



## **ACTION ITEMS**

### **2 Presentation of the 2024 Cameron County Regional Mobility Authority Annual Comprehensive Financial Report for Fiscal Year 2024.**

Mr. Jose Diaz, Assurance Manager from Burton, McCumber & Longoria, LLP presented the board with the Annual Comprehensive Financial Report for Fiscal Year 2024. Mr. Jose Diaz also recognized the CCRMA for having received the Government Finance Officers Association (GFOA) Certificate of Achievement Award.

Director Garza moved to Acknowledge the Cameron County Regional Mobility Authority Annual Comprehensive Financial Report for Fiscal Year 2024. The motion was seconded by Director Esparza and carried unanimously.

**The Report is as follows:**

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### **3-A Consideration and Approval of the February 24, 2025, Special Meeting Minutes.**

Secretary Nelson moved to approve the February 24, 2025, Special Meeting Minutes. The motion was seconded by Treasurer Villarreal and carried unanimously.

### **3-B Acknowledgement of Claims.**

Mr. Victor Barron, RMA Chief Financial Officer, went over the Acknowledgment of Claims and presented them into the record. Staff recommended acknowledgment.

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

**The Claims are as follows:**

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### **3-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 an additional invoice for RRP Consulting Engineers, L.L.C., Inv. #U2716.500-25 in the amount of \$45,483.49 for the East Loop Project, bringing the total amount of the claims to \$816,419.34. Staff recommended approval.

Director Garza moved to approve the Claims as presented with the additional claim read in. The motion was seconded by Treasurer Villarreal and carried unanimously.

**The Claims are as follows:**

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**3-D Consideration and Approval of the Financial Statements and Budget Amendments for the Months of January 2025 and February 2025.**

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve the Financial Statements for the Months of January 2025 and February 2025. Mrs. Janett Huerta, Toll Operations Administrator, went over the Toll Report for the Month of February 2025. Mrs. Huerta further advised that the go live date for collections will be April 9, 2025.

Director Esparza moved to approve the Financial Statements for the Months of January 2025 and February 2025. The motion was seconded by Treasurer Villarreal and carried unanimously.

**The Financials are as follows:**

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**3-E Consideration and Approval of Quarterly Investment Report for the Period Ending February 28, 2025.**

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board that affidavits were filed by Director Esparza and Director Garza and they would abstain from any discussion and vote.

Mr. Victor Barron, RMA Chief Financial Officer, went over the Quarterly Investment Report for the Period Ending February 28, 2025. Staff recommended approval.

Treasurer Villarreal moved to approve the Quarterly Investment Report for the Period Ending February 28, 2025. The motion was seconded by Secretary Nelson and carried as follows:

Ayes: Chairman Parker, Treasurer Villarreal, and Secretary Nelson

Nays: n/a

Abstain: Director Esparza and Director Garza

**The Quarterly Investment Report is as follows:**

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**3-F Consideration and Approval to Authorize Cameron County Regional Mobility Staff to Advertise for Request for Proposals for Financial Management and Accounting Software.**

Mr. Pete Sepulveda, Jr, RMA Executive Director, advised the board of the need to approve to Authorize Cameron County Regional Mobility Staff to Advertise for Request for Proposals for Financial Management and Accounting Software. Staff recommended approval.

Director Esparza moved to approve to Authorize Cameron County Regional Mobility Staff to Advertise for Request for Proposals for Financial Management and Accounting Software. The

motion was seconded by Secretary Nelson and carried unanimously.

**3-G Consideration and Approval of Invoice and Release of Check to ZIWA Corporation for the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project.**

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve an Invoice and Release of Check to ZIWA Corporation for the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project. Mr. Barron advised of Pay App #2 in the amount of \$39,805. Staff recommended approval.

Director Esparza moved to approve of the Payment of Invoice and Release of Checks to ZIWA Corporation for the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project. The motion was seconded by Director Garza and carried unanimously.

**3-H Consideration and Action to Award RFP 2025-001 for Bank Depository Services.**

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve to Award RFP 2025-001 for Bank Depository Services. Mr. Barron advised that three proposals were submitted and were ranked according to the specifications outlined in the RFP. Mr. Pete Sepulveda, Jr., RMA Executive Director, recommended to Award RFP 2025-001 for Bank Depository Services to Lone Star National Bank. Staff recommended approval.

Director Esparza moved to approve to Award RFP 2025-001 for Bank Depository Services. The motion was seconded by Director Garza and carried unanimously.

**3-I Consideration and Approval of a Depository Agreement for the Cameron County Regional Mobility Authority.**

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve of a Depository Agreement for the Cameron County Regional Mobility Authority. Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board that the agreement was prepared by our legal counsel and recommended approval subject to final legal review. Staff recommended approval.

Director Esparza moved to approve a Depository Agreement for the Cameron County Regional Mobility Authority subject to final legal review. The motion was seconded by Director Garza and the motion carried unanimously.

**The Depository Agreement is as follows:**

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**3-J Consideration and Approval of a Resolution Designating the CCRMA’s Bank Depository and Authorizing CCRMA Officers to act on behalf of CCRMA.**

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve a Resolution Designating the CCRMA’s Bank Depository and Authorizing CCRMA Officers to act on behalf of the CCRMA. Staff recommended approval.

Secretary Nelson moved to approve a Resolution Designating the CCRMA’s Bank Depository and Authorizing CCRMA Officers to act on behalf of CCRMA. The motion was seconded by Director Garza and carried unanimously.

**The Resolution is as follows:**



**3-K Discussion and Possible action regarding the Transition with the Harris County Toll Road Authority.**

Director Esparza moved to table this item. The motion was seconded by Secretary Nelson and carried unanimously.

**3-L Consideration and Approval of a Resolution and 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 and Approving a Claim in the Amount of \$136,593 as contained in the Advance Funding Agreement and Authorizing the Release of the Check.**

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve a Resolution 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 and Approving a Claim in the Amount of \$136,593 as contained in the Advance Funding Agreement and Authorizing the Release of the Check. Mr. Sepulveda further advised this added the Engineering and ROW component to the agreement. Mr. Sepulveda also advised that the amount of the \$136,593 will be funded through Cameron County and the City of Brownsville. This project has also been environmentally cleared by TxDOT. Staff recommended approval.

Director Garza moved to approve a Resolution and 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 and Approving a Claim in the Amount of \$136,593 as contained in the Advance Funding Agreement and Authorizing the Release of the Check. The motion was seconded by Director Esparza and carried unanimously.

**The Resolution and Amended Advance Funding Agreement is as follows:**

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**3-M Consideration and Approval of a Resolution and an Amended Advance Funding Agreement between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Morrison Road Project and Authorize 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 of the need to approve a Resolution and an Amended Advance Funding Agreement between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Morrison Road Project and authorize Chairman Frank Parker, Jr. to sign any Necessary Documents as may be needed by the Texas Department of Transportation. He further advised the project was recently functionally classified and now is eligible for federal funds. Staff recommended approval.

Secretary Nelson moved to approve a Resolution and an Amended Advance Funding Agreement between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Morrison Road Project and Authorize Chairman Frank Parker, Jr. to sign any Necessary Documents as may be needed by the Texas Department of Transportation. The motion was seconded by Director Garza and carried unanimously.

**The Resolution and Amended Advance Funding Agreement is as follows:**

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**3-N Consideration and Approval of Amended Interlocal Agreement Between Cameron County and the Cameron County Regional Mobility Authority to add SH 4 from FM 511 to Boca Chica Beach as a Transportation Reinvestment Zone Project.**

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve an Amended Interlocal Agreement Between Cameron County and the Cameron Regional Mobility Authority to add SH 4 from FM 511 to Boca Chica Beach as a Transportation Reinvestment Zone Project. Mr. Sepulveda further advised that the project limits are from Oklahoma to Boca Chica Beach going towards Space X. He further advised that Cameron County Commissioners approved the use of TRZ funds for this project. Staff recommended approval.

Secretary Nelson moved to approve an Amended Interlocal Agreement Between Cameron County and the Cameron County Regional Mobility Authority to add SH 4 from FM 511 to Boca Chica Beach as a Transportation Reinvestment Zone Project. The motion was seconded by Director Esparza and carried unanimously.

**The Amended Interlocal is as follows:**

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**3-O Consideration and Approval of an Amended Interlocal Agreement Between the Cameron County Regional Mobility Authority and Cameron County regarding the Flor de Mayo 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 Cameron County regarding the Flor de Mayo Project. Mr. Sepulveda further advised that the funding for this project would be through bond proceeds from Cameron County subject to their approval. Staff recommended approval.

Director Esparza moved to approve an Amended Interlocal Agreement Between the Cameron County Regional Mobility Authority and Cameron County regarding the Flor de Mayo Project subject to Cameron County approval. The motion was seconded by Secretary Nelson and carried unanimously.

**The Amended Interlocal is as follows:**

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**3-P Consideration and Approval of Supplemental Work Authorization No. 3 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C., for the Flor de Mayo Project.**

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve Supplemental Work Authorization No. 3 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C., for the Flor de Mayo Project. Mr. Sepulveda further advised that this work authorization would deal with the feasibility study on the Mexican side as well as the United States side. He also advised that funding would be subject to approval from Cameron County. Staff recommended approval.

Director Esparza moved to approve of Supplemental Work Authorization No. 3 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C, for the Flor de Mayo Project subject to Cameron County approval. The motion was seconded by Secretary Nelson and carried unanimously.

**The Supplemental Work Authorization is as follows:**

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**3-Q Consideration and Approval of Supplemental Work Authorization No. 2 to Work Authorization No. 41 with RRP Consulting Engineers, L.L.C., for the South Parallel Corridor Phase III Project.**

Mr. Eric Davila, RMA Chief Development Engineer, advised the board of the need to approve Supplemental Work Authorization No. 2 to Work Authorization No. 41 with RRP Consulting Engineers, L.L.C., for the South Parallel Corridor Phase III Project. Mr. Davila further advised that the project was slated for letting in FY 2025 but due to a change in policy with the Texas Department of Transportation, the project was moved to FY 2026 for letting. He further advised that the project is at 100% PS&E and currently working with the three utility companies to have their lines relocated and this should be completed by November of 2025. Mr. Pete Sepulveda, Jr., RMA Executive Director, advised that this project is fully funded and there is no funding gap. Staff recommended approval.

Secretary Nelson moved to approve of Supplemental Work Authorization No. 2 to work Authorization No. 41 with RRP Consulting Engineers, L.L.C. for the South Parallel Corridor Phase III Project. The motion was seconded by Director Esparza and carried unanimously.

**The Supplemental Work Authorization is as follows:**

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**3-R Consideration and Approval of Supplemental Work Authorization No. 2 to Work Authorization No. 2 with RRP Consulting Engineers, L.L.C. for the Outer Parkway Project.**

Mr. Eric Davila, RMA Chief Development Engineer, advised the board of the need to approve Supplemental Work Authorization No. 2 to Work Authorization No. 2 with RRP Consulting Engineers, L.L.C. for the Outer Parkway Project. Mr. Davila further advised that this supplemental work authorization ties into the SPI 2<sup>nd</sup> Causeway Scope and is outlined for the traffic subconsultants from RRP. He further advised that TxDOT had asked to incorporate traffic projections for the Environmental Process for the SPI 2<sup>nd</sup> Causeway Environmental Impact Statement. Staff Recommended Approval.

Director Esparza moved to approve of Supplemental Work Authorization No. 2 to Work Authorization No. 2 with RRP Consulting Engineers, L.L.C., for the Outer Parkway Project. The motion was seconded by Director Garza and carried unanimously.

**The Supplemental Work Authorization is as follows:**

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**3-S Consideration and Acknowledgement of Status of the Donation Acceptance Program Project at the Free Trade Bridge.**

Mr. Eric Davila, RMA Chief Development Engineer, went over a PowerPoint Presentation of the Status of the Donation Acceptance Program Project at the Free Trade Bridge.

Secretary Nelson moved to acknowledge of Status of the Donation Acceptance Program Project at the Free Trade Bridge. The motion was seconded by Director Garza and carried unanimously.

**3-T Consideration and Approval of Work Authorization No. 4 with RRP Consulting Engineers, L.L.C., for CCRMA Administration and Toll Building ADA Building Design.**

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve Work Authorization No. 4 with RRP Consulting Engineers, L.L.C., for CCRMA Administration and Toll Building ADA Building Design. Mr. Sepulveda further advised that a consultant was hired to assess the buildings for ADA compliance and now the focus is on making the necessary improvements, to comply with federal funding requirements. He also advised that through this work authorization an architect will work on the plans needed for the exterior and interior to go out for bids. Staff recommended approval.

Secretary Nelson moved to approve of Work Authorization No. 4 with RRP Consulting Engineers, L.L.C., for CCRMA Administration and Toll Building ADA Building Design. The motion was seconded by Treasurer Villarreal and carried unanimously.

**3-U Consideration and Approval of Amendment No. 1 to Change Order Number 12 with Kapsch for SH 550 Conduit Replacement.**

Mr. Eric Davila, RMA Chief Development Engineer, advised the board of the need to approve Amendment No. 1 to Change Order Number 12 with Kapsch for SH 550 Conduit Replacement. Mr. Davila further advised there was a change of scope from what was previously submitted, and the new scope has a different electrician, and this caused a decrease in the amount of \$75,931.05. Staff recommended approval.

Secretary Nelson moved to approve Amendment No. 1 to Change Order Number 12 with Kapsch for SH 550 Conduit Replacement. The motion was seconded by Director Garza and carried unanimously.

**The Amendment is as follows:**

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**ADJOURNMENT**

There being no further business to come before the Board and upon motion by Director Garza and seconded by Director Esparza and carried unanimously, the meeting was **ADJOURNED** at 1:06 P.M.



APPROVED this 24th day of April 2025.

  
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CHAIRMAN FRANK PARKER, JR.

ATTESTED:   
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ARTURO A. NELSON, SECRETARY



**IMPROVING MORE THAN JUST ROADS**

**Posted on Web  
03/24/25  
at 1:05 PM**

**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 28, 2025  
12:00 PM**

**PUBLIC COMMENTS:**

- 1. Public Comments.**

**PRESENTATION:**

- 2. Presentation of the 2024 Cameron County Regional Mobility Authority Annual Comprehensive Financial Report for Fiscal Year 2024.**

**ITEMS FOR DISCUSSION AND ACTION:**

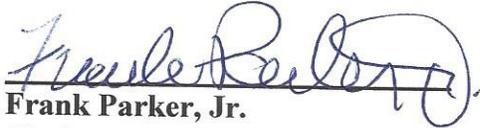
- 3. Action Items.**
  - A. Consideration and Approval of the February 24, 2025, Special Meeting Minutes.**
  - B. Acknowledgement of Claims.**
  - C. Approval of Claims.**
  - D. Consideration and Approval of the Financial Statements and Budget Amendments for the Months of January and February 2025.**
  - E. Consideration and Approval of Quarterly Investment Report for the Period Ending February 28, 2025.**
  - F. Consideration and Approval to Authorize Cameron County Regional Mobility Staff to Advertise for Request for Proposals for Financial Management and Accounting Software.**
  - G. Consideration and Approval of Payment of Invoice and Release of Check to ZIWA Corporation for the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project.**
  - H. Consideration and Action to Award RFP 2025-001 for Bank Depository Services.**

- I. Consideration and Approval of a Depository Agreement for the Cameron County Regional Mobility Authority.**
- J. Consideration and Approval of a Resolution Designating the CCRMA's Bank Depository and Authorizing CCRMA Officers to act on behalf of CCRMA.**
- K. Discussion and Possible Action Regarding the Transition with the Harris County Toll Road Authority.**
- L. Consideration and Approval of a Resolution and 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 and Approving a Claim in the Amount of \$136,593 as Contained in the Advance Funding Agreement and Authorizing the Release of the Check.**
- M. Consideration and Approval of a Resolution and an Amended Advance Funding Agreement between the Cameron County Regional Mobility Authority and the Texas Department of Transportation for the Morrison Road Project and Authorizing Chairman Frank Parker, Jr. to Sign any Necessary Documents as may be Needed by the Texas Department of Transportation.**
- N. Consideration and Approval of an Amended Interlocal Agreement between Cameron County and the Cameron County Regional Mobility Authority to add SH 4 from FM 511 to Boca Chica Beach as a Transportation Reinvestment Zone Project.**
- O. Consideration and Approval of an Amended Interlocal Agreement Between the Cameron County Regional Mobility Authority and Cameron County regarding the Flor de Mayo Project.**
- P. Consideration and Approval of Supplemental Work Authorization No. 3 to Work Authorization 34 with RRP Consulting Engineers, L.L.C., Engineering for the Flor de Mayo Project.**
- Q. Consideration and Approval of Supplemental Work Authorization No. 2 to Work Authorization No. 41 with R.R.P. Consulting Engineers, L.L.C. for the South Parallel Corridor Phase III Project.**
- R. Consideration and Approval of Supplemental Work Authorization No. 2 to Work Authorization No. 2 with R.R.P. Consulting Engineers, L.L.C. for the Outer Parkway Project.**
- S. Consideration and Acknowledgement of Status of the Donation Acceptance Program Project at the Free Trade Bridge.**
- T. Consideration and Approval of Work Authorization No. 4 with RRP Consulting Engineers, L.L.C., for CCRMA Administration and Toll Building ADA Building Design.**

**U. Consideration and Approval of Amendment No. 1 to Change Order Number 12 with Kapsch for SH 550 Conduit Replacement.**

**ADJOURNMENT:**

**Signed this 24th day of March 2025**



**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 2024 CAMERON COUNTY REGIONAL  
MOBILITY AUTHORITY ANNUAL COMPREHENSIVE FINANCIAL  
REPORT FOR FISCAL YEAR 2024**



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



**ANNUAL COMPREHENSIVE FINANCIAL REPORT  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2024**

**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, 2024**

**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, 2024  
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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
Annual Comprehensive Financial Report  
For the Fiscal Year Ended September 30, 2024

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# **INTRODUCTORY SECTION**



**IMPROVING MORE THAN JUST ROADS**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
3461 Carmen Avenue  
Rancho Viejo, Texas 78575  
(956) 621-5573

**Pete Sepulveda, Jr.**  
**Executive Director**

**Victor J. Barron**  
**Chief Financial Officer**

Date: March 24, 2025

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, 2024. 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, 2024, 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, 2024 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, 2024, the CCRMA currently has 19 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 Areas (MSA's) 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.

On July 15, 2024, Harris County Toll Road Authority (HCTRA) assumed responsibility for the CCRMA back-office operations meaning that the Fuego Tag is now operable with all toll roads in the State of Texas, Kansas, Oklahoma, and soon Florida and Colorado.

### **Capital Projects**

The following list of projects are ones in which the CCRMA is planning to possibly utilize financial resources in fiscal year 2024. 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 2<sup>nd</sup> 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 2<sup>nd</sup> 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, TxDOT Pharr District, TxDOT Environmental Division, General Engineering Consultant.
- Biological Assessment/Terrestrial
- SPI Dune Delineation aerial and LIDAR data plan
- Re-evaluation of overall mitigation plan and alternatives

Preliminary engineering and project finance activities also made significant progress these past years.

- Preliminary Schematic design
- LIDAR survey and Aerial imaging
- Preliminary Right of Way Mapping
- Preliminary Utility identification and location mapping
- Subsurface Geotechnical Investigation and Report
- Preliminary Drainage and Hydrology Report updated
- Draft financial planning
- Traffic & Revenue and Project Feasibility reports

In December 2023, the Texas Transportation Commission placed the SPI 2<sup>nd</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> 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 (2<sup>nd</sup> 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 2026. 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 6 school zones. The East Loop Corridor will eliminate a total of 23 conflicts existing between the Veterans bridge and the Port of Brownsville including six school zones.

Eliminating 18 stops and 6 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 2025 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 90% 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 2026 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 2025 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 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. 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. Presidential Permit was received on May 2024.

### 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 2027.

### 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.

### 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. Design build contract awarded by GSA and Construction will begin January 2026.

### Gateway Pedestrian Bridge Project

CCRMA submitted a Presidential Permit Application for a new pedestrian bridge at Gateway Bridge. The new pedestrian bridge would be located to the west of the existing bridge. New County and federal facilities would be required.

## **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 has approved 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. Schematics are 90% complete, and the environmental document is at 90%.

### FM 1847 Sidewalk Project

The CCRMA developed 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. Construction is complete.

### 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.

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, 2023. This was the second consecutive 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:

  
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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

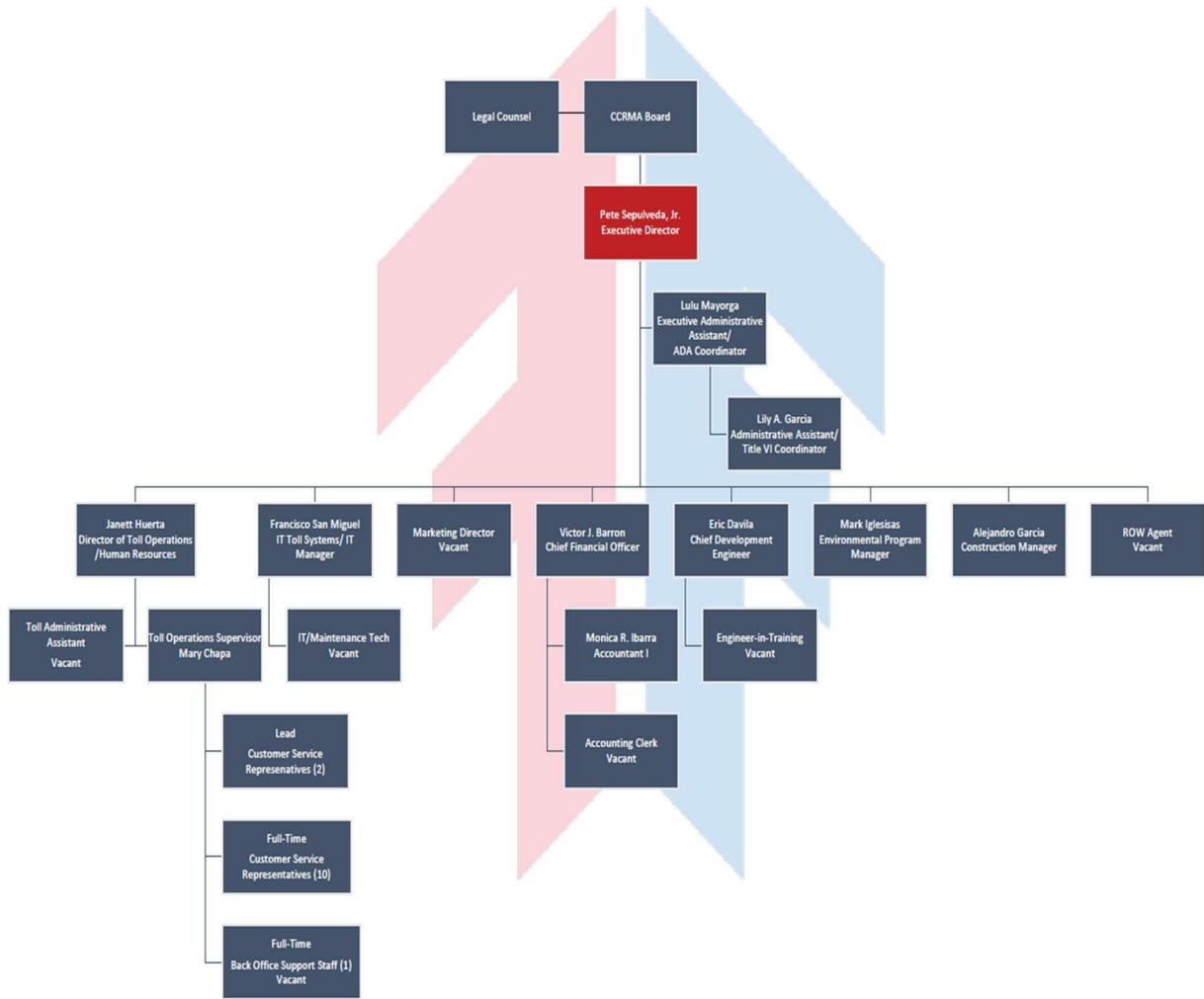
September 30, 2023

*Christopher P. Morill*

Executive Director/CEO

# ORGANIZATIONAL CHART

## Cameron County Regional Mobility Authority



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

**List of Principal Officials**

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**Appointed**

Frank Parker Jr.	Chairman
Michael Scaief	Vice-Chairman
Al Villarreal	Treasurer
Arturo Nelson	Secretary
Mark Esparza	Director
Leo Garza	Director
Vacant	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, 2024, 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, 2024, 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 19 and the Pension Plan information on pages 64 through 66 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 Grant Management Standards (TXGMS) 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 schedule of expenditures of federal awards is 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 24, 2025, on our consideration of the CCRMA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the CCRMA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CCRMA's internal control over financial reporting and compliance.

