



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 27, 2024
11:00 AM

PUBLIC COMMENTS:

1. Public Comments.

PRESENTATION:

2. Presentation of the 2023 Cameron County Regional Mobility Authority Annual Comprehensive Financial Report for Fiscal Year 2023.

ITEMS FOR DISCUSSION AND ACTION:

3. Action Items.
 - A. Consideration and Approval of the February 22, 2024, Regular Meeting Minutes.
 - B. Acknowledgement of Claims.
 - C. Approval of Claims.
 - D. Consideration and Approval of the Financial Statements and Budget Amendments for the Month of February 2024.
 - E. Consideration and Approval of Quarterly Investment Report for the Period Ending February 29, 2024.
 - F. Consideration and Approval of Payment of Invoices and Release of Checks to SpawGlass for the Cameron County Veterans Bridge DAP Project.
 - G. Consideration and Approval of an Amended Interlocal Agreement Between the Cameron County Regional Mobility Authority and Cameron County Regarding Dana Avenue Project.
 - H. Consideration and Approval to Authorize Cameron County Regional Mobility Authority Staff to Advertise for Request for Qualifications for General Engineering Consulting Services.

4. Executive Session.


- A. Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues with Insurance Claim Related to SH 550 Northbound Direct Connector, Pursuant to V.T.C.A., Government Code, Section 551.071 (1).**
- B. Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues and Settlement Agreement with A to Be and E-Transit, Pursuant to V.T.C.A., Government Code, Section 551.071 (1).**
- C. Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues with the Use of Cameron County Regional Mobility Authority Property, Pursuant to V.T.C.A., Government Code, Section 551.071 (2).**

5. Action Relative to Executive Session.

- A. Possible Action.**
- B. Possible Action.**
- C. Possible Action.**

ADJOURNMENT:

Signed this 22nd day of March 2024



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 2023 CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY ANNUAL COMPREHENSIVE FINANCIAL
REPORT FOR FISCAL YEAR 2023.**

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

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2023

Prepared by:

Victor J. Barron, Chief Financial Officer

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Annual Comprehensive Financial Report
For the Fiscal Year Ended September 30, 2023

TABLE OF CONTENTS

	Page
INTRODUCTORY SECTION	1
Letter of Transmittal	2
GFOA Certificate of Achievement for Excellence in Financial Reporting	12
Organizational Chart	13
Appointed Officials	14
FINANCIAL SECTION	15
Independent Auditors' Report	16
Management's Discussion and Analysis	19
Basic Financial Statements	27
Statement of Net Position	28
Statement of Revenues, Expenses and Changes in Net Position	30
Statement of Cash Flows	31
Notes to Financial Statements	33
REQUIRED SUPPLEMENTARY INFORMATION	63
Schedule of Changes in Net Pension Liability and Related Ratios	64
Schedule of Employer Contributions	65
Notes to Schedule of Employer Contributions	66
STATISTICAL SECTION	67
<i>Financial Trends:</i>	
Net Position	69
Changes in Net Position	70
<i>Revenue Capacity</i>	
Traffic Count Table	71
Toll Rate Schedule	72
Vehicles Registered	73
Vehicle Fee Registration Rates	74
<i>Debt Capacity</i>	
Outstanding Debt	75
<i>Demographic and Economic information</i>	
Full Time Equivalent Employees	76

COMPLIANCE SECTION	77
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 <i>Government Auditing Standards</i>	78
Independent Auditors' Report Compliance for each Major Program and on Internal Control over Compliance required by the Uniform Guidance and the State of Texas Single Audit Circular	80
Schedule of Finding and Questioned Costs – Federal and State Awards	82
Schedule of Expenditures of Federal and State Awards	84
Notes to Schedule of Expenditures of Federal and State Awards	85

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
Chief Financial Officer

Date: March 21, 2024

Board of Directors & Citizens of Cameron County:

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, 2023. 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. Management assumes full responsibility for the completeness and reliability of all the information presented in this report. We believe the information and data contained herein are accurate in 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 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 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, 2023, are free of material misstatements. The audit was conducted in accordance with Generally Accepted Auditing Standards ("GAAS").

The independent auditor concluded, based on the audit, that there was a reasonable basis for rendering an unmodified opinion that the CCRMA's financial statements as of and for the fiscal year ended September 30, 2023 are presented in conformity with GAAP. The auditors' report is presented as the first part 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, 2023, the CCRMA currently has 19 employees of which 18 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 struck 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 2023, the Texas Transportation Commission placed the SPI 2nd Causeway as an On-System Project. It is now SH 104, and the Texas Department of Transportation will fund the development and construction of the 2nd Causeway. Anticipated environmental clearance is Summer 2026.

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 RGVMPPO and thus, additional funding opportunities will be available in the future. This is one of three components that will tie Edinburg, Texas to South Padre Island, Texas. Two components, the I-69 Connector from Edinburg to Harlingen, Texas and SH 104 (2nd Causeway) are funded.

I-69 Connector

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. TxDot has funded project in the 2024 UTP.

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 2025. 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 95% complete. There is approximately \$30 million available in funding, and we are working with TxDOT to close the funding gap with the 2025 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.

The CCRMA is authorized to complete the final environmental document and schematics for the FM 509 Project, from FM 508 to FM 1599, as well as negotiations with U.S. Army Corps of Engineers, Coast Guard, USFWS, TPWD and other state and federal agencies including coordination with TxDOT as well as any other coordination required by TxDOT.

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 90% 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 2025.

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 2026.

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. The project is pending a Presidential Permit.

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. Project letting is September 2025.

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. This will be a TxDot funded project.

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.

US 281 Connector Project

CCRMA is authorized to complete the final environmental document and schematics for the 281 Connector Project as well as negotiations with U.S. Army Corps of Engineers, Coast Guard, USFWS, TPWD and other state and federal agencies including coordination with TxDOT as well as any other coordination required by TxDOT.

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

South Parallel Corridor

CCRMA is authorized to complete the final PS&E for the South Parallel Corridor Phase 3 Project and any coordination required by TxDOT. CCRMA to complete the final PS&E for the South Parallel Corridor Phase 3 Project and coordinate approval of final design with TxDOT. Project letting is September 2025.

Gateway Bridge

CCRMA will provide assistance through the Project Development Study that the General Services Administration (GSA) is conducting at the Gateway Bridge in anticipation of the Re-Modernization of the Gateway Bridge. Project is fully funded by GSA.

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% of the schematics are complete, and the environmental document is at 90%.

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.

Los Fresnos Hike and Bike Trail

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 Category 7 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.

City of San Benito

Stenger Road

The CCRMA is to 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 the CCRMA under the purview of TxDOT. To advance the Stenger Road Transportation Alternatives Set Aside Project to a Ready-to Let Status with TxDOT. Project limits are from West Business 77 to Fannin Street approximately 1.1 miles. Project is fully funded.

City of Primera

Primera Road

The CCRMA, as Project Sponsor is to develop Preliminary Engineering and Environmental documents as well as completing any project development activities required to develop the project to and approved schematic and environmental clearance for final design and construction by the CCRMA under the purview of TxDOT.

To advance the Primera Road Transportation Alternatives Project to a Ready-to-Let Status with TxDOT. The project is located in Primera, Texas and consist of installing a sidewalk along the north Right of Way of Primera Road. The project will begin at Alonzo Road and end at the east city limit near the intersection of Primera Road and US 77 Frontage Road. The concrete sidewalk will be eight feet wide, approximately 2.75 miles.

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 to supporting the highest level of prudent fiscal management.

Awards

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Cameron County Regional Mobility Authority for its annual comprehensive financial report for the fiscal year ended September 30, 2022. This was the first year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to GFOA to determine its eligibility for another certificate.

Respectfully submitted:



Pete Sepulveda, Jr.
Executive Director



Victor J. Barron
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

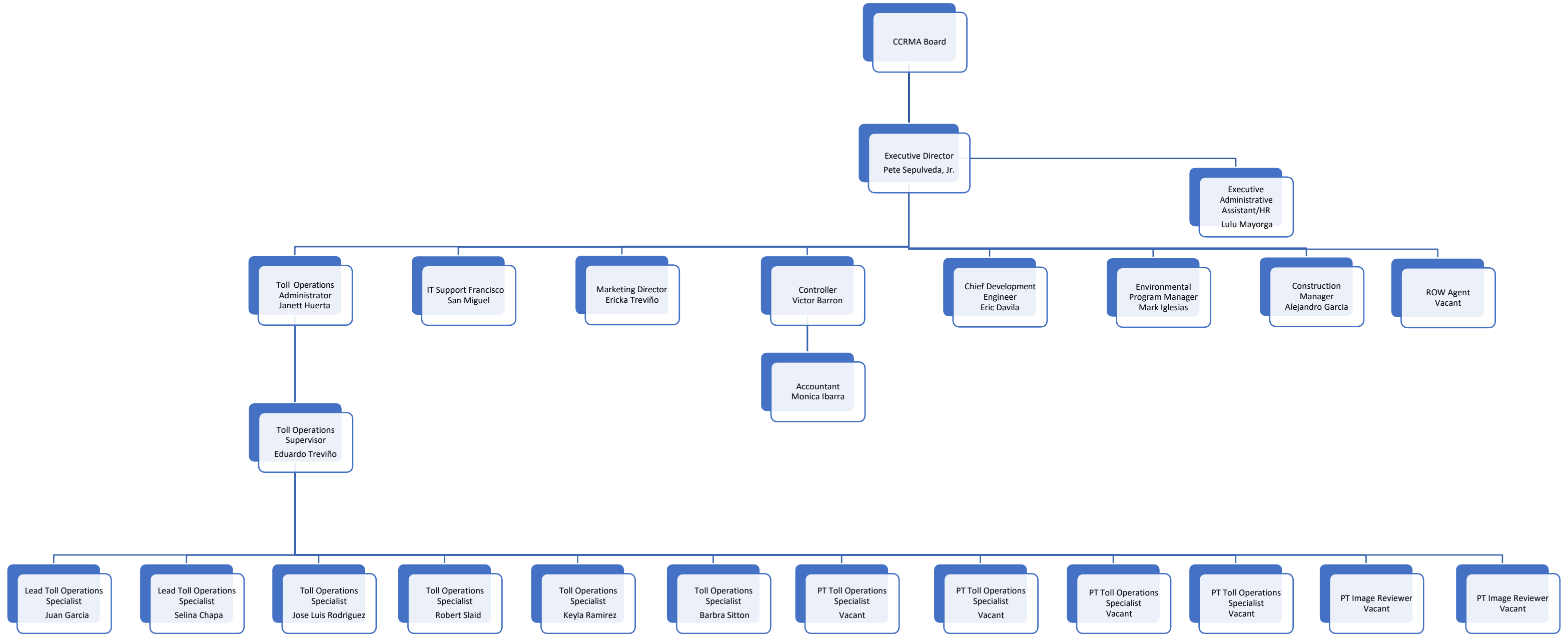
**Cameron County Regional Mobility Authority
Texas**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2022

Christopher P. Morill

Executive Director/CEO



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
Julie Guerra-Ramirez	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, 2023, 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, 2023, 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.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the CCRMA's basic financial statements. The accompanying schedule of expenditures of federal and state awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and the State of Texas Single Audit Circular are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and

reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements and the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

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 21, 2024, 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 21, 2024

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2023

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, 2023. 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-end exceed its liabilities and deferred inflows of resources at the end of the fiscal year 2023 by \$55,690,675 (total net position). The total amount of \$4,781,976 (unrestricted net position) may be used to meet the CCRMA's outgoing obligations to citizens and creditors.
- Net position increased by \$3,636,199 or 6.99 % compared to prior year.
- The CCRMA general debt obligation decreased \$2,305,000 or -3.14%

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 28-32 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 33 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, 2023

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 63 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, 2023 and 2022, were approximately \$55.6 and \$52 million, respectively. The largest component of total assets for all two years were the non-current assets. Non-current assets accounts for approximately 86% and 84 of total assets for the years 2023, and 2022, respectively. These assets consist of capital assets, restricted bond funds construction in progress, deferred outflow of resources. Liabilities consist of current liabilities and deferred inflow of resources.

Summary of Net Position

	2023	2022	Change	Percentage of Change
Assets and Deferred Outflows of Resources				
Current assets	\$ 21,525,367	\$ 24,197,335	(2,671,968)	-11.04%
Capital assets, net	116,439,861	118,416,627	(1,976,766)	-1.67%
Other non-current	14,549,060	10,093,154	4,455,906	44.15%
Total assets	<u>152,514,288</u>	<u>152,707,117</u>	<u>(192,829)</u>	-0.13%
Deferred outflows of resources	<u>288,854</u>	<u>252,376</u>	<u>36,478</u>	14.45%
Total assets and deferred outflows of resources	<u>\$ 152,803,142</u>	<u>\$ 152,959,493</u>	<u>(156,351)</u>	-0.10%
Liabilities and Deferred Inflows of Resources				
Current liabilities	\$ 8,199,866	\$ 5,914,139	2,285,727	38.65%
Non-current liabilities	88,741,758	94,659,460	(5,917,701)	-6.25%
Total liabilities	<u>96,941,624</u>	<u>100,573,598</u>	<u>(3,631,974)</u>	-3.61%
Deferred inflows of resources	<u>170,943</u>	<u>331,518</u>	<u>(160,575)</u>	-48.44%
Total liabilities and deferred inflows of resources	<u>\$ 97,112,567</u>	<u>\$ 100,905,117</u>	<u>(3,792,550)</u>	-3.76%
Net position:				
Net investment in capital assets	\$ 30,298,362	\$ 30,171,201	127,161	0.42%
Restricted	20,610,237	16,739,689	3,870,548	23.12%
Unrestricted	4,781,976	5,143,486	(361,510)	-7.03%
Total net position	<u>\$ 55,690,575</u>	<u>\$ 52,054,376</u>	<u>3,636,199</u>	6.99%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Management's Discussion and Analysis
For the Fiscal Year Ended September 30, 2023

- Current assets decreased by \$2,671,968 or -11.04%. The decrease is largely due to cash payments for interlocal project agreements.
- Capital assets (net of depreciation) decreased by \$1,976,766 or -1.67%. For 2023, capital assets additions were \$1,525,516 offset by accumulated depreciation of \$(3,502,282).
- Deferred outflows of resources increased by \$24,737 attributable to pension related deferrals in fiscal year 2023.
- Current liabilities increased by \$2,285,727 or 38.65%. Non-current liabilities decreased by \$5,917,702 or 6.25% compared to the prior year.
- The total pension related deferred inflows related to pension decreased by \$160,575 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 on pages 54-62 of this report.
- The largest portion of the CCRMA's net position 54.41% 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 \$20,610,237 and comprised 37% 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 \$4,781,976 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, 2023

Changes in Net Position

The CCRMA's total revenues and capital contributions for the year ending September 30, 2023, and 2022 were approximately \$30.1 million and \$21.2 million, respectively. Total expenses for the year ending September 30, 2023 and 2022 were approximately \$27.1 million and \$17.6 million, respectively. Change in net position has resulted in an increase in year 2023, an increase in 2022. The CCRMA's capital assets in operating generate large depreciation expense recorded in operating expenses. The changes in net operating income prior to the recording of depreciation expense for the years 2023 and 2022 were \$7,888,212 and \$7,7705,469, respectively.

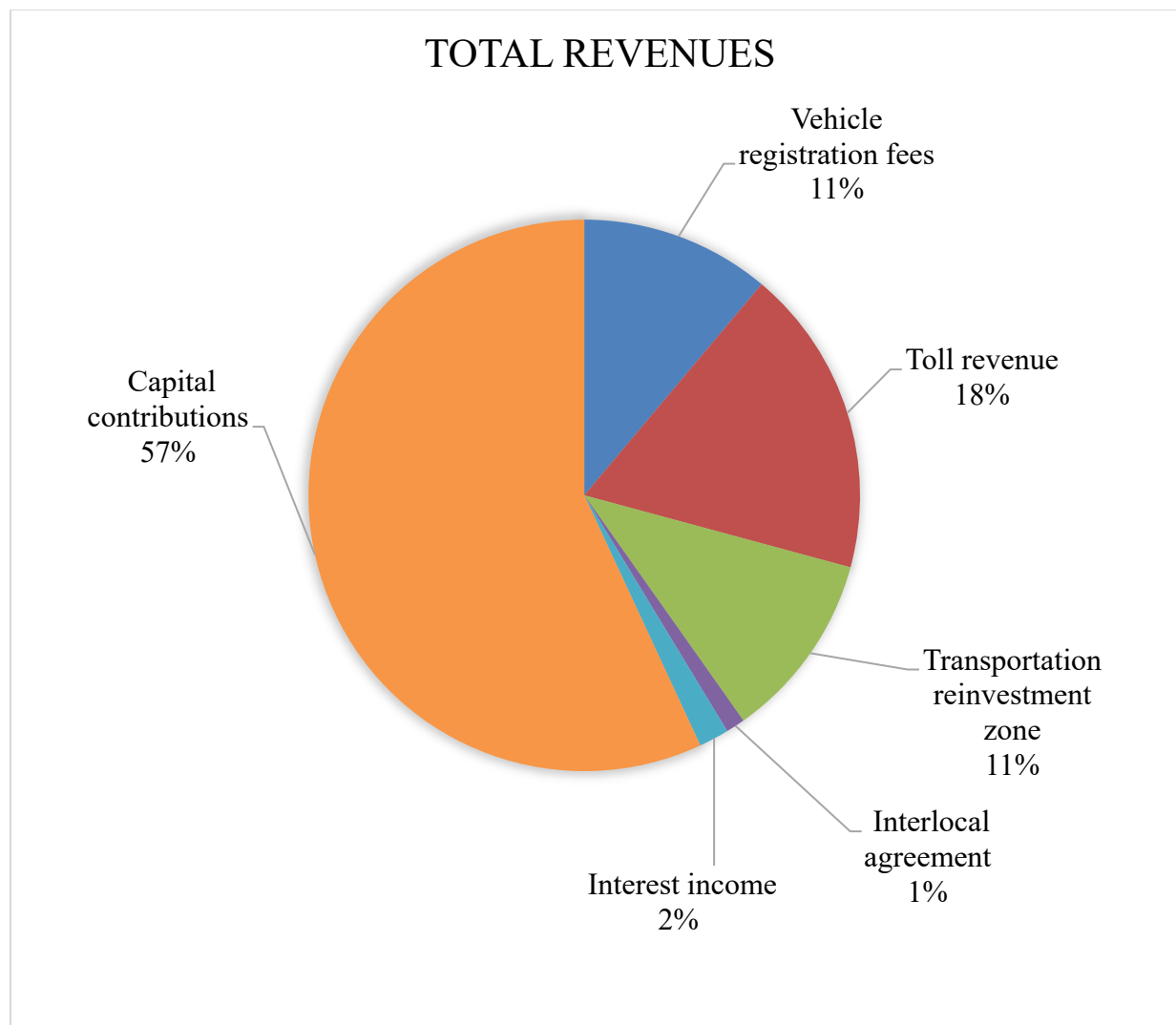
Changes in Net Position

	2023	2022	Change	Percentage of Change
Revenues:				
Operating				
Vehicle registration fees	\$ 3,499,780	\$ 3,461,110	\$ 38,670	1.12%
Toll revenue	4,966,718	4,602,523	364,195	7.91%
Transportation reinvestment zone	3,462,631	3,078,965	383,666	12.46%
Interlocal agreement and other	351,398	376,870	(25,472)	-6.76%
Total Revenues	<u>12,280,527</u>	<u>11,519,468</u>	<u>761,059</u>	6.61%
Expenses:				
Operating				
Advertising	90,536	71,002	19,534	27.51%
Depreciation	3,502,282	3,324,533	177,749	5.35%
Insurance	11,128	11,545	(418)	-3.62%
Office expenses	121,943	233,709	(111,766)	-47.82%
Professional services	590,936	432,842	158,094	36.52%
Salaries and contractual services	1,851,694	1,639,190	212,504	12.96%
Toll operating expenses	1,600,346	1,338,402	261,944	19.57%
Travel	57,759	23,862	33,897	142.05%
Utilities	67,974	63,447	4,527	7.14%
Total Operating Expenses	<u>7,894,597</u>	<u>7,138,533</u>	<u>756,065</u>	10.59%
Net Operating Income	4,385,930	4,380,936	4,994	0.11%
Non-Operating Revenues (Expenses)				
Interest expense	(2,349,355)	(2,293,074)	(56,281)	2.45%
Interest income	554,056	155,055	399,001	257.33%
Project development expense	(16,871,846)	(8,260,585)	(8,611,261)	104.25%
Total Non Operating Revenue (Expenses)	<u>(18,667,145)</u>	<u>(10,398,604)</u>	<u>(8,268,540)</u>	79.52%
Total Non-Operating (Expenses)				
(Loss) before capital contributions	(14,281,215)	(6,017,669)	(8,263,546)	137.32%
Capital contributions	17,917,414	9,589,733	8,327,682	86.84%
Change in Net Position	3,636,199	3,572,064	64,135	1.80%
Net Position- Beginning of Year	<u>52,054,376</u>	<u>48,482,312</u>	<u>3,572,063</u>	7.37%
Net Position End of Year	<u>\$ 55,690,575</u>	<u>\$ 52,054,376</u>	<u>\$ 3,636,200</u>	6.99%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 (A Component Unit of Cameron County, Texas)
Management’s Discussion and Analysis
 For the Fiscal Year Ended September 30, 2023

Revenues -Total revenues increased by \$9,088,471 as shown on Changes in Net Position.

