

# IMPROVING MORE THAN JUST ROADS

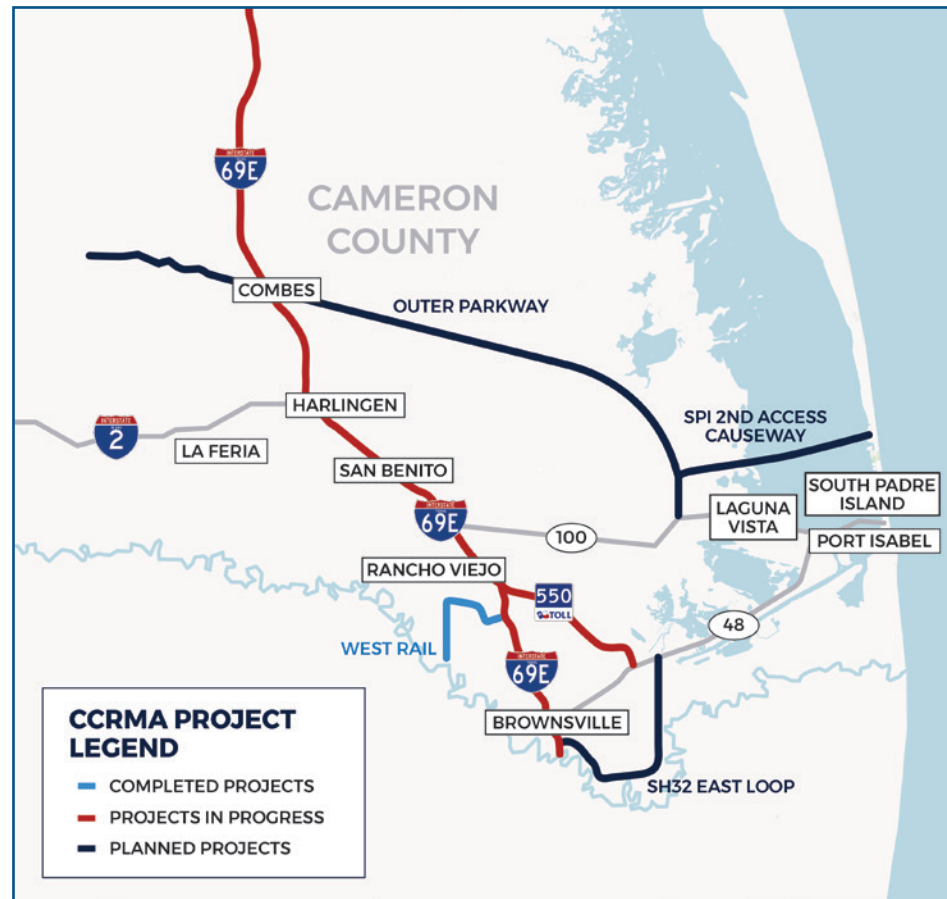


2022  
**ANNUAL  
REPORT**

# ABOUT THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Since our creation in 2004, the Cameron County Regional Mobility Authority (CCRMA) has made significant progress to find new and innovative solutions to reduce congestion, improve connectivity, and facilitate economic development within Cameron County. The CCRMA works with the numerous cities in Cameron County and its neighbor to the South, the State of Tamaulipas, to improve mobility at a much more rapid pace. The CCRMA also works very closely with the Texas Department of Transportation on several ongoing projects in Cameron County. The CCRMA has the authority to undertake projects related to highways, rail, air, and seaport.

## REGIONAL MAP



### Improving Quality of Life

We always strive to make our roads safer, reduce congestion, improve air quality, and create efficient transportation solutions.

### Improving Economic Development

We work hard to deliver the infrastructure needed for international trade in a multimodal region and to generate revenue to sustain a regional transportation network, internationally.

### Improving Safety

Our projects provide residents with safer, less congested roads, redirect commercial traffic and HAZMAT vehicles out of residential neighborhoods, add evacuation routes, and increase emergency response times.