*Burton, McCumber, & Longoria LLP.*

Brownsville, Texas  
March 24, 2025

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Management's Discussion and Analysis**  
For the Fiscal Year Ended September 30, 2024

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, 2024. 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 2024 by \$63,578,810 (total net position). The total amount of \$5,903,398 (unrestricted net position) may be used to meet the CCRMA's outgoing obligations to citizens and creditors.
- Net position increased by \$7,888,235 or 14.16 % compared to prior year.
- The CCRMA general debt obligation decreased \$2,720,000 or -3.83%

### **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 the CCRMA's assets plus deferred outflows of resources and liabilities plus deferred inflows of resources with the difference 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 presents 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, 2024

**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 is the difference between assets plus deferred outflows of resources and liabilities plus deferred inflows of resources. The CCRMA's net position for the years ending September 30, 2024 and 2023, were approximately \$63.5 and \$55.6 million, respectively. The largest component of total assets for all two years were the non-current assets. Non-current assets accounts for approximately 88% and 86% of total assets for the years 2024, and 2023, respectively. These assets consist of capital assets, restricted bond funds construction in progress, and deferred outflow of resources. Liabilities consist of current liabilities and deferred inflow of resources.

**Summary of Net Position**

	2024	2023	Change	Percentage of Change
<b>Assets and Deferred Outflows of Resources</b>				
Current assets	\$ 17,750,334	\$ 21,525,367	(3,775,033)	-17.54%
Capital assets, net	110,687,015	116,439,861	(5,752,846)	-4.94%
Other non-current	25,649,123	14,549,060	11,100,064	76.29%
Total assets	<u>154,086,472</u>	<u>152,514,288</u>	<u>1,572,184</u>	1.03%
Deferred outflows of resources	<u>235,270</u>	<u>288,854</u>	<u>(53,584)</u>	-18.55%
Total assets and deferred outflows of resources	<u>\$ 154,321,742</u>	<u>\$ 152,803,142</u>	<u>1,518,600</u>	0.99%
<b>Liabilities and Deferred Inflows of Resources</b>				
Current liabilities	5,921,505	8,199,866	(2,278,361)	-27.79%
Non-current liabilities	84,633,377	88,741,758	(4,108,381)	-4.63%
Total liabilities	<u>90,554,882</u>	<u>96,941,624</u>	<u>(6,386,742)</u>	-6.59%
Deferred inflows of resources	<u>188,050</u>	<u>170,943</u>	<u>17,107</u>	10.01%
Total liabilities and deferred inflows of resources	<u>\$ 90,742,932</u>	<u>\$ 97,112,567</u>	<u>(6,369,635)</u>	-6.56%
<b>Net position:</b>				
Net investment in capital assets	\$ 29,553,298	\$ 30,298,362	(745,064)	-2.46%
Restricted	28,122,114	20,610,237	7,511,877	36.45%
Unrestricted	<u>5,903,398</u>	<u>4,781,976</u>	<u>1,121,422</u>	23.45%
Total net position	<u>\$ 63,578,810</u>	<u>\$ 55,690,575</u>	<u>7,888,235</u>	14.16%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Management's Discussion and Analysis**  
For the Fiscal Year Ended September 30, 2024

- Current assets decreased by \$3,775,033 or -17.54%. The decrease is largely due to cash payments for interlocal project agreements.
- Capital assets (net of depreciation) decreased by \$5,752,846 or -4.94%. For 2024, capital assets additions were \$827,458 and a disposal of \$3,024,767 for construction in progress, offset by accumulated depreciation of \$(3,555,537).
- Deferred outflows of resources decreased by \$53,584 attributable to pension related deferrals in fiscal year 2024.
- Current liabilities decreased by \$2,278,361 or -27.79%. Non-current liabilities decreased by \$4,108,381 or 4.63% compared to the prior year.
- The total pension related deferred inflows related to pension decreased by \$17,107 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 46.48% 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 \$28,122,114 and comprised 44.23% of total net position. Restricted resources are subject to external restrictions on how they may be used. Restrictions include statutory requirements, bond covenants, and grant conditions. The remaining balance of net position is *unrestricted net position* which totaled \$5,903,398 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, 2024**

**Changes in Net Position**

The CCRMA's total revenues and capital contributions for the year ending September 30, 2024, and 2023 were approximately \$29.9 million and \$30.1 million, respectively. Total expenses for the year ending September 30, 2024 and 2023 were approximately \$23.9 million and \$27.1 million, respectively. Change in net position has resulted in an increase in year 2024, an increase in 2023. 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 2024 and 2023 were \$11,587,059 and \$7,888,212, respectively.

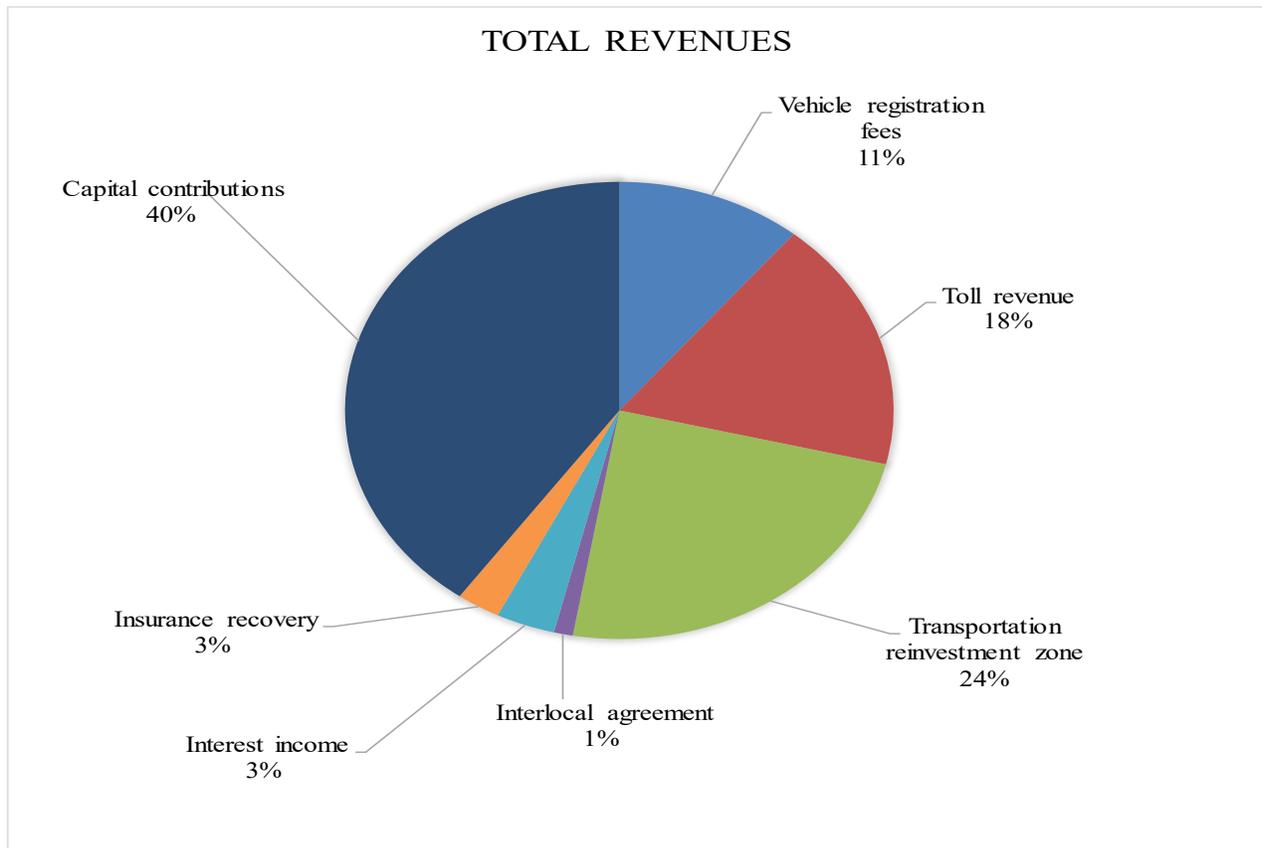
**Changes in Net Position**

	<u>2024</u>	<u>2023</u>	<u>Change</u>	<u>Percentage of Change</u>
<b>Revenues:</b>				
<b>Operating</b>				
Vehicle registration fees	\$ 3,494,940	\$ 3,499,780	\$ (4,840)	-0.14%
Toll revenue	5,677,554	4,966,718	710,836	14.31%
Transportation reinvestment zone	7,624,815	3,462,631	4,162,184	120.20%
Interlocal agreement and other	356,164	351,398	4,766	1.36%
Total Revenues	<u>17,153,473</u>	<u>12,280,527</u>	<u>4,872,946</u>	39.68%
<b>Expenses:</b>				
<b>Operating</b>				
Advertising	116,942	90,536	26,406	29.17%
Contingency	1,237,917	-	-	0.00%
Depreciation	3,555,537	3,502,282	53,255	1.52%
Insurance	11,229	11,128	102	0.92%
Office expenses	175,050	121,943	53,108	43.55%
Professional services	610,577	590,936	19,641	3.32%
Salaries and contractual services	1,730,782	1,851,694	(120,912)	-6.53%
Toll operating expenses	1,548,341	1,600,346	(52,005)	-3.25%
Travel	63,009	57,759	5,250	9.09%
Utilities	72,567	67,974	4,593	6.76%
Total Operating Expenses	<u>9,121,951</u>	<u>7,894,597</u>	<u>1,227,354</u>	15.55%
Net Operating Income	8,031,522	4,385,930	3,645,592	83.12%
<b>Non-Operating Revenues (Expenses)</b>				
Bond issuance costs	(103,297)	-	(103,297)	0.00%
Interest expense	(2,206,209)	(2,349,355)	143,146	-6.09%
Interest income	1,107,080	554,056	553,024	99.81%
Insurance recovery	821,848	-	821,848	0.00%
Project development expense	(12,541,355)	(16,871,846)	4,330,491	-25.67%
Total Non Operating Revenue (Expenses)	<u>(12,921,933)</u>	<u>(18,667,145)</u>	<u>5,745,211</u>	-30.78%
Total Non-Operating (Expenses)	(12,921,933)	(18,667,145)	5,745,211	-30.78%
(Loss) before capital contributions	(4,890,411)	(14,281,215)	9,390,804	-65.76%
Capital contributions	12,778,646	17,917,414	(5,138,768)	-28.68%
Change in Net Position	7,888,235	3,636,199	4,252,036	116.94%
Net Position- Beginning of Year	<u>55,690,575</u>	<u>52,054,376</u>	<u>3,636,199</u>	6.99%
Net Position End of Year	<u>\$ 63,578,810</u>	<u>\$ 55,690,575</u>	<u>\$ 7,888,236</u>	14.16%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 (A Component Unit of Cameron County, Texas)  
**Management's Discussion and Analysis**  
 For the Fiscal Year Ended September 30, 2024

**Revenues** -Total revenues decreased by \$265,822 as shown on Changes in Net Position.

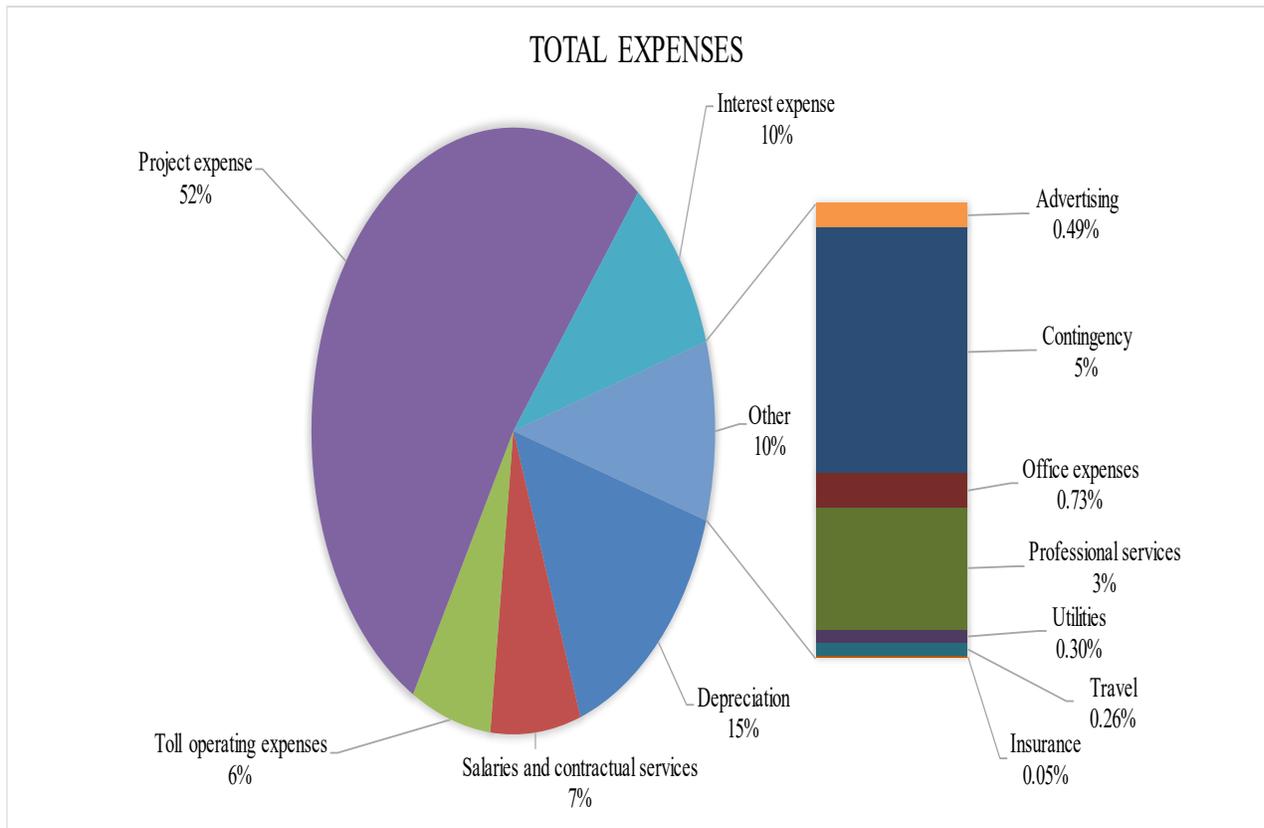
- Total Vehicle registration fees for fiscal year 2024 were \$3,494,940, a decrease of \$4,840 compared to the previous fiscal year. Revenues for fiscal year 2023 were \$3,499,780. Decrease due to a less registration renewals.
- Toll revenues increased by \$710,836 for fiscal year 2024 for a total of \$5,677,554. Revenues for the previous fiscal year were \$4,966,718. In fiscal year 2024, the traffic count increased.
- Transportation reinvestment zone increased by \$4,162,184 for fiscal year 2024 for a total of \$7,624,815. Revenues from the previous fiscal year were \$3,462,631. The increase is due to an increase in property value assessments.
- Interest income increased by \$553,024 due to cash advance funding and higher interest rates.
- Insurance recovery due to toll road tractor trailer roll-over accident insurance claim.
- Interlocal agreements and capital contributions decreased by \$5,138,768 which was mainly due to a decrease in interlocal agreement project development funding.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Management's Discussion and Analysis**  
 For the Fiscal Year Ended September 30, 2024

**Expenses** – Total operating expenses increased by \$1,227,354 or 15.55%. 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 a decrease of \$120,912 from the previous year.
- Toll operating expenses decreased by \$52,005 and 6% of total expenses. This is due to interlocal agreement with Harris County Toll Road Authority for back office operations.
- Interest expense decreased by \$143,146 and is 10% of total expenses. The decrease is due to year lower interest rates on prior years refunding bonds.
- Project development expenses are the largest expense representing 52% of total expenses. The decrease of \$4,330,491 is due to project development materializing.
- The remaining 25% of expenses represent depreciation (15%), and other expenses of 10% consist of professional services, utilities, advertising, contingency, 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, 2024

**Capital Assets and Debt Administration**

The CCRMA’s investment in capital assets as of September 30, 2024, amounts to \$110,687,015 (net of accumulated depreciation). The total decrease in the CCRMA’s net investment in capital assets for the current fiscal year was \$5,752,846 or – 4.94%. 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:

	2024	2023
Land	\$ 154,268	\$ 154,268
Construction in progress (CIP)	20,568,813	23,555,443
Buildings	568,065	605,225
Improvements	208,371	34,415
Software	2,581,055	2,372,408
Infrastructure	82,266,450	85,048,996
Equipment	4,339,993	4,669,106
	<b>\$ 110,687,015</b>	<b>\$ 116,439,861</b>

**Long-term Debt**

As of September 30, 2024, the CCRMA had long term debt outstanding of \$68,355,000. The total decrease to long term debt for the current fiscal year was \$2,720,000 or -3.83%. Additional information can be found in Note 7 on pages 44-47 of this report.

	2024	2023
2014 Revenue & Tax Bonds	\$ 290,000	\$ 3,770,000
2015 Revenue & Tax Bonds	3,755,000	3,930,000
2016 Refunding Revenue & Tax	15,805,000	15,805,000
2017 Refunding Revenue Bonds	2,320,000	3,415,000
2019 Refunding Revenue Bonds	14,925,000	14,925,000
2020 Refunding Revenue & Tax	24,305,000	25,305,000
2021 Revenue Bonds	3,925,000	3,925,000
2024 Refunding Revenue Bonds	3,030,000	-
Total Long-Term Debt	<b>\$ 68,355,000</b>	<b>\$ 71,075,000</b>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Management's Discussion and Analysis**  
For the Fiscal Year Ended September 30, 2024

**Economic Factors**

- Registered vehicles increased by 2.2% from the prior year to 358,638 in 2024.
- Growth in redevelopment projects with local governmental entities increased in 2024.
- Toll road traffic counts increased by 24% from the prior year to 6,749,750 in 2024.
- Toll road revenue increased by 14% from the prior year anticipating a larger increase in fiscal 2025 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](http://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, 2024

ASSETS:	
Current Assets:	
Cash and cash equivalents	\$ 4,309,690
Prepaid items	49,555
Accounts receivable, net	1,366,820
Due from other agencies	3,570,719
Total Current Assets	9,296,784
Current Restricted Assets	
Restricted cash - debt service	2,755,000
Restricted cash - interlocal projects	3,861,490
Restricted cash - bond proceeds	1,837,060
Total Restricted Current Assets	8,453,550
Total Current Assets	17,750,334
Non-Current Assets:	
Non Current Restricted Assets:	
Cash - TRZ project funds	16,620,134
Cash - trustee debt reserve funds (BNYM)	6,219,285
Cash - trustee debt reserve funds (TRB)	2,439,473
Net pension asset	289,629
Prepaid bond insurance	80,602
Capital assets, net	
Land	154,268
Construction in progress	20,568,813
Buildings	743,204
Improvements	223,131
Software	3,740,565
Infrastructure	108,604,104
Equipment	8,796,479
Accumulated depreciation	(32,143,549)
Total Capital Assets, Net	110,687,015
Total Non-Current Assets	136,336,138
Total Assets	154,086,472
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflows related to pension	235,270
Total Deferred Outflows of Resources	235,270
Total Assets and Deferred Outflows of Resources	\$ 154,321,742

(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, 2024

LIABILITIES:	
Current Liabilities:	
Accounts payable	\$ 2,868,915
Accrued interest	297,590
Current portion of long-term debt	2,755,000
Total Current Liabilities	<u>5,921,505</u>
Non-Current Liabilities:	
Due to other agencies	13,109,420
Long-term debt	67,260,066
Unearned revenue	4,263,891
Total Non-Current Liabilities	<u>84,633,377</u>
Total Liabilities	<u>90,554,882</u>
DEFERRED INFLOW OF RESOURCES	
Deferred charge on refundings	44,393
Deferred inflows related to pension	143,657
Total Deferred Inflow of Resources	<u>188,050</u>
Total Liabilities and Deferred Inflow of Resources	<u>90,742,932</u>
NET POSITION:	
Net investment in capital assets	29,553,298
Restricted	
Debt service	11,416,132
Redevelopment projects	16,416,353
Net pension	289,629
Unrestricted	5,903,398
Total Net Position	<u>63,578,810</u>
Total Liabilities, Deferred Inflows, and Net Position	<u>\$ 154,321,742</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, 2024

Operating Revenues	
Vehicle registration fees	\$ 3,494,940
Toll revenue	5,677,554
Transportation reinvestment zone	7,624,815
Interlocal agreement revenues	351,973
Other operating revenues	4,191
Total Operating Revenues	<u>17,153,473</u>
Operating Expenses	
Advertising	116,942
Contingency	1,237,917
Depreciation	3,555,537
Insurance	11,229
Office expenses	175,050
Professional services	610,577
Salaries and contractual services	1,730,782
Toll operating expenses	1,548,341
Travel	63,009
Utilities	72,567
Total Operating Expenses	<u>9,121,951</u>
Net Operating Income	<u>8,031,522</u>
Non-Operating Revenues (Expenses)	
Bond issuance cost	(103,297)
Interest expense	(2,206,209)
Interest income	1,107,080
Insurance recovery	821,848
Redevelopment project expense	(12,541,355)
Total Non-Operating (Expenses)	<u>(12,921,933)</u>
(Loss) before capital contributions	(4,890,411)
Capital Contributions	<u>12,778,646</u>
Change in Net Position	7,888,235
Net Position-beginning of year	<u>55,690,575</u>
Net Position-end of year	<u>\$ 63,578,810</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, 2024

CASH FLOWS FROM OPERATING ACTIVITIES:

Receipts from vehicle registration fees	\$ 3,261,420
Receipts from toll revenues	5,307,690
Receipts from other operating sources	10,754,672
Payments to vendors	(2,800,706)
Payments to employees	(1,821,809)
Net cash provided by operating activities	14,701,267

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:

Acquisitions of property and equipment	(789,321)
Acquisitions of construction in progress and redevelopment assets	(15,901,160)
Payments on interest	(2,213,123)
Payments on bond principal	(5,750,000)
Bond proceeds	3,030,000
Insurance proceeds	996,408
Advances from TxDOT and other project agreements	18,926,321
Net cash used in capital and related financing activities	(1,700,874)

CASH FLOWS FROM INVESTING ACTIVITIES:

Receipts from interest income	1,107,080
Net cash provided by investing activities	1,107,080

Net increase in cash and cash equivalents	14,107,473
Cash and cash equivalents at beginning of year	23,934,659
Cash and cash equivalents at end of year	\$ 38,042,132

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

Net operating income	\$ 8,031,522
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	3,555,537
Changes in assets and liabilities:	
(Increase) in prepaid expenses	(11,175)
Decrease accounts receivable	199,133
Decrease in due from other agencies	6,714,530
(Increase) in net pension asset	(124,832)
Decrease in prepaid bond insurance	4,787
Decrease in deferred outflow of resources	53,584
(Decrease) in accounts payable	(2,476,450)
(Decrease) in accrued interest	(6,912)
(Decrease) due to other agencies	(3,024,768)
Increase in unearned revenue	1,769,204
Increase in deferred inflow of resources	17,107
	17,107

Net cash flows provided by operating activities	\$ 14,701,267
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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, 2024

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

Ending cash - Statement of Cash Flows	\$ 38,042,132
Less: amount reported in restricted assets	33,732,441
Ending cash - Statement of Net Position	<u>\$ 4,309,690</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, 2024

**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, 2024

**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, 2024, is \$1,366,820 which is comprised of \$9,526,844 of gross receivables related to tolls and vehicle registration fees with an allowance of \$8,160,024. 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, 2024

**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.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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, 2024.

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. 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.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

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

R. Implementation of New Accounting Pronouncements - Continued

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.

GASB No. 102, “Certain Risk Disclosures.” The requirements of the Statement will take effect for financial statements starting with the fiscal year that ends June 30, 2025.

Implementation Guide No. 2023-1, “Implementation Guidance Update-2023.” The requirements of this Implementation Guide will take effect for financial statements starting with the fiscal year that ends June 30, 2024.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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, 2024, the carrying amount of the CCRMA's cash, cash equivalents, and restricted cash was \$38,042,132 of this total, \$33,732,442 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, \$4,309,690, 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, 2024.

