewatering	Noble	\$ 12,000.00	\$ 2,189.22	\$ 9,810.78	
Termite Control		\$ 1,200.00	\$ -	\$ 1,200.00	In concrete Scope
Pavement Markings-Subcontract	Discount Striping	\$ 7,985.00	\$ 6,450.00	\$ 1,535.00	
Asphalt repairs at 100 State Park Rd.	Noble	\$ -	\$ 6,000.00	\$ (6,000.00)	Road asphalt repairs
Landscaping and irrigation	Vista Verde	\$ 99,936.00	\$ 109,736.00	\$ (9,800.00)	
All Concrete	J Salazar	\$ 404,194.00	\$ 402,983.00	\$ 1,211.00	
Concrete Accessories		\$ 11,132.00	\$ -	\$ 11,132.00	In concrete Scope
Miscellaneous Steel - Material (bike Rack)	Noble	\$ 1,195.00	\$ 2,054.89	\$ (859.89)	
Structural Metals	Southern Steel	\$ 381,403.00	\$ 389,276.00	\$ (7,873.00)	
Metal Canopies	Bowman	\$ 10,447.00	\$ 10,280.00	\$ 167.00	
Steel Ladder	Noble	\$ 4,175.00	\$ 3,775.00	\$ 400.00	
Wood Blocking	Noble	\$ -	\$ 23,773.21	\$ (23,773.21)	
Millwork	BND	\$ 29,450.00	\$ 29,450.00	\$ -	
Thermal Protect. Insulation EIFS	RGV Alliance	\$ 189,456.00	\$ 172,770.00	\$ 16,686.00	
All Roofing	TADCO	\$ 119,605.00	\$ 117,005.00	\$ 2,600.00	
Roof Hatch	Noble	\$ 2,065.00	\$ 1,300.86	\$ 764.14	
Doors & Hardware	AD8	\$ 103,531.00	\$ 101,940.00	\$ 1,591.00	
Doors & Hardware Installation	Palm View Doors	\$ 8,850.00	\$ 6,450.00	\$ 2,400.00	
Entrances & Storefronts	Texas Glass	\$ 96,500.00	\$ 93,000.00	\$ 3,500.00	
Gypsum Wallboard	Marek	\$ 405,550.00	\$ 395,130.00	\$ 10,420.00	
Flooring - Subcontract	Intertech	\$ 66,554.00	\$ 56,176.00	\$ 10,378.00	
Paints & Coatings	South Texas Paint	\$ 114,230.00	\$ 83,791.00	\$ 30,439.00	
Specialty Accessories	Noble	\$ 12,760.00	\$ 17,220.00	\$ (4,460.00)	
Fire Extinguishers/Cabinets - MA		\$ 3,900.00	\$ -	\$ 3,900.00	Included in specialties accessories
Fire Extinguishers/Cabinets LA		\$ 1,950.00		\$ 1,950.00	Included in specialties accessories
Motorized shades and blinds	Service Shades	\$ 17,300.00	\$ 24,100.00	\$ (6,800.00)	
Monument Sign	Fast Signs	\$ 85,919.00	\$ 83,857.00	\$ 2,062.00	
Fire Protection	Fire Systems of Texas	\$ 52,208.00	\$ 50,493.00	\$ 1,715.00	
Elevators	TKE	\$ 73,980.00	\$ 86,095.00	\$ (12,115.00)	
All Plumbing	Farrell Plumbing	\$ 179,055.00	\$ 177,495.00	\$ 1,560.00	
All HVAC	Temp. Control	\$ 382,000.00	\$ 379,000.00	\$ 3,000.00	
Piping Insulation (AL Jacketing)	JC South	\$ 3,000.00	\$ 3,700.00	\$ (700.00)	
Testing and Balance	TABFX	\$ 4,950.00	\$ 4,950.00	\$ -	
All Electric	Metro	\$ 372,442.00	\$ 373,001.00	\$ (559.00)	
Utilities	Saenz Utilities	\$ 94,684.00	\$ 67,056.00	\$ 27,628.00	
Building Pad-Paving	D&J Site Construction	\$ 324,149.00	\$ 319,160.00	\$ 4,989.00	
Fences	American Fence	\$ 4,020.00	\$ 22,897.00	\$ (18,877.00)	
Utility Tap Fees	Noble	\$ 22,456.00	\$ 22,242.00	\$ 214.00	
		\$ -		\$ 49,114.75	