Our vision is always to develop the proper infrastructure for future generations. The CCRMA makes decisions today to ensure the **right progress for the future.**

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**Frank Parker, Jr.**  
Chairman of the Board

## A MESSAGE FROM THE CHAIRMAN

Cameron County and the Rio Grande Valley, in deep South Texas, have withstood the lack of resources to address infrastructure disparities over the last several years better than most regions in the country. Due to our resilience and ability to partner with communities, we now have experts predicting renewed economic growth in our area. While most organizations would simply try to survive and provide a status quo solution for addressing infrastructure needs, the Cameron County Regional Mobility Authority (CCRMA) has taken bold and forward looking steps to further our mission and address the mobility and infrastructure challenges in our surrounding communities.

More importantly, through our strategic efforts, we continue to work on our \$2 billion system of projects. The CCRMA will continue to open (or expand) new roadways in corridors that will power an economic engine to deliver greater development opportunities throughout Cameron County that will bring thousands of much needed jobs to our region. The CCRMA continues to strive to position ourselves to become a self-sustaining organization utilizing every possible tool provided to us by the state legislature and via federal funding opportunities. Both will allow us to raise project funds needed to overcome the fiscal challenges we face while trying to address the area's transportation infrastructure needs in order to expedite our community's growth and to assure that our businesses prosper.

In the report, we will introduce you to a future that is being forged today: one of a dynamic transformation of infrastructure improvements in Cameron County that will shape our entire region.



The CCRMA has taken **bold and forward looking steps** to further our mission and address the mobility and infrastructure challenges in our surrounding communities.

**Frank Parker, Jr.**  
Chairman of the Board

CCRMA

# BOARD OF DIRECTORS

The Cameron County regional Mobility Authority is governed by a seven-member board of directors who are responsible for setting policies, prioritizing projects and making sure the CCRMA operates in an effective, efficient and transparent manner.

**FRANK PARKER, JR.**  
Chairman

**MICHAEL SCAIEF**  
Vice Chairman

**AL VILLARREAL**  
Treasurer

**ARTURO NELSON**  
Secretary

**MARK ESPARZA**  
Board Member

**LEO R. GARZA**  
Board Member

**DR. MARIA VILLEGAS, M.D.**  
Board Member

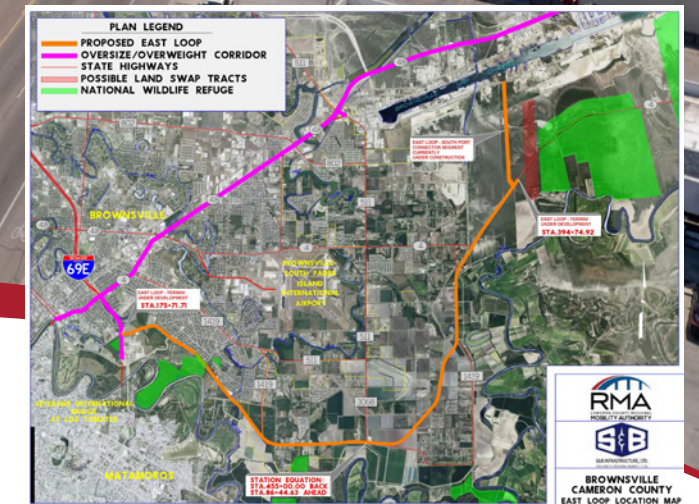
# WORKING TOGETHER

The CCRMA's projects in development are setting the stage for continued upward mobility in the Cameron County area, where economic growth continues at a rapid pace. The Mobility Authority works with numerous cities to improve the region's mobility. We work together for the best interests of its residents, always striving to make our roads safer, reduce congestion, improve air quality, and create efficient transportation solutions. These unique partnerships leverage the Mobility Authority's unique organizational structure to develop and construct the projects on an accelerated timeline. The CCRMA looks forward to our continued partnerships to improve our region's quality of life.