*Legal Contractual Provisions Governing Investments*

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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For the Year Ended September 30, 2024

**Note 3 – Capital Assets**

Depreciation expense for 2024 was \$3,555,537. The following schedule summarizes the capital assets and construction in progress of the CCRMA as of September 30, 2024:

<b>Capital Assets</b>	October 1, 2023	Additions	Disposals	September 30, 2024
<b>Non-Depreciable Capital Assets</b>				
Land	\$ 154,268	\$ -	\$ -	\$ 154,268
Construction in progress (CIP)	23,555,443	38,137	(3,024,767)	20,568,813
Total Non-depreciable Capital Assets	<u>23,709,711</u>	<u>38,137</u>	<u>(3,024,767)</u>	<u>20,723,081</u>
<b>Depreciable Capital Assets</b>				
Buildings	743,204	-	-	743,204
Improvements	44,679	178,452	-	223,131
Software	3,307,221	433,344	-	3,740,565
Infrastructure	108,604,104	-	-	108,604,104
Equipment	8,618,954	177,525	-	8,796,479
Total Depreciable Capital Assets	<u>121,318,162</u>	<u>789,321</u>	<u>-</u>	<u>122,107,483</u>
<b>Less: Accumulated Depreciation</b>				
Buildings	(137,979)	(37,160)	-	(175,139)
Improvements	(10,264)	(4,496)	-	(14,760)
Software	(934,813)	(224,697)	-	(1,159,510)
Infrastructure	(23,555,108)	(2,782,546)	-	(26,337,654)
Equipment	(3,949,848)	(506,638)	-	(4,456,486)
Total Accumulated Depreciation	<u>(28,588,012)</u>	<u>(3,555,537)</u>	<u>-</u>	<u>(32,143,549)</u>
Total Depreciable Capital Assets, Net	<u>92,730,150</u>	<u>(2,766,216)</u>	<u>-</u>	<u>89,963,934</u>
Total Capital Assets	<u>\$ 116,439,861</u>	<u>\$ (2,728,079)</u>	<u>\$ (3,024,767)</u>	<u>\$ 110,687,015</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 4 – Disaggregation of Receivable and Payable Balances**

Accounts receivable consisted of the following at September 30, 2024:

	Total
Vehicle registration fees	\$ 829,845
Tolls accounts receivable, net	536,975
Total Accounts Receivable, Net	\$ 1,366,820

Accounts payable consisted of the following at September 30, 2024:

Operation payables	\$ 1,307,918
Project payables	1,560,997
Total Accounts Payable	\$ 2,868,915

**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, 2024 was \$0.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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For the Year Ended September 30, 2024

**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 2<sup>nd</sup> 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.

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, 2024, there was an outstanding balance of \$117,500.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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For the Year Ended September 30, 2024

**Note 6 – Non-Current Liabilities – Continued**

The following schedule summarizes the non-current liabilities of the CCRMA as of September 30, 2024:

<b>Unearned Revenue</b>	October 1, 2023	Additions	Reductions	September 30, 2024
<b><i>Cameron County</i></b>				
Admin Building	\$ -	\$ 16,288	\$ (16,288)	\$ -
Dana Road	165,190	-	-	165,190
East Loop	124,566	-	(124,566)	-
Flor De Mayo	-	1,000,000	(455,492)	544,508
Gateway Bridge	2,888	-	(2,750)	138
International Bridges	23,275	-	-	23,275
Mountain Bike Trail	14,999	-	(14,999)	-
Old Alice Road	1,398,077	-	-	1,398,077
Participation Fee	-	3,000	-	3,000
SPI Second Access	439,125	-	(174,584)	264,541
Veterans International Bridge	-	1,869,787	(1,804,510)	65,277
<b><i>City of Brownsville</i></b>				
Dana Road	40,721	-	(7,210)	33,511
East Loop	-	3,000,000	(1,661,478)	1,338,522
Indiana Road	-	-	-	-
Morrison Road	10,917	-	-	10,917
West Rail	124,960	-	-	124,960
<b><i>City of Los Fresnos</i></b>				
Sidewalk Project	40,667	-	(28,823)	11,844
Whipple Road	6,256	-	-	6,256
Hike & Bike	-	100,000	(20,414)	79,586
<b><i>City of Primera</i></b>				
Sidewalk Project	-	87,500	(3,433)	84,067
<b>Tolls</b>				
Other	103,046	71,100	(63,924)	110,222
Total Unearned Revenue	<u>\$ 2,494,687</u>	<u>\$ 6,147,675</u>	<u>\$ (4,378,471)</u>	<u>\$ 4,263,891</u>
<b>Due to Other Agencies</b>				
TxDot FAA - South Padre Island 2nd	\$ 12,991,920	\$ -	\$ -	\$ 12,991,920
TxDot FAA - West Parkway	2,244,589	-	(2,244,589)	-
TxDot FAA - Outer Parkway	780,179	-	(780,179)	-
Cameron County	117,500	-	-	117,500
Total Due to Other Agencies	<u>\$ 16,134,188</u>	<u>\$ -</u>	<u>\$ (3,024,768)</u>	<u>\$ 13,109,420</u>

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 7 – Long-Term Debt**

The following items comprise the CCRMA’s outstanding debt at September 30, 2024.

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	\$ 290,000
SH550 Highway Project Revenue and Tax Bonds, Series 2015	2.75%-3.75%	2015	2040	3,755,000
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	2,320,000
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	24,305,000
Vehicle Registration Revenue Bonds, Series 2021	3%	2021	2041	3,925,000
Revenue and Tax Refunding Bonds, Series 2024	5%	2024	2034	<u>3,030,000</u>
Total Debt				68,355,000
Premium on Debt				1,682,751
(Discounts)				<u>(22,685)</u>
Net Total Debt				<u>\$ 70,015,066</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 2.1% 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  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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%.

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.

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

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.

On April 1, 2024, the CCRMA issued Revenue and Tax Refunding Bonds, Series 2024 (SH 550 Project) in the amount of \$3.0 million. The net proceeds of \$3.0 million (net of underwriters, financial advisor, and other cost of issuance) were used to advance refund \$3.4 million of Series 2014 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 2024 has maturities of February 2026 to 2034 and carry interest rates of 5% payable February 15 and August 15 of each year.

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	Average		Escrow Defeased
							Bonds Refunded Principal Amount	Coupon of Refunded Bonds	
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
2024 Series Refunding	3,030,000	\$ (103,297)	\$ 297,865	3,224,568	4.00%	2014 SH 550	3,200,000	5.00%	Yes
	<u>\$ 68,450,000</u>	<u>\$ (1,245,098)</u>	<u>\$ 2,239,640</u>	<u>\$ 69,444,542</u>			<u>\$ 66,520,000</u>		

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 7– Long-Term Debt – Continued**

The following schedule summarizes the long-term bond liabilities of the CCRMA as of September 30, 2024:

Vehicle Registration Fee Bonds	October 1, 2023	Additions	Reductions	September 30, 2024	Due within one year
2017 Refunding Revenue Bonds	\$ 3,415,000	\$ -	\$ (1,095,000)	\$ 2,320,000	\$ 1,135,000
2019 Refunding Revenue Bonds	14,925,000	-	-	14,925,000	-
2021 Revenue Bonds	3,925,000	-	-	3,925,000	-
	<u>22,265,000</u>	<u>-</u>	<u>(1,095,000)</u>	<u>21,170,000</u>	<u>1,135,000</u>
Premiums	1,472,441	-	(162,800)	1,309,641	-
Total Vehicle Registration Fee Bonds	<u>23,737,441</u>	<u>-</u>	<u>(1,257,800)</u>	<u>22,479,641</u>	<u>1,135,000</u>
<b>Revenue &amp; Tax Bonds (SH550)</b>					
2014 Revenue & Tax Bonds	3,770,000	-	(3,480,000)	290,000	290,000
2015 Revenue & Tax Bonds	3,930,000	-	(175,000)	3,755,000	180,000
2016 Refunding Revenue & Tax	15,805,000	-	-	15,805,000	-
2020 Refunding Revenue & Tax	25,305,000	-	(1,000,000)	24,305,000	1,150,000
2024 Refunding (2014 Revenue Bond)	-	3,030,000	-	3,030,000	-
	<u>48,810,000</u>	<u>3,030,000</u>	<u>(4,655,000)</u>	<u>47,185,000</u>	<u>1,620,000</u>
Premiums	139,543	297,865	(64,298)	373,110	-
Discounts	(24,101)	-	1,416	(22,685)	-
Total Revenue & Tax Bonds (SH 550)	<u>48,925,442</u>	<u>3,327,865</u>	<u>(4,717,882)</u>	<u>47,535,425</u>	<u>1,620,000</u>
Total Long-Term Debt	<u>\$ 72,662,883</u>	<u>\$ 3,327,865</u>	<u>\$ (5,975,682)</u>	<u>\$ 70,015,066</u>	<u>\$ 2,755,000</u>

The annual debt requirements to maturities are as follows:

Year Ending September 30,	Principal	Interest	Total
2025	\$ 2,755,000	\$ 2,341,606	\$ 5,096,606
2026	2,940,000	2,257,389	5,197,389
2027	3,090,000	2,158,409	5,248,409
2028	3,275,000	2,046,537	5,321,537
2029	3,460,000	1,927,010	5,387,010
2030-2034	19,725,000	7,695,869	27,420,869
2035-2039	20,835,000	4,092,398	24,927,398
2040-2044	12,275,000	689,081	12,964,081
Total	<u>\$ 68,355,000</u>	<u>\$ 23,208,299</u>	<u>\$ 91,563,299</u>

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
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**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, 2024, is \$17,695,810.

*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 80<sup>th</sup> 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, 2024 is \$19,173,170

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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For the Year Ended September 30, 2024

**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 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. The agreement was terminated May 2024.

*CCRMA to Develop Projects On Behalf of Cameron County*

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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, 2024, 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 \$13,000 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 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.

On May 28, 2020, 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 27, 2023, 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 Stenger Concrete Path project with use of Federal and Local funds in the amount of \$1,994,877

On January 11, 2024, 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 Whipple Road project with use of Federal State and Local funds in the amount of \$10,910,682

On May 30, 2024, 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 Blvd (New Multimodal) project with use of Federal and Local funds in the amount of \$10,371,128

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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 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 88<sup>th</sup> Legislative Session and the Special Sessions as well as any future Special Sessions and the upcoming 89<sup>th</sup> 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.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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.

On July 15, 2024, Harris County Toll Road Authority (HCTRA) assumed responsibility for the CCRMA back-office operations meaning that the Fuego Tag will now be operable with all toll roads in the State of Texas, Kansas, Oklahoma, and soon Florida and Colorado.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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, 2024, the CCRMA expended \$116,942 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 2024.

**Note 11 – Subsequent Events**

On December 3, 2024, 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 89<sup>th</sup> Legislative Session and the Special Sessions as well as any future Special Sessions.

The cost of the services and the amount of this agreement is \$120,000, which will be paid by the County. The agreement will cover period from January 1, 2025, and will terminate December 31, 2025, unless extended by action of both CCRMA and Cameron County.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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](http://www.tcdrs.org).

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

B. Benefits Provided

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

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

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

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 12 – Employee Retirement System – Continued**

B. Benefits Provided - Continued

*Employees Covered by Benefit Terms*

At December 31, 2023 valuation and measurement date, the following amount of employees were covered by the benefit terms:

	<b>2023</b>
Number of inactive employees entitled to but no yet receiving benefits:	23
Number of active employees:	19
Average monthly salary*:	\$6,946
Average age*:	42.91
Average length of service in years*:	9.20

\* *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 10.96%, 8.72% and 8.85% in calendar years 2022, 2023, and 2024 respectively. The CCRMA’s contributions for the year ended September 30, 2024 was \$145,894.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
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**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 12 – Employee Retirement System – Continued**

D. Net Pension Asset

The CCRMA’s net pension asset (NPA) was measured as of December 31, 2023, 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, 2023 actuarial valuation was determined using the following actuarial assumptions:

	<b>2023</b>
Inflation	2.50%
Salary increases (including inflation and average)	4.7%
Investment rate of return	7.5%

Mortality rates were based on the following:

Depositing members	135% of Pub-2010 General Employees Amount-Weighted Mortality Table for males and 120% 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, 2023. 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, 2024

**Note 12 – Employee Retirement System - Continued**

Long-Term Expected Rate of Return

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 2024 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 2024 information for a 10-year time horizon.

Asset Class	Benchmark	Target Allocation <sup>(1)</sup>	Geometric Real Rate of Return <sup>(2)</sup>
US Equities	Dow Jones U.S. Total Stock Market Index	11.50%	4.75%
Global Equities	MSCI World (net) Index	2.50%	4.75%
Int'l Equities - Developed Markets	MSCI World Ex USA (net) Index	5.00%	4.75%
Int'l Equities - Emerging Markets	MSCI Emerging Markets (net) Index	6.00%	4.75%
Investment-Grade Bonds	Bloomberg Barclays U.S. Aggregate Bond Index	3.00%	2.35%
Strategic Credit	FTSE High Yield Cash-Pay Capped Index	9.00%	3.65%
Direct Lending	Morning LSTA US Leveraged Loan TR USD Index	16.00%	7.25%
Distressed Debt	Cambridge Associates Distressed Securities Index <sup>(3)</sup>	4.00%	6.90%
REIT Equities	67% FTSE NAREIT All Equity REIT's Index + 33% S&P Global REIT (net) Index	2.00%	4.10%
Master Limited Partnerships	Alerian MLP Index	2.00%	5.20%
Private Real Estate Partnerships	Cambridge Associates Real Estate Index <sup>(4)</sup>	6.00%	5.70%
Private Equity	Cambridge Associates Global Private Equity & Venture Capital Index <sup>(5)</sup>	25.00%	7.75%
Hedge Funds	Hedge Fund Research, Inc. (HFRI) Fund of Funds	6.00%	3.25%
Cash Equivalents	90-Day U.S. Treasury	2.00%	0.60%

<sup>(1)</sup> Target asset allocation adopted at the March 2024 TCDRS Board meeting.

<sup>(2)</sup> Geometric real rates of return equal the expected return minus the assumed inflation rate of 2.2%, per Cliffwater's 2024 capital market assumptions.

<sup>(3)</sup> Includes vintage years 2005-present of Quarter Pooled Horizon IRRs.

<sup>(4)</sup> Includes vintage years 2007-present of Quarter Pooled Horizon IRRs.

<sup>(5)</sup> 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, 2024

**Note 12 – Employee Retirement System - Continued**

Discount Rate

The discount rate is the single rate of return that, when applied to all projected benefit payments results in an actuarial present value of projected benefit payments equal to the total of the following:

1. The actuarial present value of benefit payments projected to be made in future periods in which (a) the amount of the pension plan’s fiduciary net position is projected to be greater than the benefit payments that are projected to be made in that period and (b) pension plan assets up to that point are expected to be invested using a strategy to achieve the long-term rate of return, calculated using the long-term expected rate of return on pension plan investments.
2. The actuarial present value of projected benefit payments not included in (1), calculated using the municipal bond rate.

Therefore, if plan investments in a given future year are greater than projected benefit payments in that year and are invested such that they are expected to earn the long-term rate of return, the discount rate applied to projected benefit payments in that year should be the long-term expected rate of return on plan investments. If future years exist where this is not the case, then an index rate reflecting the yield on a 20-year, tax-exempt municipal bond should be used to discount the projected benefit payments for those years.

The determination of a future date when plan investments are not sufficient to pay projected benefit payments is often referred to as a depletion date projection. A depletion date projection compares projections of the pension plan’s fiduciary net position to projected benefit payments and aims to determine a future date, if one exists, when the fiduciary net position is projected to be less than projected benefit payments.

The funding requirements under the employer’s funding policy and the legal requirements under the TCDRS Act are such that a depletion is not projected to occur. To illustrate this, we have shown the projection of the Fiduciary Net Position in the following exhibit (“Projection of Fiduciary Net Position”).

Since the fiduciary net position is projected to be sufficient to pay projected benefit payments in all future years, the discount rate for purposes of calculating the total pension liability and net pension liability of the employer is equal to the long-term assumed rate of return on investments. For GASB 68 this long-term assumed rate of return is net of investment expenses, but gross of administrative expenses. Therefore, we have used a discount rate of 7.60% which reflects the long-term assumed rate of return on assets for funding purposes of 7.50%, net of all expenses, increased by 0.10% to be gross of administrative expenses.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 12– Employee Retirement System - Continued**

Changes in the Net Pension Liability/(Asset)

At December 2023, the CCRMA reported a net pension asset of \$289,629. 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, 2022	\$ 1,520,905	\$ 1,685,702	\$ (164,797)
Changes for the year:			
Service Cost	205,127	-	205,127
Interest on total pension liability <sup>(1)</sup>	129,661	-	129,661
Effect of plan changes <sup>(2)</sup>	-	-	-
Effect of economic/demographic gains or losses	(5,375)	-	(5,375)
Effect of assumptions changes or inputs	-	-	-
Refund of contributions	(40,669)	(40,669)	-
Benefit payments	-	-	-
Administrative expenses	-	(1,096)	1,096
Member contributions	-	111,365	(111,365)
Net investment income	-	187,396	(187,396)
Employer contributions	-	145,102	(145,102)
Other <sup>(3)</sup>	-	11,479	(11,479)
Balances as of December 31, 2023	\$ 1,809,649	\$ 2,099,278	\$ (289,629)

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

<sup>(2)</sup> No plan changes valued.

<sup>(3)</sup> Relates to allocation of system-wide items.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024  
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**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, 2023		
	1% Decrease	Current Discount Rate	1% Increase
	<u>6.60%</u>	<u>7.60%</u>	<u>8.60%</u>
Total pension liability	\$ 2,103,202	\$ 1,809,648	\$ 1,571,048
Fiduciary net position	<u>2,099,277</u>	<u>2,099,277</u>	<u>2,099,277</u>
Net pension liability/(asset)	\$ <u>3,925</u>	\$( <u>289,629</u> )	\$( <u>528,229</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](http://www.tcdrs.org)

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**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 \$59,101 for the year ended September 30, 2024.

<b>Pension Expense/(Income)</b>	<b>January 1, 2023 to December 31, 2023</b>
Service cost	\$ 205,127
Interest on total pension liability <sup>(1)</sup>	129,661
Effect of plan changes	-
Administrative expenses	1,096
Member contributions	(111,365)
Expected investment return net of investment expenses	(136,551)
Recognition of deferred inflows/outflows of resources	-
Recognition of economic/demographic gains or losses	(16,875)
Recognition of assumption changes or inputs	6,836
Recognition of investment gains or losses	(7,349)
Other <sup>(2)</sup>	(11,479)
Pension expense/(income)	\$ 59,101

<sup>(1)</sup> Reflects the change in the liability due to the time value of money.

TCDRS does not charge fees or interest.

<sup>(2)</sup> Relates to allocation of system-wide items.

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
**Notes to Financial Statements**  
For the Year Ended September 30, 2024

**Note 12 – Employee Retirement System – Continued**

At September 30, 2024, the CCRMA reported deferred inflows and outflows of resources related to pensions from the following sources:

	2024	
	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience	\$ 143,506	\$ 47,143
Changes of assumptions	151	51,969
Net difference between projected and actual earnings	-	29,392
Contributions made subsequent to measurement date <sup>(1)</sup>	-	106,766
Total deferred outflow/inflow of resources related to pension	\$ 143,657	\$ 235,270

<sup>(1)</sup> 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 \$106,766 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,	
2024	\$ (9,965)
2025	(7,654)
2026	27,059
2027	(13,828)
2028	(3,660)
Thereafter <sup>(2)</sup>	(7,105)

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

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## **REQUIRED SUPPLEMENTARY INFORMATION**

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

Total Pension Liability / Asset	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Service cost	\$ 205,127	\$ 189,786	\$ 193,620	\$ 206,038	\$ 193,459	\$ 147,778	\$ 110,207	\$ 97,136	\$ 29,965	\$ 26,781
Interest on total pension liability	129,661	107,376	89,674	79,557	59,273	39,371	26,057	12,438	3,177	1,063
Effect of plan changes	-	-	-	-	-	-	-	-	(7,993)	-
Effect of assumption changes or inputs	-	-	9,903	66,872	-	-	(228)	-	1,190	-
Effect of economic/demographic (gains) or losses	(5,375)	7,776	(48,187)	(140,071)	(12,772)	14,126	(9,238)	(4,027)	51,726	26
Benefit payments/refunds of contributions	(40,669)	(13,915)	(2,813)	(1,672)	(2,554)	-	-	-	-	-
Net change in total pension liability	288,744	291,023	242,197	210,724	237,406	201,275	126,798	105,547	78,066	27,870
Total pension liability, beginning	1,520,905	1,229,882	987,685	776,961	539,556	338,281	211,483	105,936	27,870	-
Total pension liability, ending (a)	\$ 1,809,649	\$ 1,520,905	\$ 1,229,882	\$ 987,685	\$ 776,961	\$ 539,556	\$ 338,281	\$ 211,483	\$ 105,936	\$ 27,870
<b>Fiduciary Net Position</b>										
Employer contributions	\$ 145,102	\$ 131,784	\$ 107,968	\$ 106,691	\$ 113,914	\$ 98,760	\$ 74,062	\$ 56,885	\$ 48,069	\$ 13,390
Member contributions	111,365	84,414	78,379	77,958	84,450	71,197	53,613	40,674	33,217	9,253
Investment income net of investment expenses	187,396	(108,907)	264,984	86,733	89,253	(5,091)	33,131	7,855	(1,137)	89
Benefit payments/refunds of contributions	(40,669)	(13,915)	(2,813)	(1,672)	(2,554)	-	-	-	-	-
Administrative expenses	(1,096)	(988)	(846)	(812)	(637)	(438)	(250)	(85)	(47)	(9)
Other	11,479	29,786	5,505	5,497	6,820	5,101	1,709	4,764	(6)	(1)
Net change in fiduciary net position	\$ 413,577	\$ 122,174	\$ 453,177	\$ 274,396	\$ 291,246	\$ 169,529	\$ 162,266	\$ 110,092	\$ 80,096	\$ 22,723
Fiduciary net position, beginning	1,685,699	1,563,525	1,110,348	835,952	544,706	375,176	212,911	102,819	22,723	-
Fiduciary net position, ending (b)	\$ 2,099,277	\$ 1,685,699	\$ 1,563,525	\$ 1,110,348	\$ 835,952	\$ 544,706	\$ 375,176	\$ 212,911	\$ 102,819	\$ 22,723
Net pension liability/(asset), ending = (a) - (b)	\$ (289,629)	\$ (164,797)	\$ (333,643)	\$ (122,663)	\$ (58,991)	\$ (5,150)	\$ (36,895)	\$ (1,428)	\$ 3,116	\$ 5,147
Fiduciary net position as a % of total pension liability	116.00%	110.84%	127.13%	112.42%	107.59%	100.95%	110.91%	100.68%	97.06%	81.53%
Pensionable covered payroll	\$ 1,590,927	\$ 1,205,917	\$ 1,119,704	\$ 1,113,692	\$ 1,206,422	\$ 1,017,093	\$ 765,897	\$ 581,050	\$ 474,522	\$ 198,278
Net pension liability as a % of covered payroll	-18.21%	-13.67%	-29.80%	-11.01%	-4.89%	-0.51%	-4.82%	-0.25%	0.66%	2.60%

Note: This schedule is presented to illustrate the requirement to show information for ten years. 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.

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

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

Year Ending September 30,	Actuarially Determined Contribution	Actual Employer Contribution	Contribution Deficiency (Excess)	Pensionable Covered Payroll (1)	Actual Contribution as a % of Covered Payroll
2015	\$ 33,376	\$ 33,376	\$ -	\$ 333,027	10.0%
2016	55,072	55,072	-	481,394	11.4%
2017	69,348	69,348	-	714,520	9.7%
2018	94,034	94,034	-	969,510	9.7%
2019	110,756	110,756	-	1,168,025	9.5%
2020	117,081	117,081	-	1,382,308	8.5%
2021	102,257	102,257	-	1,453,723	7.0%
2022	124,869	124,869	-	1,639,190	7.6%
2023	141,502	141,502	-	1,851,694	7.6%
2024	145,894	145,894	-	2,016,380	7.2%

(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.

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

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

*Actuarial Methods and Assumptions Used*

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

Valuation Timing

Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of fiscal year in which contributions are reported.