Per Contract item Buyout savings to be split 50% owner and 50% GC.
Owner:\$24,557.38
Noble:\$24,557.38

**3-I CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION NO. 5
WITH GDJ ENGINEERING FOR THE DEVELOPMENT OF A GRANT
APPLICATION FOR FEDERAL FUNDING FOR U.S. 77**

WORK AUTHORIZATION

WORK AUTHORIZATION NO. 5

This Work Authorization is made as of this 31st day of March, 2023, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of March 17, 2022 (the “Agreement”), between the Cameron County Regional Mobility Authority (“Authority”) and GDJ Engineering, LLC (“GEC”).

This Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: *US77 - I69E Grant Preparation.*

Section A. - Scope of Services

A.1. GEC shall perform the following Services:

See Exhibit 1 – Scope of Services to be Provided by the Engineer as requested by the Authority.

Section B. - Schedule

GEC shall perform the Services and deliver the related Documents (if any) according to the schedule as shown in **Exhibit 2**.

Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$173,539.28, based on the attached fee estimate as shown in **Exhibit 1**. Compensation shall be in accordance with the Agreement.

C.2. The Authority shall pay the GEC under the following acceptable payment method: Lump Sum payment method.

C.3. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

Section D. - Authority’s Responsibilities

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

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization:

-SIGNATURES ON NEXT PAGE-

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

Authority: Cameron County Regional
Mobility Authority

GEC: GDJ Engineering, LLC

By:



Frank Parker, Jr.

By:

Robert Macheska

Signature:



Signature:



Title:

Chairman

Title:

Exec. VP/COO

Date:

March 31, 2023

Date:

March 31, 2023

EXHIBIT “1”
SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

PROJECT DESCRIPTION

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

COUNTY/CITY: Cameron County Regional Mobility Authority

CONTROL: 0327-04-037, 0327-04-039, 0327-05-043

PROJECT/DESCRIPTION: US77-I69E to Interstate Standards

LENGTH: 3.2, 4.9, 3.5 miles

HIGHWAY: US77-I69E

LIMITS: _____

PROJECT CLASSIFICATION

(Place an “X” in only one Project Classification)

- ☐ Surface Treatment
- ☐ Overlay
- ☐ Rehabilitation Existing Road (Scarify & Reshape)
- ☐ Convert Non-Freeway to Freeway
- ☐ Widen Freeway
- ☐ Widen Non-Freeway
- ☐ New Location Toll Freeway
- ☐ New Location Non-Freeway
- ☐ Interchange (New or Reconstruct)
- ☐ Bridge Widening or Rehabilitation
- ☐ Bridge Replacement
- ☐ Upgrade to Standards - Freeway
- ☐ Upgrade to Standards - Non-Freeway
- ☒ Miscellaneous Studies

ENGINEER shall mean GDJ Engineering.

LPA shall mean CCRMA.

EXHIBIT “1”
SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

PRELIMINARY PROJECT DEVELOPMENT
(Function Code 102)

ADVANCED PLANNING COORDINATION:

The ENGINEER will perform any needed preliminary/ongoing project planning which will include:

1. The work to be performed by the Engineer under this contract consists of providing engineering services required for the preparation of a Federal Grant Application for the US77 / I69E Project under the National Infrastructure Project Assistance program and Nationally Significant Multimodal Freight & Highway Projects Grant Opportunity (2023).
 2. The Engineer shall collect, review, and evaluate the available existing data pertaining to the project and prepare the Grant Application Package in accordance with the requirements of the Notice of Funding Opportunities (NOFO).
 3. The Engineer will coordinate with LPA staff, other consultants, local municipal agencies, and utility companies.
 4. Project Narrative consisting of the following sections as defined by the Grant NOFO: Cover Page, Project Description, Project Location, Project Parties, Grant Funds Sources and Uses of all Project Funding, Project Outcome Criteria, Benefit-Cost Analysis Summary, Project Readiness and Environmental Risk, Project Requirements.
 5. Benefit Cost Analysis which evaluates the project’s cost effectiveness by comparing expected benefits to its expected costs. The BCA shall document the assumptions and methodology used to produce the analysis. The analysis shall provide a present value estimate of the project’s benefits and costs according to a no-build baseline. The Engineer will provide construction, operating and maintenance cost estimates. The following data will be requested from TxDOT to be utilized in conjunction with the ENGINEER’s analysis:
 - a. Operational & maintenance costs by year up to the end of construction & 20 years after
 - b. Designs of connected roadways
 - c. Any available traffic studies for this roadway segment
 - d. Any available traffic studies on I-69 for the segments north & south of this segment
 - e. Any environmental studies for this and neighboring segments
 - f. Existing & proposed typical sections
 - g. Any available schematics
 6. Applicable Standardized Federal Forms, including SF424 – Application for Federal Assistance, and SF 424C – Budget information for Construction.
 7. Draft Correspondence
 - a. The Engineer will assist the LPA with the preparation of draft correspondence to be used to support the applications.
 8. Project Phasing
 - a. The Engineer will perform Phase I of the scope in coordination with the LPA to determine if a desirable outcome of the Benefit Cost Analysis is achieved.
 - b. The Engineer will only perform Phase II of the Scope if directed by the LPA after the completion of the BCA.
-

EXHIBIT “1”

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

9. The Engineer will coordinate with the USDOT, FHWA, and TxDOT for the duration of the project and provide Funding and Legislative Coordination and Consulting services.
 - a. The Engineer will oversee the review of 49 U.S.C. 6701 as enacted as part of the Bipartisan Infrastructure Law of 2021 (BIL) as it relates to the LPA and its partners.
 - b. The Engineer will coordinate directly with the offices of the grant management program to ensure any revisions or strategies are implemented into the grant prior to submission and throughout the selection process.
 - c. The Engineer will coordinate directly with the offices of the grant management program to provide any additional data or support during the selection process to ensure compliance and eligibility.
 - d. The Engineer will coordinate with TxDOT and other project partners to ensure the grant application is consistent with the regional funding strategy to ensure the grant is leveraged in such a way to maximize competitiveness.

PROJECT MANAGEMENT

(Function Code 164)

MEETINGS, COORDINATION & SUPPORT FOR PROJECT MANAGEMENT:

The ENGINEER shall meet and coordinate with all relevant entities (i.e. County, City of San Benito, Regional Mobility Authority, Texas Department of Transportation, Rio Grande Valley Metropolitan Planning Organization, etc...) and all other affected parties. The Engineer shall serve as representative for the Owner in coordination items. The Engineer shall coordinate with the Owner's staff on all Project related items.

ADDITIONAL RESONSIBILITIES

MEETINGS:

Meetings may be held with the FHWA, State Officials, local governments, property owners, utility owners, railroad companies, other consulting firms, etc., as needed or required by the LPA. The ENGINEER shall coordinate through the LPA for the development of this project with any local entity having jurisdiction or interest in the project (i.e., city, county, etc).

SPECIFICATIONS, SPECIAL PROVISIONS, SPECIAL SPECIFICATIONS:

Use the State's standard specifications or previously approved special provisions and/or special specifications. If a special provision and/or special specification is developed for this project, it shall be in the State's format and incorporate references to approved State test procedures.

PROJECT MANAGER/ENGINEER COMMUNICATION:

The ENGINEER shall designate one Texas Registered Professional Engineer to be responsible throughout the project for project management and all communications, including billing, with the LPA's Director. Any replacements to the ENGINEER's designated Project Manager/Engineer must be approved by the LPA.