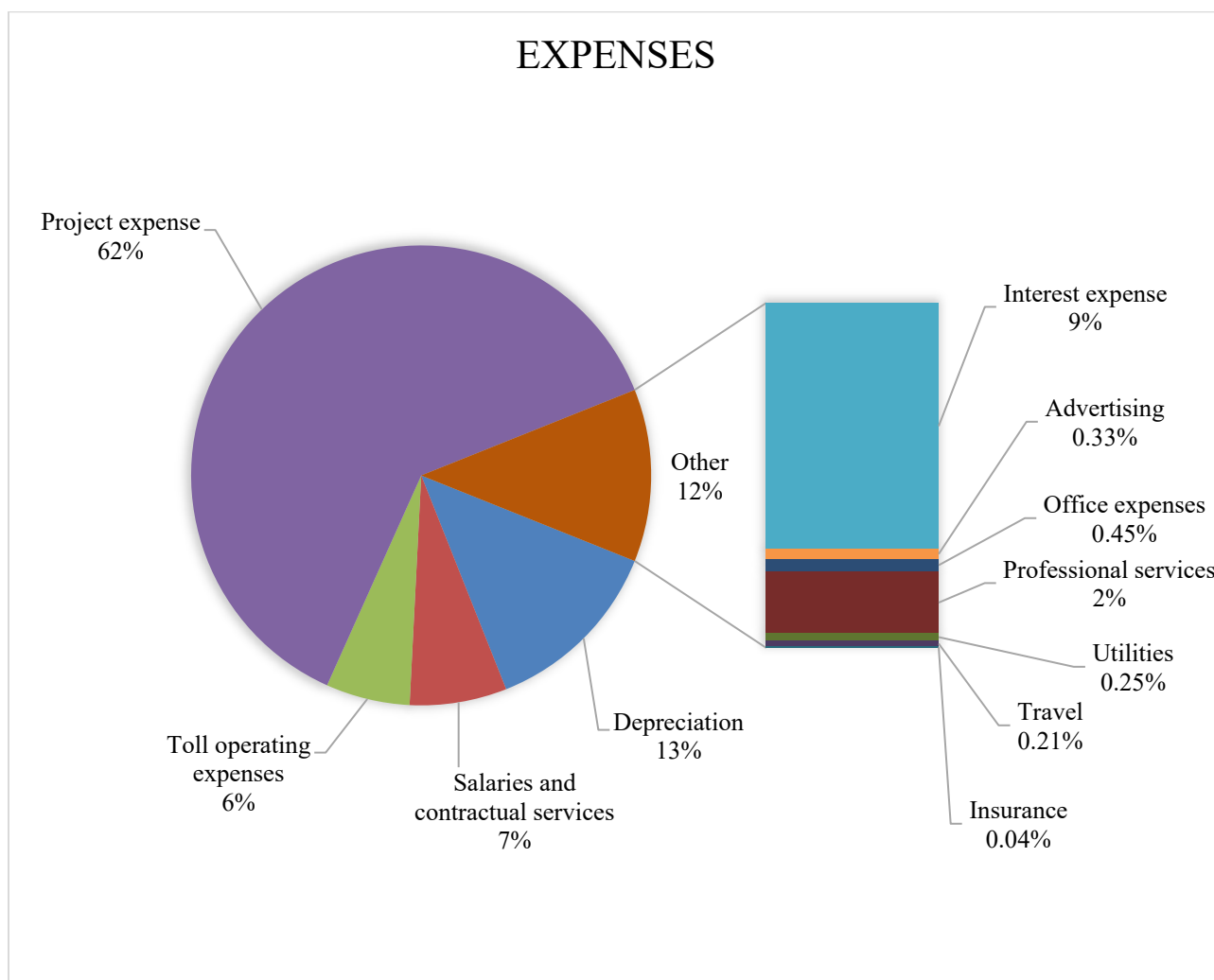
- Total Vehicle registration fees for fiscal year 2023 were \$3,499,780, an increase of \$38,670 compared to the previous fiscal year. Revenues for fiscal year 2022 were \$3,461,110. Increase due to a more registration renewals.
- Toll revenues increased by \$364,195 for fiscal year 2023 for a total of \$4,966,718. Revenues for the previous fiscal year were \$4,602,523. In fiscal year 2023, the traffic count increased.
- Transportation reinvestment zone increased by \$383,666 for fiscal year 2023 for a total of \$3,462,631. Revenues from the previous fiscal year were \$3,078,965. The increase is due to an increase in property value assessments.
- Interest income increased by \$399,001 due to cash advance funding and higher interest rates.
- Interlocal agreements and capital contributions increased by \$8,327,682 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, 2023

Expenses – Total operating expenses increased by \$756,065 or 10.59%. as shown on Changes in Net Position.

- Salaries and contractual services is one of the largest expense and is 7% of total expenses. This is an increase of \$212,504 from the previous year and is due to an increase in staff.
- Toll operating expenses increased by \$261,944 and 6% of total expenses. This is due to an increase in postage, mailing, and toll road maintenance.
- Interest expense decreased by \$56,281 and is 9% of total expenses. The decrease is due year due to lower interest rates on prior years refunding bonds.
- Project development expenses are the largest expense representing 62% of total expenses. The increase of \$8,611,261 is due to project development materializing.
- The remaining 16% of expenses represent depreciation (13%), and other expenses of 3% 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, 2023

Capital Assets and Debt Administration

The CCRMA's investment in capital assets as of September 30, 2023, amounts to \$116,439,861 (net of accumulated depreciation). The total increase in the CCRMA's net investment in capital assets for the current fiscal year was \$1,976,766 or - 1.67%. 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 40 of this report. The following represents capital assets by category net of their related accumulated depreciation:

	<u>2023</u>	<u>2022</u>
Land	\$ 154,268	\$ 154,268
Construction in progress (CIP)	23,555,443	24,753,414
Buildings	605,225	642,385
Improvements	34,415	18,508
Software	2,372,408	1,194,903
Infrastructure	85,048,996	87,145,298
Equipment	4,669,106	4,507,851
Total Capital Assets	<u>\$ 116,439,861</u>	<u>\$ 118,416,627</u>

Long-term Debt

As of September 30, 2023, the CCRMA had long term debt outstanding of \$71,075,000. The total decrease to long term debt for the current fiscal year was \$2,305,000 or -3.14%. Additional information can be found in Note 7 on pages 44-47 of this report.

	<u>2023</u>	<u>2022</u>
2014 Revenue & Tax Bonds	\$ 3,770,000	\$ 4,040,000
2015 Revenue & Tax Bonds	3,930,000	4,100,000
2016 Refunding Revenue & Tax	15,805,000	15,805,000
2017 Refunding Revenue Bonds	3,415,000	4,470,000
2019 Refunding Revenue Bonds	14,925,000	14,925,000
2020 Refunding Revenue & Tax	25,305,000	26,115,000
2021 Revenue Bonds	3,925,000	3,925,000
Total Long-Term Debt	<u>\$ 71,075,000</u>	<u>\$ 73,380,000</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, 2023

Economic Factors

- Registered vehicles increased by 1% from the prior year to 350,188 in 2023.
- Growth in redevelopment projects with local governmental entities increased in 2023.
- Toll road traffic counts increased by 16% from the prior year to 5,437,251 in 2023.
- Toll road revenue increased by 8% from the prior year anticipating a larger increase in fiscal 2024 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 SECTION

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Statement of Net Position
September 30, 2023

ASSETS:	
Current Assets:	
Cash and cash equivalents	\$ 1,268,250
Prepaid items	38,380
Accounts receivable, net	1,565,953
Due from other agencies	10,285,249
Total Current Assets	13,157,832
Current Restricted Assets	
Restricted cash - debt service	2,550,000
Restricted cash - interlocal projects	3,324,105
Restricted cash - bond proceeds	2,493,430
Total Restricted Current Assets	8,367,535
Total Current Assets	21,525,367
Non-Current Assets:	
Non Current Restricted Assets:	
Cash - TRZ project funds	6,059,000
Cash - trustee debt reserve funds (BNYM)	4,795,947
Cash - trustee debt reserve funds (TRB)	3,443,928
Net pension asset	164,797
Prepaid bond insurance	85,389
Capital assets, net	
Land	154,268
Construction in progress	23,555,443
Buildings	743,204
Improvements	44,679
Software	3,307,221
Infrastructure	108,604,104
Equipment	8,618,954
Accumulated depreciation	(28,588,012)
Total Capital Assets, Net	116,439,861
Total Non-Current Assets	130,988,921
Total Assets	152,514,288
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflows related to pension	288,854
Total Deferred Outflows of Resources	288,854
Total Assets and Deferred Outflows of Resources	\$ 152,803,142

(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, 2023

LIABILITIES:	
Current Liabilities:	
Accounts payable	\$ 5,345,364
Accrued interest	304,502
Current portion of long-term debt	2,550,000
Total Current Liabilities	<u>8,199,866</u>
Non-Current Liabilities:	
Due to other agencies	16,134,188
Long-term debt	70,112,883
Unearned revenue	2,494,687
Total Non-Current Liabilities	<u>88,741,758</u>
Total Liabilities	<u>96,941,624</u>
DEFERRED INFLOW OF RESOURCES	
Deferred charge on refundings	11,741
Deferred related to pension	159,202
Total Deferred Inflow of Resources	<u>170,943</u>
Total Liabilities and Deferred Inflow of Resources	<u>97,112,567</u>
NET POSITION:	
Net investment in capital assets	30,298,362
Restricted	
Debt service	10,927,534
Redevelopment projects	9,517,906
Net pension	164,797
Unrestricted	4,781,976
Total Net Position	<u>55,690,575</u>
Total Liabilities, Deferred Inflows, and Net Position	<u>\$ 152,803,142</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, 2023

Operating Revenues	
Vehicle registration fees	\$ 3,499,780
Toll revenue	4,966,718
Transportation reinvestment zone	3,462,631
Interlocal agreement revenues	336,316
Other operating revenues	15,082
Total Operating Revenues	<u>12,280,527</u>
Operating Expenses	
Advertising	90,536
Depreciation	3,502,282
Insurance	11,128
Office expenses	121,943
Professional services	590,936
Salaries and contractual services	1,851,694
Toll operating expenses	1,600,346
Travel	57,759
Utilities	67,973
Total Operating Expenses	<u>7,894,597</u>
Net Operating Income	<u>4,385,930</u>
Non-Operating Revenues (Expenses)	
Interest expense	(2,349,355)
Interest income	554,056
Redevelopment project expense	(16,871,846)
Total Non-Operating (Expenses)	<u>(18,667,145)</u>
(Loss) before capital contributions	(14,281,215)
Capital Contributions	<u>17,917,414</u>
Change in Net Position	3,636,199
Net Position-beginning of year	<u>52,054,376</u>
Net Position-end of year	<u>\$ 55,690,575</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, 2023

CASH FLOWS FROM OPERATING ACTIVITIES:	
Receipts from vehicle registration fees	\$ 3,485,190
Receipts from toll revenues	5,774,770
Receipts from other operating sources	5,182,456
Payments to vendors	(2,566,952)
Payments to employees	(1,933,869)
Net cash provided by operating activities	<u>9,941,597</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:	
Acquisitions of property and equipment	(2,723,487)
Acquisitions of construction in progress and redevelopment assets	(13,639,602)
Payments on interest	(2,470,248)
Payments on bond principal	(2,305,000)
Advances from TxDOT and other project agreements	10,708,494
Net cash used in capital and related financing activities	<u>(10,429,844)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:	
Receipts from interest income	<u>554,056</u>
Net cash provided by investing activities	<u>554,056</u>
Net increase in cash and cash equivalents	65,808
Cash and cash equivalents at beginning of year	<u>23,868,851</u>
Cash and cash equivalents at end of year	<u>\$ 23,934,659</u>
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:	
Net operating income	\$ 4,385,930
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	3,502,282
Changes in assets and liabilities:	
(Increase) in prepaid expenses	(14,713)
(Increase) in due from other agencies	2,493,227
Decrease accounts receivable	758,771
Decrease net pension asset	168,847
Increase in accounts payable	2,049,285
(Decrease) in accrued expenses	(8,558)
(Decrease) in unearned revenue	(3,196,422)
(Increase) in deferred outflow of resources	(36,478)
(Decrease) in deferred inflow of resources	(160,575)
Net cash flows provided by operating activities	<u>\$ 9,941,597</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, 2023

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

Ending cash - Statement of Cash Flows	\$ 23,934,659
Less: amount reported in restricted assets	<u>22,666,409</u>
Ending cash - Statement of Net Position	<u><u>\$ 1,268,250</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, 2023

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, 2023

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, 2023, is \$1,565,953 which is comprised of \$9,023,463 of gross receivables related to tolls and vehicle registration fees with an allowance of \$7,457,510. 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 estimated 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
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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, unspent bond proceeds, 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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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 assets that applies to future periods. 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. 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 asset that applies to 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.
- A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price.

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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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, 2023.

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 in which they are earned.

R. Implementation of New Accounting Pronouncements

GASB Statement No. 91, "Conduit Debt Obligations" The requirements of this Statement will take effect for financial statements starting with fiscal year that ends December 31, 2022. The adoption of this pronouncement did not have a material effect on the financial statements at September 30, 2023.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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

R. Implementation of New Accounting Pronouncements - Continued

GASB Statement No.94, “Public-Private and Public Partnerships and Availability Payment Arrangements.” The requirements of this Statement will take effect. For financial statements starting with the fiscal year that ends June 30, 2023. The adoption of this pronouncement did not have a material effect on the financial statements at September 30, 2023.

GASB Statement No.96, “Subscription-Based Information Technology Arrangements. “The requirements of this Statement will take effect for financial statements starting with the fiscal year that ends June 30, 2023. The adoption of this pronouncement did not have a material effect on the financial statements at September 30, 2023.

GASB Statement No. 99 “Omnibus 2022. “The requirements related to leases, PPP’s and SBITA will take effect for financial statements starting with fiscal year that ends June 30, 2023. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 will take effect for financial statements starting with fiscal year that ends June 30, 2024.

GASB Statement No. 100, Accounting Changes and Error Corrections – an amendment of FASB Statement No. 62”. The requirements of this Statement will take effect for financial statements starting with the fiscal year that ends June 30, 2024.

GASB No. 101, “Compensated Absences.” The requirements of this Statement will take effect for financial statements starting with the fiscal year that ends December 31, 2024.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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 priority in its deposit accounts. As of September 30, 2023, the carrying amount of the CCRMA's cash, cash equivalents, and restricted cash was \$23,934,660 of this total, \$22,666,410 was restricted and held in various bond trustee accounts in the BNY Mellon and interest checking accounts in accordance with bond indenture agreements. The remainder, \$1,268,250, 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, 2023.

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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 3 – Capital Assets

Depreciation expense for 2023 was \$3,502,282. The following schedule summarizes the capital assets and construction in progress of the CCRMA as of September 30, 2023:

Capital Assets	October 1, 2022	Additions	Reclassification	September 30, 2023
Non-Depreciable Capital Assets				
Land	\$ 154,268	\$ -	\$ -	\$ 154,268
Construction in progress (CIP)	24,753,414	152,029	(1,350,000)	23,555,443
Total Non-depreciable Capital Assets	<u>24,907,682</u>	<u>152,029</u>	<u>(1,350,000)</u>	<u>23,709,711</u>
Depreciable Capital Assets				
Buildings	743,204	-	-	743,204
Improvements	26,793	17,886	-	44,679
Software	1,910,405	46,816	1,350,000	3,307,221
Infrastructure	107,932,277	671,827	-	108,604,104
Equipment	7,981,996	636,958	-	8,618,954
Total Depreciable Capital Assets	<u>118,594,675</u>	<u>1,373,487</u>	<u>1,350,000</u>	<u>121,318,162</u>
Less: Accumulated Depreciation				
Buildings	(100,819)	(37,160)	-	(137,979)
Improvements	(8,285)	(1,979)	-	(10,264)
Software	(715,502)	(219,311)	-	(934,813)
Infrastructure	(20,786,979)	(2,768,129)	-	(23,555,108)
Equipment	(3,474,145)	(475,703)	-	(3,949,848)
Total Accumulated Depreciation	<u>(25,085,730)</u>	<u>(3,502,282)</u>	<u>-</u>	<u>(28,588,012)</u>
Total Depreciable Capital Assets, Net	<u>93,508,945</u>	<u>(2,128,795)</u>	<u>1,350,000</u>	<u>92,730,150</u>
Total Capital Assets	<u>\$ 118,416,627</u>	<u>\$(1,976,766)</u>	<u>\$ -</u>	<u>\$ 116,439,861</u>

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 4 – Disaggregation of Receivable and Payable Balances

Accounts receivable consisted of the following at September 30, 2023:

	Total
Vehicle registration fees	\$ 596,325
Tolls accounts receivable, net	969,628
Total Accounts Receivable, Net	\$ 1,565,953

Accounts payable consisted of the following at September 30, 2023:

	Total
Operation payables	\$ 264,089
Project payables	5,081,275
Total Accounts Payable	\$ 5,345,364

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, 2023 was \$0.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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, 2023, there was an outstanding balance of \$117,500.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 6 – Non-Current Liabilities – Continued

The following schedule summarizes the non-current liabilities of the CCRMA as of September 30, 2023:

Unearned Revenue	October 1, 2022	Additions	Reductions	September 30, 2023	Credit Limit
<i>Cameron County</i>					
Dana Road	\$ -	\$ 165,190	\$ -	\$ 165,190	N/A
East Loop	1,001,371	-	(876,805)	124,566	N/A
Gateway Bridge	-	25,000	(22,112)	2,888	N/A
International Bridges	23,275	-	-	23,275	N/A
Mountain Bike Trail	-	345,500	(330,501)	14,999	
Old Alice Road	1,442,828	-	(44,751)	1,398,077	N/A
SPI Second Access	1,258,866	-	(819,741)	439,125	N/A
Veterans International Bridge	1,583,041	-	(1,583,041)	-	N/A
<i>City of Brownsville</i>					
Dana Road	177,595	105,872	(242,746)	40,721	N/A
Indiana Road	-	-	-	-	N/A
Morrison Road	10,917	-	-	10,917	N/A
West Rail	124,960	-	-	124,960	N/A
<i>City of Los Fresnos</i>					
Sidewalk Project	20,043	47,113	(26,489)	40,667	N/A
Whipple Road	6,256	-	-	6,256	N/A
Tolls					
Other	41,957	97,093	(36,004)	103,046	N/A
Total Unearned Revenue	<u>\$ 5,691,109</u>	<u>\$ 785,768</u>	<u>\$ (3,982,190)</u>	<u>\$ 2,494,687</u>	<u>\$ -</u>
Due to Other Agencies					
TxDot FAA - South Padre Island 2nd Access	\$ 12,991,920	\$ -	\$ -	\$ 12,991,920	\$ 14,300,000
TxDot FAA - West Parkway	2,244,589	-	-	2,244,589	N/A
TxDot FAA - Outer Parkway	780,179	-	-	780,179	5,000,000
Cameron County	117,500	-	-	117,500	N/A
Total Due to Other Agencies	<u>\$ 16,134,188</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 16,134,188</u>	<u>\$ 19,300,000</u>

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 7 – Long-Term Debt

The following items comprise the CCRMA’s outstanding debt at September 30, 2023.