Actuarial Cost Method

Entry Age

Amortization Method

Level percentage of payroll closed

Asset Valuation Method

5 Year smooth market

Inflation

2.50%

Salary Increases

Varies by age and service. 4.7% average over career including inflation

Investment Rate of Return

7.50%, net of administrative and investment expenses, including inflation

Retirement Age

Members who are eligible for service retirement are assumed to commence receiving benefit payments based on age. The average age at service retirement for recent retirees is 61.

Mortality

135% of the Pub-2010 General Retirees Table for males and 120% of the Pub-2010 General Retirees Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.

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.  
2023: 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.

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These schedules contain trend information to help the reader understand how the CCRMA's financial performance and well-being have changed over time.	69
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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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Net position:										
Net investment in capital assets	\$ 931,229	\$ 34,046,338	\$ 29,483,264	\$ 33,477,290	\$ 31,413,068	\$ 30,243,709	\$ 26,777,488	30,171,201	\$ 30,298,362	\$ 29,553,298
Restricted	9,274,689	10,307,998	14,051,439	8,531,623	8,503,228	10,199,547	18,001,712	16,739,689		
Debt service									10,927,534	11,416,132
Redevelopment Assets									9,517,906	16,416,353
Net pension									164,797	289,629
Unrestricted	3,001,563	2,158,139	1,818,401	3,307,651	5,188,994	5,351,986	3,703,112	5,143,486	4,781,976	5,903,398
Total Net Position	<u>\$ 13,207,481</u>	<u>\$ 46,512,475</u>	<u>\$ 45,353,104</u>	<u>\$ 45,316,564</u>	<u>\$ 45,105,290</u>	<u>\$ 45,795,242</u>	<u>\$ 48,482,312</u>	<u>\$ 52,054,376</u>	<u>\$ 55,690,575</u>	<u>\$ 63,578,810</u>

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>Operating Revenues</b>										
Vehicle registration fees	\$ 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	\$ 3,494,940
Toll revenue	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	5,677,554
Transportation reinvestment zone	378,840	426,261	268,848	574,508	644,077	1,311,065	2,208,261	3,078,965	3,462,631	7,624,815
Interlocal agreement revenues	-	-	57,982	91,787	264,796	291,770	281,150	368,082	336,316	351,973
Other operating revenues	495,514	332,034	343,797	347,104	237,284	-	-	8,787	15,082	4,191
<b>Total Operating Revenues</b>	<b>4,360,042</b>	<b>5,134,846</b>	<b>6,008,187</b>	<b>7,397,032</b>	<b>7,993,702</b>	<b>8,318,800</b>	<b>10,336,023</b>	<b>11,519,467</b>	<b>12,280,527</b>	<b>17,153,473</b>
<b>Operating Expenses</b>										
Advertising	61,610	24,927	56,023	54,772	58,643	40,648	35,117	71,002	90,536	116,942
Contingency	-	-	-	-	-	-	-	-	-	1,237,917
Depreciation	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	3,555,537
Insurance	41,587	5,968	2,478	4,869	1,968	798	1,085	11,545	11,128	11,229
Office expenses	31,130	90,209	103,901	158,564	169,139	162,502	183,858	264,579	121,943	175,050
Professional services	41,238	287,875	514,443	309,643	375,246	485,607	669,701	432,842	590,936	610,577
Salaries and contractual services	895,350	300,053	632,965	876,265	1,185,618	1,382,296	1,473,927	1,639,190	1,851,694	1,730,782
Toll operating expenses	232,179	645,224	713,760	954,843	1,133,927	1,123,558	1,223,885	1,307,532	1,600,346	1,548,341
Travel	32,770	26,830	33,650	37,031	48,666	25,972	14,197	23,862	57,759	63,009
Utilities	22,939	14,620	55,465	53,114	57,559	69,213	73,102	63,447	67,973	72,567
Project expenses	-	-	-	-	-	-	-	-	-	-
Miscellaneous	63,670	22,486	16,470	-	-	-	-	-	-	-
<b>Total Operating Expenses</b>	<b>2,198,909</b>	<b>4,307,109</b>	<b>5,120,094</b>	<b>5,607,838</b>	<b>6,300,731</b>	<b>6,563,615</b>	<b>6,950,098</b>	<b>7,138,532</b>	<b>7,894,597</b>	<b>9,121,951</b>
<b>Net Operating Income</b>	<b>2,161,133</b>	<b>827,737</b>	<b>888,093</b>	<b>1,789,194</b>	<b>1,692,971</b>	<b>1,755,185</b>	<b>3,385,925</b>	<b>4,380,935</b>	<b>4,385,930</b>	<b>8,031,522</b>
<b>Non-Operating Revenues (Expenses)</b>										
Bond issuance costs	(307,269)	-	(302,881)	(150,253)	(278,173)	(379,264)	(153,503)	-	-	(103,297)
Interest expense	(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)	(2,206,209)
Interest income	8,106	17,330	28,083	46,755	94,548	61,050	70,241	155,055	554,056	1,107,080
Other revenue	-	9,412	-	-	-	-	-	-	-	821,848
Redevelopment project expense	-	-	-	(6,510,808)	(3,077,608)	(3,756,156)	(1,840,847)	(8,260,585)	(16,871,846)	(12,541,355)
<b>Total Non-Operating (Expenses)</b>	<b>(1,690,623)</b>	<b>(3,403,641)</b>	<b>(3,432,464)</b>	<b>(9,944,689)</b>	<b>(6,230,069)</b>	<b>(6,614,393)</b>	<b>(4,164,090)</b>	<b>(10,398,604)</b>	<b>(18,667,145)</b>	<b>(12,921,933)</b>
<b>(Loss) before capital contributions</b>	<b>470,510</b>	<b>(2,575,904)</b>	<b>(2,544,371)</b>	<b>(8,155,495)</b>	<b>(4,537,098)</b>	<b>(4,859,208)</b>	<b>(778,165)</b>	<b>(6,017,669)</b>	<b>(14,281,215)</b>	<b>(4,890,411)</b>
<b>Capital Contributions</b>	<b>-</b>	<b>1,385,000</b>	<b>1,385,000</b>	<b>10,002,761</b>	<b>4,325,824</b>	<b>5,657,258</b>	<b>3,465,235</b>	<b>9,589,733</b>	<b>17,917,414</b>	<b>12,778,646</b>
<b>Special item-settlement proceeds</b>	<b>-</b>									
<b>Change in Net Position</b>	<b>470,510</b>	<b>(1,190,904)</b>	<b>(1,159,371)</b>	<b>1,847,266</b>	<b>(211,274)</b>	<b>798,050</b>	<b>2,687,070</b>	<b>3,572,064</b>	<b>3,636,199</b>	<b>7,888,235</b>
<b>Net Position-beginning of year</b>	<b>12,736,971</b>	<b>13,207,481</b>	<b>46,512,475</b>	<b>45,353,104</b>	<b>45,316,564</b>	<b>45,105,290</b>	<b>45,795,242</b>	<b>48,482,312</b>	<b>52,054,376</b>	<b>55,690,575</b>
<b>Prior Period Adjustment</b>	<b>-</b>	<b>34,495,898</b>	<b>-</b>	<b>(1,883,806)</b>	<b>-</b>	<b>(108,098)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Net Position-end of year</b>	<b>\$ 13,207,481</b>	<b>\$ 46,512,475</b>	<b>\$ 45,353,104</b>	<b>\$ 45,316,564</b>	<b>\$ 45,105,290</b>	<b>\$ 45,795,242</b>	<b>\$ 48,482,312</b>	<b>\$ 52,054,376</b>	<b>\$ 55,690,575</b>	<b>\$ 63,578,810</b>

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

Segment	2015 *	2016 *	2017	2018	2019	2020	2021	2022	2023	2024
Port Spur North Bound	-	-	233,172	300,974	311,550	368,766	533,496	635,519	700,643	871,128
Port Spur South Bound	-	-	289,684	357,856	380,933	435,872	610,110	735,563	788,769	956,398
SH550 Direct Connector - North	-	-	247,124	340,573	392,597	429,723	601,375	789,384	804,603	1,068,098
SH550 Direct Connector - South	-	-	234,377	299,483	345,874	431,016	618,907	811,530	886,173	1,039,646
SH550 Old Alice Rd E NB	-	-	254,991	219,421	63,167	59,726	15,921	-	65,138	181,659
SH550 Old Alice Rd X SB	-	-	280,171	223,998	58,092	60,225	119,868	100,172	141,242	179,056
SH550-Main-North	-	-	307,806	371,083	428,174	506,442	736,895	857,674	979,867	1,180,336
SH550-Main South	-	-	317,531	386,766	457,638	501,413	940,693	745,081	1,070,816	1,273,429
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>	<u>6,749,750</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 <sup>1</sup>	Pay-By-Mail (PBM) <sup>1</sup>								
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

<sup>1</sup> 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

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Vehicles Registered	283,548	299,148	301,047	306,178	317,364	323,110	323,317	345,128	348,578	350,188	358,638
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>	<u>358,638</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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Vehicle Registartion Fee Bonds	\$ 20,015,000	\$ 20,150,000	\$ 24,625,000	\$ 23,730,000	\$ 22,215,000	\$ 21,295,000	\$ 24,280,000	\$ 23,320,000	\$ 22,265,000	\$ 21,170,000
Premiums	4,299,060	-	90,568	457,840	1,836,554	1,668,999	1,798,041	1,635,241	1,472,441	1,309,641
Revenue Bonds	55,825,000	54,975,000	50,025,000	50,025,000	50,025,000	51,945,000	51,135,000	50,060,000	48,810,000	47,185,000
Premium	-	-	2,634,986	2,503,286	2,371,586	412,841	281,140	149,440	139,543	373,110
Discounts	-	-	(32,603)	(31,186)	(29,769)	(28,352)	(26,935)	(25,518)	(24,101)	(22,685)
<b>Total Long-Term Debt</b>	<b>\$ 80,139,060</b>	<b>\$ 75,125,000</b>	<b>\$ 77,342,951</b>	<b>\$ 76,684,940</b>	<b>\$ 76,418,371</b>	<b>\$ 75,293,488</b>	<b>\$ 77,467,246</b>	<b>\$ 75,139,163</b>	<b>\$ 72,662,883</b>	<b>\$ 70,015,066</b>

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

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Administrative	2	4	5	5	5	6	7	7	8	8	8
Toll Processing	1	2	2	5	6	6	8	9	9	11	11
Total Full Time Employees	3	6	7	10	11	12	15	16	17	19	19

Source: CCRMA Payroll Department

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
Ten Principal Employers  
Fiscal Years 2024 And 2015

EMPLOYER	TYPE OF ACTIVITY	FISCAL YEAR 2024			FISCAL YEAR 2015		
		NO. OF EMPLOYEES	RANK	PERCENT OF CAMERON COUNTY EMPLOYMENT <sup>1</sup>	NO. OF EMPLOYEES	RANK	PERCENT OF CAMERON COUNTY EMPLOYMENT <sup>2</sup>
Brownsville ISD	Education	7,500	1	4.82%	7,670	1	5.74%
Harlingen CISD	Education	3,278	2	2.11%	3,321	2	2.49%
HEB Grocery	Retail	*	3	*			0.00%
Wal-Mart Stores, Inc.	Retail	*	4	*	1,392	9	1.04%
Cameron County	Government	1,929	5	1.24%	2,040	5	1.53%
SpaceX	Aerospace	2,100	6	1.35%			0.00%
San Benito CISD	Education	1,470	7	0.95%	1,400	8	1.05%
Los Fresnos CISD	Education	1,628	8	1.05%			
Valley Baptist Medical Center	Medical	*	9	*	3,234	3	2.42%
City of Brownsville	Government	3,000	10	1.93%	1,227	10	0.92%
University of Texas Rio Grande Valley	Education	4,476		2.88%	1,734	6	1.30%
Keppel Amfels	Manufacturing	1,532		0.99%	1,650	7	1.24%
Caring For You Home Health	Medical	2,300		1.48%	975	4	0.73%
<b>TOTAL NO. OF EMPLOYEES</b>		<b>29,213</b>			<b>24,643</b>		

Sources: Greater Brownsville Incentives Corp., Brownsville ISD, Valley Baptist Medical Center, Harlingen CISD, Wal-Mart Associates, Inc., H-E-B Grocery, Cameron County, San Benito CISD, Keppel Amfels, UTRGV, Public Utilities Board, and City of Brownsville.

<sup>1</sup>U.S. Department of Labor Statistics - 2024 Preliminary Total Employment - 155,518

<sup>2</sup>U.S. Department of Labor Statistics - 2015 Total Employment - 133,512

\*Number of Employees unavailable

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
(A Component Unit of Cameron County, Texas)  
Operating Indicators by Function  
Last Ten Years

	2015 *	2016 *	2017	2018	2019	2020	2021	2022	2023	2024
Toll Road Transactions	-	-	2,164,856	2,500,154	2,438,025	2,793,183	4,177,265	4,674,923	5,437,251	6,749,750
Registered Vehicles	299,148	301,047	306,178	317,364	323,110	323,317	345,128	348,578	350,188	358,638

Source : Kapsch Maintenance Support System

Cameron County ACFR 2024

\* Data Not Available

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 (A Component Unit of Cameron County, Texas)  
 Capital Asset Statistics by Function  
 Last Ten Years

Function/Programs	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Toll Administration Building	-	-	1	1	1	1	1	1	1	1
Administration Building	-	-	-	-	-	-	1	1	1	1
Toll Road	-	-	-	-	-	-	-	-	-	-
Road Miles	17	17	17	17	17	17	17	17	17	17
Lane Miles	50	50	50	50	50	50	50	50	50	50

Source : CCRMA Departments

## **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, 2024, and the related notes to the financial statements, which collectively comprise Cameron County Regional Mobility Authority's basic financial statements, and have issued our report thereon dated March 24, 2025.

***Report on Internal Control over Financial Reporting***

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

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

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

***Report on Compliance and Other Matters***

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

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

***Purpose of this Report***

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

*Burton, McCumber, & Longoria LLP.*

Brownsville, Texas  
March 24, 2025

**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 GRANT MANAGEMENT STANDARDS**

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 Grant Management Standards that could have a direct and material effect on each of CCRMA’s major federal or state programs for the year ended September 30, 2024. 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, 2024.

***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 Grant Management Standards. Our responsibilities under those standards, the Uniform Guidance and the State of Texas Grant Management Standards 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 Grant Management Standards 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 Grant Management Standards 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 Grant Management Standards, 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 Grant Management Standards. Accordingly, this report is not suitable for any other purpose.

*Burton, McCumber, & Longoria LLP*

Brownsville, Texas  
March 24, 2025

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, 2024

**I. Summary of Auditors’ Results**

*Financial Statements*

Type of auditors’ report issued: Unmodified

*Internal Control over Financial Reporting:*

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

*Federal /State Awards*

*Internal control over major programs:*

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

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        No   X  

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: No.  
Uniform Guidance

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, 2024

**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, 2024

Federal and State Grantor/Pass Through Grant/Program Title	Federal Assistance Listing Number	Grant Number	Federal Expenditures
<b>Federal Awards</b>			
<b>U.S. Department of Transportation Highway Planning and Construction</b>			
<i>Pass Through the Texas Department of Transportation:</i>			
Highway Planning and Construction (SH 550 Gap II)	20.205	CSJ 0684-01-068	\$ 18,135
Highway Planning and Construction (Veterans International Bridge Expansion for Passenger Vehicles)	20.205	CSJ-0921-06-313	<u>3,804,801</u>
<i>Total Pass Through the Texas Department of Transportation:</i>			<u>3,822,936</u>
Total U.S. Department of Transportation Highway Planning and Construction			<u>3,822,936</u>
<b>U.S. Department of Transportation Federal Railroad Administration</b>			
Harlingen Rail Improvements Project Phase I	20.320	69A36524420000LRITX	<u>71,355</u>
Total U.S. Department of Transportation Federal Railroad Administration			<u>71,355</u>
<b>Total Federal Awards</b>			<u>\$ 3,894,291</u>
<b>State Awards</b>			
<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>761,910</u>
Total Texas Department of Transportation			<u>761,910</u>
<b>Total State Awards</b>			<u>761,910</u>
<b>Total Federal and State Awards</b>			<u>\$ 4,656,201</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, 2024

**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, 2024, 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, 2024, 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, 2024, Cameron County Regional Mobility Authority did not receive any Non-cash Assistance, Federal Loans and Loan Guarantees, and Federally Funded Insurance.

**3-B ACKNOWLEDGEMENT OF CLAIMS.**

# Claims for Acknowledgement



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims March 20, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Alert Termite & Pest Control Co	10581	\$ 55.00	Pest Control March 2025	Indirect	Y	Local	Ope
Amazon Capital Services	1TQQ-PRXH-4NXY	66.67	Admin/Tolls/IT Office Supplies Feb 2025	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Travel PSJ Feb 2025	1,145.35	Travel Reimbursement PSJ Feb 2025	Indirect	Y	Local	Ope
RGV Promotions	16757	875.00	Custom Printed USB Credit Drive 8GB	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.120-15	175.00	Old Alice Rd APD & PS&E WA 12 January 2025	CC - Old Alice Road	Y	Local	TRZ
Staples Business Credit	7004263705	23.79	Admin Office Supplies Feb 2025	Indirect	Y	Local	Ope
Charter	185525901030125	774.06	Internet/Phones March 2025	Indirect	Y	Local	Ope
		3,114.87					

**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.	U2716.120-15	\$ 10,668.53	Old Alice Rd APD & PS&E WA 12 January 2025	CC - Old Alice Road	Y	Local	Restri
R.R.P. Consulting Engineers, L.L.C.	U2973-12	12,247.39	Los Indios LPOE Export Bldg January 2025	CC - Los Indios LPOE Bldg & Lot Modification	Y	Local	Restri
		22,915.92					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	351294	S 492.06	Employee Supplemental Insurance March 2025	Indirect	Y	Local	Tolls
Alert Termite & Pest Control Co	10581	55.00	Pest Control March 2025	Indirect	Y	Local	Tolls
Amazon Capital Services	1TQQ-PRXH-4NXY	1,107.21	Admin/Tolls/IT Office Supplies Feb 2025	Indirect	Y	Local	Tolls
Fagan Consulting LLC	BOS-2502	434.28	Back Office System Transition Support Feb 2025	Indirect	Y	Local	Tolls
Public Utilities Board	588837 3/25	159.40	Electricity 180042 SH550 LOC Mar 2025	Port Spur - SH550	Y	Local	Tolls
Charter Communications	185399301030125	590.88	Ethernet Instrate 2129 FM APT 511 Mar 2025	Direct Connectors - SH550	Y	Local	Tolls
Charter	185525901030125	774.06	Internet/Phones March 2025	Indirect	Y	Local	Tolls
Charter Communications	239414901030125	590.88	Ethernet Intrastate 7301 Metropolis Dr Mar 2025	Direct Connectors - SH550	Y	Local	Tolls
		<u>4,203.77</u>					
	Operations	3,114.87					
	Interlocal Agree	22,915.92					
	Tolls	<u>4,203.77</u>					
	Total Transfer	<u>30,234.56</u>					

Reviewed by:

Monica R. Ibarra,  
Accountant

MR 3.20.25

Victor J. Barron,  
Chief Financial Officer

VJB 3.20.25

Pete Sepulveda Jr,  
Executive Director

PS 3.20.25



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
Claims March 17, 2025

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Mar 10-14	\$ 1,925.54	Cash/Check Deposits March 10-14 2025	Indirect	Y	Local	PBM
		1,925.54					
	Tolls	1,925.54					
	Total Transfer	1,925.54					

Reviewed by:

Monica R. Ibarra, Accountant

MR. Ibarra 3.17.25

Victor J. Barron,  
Chief Financial Officer

VJB 3.20.25

Pete Sepulveda Jr, Executive  
Director

PS 3.20.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims March 13, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
CheckMark	119054 1/25	\$ 61.50	Time Clock Services January 2025	Indirect	Y	Local	Ope
CheckMark	119054 12/24	61.50	TimeClock December 2024	Indirect	Y	Local	Ope
CheckMark	119054 2/25	57.00	Time Clock Services Feb 2025	Indirect	Y	Local	Ope
Alejandro Garcia	Travel AG Feb 2025	246.40	Travel Reimbursement AG Feb 2025	Indirect	Y	Local	Ope
Maria D Mayorga	Travel LM Mar 2025	39.78	Travel Reimbursement LM March 2025	Indirect	Y	Local	Ope
GDJ Engineering	2025-021	9,009.62	MPO February 2025	Indirect	Y	Local	TRZ
JWH and Associates, Inc.	325	7,885.15	FM 511 Traffic Roadway Feb 2025	FM 511	Y	Local	TRZ
JWH and Associates, Inc.	425	2,500.00	Gateway Bridge Pedestrian Feb 2025	CC - Gateway Bridge	Y	Local	TRZ
JWH and Associates, Inc.	525	1,000.00	North Railroad Alternatives Feb 2025	North Rail Relocation	Y	Local	TRZ
Lone Star Shredding Document Storage	2005101	157.50	Shredding Services February 2025	Indirect	Y	Local	Ope
MPC Studios, Inc	35226	334.00	Website Hosting March 2025	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	86	15,000.00	Consulting Services February 2025	Indirect	Y	Local	Ope
RingCentral, Inc.	CD_001050620	369.03	Phone System March 2025	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.500-24	8,000.00	East Loop APD December 2024	SH 32 (East Loop)	Y	Local	TRZ
Rentfro, Irwin, & Irwin, P.L.L.C	2896	3,882.50	Legal Services Feb 2025	Indirect	Y	Local	Ope
Union Pacific Railroad Company	90142961	757.77	SH550 Gap II October 2024	SH550 GAP II	Y	Local	TRZ
Verizon Wireless	6106773444	75.98	Internet HotSpot Feb 2025	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007806 2/25	37.75	Water & Wastewater Ste 7 Feb 2025	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007907 2/25	37.46	Water & Wastewater Ste 6 Feb 2025	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008005 2/25	37.79	Water & Wastewater Ste 4 Feb 2025	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008105 2/25	37.09	Water & Wastewater Ste 3 Feb 2025	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008306 2/25	37.59	Water & Wastewater Ste 8 Feb 2025	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008406 2/25	36.57	Water & Wastewater Ste 5 Feb 2025	Indirect	Y	Local	Ope
		<u>49,661.98</u>					

**Interlocal Agreements**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Pathfinder Public Affairs, Inc	84-B	\$ 8,000.00	Consulting Services ILA December 2024	CC - Consulting Services PF	Y	Local	PBM
R.R.P. Consulting Engineers, L.L.C.	U2716.500-24	1,215.42	East Loop APD December 2024	SH 32 (East Loop)	Y	Local	PBM
		<u>9,215.42</u>					

**Tolls**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Bernard's Electric, LLC	572703	\$ 655.00	A/C Repair 2 A/C Units Electrical Issue and Fan Motor Replac	Indirect	Y	Local	Tolls
Alejandro Garcia	Travel AG Feb 2025	27.04	Travel Reimbursement AG Feb 2025	Indirect	Y	Local	Tolls
LexisNexis Risk Solutions FL Inc	1100103605	123.94	Address & Name Lookup February 2025	Indirect	Y	Local	Tolls
Matus Contractor Company	853	10,474.00	Grass, garbage, herbicide Zone 1	Indirect	Y	Local	Tolls
NSA Property Holdings LLC d/b/a Move It Storage-Los Fresnos	Unit #923 3/25	374.00	Storage Unit #923 March 2025	Indirect	Y	Local	Tolls
Prisciliano Delgado	10631	250.00	Lawn Care February 2025	Indirect	Y	Local	Tolls
RingCentral, Inc.	CD_001050620	369.02	Phone System March 2025	Indirect	Y	Local	Tolls
Texas Department of Motor Vehicles (TxDMV)	SCOFFLAW Deposit	500.00	SCOFFLAW Deposit Form Escrow	Indirect	Y	Local	Tolls
Rentfro, Irwin, & Irwin P.L.L.C	2896	2,113.25	Legal Services Feb 2025	Indirect	Y	Local	Tolls
TML Intergovernmental Risk Pool	9384 3.1.25	7,114.00	Workers' Comp Audit 3.1.25	Indirect	Y	Local	Tolls
United States Postal Service	FC Stamps 3.11.25	730.00	First Class Postage 1000 Qty 3.11.25	Indirect	Y	Local	Tolls
Verizon Wireless	6106773444	75.98	Internet HotSpot Feb 2025	Indirect	Y	Local	Tolls
Valley Municipal Utility District	3010066802 2/25	55.12	Water & Wastewater Tolls Feb 2025	Indirect	Y	Local	Tolls
Xtreme Security	105431	119.85	Toll Security Mar 2025-May 2025	Indirect	Y	Local	Tolls
		22,981.20					
	Operations	49,661.98					
	Interlocal Agree	9,215.42					
	Tolls	22,981.20					
	Total Transfer	81,858.60					