# REGIONAL PARTNERSHIPS

# CCRMA PROJECTS



## EAST LOOP

In 2008 the CCRMA began to lead the East Loop project (formerly SH 32) in the preliminary engineering and environmental phase wherein the City of Brownsville, TxDOT, Cameron County, and the Port of Brownsville have entered a partnership to further the development of the project.

The East Loop Project consists of the construction of a 10.1 mile long 4-lane overweight corridor from the Port of Brownsville to IH-69E / U.S. 77 at the Veterans International Bridge. The design includes a 6-lane section at the intersection with I-69E which transitions to a 4-lane non-controlled access curb and gutter facility access roadway from I-69E / U.S. 77 to Azucena Avenue. It continues as a 4-lane divided roadway with a 16-foot raised median and open ditches to FM 3068 and then turns north along FM 1419 and connects to SH 4. The project will continue north to connect to the south side of the Port of Brownsville with a two-lane entrance. The proposed project will provide greater international access and movement of goods to Mexico through the Veterans International Bridge, which provides access to the West to Monterrey via MEX-2.

### PROJECT STATUS

#### Environmental

85% Complete

#### ✓ Preliminary Engineering

Complete

#### ROW & Utilities

In Progress

#### Design

85% Complete

#### Funding

Partially Funded

# SPI 2ND ACCESS

The South Padre Island (SPI) 2nd Access project is one of the most critical safety projects in the state of Texas and the most environmentally complex project in the United States.

The South Padre Island (or Island) is home to nearly 3,000 residents and during peak seasons, there are millions of visitors. With an increasing number of vehicles destined to travel to SPI to work or to visit and only one access to the mainland-additional means of access to and from SPI are needed to alleviate traffic congestion and improve safety.

The CCRMA, in partnership with TxDOT and the Federal Highway Administration (FHWA), continues to develop the SPI 2nd Access. The new access will provide an additional emergency evacuation route and improve emergency response times. Along with the further development of a new access, we open the doors to economic development in the northern part of the island. The 2nd Access will provide a secondary evacuation route for South Padre Island residents and visitors in the event of a hurricane or closure incidents on the existing causeway while improving safety by reducing congestion on the existing Queen Isabella Memorial Causeway during weekends, spring break, summer peak season and other holidays. Finally, the project would foster economic development on South Padre Island and on the mainland of Cameron County.

SPI 2nd Access is planned to be an 8 miles long bridge that will involve a second crossing onto a new location along the north side of the Island that has recently been designated as a non toll project. The design is currently being evaluated in such a way as to minimize impacts to the seagrass and other local species / habitats that are vitally important to our values and an important aspect of our enjoyment of the natural splendor of our waterfront environment.

## PROJECT STATUS

### Environmental

Underway

### Preliminary Engineering

Underway

### ROW & Utilities

Pending

### Design

Pending

### Funding

Pending



## GAP II

The SH 550 is a limited access toll route, the first of its kind to be developed in South Texas. This future 10-mile interstate connects the Port of Brownsville and State Highway 48 to Interstate 69E.

## PROJECT STATUS

### ✓ Environmental

Complete

### ✓ Preliminary Engineering

Complete

### ✓ ROW & Utilities

Complete

### Design

95% PS&E Completed

### ✓ Funding

Funded

The SH 550 Gap II is the final Gap Project in the completion of the SH 550 from I-69E to the Port of Brownsville. The SH 550 Gap II Project limits are 0.2 miles south of FM 1847 to 1.13 miles south of Union Pacific Railroad. The project has completed the environmental, right-of-way and utility relocation phase, and now requires the updating of existing design plans to the most current interstate standards. The project requires a bridge structure over the rail line. When completed Interstate I-69 will connect the Port of Brownsville to I-69E.