Description	Interest rates %	Date of Issuance	Date of Maturity	Bonds Outstanding
SH550 Highway Project Revenue and Tax Bonds, Series 2014	2.00%-5.00%	2014	2034	\$ 3,770,000
SH550 Highway Project Revenue and Tax Bonds, Series 2015	2.75%-3.75%	2015	2040	3,930,000
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	3,415,000
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	25,305,000
Vehicle Registration Revenue Bonds, Series 2021	3%	2021	2041	3,925,000
Total Debt				71,075,000
Premium on Debt				1,611,984
(Discounts)				(24,101)
Net Total Debt				<u>\$ 72,662,883</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 5.0% 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
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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

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%.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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	\$ (346,214)	\$ -	26,578,786	2.51%	2012	25,005,000	4.99%	Yes
	<u>\$ 68,450,000</u>	<u>\$ (1,245,098)</u>	<u>\$ 2,239,640</u>	<u>\$ 69,444,542</u>			<u>\$ 66,520,000</u>		

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 7– Long-Term Debt – Continued

The following schedule summarizes the long-term bond liabilities of the CCRMA as of September 30, 2023:

Vehicle Registration Fee Bonds	October 1, 2022	Reductions	September 30, 2023	Due within one year
2017 Refunding Revenue Bonds	\$ 4,470,000	\$ (1,055,000)	\$ 3,415,000	\$ 1,095,000
2019 Refunding Revenue Bonds	14,925,000	-	14,925,000	-
2021 Revenue Bonds	3,925,000	-	3,925,000	-
	<u>23,320,000</u>	<u>(1,055,000)</u>	<u>22,265,000</u>	<u>1,095,000</u>
Premiums	1,635,241	(162,800)	1,472,441	-
Total Vehicle Registration Fee Bonds	<u>24,955,241</u>	<u>(1,217,800)</u>	<u>23,737,441</u>	<u>1,095,000</u>
Revenue & Tax Bonds (SH550)				
2014 Revenue & Tax Bonds	4,040,000	(270,000)	3,770,000	280,000
2015 Revenue & Tax Bonds	4,100,000	(170,000)	3,930,000	175,000
2016 Refunding Revenue & Tax	15,805,000	-	15,805,000	-
2020 Refunding Revenue & Tax	26,115,000	(810,000)	25,305,000	1,000,000
	<u>50,060,000</u>	<u>(1,250,000)</u>	<u>48,810,000</u>	<u>1,455,000</u>
Premiums	149,440	(9,897)	139,543	-
Discounts	(25,518)	1,417	(24,101)	-
Total Revenue & Tax Bonds (SH 550)	<u>50,183,922</u>	<u>(1,258,480)</u>	<u>48,925,442</u>	<u>1,455,000</u>
Total Long-Term Debt	<u>\$ 75,139,163</u>	<u>\$ (2,476,280)</u>	<u>\$ 72,662,883</u>	<u>\$ 2,550,000</u>

The annual debt requirements to maturities are as follows:

Year Ending September 30,	Principal	Interest	Total
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	3,300,000	2,033,462	5,333,462
2029-2033	19,050,000	8,321,303	27,371,303
2034-2038	21,000,000	4,821,316	25,821,316
2039-2043	16,335,000	1,229,875	17,564,875
Total	<u>\$ 71,075,000</u>	<u>\$ 25,513,760</u>	<u>\$ 96,588,760</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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, 2023, is \$19,390,000.

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, 2023 is \$11,548,355.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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, 2023, 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. On September 29, 2023, the agreement was extended forty-eight (48) months, September 30, 2027, unless otherwise amended, terminated, or modified.

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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 (A Component Unit of Cameron County, Texas)
Notes to Financial Statements
 For the Year Ended September 30, 2023

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. On September 29, 2023, was extended until August 31, 2028, unless otherwise terminated by either party.

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.

On December 6, 2022, 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 88th 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, 2023, and will terminate December 31, 2023, unless extended by action of both CCRMA and Cameron County.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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. On June 20, 2023, the agreement was extended until September 30, 2027.

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.

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.

Harris County Toll Road Authority Tolling Services Agreement

On July 17, 2023, the CCRMA and Harris County Toll Road Authority (HCTRA) entered into an agreement in which HCTRA will provide interoperability and tolling services for CCRMA toll roads.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 (A Component Unit of Cameron County, Texas)
Notes to Financial Statements
 For the Year Ended September 30, 2023

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, 2023, the CCRMA expended \$90,536 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 2023.

Note 11 – Subsequent Events

Harris County Transportation Road Authority

On November 27, 2023, CCRMA and HCTRA amended the Interlocal Agreement to include the scope of work for the CCRMA Back Office System Transition Project. The CCRMA Back Office System (BOS) Transition Project involves the tasks related to the design, development, testing and transition of several existing and new systems into the HCTRA BOS.

Cameron County to utilize the CCRMA’s consultant for upcoming 89th Legislative Session

On December 15, 2023, 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 88th Legislative Session and the Special Sessions as well as any future Special Sessions and the upcoming 89th Legislative Session.

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, 2024, and will terminate December 31, 2024, unless extended by action of both CCRMA and Cameron County.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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 annual comprehensive financial report (ACFR) 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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 12 – Employee Retirement System – Continued

B. Benefits Provided - Continued

Employees Covered by Benefit Terms

At December 31, 2022 valuation and measurement date, the following amount of employees were covered by the benefit terms:

	<u>2022</u>
Number of inactive employees entitled to but no yet receiving benefits:	20
Number of active employees:	17
Average monthly salary*:	\$6,173
Average age*:	40.16
Average length of service in years*:	7.52

** 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 9.72%, 10.96% and 8.85% in calendar years 2021, 2022, and 2023 respectively. The CCRMA's contributions for the year ended September 30, 2023 was \$141,502.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 12 – Employee Retirement System – Continued

D. Net Pension Asset

The CCRMA’s net pension asset (NPA) was measured as of December 31, 2022, 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, 2022 actuarial valuation was determined using the following actuarial assumptions:

	<u>2022</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% PUB-2010 General Disabled Retirees Amount-Weighted Mortality Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.

The demographic assumptions were developed from an actuarial experience investigation of TCDRS over the years 2017-2020. 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, 2022. 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, 2023

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 2023 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 2023 information for a 10-year time horizon.

Asset Class	Benchmark	Target Allocation ⁽¹⁾	Geometric Real Rate of Return ⁽²⁾
US Equities	Dow Jones U.S. Total Stock Market Index	11.50%	4.95%
Global Equities	MSCI World (net) Index	2.50%	4.95%
Int'l Equities - Developed Markets	MSCI World Ex USA (net) Index	5.00%	4.95%
Int'l Equities - Emerging Markets	MSCI Emerging Markets (net) Index	6.00%	4.95%
Investment-Grade Bonds	Bloomberg Barclays U.S. Aggregate Bond Index	3.00%	2.40%
Strategic Credit	FTSE High Yield Cash-Pay Capped Index	9.00%	3.39%
Direct Lending	Morning LSTA US Leveraged Loan TR USD Index	16.00%	6.95%
Distressed Debt	Cambridge Associates Distressed Securities Index ⁽³⁾	4.00%	7.60%
REIT Equities	67% FTSE NAREIT All Equity REIT's Index + 33% S&P Global REIT (net) Index	2.00%	4.15%
Master Limited Partnerships	Alerian MLP Index	2.00%	5.30%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index ⁽⁴⁾	6.00%	5.70%
Private Equity	Cambridge Associates Global Private Equity & Venture Capital Index ⁽⁵⁾	25.00%	7.95%
Hedge Funds	Index	6.00%	2.90%
Cash Equivalents	90-Day U.S. Treasury	2.00%	0.20%

⁽¹⁾ Target asset allocation adopted at the March 2023 TCDRS Board meeting.

⁽²⁾ Geometric real rates of return equal the expected return minus the assumed inflation rate of 2.3%, per Cliffwater's 2023 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, 2023

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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 12– Employee Retirement System - Continued

Changes in the Net Pension Liability/(Asset)

At December 2022, the CCRMA reported a net pension asset of \$164,797. 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, 2021	\$ 1,229,882	\$ 1,563,526	\$ (333,644)
Changes for the year:			
Service Cost	189,786	-	189,786
Interest on total pension liability ⁽¹⁾	107,376	-	107,376
Effect of plan changes ⁽²⁾	-	-	-
Effect of economic/demographic gains or losses	7,776	-	7,776
Effect of assumptions changes or inputs	-	-	-
Refund of contributions	(13,915)	(13,915)	-
Benefit payments	-	-	-
Administrative expenses	-	(988)	988
Member contributions	-	84,414	(84,414)
Net investment income	-	(108,907)	108,907
Employer contributions	-	131,784	(131,784)
Other ⁽³⁾	-	29,788	(29,788)
Balances as of December 31, 2022	<u>\$ 1,520,905</u>	<u>\$ 1,685,702</u>	<u>\$ (164,797)</u>

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

⁽²⁾ No plan changes valued.

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

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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, 2022		
	1% Decrease	Current	1% Increase
	6.60%	Discount Rate	8.60%
	<u>6.60%</u>	<u>7.60%</u>	<u>8.60%</u>
Total pension liability	\$ 1,795,759	\$ 1,520,904	\$ 1,302,288
Fiduciary net position	1,685,701	1,685,701	1,685,701
Net pension liability/(asset)	<u>\$ 110,058</u>	<u>\$ (164,797)</u>	<u>\$ (383,413)</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

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

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 \$58,392 for the year ended September 30, 2023.

<u>Pension Expense/(Income)</u>	<u>January 1, 2022 to December 31, 2022</u>
Service cost	\$ 189,786
Interest on total pension liability ⁽¹⁾	107,376
Effect of plan changes	-
Administrative expenses	846
Member contributions	(84,414)
Expected investment return net of investment expenses	(127,448)
Recognition of deferred inflows/outflows of resources	-
Recognition of economic/demographic gains or losses	(16,107)
Recognition of assumption changes or inputs	6,836
Recognition of investment gains or losses	11,303
Other ⁽²⁾	(29,786)
Pension expense/(income)	<u>\$ 58,392</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.

[This space intentionally left blank]

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County, Texas)
Notes to Financial Statements
For the Year Ended September 30, 2023

Note 12 – Employee Retirement System – Continued

At September 30, 2023, the CCRMA reported deferred inflows and outflows of resources related to pensions from the following sources:

	2023	
	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience	\$ 159,040	\$ 51,177
Changes of assumptions	162	58,816
Net difference between projected and actual earnings	-	72,888
Contributions made subsequent to measurement date ⁽¹⁾	-	105,973
Total deferred outflow/inflow of resources related to pension	\$ 159,202	\$ 288,854

⁽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 \$105,973 reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date, but before the end of the reporting period will be recognized as a reduction of net pension liability(asset) in the subsequent fiscal year. . 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,	
2023	\$ (6,451)
2024	972
2025	3,283
2026	37,996
2027	(2,891)
Thereafter ⁽²⁾	(9,230)

⁽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.

[This space intentionally left blank]

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
Plan Year Ended December 31,

Total Pension Liability / Asset	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Service cost	\$ 189,786	\$ 193,620	\$ 206,038	\$ 193,459	\$ 147,778	\$ 110,207	\$ 97,136	\$ 29,965	\$ 26,781	N/A
Interest on total pension liability	107,376	89,674	79,557	59,273	39,371	26,057	12,438	3,177	1,063	N/A
Effect of plan changes	-	-	-	-	-	-	-	(7,993)	-	N/A
Effect of assumption changes or inputs	-	9,903	66,872	-	-	(228)	-	1,190	-	N/A
Effect of economic/demographic (gains) or losses	7,776	(48,187)	(140,071)	(12,772)	14,126	(9,238)	(4,027)	51,726	26	N/A
Benefit payments/refunds of contributions	(13,915)	(2,813)	(1,672)	(2,554)	-	-	-	-	-	N/A
Net change in total pension liability	291,023	242,197	210,724	237,406	201,275	126,798	105,547	78,066	27,870	N/A
Total pension liability, beginning	1,229,882	987,685	776,961	539,556	338,281	211,483	105,936	27,870	-	N/A
Total pension liability, ending (a)	\$ 1,520,905	\$ 1,229,882	\$ 987,685	\$ 776,961	\$ 539,556	\$ 338,281	\$ 211,483	\$ 105,936	\$ 27,870	N/A
Fiduciary Net Position										N/A
Employer contributions	\$ 131,784	\$ 107,968	\$ 106,691	\$ 113,914	\$ 98,760	\$ 74,062	\$ 56,885	\$ 48,069	\$ 13,390	N/A
Member contributions	84,414	78,379	77,958	84,450	71,197	53,613	40,674	33,217	9,253	N/A
Investment income net of investment expenses	(108,907)	264,984	86,733	89,253	(5,091)	33,131	7,855	(1,137)	89	N/A
Benefit payments/refunds of contributions	(13,915)	(2,813)	(1,672)	(2,554)	-	-	-	-	-	N/A
Administrative expenses	(988)	(846)	(812)	(637)	(438)	(250)	(85)	(47)	(9)	N/A
Other	29,786	5,505	5,497	6,820	5,101	1,709	4,764	(6)	(1)	N/A
Net change in fiduciary net position	\$ 122,174	\$ 453,177	\$ 274,396	\$ 291,246	\$ 169,529	\$ 162,266	\$ 110,092	\$ 80,096	\$ 22,723	N/A
Fiduciary net position, beginning	1,563,525	1,110,348	835,952	544,706	375,176	212,911	102,819	22,723	-	N/A
Fiduciary net position, ending (b)	\$ 1,685,699	\$ 1,563,525	\$ 1,110,348	\$ 835,952	\$ 544,706	\$ 375,176	\$ 212,911	\$ 102,819	\$ 22,723	N/A
Net pension liability/(asset), ending = (a) - (b)	\$ (164,797)	\$ (333,643)	\$ (122,663)	\$ (58,991)	\$ (5,150)	\$ (36,895)	\$ (1,428)	\$ 3,116	\$ 5,147	N/A
Fiduciary net position as a % of total pension liability	110.84%	127.13%	112.42%	107.59%	100.95%	110.91%	100.68%	97.06%	81.53%	N/A
Pensionable covered payroll	\$ 1,205,917	\$ 1,119,704	\$ 1,113,692	\$ 1,206,422	\$ 1,017,093	\$ 765,897	\$ 581,050	\$ 474,522	\$ 198,278	N/A
Net pension liability as a % of covered payroll	-13.67%	-29.80%	-11.01%	-4.89%	-0.51%	-4.82%	-0.25%	0.66%	2.60%	N/A

Note: This schedule is presented to illustrate the requirement to show information for nine 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
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%
2023	141,502	141,502	-	1,851,694	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.

[This space intentionally left blank]

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.
2022: New investment return and inflation 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.
2022: No changes in plan provisions were reflected in the Schedule.

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.	69
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.	71
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.	75
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.	76

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

	<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>2023</u>
Net position:									
Net investment in capital assets	\$ 6,075,314	\$ 931,229	\$ 34,046,338	\$ 29,483,264	\$ 33,477,290	\$ 31,413,068	\$ 30,243,709	\$ 26,777,488	\$ 30,298,362
Restricted	4,513,260	9,274,689	10,307,998	14,051,439	8,531,623	8,503,228	10,199,547	18,001,712	20,610,237
Unrestricted	<u>2,142,743</u>	<u>3,001,563</u>	<u>2,158,139</u>	<u>1,818,401</u>	<u>3,307,651</u>	<u>5,188,994</u>	<u>5,351,986</u>	<u>3,703,112</u>	<u>4,781,976</u>
Total Net Position	<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>\$ 55,690,575</u>

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

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Revenues										
Vehicle registration fees	\$ 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	\$ 3,499,780
Toll revenue	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	4,966,718
Transportation reinvestment zone	295,907	378,840	426,261	268,848	574,508	644,077	1,311,065	2,208,261	3,078,965	3,462,631
Interlocal agreement revenues	-	-	-	57,982	91,787	264,796	291,770	281,150	368,082	336,316
Other operating revenues	166,602	495,514	332,034	343,797	347,104	237,284	-	-	8,787	15,082
Total Operating Revenues	3,668,216	4,360,042	5,134,846	6,008,187	7,397,032	7,993,702	8,318,800	10,336,023	11,519,467	12,280,527
Operating Expenses										
Advertising	2,076	61,610	24,927	56,023	54,772	58,643	40,648	35,117	71,002	90,536
Depreciation	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	3,502,282
Insurance	22,283	41,587	5,968	2,478	4,869	1,968	798	1,085	11,545	11,128
Office expenses	7,103	31,130	90,209	103,901	158,564	169,139	162,502	183,858	264,579	121,943
Professional services	42,610	41,238	287,875	514,443	309,643	375,246	485,607	669,701	432,842	590,936
Salaries and contractual services	371,591	895,350	300,053	632,965	876,265	1,185,618	1,382,296	1,473,927	1,639,190	1,851,694
Toll operating expenses	107,904	232,179	645,224	713,760	954,843	1,133,927	1,123,558	1,223,885	1,307,532	1,600,346
Travel	37,081	32,770	26,830	33,650	37,031	48,666	25,972	14,197	23,862	57,759
Utilities	10,023	22,939	14,620	55,465	53,114	57,559	69,213	73,102	63,447	67,973
Project expenses	-	-	-	-	-	-	-	-	-	-
Miscellaneous	18,504	63,670	22,486	16,470	-	-	-	-	-	-
Total Operating Expenses	1,143,583	2,198,909	4,307,109	5,120,094	5,607,838	6,300,731	6,563,615	6,950,098	7,138,532	7,894,597
Net Operating Income	2,524,633	2,161,133	827,737	888,093	1,789,194	1,692,971	1,755,185	3,385,925	4,380,935	4,385,930
Non-Operating Revenues (Expenses)										
Bond issuance costs	(159,265)	(307,269)	-	(302,881)	(150,253)	(278,173)	(379,264)	(153,503)	-	-
Interest expense	(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)	(2,349,355)
Interest income	8,234	8,106	17,330	28,083	46,755	94,548	61,050	70,241	155,055	554,056
Other revenue	11,227	-	9,412	-	-	-	-	-	-	-
Redevelopment project expense	-	-	-	-	(6,510,808)	(3,077,608)	(3,756,156)	(1,840,847)	(8,260,585)	(16,871,846)
Total Non-Operating (Expenses)	(1,605,838)	(1,690,623)	(3,403,641)	(3,432,464)	(9,944,689)	(6,230,069)	(6,614,393)	(4,164,090)	(10,398,604)	(18,667,145)
(Loss) before capital contributions	918,795	470,510	(2,575,904)	(2,544,371)	(8,155,495)	(4,537,098)	(4,859,208)	(778,165)	(6,017,669)	(14,281,215)
Capital Contributions	-	-	1,385,000	1,385,000	10,002,761	4,325,824	5,657,258	3,465,235	9,589,733	17,917,414
Special item-settlement proceeds	4,000,000									
Change in Net Position	4,918,795	470,510	(1,190,904)	(1,159,371)	1,847,266	(211,274)	798,050	2,687,070	3,572,064	3,636,199
Net Position-beginning of year	7,812,522	12,736,971	13,207,481	46,512,475	45,353,104	45,316,564	45,105,290	45,795,242	48,482,312	52,054,376
Prior Period Adjustment	5,654	-	34,495,898	-	(1,883,806)	-	(108,098)	-	-	-
Net Position-end of year	\$ 12,736,971	\$ 13,207,481	\$ 46,512,475	\$ 45,353,104	\$ 45,316,564	\$ 45,105,290	\$ 45,795,242	\$ 48,482,312	\$ 52,054,376	\$ 55,690,575

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

Segment	2014 *	2015 *	2016 *	2017	2018	2019	2020	2021	2022	2023
Port Spur North Bound	-	-	-	233,172	300,974	311,550	368,766	533,496	635,519	700,643
Port Spur South Bound	-	-	-	289,684	357,856	380,933	435,872	610,110	735,563	788,769
SH550 Direct Connector - North	-	-	-	247,124	340,573	392,597	429,723	601,375	789,384	804,603
SH550 Direct Connector - South	-	-	-	234,377	299,483	345,874	431,016	618,907	811,530	886,173
SH550 Old Alice Rd E NB	-	-	-	254,991	219,421	63,167	59,726	15,921	-	65,138
SH550 Old Alice Rd X SB	-	-	-	280,171	223,998	58,092	60,225	119,868	100,172	141,242
SH550-Main-North	-	-	-	307,806	371,083	428,174	506,442	736,895	857,674	979,867
SH550-Main South	-	-	-	317,531	386,766	457,638	501,413	940,693	745,081	1,070,816
TOTALS	-	-	-	<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>	<u>5,437,251</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 Segment	Two Axle Vehicles		Three Axle Vehicles		Four Axle Vehicles		Five Axle Vehicles		Six Axle Vehicles	
	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

	<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>	<u>2023</u>
Vehicles Registered	<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>	<u>350,188</u>
Total Vehciles Registered	<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>	<u>350,188</u>

Source : Cameron County ACFR 2023

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

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Vehicle Registration Fee Rates	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10

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

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Vehicle Registration Fee Bonds	\$ 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	\$ 22,265,000
Revenue Bonds	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	48,810,000
Total Debt, Net	<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>	<u>\$ 71,075,000</u>

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

	<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>	<u>2023</u>
Administrative	2	4	5	5	5	6	7	7	8	8
Toll Processing	<u>1</u>	<u>2</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>6</u>	<u>8</u>	<u>9</u>	<u>9</u>	<u>11</u>
Total Full Time Employees	<u>3</u>	<u>6</u>	<u>7</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>19</u>

Source: CCRMA Payroll Department

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, 2023, 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 21, 2024.