Reviewed by:

Monica R. Ibarra,  
Accountant

*MRI* 3.13.25

Victor J. Barron,  
Chief Financial Officer

*VJB* 3.13.25

Pete Sepulveda Jr,  
Executive Director

*PS* 3.13.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims March 10, 2025**

**Tolls**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Mar 3-7	\$ 7,415.05	Cash/Check Deposits March 3-7 2025	Indirect	Y	Local	PBM
		<u>7,415.05</u>					
	Tolls	<u>7,415.05</u>					
	Total Transfer	<u>7,415.05</u>					

Reviewed by:

Monica R. Ibarra, Accountant

*M R Ibarra* 3.10.25

Victor J. Barron,  
Chief Financial Officer

*Victor Barron* 3.13.25

Pete Sepulveda Jr, Executive  
Director

*Pete Sepulveda Jr* 3.13.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims March 5, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Bank of New York Mellon	00252-24-0004067	\$ 1,500.00	TX Rev and Tax Ref Bonds, Series 2016 Dec24- Dec25	Indirect	Y	Local	Ope
Culligan of the Rio Grande Valley	320895 2/25	34.96	Bottle Water Delivery Feb 2025	Indirect	Y	Local	Ope
Monica R Ibarra	Travel MRI Dec 2024	16.95	Travel Reimbursement MRI Dec 2024	Indirect	Y	Local	Ope
Monica R Ibarra	Travel MRI Jan-Feb25	36.05	Travel Reimbursement MRI Jan-Feb 2025	Indirect	Y	Local	Ope
MPark Consulting, LLC	4	1,461.83	Professional Service Agreement On-Call for CBP Proj Feb 2025	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	85	15,000.00	Consulting Services January 2025	Indirect	Y	Local	Ope
Republic Services	0863-002696974	144.64	Waste Container March 2025	Indirect	Y	Local	Ope
		18,194.43					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Culligan of the Rio Grande Valley	320895 2/25	\$ 57.95	Bottle Water Delivery Feb 2025	Indirect	Y	Local	Tolls
Delta Specialty Signs & Supplies	56636	235.00	30 x 36 .080 Alum DG W-8 Chevron Sign	Indirect	Y	Local	Tolls
Gysela Flores	Travel GF Mar 2025	36.00	Travel Reimbursement GF Mar 2025	Indirect	Y	Local	Tolls
Itzel Lozano	Travel IL Mar 2025	36.00	Travel Reimbursement IL Mar 2025	Indirect	Y	Local	Tolls
Janett Huerta	Travel JH Jan-Mar 25	51.12	Travel Reimbursement JH Jan-Mar 2025	Indirect	Y	Local	Tolls
Jose L. Rodriguez	Travel JLR Mar 2025	51.40	Travel Reimbursement JLR Mar 2025	Indirect	Y	Local	Tolls
Juan Garcia	Travel JG Mar 2025	51.40	Travel Reimbursement JG Mar 2025	Indirect	Y	Local	Tolls
Mary Chapa	Travel MC Mar 2025	42.73	Travel Reimbursement MC March 2025	Indirect	Y	Local	Tolls
Monica R Ibarra	Travel MRI Dec 2024	47.77	Travel Reimbursement MRI Dec 2024	Indirect	Y	Local	Tolls
Monica R Ibarra	Travel MRI Jan-Feb25	69.93	Travel Reimbursement MRI Jan-Feb 2025	Indirect	Y	Local	Tolls
Shelby Barrera	Travel SB Mar 2025	36.00	Travel Reimbursement SB Mar 2025	Indirect	Y	Local	Tolls
Public Utilities Board	600710 2/25	180.38	Electricity 1100 Fm 511 HWY Bro Feb 2025	Direct Connectors - SH550	Y	Local	Tolls

895.68

Operations	18,194.43
Tolls	<u>895.68</u>
Total Transfer	<u>19,090.11</u>

Reviewed by:

Monica R. Ibarra,  
Accountant

MR Ibarra 3.5.25

Victor J. Barron,  
Chief Financial Officer

VJB 3.5.25

Pete Sepulveda Jr, Executive  
Director

PS 3.5.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims March 3, 2025**

**Tolls**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Feb 24-28	\$ 2,970.47	Cash/Check Deposits February 24-28 2025	Indirect	Y	Local	PBM
		<u>2,970.47</u>					
	Tolls	<u>2,970.47</u>					
	Total Transfer	<u>2,970.47</u>					

Reviewed by:

Monica R. Ibarra, Accountant

MR. Ibarra 3.3.25

Victor J. Barron,  
Chief Financial Officer

VJB 3.3..25

Pete Sepulveda Jr, Executive Director

PS 3.5.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims February 26, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon Capital Services	1RNG-67NL-RYCF.	\$ 298.41	Office Supplies Admin/Tolls Jan 2025	Indirect	Y	Local	Ope
American Express	AMEX Feb 2025	3,498.71	Credit Card Charges Feb 2025	Indirect	Y	Local	Ope
Diamante Super Clean	32	850.00	Janitorial Services February 2025	Indirect	Y	Local	Ope
Direct Energy Business, LLC	250510056371568	57.89	Electricity Ste 7 Feb 2025	Indirect	Y	Local	Ope
Direct Energy Business, LLC	250510056371569	58.76	Electricity Ste 3 Feb 2025	Indirect	Y	Local	Ope
Direct Energy Business, LLC	250510056371570	23.80	Electricity Ste 4 Feb 2025	Indirect	Y	Local	Ope
Direct Energy Business, LLC	250520056380781	96.30	Electricity Ste 5 Feb 2025	Indirect	Y	Local	Ope
Lily Anne Garcia	Reim LG Feb 2025	138.89	Travel Reimbursement & Misc LG Feb 2025	Indirect	Y	Local	Ope
Victor J. Barron	Travel VJB Feb 2025	9.66	Travel Reimbursement VJB Feb 2025	Indirect	Y	Local	Ope
GDJ Engineering	2025-004	9,009.62	MPO Proj January 2025	Indirect	Y	Local	TRZ
Gexa Energy, LP	28150418	53.03	Electricity Ste 6 Feb 2025	Indirect	Y	Local	Ope
NRG Energy, Inc	303005534852	22.03	Electricity Ste 8 Feb 2025	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Travel PSJ GOV & ST	1,955.33	Travel Reimbursement PSJ Gov & State Feb 2025	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.339-15	5,192.02	SH 48 Master Plan WA 39 December 2024	SH 48 Master Plan	Y	Local	TRZ
AIM Media Texas	40016751-0125	3,164.55	6337-BH Digital by the day	Old Alice Rd	Y	Local	TRZ
AIM Media Texas	40016751-0125	1,694.10	3010-BH Classified Legal	Indirect	Y	Local	Ope
Toshiba Financial Services	549574051	268.56	Printer Admin March 2025	Indirect	Y	Local	Ope
		<u>26,391.66</u>					

**Interlocal Agreement**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Pathfinder Public Affairs, Inc	81-B	\$ 8,000.00	Consulting Services ILA September 2024	CC - Consulting Services PF	Y	Local	Ope
Pathfinder Public Affairs, Inc	82-B	8,000.00	Consulting Services ILA Oct 2024	CC - Consulting Services PF	Y	Local	Ope
Pathfinder Public Affairs, Inc	83-B	8,000.00	Consulting Services ILA November 2024	CC - Consulting Services PF	Y	Local	Ope
		<u>24,000.00</u>					

**Tolls**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	023111	\$ 37.68	Employee Supplemental Insurance February 2025	Indirect	Y	Local	Tolls
Amazon Capital Services	1RNG-67NL-RYCF.	2,554.19	Office Supplies Admin/Tolls Jan 2025	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	250520056380782	324.04	Electricity Tolls Feb 2025	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	250550056389485	195.26	Electricity 570 Fm 511 Feb 2025	Direct Connectors - SH550	Y	Local	Tolls
Direct Energy Business, LLC	250550056389486	331.85	Electricity 1895 Fm 511 #1 Feb 2025	FM1847 - SH550	Y	Local	Tolls
Direct Energy Business, LLC	250550056390255	156.75	Electricity 1505 Fm 511 Feb 2025	Direct Connectors - SH550	Y	Local	Tolls
Direct Energy Business, LLC	250550056390256	118.06	Electricity 1705 Fm 511 Feb 2025	Direct Connectors - SH550	Y	Local	Tolls
Cash	Petty Cash 2.25.25	180.00	Petty Cash Increase 2.25.25	Indirect	Y	Local	Tolls
Port Isabel Chamber of Commerce	41st Causeway Run	2,500.00	41st Annual Causeway Run	Indirect	Y	Local	Tolls
Xtreme Security	105295	118.00	Service Call Battery 12V 5.A Replacement	Indirect	Y	Local	Tolls
		6,515.83					
	Operations	26,391.66					
	Interlocal Agree	24,000.00					
	Tolls	6,515.83					
	Total Transfer	56,907.49					

Reviewed by:

Monica R. Ibarra,  
Accountant

*MRI* 2.26.25

Victor J. Barron,  
Chief Financial Officer

*VJB* 2.26.25

Pete Sepulveda Jr.,  
Executive Director

*PS* 2.26.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims February 24, 2025**

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Feb 18-21	\$ 5,865.66	Cash/Check Deposits February 18-21 2025	Indirect	Y	Local	PBM
		<u>5,865.66</u>					
	Tolls	<u>5,865.66</u>					
	Total Transfer	<u>5,865.66</u>					

Reviewed by:

Monica R. Ibarra, Accountant MR Ibarra 2.24.25

Victor J. Barron, Chief Financial Officer VJB 2.25.25

Pete Sepulveda Jr, Executive Director PSJ 2.26.25



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims February 20, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
PEDRO SEPULVEDA JR.	Travel PSJ 1.31.25	\$ 972.49	Travel Reimbursement PSJ Jan 2025	Indirect	Y	Local	Ope
		<u>972.49</u>					
	Operations	<u>972.49</u>					
	Total Transfer	<u>972.49</u>					

Reviewed by:

Monica R. Ibarra,  
Accountant

*MM RMO* 2.20.25

Victor J. Barron,  
Chief Financial Officer

*VJB* 2.20.25

Pete Sepulveda Jr,  
Executive Director

*PSJ* 202025



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**Claims February 20, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Jose De Jesus Rocha Acosta	Contract JR 2.13.25	\$ 2,176.86	Expos Proveedores de Transporte y Logistica Jan 28-Feb 1	Indirect	Y	Local	Ope
		<u>2,176.86</u>					

**Tolls**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Eric Davila	Travel TTF 1.31.25	\$ 1,294.16	Travel Reimbursement ED TTF Jan 2025	Indirect	Y	Local	Tolls
Jose De Jesus Rocha Acosta	Contract JR 2.13.25	2,176.87	Expos Proveedores de Transporte y Logistica Jan 28-Feb 1	Indirect	Y	Local	Tolls
Matus Contractor Company	846	200.00	Dead Animal Removal Services 2.12.25	Indirect	Y	Local	Tolls
NSA Property Holdings LLC d/b/a Move It Storage-Los Fresnos	Unit #913 2/25	374.00	Storage Unit #923 February 2025	Indirect	Y	Local	Tolls
Public Utilities Board	588837 2/25	149.60	Electricity 180042 SH550 LOC Port Spur - SH550 Feb 2025		Y	Local	Tolls
		<u>4,194.63</u>					
	Operations	2,176.86					
	Tolls	4,194.63					
	<b>Total Transfer</b>	<u><b>6,371.49</b></u>					

Reviewed by:

Monica R. Ibarra,  
Accountant

*Monica R. Ibarra* 2.20.25

Victor J. Barron,  
Chief Financial Officer

*Victor J. Barron* 2.20.25

Pete Sepulveda Jr,  
Executive Director

*Pete Sepulveda Jr* 2/20/25



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 Claims February 18, 2025

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Feb 10-14	\$ 2,702.41	Cash/Check Deposits February 10-14 2025	Indirect	Y	Local	PBM
		<u>2,702.41</u>					
	Tolls	<u>2,702.41</u>					
	Total Transfer	<u>2,702.41</u>					

Reviewed by:

Monica R. Ibarra, Accountant MR Ibarra 2.18.24

Victor J. Barron, Chief Financial Officer VJB 2.18.25

Pete Sepulveda Jr, Executive Director PS 2.20.25

**3-C APPROVAL OF CLAIMS.**



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
BOD Claims March 28, 2025**

**Operations**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Burton McCumber & Longoria, LLP	01159125	\$ 25,000.00	Financial Statement Audit FY24	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.334-11	37,710.89	Flor De Mayo NEPA Process WA 34 February 2025	Flor De Mayo	Y	Local	TRZ
R.R.P. Consulting Engineers, L.L.C.	U2716.441-08	3,696.34	South Parallel Corridor Phase II WA 41 January 2025	South Parallel Corridor	Y	Local	TRZ
Texas County District Retirement System	TCDRS Feb- Mar 2025	17,690.05	TCDRS February- March 2025	Indirect	Y	Local	Ope
TML Health Benefits Pool	PCAMERO62504	13,007.28	Employee Health Benefits Apr 2025	Indirect	Y	Local	Ope
Union Pacific Railraod Co	90142467	65,987.38	Harlingen Bypass December 2024	North Rail Relocation	Y	Local	Ope
Union Pacific Railraod Co	90143515	29,242.34	Harlingen Bypass December 2024- January 2025	North Rail Relocation	Y	Local	Ope
		<u>192,334.28</u>					

**Interlocal Agreement**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
GDJ Engineering	2025-018	\$ 11,289.91	Dana Rd Proj February 2025	Dana Rd	Y	Local	Ope
GDJ Engineering	2025-018	44,354.46	Dana Rd Proj February 2025	Dana Rd	Y	Local	Restri
GDJ Engineering	2025-032	5,319.71	US 281 Connector Proj February 2025	281 Connector	Y	Local	Ope
GDJ Engineering	2025-032	309,958.39	US 281 Connector Proj February 2025	281 Connector	Y	Local	Restri
R.R.P. Consulting Engineers, L.L.C.	U2716.334-11	29,809.25	Flor De Mayo NEPA Process WA 34 February 2025	Flor De Mayo	Y	Local	Restri
R.R.P. Consulting Engineers, L.L.C.	U2716.441-08	44,445.32	South Parallel Corridor Phase II WA 41 January 2025	South Parallel Corridor	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U3048-16	27,743.75	West Blvd APD & PS&E WA1 January 2025	West Rail Corridor	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U3048-17	30,968.51	West Blvd APD & PS&E WA1 February 2025	West Rail Corridor	Y	Local	Ope
		<u>503,889.30</u>					

**Tolls**

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Kapsch TrafficCom USA, Inc	486025SI02140	\$ 22,520.70	Toll System Maintenance Support Feb 2025	Indirect	Y	Local	Tolls
Star Systems America, LLC	691	29,800.00	Zenith, 1-part (100x 24mm), White Tag with H9 chip, NTNR, 2-sided printing, QR Code	Indirect	Y	Local	Tolls
Texas County District Retirement System	TCDRS Feb- Mar 2025	8,735.13	TCDRS February- March 2025	Indirect	Y	Local	Tolls
TML Health Benefits Pool	PCAMERO62504	13,656.44	Employee Health Benefits Apr 2025	Indirect	Y	Local	Tolls
		74,712.27					

Operations	\$ 192,334.28
Interlocal Agree	503,889.30
Tolls	74,712.27
Total Transfer	\$ 770,935.85

Reviewed by:

Victor J. Barron,  
Chief Financial Officer

*VJB* 3.20.25

Pete Sepulveda Jr,  
Executive Director

*Pete Sepulveda, Jr.* 03.21.25

**3-D CONSIDERATION AND APPROVAL OF THE FINANCIAL STATEMENTS AND BUDGET AMENDMENTS FOR THE MONTHS OF JANUARY AND FEBRUARY 2025.**

# CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

January 2025 Financial Report



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

# Administrative Operations Revenues and Expenses

- ▶ Total operating revenues Current Year Actual increased 4.20% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total operating income Current Year Actual increased 8.15% compared to Prior Year Current Year.
- ▶ Current Year Actual Net Position \$688,855.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
Statement of Revenues and Expenses - Monthly R&E - Unposted Transactions Included  
In Report From 1/1/2025 Through 1/31/2025

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
<b>Operating Revenues</b>						
Vehicle registration fees	\$ 348,390	\$ 1,123,300	\$ 3,490,000	\$(2,366,700)	\$ 1,072,520	4.73
Interlocal agreements	13,000	52,000	425,700	(373,700)	52,000	-
Other revenues	-	-	-	-	3,354	(100.00)
<b>Total Operating Revenues</b>	<b>361,390</b>	<b>1,175,300</b>	<b>3,915,700</b>	<b>(2,740,400)</b>	<b>1,127,874</b>	<b>4.20</b>
<b>Operating Expenses</b>						
Personnel costs	81,400	435,668	1,532,424	1,096,756	443,696	(1.81)
Professional services	18,440	72,209	284,000	211,791	81,106	(10.97)
Advertising & marketing	5,518	30,428	62,000	31,573	9,165	232.00
Data processing	4,601	23,096	40,000	16,904	14,991	54.07
Dues & memberships	5,000	6,795	30,000	23,205	18,145	(62.55)
Education & training	-	240	10,000	9,760	-	100.00
Fiscal agent fees	-	-	52,590	52,590	3,000	(100.00)
Insurance	1,067	3,297	9,300	6,003	309	966.54
Maintenance & repairs	1,230	5,282	85,000	79,718	4,756	11.05
Office supplies	710	8,150	46,050	37,900	4,596	77.32
Leases	292	1,435	2,870	1,435	1,245	15.24
Travel	1,279	8,051	30,000	21,949	9,047	(11.01)
Utilities	2,248	8,697	34,150	25,453	9,156	(5.01)
Contingency	16	182	131,491	131,309	-	100.00
<b>Total Operating Expenses</b>	<b>121,802</b>	<b>603,529</b>	<b>2,349,875</b>	<b>1,746,346</b>	<b>599,213</b>	<b>0.72</b>
<b>Total Operating Income (Loss)</b>	<b>239,588</b>	<b>571,771</b>	<b>1,565,825</b>	<b>(994,054)</b>	<b>528,661</b>	<b>8.15</b>
<b>Non Operating Revenues</b>						
Interest income	124,575	460,526	425,000	35,526	346,052	33.08
TRZ revenue	-	-	9,000,000	(9,000,000)	-	-
<b>Total Non Operating Revenues</b>	<b>124,575</b>	<b>460,526</b>	<b>9,425,000</b>	<b>(8,964,474)</b>	<b>346,052</b>	<b>33.08</b>
<b>Non Operating Expenses</b>						
Debt principal and interest	-	-	1,965,825	1,965,825	-	-
Debt interest-LOC	-	-	25,000	25,000	-	-
Project expenses	94,803	343,442	9,000,000	8,656,558	367,821	(6.63)
<b>Total Non Operating Expenses</b>	<b>94,803</b>	<b>343,442</b>	<b>10,990,825</b>	<b>10,647,383</b>	<b>367,821</b>	<b>(6.63)</b>
<b>Total Changes in Net Position</b>	<b>\$ 269,360</b>	<b>\$ 688,855</b>	<b>\$ -</b>	<b>\$ 688,855</b>	<b>\$ 506,893</b>	<b>35.90</b>

# Toll Operation Revenues and Expenses

- ▶ Total toll operating revenues Current Year Actual decreased 12.22% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total operating income Current Year Actual decreased 12.20% compared to Prior Year Current Year
- ▶ Current Year Actual Net Position \$1,061,845.

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenses - Cash - Toll Operations Revenues Expenses - Cash - Unposted Transactions Included  
In Report From 1/1/2025 Through 1/31/2025

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
<b>Toll Operating Revenues</b>						
TPS Revenues	\$ 325,975	\$ 1,024,601	\$ 3,250,000	\$ (2,225,399)	\$ 1,202,194	(14.77)
Fuego Revenues	80,887	331,304	750,000	(418,696)	220,350	50.35
<b>Interop Revenues</b>						
Interop revenues	110,424	443,581	1,295,000	(851,419)	415,392	6.79
Bridge interoperability	-	-	-	-	179,583	(100.00)
Total Interop Revenues	110,424	443,581	1,295,000	(851,419)	594,975	(25.45)
<b>Other Toll Revenues</b>						
Interlocal agreement revenues	4,109	14,109	43,600	(29,491)	48,666	(71.01)
Total Other Toll Revenues	4,109	14,109	43,600	(29,491)	48,666	(71.01)
<b>Total Toll Operating Revenues</b>	<b>521,395</b>	<b>1,813,595</b>	<b>5,338,600</b>	<b>(3,525,005)</b>	<b>2,066,184</b>	<b>(12.22)</b>
<b>Toll Operating Expenses</b>						
Personnel costs	59,140	254,490	1,164,685	910,195	233,553	8.96
Transaction processing costs	2,464	24,771	235,000	210,229	283,324	(91.26)
Toll system maintenance/IT	30,000	120,000	360,000	240,000	93,543	28.28
Roadside maintenance	62,908	195,445	716,100	520,655	177,164	10.32
CSC indirect/overhead costs	8,500	157,043	1,117,034	959,991	69,198	126.95
Total Toll Operating Expenses	163,012	751,750	3,592,819	2,841,069	856,782	(12.26)
<b>Total Operating Income (Loss)</b>	<b>358,383</b>	<b>1,061,845</b>	<b>1,745,781</b>	<b>(683,936)</b>	<b>1,209,402</b>	<b>(12.20)</b>
<b>Non Operating Revenues</b>						
<b>Other Financing Sources</b>						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Total Other Financing Sources	-	-	1,385,000	(1,385,000)	-	-
Total Non Operating Revenues	-	-	1,385,000	(1,385,000)	-	-
<b>Non Operating Expenses</b>						
Debt principal and interest	-	-	3,130,781	3,130,781	-	-
Total Non Operating Expenses	-	-	3,130,781	3,130,781	-	-
<b>Changes in Net Position</b>	<b>\$ 358,383</b>	<b>\$ 1,061,845</b>	<b>\$ -</b>	<b>\$ 1,061,845</b>	<b>\$ 1,209,402</b>	<b>(12.20)</b>

Unaudited Financial Statements Subject to Change

# Combined Revenues and Expenses

- ▶ Total operating revenues Current Year Actual decreased 6.42% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total net change from operations decreased 6.01% compared to Prior Year Current Year
- ▶ Current Year Actual Net Position \$1,750,700.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
 Combined Statement of Revenues and Expenses - Unposted Transactions Included  
 In Report From 1/1/2025 Through 1/31/2025