Engineering documents produced for the department's engineering projects shall be signed, sealed and dated or CADD sealed in accordance with Administrative Order No. 5-89 and Administrative Circular No. 26-91.

EXHIBIT "1"

SCOPE OF SERVICES TO BE PROVIDED BY THE ENGINEER

ENGINEER RESPONSIBILITIES:

The ENGINEER is responsible for errors and/or omissions that become evident before, during or after the project scope is completed. The ENGINEER's responsibility for all questions arising from errors and/or omissions will be determined by the LPA and all decisions shall be final and binding. This would include, but not necessarily be limited to all errors and/or omissions resulting in additional work to correct the errors and/or omissions.

The ENGINEER shall promptly make necessary revisions or corrections resulting from the ENGINEER's errors, omissions or negligent acts without additional compensation. Acceptance of the work by the LPA will not relieve the ENGINEER of the responsibility for subsequent correction of any such errors or omissions or for clarification of any ambiguities.

DOCUMENT AND INFORMATION EXCHANGE:

Data, Plan Sheets, General Notes and/or Specifications provided to the LPA shall be furnished via file share links complete with a table of contents on what is transmitted. The Table of Contents shall indicate the locations of files within the directory structure of the documentation.

General Notes and specifications shall be provided in the latest Office 365 file formats (.docx, .xlsx, etc...). Plan sheets shall be provided in Microstation Open Roads Designer (ORD)/Power GEOPAK format. PDF copies of plan sheets shall also be provided.

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

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

CD Tape Required (YES or NO): YES

PROPOSAL TIME:

The time indicated in the proposal and the contract shall include time necessary for reviews, approval, etc.

OFFICE LOCATION:

The ENGINEER will perform all services to be provided under this agreement out of their office located at: 2805 Fountain Plaza Blvd., Suite A, Edinburg, Texas 78539



"Exhibit 1"
Fee Estimate

US77-I69E Grant Preparation - CCRMA

US77-I69E Grant Preparation Cameron County Regional Mobility Authority		MANHOURS										Total Hours	Total Line Item Cost
		Senior Project Manager/ Principal	Project Manager	Project Engineer	Utility/ Environmental Manager	Environmental Specialist	EIT	Senior Engineering Tech	GIS Operator	Engineering Tech	Admin/Clerical		
TASK													
Project Management - PHASE I													
1	Federal Grant Application Preparation												
1A	Project Management		60	40							80	180	\$ 19,089.60
1B	Devleop Funding Strategies and Correspondence			24	80	40			24			168	\$ 19,858.24
1C	Prepare Preliminary Exhibits for Funding Requests					40			24			64	\$ 5,938.56
1D	Prepare Project Narrative		24	40	24	24	24	40	16	16		208	\$ 22,822.56
1G	Collect and Anylize TxDOT Data			8	40	24			16		8	96	\$ 10,538.88
2	Traffic Engineering Studies												
2A	Benefit Cost Analysis	SEE SUBCONSULTANT FEE SCHEDULE (PAGES 2-4 OF 4) FOR BREAKDOWN											\$ 27,672.48
Subtotal (Phase I)		0	84	112	144	128	24	40	80	16	88	716	\$ 105,920.32
Project Management - PHASE II													
1	Federal Grant Application Preparation												
1E	Prepare Federal Forms (MPDG/Rural/Mega)	16	24	32	40			40	24	8	20	204	\$ 23,531.44
1E	FHWA / TxDOT / DOT Coordination	80	40	40					40	24	40	264	\$ 32,075.60
2	Traffic Engineering Studies												
2B	Report Preperation and Submittal	SEE SUBCONSULTANT FEE SCHEDULE (PAGES 2-4 OF 4) FOR BREAKDOWN											\$ 12,011.92
Subtotal (Phase II)		96	40	40	0	0	0	0	40	24	40	264	\$ 67,618.96
Labor Hours		96	124	152	144	128	24	40	120	40	128	980	
Contract Rate		\$ 165.40	\$ 152.16	\$ 138.92	\$ 132.32	\$ 99.24	\$ 72.76	\$ 96.32	\$ 82.04	\$ 71.55	\$ 55.04		
Total Labor Costs		\$ 15,878.40	\$ 18,867.84	\$ 21,115.84	\$ 19,054.08	\$ 12,702.72	\$ 1,746.24	\$ 3,852.80	\$ 9,844.80	\$ 2,862.00	\$ 7,045.12	\$ 112,969.84	\$ 173,539.28