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 21, 2024

INDEPENDENT AUDITOR’S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE AND THE STATE OF TEXAS SINGLE AUDIT CIRCULAR

To the Board of Directors
Cameron County Regional Mobility Authority

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Cameron County Regional Mobility Authority (the “CCRMA”) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* and the State of Texas Single Audit Circular that could have a direct and material effect on each of CCRMA’s major federal or state programs for the year ended September 30, 2023. The CCRMA’s major federal and state programs are identified in the summary of auditor’s results section of the accompanying schedule of findings and questioned costs.

In our opinion, the CCRMA complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal or state programs for the year ended September 30, 2023.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and the audit requirements of the State of Texas Single Audit Circular. Our responsibilities under those standards, the Uniform Guidance and the State of Texas Single Audit Circular are further described in the Auditor’s Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the CCRMA and to meet our other ethical responsibilities, in accordance with 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 opinion on compliance for each major federal program. Our audit does not provide a legal determination of the CCRMA’s compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the CCRMA’s federal or state programs.

Auditor’s Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the CCRMA’s compliance based on our audit. 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, *Government Auditing Standards*, the Uniform Guidance and the State of Texas Single Audit Circular will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would

influence the judgment made by a reasonable user of the report on compliance about the CCRMA's compliance with the requirements of each major federal or state program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, the Uniform Guidance, and the State of Texas Single Audit Circular we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 CCRMA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the CCRMA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance and the State of Texas Single Audit Circular, but not for the purpose of expressing an opinion on the effectiveness of the CCRMA's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance and the State of Texas Single Audit Circular. Accordingly, this report is not suitable for any other purpose.

Burton, McCumber, & Longoria LLP.

Brownsville, Texas
March 21, 2024

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 (A Component Unit of Cameron County)
Schedule of Findings and Questioned Costs – Federal and State Awards
 For Year Ended September 30, 2023

I. Summary of Auditors’ Results

Financial Statements

Type of auditors’ report issued: Unmodified

Internal Control over Financial Reporting:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiencies identified that are not considered to be material weaknesses? _____ Yes X No
- Noncompliance material to financial statements? _____ Yes X No

Federal /State Awards

Internal control over major programs:

- Material weakness identified? _____ Yes X No
- Significant deficiencies identified that are not considered to material weaknesses? _____ Yes X No

Type of auditors’ report issued on compliance for the major program: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a) of Uniform Guidance? _____ Yes X No

Identification of Major Program:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction
Federal dollar threshold used to determine between type A and type B federal programs	\$750,000
Auditee qualified as low-risk auditee: Uniform Guidance	Yes.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 (A Component Unit of Cameron County)
Schedule of Findings and Questioned Costs – Federal and State Awards
 For Year Ended September 30, 2023

I. Summary of Auditors' Results – Continued

State Award	<u>Name of State Program or Cluster</u>
CSJ-0921-06-313	Veteran's International Bridge Expansion of Primary Lanes for Passengers
State dollar threshold used to determine between type A and B state programs	\$750,000

II. Financial Statement Findings

None.

III. Federal and State Award Findings

None.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Schedule of Expenditures of Federal and State Awards
Year Ended September 30, 2023

Federal and State Grantor/Pass Through Grant/Program Title	Federal Assistance Listing Number	Grant Number	Federal Expenditures
Federal Awards			
U.S. Department of Transportation Highway Planning and Construction			
<i>Pass Through the Texas Department of Transportation:</i>			
Highway Planning and Construction (SH 550 Gap II)	20.205	CSJ 0684-01-068	\$ 121,623
Highway Planning and Construction (Veterans International Bridge Expansion for Passenger Vehicles)	20.205	CSJ-0921-06-313	<u>7,320,644</u>
<i>Total Pass Through the Texas Department of Transportation:</i>			<u>7,442,267</u>
Total U.S. Department of Transportation Highway Planning and Construction			<u>7,442,267</u>
Total Federal Awards			<u><u>\$ 7,442,267</u></u>
State Awards			
<i>Texas Department of Transportation:</i>			
<i>Direct Programs:</i>			
Veterans International Bridge Expansion of Primary Lanes for Passenger Vehicles	-	CSJ-0921-06-313	<u>1,299,414</u>
Total Texas Department of Transportation			<u>1,299,414</u>
Total State Awards			<u>1,299,414</u>
Total Federal and State Awards			<u><u>\$ 8,741,681</u></u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
(A Component Unit of Cameron County)
Notes to Schedule of Expenditures of Federal and State Awards
Year Ended September 30, 2023

NOTE 1 - GENERAL

The accompanying Schedule of Expenditures of Federal and State Awards presents the activity of federal and state expenditures of programs of the Cameron County Regional Mobility Authority (the CCRMA). The CCRMA reporting entity is defined in Note 1 to the CCRMA's basic financial statements.

NOTE 2 - BASIS OF ACCOUNTING

The accompanying schedule of expenditures of federal and state awards is presented using the accrual basis of accounting.

NOTE 3 - RELATIONSHIP TO FINANCIAL STATEMENTS

Federal and state award expenditures as reported in the accompanying schedule of expenditures of federal and state awards are reflected in the CCRMA's financial statements as expenses or capital asset additions.

NOTE 4 - RELATIONSHIP TO FEDERAL FINANCIAL REPORTS

Amounts reported in the accompanying schedule may not agree with the amounts reported in the related Federal and state financial reports filed with the grantor agencies because of the effect of capitalization of assets and accruals made.

NOTE 5- SUBRECIPIENTS

During the year ended September 30, 2023, Cameron County Regional Mobility Authority had no subrecipients.

NOTE 6- INDIRECT COST RATE

The Uniform Guidance allows an organization to elect a 10% de minimums indirect cost rate. For the year ended September 30, 2023, the CCRMA did not elect to use this rate.

**NOTE 7- NON-CASH ASSISTANCE, FEDERAL LOANS AND GUARANTEES, AND
FEDERALY FUNDED INSURANCE**

During the year ended September 30, 2023, Cameron County Regional Mobility Authority did not receive any Non-cash Assistance, Federal Loans and Loan Guarantees, and Federally Funded Insurance.

**3-A CONSIDERATION AND APPROVAL OF THE FEBRUARY 22, 2024,
REGULAR MEETING MINUTES.**

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 22nd day of February 2024, there was conducted a Regular 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 (Via Phone)
VICE CHAIRMAN

ARTURO A. NELSON
SECRETARY

AL VILLARREAL
TREASURER (ABSENT)

MARK ESPARZA
DIRECTOR

LEO R. GARZA (Via Phone)
DIRECTOR

JULIE GUERRA-RAMIREZ
DIRECTOR (ABSENT)

The Meeting was called to order by Chairman Parker, at 12:00 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 16th day of February 2024 at 4:30 P.M.

PUBLIC COMMENTS

1 PUBLIC COMMENTS

None.

ACTION ITEMS

2-A Consideration and Approval of the January 25, 2024 Regular Meeting Minutes

Secretary Nelson moved to approve the January 25, 2024 Regular Meeting Minutes. The motion was seconded by Director Esparza and carried unanimously.

2-B Acknowledgement of Claims.

Mr. Victor Barron, RMA Chief Financial Officer went over the Claims and presented them into the record.

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

The Claims are as follows:

2-C Approval of Claims.

Mr. Victor Barron, RMA Chief Financial Officer went over the Claims and presented them into the record. Mr. Barron read in two additional invoices. They are as follows: R.R.P. Consulting Engineers Inv#U2716.190.22-15 in the amount of \$149,900.48 for the East Loop Project and Toll Plus Inv#US2300158 in the amount of \$23,429.29.

Secretary Nelson moved to approve the Claims as presented with additional claims read in. The motion was seconded by Director Esparza and carried unanimously.

The Claims are as follows:

2-D Consideration and Possible of the Financial Statements and Budget Amendments for the Month of January 2024.

Mr. Victor Barron, RMA Chief Financial Officer, went over the Financial Statement and Budget Amendments for the month of January 2024. Mrs. Janett Huerta, Tolls Administrator, went over the Toll Operation report for the month of January 2024.

Director Esparza moved to approve the Financial Statements and Budget Amendments for the month of January 2024. The motion was seconded by Secretary Nelson and carried unanimously.

The Financials are as follows:

2-E Consideration and Approval of Establishing a Petty Cash Fund Under the Control of the Tolls Department and of Approving the Corresponding Policy.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to Establish a Petty Cash Fund under the Control of the Tolls Department and of Approving the corresponding Policy. Staff is recommending approval.

Secretary Nelson moved to approve the Establishing of a Petty Cash Fund Under the Control of the Tolls Department and of Approving the Corresponding Policy. The motion was seconded by Director Esparza and carried unanimously.

The Policy is as follows:

2-F Consideration and Approval of Payment of Invoices and Release of Checks to SpawGlass for the Cameron County Veterans Bridge DAP Project.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve the payment of invoices and release of checks to SpawGlass for the Cameron County Veteran's Bridge DAP Project. The invoices are as follows: Pay App #17 for \$1,200,000; Pay App #18 for \$1,200,000 and Pay App #19 for \$1,000,000.

Secretary Nelson moved to approve the Payment of Invoices and Release of Checks to SpawGlass for the Cameron County Veterans Bridge DAP Project. The motion was seconded by Director Esparza and carried unanimously.

2-G Consideration and Approval of a Resolution Authorizing the Commencement of Proceedings relating to the Issuance of SH 550 Refunding Bonds including an Amendment to SH 550 Funding and development Agreement; and other Matters Related Thereto.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board for the need to approve a Resolution Authorizing the Commencement of Proceedings relating to the Issuance of SH 550 Refunding Bonds including an Amendment to SH 550 Funding and Development Agreement; and other Matters Related thereto. Mr. Sepulveda went on to advise that we would realize a savings of \$150,746 with the refunding. Since the County was doing a bond issuance, the cost of issuance would be shared and would result in savings.

Secretary Nelson moved to approve a Resolution Authorizing the Commencement of Proceedings relating to the Issuance of SH 550 Refunding Bonds including an Amendment to SH 550 Funding and development Agreement; and Other Matters Related Thereto. The motion was seconded by Chairman Parker and carried as follows:

Ayes: Chairman Parker, and Secretary Nelson

Nays: n/a

Abstain: Vice Chairman Scaief, Director Esparza, and Director Garza

Affidavits were filed by Vice Chairman Scaief, Director Esparza and Director Garza.

The Resolution is as follows:

2-H Consideration and Approval of an Extension to the Depository Contract Between the Cameron County Regional Mobility Authority and Texas Regional Bank.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board for the need to approve an Extension to the Depository Contract between the Cameron County Regional Mobility Authority and Texas Regional Bank. Staff recommended approval.

Secretary Nelson moved to approve a Resolution Authorizing the Extension to the Depository Contract between the Cameron County Regional Mobility Authority and Texas Regional Bank. The motion was seconded by Chairman Parker and carried as follows:

Ayes: Chairman Parker, and Secretary Nelson

Nays: n/a

Abstain: Vice Chairman Scaief, Director Esparza, and Director Garza

Affidavits were filed by Vice Chairman Scaief, Director Esparza and Director Garza.

The Contract is as follows:

2-I Consideration and Approval of a Letter of Credit with Texas Regional Bank.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board for the need to approve a letter of credit with Texas Regional Bank. Staff recommended approval.

Secretary Nelson moved to approve a Letter of Credit with Texas Regional Bank. The motion was seconded by Chairman Parker and carried as follows:

Ayes: Chairman Parker, and Secretary Nelson

Nays: n/a

Abstain: Vice Chairman Scaief, Director Esparza, and Director Garza

Affidavits were filed by Vice Chairman Scaief, Director Esparza and Director Garza

The Letter is as follows:

2-J Consideration and Approval of a Resolution Regarding West Blvd. Economically Disadvantaged County Allocation and Authorizing Chairman Frank Parker, Jr. to Sign any Necessary Documents.

Mr. Pete Sepulveda, Jr., RMA Executive Director advised the board for the need to approve a Resolution regarding the West Blvd. Economically Disadvantaged County Allocation and Authorizing Chairman Frank Parker, Jr., to sign any necessary documents.

Director Mark Esparza moved to approve a Resolution regarding West Blvd. Economically Disadvantaged County Allocation and Authorizing Chairman Frank Parker, Jr., to sign any necessary documents. The motion was seconded by Secretary Nelson and carried unanimously.

The Resolution is as follows:

2-K Consideration and Approval of a Resolution Approving an Amended Advance Funding Agreement Between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Dana Avenue Project and Authorizing Chairman Frank Parker, Jr. to Sign Any Necessary Documents as may be needed by the Texas Department of Transportation.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board for the need to approve a Resolution Approving an Amended Advance Funding Agreement between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Dana Avenue Project and Authorizing Chairman Frank Parker, Jr., to sign any necessary documents as may be needed by the Texas Department of Transportation. Staff recommends approval.

Director Esparza moved to approve a Resolution Approving an Amended Advance Funding Agreement between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Dana Avenue Project and Authorizing Chairman Frank Parker, Jr., to sign any necessary documents as may be needed by the Texas Department of Transportation. The motion was seconded by Secretary Nelson and carried unanimously.

The Resolution is as follows:

2-L Consideration and Approval of a Resolution Supporting the Dana Avenue Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director advised the board for the need to approve the Resolution Supporting the Dana Avenue Project. Mr. Sepulveda went on to advise that a Public Hearing was held on February 1, 2024 and there was a good turnout.

Secretary Nelson moved to approve the Resolution Supporting the Dana Avenue Project. The motion was seconded by Director Esparza and carried unanimously.

The Resolution is as follows:

2-M Consideration and Approval of Change Order Number 14 between the Cameron County Regional Mobility Authority and VIAPLUS for Transitioning onto the Harris County Toll Road Authority System.

Mr. Pete Sepulveda, Jr., RMA Executive Director advised the board for the need to approve Change Order Number 14 between the Cameron County Regional Mobility Authority and VIAPLUS for transitioning onto the Harris County Toll Road Authority System. Mr. Sepulveda went on to advise that with this Change Order it will allow the project to keep the schedule given to go live.

Secretary Nelson moved to approve Change Order Number 14 between the Cameron County Regional Mobility Authority and VIAPLUS for Transitioning onto the Harris County Toll Road Authority System. The motion was seconded by Director Esparza and carried unanimously.

The Change Order is as follows:

2-N Consideration and Approval of an Amended Interlocal Agreement between the Cameron County Regional Mobility Authority and the City of Los Fresnos for a Hike and Bike Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve an Amended Interlocal Agreement between the Cameron County Regional Mobility Authority and the City of Los Fresnos for a Hike and Bike Project. Mr. Sepulveda went further to advised that they are ready to proceed with the design of the project and it will be funded with federal funds. Staff recommends approval.

Director Esparza moved to approve an Amended Interlocal Agreement between the Cameron County Regional Mobility Authority and the City of Los Fresnos for a Hike and Bike Project. The motion was seconded by Secretary Nelson and carried unanimously.

The Amended Interlocal Agreement is as follows:

2-O Consideration and Approval of Change Order No. 7 with SpawGlass for the Veterans Bridge at Los Tomates Donation Acceptance Program Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board for the need to approve Change Order No 7 with SpawGlass for the Veterans Bridge at Los Tomates Donation Acceptance Program Project. Mr. Sepulveda advised that the reason for the change order was for the Radiation Portable Monitors (RPM) wiring in the junction boxes. He also advised that the change order was on the agenda for the next Cameron County Commissioners' Court Meeting for approval.

Secretary Nelson moved to approve the Change Order No 7 with SpawGlass for the Veterans Bridge at Los Tomates Donation Acceptance Program Project subject to County approval. The motion was seconded by Director Esparza and carried unanimously.

The Change Order is as follows:

2-P Consideration and Approval of Change Order No. 8 with SpawGlass for the Veteran's Bridge at Los Tomates Donation Acceptance Program Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board for the need to approve Change Order No 8 with SpawGlass for the Veterans Bridge at Los Tomates Donation Acceptance Program Project. Mr. Sepulveda advised that the reason for the change order was for additional equipment Customer and Border Protection (CBP) was requesting for their headhouse. He also advised that it was on the agenda for the next Cameron County Commissioners' Court Meeting for approval.

Secretary Nelson moved to approve the Change Order No 8 with SpawGlass for the Veterans Bridge at Los Tomates Donation Acceptance Program Project subject to County approval. The motion was seconded by Director Esparza and carried unanimously.

The Change Order is as follows:



2-Q Consideration and Approval of Amendment to Contract with Duncan Solutions.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board for the need to approve an Amendment to Contract with Duncan Solutions.

Secretary Nelson moved to approve the Amendment to Contract with Duncan Solutions. The motion was seconded by Director Esparza and carried unanimously.

The Amendment is as follows:



2-R Consideration and Approval to Enter into an Agreement Between Cameron County Regional Mobility Authority and American Contracting USA Inc., for Roofing Improvements on the CCRMA Administration Building as per TCPN (Omnia Partners) Proposal No. TX-R180903-319187.

Mr. Alejandro Garcia, RMA Construction Manager, advised the board to for the need to enter into an Agreement between the Cameron County Regional Mobility Authority and American Contracting USA Inc., for Roofing Improvements on the CCRMA Administration Building as per TCPN (Omnia Partner) Proposal No. TX-R180903-319187. Mr. Garcia went on to advise the board that we had gone out for bids and we received four bids were opened for this project on February 8, 2024. Staff is recommended approval to move forward with the lowest base bid with American Contracting USA Inc. in the amount of \$139,730.

Director Esparza moved to approve an Agreement between Cameron County Regional Mobility Authority and American Contracting USA, Inc. for Roofing Improvements on the CCRMA Administration Building as per TCPN (Omnia Partners) Proposal No Tx-R180903-319187. The motion was seconded by Secretary Nelson and carried unanimously.

The Agreement is as follows:



2-S Consideration and Approval of a Right of Entry Agreement for the Dana Avenue Project between the Cameron County Regional Mobility Authority and Undersigned Property Owner or Authorized Designee.

Mr. Pete Sepulveda, RMA Executive Director, advised the board for the need to approve a Right of Entry Agreement for the Dana Avenue Project between the Cameron County Regional Mobility Authority and Undersigned Property Owner or Authorized Designee.

Vice Chairman Scaief moved to approve a Right of Entry Agreement for the Dana Avenue Project between the Cameron County Regional Mobility Authority and Undersigned Property Owner or Authorized Designee. The motion was seconded by Secretary Nelson and carried unanimously.

The agreement is as follows:

Director Esparza motioned to go into Executive Session at 1:08 pm. The motion was seconded by Secretary Nelson and carried unanimously.

3. EXECUTIVE SESSION

3-A Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues with the SPI 2nd Causeway Project, Pursuant to V.T.C.A., Government Code, Section 551.071.

3-B Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues with Insurance Claim Related to SH 550 Northbound Director Connector, Pursuant to V.T.C.A., Government Code, Section 551.071 (1).