This is a significant infrastructure improvement for the City of Brownsville and the Port of Brownsville. As the Port of Brownsville continues to lure industry from the energy, space and from other sectors, having an interstate is crucial. The Rio Grande Valley MPO (RGVMPO) and the CCRMA have allocated construction funds for this project. The project has \$23 million available in funding for construction.



## U.S. 77 – I-69E PLAN

**This project is a collaborative multi-county project will extend existing U.S. 77 from Corpus Christi to Brownsville at Interstate standards.**

More than a third of Texans live in the counties along the path of the Interstate 69 System. Approximately 900 miles of the future I-69 in Texas remain to be upgraded to full interstate standard. Interstate access will bring new economic development opportunities to the communities. Every new mile of the interstate will enhance safety for traveling Texans and congestion relief projects at urban and rural choke points add to driver safety.

The I-69 System in Texas is being built as a series of incremental upgrade projects on US 59, US 77, US 281, SH 44, and Loop 20. The System routes already provide key avenues for coastal evacuation and more upgrade projects will reduce evacuation gridlock and travel times. The entire I-69 System is part of the Texas Highway Freight Network and a key part of the Texas and national supply chain.

I-69 will provide the freight corridor needed to link border ports of entry with seaports and inland commercial centers.

### PROJECT STATUS

- ✔ **Environmental**  
Complete

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- ✔ **Preliminary Engineering**  
Complete

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- ✔ **ROW & Utilities**  
Complete

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- ✔ **Design**  
Complete

**Funding**  
Partially Funded

## VETERANS POV EXPANSION

**The Veterans POV Expansion project will increase the capacity for commercial vehicles entering the United States at Veterans International Bridge at Los Tomates.**

This project will facilitate the traffic between Brownsville and Matamoros, increasing safety and allow for a much better flow of passenger vehicle traffic. The project will reduce congestion on the bridge passenger lanes since currently only two northbound lanes are available for passenger vehicles.

This project will reduce wait times and travel time and will complete a gap that was included in the original master plan for the Border Station. It is a project of regional, national, and international significance and will greatly improve air quality.

### PROJECT STATUS

- ✔ **Environmental**  
Completed

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- ✔ **Preliminary Engineering**  
Completed

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- ✔ **ROW & Utilities**  
Completed

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- ✔ **Design**  
Completed

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- ✔ **Funding**  
Completed



# 2022 FINANCIAL STATEMENTS

## 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
<b>Total Current Assets</b>	<b>12,200,846</b>

### Current Restricted Assets:

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

### 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)
<b>Total Capital Assets, Net</b>	<b>118,416,627</b>
<b>Total Non-Current Assets</b>	<b>128,509,782</b>

**Total Assets** 152,707,117

### DEFERRED OUTFLOWS OF RESOURCES

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

**Total Assets and Deferred Outflows of Resources** \$ 152,959,493

(continued)

### LIABILITIES

#### Current Liabilities:

Accounts payable	\$ 3,296,079
Accrued interest	313,060
Current portion of long-term debt	2,305,000
<b>Total Current Liabilities</b>	<b>5,914,139</b>

#### Non-Current Liabilities:

Due to other agencies	16,134,188
Long-term debt	72,834,163
Unearned revenue	5,691,109
<b>Total Non-Current Liabilities</b>	<b>94,659,460</b>

**Total Liabilities** 100,573,599

### DEFERRED INFLOW OF RESOURCES

Deferred related to pension	331,518
<b>Total Deferred Inflow of Resources</b>	<b>331,518</b>

**Total Liabilities and Deferred Inflow of Resources** 100,905,117

### 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
<b>Total Net Position</b>	<b>52,054,376</b>

**Total Liabilities, Deferred Inflows, and Net Position** \$ 152,959,493

(concluded)

# 2022 FINANCIAL STATEMENTS

## STATEMENT OF CASH FLOWS

September 30, 2022

### STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

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
<b>Total Operating Revenues</b>	<b>11,519,468</b>