LINE ITEM EXPENSES

N/A

\$ -

Total Expenses

\$ -

GDJ Engineering Total Cost

\$ 173,539.28



Gradient
Systematics, LLC

603 Munger Ave., Suite 100
Dallas, TX 75202

Sam Bohluli, Ph.D., P.E.

Executive Vice President
sbohluli@gradientsystematics.com

Date: March 3, 2023

To:

Mr. Anthony Garza
VP Planning – Environmental
GDJ Engineering
2805 Fountain Plaza Blvd.
Edinburg, TX 78539

Subject: I69/US77 – Cost Benefit Analysis: Scope of Services

Dear Mr. Garza,

The following document describes Gradient Systematics, LLC's (GS) scope of services regarding developing Cost Benefit Analysis (BCA) report for I69/US77 – From 9.6 miles north of Norias Rd. to 1.19 miles south of Crystal Gate Rd. in Cameron County, TX, on behalf of GDJ Engineering. GS will follow "Benefit-Cost Analysis Guidance for Discretionary Grant Programs" provided by the U.S. Department of Transportation.

The proposed project to improve the I69 highway is a significant infrastructure investment aimed at improving transportation efficiency and connectivity in the state. As with any large-scale project, it is important to evaluate the economic viability of the I69 construction project through a comprehensive benefit-cost analysis.

Scope of Services

The scope of services for this proposal will involve identifying and quantifying the costs and benefits associated with the I69 construction project, including the direct and indirect economic impacts, environmental considerations, and social benefits.

Developing a BCA will typically involve the following steps:

1. Identification and analysis of the problem to be solved
2. Estimation of the costs of the proposed investment
3. Projection of the expected impacts of the investment
4. Traffic operation analysis
5. Monetization of expected impacts into estimated benefits
6. Documentation and conversion of benefit and cost streams into their present value (discounting) and calculation of the benefit-cost ratio (BCR)



General Principles

To compare a project's benefits to its costs, an applicant should conduct an appropriately thorough BCA. A BCA estimates the benefits and costs associated with implementing the Project as they occur or is incurred over a specified time period. The following section outlines general principles of benefit-cost analysis that applicants should incorporate in the submission.

1. Baselines and Alternatives
2. Inflation Adjustments
3. Discounting
4. Analysis Period
5. Scope of the Analysis

Benefits

Benefits measure the economic value of outcomes that are reasonably expected to result from the implementation of a project. Benefits typically accrue to the users of the transportation system because of changes to the characteristics of the trips they make and can also be experienced by the public at large. To the extent possible, all of the benefits reasonably expected to result from the implementation of the Project or program should be monetized and included in a BCA. This section describes acceptable approaches for assessing some of the most common types of benefits, but it is not intended to be an exhaustive list of all the relevant benefits that maybe expected to result from all types of transportation improvement projects.

1. Safety Benefits
2. Travel Time Savings
3. Operating Cost Savings
4. Emissions Reduction Benefits
5. Facility and Vehicle Amenity Benefits
6. Other Benefits
7. Other Issues in Benefits Estimation

Costs

Project costs consist of the economic resources (in the form of the inputs of capital, land, labor, and materials) needed to develop and maintain a new or improved transportation facility over its life cycle. In a BCA, these costs are usually measured by their market values, as they are directly incurred by developers and owners of transportation assets (as opposed to categories of benefits such as travel time savings that are not directly transacted in the market). Cost data used in the BCA should reflect the full cost of the Project (s) necessary to achieve the benefits described in the BCA. Applicants should include all costs regardless of who bears the burden of specific cost item(including costs paid for by State, local, and private partners, as well as the Federal government).Cost data should include all funded and unfunded portions of the Project, even if Federal funding is a relatively small portion of the total cost of theproject with independent utility that is to be analyzed in the BCA.