3-C Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues with A to Be and E-Transit, Pursuant to V.T.C.A., Government Code, 551.071 (1).

3-D Confer with Legal Counsel for the Cameron County Regional Mobility Authority Regarding Legal Issues with the Contract with Duncan Solutions, Pursuant to V.T.C.A., Government Code, Section 551.071.

Secretary Nelson motioned to come back from Executive Session at 1:22 pm. The motion was seconded by Director Esparza and carried unanimously.

4. Possible Action Relative to Executive Session

4-A Possible Action

Secretary Nelson moved to acknowledge the report of legal counsel and to proceed as discussed in Executive Session. The motion was seconded by Director Esparza and carried unanimously.

4-B Possible Action

Secretary Nelson moved to acknowledge the report of legal counsel and to proceed as discussed in Executive Session. The motion was seconded by Director Esparza and carried unanimously.

4-C Possible Action

Secretary Nelson moved to acknowledge the report of legal counsel and to proceed as discussed in Executive Session. The motion was seconded by Director Esparza and carried unanimously.

4-D Possible Action

Secretary Nelson moved to acknowledge the report of legal counsel and to proceed as discussed in Executive Session. The motion was seconded by Director Esparza and carried unanimously.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Esparza and seconded by Secretary Nelson and carried unanimously, the meeting was **ADJOURNED** at 1:23 P.M.



APPROVED this _____ day of _____ 2024.

CHAIRMAN FRANK PARKER, JR.

ATTESTED: _____
ARTURO A. NELSON, SECRETARY

3-B ACKNOWLEDGEMENT OF CLAIMS.

Claims for Acknowledgement



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 21, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
CDW Government LLC, CDW Government	PV10968	\$ 731.58	Adobe Corp Acrobat STD 2020	Indirect	Y	Local	Ope
Maria D Mayorga	Travel LM 3.15.24	40.87	Travel Reimbursement LM 3.15.24	Indirect	Y	Local	Ope
GDJ Engineering	2024-040	9,009.62	MPO January 2024	Indirect	Y	Local	TRZ
PEDRO SEPULVEDA JR.	Travel PSJ 3.21.24	1,540.04	Travel Reimbursement PSJ 3.21.24	Indirect	Y	Local	Ope
Charter Communications	185525901030124	715.11	Internet/Phones Admin & Tolls March 2023	Indirect	Y	Local	Ope
		<u>12,037.22</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Janett Huerta	Travel JH 3.18.24	\$ 433.87	Travel Reimbursement JH 3.18.24	Indirect	Y	Local	Toll
Maria D Mayorga	Travel LM 3.15.24	36.00	Travel Reimbursement LM 3.15.24	Indirect	Y	Local	Toll
Mary Chapa	Travel MC 3.15.24	918.23	Travel Reimbursement MC 3.15.24	Indirect	Y	Local	Toll
Jose De Jesus Rocha Acosta	Contract JR 3.21.24	1,712.19	Trade Expos In Mexico Jan 23-27, 2024	Indirect	Y	Local	Toll
Matus Contractor Company	698	9,975.00	Grass, Garbage, Herbicide Paredes Line to FM1847	Indirect	Y	Local	Toll
Temp Control, Inc.	301931	340.00	Checked Heater at Tolls and Replaced Part	Indirect	Y	Local	Toll
Charter Communications	185399301030124	261.06	Ethernet Intrastate 2129 FM Apt 511 Mar 2024	Direct Connectors - SH1550	Y	Local	Toll
Charter Communications	185525901030124	715.11	Internet/Phones Admin & Tolls March 2023	Indirect	Y	Local	Toll
Charter Communications	185691401030124	292.58	Ethernet Intrastate 104 N Lynnwod Trl March 2024	Direct Connectors - SH1550	Y	Local	Toll
		<u>14,684.04</u>					
Operations		\$ 12,037.22					
Tolls		14,684.04					
Total Transfer		<u>26,721.26</u>					

Reviewed by:

Monica R. Ibarra, Accountant M.R. Ibarra 3.21.24

Victor J. Barron, Chief Financial Officer V. Barron 3.21.24

Pete Sepulveda Jr., Executive Director P. Sepulveda Jr. 3.21.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 15, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	292018	\$ 158.76	Employee Supplemental Insurance March 2024	Indirect	Y	Local	Ope
Alliance for Interstate 69 Texas	I-69 DC Fly In CC	350.00	Sponsorship for I-69 DC Fly-In 2024 Cameron County	Indirect	Y	Local	Ope
Alliance for Interstate 69 Texas	I-69 DC Fly In PSJ	325.00	Registration for I-69 DC Fly In 2024	Indirect	Y	Local	Ope
Alliance for Interstate 69 Texas	I-69 DC Fly-In RMA	350.00	Sponsorship for I-69 DC Fly-In 2024 CCRMA	Indirect	Y	Local	Ope
Amazon Capital Services	17DR-VKNN-D6YQ	307.52	Office Supplies Admin/Tolls Feb 2024	Indirect	Y	Local	Ope
CheckMark	119054 2/24	55.92	TimeClock Service February 2024	Indirect	Y	Local	Ope
Victor J. Barron	Travel VJB 3.8.24	16.75	Travel Reimbursement VJB Feb-Mar 2024	Indirect	Y	Local	Ope
Layer 3 Communications	62834	2,100.00	Aruba Central 3year Subscription	Indirect	Y	Local	Ope
MPC Studios, Inc	33937	275.00	Website Hosting March 2024	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	74	12,000.00	Consulting Services February 2024	Indirect	Y	Local	Ope
RingCentral, Inc.	CD_000768074	371.71	Phone System February 2024	Indirect	Y	Local	Ope
Rentfro, Irwin, & Irwin, P.L.L.C	2340	10,427.50	Legal Services February 2024	Indirect	Y	Local	Ope
Toshiba Financial	44296571	311.23	Printer Admin March 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007806 2/24	35.11	Water & Wastewater Ste 7 Feb 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007907 2/24	35.11	Water & Wastewater Ste 6 Feb 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008005 2/24	35.68	Water & Wastewater Ste 4 Feb 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008105 2/24	34.55	Water & Wastewater Ste 3 Feb 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008306 2/24	34.32	Water & Wastewater Ste 8 Feb 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008406 2/24	34.21	Water & Wastewater Ste 5 Feb 2024	Indirect	Y	Local	Ope
		27,258.37					

Interlocal Agreement

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
R.R.P. Consulting Engineers, L.L.C.	U2716.230-06	\$ 11,762.02	FM 509 APD WA 32 November 2023	FM 509	Y	Local	Ope
		<u>11,762.02</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon Capital Services	17DR-VKNN-D6YQ	\$ 193.50	Office Supplies Admin/Tolls Feb 2024	Indirect	Y	Local	Toll
Law Enforcement Systems LLC	1013520	1,081.60	Out of State DMV Records Feb 2024	Indirect	Y	Local	Toll
Victor J. Barron	Travel VJB 3.8.24	107.07	Travel Reimbursement VJB Feb-Mar 2024	Indirect	Y	Local	Toll
LexisNexis Risk Solutions FL Inc	1546392-20240229	120.33	Address and Lookup February 2024	Indirect	Y	Local	Toll
Prisciliano Delgado	10608	250.00	Lawn Care February 2024	Indirect	Y	Local	Toll
RingCentral, Inc.	CD_000768074	371.71	Phone System February 2024	Indirect	Y	Local	Toll
Rentfro, Irwin, & Irwin, P.L.L.C	2340	1,290.00	Legal Services February 2024	Indirect	Y	Local	Toll
Valley Municipal Utility District	3010066802 1/12	50.75	Water & Wastewater Tolls Feb 2024	Indirect	Y	Local	Toll
		<u>3,464.96</u>					

Operations	\$ 27,258.37
Interlocal Agree	11,762.02
Tolls	<u>3,464.96</u>
Total Transfer	<u>42,485.35</u>

Reviewed by:

Monica R. Ibarra,
Accountant

MR. ~~~~~ 3.15.24

Victor J. Barron,
Chief Financial Officer

VJB 3.15.24

Pete Sepulveda Jr.,
Executive Director

PSJ 3 15 24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims March 7, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Culligan of the Rio Grande Valley	320895 2/24	\$ 7.99	Bottled Water Delivery Feb 2024	Indirect	Y	Local	Ope
Alejandro Garcia	Travel AG Feb 2024	99.83	Travel Reimbursement AG Feb 2024	Indirect	Y	Local	Ope
Alejandro Garcia	Travel AG Jan 24	129.98	Travel Reimbursement AG Jan 2024	Indirect	Y	Local	Ope
Lily Anne Garcia	Reim LG Feb 2024	38.12	Travel & Misc Reimbursement LG Feb 2024	Indirect	Y	Local	Ope
Monica R Ibarra	Travel MRI 2.29.24	24.12	Travel Reimbursement MRI Feb 2024	Indirect	Y	Local	Ope
JWH and Associates, Inc	524	12,356.33	Gateway Ped Bridge Feb 2024	CC - Gateway Bridge	Y	Local	TRZ
R.R.P. Consulting Engineers, L.L.C.	SD Ste 8	800.00	Security Deposit Ste 8	Indirect	Y	Local	Ope
Verizon Wireless	9957419496	75.98	Internet HotSpot Feb 2024	Indirect	Y	Local	Ope
		<u>13,532.35</u>					

Interlocal Agreements

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
R.R.P. Consulting Engineers, L.L.C.	U2972.200-03	\$ 2,559.68	Veterans POV Expansion Amd 2 Aug 2023	CC- Veterans Bridge	Y	Local	Ope
		<u>2,559.68</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Culligan of the Rio Grande Valley	320895 2/24	\$ 57.95	Bottled Water Delivery Feb 2024	Indirect	Y	Local	Toll
Lily Anne Garcia	Reim LG Feb 2024	29.69	Travel & Misc Reimbursement LG Feb 2024	Indirect	Y	Local	Toll
Monica R Ibarra	Travel MRI 2.29.24	43.62	Travel Reimbursement MRI Feb 2024	Indirect	Y	Local	Toll
iCheckU Drug and Alcohol Testing	913	60.00	Criminal Background Itzel Lozano 2.8.24	Indirect	Y	Local	Toll
Matus Contractor Company	696	250.00	Trash Out At FM550	Indirect	Y	Local	Toll
Port Isabel Chamber of Commerce	40th Annual Causeway	2,500.00	40th Annual Causeway 2024 Run Silver Sponsorship	Indirect	Y	Local	Toll
Public Utilities Board	600710 2/24	202.03	Electricity 1100 Fm 511 Hwy Bro, TX Feb 2024	Direct Connectors - SH550	Y	Local	Toll
TML Intergovernmental Risk Pool	9384 2.1.24	8,303.00	Workers' Comp Audit 10.1.22	Indirect	Y	Local	Toll
Verizon Wireless	9957419496	75.98	Internet HotSpot Feb 2024	Indirect	Y	Local	Toll
Xtreme Security	91131	119.85	3461 Carmen Ave Alarm Mar-May 2024	Indirect	Y	Local	Toll
		<u>11,642.12</u>					
	Operations	\$ 13,532.35					
	Interlocal Agree	2,559.68					
	Tolls	<u>11,642.12</u>					
	Total Transfer	<u>27,734.15</u>					

Reviewed by:

Monica R. Ibarra,
Accountant

Monica R. Ibarra 3.7.24

Victor J. Barron,
Chief Financial Officer

Victor J. Barron 3.7.24

Pete Sepulveda Jr.,
Executive Director

Pete Sepulveda Jr. 3.8.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 Claims March 4, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
SpawGlass Contractors, Inc.	3022054 #17	\$ 1,106,631.87	Veterans POV Expansion November 2023	CC- Veterans Bridge	Y	Local	Ope
		<u>1,106,631.87</u>					
	Operations	\$ 1,106,631.87					
	Total Transfer	<u>1,106,631.87</u>					

Reviewed by:

Monica R. Ibarra,
 Accountant

MRI 3.4.24

Victor J. Barron,
 Chief Financial Officer

VJB 3.4.24

Pete Sepulveda Jr.,
 Executive Director

PS 3.5.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 Claims February 29, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Diamante Super Clean	11-013	\$ 850.00	Janitorial Services February 2024	Indirect	Y	Local	Ope
		<u>850.00</u>					
	Operations	\$ 850.00					
	Total Transfer	<u>850.00</u>					

Reviewed by:

Monica R. Ibarra,
 Accountant

Monica R. Ibarra 2.29.24

Victor J. Barron,
 Chief Financial Officer

Victor J. Barron 2.29.24

Pete Sepulveda Jr.,
 Executive Director

Pete Sepulveda Jr. 03.01.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims February 29, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	AMEX Feb 2024	\$ 13,008.93	Credit Card Charges Feb 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	2.4053E+14	38.33	Electricity Ste 7 Feb 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	240530053758172	148.28	Electricity Ste 3 Feb 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	240530053758173	12.89	Electricity Ste 5 Feb 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	240530053758174	53.32	Electricity Ste 4 Feb 2024	Indirect	Y	Local	Ope
Gexa Energy, LP	22795602	55.04	Electricity Ste 6 Feb 2024	Indirect	Y	Local	Ope
Republic Services	0863-002513965	140.26	Waste Container March 2024	Indirect	Y	Local	Ope
		<u>13,457.05</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	AMEX Feb 2024	\$ 279.75	Credit Card Charges Feb 2024	Indirect	Y	Local	Toll
Direct Energy Business, LLC	240530053757715	304.56	Electricity Tolls Feb 2024	Indirect	Y	Local	Toll
Direct Energy Business, LLC	240540053767786	5.92	Electricity 1505 FM 511 Feb 2024	Direct Connectors - SH550	Y	Local	Toll
Direct Energy Business, LLC	240540053767787	5.92	Electricity 1705 FM 511 Feb 2024	Direct Connectors - SH550	Y	Local	Toll
Direct Energy Business, LLC	240540053768040	196.43	Electricity 570 FM 511 Feb 2024	Direct Connectors - SH550	Y	Local	Toll
Direct Energy Business, LLC	240540053768041	270.47	Electricity 1895 FM 511 #1 Feb 2024	FM1847 - SH550	Y	Local	Toll
FASTSIGNS	INV-138160	1,241.04	Sign for Monuement at Tolls Office	Indirect	Y	Local	Toll
Layer 3 Communications	62325	1,560.00	Networking Installation of Aruba	Indirect	Y	Local	Toll
Layer 3 Communications	62455	8,780.16	Aruba 6300F 48G CL4 PoE 4SFP56 Sw	Indirect	Y	Local	Toll
NSA Property Holdings LLC d/b/a Move It Storage-Los	Unit# 923 3/24	321.00	Storage Unit #923 March 2024	Indirect	Y	Local	Toll
SPI Economic Development Corporation	State of the Island	3,000.00	State of the Island Sponsorship-Platinum FY2024	Indirect	Y	Local	Toll
Texas Department of Motor Vehicles (TxDMV)	TxDMV 2.22.24	4,000.00	Name and Address Lookup Feb 2024	Indirect	Y	Local	Toll
		<u>19,965.25</u>					
	Operations	\$ 13,457.05					
	Tolls	<u>19,965.25</u>					
	Total Transfer	<u>33,422.30</u>					

Reviewed by:

Monica R. Ibarra,
Accountant

MRMO 2.29.24

Victor J. Barron,
Chief Financial Officer

JBa 2.28.24

Pete Sepulveda Jr.,
Executive Director

PJS 2.29.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims February 22, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon Capital Services	IGLD-RQD6-61NQ	\$ 104.71	Office Supplies Jan 2024	Indirect	Y	Local	Ope
Chairman Frank Parker Jr	Travel FP 1.31.24	1,174.04	Travel Reimbursement FP 1.31.24	Indirect	Y	Local	Ope
Lone Star Shredding Document Storage	1994929	112.50	Shredding Services February 2023	Indirect	Y	Local	Ope
Charter Communcations	185525901020124	1,151.23	Internet/Phones Admin/Tolls Feb 2024	Indirect	Y	Local	Ope
		<u>2,542.48</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon Capital Services	IGLD-RQD6-61NQ	\$ 150.23	Office Supplies Jan 2024	Indirect	Y	Local	Toll
Public Utilities Board	588837 2/24	176.92	Electricity 180042 SH 550 Bro, TX Feb 2024	Port Spur - SH550	Y	Local	Toll
Charter Communcations	185399301020124	261.06	Ethernet Intrastate 2129 FM Apt 511 Feb 2024	Direct Connectors - SH550	Y	Local	Toll
Charter Communcations	185525901020124	1,151.22	Internet/Phones Admin/Tolls Feb 2024	Indirect	Y	Local	Toll
Charter Communcations	185961401020124	261.06	Ethernet Intrastate 104 N Lynnwood Trl Feb 2024	Direct Connectors - SH550	Y	Local	Toll
		<u>2,000.49</u>					

Operations	\$ 2,542.48
Tolls	<u>2,000.49</u>
Total Transfer	<u>4,542.97</u>

Reviewed by:

Monica R. Ibarra,
Accountant

MMR 2.22.24

Victor J. Barron,
Chief Financial Officer

VJB 2.22.24

Pete Sepulveda Jr,
Executive Director

PS 2.22.24

3-C APPROVAL OF CLAIMS.



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
BOD Claims March 27, 2024**

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
E-Transit	E-Transit Settle	\$ 30,000.00	E-Transit Settlement Agreement	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.339-06	30,466.98	SH 48 Master Plan WA 39 February 2024	SH 48 Master Pl	Y	Local	TRZ
Texas County District Retirement System	TCDRS Feb-Mar 2024	14,222.73	TCDRS February-March 2024	Indirect	Y	Local	Ope
TML Health Benefits Pool	PCAMERO62404	12,698.63	Employee Health Benefits April 2024	Indirect	Y	Local	Ope
		<u>87,388.34</u>					

Interlocal Agreement

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
A-to-Be USA LLC	020727	\$ 34,756.00	Pre classifications for RFID Vehicles per Quote# Q2022042545	CC - International Bridge	Y	Local	Ope
GDJ Engineering	2024-046	15,271.94	Dana Rd February 2024	Dana Road	Y	Local	Ope
GDJ Engineering	2024-054	21,695.29	Primera Rd Sidewalk February 2024	Primera Rd Sidewalk Improvements Project	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2972.ALL-02	74,151.70	Veterans POV Expansion PSA, SA1, SA2 & SA3 January 2024	CC-Veterans Bridge	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2972.ALL-03	18,248.99	Veterans POV Expansion PSA, SA1, SA2 & SA3 February 2024	CC-Veterans Bridge	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.190.222-15	144,941.81	East Loop PS&E , Geo, Utilities WA 22 February	East Loop	Y	Local	Restri
R.R.P. Consulting Engineers, L.L.C.	U2716.334-02	150,469.64	Flor De Mayo NEPA Process WA 34 February 2024	Flor De Mayo Bridge	Y	Local	Restri
		<u>459,535.37</u>					

Tolls Interlocal

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
TollPlus, LLC	US2300175	\$ 6,958.16	Support and Maintenance Pharr Bridge Feb 2024	Indirect	Y	Local	Toll
		<u>6,958.16</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
InfoSend, Inc.	257556	\$ 30,845.04	Printing and Mailing Service February 2024	Indirect	Y	Local	Toll
Kapsch TrafficCom USA, Inc	486024SI	20,319.00	Toll System Maintenance February 2024	Indirect	Y	Local	Toll
Texas County District Retirement System	TCDRS Feb-Mar 2024	6,059.63	TCDRS February-March 2024	Indirect	Y	Local	Toll
TML Health Benefits Pool	PCAMERO62404	11,613.40	Employee Health Benefits April 2024	Indirect	Y	Local	Toll
TollPlus, LLC	US2300175	16,799.45	Support and Maintenance Feb 2024	Indirect	Y	Local	Toll
		<u>85,636.52</u>					

Operations	\$ 87,388.34
Interlocal Agree	459,535.37
Tolls Interlocal	6,958.16
Tolls	85,636.52
Total Transfer	\$ 639,518.39

Reviewed by:

Victor J. Barron,
Chief Financial Officer

DocuSigned by:
Victor Barron 3/22/2024

Pete Sepulveda Jr,
Executive Director

DocuSigned by:
Pete Sepulveda, Jr 3/22/2024

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

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY



FEBRUARY 2024 FINANCIAL REPORT

**PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR
VICTOR J. BARRON, CHIEF FINANCIAL OFFICER**



CCRMA MONTHLY FINANCIAL

TABLE OF CONTENTS

REVENUES & EXPENSES

ADMINISTRATIVE REVENUES AND EXPENSES	1
TOLL OPERATIONS REVENUES AND EXPENSES - CASH	2
COMBINED REVENUES AND EXPENSES	3
STATEMENT OF REVENUES AND EXPENDITURES - MONTHLY PROJECTS	4
STATEMENT OF REVENUES AND EXPENDITURES - YEAR TO DATE PROJECTS	5

FINANCIALS

BALANCE SHEET	6
STATEMENT OF CASH FLOW	7

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Statement of Revenues and Expenditures - Monthly R&E - Unposted Transactions
Included In Report From 2/1/2024 Through 2/29/2024

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Operating Revenues						
Vehicle registration fees	\$ 296,110	\$ 1,368,630	\$ 3,450,000	\$ (2,081,370)	\$ 1,318,650	3.79
Interlocal agreements	13,000	65,000	425,700	(360,700)	87,917	(26.07)
Other revenues	834	4,188	10,080	(5,892)	4,174	0.35
Total Operating Revenues	309,944	1,437,819	3,885,780	(2,447,961)	1,410,741	1.92
Operating Expenses						
Personnel costs	82,432	526,128	1,357,306	831,178	613,641	(14.26)
Professional services	24,028	105,134	277,000	171,866	86,066	22.15
Advertising & marketing	275	7,875	59,000	51,125	8,503	(7.39)
Data processing	1,495	16,430	30,000	13,570	4,645	253.70
Dues & memberships	285	18,430	25,000	6,570	7,695	139.51
Education & training	-	-	10,000	10,000	1,545	(100.00)
Fiscal agent fees	-	3,000	52,590	49,590	2,500	20.00
Insurance	-	309	9,200	8,891	6,258	(95.06)
Maintenance & repairs	850	5,606	70,000	64,394	3,462	61.92
Office supplies	2,499	7,095	33,650	26,555	6,556	8.22
Leases	24,642	25,887	32,735	6,848	1,556	1,563.51
Travel	1,466	10,513	25,000	14,487	14,543	(27.71)
Utilities	2,372	11,484	31,624	20,140	11,668	(1.57)
Contingency	-	-	127,250	127,250	-	-
Total Operating Expenses	140,343	737,892	2,140,355	1,402,463	768,639	(4.00)
Total Operating Income (Loss)	169,601	699,927	1,745,425	(1,045,498)	642,101	9.01
Non Operating Revenues						
Interest income	79,509	425,562	250,000	175,562	123,270	245.23
TRZ revenue	-	-	4,000,000	(4,000,000)	-	-
Total Non Operating Revenues	79,509	425,562	4,250,000	(3,824,438)	123,270	245.23
Non Operating Expenses						
Debt principal and interest	1,431,497	1,431,497	1,970,425	538,928	1,407,322	1.72
Debt interest-LOC	-	-	25,000	25,000	-	-
Project expenses	89,437	457,258	4,000,000	3,542,742	87,250	424.08
Total Non Operating Expenses	1,520,934	1,888,755	5,995,425	4,106,670	1,494,572	26.37
Total Changes in Net Position	\$ (1,271,824)	\$ (763,266)	\$ -	\$ (763,266)	\$ (729,200)	4.67

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenses - Cash - Toll Operations Revenues Expenditures - Cash - Unposted Transactions Included
In Report From 2/1/2024 Through 2/29/2024

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Toll Operating Revenues						
TPS Revenues	\$ 334,256	\$ 1,536,449	\$ 2,865,000	\$ (1,328,551)	\$ 1,440,006	6.70
Fuego Revenues	74,429	294,779	500,000	(205,221)	177,875	65.72
Interop Revenues						
Interop revenues	110,451	525,843	995,000	(469,158)	321,986	63.31
Bridge interoperability	38,928	218,511	520,000	(301,489)	250,028	(12.61)
Total Interop Revenues	149,379	744,354	1,515,000	(770,647)	572,014	30.13
Other Toll Revenues						
Interlocal agreement	13,495	62,162	172,517	(110,355)	70,003	(11.20)
Total Other Toll Revenues	13,495	62,162	172,517	(110,355)	70,003	(11.20)
Total Toll Operating Revenues	571,559	2,637,743	5,052,517	(2,414,774)	2,259,897	16.72
Toll Operating Expenses						
Personnel costs	51,594	285,148	938,097	652,949	237,691	19.97
Transaction processing costs	61,132	344,456	1,046,850	702,394	320,926	7.33
Toll system maintenance/IT	23,758	117,301	288,000	170,699	114,440	2.50
Roadside maintnenace	41,178	219,113	615,000	395,887	198,613	10.32
CSC indirect/overhead costs	46,668	117,622	570,371	452,749	99,512	18.20
Total Toll Operating Expenses	224,330	1,083,640	3,458,318	2,374,678	971,182	11.58
Total Operating Income (Loss)	347,229	1,554,103	1,594,199	(40,096)	1,288,715	20.59
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	2,032,141	2,032,141	2,979,199	947,058	1,836,858	10.63
Total Non Operating Expenses	2,032,141	2,032,141	2,979,199	947,058	1,836,858	10.63
Changes in Net Position	\$ (1,684,912)	\$ (478,038)	\$ -	\$ (478,038)	\$ (548,143)	(12.79)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
 Combined Statement of Revenues and Expenses - Unposted Transactions Included
 In Report From 2/1/2024 Through 2/29/2024

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Operating Revenues						
Vehicle registration fees	\$ 296,110	\$ 1,368,630	\$ 3,450,000	\$ (2,081,370)	\$ 1,318,650	3.79
Interlocal agreement	27,330	131,350	608,297	(476,947)	162,094	(18.97)
Toll revenues	558,063	2,575,582	4,880,000	(2,304,418)	2,189,894	17.61
Other revenue	-	-	-	-	-	100.00
Total Operating Revenues	881,503	4,075,562	8,938,297	(4,862,735)	3,670,638	11.03
Operating Expenses						
Personnel costs	134,027	811,276	2,295,403	1,484,127	851,332	(4.71)
Accounting software and	-	-	3,000	3,000	-	-
Professional services	13,600	78,027	224,000	145,973	78,580	(0.70)
Contractual services	18,342	74,507	195,000	120,493	34,432	116.39
Advertising & marketing	4,104	48,659	159,000	110,341	61,286	(20.60)
Data processing	11,835	26,770	30,000	3,230	4,645	476.30
Dues & memberships	285	25,340	32,000	6,660	15,195	66.77
Education & training	-	-	20,000	20,000	1,545	(100.00)
Fiscal agent fees	-	3,000	57,790	54,790	2,500	20.00
Insurance	8,303	51,881	94,200	42,319	50,237	3.27
Maintenance & repairs	1,100	10,615	145,000	134,385	5,221	103.30
Office supplies	30,298	164,759	472,150	307,391	177,553	(7.21)
Road maintenance	69,665	354,693	959,700	605,007	340,658	4.12
Leases	50,112	53,824	73,297	19,473	14,312	276.08
Toll services	15,554	73,974	347,250	273,276	50,598	46.20
Travel	1,685	13,410	65,000	51,590	14,917	(10.10)
Utilities	5,764	28,739	85,024	56,285	29,334	(2.03)
Contingency	-	2,059	340,859	338,800	7,476	(72.46)
Total Operating Expenses	364,673	1,821,532	5,598,673	3,777,141	1,739,822	4.70
Net Change from Operations	516,830	2,254,030	3,339,624	(1,085,594)	1,930,816	16.74
Non Operating Revenue						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Interest income	79,509	425,562	250,000	175,562	123,270	245.23
TRZ Revenue	-	-	4,000,000	(4,000,000)	-	-
Total Non Operating Revenue	79,509	425,562	5,635,000	(5,209,438)	123,270	245.23
Non Operating Expenses						
Bond Debt Expense	3,463,638	3,463,638	4,949,624	1,485,986	3,244,179	6.76
Debt Interest - LOC	-	-	25,000	25,000	-	-
Project expenses	89,437	457,258	4,000,000	3,542,742	87,250	424.08
Total Non Operating Expenses	3,553,075	3,920,896	8,974,624	5,053,728	3,331,429	17.69
Changes in Net Position	\$ (2,956,736)	\$ (1,241,304)	\$ -	\$ (1,241,304)	\$ (1,277,343)	(2.82)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures

From 2/1/2024 Through 2/29/2024

	Cameron County	City of Brownsville	Federal Funds	State Funds	Total
Non Operating Revenues					
Revenues					
South Padre Island 2nd Access	\$ 102,625	\$ -	\$ -	\$ -	\$ 102,625
SH 32 (East Loop)	-	340,871	-	-	340,871
Flor De Mayo Bridge	30,308	-	-	-	30,308
Dana Road- City of Brownsville	13,371	-	-	-	13,371
CC- Veterans Bridge	554,274	-	624,954	110,929	1,290,157
CC - Consulting Services PF	8,000	-	-	-	8,000
Total Revenues	<u>708,578</u>	<u>340,871</u>	<u>624,954</u>	<u>110,929</u>	<u>1,785,332</u>
Total Non Operating Revenues	<u>708,578</u>	<u>340,871</u>	<u>624,954</u>	<u>110,929</u>	<u>1,785,332</u>
Non Operating Expenses					
Project expenses					
South Padre Island 2nd Access	102,625	-	-	-	102,625
SH 32 (East Loop)	-	340,871	-	-	340,871
Flor De Mayo Bridge	30,308	-	-	-	30,308
Dana Road- City of Brownsville	13,371	-	-	-	13,371
CC- Veterans Bridge	554,274	-	624,954	110,929	1,290,157
CC - Consulting Services PF	8,000	-	-	-	8,000
Total Project expenses	<u>708,578</u>	<u>340,871</u>	<u>624,954</u>	<u>110,929</u>	<u>1,785,332</u>
Total Non Operating Expenses	<u>708,578</u>	<u>340,871</u>	<u>624,954</u>	<u>110,929</u>	<u>1,785,332</u>
Total Changes in Net Position	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenditures

From 10/1/2023 Through 2/29/2024

	Cameron County	City of Brownsville	Federal Funds	State Funds	Total
Non Operating Revenues					
Revenues					
South Padre Island 2nd Access	\$ 174,584	\$ -	\$ -	\$ -	\$ 174,584
SH 32 (East Loop)	196,853	998,996	-	-	1,195,849
FM 509	78,044	-	-	-	78,044
Flor De Mayo Bridge	30,308	-	-	-	30,308
Dana Road- City of Brownsville	155,722	7,210	-	-	162,932
CC- Veterans Bridge	833,019	-	1,104,075	195,973	2,133,068
CC - Gateway Bridge	2,750	-	-	-	2,750
CC - Consulting Services PF	40,000	-	-	-	40,000
CC - Administration Building & Parking Lot	16,288	-	-	-	16,288
Total Revenues	1,527,569	1,006,206	1,104,075	195,973	3,833,823
Total Non Operating Revenues	1,527,569	1,006,206	1,104,075	195,973	3,833,823
Non Operating Expenses					
Project expenses					
South Padre Island 2nd Access	174,584	-	-	-	174,584
SH 32 (East Loop)	196,853	998,996	-	-	1,195,849
FM 509	78,044	-	-	-	78,044
Flor De Mayo Bridge	30,308	-	-	-	30,308
Dana Road- City of Brownsville	155,722	7,210	-	-	162,932
CC- Veterans Bridge	833,019	-	1,104,075	195,973	2,133,068
CC - Gateway Bridge	2,750	-	-	-	2,750
CC - Consulting Services PF	40,000	-	-	-	40,000
CC - Administration Building & Parking Lot	16,288	-	-	-	16,288
Total Project expenses	1,527,569	1,006,206	1,104,075	195,973	3,833,823
Total Non Operating Expenses	1,527,569	1,006,206	1,104,075	195,973	3,833,823
Total Changes in Net Position	\$ -	\$ -	\$ -	\$ -	\$ -

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet
As of 2/29/2024

	<u>Current Year</u>
ASSETS	
Current Assets:	
Cash and cash equivalents	\$ 4,027,701
Restricted cash - projects	5,785,836
Restricted cash accounts - debt service	5,348,193
Restricted cash - bond proceeds	2,389,872
Restricted cash - Transportation Reinvestment Zone (TRZ)	9,312,054
Accounts receivable, net	
Vehicle Registration Fees - Receivable	1,359,075
Other	3,627,133
Total Accounts receivable, net	<u>4,986,208</u>
Accounts receivable - other agencies	3,477,259
Prepaid expenses	48,856
Total Current Assets:	<u>35,375,979</u>
Non Current Assets:	
Capital assets, net	93,080,434
Capital projects in progress	23,555,444
Unamortized bond prepaid costs	85,388
Net pension asset	164,797
Total Non Current Assets:	<u>116,886,063</u>
Deferred Outflow of Resources	
Deferred outflow related to pension	288,854
Total ASSETS	<u><u>152,550,895</u></u>
LIABILITIES	
Current Liabilities	
Accounts payable	1,919,841
Unearned revenue	4,511,062
Total Current Liabilities	<u>6,430,903</u>
Non Current Liabilities	
Due to other agencies	16,134,188
Long term bond payable	72,662,883
Total Non Current Liabilities	<u>88,797,071</u>
Deferred Inflows of Resources	
Deferred inflows related to pension	170,943
Total LIABILITIES	<u>95,398,916</u>
NET POSITION	
Beginning net position	
	<u>55,690,575</u>
Total Beginning net position	55,690,575
Changes in net position	
	<u>1,461,404</u>
Total Changes in net position	1,461,404
Total NET POSITION	<u><u>57,151,979</u></u>
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	<u><u>\$ 152,550,895</u></u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 2/29/2024

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	\$ -	\$ 605,880
Receipts from interop toll revenues	168,706	745,556
Receipts from TPS toll revenues	431,639	1,908,408
Receipts from other operating revenues	27,330	131,350
Payments to vendors	(377,779)	(1,139,014)
Payments to employees	(134,045)	(821,231)
Total Cash Flows from Operating Activities	<u>115,850</u>	<u>1,430,949</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of property and equipment	(38,271)	(196,016)
Acquisitions of construction in progress	1,280,758	(3,351,224)
Payments on principal and interest	(3,768,140)	(3,768,140)
Payment on interlocal project expenses	(1,866,770)	(4,251,081)
Advances and Interlocal project proceeds	1,425,110	12,638,947
Total Cash Flows from Capital and Related Financing Activities	<u>(2,967,312)</u>	<u>1,072,486</u>
Cash Flows from Investing Activities		
Receipts from interest income	79,509	425,562
Total Cash Flows from Investing Activities	<u>79,509</u>	<u>425,562</u>
Beginning Cash & Cash Equivalents	<u>29,635,609</u>	<u>23,934,659</u>
Ending Cash & Cash Equivalents	<u>\$ 26,863,656</u>	<u>\$ 26,863,656</u>

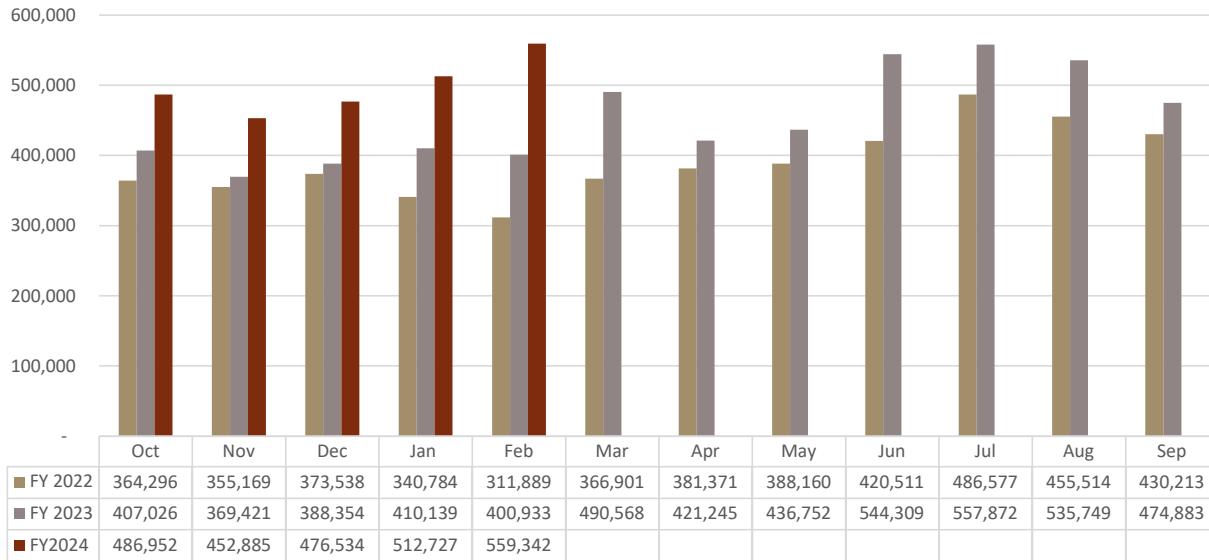
**Cameron County
Regional Mobility Authority**

Duncan Collections FY 2024							
Month	Duncan Total Collections	Duncan Reimbursed Pre-paid Base Tolls	Duncan Collections (Net of Prepaid Base Tolls)	Amount due to Duncan (Violation Fees)	Amount due to CCRMA (Violation Fees)	Base Toll	Total
Oct-23	\$ 30,233	\$ 3,530	\$ 26,703	\$ 11,824	\$ 14,880	\$ 59,866	\$ 74,746
Nov-23	32,967	2,635	30,332	13,201	17,131	39,839	56,970
Dec-23	23,395	2,070	21,326	9,329	11,997	40,883	52,879
Jan-24	45,122	4,050	41,072	18,130	22,942	75,664	98,606
Feb-24	82,857	8,920	73,937	32,853	41,084	47,098	88,182
Total FY'24	214,574	21,205	193,370	85,337	108,034	263,350	371,383



TOLL OPERATIONS REPORT FEBRUARY 2024

SH 550 Transactions



SH 550 YEAR-TO-YEAR TRAFFIC COMPARISON

FY YEAR	TOTAL
FY 2022	4,674,923
FY 2023	5,437,251
FY 2024* *Through February	2,488,440

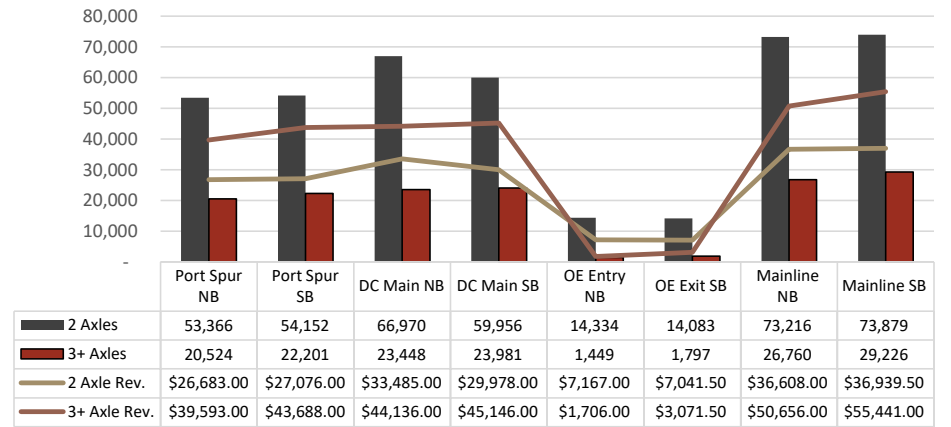
40 % increase compared to February 2023

**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	53,366	20,524	\$ 26,683.00	\$ 39,593.00
Port Spur SB	54,152	22,201	\$ 27,076.00	\$ 43,688.00
DC Main NB	66,970	23,448	\$ 33,485.00	\$ 44,136.00
DC Main SB	59,956	23,981	\$ 29,978.00	\$ 45,146.00
OE Entry NB	14,334	1,449	\$ 7,167.00	\$ 1,706.00
OE Exit SB	14,083	1,797	\$ 7,041.50	\$ 3,071.50
Mainline NB	73,216	26,760	\$ 36,608.00	\$ 50,656.00
Mainline SB	73,879	29,226	\$ 36,939.50	\$ 55,441.00
Total by Axles	409,956	149,386	\$ 204,978.00	\$ 283,437.50
Month Total		559,342	\$	488,415.50