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
<b>Operating Revenues</b>						
Vehicle registration fees	\$ 348,390	\$ 1,123,300	\$ 3,490,000	\$ (2,366,700)	\$ 1,072,520	4.73
Interlocal agreement	17,109	66,109	469,300	(403,191)	104,020	(36.45)
Toll revenues	517,285	1,799,486	5,295,000	(3,495,514)	2,017,518	(10.81)
<b>Total Operating Revenues</b>	<b>882,785</b>	<b>2,988,895</b>	<b>9,254,300</b>	<b>(6,265,405)</b>	<b>3,194,059</b>	<b>(6.42)</b>
<b>Operating Expenses</b>						
Personnel costs	140,540	690,158	2,697,109	2,006,951	677,249	1.91
Accounting software and services	-	-	10,000	10,000	-	-
Professional services	15,000	53,950	214,000	160,051	64,427	(16.26)
Contractual services	3,870	20,678	95,000	74,322	56,165	(63.18)
Advertising & marketing	5,518	64,773	312,000	247,227	44,555	45.38
Data processing	4,601	23,096	40,000	16,904	14,991	54.07
Dues & memberships	5,000	6,795	42,000	35,205	25,055	(72.88)
Education & training	-	240	20,000	19,760	-	100.00
Fiscal agent fees	-	-	57,790	57,790	3,000	(100.00)
Insurance	29,260	60,327	117,900	57,573	43,578	38.43
Maintenance & repairs	3,585	16,473	210,000	193,527	9,494	73.51
Office supplies	1,676	17,306	183,550	166,244	134,461	(87.13)
Road maintenance	62,044	247,616	910,000	662,384	284,028	(12.82)
Leases	666	2,825	37,370	34,545	3,712	(23.91)
Toll services	2,464	23,069	230,000	206,931	58,420	(60.51)
Travel	4,339	15,444	80,000	64,556	11,725	31.72
Utilities	6,234	24,945	108,442	83,497	23,076	8.10
Contingency	16	87,585	577,533	489,948	2,059	4,154.26
<b>Total Operating Expenses</b>	<b>284,813</b>	<b>1,355,279</b>	<b>5,942,694</b>	<b>4,587,415</b>	<b>1,455,996</b>	<b>(6.92)</b>
<b>Net Change from Operations</b>	<b>597,971</b>	<b>1,633,616</b>	<b>3,311,606</b>	<b>(1,677,990)</b>	<b>1,738,063</b>	<b>(6.01)</b>
<b>Non Operating Revenue</b>						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Interest income	124,575	460,526	425,000	35,526	346,052	33.08
TRZ Revenue	-	-	9,000,000	(9,000,000)	-	-
<b>Total Non Operating Revenue</b>	<b>124,575</b>	<b>460,526</b>	<b>10,810,000</b>	<b>(10,349,474)</b>	<b>346,052</b>	<b>33.08</b>
<b>Non Operating Expenses</b>						
Bond Debt Expense	-	-	5,096,606	5,096,606	-	-
Debt Interest - LOC	-	-	25,000	25,000	-	-
Project expenses	94,803	343,442	9,000,000	8,656,558	367,821	(6.63)
<b>Total Non Operating Expenses</b>	<b>94,803</b>	<b>343,442</b>	<b>14,121,606</b>	<b>13,778,164</b>	<b>367,821</b>	<b>(6.63)</b>
<b>Changes in Net Position</b>	<b>\$ 627,743</b>	<b>\$ 1,750,700</b>	<b>\$ -</b>	<b>\$ 1,750,700</b>	<b>\$ 1,716,295</b>	<b>2.00</b>

Unaudited Financial Statements Subject to Change

# Interlocal Revenues and Expenses – Monthly

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenses

From 1/1/2025 Through 1/31/2025

	Cameron County	City of Brownsville	City of Los Fresnos	Military Highway Water Supply Corporation	Total
<b>Interlocal Revenues</b>					
West Rail Corridor	\$ 43,009	\$ -	\$ -	\$ -	\$ 43,009
SH 32 (East Loop)	1,215	42,346	-	-	43,561
South Parallel Corridor	42,477	-	-	-	42,477
Whipple Road	-	-	139,938	-	139,938
281 Connector	33,671	-	-	469,073	502,744
Dana Rd	41,284	-	-	-	41,284
CC - Los Indios	105,123	-	-	-	105,123
CC - Consulting Services PF	8,000	-	-	-	8,000
<b>Total Interlocal Revenues</b>	<b>274,779</b>	<b>42,346</b>	<b>139,938</b>	<b>469,073</b>	<b>926,137</b>
<b>Interlocal Expenses</b>					
West Rail Corridor	43,009	-	-	-	43,009
SH 32 (East Loop)	1,215	42,346	-	-	43,561
South Parallel Corridor	42,477	-	-	-	42,477
Whipple Road	-	-	139,938	-	139,938
281 Connector	33,671	-	-	469,073	502,744
Dana Rd	41,284	-	-	-	41,284
CC - Los Indios	105,123	-	-	-	105,123
CC - Consulting Services PF	8,000	-	-	-	8,000
<b>Total Interlocal Expenses</b>	<b>274,779</b>	<b>42,346</b>	<b>139,938</b>	<b>469,073</b>	<b>926,137</b>
<b>Total Changes in Net Position</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Unaudited Financial Statements Subject to Change

# Interlocal Revenues and Expenses – Year to Date

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenses

From 10/1/2024 Through 1/31/2025

	Cameron County	City of Brownsville	City of San Benito	City of Los Fresnos	Military Highway Water Supply Corporation	Total
<b>Interlocal Revenues</b>						
West Rail Corridor	\$ 86,957	\$ -	\$ -	\$ -	\$ -	\$ 86,957
SH 32 (East Loop)	1,676	96,948	-	-	-	98,624
South Parallel Corridor	133,957	-	-	-	-	133,957
Whipple Road	-	-	-	139,938	-	139,938
COLF Hike & Bike Trail Project	-	-	-	4,625	-	4,625
Stenger Rd TASA	-	-	13,966	-	-	13,966
FM 509	16,237	-	-	-	-	16,237
281 Connector	62,605	-	-	-	614,381	676,985
Flor De Mayo Bridge	27,935	-	-	-	-	27,935
Dana Rd	78,987	-	-	-	-	78,987
CC - Los Indios	105,123	-	-	-	-	105,123
CC - Consulting Services PF	24,000	-	-	-	-	24,000
<b>Total Interlocal Revenues</b>	<b>537,476</b>	<b>96,948</b>	<b>13,966</b>	<b>144,563</b>	<b>614,381</b>	<b>1,407,333</b>
<b>Interlocal Expenses</b>						
West Rail Corridor	86,957	-	-	-	-	86,957
SH 32 (East Loop)	1,676	96,948	-	-	-	98,624
South Parallel Corridor	133,957	-	-	-	-	133,957
Whipple Road	-	-	-	139,938	-	139,938
COLF Hike & Bike Trail Project	-	-	-	4,625	-	4,625
Stenger Rd TASA	-	-	13,966	-	-	13,966
FM 509	16,237	-	-	-	-	16,237
281 Connector	62,605	-	-	-	614,381	676,985
Flor De Mayo Bridge	27,935	-	-	-	-	27,935
Dana Rd	78,987	-	-	-	-	78,987
CC - Los Indios	105,123	-	-	-	-	105,123
CC - Consulting Services PF	24,000	-	-	-	-	24,000
<b>Total Interlocal Expenses</b>	<b>537,476</b>	<b>96,948</b>	<b>13,966</b>	<b>144,563</b>	<b>614,381</b>	<b>1,407,333</b>
<b>Total Changes in Net Position</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Unaudited Financial Statements Subject to Change

# Balance Sheet

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet  
As of 1/31/2025

	Current Year
<b>ASSETS</b>	
Current Assets:	
Cash and cash equivalents	\$ 6,909,811
Restricted cash - projects	7,731,751
Restricted cash accounts - debt service	9,984,044
Restricted cash - bond proceeds	1,863,199
Restricted cash - Transportation Reinvestment Zone (TRZ)- South Padre Island	5,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- East Loop	3,769,080
Restricted cash - Transportation Reinvestment Zone (TRZ)- Outer Parkway	2,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- US 281 Connector	1,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- Whipple Road	1,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- Other Projects	3,261,361
Accounts receivable, net	
Vehicle Registration Fees - Receivable	545,085
Other	1,965,385
Total Accounts receivable, net	2,510,470
Accounts receivable - other agencies	3,255,857
Prepaid expenses	40,049
Total Current Assets:	48,325,622
Non Current Assets:	
Capital assets, net	90,301,526
Capital projects in progress	20,568,813
Unamortized bond prepaid costs	80,602
Net pension asset	289,629
Total Non Current Assets:	111,240,570
Deferred Outflow of Resources	
Deferred outflow related to pension	235,270
Total ASSETS	159,801,462
<b>LIABILITIES</b>	
Current Liabilities	
Accounts payable	2,366,456
Accrued expenses	297,588
Unearned revenue	6,917,398
Total Current Liabilities	9,581,442
Non Current Liabilities	
Due to other agencies	13,084,420
Long term bond payable	70,015,066
Total Non Current Liabilities	83,099,487
Deferred Inflows of Resources	
Deferred inflows related to pension	188,050
Total LIABILITIES	92,868,978
<b>NET POSITION</b>	
Beginning net position	
Total Beginning net position	55,690,575
Changes in net position	
Total Changes in net position	11,241,908
Total NET POSITION	66,932,483
<b>TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION</b>	<b>\$ 159,801,462</b>

# Statement of Cash Flows

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

### Statement of Cash Flows

As of 1/31/2025

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	\$ 538,010	\$ 1,408,060
Receipts from interop toll revenues	110,424	443,585
Receipts from TPS toll revenues	406,862	1,355,905
Receipts from other operating revenues	17,109	66,109
Payments to vendors	(296,995)	(782,986)
Payments to employees	(141,475)	(704,979)
Total Cash Flows from Operating Activities	<u>633,935</u>	<u>1,785,694</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of property and equipment	(8,764)	(8,764)
Acquisitions of construction in progress	682,777	(378,499)
Payment on interlocal project expenses	(1,012,940)	(1,726,776)
Advances and Interlocal project proceeds	3,235,356	4,344,933
Total Cash Flows from Capital and Related Financing Activities	<u>2,896,430</u>	<u>2,230,894</u>
Cash Flows from Investing Activities		
Receipts from interest income	124,575	460,526
Total Cash Flows from Investing Activities	<u>124,575</u>	<u>460,526</u>
Beginning Cash & Cash Equivalents	<u>38,864,307</u>	<u>38,042,132</u>
Ending Cash & Cash Equivalents	<u>\$ 42,519,246</u>	<u>\$ 42,519,246</u>

Unaudited Financial Statements Subject to Change

# CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

February 2025 Financial Report



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

# Administrative Operations Revenues and Expenses

- ▶ Total operating revenues Current Year Actual increased 4.59% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total operating income Current Year Actual increased 7.32% compared to Prior Year Current Year.
- ▶ Current Year Actual Net Position \$(678,685).
- ▶ Negative net position due to debt payment
- ▶ Projected positive Current Year Actual Net Position June 2025

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
Statement of Revenues and Expenses - Monthly R&E - Unposted Transactions Included  
In Report From 2/1/2025 Through 2/28/2025

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
<b>Operating Revenues</b>						
Vehicle registration fees	\$ 315,560	\$ 1,438,860	\$ 3,490,000	\$ (2,051,140)	\$ 1,368,630	5.13
Interlocal agreements	13,000	65,000	425,700	(360,700)	65,000	-
Other revenues	-	-	-	-	4,188	(100.00)
<b>Total Operating Revenues</b>	<b>328,560</b>	<b>1,503,860</b>	<b>3,915,700</b>	<b>(2,411,840)</b>	<b>1,437,819</b>	<b>4.59</b>
<b>Operating Expenses</b>						
Personnel costs	86,247	521,915	1,532,424	1,010,509	526,128	(0.80)
Professional services	45,344	117,553	284,000	166,447	105,134	11.81
Advertising & marketing	10,011	40,438	62,000	21,562	9,440	328.37
Data processing	1,159	24,255	40,000	15,745	16,486	47.13
Dues & memberships	500	7,295	30,000	22,705	18,430	(60.42)
Education & training	-	240	10,000	9,760	-	100.00
Fiscal agent fees	-	-	52,590	52,590	3,000	(100.00)
Insurance	743	4,041	9,300	5,259	309	1,207.00
Maintenance & repairs	905	6,187	85,000	78,813	5,606	10.35
Office supplies	1,313	9,463	46,050	36,587	7,095	33.37
Leases	239	1,674	2,870	1,196	25,887	(93.53)
Travel	2,386	10,437	30,000	19,563	10,513	(0.73)
Utilities	2,088	10,785	34,150	23,365	11,528	(6.45)
Contingency	29	211	131,491	131,280	-	100.00
<b>Total Operating Expenses</b>	<b>150,965</b>	<b>754,493</b>	<b>2,349,875</b>	<b>1,595,382</b>	<b>739,557</b>	<b>2.02</b>
<b>Total Operating Income (Loss)</b>	<b>177,595</b>	<b>749,367</b>	<b>1,565,825</b>	<b>(816,458)</b>	<b>698,262</b>	<b>7.32</b>
<b>Non Operating Revenues</b>						
Interest income	111,857	572,383	425,000	147,383	425,562	34.50
TRZ revenue	-	-	9,000,000	(9,000,000)	-	-
<b>Total Non Operating Revenues</b>	<b>111,857</b>	<b>572,383</b>	<b>9,425,000</b>	<b>(8,852,617)</b>	<b>425,562</b>	<b>34.50</b>
<b>Non Operating Expenses</b>						
Debt principal and interest	1,455,072	1,455,072	1,965,825	510,753	1,431,497	1.65
Debt interest-LOC	-	-	25,000	25,000	-	-
Project expenses	201,920	545,362	9,000,000	8,454,638	457,258	19.27
<b>Total Non Operating Expenses</b>	<b>1,656,992</b>	<b>2,000,434</b>	<b>10,990,825</b>	<b>8,990,391</b>	<b>1,888,755</b>	<b>5.91</b>
<b>Total Changes in Net Position</b>	<b>\$ (1,367,540)</b>	<b>\$ (678,685)</b>	<b>\$ -</b>	<b>\$ (678,685)</b>	<b>\$ (764,931)</b>	<b>(11.28)</b>

Unaudited Financial Statements Subject to Change

# Toll Operation Revenues and Expenses

- ▶ Total toll operating revenues Current Year Actual decreased 8.52% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total operating income Current Year Actual decreased 3.99% compared to Prior Year Current Year
- ▶ Current Year Actual Net Position \$(698,154).
- ▶ Negative net position due to debt payment
- ▶ Projected positive Current Year Actual Net Position May 2025

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenses - Cash - Toll Operations Revenues Expenses - Cash - Unposted Transactions Included  
In Report From 2/1/2025 Through 2/28/2025

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
<b>Toll Operating Revenues</b>						
TPS Revenues	\$ 400,942	\$ 1,425,543	\$ 3,250,000	\$ (1,824,457)	\$ 1,536,449	(7.22)
Fuego Revenues	79,461	410,765	750,000	(339,235)	294,779	39.35
<b>Interop Revenues</b>						
Interop revenues	115,756	559,337	1,295,000	(735,663)	525,843	6.37
Bridge interoperability	-	-	-	-	218,511	(100.00)
Total Interop Revenues	115,756	559,337	1,295,000	(735,663)	744,354	(24.86)
<b>Other Toll Revenues</b>						
Interlocal agreement revenues	3,333	17,443	43,600	(26,157)	62,162	(71.94)
Total Other Toll Revenues	3,333	17,443	43,600	(26,157)	62,162	(71.94)
Total Toll Operating Revenues	599,493	2,413,088	5,338,600	(2,925,512)	2,637,743	(8.52)
<b>Toll Operating Expenses</b>						
Personnel costs	64,189	318,679	1,164,685	846,006	285,148	11.76
Transaction processing costs	3,114	27,885	235,000	207,115	344,456	(91.90)
Toll system maintenance/IT	30,000	150,000	360,000	210,000	117,301	27.88
Roadside maintenace	36,081	231,526	716,100	484,574	218,342	6.04
CSC indirect/overhead costs	33,416	190,460	1,117,034	926,574	115,865	64.38
Total Toll Operating Expenses	166,800	918,550	3,592,819	2,674,269	1,081,112	(15.04)
Total Operating Income (Loss)	432,693	1,494,538	1,745,781	(251,243)	1,556,631	(3.99)
<b>Non Operating Revenues</b>						
<b>Other Financing Sources</b>						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Total Other Financing Sources	-	-	1,385,000	(1,385,000)	-	-
Total Non Operating Revenues	-	-	1,385,000	(1,385,000)	-	-
<b>Non Operating Expenses</b>						
Debt principal and interest	2,192,692	2,192,692	3,130,781	938,089	2,032,010	7.91
Total Non Operating Expenses	2,192,692	2,192,692	3,130,781	938,089	2,032,010	7.91
Changes in Net Position	\$ (1,759,999)	\$ (698,154)	\$ -	\$ (698,154)	\$ (475,379)	46.86

Unaudited Financial Statements Subject to Change

# Combined Revenues and Expenses

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
 Combined Statement of Revenues and Expenses - Unposted Transactions Included  
 In Report From 2/1/2025 Through 2/28/2025

- ▶ Total operating revenues Current Year Actual decreased 3.89% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total net change from operations decreased .49% compared to Prior Year Current Year
- ▶ Current Year Actual Net Position \$(1,376,838).

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
<b>Operating Revenues</b>						
Vehicle registration fees	\$ 315,560	\$ 1,438,860	\$ 3,490,000	\$ (2,051,140)	\$ 1,368,630	5.13
Interlocal agreement	16,333	82,443	469,300	(386,857)	131,350	(37.23)
Toll revenues	596,160	2,395,646	5,295,000	(2,899,354)	2,575,582	(6.99)
<b>Total Operating Revenues</b>	<b>928,053</b>	<b>3,916,948</b>	<b>9,254,300</b>	<b>(5,337,352)</b>	<b>4,075,562</b>	<b>(3.89)</b>
<b>Operating Expenses</b>						
Personnel costs	150,435	840,593	2,697,109	1,856,516	811,276	3.61
Accounting software and services	-	-	10,000	10,000	-	-
Professional services	41,462	95,411	214,000	118,589	78,027	22.28
Contractual services	5,996	26,674	95,000	68,326	74,507	(64.20)
Advertising & marketing	15,090	79,864	312,000	232,136	48,659	64.13
Data processing	1,159	24,255	40,000	15,745	16,486	47.13
Dues & memberships	500	7,295	42,000	34,705	25,340	(71.21)
Education & training	-	240	20,000	19,760	-	100.00
Fiscal agent fees	-	-	57,790	57,790	3,000	(100.00)
Insurance	1,206	61,533	117,900	56,367	51,881	18.60
Maintenance & repairs	1,328	17,801	210,000	192,199	10,594	68.03
Office supplies	2,404	19,711	183,550	163,839	164,759	(88.04)
Road maintenance	62,931	310,547	910,000	599,453	353,693	(12.20)
Leases	613	3,438	37,370	33,932	53,824	(93.61)
Toll services	3,114	26,183	230,000	203,817	73,974	(64.61)
Travel	2,456	17,900	80,000	62,100	13,410	33.49
Utilities	6,058	31,003	108,442	77,439	28,841	7.50
Contingency	23,012	110,597	577,533	466,936	12,399	791.99
<b>Total Operating Expenses</b>	<b>317,765</b>	<b>1,673,043</b>	<b>5,942,694</b>	<b>4,269,651</b>	<b>1,820,669</b>	<b>(8.11)</b>
<b>Net Change from Operations</b>	<b>610,288</b>	<b>2,243,905</b>	<b>3,311,606</b>	<b>(1,067,701)</b>	<b>2,254,893</b>	<b>(0.49)</b>
<b>Non Operating Revenue</b>						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Interest income	111,857	572,383	425,000	147,383	425,562	34.50
TRZ Revenue	-	-	9,000,000	(9,000,000)	-	-
<b>Total Non Operating Revenue</b>	<b>111,857</b>	<b>572,383</b>	<b>10,810,000</b>	<b>(10,237,617)</b>	<b>425,562</b>	<b>34.50</b>
<b>Non Operating Expenses</b>						
Bond Debt Expense	3,647,764	3,647,764	5,096,606	1,448,842	3,463,507	5.32
Debt Interest - LOC	-	-	25,000	25,000	-	-
Project expenses	201,920	545,362	9,000,000	8,454,638	457,258	19.27
<b>Total Non Operating Expenses</b>	<b>3,849,684</b>	<b>4,193,126</b>	<b>14,121,606</b>	<b>9,928,480</b>	<b>3,920,764</b>	<b>6.95</b>
<b>Changes in Net Position</b>	<b>\$ (3,127,539)</b>	<b>\$ (1,376,838)</b>	<b>\$ -</b>	<b>\$ (1,376,838)</b>	<b>\$ (1,240,310)</b>	<b>11.01</b>

Unaudited Financial Statements Subject to Change

# Interlocal Revenues and Expenses – Monthly

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenses  
From 2/1/2025 Through 2/28/2025

	Cameron County	Military Highway Water Supply Corporation	Total
<b>Interlocal Revenues</b>			
West Rail Corridor	\$ 27,744	\$ -	\$ 27,744
South Parallel Corridor	44,445	-	44,445
281 Connector	5,320	309,958	315,278
Dana Rd	55,644	-	55,644
CC - Old Alice Road	10,669	-	10,669
CC - Los Indios	12,247	-	12,247
CC - Consulting Services PF	10,000	-	10,000
<b>Total Interlocal Revenues</b>	<b>166,069</b>	<b>309,958</b>	<b>476,027</b>
<b>Interlocal Expenses</b>			
West Rail Corridor	27,744	-	27,744
South Parallel Corridor	44,445	-	44,445
281 Connector	5,320	309,958	315,278
Dana Rd	55,644	-	55,644
CC - Old Alice Road	10,669	-	10,669
CC - Los Indios	12,247	-	12,247
CC - Consulting Services PF	10,000	-	10,000
<b>Total Interlocal Expenses</b>	<b>166,069</b>	<b>309,958</b>	<b>476,027</b>
<b>Total Changes in Net Position</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Unaudited Financial Statements Subject to Change

# Interlocal Revenues and Expenses – Year to Date

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenses

From 10/1/2024 Through 2/28/2025

	Cameron County	City of Brownsville	City of San Benito	City of Los Fresnos	Military Highway Water Supply Corporation	Total
<b>Interlocal Revenues</b>						
West Rail Corridor	\$ 114,701	\$ -	\$ -	\$ -	\$ -	\$ 114,701
SH 32 (East Loop)	1,676	96,948	-	-	-	98,624
South Parallel Corridor	178,402	-	-	-	-	178,402
Whipple Road	-	-	-	139,938	-	139,938
COLF Hike & Bike Trail Project	-	-	-	4,625	-	4,625
Stenger Rd TASA	-	-	13,966	-	-	13,966
FM 509	16,237	-	-	-	-	16,237
281 Connector	67,925	-	-	-	924,339	992,264
Flor De Mayo Bridge	27,935	-	-	-	-	27,935
Dana Rd	134,632	-	-	-	-	134,632
CC - Old Alice Road	10,669	-	-	-	-	10,669
CC - Los Indios	117,370	-	-	-	-	117,370
CC - Consulting Services PF	34,000	-	-	-	-	34,000
<b>Total Interlocal Revenues</b>	<b>703,545</b>	<b>96,948</b>	<b>13,966</b>	<b>144,563</b>	<b>924,339</b>	<b>1,883,361</b>
<b>Interlocal Expenses</b>						
West Rail Corridor	114,701	-	-	-	-	114,701
SH 32 (East Loop)	1,676	96,948	-	-	-	98,624
South Parallel Corridor	178,402	-	-	-	-	178,402
Whipple Road	-	-	-	139,938	-	139,938
COLF Hike & Bike Trail Project	-	-	-	4,625	-	4,625
Stenger Rd TASA	-	-	13,966	-	-	13,966
FM 509	16,237	-	-	-	-	16,237
281 Connector	67,925	-	-	-	924,339	992,264
Flor De Mayo Bridge	27,935	-	-	-	-	27,935
Dana Rd	134,632	-	-	-	-	134,632
CC - Old Alice Road	10,669	-	-	-	-	10,669
CC - Los Indios	117,370	-	-	-	-	117,370
CC - Consulting Services PF	34,000	-	-	-	-	34,000
<b>Total Interlocal Expenses</b>	<b>703,545</b>	<b>96,948</b>	<b>13,966</b>	<b>144,563</b>	<b>924,339</b>	<b>1,883,361</b>
<b>Total Changes in Net Position</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Unaudited Financial Statements Subject to Change

# Balance Sheet

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Balance Sheet  
As of 2/28/2025

	Current Year
<b>ASSETS</b>	
Current Assets:	
Cash and cash equivalents	\$ 7,126,215
Restricted cash - projects	7,898,712
Restricted cash accounts - debt service	6,045,549
Restricted cash - bond proceeds	1,776,948
Restricted cash - Transportation Reinvestment Zone (TRZ)- South Padre Island	5,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- East Loop	3,769,080
Restricted cash - Transportation Reinvestment Zone (TRZ)- Outer Parkway	2,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- US 281 Connector	1,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- Whipple Road	997,358
Restricted cash - Transportation Reinvestment Zone (TRZ)- Other Projects	3,232,056
Accounts receivable, net	
Vehicle Registration Fees - Receivable	860,645
Other	2,363,811
Total Accounts receivable, net	3,224,455
Accounts receivable - other agencies	3,110,107
Prepaid expenses	43,081
Total Current Assets:	45,223,561
Non Current Assets:	
Capital assets, net	90,301,526
Capital projects in progress	20,568,813
Unamortized bond prepaid costs	80,602
Net pension asset	289,629
Total Non Current Assets:	111,240,570
Deferred Outflow of Resources	
Deferred outflow related to pension	235,270
Total ASSETS	156,699,401
<b>LIABILITIES</b>	
Current Liabilities	
Accounts payable	1,817,549
Unearned revenue	7,368,424
Total Current Liabilities	9,185,973
Non Current Liabilities	
Due to other agencies	13,084,420
Long term bond payable	70,015,066
Total Non Current Liabilities	83,099,487
Deferred Inflows of Resources	
Deferred inflows related to pension	188,050
Total LIABILITIES	92,473,510
<b>NET POSITION</b>	
Beginning net position	
Total Beginning net position	55,690,575
Changes in net position	
Total Changes in net position	8,535,316
Total NET POSITION	64,225,891
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	\$ 156,699,401