1. Capital Expenditures
2. Operating and Maintenance Expenditures
3. Residual Value and Remaining Service Life



Comparing Benefits to Costs

There are several summary measures that can be used to compare benefits to costs in BCA. The two most widely used measures are net present value and the benefit-cost ratio. Net present value (NPV) is perhaps the most straightforward BCA measure. All benefits and costs over an alternative's life cycle are discounted to the present, and the costs are subtracted from the benefits to yield an NPV. If benefits exceed costs, the NPV is positive, and the Project may be considered to be economically justified.

Proposed Schedule and Budget

GS can begin work immediately upon receipt of the Notice to Proceed (NTP). GS estimates a timeframe of four (4) weeks to complete the Benefit-Cost Analysis report. GS proposes a lump sum fee of \$39,684.40 as illustrated in Table 1

The implementation of Phase II of this project is subject to approval from GDJ, which will be granted upon the achievement of specific goals related to the calculation of the Benefit Cost Ratio.

Table 1. Cost Proposal

TASK DESCRIPTION	Chief Engineer/ Principal	Project Manager	Project Engineer	Engineer in Training	GIS Operator	Admin / Clerical	Task Cost
Phase I							
Task 1. Identification and analysis of the problem to be solved		4	8	8			\$ 2,653.52
Task 2. Estimation of the costs of the proposed investment		4					\$ 781.84
Task 3. Projection of the expected impacts of the investment	4	4	8	8			\$ 3,696.00
Task 4. Traffic Operation Analysis	4	16	16	16	16		\$ 9,239.92
Task 5. Monetization of expected impacts into estimated benefits	4	8	8	8			\$ 4,477.84
Task 7. Calculation of the benefit-cost ratio (BCR)	4	8	16	16		8	\$ 6,823.36
Subtotal of Labor Cost for Phase I							\$ 27,672.48
Phase II							
Task 6. Documentation (Optional)	4	24	24	24	8		\$ 12,011.92
Subtotal of Labor Cost for Phase II							\$ 12,011.92
HOURS TOTAL	20	68	80	80	24	8	
APPROVED LABOR RATE PER HOUR	\$260.62	\$195.46	\$136.82	\$97.14	\$82.92	\$59.23	
TOTAL DIRECT LABOR COSTS	\$ 5,212.40	\$ 13,291.28	\$ 10,945.60	\$ 7,771.20	\$ 1,990.08	\$ 473.84	
% LABOR UTILIZATION FOR TOTAL PROJECT (BASED ON FEE)	13%	33%	28%	20%	5%	1%	
% LABOR UTILIZATION FOR TOTAL PROJECT (BASED ON HOURS)	9%	30%	35%	35%	11%	4%	
TOTAL LABOR COST							\$ 39,684.40

EXHIBIT 2
PROJECT DEVELOPMENT SCHEDULE
CCRMA
US77-I69E Grant Prep

TASK AND DESCRIPTION	ENTITY	2023										2024		
		APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	
WORK AUTHORIZATION #5 TASKS														
Project Planning and Programming														
Project Management - PHASE I														
Federal Grant Application Preparation	GDJ													
Project Management	GDJ													
Deveelop Funding Strategies and Correspondence	GDJ													
Prepare Preliminary Exhibits for Funding Requests	GDJ													
Prepare Project Narrative	GDJ													
Collect and Anylize TxDOT Data	GDJ													
Traffic Engineering Studies (Benefit Cost Analysis)	GRADIENT													
Project Management - PHASE II														
Prepare Federal Forms (INFRA)	GDJ													
FHWA / TxDOT / DOT Coordination	GDJ													
Traffic Engineering Studies (Report)	GRADIENT													

 GDJ ENGINEERING TASK
 GRADIENT SYSTEMATICS