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



FEBRUARY 2024

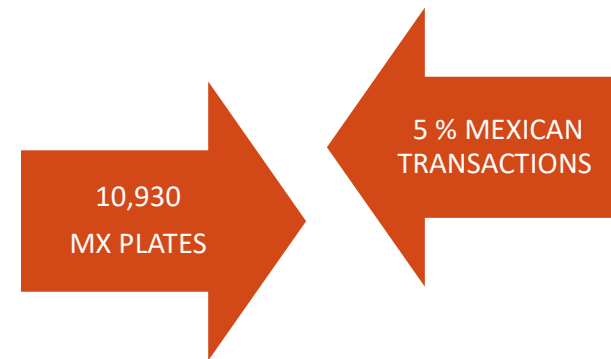


FEBRUARY ESTIMATE TAG PENETRATION

	CUSIOP TAGS					PBM	TOLL PLUS		Grand Total
	DNT	HCTRA	KTA	OTA	TEX	OTHER	PHARR	FUEGO	
Good Tag	6,848	19,483	946	1,044	53,940		14,690	49,001	145,952
Invalid Tags	1,875	3,601	98	202	12,030		1,015	10,704	29,525
Negative	5				1,594				1,599
Non Tag						382,266			382,266
									-
Grand Total	8,728	23,084	1,044	1,246	67,564	382,266	15,705	59,705	559,342
Percent Inv/Neg	22%	16%	9%	16%	20%		6%	18%	6%
Tag Penetration									32%
Valid Tag Penetration									26%
Estimated PBM 413,390									74%
Estimated Pharr Tag Projected Revenue									\$ 29,079.00
Estimated Fuego Tag Projected Revenue									\$ 35,128.00
Estimated Tag Projected Revenue									\$ 59,021.00
Estimated PBM Projected Revenue									\$ 365,187.50

MEXICAN TRAFFIC REVENUE FY 2024

Month	Transactions	Revenue
October	20,047	\$ (37,285.38)
November	21,975	\$ (43,344.85)
December	20,054	\$ (42,150.49)
January	32,020	\$ (67,186.73)
February	23,233	\$ (67,175.36)
March		
April		
May		
June		
July		
August		
September		
Grand Total	117,329	-\$257,142.81





Mail Report FY 2024



InfoSend Mail Report				
Month	Files Created	Postage	Mail Process Fee	Total Cost
October	74,429	\$38,732.06	\$10,636.42	\$49,368.48
November	55,008	\$28,638.69	\$7,855.18	\$36,493.87
December	50,958	\$26,595.57	\$7,348.88	\$33,944.45
January	61,911	\$31,289.86	\$8,538.69	\$39,828.55
February	45,779	\$24,220.33	\$6,624.71	\$30,845.04
March				
April				
May				
June				
July				
August				
September				



PAYMENT PROCESSING FY 2024

Source	Payment Mode	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	
CSC Payments	Bank													
	Cashier Check					\$2.34								
	Cash	\$2,665.61	\$1,742.68	\$2,425.12	\$2,106.53	\$2,485.62								
	Check	\$14,390.64	\$13,430.00	\$9,895.20	\$14,649.75	\$12,209.56								
	CreditCard	\$50,448.24	\$42,773.18	\$45,844.74	\$49,771.53	\$62,228.18								
	DebitCard	\$40,579.70	\$44,635.06	\$36,869.30	\$40,414.40	\$51,165.42								
	MoneyOrder	\$1,231.28	\$943.56	\$777.92	\$1,310.94	\$1,171.15								
	Total Amount	\$109,315.47	\$ 103,524.48	\$ 95,812.28	\$ 108,253.15	\$ 129,262.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WEB Payments	Bank	\$7,842.95	\$5,561.19	\$5,912.36	\$5,496.99	\$8,227.22								
	CreditCard	\$84,607.86	\$72,694.85	\$70,366.77	\$72,332.92	\$64,441.31								
	DebitCard	\$127,764.98	\$119,944.86	\$104,784.41	\$112,509.70	\$113,852.98								
	Total Amount	\$ 220,215.79	\$ 198,200.90	\$ 181,063.54	\$ 190,339.61	\$ 186,521.51	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Combined Total	\$ 329,531.26	\$ 301,725.38	\$ 276,875.82	\$ 298,592.76	\$ 315,783.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

YTD \$ 1,522,509.00



COLLECTION TRANSFER & PAYMENTS AND OUT OF STATE BILLING & PAYMENTS



COLLECTIONS FY 2024

Month	Invoice Count	Amount Transferred to Collections	Amount Paid to CCRMA
October	9,342	\$618,375.79	\$74,745.74
November	6,342	\$421,533.00	\$56,970.00
December	6,408	\$427,559.00	\$52,879.00
January	11,889	\$790,410.00	\$98,606.00
February	9,216	\$614,868.00	\$88,182.00
March			
April			
May			
June			
July			
August			
September			
Total	43,197	\$2,872,745.79	\$371,382.74

OUT OF STATE FY 2024

Month	Number of Invoices	Invoiced Amount (w/fees)	Amount Paid	Outstanding Amount
October	782	\$23,859.05	\$6,113.64	\$17,745.41
November	572	\$13,426.05	\$4,079.03	\$9,347.02
December	577	\$10,766.78	\$3,147.14	\$7,619.64
January	678	\$10,408.25	\$2,830.90	\$7,577.35
February	844	\$9,385.09	\$1,593.83	\$7,791.26
March				
April				
May				
June				
July				
August				
September				
Total	3,453	\$67,845.22	\$17,764.54	\$50,080.68

Amounts change due to nonpayment and accrual of fees. New payments also affect balance.

CSC PERFORMANCE FEBRUARY 2024

Total Calls Received: 2,804

- Answered: 2,688
- Missed: 4%

TVC Account Settlements

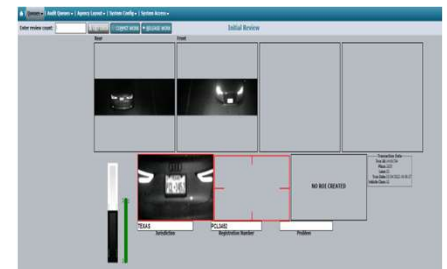
- 56 Settlements
- Total Amount Collected: \$18,366.91
- 30 Fuego Registrations

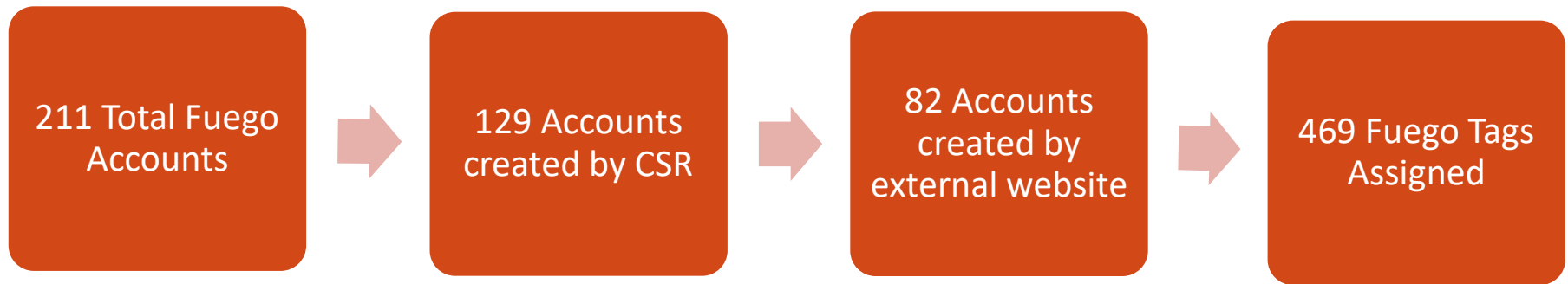
Image Review

- Total Images Processed: 468,239
- Average Image/min: 10
- Average time on IR: 687 hrs.



8 Disabled Veterans Enrollments





FEBRUARY 2024 FUEGO ACCOUNTS



SOMBRERO FESTIVAL 2024

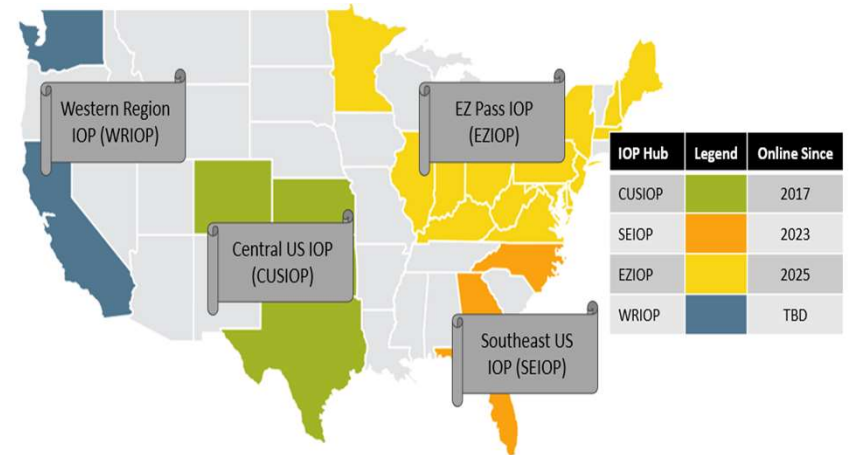


HCTRA BOS MIGRATION



Outline:

- Goals Short term: Fuego Tag Interoperability w Central US IOP (and beyond) and new Fuego BOS provided by HCTRA-ETC.
- Goals Long Term: Extend new Fuego BOS (and tag interoperability) to partner entities such as CC Bridges and Parks—and future partners.
- ILA signed June 2023.
- ILA Amendment 1 signed November 2023.
- HCTRA / CCRMA coordination meetings started July 2023.
- Existing vendors (Kapsch & Via Plus) engaged since January 2024 and working toward lane transaction routing changes and data migration scopes, respectively.
- HCTRA BOS training held March 2024.
- Testing and configuration to take place May 2024.
- Target Go-Live Date: June 2024.





FUEGO
WE'RE GOING PLACES. FAST.



TPS CCRMA

TOLL OPERATIONS MONTHLY REPORT

FEBRUARY 2024

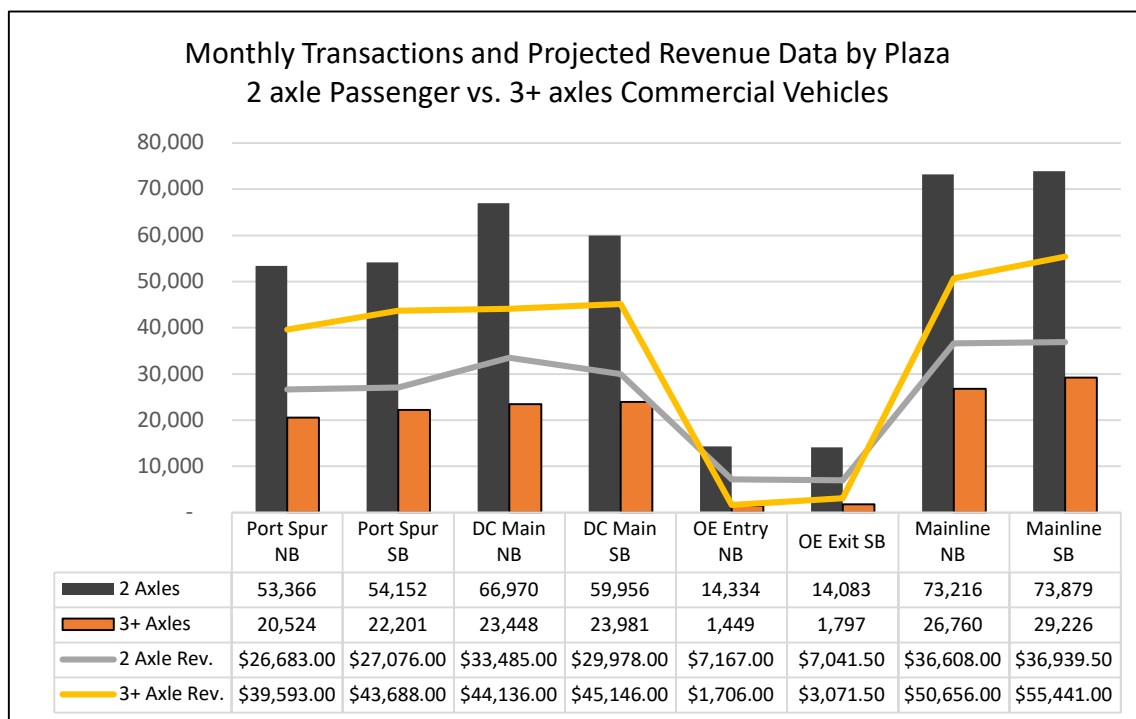
JANETT HUERTA

Toll Operations Administrator





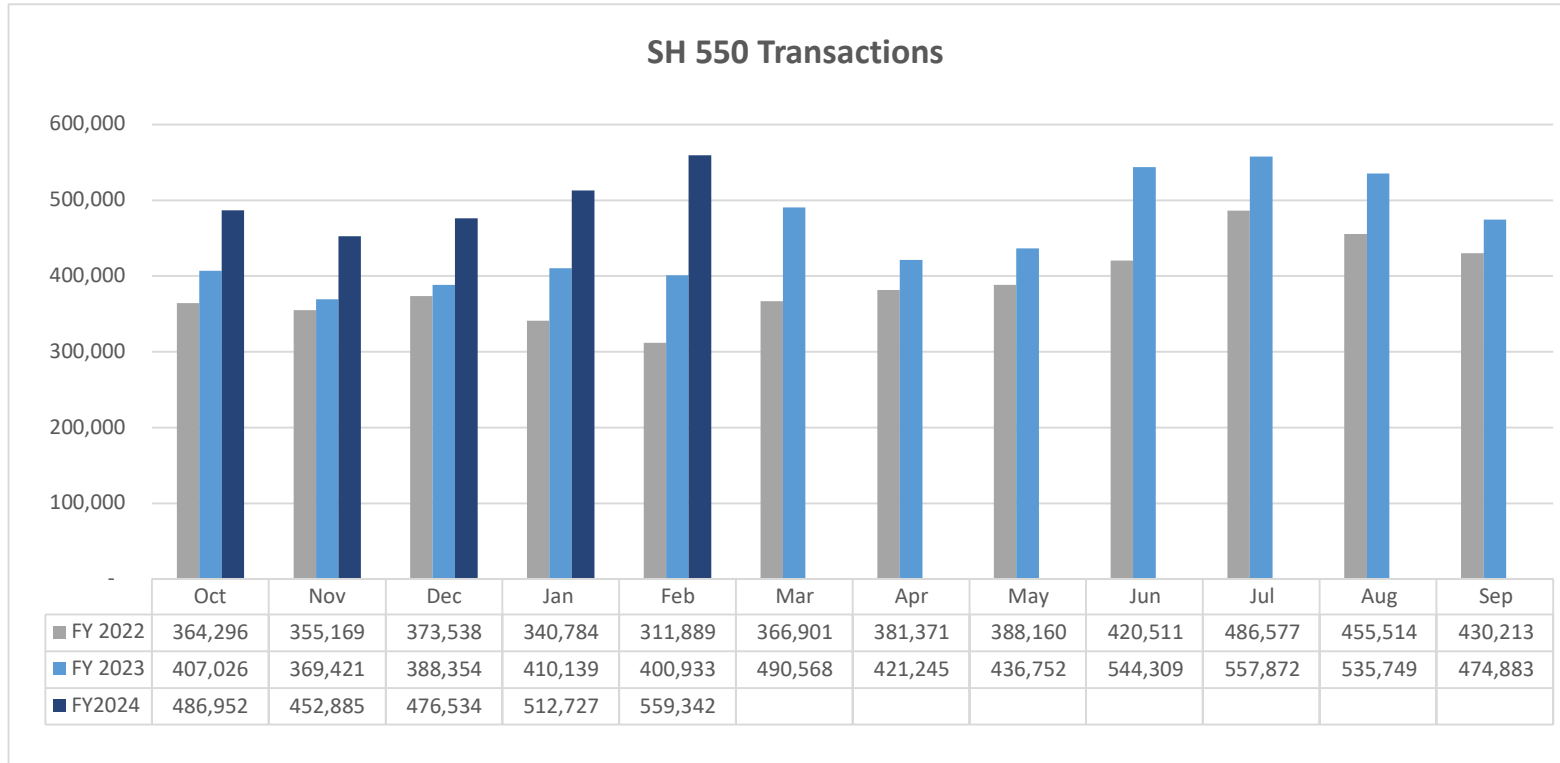
February Transaction and Projected Revenue Data by Axle				
2 Axle Passenger Vehicle vs. 3+ Axles Commercial Vehicle				
per Plaza				
Plaza	2 Axles	3+ Axles	2 Axle Rev.	3+ Axle Rev.
Port Spur NB	53,366	20,524	\$ 26,683.00	\$ 39,593.00
Port Spur SB	54,152	22,201	\$ 27,076.00	\$ 43,688.00
DC Main NB	66,970	23,448	\$ 33,485.00	\$ 44,136.00
DC Main SB	59,956	23,981	\$ 29,978.00	\$ 45,146.00
OE Entry NB	14,334	1,449	\$ 7,167.00	\$ 1,706.00
OE Exit SB	14,083	1,797	\$ 7,041.50	\$ 3,071.50
Mainline NB	73,216	26,760	\$ 36,608.00	\$ 50,656.00
Mainline SB	73,879	29,226	\$ 36,939.50	\$ 55,441.00
Total by Axles	409,956	149,386	\$ 204,978.00	\$ 283,437.50
Month Total		559,342	\$	488,415.50



Year to Year Traffic Comparison

2022-2024

SH 550 Transactions



FY Year Total	
FY 2022	4,674,923
FY 2023	5,437,251
FY 2024*	2,488,440
*Through February	

Tag Penetration for the Month

February 2024

	CUSIOP TAGS					PBM	TOLL PLUS		Grand Total
	DNT	HCTRA	KTA	OTA	TEX	OTHER	PHARR	FUEGO	
Good Tag	6,848	19,483	946	1,044	53,940		14,690	49,001	145,952
Invalid Tags	1,875	3,601	98	202	12,030		1,015	10,704	29,525
Negative	5				1,594				1,599
Non Tag						382,266			382,266
									-
Grand Total	8,728	23,084	1,044	1,246	67,564	382,266	15,705	59,705	559,342
Percent Inv/Neg	22%	16%	9%	16%	20%		6%	18%	6%
Tag Penetration									32%
Valid Tag Penetration									26%
Estimated PBM 413,390									74%
Estimated Pharr Tag Projected Revenue									\$ 29,079.00
Estimated Fuego Tag Projected Revenue									\$ 35,128.00
Estimated Tag Projected Revenue									\$ 59,021.00
Estimated PBM Projected Revenue									\$ 365,187.50

SH 550 Mexican Traffic Revenue FY 2024

Month	Transactions	Revenue
October	20,047 \$	(37,285.38)
November	21,975 \$	(43,344.85)
December	20,054 \$	(42,150.49)
January	32,020 \$	(67,186.73)
February	23,233 \$	(67,175.36)
March		
April		
May		
June		
July		
August		
September		
Grand Total	117,329	-\$257,142.81

Mexican License Plates Recorded

10,930

of Transactions

119,647 Total # of Mexican Transactions
 117,329 Posted to MX Acct
 2,318 Posted to Fuego & TVC (assumption)

2,488,440 Total Transactions for FY24
 5% Percentage of MX Transactions

Mexican Vehicle Transaction Count by Axle

FY 2024

Month	6 Axle	5 Axle	4 Axle	3 Axle	2Axle	Total Transactions
October	4,191	5,746	132	1,720	8,258	20,047
November	6,441	5,332	144	1,047	9,011	21,975
December	6,650	4,989	128	2,079	6,208	20,054
January	9,094	9,873	248	2,373	10,432	32,020
February	6,999	7,621	154	955	7,504	23,233
March						-
April						-
May						-
June						-
July						-
August						-
September						-
Grand Total	33,375	33,561	806	8,174	41,413	117,329

3axle +	75,916	65%
2axle	41,413	35%
Total No. of MX Transactions	117,329	

**these transactions are not getting billed*

Mexican License Plates Recorded

10,930

2,488,440 Total Transactions for FY 2024
5% Percentage of MX Transactions

Out Of State Billing and Payments

FY 2024



Month	Number of Invoices	Invoiced Amount (w/fees)	Amount Paid	Outstanding Amount
October	782	\$23,859.05	\$6,113.64	\$17,745.41
November	572	\$13,426.05	\$4,079.03	\$9,347.02
December	577	\$10,766.78	\$3,147.14	\$7,619.64
January	678	\$10,408.25	\$2,830.90	\$7,577.35
February	844	\$9,385.09	\$1,593.83	\$7,791.26
March				
April				
May				
June				
July				
August				
September				
Total	3,453	\$67,845.22	\$17,764.54	\$50,080.68

Amounts change due to nonpayment and accrual of fees. New payments also affect balance.