#### 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
<b>Total Operating Expenses</b>	<b>7,138,533</b>

Net Operating Income 4,380,935

#### NON-OPERATING REVENUES (EXPENSES):

Interest expense	(2,293,074)
Interest income	155,055
Redevelopment project expense	(8,260,585)
<b>Total Non-Operating (Expenses)</b>	<b>(10,398,604)</b>
(Loss) before capital contributions	(6,017,669)

Capital Contributions 9,589,733

Change in Net Position 3,572,064

Net Position-beginning of year 48,482,312

Net Position-end of year \$ 52,054,376

#### 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)
<b>Net cash provided by operating activities</b>	<b>10,825,565</b>

#### 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
<b>Net cash used in capital and related financing activities</b>	<b>(4,413,542)</b>

#### CASH FLOWS FROM INVESTING ACTIVITIES:

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

#### 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	163,491

Net cash flows provided by operating activities \$ 10,825,565

#### 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	21,666,431
<b>Ending cash - Statement of Net Position</b>	<b>2,202,420</b>



# CCRMA TOLLING

The CCRMA strives to provide excellent customer service to our community aiming to address customer issues during the first contact. In October 2021 CCRMA went live with a new system that changed our Registered By Plate program to the FUEGO Toll Tag. CCRMA's Fuego Toll Tag makes it easier for customers to resolve and manage their tolls offering tolls at a discounted rate. The system also offers new customer communication methods including automated notifications for low balances, statement availability and more. During FY2022 we reached a total of 2,530 active accounts with a total of 6,244 active Fuego Tags.

## Habitual Violator Program

The CCRMA is currently working to implement this enforcement program to address chronic non-payment of tolls by habitual violators or registered vehicle owners with more than 100 unpaid tolls transactions within a year. Enforcement remedies may lead to name publication, registration block, vehicle ban, as well as criminal misdemeanor charges, subject to a violation fine and impoundment if the ban of the vehicle is violated.

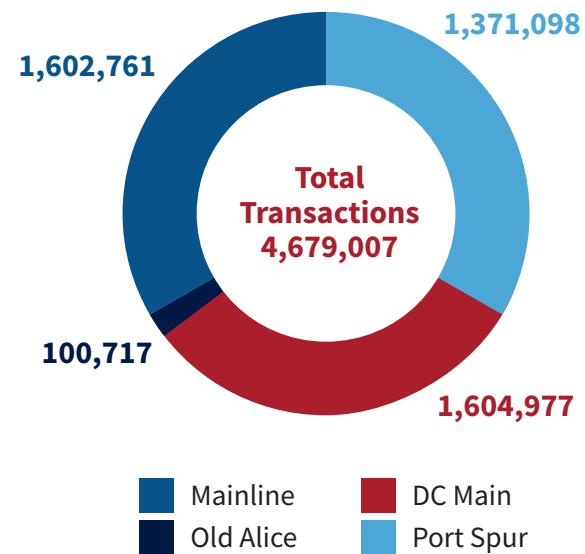
## Qualified Veteran Discount Program

Section 372.053 of the Texas Transportation Code allows toll agencies the opportunity to reduce or eliminate the payment of tolls for vehicles displaying certain disabled veteran licensed plates. The Cameron County Regional Mobility Authority (CCRMA) Board of Directors has determined that disabled military veterans are eligible for an exemption from the payment of tolls on CCRMA toll facilities for vehicles displaying eligible disabled veteran license plates.