# Statement of Cash Flows

## CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

### Statement of Cash Flows

As of 2/28/2025

	<u>Current Period</u>	<u>Current Year</u>
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	\$ -	\$ 1,408,060
Receipts from interop toll revenues	115,756	559,341
Receipts from TPS toll revenues	480,403	1,836,308
Receipts from other operating revenues	16,333	82,443
Payments to vendors	(146,497)	(929,484)
Payments to employees	(150,411)	(855,391)
Total Cash Flows from Operating Activities	<u>315,584</u>	<u>2,101,278</u>
Cash Flows from Capital and Related Financing Activities		
Acquisitions of property and equipment	-	(8,764)
Acquisitions of construction in progress	(560,274)	(938,773)
Payments on principal and interest	(3,945,351)	(3,945,351)
Payment on interlocal project expenses	(667,948)	(2,394,723)
Advances and Interlocal project proceeds	1,072,803	5,417,737
Total Cash Flows from Capital and Related Financing Activities	<u>(4,100,770)</u>	<u>(1,869,875)</u>
Cash Flows from Investing Activities		
Receipts from interest income	111,857	572,383
Total Cash Flows from Investing Activities	<u>111,857</u>	<u>572,383</u>
Beginning Cash & Cash Equivalents	<u>42,519,246</u>	<u>38,042,132</u>
Ending Cash & Cash Equivalents	<u>\$ 38,845,917</u>	<u>\$ 38,845,917</u>

Unaudited Financial Statements Subject to Change

# CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

February 2025 Toll Operations Report



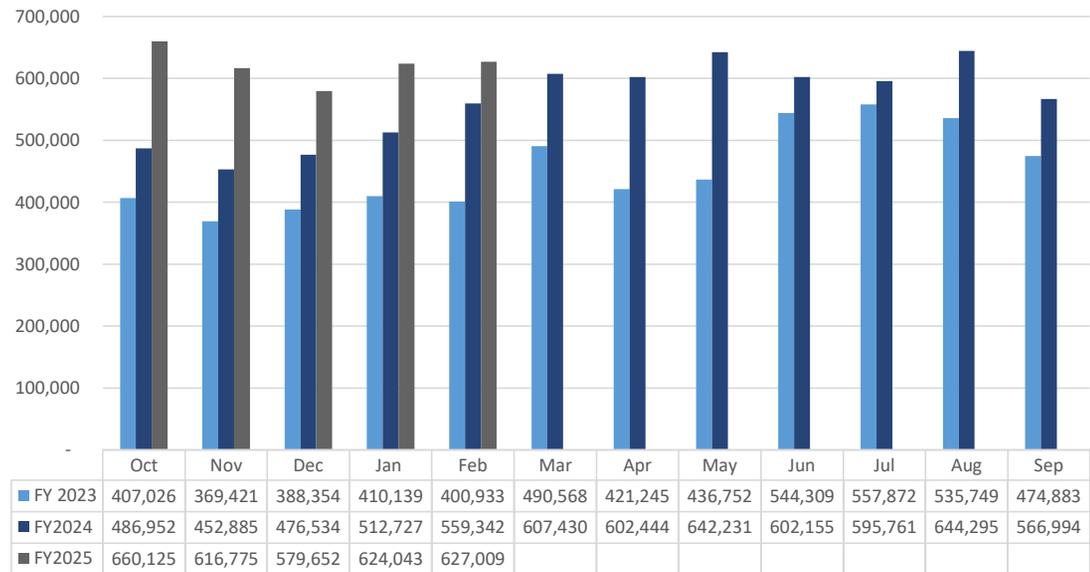
JANETT HUERTA  
TOLL OPERATIONS ADMINISTRATOR



# Year to Year Traffic Comparison

17% Increase from February 2024

SH 550 Transactions

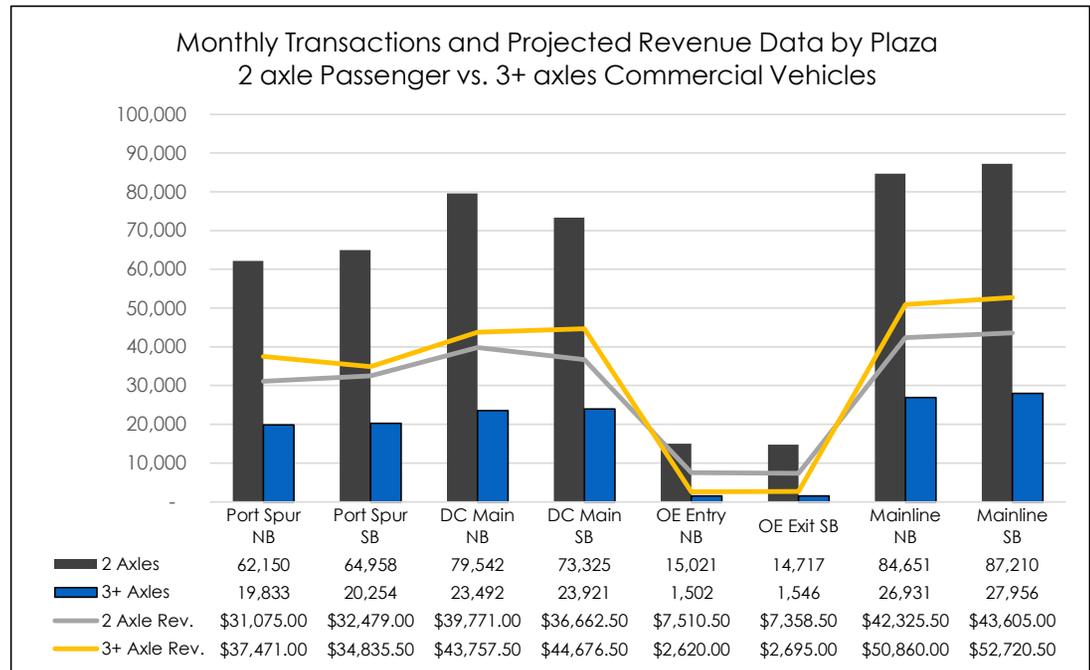


FY Year Total	
FY 2023	5,437,251
FY 2024	6,749,750
FY 2025*	3,107,604
*Through February	

# Transactions & Revenue by Axle February 2025



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



# Tag Penetration February 2025



Agency	Transaction Count	Projected Revenue
FUEGO	100,504	\$ 79,461.05
HCTRA	136,585	\$ 96,874.54
NTTA	17,740	\$ 18,704.50
KTA	1,807	\$ 1,098.50
PIKEPASS	2,278	\$ 2,262.50
BANKPASS		
TXTAG		
<b>Total</b>	<b>258,914</b>	<b>\$ 198,401.09</b>

**Valid Tag Penetration  
41%**



# Image Review Overview

FY 2025	
Month	Total
October	447,413
November	442,935
December	406,275
January	440,153
February	459,578
March	
April	
May	
June	
July	
August	
September	
<b>Total Images Processed</b>	<b>2,196,354</b>

Code Off Report February 2025					
Breakdown - Reason Codes	Gantries				
	Direct Connector	FM1847	Old Alice	Port Spur	Total
Blurred Plate	867	1,730	150	2,016	4,763
DMV Mismatch	22	29	5	27	83
No Image					-
No Plate	1,260	1,469	114	852	3,695
No Vehicle	53	33	5	19	110
Partial Plate	270	290	68	338	966
Plate Obstruction	1,286	1,597	120	1,254	4,257
Too Bright	127	80	10	103	320
Too Dark	4	8	1	15	28
Unknown State	50	64	6	33	153
<b>Total per Plaza</b>	<b>3,939</b>	<b>5,300</b>	<b>479</b>	<b>4,657</b>	<b>14,375</b>

**5% Code Off Rate**

Source	Payment Mode	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	
CSC Payments	Bank													
	Cash	\$1,467.48	\$7,394.28	\$3,464.08	\$2,724.96	\$5,791.57								
	Check/Money Order	\$9,035.64	\$10,157.82	\$2,481.00	\$8,414.06	\$7,062.19								
	CreditCard/DebitCard	\$66,084.08	\$62,216.75	\$64,720.15	\$90,685.89	\$90,464.88								
	<b>Total Amount</b>	<b>\$76,587.20</b>	<b>\$ 79,768.85</b>	<b>\$ 70,665.23</b>	<b>\$ 101,824.91</b>	<b>\$ 103,318.64</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>				
WEB Payments														
	Bank	\$3,517.44	\$8,773.48	\$23,021.03	\$11,854.73	\$11,891.04								
	CreditCard/Debit Card	\$100,382.27	\$168,995.73	\$165,272.95	\$173,173.06	\$227,265.17								
	<b>Total Amount</b>	<b>\$103,899.71</b>	<b>\$177,769.21</b>	<b>\$188,293.98</b>	<b>\$185,027.79</b>	<b>\$239,156.21</b>								
	<b>Combined Total</b>	<b>\$180,486.91</b>	<b>\$ 257,538.06</b>	<b>\$ 258,959.21</b>	<b>\$286,852.70</b>	<b>\$ 342,474.85</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$0.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

YTD

\$1,326,311.73

# FY 2025 Payment Processing



# FY 2025 Mail Report



Month	Toll Bill	First Notice	Second Notice	Final Notice	Total
October	24,868	100	100	100	25,168
November	24,296	10,406	8,994	9,367	53,063
December	25,512	7,151	5,248	5,000	42,911
January	28,026	7,780	8,795	3,577	48,178
February	26,343	13,363	10,491	7,730	57,927
March					-
April					-
May					-
June					-
July					-
August					-
September					-
<b>Total</b>	<b>129,045</b>	<b>38,800</b>	<b>33,628</b>	<b>25,774</b>	<b>72,428</b>





**3-E      CONSIDERATION AND APPROVAL OF QUARTERLY INVESTMENT  
REPORT FOR THE PERIOD ENDING FEBRUARY 28, 2025.**



## Investment Report

**TO: CCRMA Board of Directors**

**FROM: Victor J. Barron, CFO** *VJB*

**DATE: March 28, 2025**

**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 earned</u> <u>and accrued as of</u> <u>2/28/25</u>
<b>2010A Bond</b>					
<b><u>Reserves</u></b>	\$ 1,124,841.62	\$ 1,136,661.17	Monthly	4.28%	\$ 11,819.55
<b>2010B Bond</b>					
<b><u>Reserves</u></b>	981,581.06	991,895.27	Monthly	4.28%	10,314.21
	\$ 2,106,422.68	\$ 2,128,556.44			<u>\$ 22,133.76</u>
Total Market Value of Principal and Accrued Interest					<u>\$ 2,128,556.44</u>
Required level of security at 102%					<u>\$ 2,171,127.57</u>

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

>000685 8349920 0001 92301 10Z

00794125  
Q111

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	<a href="http://www.texasregionalbank.com">www.texasregionalbank.com</a>
	24/7 Telebank	866-972-5430




**5 TIPS FOR SAFE BANKING**

- 1 USE STRONG, UNIQUE PASSWORDS
- 2 ENABLE A TWO-FACTOR AUTHENTICATION
- 3 BE WARY OF EMAIL SCAMS
- 4 MONITOR YOUR ACCOUNTS REGULARLY
- 5 USE SECURE NETWORKS

**Summary of Accounts**

Account Type	Account Number	Ending Balance
TRB MONEY MARKET PUBLIC FUNDS	1448174	\$1,136,661.17



**TEXAS REGIONAL BANK**  
The people you know.™

P.O. Box 5555, McAllen, TX 78502

**Statement Ending 02/28/2025**

**GATHER 'ROUND.  
THERE'S A NEW WAY  
TO SAVE IN TOWN.**

ASK US ABOUT VALUE CHECKING



**TRB MONEY MARKET PUBLIC FUNDS - 1448174**



**Account Summary**

Date	Description	Amount
02/01/2025	Beginning Balance	\$1,133,000.72
	2 Credit(s) This Period	\$3,660.45
	0 Debit(s) This Period	\$0.00
02/28/2025	Ending Balance	\$1,136,661.17

**Interest Summary**

Description	Amount
Interest Earned From 02/01/2025 Through 02/28/2025	
Annual Percentage Yield Earned	4.28%
Interest Days	28
Interest Earned	\$3,650.45
Interest Paid This Period	\$3,650.45
Interest Paid Year-to-Date	\$7,677.67

**Other Credits**

Date	Description	Amount
02/12/2025	REFUND OF SERVICE CHARGES	\$10.00
02/28/2025	INTEREST AT 4.2000 %	\$3,650.45

**Daily Balances**

Date	Amount	Date	Amount
02/12/2025	\$1,133,010.72	02/28/2025	\$1,136,661.17

**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

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00794126  
0111

CAMERON COUNTY REGIONAL MOBILITY  
THE BANK OF NEW YORK MELLON  
TRUST COMPANY NA TRUSTEE  
3461 CARMEN AVE  
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	24/7 Telebank	866-972-5430




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- 3 BE WARY OF EMAIL SCAMS
- 4 MONITOR YOUR ACCOUNTS REGULARLY
- 5 USE SECURE NETWORKS

**Summary of Accounts**

Account Type	Account Number	Ending Balance
TRB MONEY MARKET PUBLIC FUNDS	1448570	\$991,895.27

**GATHER 'ROUND.  
THERE'S A NEW WAY  
TO SAVE IN TOWN.**

ASK US ABOUT VALUE CHECKING



**TRB MONEY MARKET PUBLIC FUNDS - 1448570**

**Account Summary**

Date	Description	Amount
02/01/2025	Beginning Balance	\$988,699.74
	2 Credit(s) This Period	\$3,195.53
	0 Debit(s) This Period	\$0.00
02/28/2025	Ending Balance	\$991,895.27

**Interest Summary**

Description	Amount
Interest Earned From 02/01/2025 Through 02/28/2025	
Annual Percentage Yield Earned	4.28%
Interest Days	28
Interest Earned	\$3,185.53
Interest Paid This Period	\$3,185.53
Interest Paid Year-to-Date	\$6,699.84

**Other Credits**

Date	Description	Amount
02/12/2025	REFUND OF SERVICE CHARGES	\$10.00
02/28/2025	INTEREST AT 4.2000 %	\$3,185.53

**Daily Balances**

Date	Amount	Date	Amount
02/12/2025	\$988,709.74	02/28/2025	\$991,895.27

**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: 2/28/2025

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	7/29/2024	\$33,000,000.00
<b>Total of pledge amount: \$33,000,000.00</b>					

**Grand total of pledge amount: \$33,000,000.00**

**3-F      CONSIDERATION AND APPROVAL TO AUTHORIZE CAMERON COUNTY  
REGIONAL MOBILITY STAFF TO ADVERTISE FOR REQUEST FOR  
PROPOSALS FOR FINANCIAL MANAGEMENT AND ACCOUNTING  
SOFTWARE.**



**IMPROVING MORE THAN JUST ROADS**

**MEMORANDUM**

**To: Board of Directors**

**From: Pete Sepulveda, Jr., Executive Director** *P SJ*

**Date: March 28, 2025**

**Subj: Item 3F- Consideration and Approval to Authorize Cameron County Regional Mobility Staff to Advertise for Request for Proposals for Financial Management and Accounting Software.**

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CCRMA staff have determined the need to request proposals for Financial Management and Accounting Software, thus staff are requesting approval to advertise.

**3-G CONSIDERATION AND APPROVAL OF PAYMENT OF INVOICE AND  
RELEASE OF CHECK TO ZIWA CORPORATION FOR THE FREE TRADE  
BRIDGE (LOS INDIOS) PORT OF ENTRY EXPORT BUILDING RENOVATION  
DONATION ACCEPTANCE PROGRAM PROJECT.**

**PAY APP # 2 - \$39,805**

**3-H CONSIDERATION AND APPROVAL TO AWARD RFP 2025-001 FOR BANK DEPOSITORY SERVICES.**



**IMPROVING MORE THAN JUST ROADS**

## M E M O R A N D U M

**TO:** CCRMA Board of Directors

**FROM:** Pete Sepulveda, Jr., Executive Director *P SJ*

**DATE:** March 28, 2025

**SUBJ:** Item 3-H Consideration and Action to Award RFP 2025-001 for Bank Depository Services.

The CCRMA evaluation committee, which consisted of the Executive Director, Chief Financial Officer and Executive Administrative Assistant have completed their scoring of proposals and have prepared a recommendation for the board. Below is a summary of the process and activities which have taken place in performing this procurement.

<b>TASK/Note</b>	<b>Date</b>
CCRMA requests Board Approval to advertise for RFP for Bank Depository Services.	08/29/24
CCRMA submits draft RFP to legal for approval.	01/16/25
CCRMA issues final approved RFP 2025-001.	01/22/25
First Advertisement	01/22/25
Second Advertisement	01/29/25
Questions received by deadline. A total of five questions received for RFP 2025-001.	02/05/25
CCRMA posts Responses.	02/07/25
RFP's Received by deadline. A total of three RFP's received.	02/19/25
RFP's reviewed for compliance and eligibility	02/19/25
CCRMA Evaluation Team individually scores RFP's	02/20/25- 03/20/25
CCRMA finalizes Evaluation Team scores and ranking	03/25/25

Below is a summary of the RFP scores from the evaluation committee:

**Evaluation Committee Scores**  
**RFP 2025-001 for Bank Depository Services**

<b>Committee Score</b>	<b>Lone Star National Bank</b>	<b>Plains Capital</b>	<b>Texas National Bank</b>
<b>Evaluator 1</b>	<b>92</b>	<b>82</b>	<b>81</b>
<b>Evaluator 2</b>	<b>93</b>	<b>86</b>	<b>80</b>
<b>Evaluator 3</b>	<b>95</b>	<b>91</b>	<b>80</b>
<b>Total</b>	<b>280</b>	<b>259</b>	<b>241</b>

Each response was evaluated in the following categories:

<b>Evaluation Factor</b>	<b>Points</b>
Financial Position of Institution both past and prospective including creditworthiness	10 Points
Experience providing depository services requested in scope and content of response and administrative assigned to CCRMA	20 Points
Cost of Services including but not limited to: <i>General Account Services, Depository Services, Disbursement Services, Information Services, and financial instrument services.</i>	30 Points
Online accessibility of products, services, and reports for the convenience of account management by CCRMA staff	25 Points
Local Presence and Branch Locations	15 Points
<b>Total</b>	<b>100 Points</b>

The final ranking is as follows:

- 1. Lone Star National Bank**
- 2. Plains Capital Bank**
- 3. Texas National Bank**

The CCRMA evaluation committee reviewed the proposals and is recommending selecting Lone Star National Bank as the Respondent submitting the proposal offering the best value for the CCRMA and to approve a Depository Contract with Lone Star National Bank pursuant to RFP 2025-001 for Bank Depository Services.

**3-I      CONSIDERATION AND APPROVAL OF A DEPOSITORY AGREEMENT FOR  
THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY.**

## DEPOSITORY CONTRACT

STATE OF TEXAS           §  
COUNTY OF CAMERON   §

WHEREAS, Lone Star National Bank (the “Bank”) submitted its application to the Cameron County Regional Mobility Authority (the “CCRMA”) to provide bank depository services for the CCRMA and the CCRMA wants the Bank to serve as the CCRMA’s depository;

NOW, THEREFORE, the Bank and the CCRMA hereby agree, as follows:

### **I. TERM**

1.01 The Bank shall act as the depository for the CCRMA beginning on May 1, 2025 through May 1, 2028 unless this Contract is otherwise amended, renewed, or terminated.

1.02 Notwithstanding the foregoing, this Contract shall be automatically renewed for two (2) additional one (1) year terms unless the CCRMA provides the Bank with written notice no later than sixty (60) days prior to the expiration of the then current term that this Contract shall terminate upon such expiration. Such determination shall be made by the CCRMA in its sole discretion.

### **II. SCOPE OF SERVICES**

2.01 The Bank shall act as the depository for the CCRMA and keep and disburse all funds coming into its hands and to otherwise perform its duties hereunder and as required by law. Furthermore, the Bank shall maintain branches in Cameron County, Texas with bank officers capable of servicing the CCRMA’s day-to-day depository.

2.02 The Bank agrees to provide at least the following services for the CCRMA as well as any other available services requested by the CCRMA:

- a. Checking account service for as many accounts as may be required by the CCRMA with checks returned in numerical sequence. Images must be included with statements.

- b. Secure online account access allowing the CCRMA to perform regular functions such as, bank transfers, wire transfers, image retrieval, stop payments, access to download monthly statements, etc.
- c. ACH/Payroll service provided through online account system.
- d. Provide bank money orders and cashier checks as required by the CCRMA.
- e. Supply deposit slips and night deposit supplies as needed.
- f. Provide tamper evident money bags as needed by the CCRMA.
- g. Positive pay services.
- h. Temporary overdrafts in individual accounts may occur occasionally without penalty or service charge to the CCRMA, as long as the aggregate funds in other accounts are in an amount sufficient to meet the overdraft and the Bank's minimum compensating balance.
- i. Deposit Express services for daily checks deposits providing Intelligent Character Recognition (ICR) and virtual encoding of check amount with fewer exceptions and adjustments, and electronic transmission providing immediate confirmation of deposits. The CCRMA currently owns a Digital Check TS240 check scanning device, which the Bank agrees will be compatible with the Deposit Express services.

2.03 As a condition of this Contract, and as security for the deposits of the CCRMA, the Bank shall pledge securities equal to 102% of market value of principal and accrued interest on the deposits less any amount insured by the Federal Deposit Insurance Corporation in order to adequately collateralize the funds of the CCRMA according to law and the CCRMA Investment Policy and shall continuously remain as such. The CCRMA Investment Policy is incorporated herein by reference as if fully set forth herein.

2.04 Securities pledged may be held by a Federal Reserve Bank or branch of a Federal Reserve Bank, Federal Home Loan Bank, or a third-party bank approved by the CCRMA. If the financial institution uses a Letter of Credit, then the Letter of Credit must be of the United States

or its agencies and instrumentalities or Federal Home Loan Bank. The Bank will comply with the conditions above mentioned related to the Letter of Credit issuance.

2.05 The pledged securities and/or letter of credit are pledged against deposits plus interest accrued at the Bank and ownership shall be retained by the Bank unless and until the following events occur:

- a. The Banking Commissioner for the State of Texas declares the Bank to be insolvent or otherwise in default so as to prevent from withdrawing any or all of its deposits.
- b. The Administrator of the Federal Deposit Insurance Corporation or his duly authorized representative declares formal action against the Bank declaring the Bank insolvent or otherwise under default so as to prevent the CCRMA from withdrawing any or all of its deposits.

Upon either of such events, the securities shall become property of the CCRMA without further action in the amounts equal to such deposits plus accrued interest only. Securities may be released or substituted in accordance with the resolution adopted by approving this Contract.

2.06 The Bank has heretofore, or will immediately hereafter, deliver to the Custodian collateral of the kind and character above mentioned of sufficient amount and market value to provide adequate collateral for the funds of the CCRMA deposited with the Bank. Said collateral or substitute collateral, as hereinafter provided for, shall be kept and retained by the Custodian in trust so long as deposits of the CCRMA remain with the Bank. The Bank hereby grants a security interest in such collateral to the CCRMA.

If the Bank shall desire to sell or otherwise dispose of any one or more of said securities so deposited with the Custodian, with the advance written approval of the CCRMA, it may substitute for any one or more of such securities other securities of the same market value and of the character authorized herein. Such right of substitution shall remain in full force and may be exercised by the Bank as often as it may desire; provided, however, that the aggregate market value of all

collateral pledged hereunder, shall be at least equal to the amount of collateral required hereunder. The Custodian shall promptly forward to the CCRMA copies of safekeeping or trust receipts covering all such collateral held for the Bank, including substitute collateral as provided for herein.

If at any time, the aggregate market value of such collateral so deposited with the Custodian be less than the total sum of the CCRMA's funds on deposit with the Bank, the Bank shall immediately deposit with the Custodian such additional collateral as may be necessary to cause the market value of such collateral to equal the total amount of required collateral. The Bank shall be entitled to income on securities held by the Custodian, and the Custodian may dispose of such income as directed by the Bank without approval of the CCRMA.