Collection Transfer and Payments

FY 2024



Month	Invoice Count	Amount Transferred to Collections	Amount Paid to CCRMA
October	9,342	\$618,375.79	\$74,745.74
November	6,342	\$421,533.00	\$56,970.00
December	6,408	\$427,559.00	\$52,879.00
January	11,889	\$790,410.00	\$98,606.00
February	9,216	\$614,868.00	\$88,182.00
March			
April			
May			
June			
July			
August			
September			
Total	43,197	\$2,872,745.79	\$371,382.74



Payment Processing
2024

Source	Payment Mode	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	
CSC Payments	Bank													
	Cashier Check					\$2.34								
	Cash	\$2,665.61	\$1,742.68	\$2,425.12	\$2,106.53	\$2,485.62								
	Check	\$14,390.64	\$13,430.00	\$9,895.20	\$14,649.75	\$12,209.56								
	CreditCard	\$50,448.24	\$42,773.18	\$45,844.74	\$49,771.53	\$62,228.18								
	DebitCard	\$40,579.70	\$44,635.06	\$36,869.30	\$40,414.40	\$51,165.42								
	MoneyOrder	\$1,231.28	\$943.56	\$777.92	\$1,310.94	\$1,171.15								
	Total Amount	\$109,315.47	\$ 103,524.48	\$ 95,812.28	\$ 108,253.15	\$ 129,262.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WEB Payments	Bank	\$7,842.95	\$5,561.19	\$5,912.36	\$5,496.99	\$8,227.22								
	CreditCard	\$84,607.86	\$72,694.85	\$70,366.77	\$72,332.92	\$64,441.31								
	DebitCard	\$127,764.98	\$119,944.86	\$104,784.41	\$112,509.70	\$113,852.98								
	Total Amount	\$ 220,215.79	\$ 198,200.90	\$ 181,063.54	\$ 190,339.61	\$ 186,521.51	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Combined Total	\$ 329,531.26	\$ 301,725.38	\$ 276,875.82	\$ 298,592.76	\$ 315,783.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
												YTD	\$ 1,522,509.00	

Mail Batch Summary Report



FY 2024

Month	Toll Bill			1st Notice			2nd Notice			Final Notice			Total Generated
	Generated	Completed	Bad Address	Generated	Completed	Bad Address	Generated	Completed	Bad Address	Generated	Completed	Bad Address	
October	29,400	29,400	-	17,920	16,988	932	16,501	15,528	973	13,387	12,513	874	77,208
November	20,450	20,450	-	13,001	12,349	652	11,574	10,882	692	12,024	11,216	808	57,049
December	20,156	20,156	-	11,477	10,879	598	10,859	10,163	696	10,441	9,760	681	52,933
January	24,609	24,609	-	13,460	694	12,766	11,339	698	10,641	12,345	854	11,491	61,753
February	21,440	21,440	-	8,194	480	7,714	8,595	544	8,051	9,083	605	8,478	47,312
March			-			-			-			-	-
April			-			-			-			-	-
May			-			-			-			-	-
June			-			-			-			-	-
July			-			-			-			-	-
August			-			-			-			-	-
September			-			-			-			-	-
	116,055	116,055	-	64,052	41,390	22,662	58,868	37,815	21,053	57,280	34,948	22,332	296,255



IMAGE REVIEW OVERVIEW

FY 2024

Month	1st Review	2nd Review	3rd Review	3rd Review %	Total
October	163,164	155,320	13,855	4%	332,339
November	173,451	169,460	17,051	5%	359,962
December	183,699	191,717	17,229	5%	392,645
January	219,158	221,240	21,620	5%	462,018
February	229,505	217,864	20,870	5%	468,239
March					-
April					-
May					-
June					-
July					-
August					-
September					-
Total p/Review	968,977	955,601	90,625		
Total Images Processed					2,015,203

IMAGE REVIEW OVERVIEW by CSR

February 2024

CSR	1st Review	2nd Review	3rd Review	Total
Misread			460	460
Barbara	32,647	20,732		53,379
Lulu	75	150		225
Jose Luis	21,393	15,367	7,580	44,340
Juan	18,782	14,990	3,413	37,185
Keyla	32,499	37,382		69,881
Robert	34,785	57,170		91,955
Melissa	17,504	17,218		34,722
Itzel	20,260	9,899		30,159
Shelby	31,303	23,189		54,492
				-
Mary	625	8,775	1,153	10,553
Janett	12,410	3,461	8,264	24,135
Lily	7,222	9,531		16,753
Total Images Processed				468,239



Code Off Report

FY 2024

GANTRY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL
SH550-Main-North	5%	6%	6%	5%	6%								6%
SH550-Main-South	5%	5%	6%	6%	6%								6%
Port Spur NB	8%	11%	9%	8%	8%								9%
Port Spur SB	8%	10%	7%	9%	7%								8%
DC North	5%	6%	6%	5%	5%								5%
DC South	5%	5%	5%	5%	6%								5%
Old Alice Rd E NB	14%	13%	14%	13%	15%								14%
Old Alice Rd X SB	16%	15%	15%	14%	12%								14%
Code Off Rate to Transactions p/mo	4%	5%	4%	5%	5%								5%

February Breakdown - Reason Codes									
	Main N	Main S	Port Spur N	Port Spur S	DC N	DC S	OA N	OA S	Total
Camera Issue	82	57	59	86	125	48	112	13	582
Image Quality	624	994	1696	1285	365	827	54	132	5,977
Exempt	513	500	380	319	367	291	145	124	2,639
Unreadable	1315	1306	958	1076	965	1069	235	156	7,080
Disable Veteran	1378	1419	1156	963	1483	1293	916	898	9,506
Total per Plaza	3,912	4,276	4,249	3,729	3,305	3,528	1,462	1,323	25,784

Code Off Breakdown
by Plaza/Lane
February 2024

	Main N				Main S				Port Spur N				Port Spur S				DC N				DC S				OA N				OA S				Total
	Ln 1	LN 2	LN 3	Total	Ln 4	LN 5	LN 6	Total	Ln 1	LN 2	LN 3	Total	Ln 1	LN 2	LN 3	Total	Ln 1	LN 2	LN 3	Total	Ln 4	LN 5	LN 6	Total	Ln 1	LN 2	LN 3	Total	Ln 1	LN 2	LN 3	Total	
Camera Issue		45	37	82	6	29	22	57	23	36		59	7	79		86	99	20	6	125	7	36	5	48	112			112	13			13	582
Image Quality		361	263	624	406	588		994	18	1678		1696	10	1275		1285	3	216	146	365	446	380	1	827		54		54		132		132	5977
Exempt		198	315	513	166	334		500		380		380		319		319		183	184	367	155	134	2	291		145		145		124		124	2639
Unreadable		817	498	1315	230	1075	1	1306	30	928		958	12	1064		1076	18	696	251	965	320	741	8	1069		235		235		156		156	7080
Disable Veteran		619	759	1378	454	965		1419	4	1152		1156	2	961		963		999	484	1483	510	783		1293		916		916		898		898	9506
Total per Plaza		3912			4276				4249				3729				3305				3528				1462				1323				25,784

Code Off Rate to Transactions
for the month 5%

FY 2024 CSR Monthly Call Report

CSR Name	October	November	December	January	February	March	April	May	June	July	August	September	Total
Barbara	646	506	411	447	454								2,464
Juan	560	487	386	465	345								2,243
Jose Luis	542	353	344	360	257								1,856
Keyla	691	334	221	226	250								1,722
Robert	372	261	226	180	262								1,301
Melissa	123	447	511	609	492								2,182
Shelby		230	271	323	416								1,240
Mary	111	53	39	64	92								359
Lily	70	73	56	85	109								393
Janett	20	12	15	4	11								62
Cameron	225												225
Eduardo	15												15
Jose Lopez	304	229	178	62									
Total Answered Calls	3679	2,985	2,658	2,825	2,688								14,835
Missed Calls	192	144	85	97	116								634
Totals Calls Received	3871	3,129	2,743	2,922	2,804								15,469
% Missed	5%	5%	3%	3%	4%								4%

Fuego Accounts Registered FY 24													
CSR	October	November	December	January	February	March	April	May	June	July	August	September	Total/per person
Barbara	28	28	11	12	26								105
Juan	28	22	14	19	22								105
Jose Luis	5	5	12	7	7								36
Keyla	11	16	9	19	19								74
Robert	19	20	9	16	13								77
Melissa		31	25	17	24								97
Shelby		4	13	11	9								37
Lily	2	5		1	6								14
Mary	1			2	3								6
Janett	2		1										3
													0
Eduardo	2												2
Cameron	3												3
Jose Lopez	2	5	3	3									
Total FUEGO Accts Opened by CSR	103	136	97	107	129								559
Total FUEGO Accts Opened	172	209	163	175	82								801
Enrollment % in Office	60%	65%	60%	61%	64%								70%

**3-E CONSIDERATION AND APPROVAL OF QUARTERLY INVESTMENT
REPORT FOR THE PERIOD ENDING FEBRUARY 29, 2024.**



Investment Report

TO: CCRMA Board of Directors

FROM: Victor J. Barron, CFO *VJB*

DATE: March 27, 2024

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>02/29/24</u>
2010 Bond Reserves	\$ 1,078,655.93	\$ 1,089,990.19	Monthly	4.20%	\$ 11,334.26
2010 Bond Reserves	941,277.63	951,168.34	Monthly	4.20%	9,890.71
	\$ 2,019,933.56	\$ 2,041,158.53			<u>\$ 21,224.97</u>
Total Market Value of Principal and Accrued Interest					<u>\$ 2,041,158.53</u>
Required level of security at 102%					<u>\$ 2,081,981.70</u>

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

RETURN SERVICE REQUESTED

CAMERON COUNTY REGIONAL MOBILITY
THE BANK OF NEW YORK MELLON
TRUST COMPANY NA TRUSTEE
3461 CARMEN AVE
RANCHO VIEJO TX 78575-5221

Managing Your Accounts

	Location	Harlingen 77 Banking Center
	Telephone	956-428-7400
	Mailing Address	2019 South 77 Sunshine Strip Harlingen, TX 78550
	Online Access	www.texasregionalbank.com
	24/7 Telebank	866-972-5430

Summary of Accounts

Account Type	Account Number	Ending Balance
TRB MONEY MARKET PUBLIC FUNDS	1448174	\$1,089,990.19

TRB MONEY MARKET PUBLIC FUNDS-1448174

Account Summary

Date	Description	Amount
02/01/2024	Beginning Balance	\$1,086,365.00
	1 Credit(s) This Period	\$3,625.19
	0 Debit(s) This Period	\$0.00
02/29/2024	Ending Balance	\$1,089,990.19

Interest Summary

Description	Amount
Interest Earned From 02/01/2024 Through 02/29/2024	
Annual Percentage Yield Earned	4.28%
Interest Days	29
Interest Earned	\$3,625.19
Interest Paid This Period	\$3,625.19
Interest Paid Year-to-Date	\$7,734.80

Other Credits

Date	Description	Amount
02/29/2024	INTEREST AT 4.2000 %	\$3,625.19

Daily Balances

Date	Amount
02/29/2024	\$1,089,990.19






Overdraft and Returned Item Fees

	Total for this period	Total year-to-date	Previous year-to-date
Total Overdraft Fees	\$0.00	\$0.00	\$0.00
Total Returned Item Fees	\$0.00	\$0.00	\$0.00

RETURN SERVICE REQUESTED

CAMERON COUNTY REGIONAL MOBILITY
THE BANK OF NEW YORK MELLON
TRUST COMPANY NA TRUSTEE
3461 CARMEN AVE
RANCHO VIEJO TX 78575-5221

Managing Your Accounts

	Location	Harlingen 77 Banking Center
	Telephone	956-428-7400
	Mailing Address	2019 South 77 Sunshine Strip Harlingen, TX 78550
	Online Access	www.texasregionalbank.com
	24/7 Telebank	866-972-5430

Summary of Accounts

Account Type	Account Number	Ending Balance
TRB MONEY MARKET PUBLIC FUNDS	1448570	\$951,168.34

TRB MONEY MARKET PUBLIC FUNDS-1448570

Account Summary

Date	Description	Amount
02/01/2024	Beginning Balance	\$948,004.86
	1 Credit(s) This Period	\$3,163.48
	0 Debit(s) This Period	\$0.00
02/29/2024	Ending Balance	\$951,168.34

Interest Summary

Description	Amount
Interest Earned From 02/01/2024 Through 02/29/2024	
Annual Percentage Yield Earned	4.28%
Interest Days	29
Interest Earned	\$3,163.48
Interest Paid This Period	\$3,163.48
Interest Paid Year-to-Date	\$6,749.68

Other Credits

Date	Description	Amount
02/29/2024	INTEREST AT 4.2000 %	\$3,163.48

Daily Balances

Date	Amount
02/29/2024	\$951,168.34

Overdraft and Returned Item Fees

	Total for this period	Total year-to-date	Previous year-to-date
Total Overdraft Fees	\$0.00	\$0.00	\$0.00
Total Returned Item Fees	\$0.00	\$0.00	\$0.00



Statement of Account with FHLB Dallas

As of Date: 2/29/2024

FHFA ID: 52018

Texas Regional Bank
6770 West Interstate 2
Harlingen, TX 78552

FHLB Dallas
8500 Freeport Pkwy #600
Irving, TX, 75063

LOC Number	Expiration Date	Depositor Name	Start Date	Modification Date	Pledge Amount
20000786	04/01/2025	Cameron Co Regional Mobility Author	06/16/2023		\$26,000,000.00
Total of pledge amount: \$26,000,000.00					

Grand total of pledge amount: \$26,000,000.00

**3-F CONSIDERATION AND APPROVAL OF PAYMENT OF INVOICES AND
RELEASE OF CHECKS TO SPAWGLASS FOR THE CAMERON COUNTY
VETERANS BRIDGE DAP PROJECT.**

January Pay App #19 - \$725,000

February Pay App #20 - \$550,000

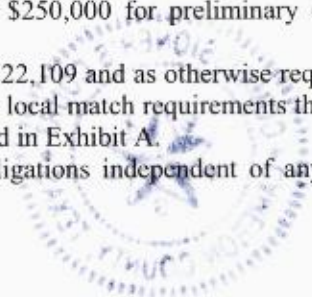
3-G CONSIDERATION AND APPROVAL OF AN AMENDED INTERLOCAL AGREEMENT BETWEEN THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY AND CAMERON COUNTY REGARDING DANA AVENUE.

STATE OF TEXAS)
)
 CAMERON COUNTY)

INTERLOCAL COOPERATION AGREEMENT

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

1. **PURPOSE OF INTERLOCAL COOPERATIVE AGREEMENT:** To allow the CCRMA, as the 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 Organization in addition to the local funds listed in this agreement being used to expedite project development.
2. **PROJECT TO BE COMPLETED:** To advance the Dana Avenue Project to a Ready-to-Let Status with TxDOT. Project Limits are from FM 3248 (Alton Gloor) to FM 802 (Ruben M. Torres Sr. Blvd.).
3. **WHEREAS,** on March 03, 2020, the CCRMA and COUNTY had entered into an Interlocal Agreement regarding the Dana Avenue Project and there is now a need to amend the Interlocal Agreement to include the funding required by TxDOT's Advanced Funding Agreement (AFA) to fulfill local match requirements for construction, and construction engineering.
4. **CCRMA HEREBY AGREES TO:**
 - a. Utilize one of the CCRMA's consultants to develop engineering/design plans, coordinate any ROW acquisition or utility adjustments, and conduct environmental studies, public involvement, and traffic studies.
 - b. Coordinate with the Texas Department of Transportation (TxDOT) the necessary environmental document as well as design and engineering and coordination with any state and federal agencies on any issues arising during the environmental phase and design and engineering.
 - c. Conduct any public meetings or hearings required by TxDOT as part of the environmental process.
 - d. Provide monthly progress reports of activities to the COUNTY.
 - e. Provide for consultations with the environmental agencies.
 - f. Coordinate with TxDOT and the Regional MPO for any additional funding needed for future Engineering and Construction phases.
 - g. Locally let the project through the CCRMA utilizing CCRMA staff and consultants.
 - h. CCRMA will serve as Project Sponsor.
5. **COUNTY HEREBY AGREES TO:**
 - a. To provide funding in the amount of \$250,000 for preliminary engineering activities further outlined in Exhibit A.
 - b. To provide funding in the amount of \$222,109 and as otherwise required by TxDOT's Advanced Funding Agreement (AFA) to fulfill the local match requirements thereunder for construction and construction engineering further outlined in Exhibit A.
 - c. Sections 4(a) and 4(b) provide for obligations independent of any obligation of another local governmental entity.

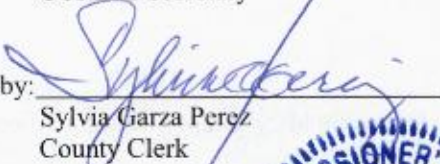


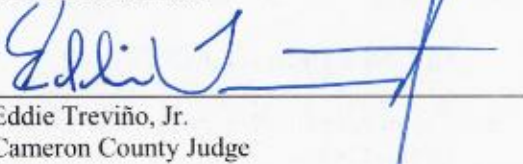
6. It is specifically understood and agreed that in the event insufficient funds are appropriated and/or budgeted concerning the obligations under this Interlocal Cooperation Agreement on behalf of either of the Parties, then the Party with the insufficient funds shall notify the other Parties and this Interlocal Cooperation Agreement shall thereafter terminate and be null and void on the last day of the fiscal period for which appropriations were made without penalty, liability or expense to the Party.
7. Any payment made by either party will be made from current revenues of the paying party. Cameron County bond funds will be used for this project. Invoicing will be done on a monthly basis and will be submitted to County Engineer for approval.
8. This Interlocal Cooperation Agreement constitutes a one-time Agreement between the Parties and does not constitute a continuing Agreement for the CCRMA and COUNTY. The Interlocal Cooperation Agreement expires when the Projects are completed or a 30 day termination notice is given by either CCRMA or COUNTY.
9. The Rules, Regulations and Orders of the CCRMA shall govern this Interlocal Cooperation Agreement and the Parties agree that the CCRMA shall supervise the performance of this Interlocal Cooperation Agreement. It is also agreed that the CCRMA has the authority to employ personnel to engage in other administrative or governmental functions and services necessary to fulfill the terms of this Agreement.
10. The CCRMA and COUNTY hereby find that the foregoing goods and governmental functions and services are reasonably required for the Project and this Interlocal Agreement includes an agreement between the CCRMA and COUNTY pursuant to TEX. GOV'T CODE § 791.025 to the extent applicable.
11. This Interlocal Cooperation Agreement shall have no legal force or effect until such time as it is properly Adopted and Approved by the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS and the CAMERON COUNTY COMMISSIONERS COURT.

Executed on this 12 day of March 2024.

Attested by: _____
Arturo A. Nelson
CCRMA Secretary

Frank Parker, Jr.
CCRMA Chairman

Attested by: 
Sylvia Garza Perez
County Clerk


Eddie Treviño, Jr.
Cameron County Judge



3-H CONSIDERATION AND APPROVAL TO AUTHORIZE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY STAFF FOR REQUEST FOR QUALIFICATIONS FOR GENERAL ENGINEERING CONSULTING SERVICES.

MEMORANDUM

To: Board of Directors

From: Pete Sepulveda, Jr., Executive Director *PSJ*

Date: March 27, 2024

Subj: Item 2H- Consideration and Approval to Authorize Cameron County Regional Mobility Authority Staff to Advertise for Request for Qualifications for General Engineering Consulting Services.

CCRMA staff have determined the need to request qualifications for General Engineering Consulting Services thus, staff is requesting approval to advertise.