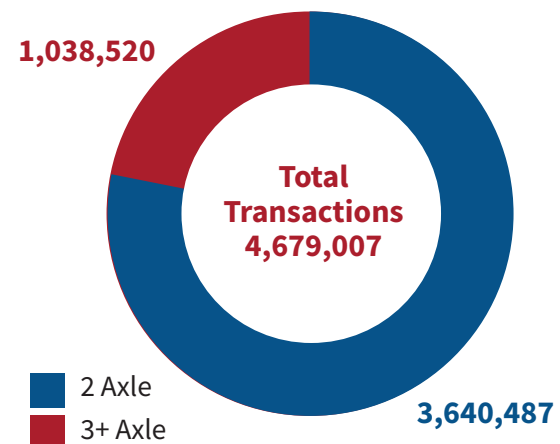
## TOLLING GROWTH FROM FY 2021 - FY 2022

Year	Total	Change	% Growth
FY 2021	3,975,611		
FY 2022	4,674,923	699,312	15%

TRANSACTION BREAKDOWN BY GANTRY



TRANSACTION BREAKDOWN BY AXLE TYPE



**2530**  
Active Fuego  
Accounts

**6,244**  
Active Fuego  
Tags



**2,982,268**  
Images



**46,935**  
Calls

# HIKE & BIKE PROJECTS

In every community open green spaces are highly sought due to fostering a bond with nature and for connecting communities. Walkable neighborhoods, parks, and open green spaces draw people outside and facilitate social interactions. The economic benefits of open, walkable, green spaces play an important role in policy-making decisions about zoning, restrictions on land-use, government purchase of lands for parks and similar initiatives.

The CCRMA has partnered with communities like the City of Brownsville and the City of Los Fresnos to develop hike and bike trails within their areas. We have undertaken creative opportunities for open space preservation that have helped connect communities and help revitalize its economy and social connectivity. Some opportunities that we worked on that created open space have included:

- Schoolyards
- Playgrounds
- Public seating areas
- Public plazas
- Vacant lots

The hike and bike trails have opened opportunities for:

- Enhancing neighborhood livability and connectivity
- Increase community and property values
- Enhance pedestrian and bicycle access and safety

The CCRMA looks forward to future opportunities to collaborate with our communities on hike and bike and shared use paths.



# CCRMA COMMUNITY OUTREACH

Our commitment and involvement in the community has been an important part of the CCRMA. We are proud to support and sponsor local Rio Grande Valley events that support and benefit our residents and community. Below are just a few of the events we participated in 2022.



Sombbrero Festival



Rio Grande Valley Livestock Show



5k Port Run



Brownsville Chief of Police  
Inaugural Marathon



Brownsville POA Fishing Tournament

# CCRMA FUTURE ENDEAVOURS

At the CCRMA we believe it's time to get Cameron County moving. We are delivering on our commitment to Cameron County residents, visitors, and users of our infrastructure. The CCRMA remains focused on meeting the needs of tomorrow to ensure that we are building new, safe, and efficient ways to get you to your destination. We opened the SH 550 toll road approximately ten years ago and it has already exceeded traffic and revenue projections; and demonstrating just how strong the demand is for reliable travel options. Additionally, our projects under construction made significant progress this year. Construction of the expansion of the Veterans Bridge in Brownsville has reached 30% completion. Further to the north, the SH 550 Gap 2 project is on track for a 2024 construction that when completed will provide an interstate corridor to the Port of Brownsville. We're proud to be a local agency that invests in Cameron County. All revenue generated from the Mobility Authority's toll road stays local and is reinvested in the region.

The Mobility Authority continues to implement meaningful mobility solutions to get you to your destination faster. Our toll facilities open to traffic today are exceeding projections, showing just how much residents in our area value their time.

Coming soon is interoperability at Cameron County's international bridges, coastal parks, and eventually interoperability beyond Cameron County. We will announce new partnerships with other governmental partners on several of our major projects. We will not let the worsening traffic congestion further impact our ability to enjoy all that our region has to offer.

**We will get Cameron County moving!**





**RMA**  
CAMERON COUNTY REGIONAL  
MOBILITY AUTHORITY

3461 Carmen Ave., Rancho Viejo, Texas 78575  
Phone: (956) 621-5571 • info@ccrma.org  
[www.ccrma.org](http://www.ccrma.org)