2.07 The CCRMA shall have interest bearing accounts for all funds deposited with the Bank.

2.08 The CCRMA reserves the right to make external deposits or investments in accordance with the laws of the State of Texas and the CCRMA Investment Policy.

2.09 The CCRMA reserves the right to execute loans and other borrowing options with external entities to select the most favorable rates to the CCRMA, subject to all banking laws and requirements.

### **III. OTHER SERVICES**

3.01 Other Services not included above which will also be provided at no cost:

- a. Deposits/Credits Posted, Items Deposited, Debits/Checks Paid, Cash Deposit Processing, Coin Counting & Wrapping, Transfers between accounts, Insufficient Funds Items, CPA confirmations, Cashier's Checks, FDIC Insurance, Research/Reproduction services, Collateral Fee, Collateral Report, Safekeeping, Telebank (24 hr. voice response system).

3.02 Merchant Card Services (Credit & Debit card processing), Stored Value Cards (gift cards, etc.), account reconciliation, positive pay. Fees for these services will be negotiated separately.

#### **IV. GENERAL**

4.01 This Contract sets out the term and conditions and represents the entire agreement by and between the parties except as otherwise provided in this contract. In no event shall this contract or any part thereof be changed without written agreement of the two parties. Other services or items not mentioned in this contract will be negotiated as needed.

4.02 By the execution hereof, the Bank acknowledges receipt of the action of the Board of Directors of the CCRMA authorizing the execution of this Contract by the CCRMA.

4.03 This Contract shall be subject to the laws of the State of Texas, and of the United States of America, the rules, and regulations promulgated by the Comptroller of the Currency of the United States of America, the Board of Governors of the Federal Reserve System, and the Board of Directors of the Federal Insurance Corporation as now in existence or as may be amended.

4.04 Any and all notices or other communications required or permitted to be given pursuant to this agreement shall be in writing and shall be considered as properly given if sent by facsimile transmission or mailed through U.S Postal Service Certified Mail Return Receipt Requested or hand delivery to the address in this Contract.

4.05 Exclusive venue and jurisdiction for any action arising hereunder or in connection herewith shall allow mediation prior to litigation in state courts located in Cameron County, Texas.

4.06 During the course of the relationship between the CCRMA and the Bank, the Bank may have access to a variety of confidential and trade secret information. This information was

disclosed to the Bank solely because of the Bank's agreement to provide services. The Bank agrees and warrants that it will immediately return to the CCRMA all copies of confidential or proprietary information or related materials in its possession, whether in electronic or hardcopy format, and the Bank agrees and warrants that he will not disclose any confidential or proprietary information to third parties, or use that information for his benefit in derogation of the CCRMA's rights.

4.07 This contract may be terminated by either party if a party fails to perform or otherwise breaches any of its obligations hereunder, only if, after giving notice by the terminating party of its intent to terminate, the party receiving such notice does not cure any failure or breach within sixty (60) days.

**4.08 Indemnification.**

**A. BANK RELEASES AND AGREES TO INDEMNIFY, DEFEND, AND HOLD HARMLESS THE CCRMA AND ITS DIRECTORS, OFFICERS, EMPLOYEES, AND REPRESENTATIVES (COLLECTIVELY, "CCRMA INDEMNITEES") FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, LOSSES, SUITS, ACTIONS, DECREES, JUDGMENTS, ATTORNEY'S FEES, COURT COSTS, AND OTHER EXPENSES OF ANY KIND OR CHARACTER FOR DEFENDING THE CLAIMS AND DEMANDS, WHICH ARE CAUSED BY, ARISE OUT OF, OR OCCUR DUE TO BANK'S PERFORMANCE OF FAILURE TO PERFORM THE OBLIGATIONS REQUIRED BY THIS AGREEMENT AS WELL AS FEDERAL, TEXAS, OR OTHER APPLICABLE LAW, INCLUDING BUT NOT LIMITED TO CLAIMS OR DEMANDS BASED ON THE NEGLIGENCE, GROSS NEGLIGENCE, OR OTHER ACTIONS OR INACTION OF BANK, OR BANK'S AGENTS, EMPLOYEES, SUBCONTRACTORS, OR OTHER THIRD PARTIES. HOWEVER, BANK SHALL NOT BE REQUIRED TO INDEMNIFY CCRMA INDEMNITEES FOR ANY CLAIMS, DAMAGES, OR LIABILITIES RESULTING FROM THE NEGLIGENCE, GROSS NEGLIGENCE, OR WILLFUL MISCONDUCT OF CCRMA OR ITS AGENTS, EMPLOYEES, OR REPRESENTATIVES.**

**B. NOTWITHSTANDING THE FOREGOING, IN NO EVENT SHALL BANK BE DEEMED TO HAVE WAIVED ANY LEGAL DEFENSES AVAILABLE UNDER TEXAS LAW, AND THIS INDEMNITY SHALL BE CONSTRUED IN ACCORDANCE WITH APPLICABLE LEGAL STANDARDS AND SHALL BE LIMITED TO THE EXTENT PERMITTED BY LAW.**

4.09 The Bank's rights and obligations under this Contract shall not be assigned or otherwise transferred without the CCRMA's prior written consent as determined by the CCRMA in its sole and absolute discretion. This Contract shall be binding upon and inure to the benefit of the parties' successors and assigns.

4.10 The failure of the CCRMA to insist upon strict performance of any of the covenants and agreements contained herein, or to otherwise exercise its rights under this Contract in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements, or options, and the same shall be and remain in full force and effect.

4.11 The following noted documents are a part of the Contract:

- a. **Exhibit 1.** CCRMA's Investment Policy.
- b. **Exhibit 2.** RFP No. 2025-001, Bank Depository Services.
- c. **Exhibit 3.** Bank's application.

True and correct copies of the foregoing Exhibits may be found at the CCRMA's office and are incorporated by reference as if fully set forth herein.

4.12 This Contract, the CCRMA's Investment Policy, the CCRMA's formal procurement advertisement for Bank Depository Services, and the Bank's application state the entire agreement between the parties regarding the subject matter hereof and supersede any prior agreements or understandings pertaining thereto. In the event of any conflict, the more specific provision shall control except that, notwithstanding the foregoing, to the extent that any provision of this Contract conflicts with a provision of **Exhibit 1**, **Exhibit 2**, or **Exhibit 3**, this Contract shall control. In the event that any provisions of the Exhibits themselves conflict with each other, **Exhibit 1** shall control.

4.13 Any modification to this Contract must be made in writing and signed by authorized representatives of both parties. No delay or failure in exercising any right hereunder waives any right guaranteed hereunder or at law by either party.

4.14 IN THE EVENT OF A QUESTION AS TO THE INTERPRETATION OF ANY PROVISION OF THIS CONTRCT, THE PROVISION SHALL NOT BE CONSTRUED AGAINST THE DRAFTING PARTY. THIS INCLUDES BUT IS NOT LIMITED TO SECTION 4.08, AND ANY OTHER CLAUSE HEREIN, SHALL IN NO EVENT BE STRICTLY CONSTRUED AGAINST THE CCRMA.

4.15 This Contract may be executed in multiple counterparts, each of which shall constitute an original hereof and when at least one counterpart has been executed by each party, all such executed copies shall constitute the binding agreement of the parties. Facsimile and e-mail signatures are effective as originals for all purposes.

4.16 THIS AGREEMENT SHALL BE GOVERNED AND CONSTRUED IN ACCORDANCE WITH THE LAWS OF THE STATE OF TEXAS. VENUE FOR ANY CAUSE OF ACTION ARISING OUT OF OR RELATED TO THIS AGREEMENT SHALL BE EXCLUSIVELY IN STATE AND FEDERAL COURTS OF CAMERON COUNTY, TEXAS.

*(Signature Page to Follow)*

IN WITNESS WHEREOF, the parties hereto have executed this Contract effective as of the 1st day of May 2025.

**CAMERON COUNTY REGIONAL MOBILITY  
AUTHORITY**

3461 Carmen Avenue  
Rancho Viejo, Texas 78575

By:   
Frank Parker, Jr., Chairman

**BANK:**

By:   
Vipul Patel  
EVP Chief Investment Officer

**CERTIFICATION**

I hereby certify that I have personally read and understood the investment policies of the Cameron County Regional Mobility Authority and have implemented reasonable procedures and controls to fulfill those objectives and conditions. Transactions between the Bank and the CCRMA shall be directed towards precluding imprudent investment activities and protecting the CCRMA from credit or market risk.

All of the personnel of the Bank dealing with the CCRMA have been informed and will be routinely informed of the CCRMA's investment horizons, limitations strategy and risk constraints, whenever we are so informed.

The Bank pledges due diligence in informing the CCRMA of foreseeable risk associated with financial transactions connected to the Bank.

**BANK:**

By: VIPUL, Patel, EVP & CIO  
Printed Name/Title

**3-J      CONSIDERATION AND APPROVAL OF A RESOLUTION DESIGNATING THE  
CCRMA'S BANK DEPOSITORY AND AUTHORIZING CCRMA OFFICERS TO  
ACT ON BEHALF OF CCRMA.**

STATE OF TEXAS           §  
                                          §  
COUNTY OF CAMERON   §

BANKING RESOLUTION OF CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

On March 28, 2025, this Resolution came under consideration for adoption at a Special Meeting of the Board of Directors of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, a political subdivision of the State of Texas, at the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY OFFICE at 3470 Carmen Ave, Suite 5 in Rancho Viejo, Texas. Such meeting was called and held in accordance with provisions of the Government Code and the Rules and Regulations of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY (the “RMA Rules”).

There being a quorum of said Board present at such meeting, the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY took action to adopt this Resolution to approve designating LONE STAR NATIONAL BANK as the depository of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY while also designating the Officers or Staff authorized to act on behalf of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY. Accordingly, the following resolution was duly and legally adopted, and same now appear in the permanent records (i.e., Minutes) of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY of CAMERON COUNTY, TEXAS, same having not been rescinded or revoked:

BE IT RESOLVED, that LONE STAR NATIONALBANK, is designated as the depository of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY under the rules and regulations prescribed by said BANK from time to time and pursuant to the governing law, such that one or more checking or savings accounts by and in the name of CAMERON COUNTY REGIONAL MOBILITY AUTHORITY will be established and maintained at the said BANK.

BE IT FURTHER RESOLVED, that as prescribed by law, the following Officers or Staff of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, are authorized on behalf of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, and as its own act, to sign checks, submit wire payments, drafts, notes, bills of exchange, acceptances or other orders for the payment of money; to endorse any checks, notes, bills or other instruments owned, held or endorsed, to the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY; or to do any other convenient or necessary acts to the opening, maintenance and closing of the accounts, and to the deposit of funds - whether represented by cash, checks, notes, other similar instruments or evidence of indebtedness - or to the withdrawal of funds from the accounts: officials named on the signature cards - all mandated by law, using CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Warrants and the like, and following all counter-signature requirements, if any. Such Officers or Staff authorized are:

Frank Parker, Jr., Chairman

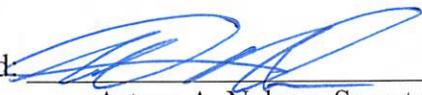
Al Villarreal, Treasurer

Pedro Sepulveda, Jr., Executive Director

BE IT FURTHER RESOLVED, that the said Bank is authorized to honor and pay any and all checks and drafts of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY if signed as provided in this Resolution, whether or not payable to the person or persons signing them; that checks, drafts, bills of exchange and other evidence, indebtedness may be endorsed for deposit to the account or accounts of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY by any of the officers or agents indicated above or by any other authorized employee or agent of the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, which may be endorsed for deposit or collection in writing or by stamp without designation of the person making the endorsement; and that the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY guarantees all prior endorsements on all checks, drafts, notes or other instruments or evidences of indebtedness that may be deposited by it with said BANK as authorized by law.

EXECUTED and EFFECTIVE this 28<sup>th</sup> day of March, 2025.

  
Frank Parker, Jr.  
Chairman

Attested:   
Arturo A. Nelson, Secretary

**3-K DISCUSSION AND POSSIBLE ACTION REGARDING THE TRANSITION  
WITH THE HARRIS COUNTY TOLL ROAD AUTHORITY.**

**TABLED**

- 3-L CONSIDERATION AND APPROVAL OF A RESOLUTION AND 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 STATE OF TEXAS**

**COUNTY OF CAMERON**

**RESOLUTION**

BE IT RESOLVED THAT ON THE 28<sup>th</sup> DAY OF MARCH, 2025, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS CONVENED IN A SEPECIAL SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS, THE FOLLOWING ITEM WAS OFFERED AND ADOPTED, TO WIT:

**“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 and Approving a Claim in the Amount of \$136,593 as Contained in the Advance Funding Agreement and Authorizing the Release of the Check.”**

**WHEREAS:** the Cameron County Regional Mobility Authority is in the process of entering into an Amended Advance Funding Agreement with the Texas Department of Transportation (TxDOT) for the addition of right of way and preliminary engineering for the reconstruction and widening of Dana Avenue (from FM 3248 to FM 802 in Cameron County) from a 2-lane roadway to a 2-lane divided roadway with a continuous center turn lane, shoulders, a shared use path on the north side and a sidewalk on the south side for the Dana Avenue Project ; and

**WHEREAS:** Cameron County Regional Mobility Authority by this Resolution authorizes Chairman Parker to execute an Amended Advance Funding Agreement for the addition of right of way and preliminary engineering for the reconstruction and widening of Dana Avenue (from FM 3248 to FM 802 in Cameron County) from a 2-lane roadway to a 2-lane divided roadway with a continuous center turn lane, shoulders, a shared use path on the north side and a sidewalk on the south side for the Dana Avenue Project; and

**WHEREAS:** this Amended Advance Funding Agreement will authorize the use of Surface Transportation Program Metropolitan Mobility Rehabilitation (Category 7) funds for right of way for the Dana Avenue Project; and

**WHEREAS:** the Surface Transportation Program Metropolitan Mobility Rehabilitation (Category 7) funds require a local match. The Cameron County Regional Mobility Authority commits to provide this match. The Cameron County Regional Mobility Authority is responsible for all non-reimbursable costs and 100% of overruns, if any.

**NOW THEREFORE BE IT FURTHER PROCLAIMED,** that the Cameron County Regional Mobility Authority Board of Directors approves the Advance Funding Agreement and authorizes Chairman Parker to execute and sign said Advance Funding Agreement and any other documents required by TxDOT.

Passed, Approved and Adopted on this 28<sup>th</sup> day of March, 2025.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

  
FRANK PARKER, JR.  
CHAIRMAN

Absent

---

MICHAEL F. SCAIEF  
VICE CHAIRMAN

  
ARTURO A. NELSON  
SECRETARY

  
AL VILLARREAL  
TREASURER

  
MARK ESPARZA  
DIRECTOR

  
LEO GARZA  
DIRECTOR

<b>TxDOT:</b>				<b>Federal Highway Administration:</b>	
<b>CCSJ #</b>		<b>AFA ID</b>	<b>Z00003810</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>AFA CSJs</b>	<b>0921-06-330 ROW CSJ 0921-06-390</b>			<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>District #</b>	<b>PHR-21</b>	<b>Code Chart 64#</b>	<b>60338</b>		
<b>Project Name</b>		<b>Dana Ave Widen w/Center turn lane</b>		<i><b>AFA Not Used For Research &amp; Development</b></i>	

THE STATE OF TEXAS                    §

THE COUNTY OF TRAVIS                §

**ADVANCE FUNDING AGREEMENT  
For  
Surface Transportation Program  
Metropolitan Mobility and Rehabilitation Project  
Off-System**

**AMENDMENT #2**

**THIS AMENDMENT** is made by and between the State of Texas, acting through the **Texas Department of Transportation**, called the “State”, and the **Cameron County Regional Mobility Authority**, acting by and through its duly authorized officials, called the “Local Government”. The State and Local Government shall be collectively referred to as “the parties” hereinafter.

**WITNESSETH**

**WHEREAS**, the parties executed a contract on **February 24, 2023** to effectuate their agreement to **reconstruct and widen of Dana Ave from an existing 2-lane roadway to a 4-lane roadway, in Cameron County;** and,

**WHEREAS**, the parties executed Amendment #1 to the contract on **March 28, 2024** to **modify the scope of work;** and,

**WHEREAS**, it has become necessary to amend that contract in order to **add Right of Way and preliminary engineering to the contract.;**

**NOW THEREFORE**, in consideration of the premises and of the mutual covenants and agreements of the parties, the parties do agree as follows:

**AGREEMENT**

- Article 1**, Responsible Parties, is deleted in its entirety and replaced with:

For the Project covered by this Agreement, the parties shall be responsible for the following work as stated in the article of the Agreement referenced in the table below:

<b>TxDOT:</b>				<b>Federal Highway Administration:</b>	
<b>CCSJ #</b>		<b>AFA ID</b>	<b>Z00003810</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>AFA CSJs</b>	<b>0921-06-330 ROW CSJ 0921-06-390</b>			<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>District #</b>	<b>PHR-21</b>	<b>Code Chart 64#</b>	<b>60338</b>		
<b>Project Name</b>		<b>Dana Ave Widen w/Center turn lane</b>		<b>AFA Not Used For Research &amp; Development</b>	

1	N/A	Utilities	Article 8
2.	Local Government	Environmental Assessment and Mitigation	Article 9
3.	Local Government	Architectural and Engineering Services	Article 11
4.	Local Government	Construction Responsibilities	Article 12
5.	Local Government	Right of Way and Real Property	Article 14

2. Attachment B, **Project Budget**, is deleted in its entirety and replaced with Attachment B-2, **Project Budget**, which is attached to and made a part of this Amendment. The total estimated cost of the Project **increased** by \$ **3,417,773** from \$ **17,386,390** to \$ **20,804,163**, due to the **addition of right of way and preliminary engineering to the contract.** .

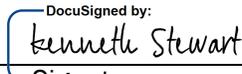
All other provisions of the original contract are unchanged and remain in full force and effect.

**Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

Each party is signing this Agreement on the date stated under that party’s signature.

**THE STATE OF TEXAS**

DocuSigned by:  
  
 Signature

Kenneth Stewart

Typed or Printed Name

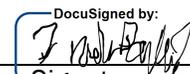
Director, Contract Services

Typed or Printed Title

2/27/2025

Date

**THE LOCAL GOVERNMENT**

DocuSigned by:  
  
 Signature

Frank Parker, Jr.

Typed or Printed Name

Chairman

Typed or Printed Title

2/26/2025

Date

<b>TxDOT:</b>				<b>Federal Highway Administration:</b>	
<b>CCSJ #</b>		<b>AFA ID</b>	<b>Z00003810</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>AFA CSJs</b>	<b>0921-06-330 ROW CSJ 0921-06-390</b>			<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>District #</b>	<b>PHR-21</b>	<b>Code Chart 64#</b>	<b>60338</b>		
<b>Project Name</b>	<b>Dana Ave Widen w/Center turn lane</b>			<b>AFA Not Used For Research &amp; Development</b>	

**ATTACHMENT B-2  
PROJECT BUDGET**

Construction costs shall be allocated based on 80% Federal funding, 17.2% State Funding, and 2.8% Local Funding, until the Federal funding reaches the maximum obligated amount. The Local Government will be responsible for 100% of all project cost overruns.

Description	Total Estimated Cost	Federal Participation		State Participation			Local Participation		
		%	Cost	% Before EDC Adj.	% After EDC Adj.	Cost After EDC Adj.	% Before EDC Adj.	% After EDC Adj.	Cost After EDC Adj.
Preliminary Engineering (by Local Government)	\$674,560	0%	\$0	0%	0%	\$0	100%	100%	\$674,560
Environmental (by Local Government)	\$168,640	0%	\$0	0%	0%	\$0	100%	100%	\$168,640
Right of Way ( by Local Government)	\$100,000	80%	\$80,000	0%	0%	\$0	20%	20%	\$20,000
Right of Way (by Local Government)	\$900,000	0%	\$0	0%	0%	\$0	100%	100%	\$900,000
Construction (by Local Government)(Cat.7)	\$16,077,000	80%	\$12,861,600	0%	17.2%	\$2,765,244	20%	2.8%	\$450,156
Construction Engineering (by Local Government)	\$1,375,300	0%	\$0	0%	0%	\$0	100%	100%	\$1,375,300
<b>Subtotal</b>	<b>\$19,295,500</b>		<b>\$12,941,600</b>			<b>\$2,765,244</b>			<b>\$3,588,656</b>
Engineering Direct State Costs	\$113,832	0%	\$0	0%	0%	\$0	100%	100%	\$113,832
Environmental Direct State Costs	\$91,066	0%	\$0	0%	0%	\$0	100%	100%	\$91,066
ROW Direct State Costs	\$34,149	0%	\$0	0%	0%	\$0	100%	100%	\$34,149
Utility Direct State Costs	\$11,383	0%	\$0	0%	0%	\$0	100%	100%	\$11,383
Construction Direct State Costs	\$345,556	0%	\$0	0%	0%	\$0	100%	100%	\$345,556
Indirect State Costs	\$912,677	0%	\$0	100%	100%	\$912,677	0%	0%	\$0
<b>Subtotal</b>	<b>\$1,508,663</b>		<b>\$0</b>			<b>\$912,677</b>			<b>\$595,986</b>
<b>TOTAL</b>	<b>\$20,804,163</b>		<b>\$12,941,600</b>			<b>\$3,677,921</b>			<b>\$4,184,642</b>

Initial payment by the Local Government to the State received 3/10/23:	\$113,837
Additional payment required by Local Government to the state:	\$136,593
Payment by the Local Government to the State 60 days prior to the date set for receipt of the construction bids:	\$345,556
Estimated total payment by the Local Government to the State:	\$595,986

**3-M CONSIDERATION AND APPROVAL OF A RESOLUTION AND AN AMENDED ADVANCE FUNDING AGREEMENT BETWEEN THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY AND THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE MOSSION ROAD PROJECT AND AUTHORIZING CHAIRMAN FRANK PARKER, JR. TO SIGN ANY NECESSARY DOCUMENTS AS MAY BE NEEDED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.**

THE STATE OF TEXAS

COUNTY OF CAMERON

RESOLUTION

BE IT RESOLVED THAT ON THE 28<sup>th</sup> DAY OF MARCH, 2025, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS CONVENED IN A SEPECIAL SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS, THE FOLLOWING ITEM WAS OFFERED AND ADOPTED, TO WIT:

**“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 Morrison Road Project and Authorizing Chairman Frank Parker, Jr. to Sign any Necessary Documents as may be Needed by the Texas Department of Transportation.”**

**WHEREAS:** the Cameron County Regional Mobility Authority is in the process of entering into an Amended Advance Funding Agreement with the Texas Department of Transportation (TxDOT) for the Morrison Road project for the updated limits from FM 1847 to Dana Road following the division of the project into two segments ; and

**WHEREAS:** Cameron County Regional Mobility Authority by this Resolution authorizes Chairman Parker to execute an Amended Advance Funding Agreement for the Morrison Road project for the updated limits from FM 1847 to Dana Road following the division of the project into two segments ; and

**WHEREAS:** this Amended Advance Funding Agreement will authorize the use of Surface Transportation Program Metropolitan Mobility Rehabilitation (Category 7) funds for preliminary engineering for the Morrison Road Project; and

**WHEREAS:** the Surface Transportation Program Metropolitan Mobility Rehabilitation (Category 7) funds require a local match. The Cameron County Regional Mobility Authority commits to provide this match. The Cameron County Regional Mobility Authority is responsible for all non-reimbursable costs and 100% of overruns, if any.

**NOW THEREFORE BE IT FURTHER PROCLAIMED,** that the Cameron County Regional Mobility Authority Board of Directors approves the Advance Funding Agreement and authorizes Chairman Parker to execute and sign said Advance Funding Agreement and any other documents required by TxDOT.

Passed, Approved and Adopted on this 28<sup>th</sup> day of March, 2025.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

  
FRANK PARKER, JR.  
CHAIRMAN

Absent

---

MICHAEL F. SCAIEF  
VICE CHAIRMAN

  
ARTURO A. NELSON  
SECRETARY

  
AL VILLARREAL  
TREASURER

  
MARK ESPARZA  
DIRECTOR

  
LEO GARZA  
DIRECTOR

<b>TxDOT:</b>				<b>Federal Highway Administration:</b>	
<b>CCSJ #</b>	<b>0921-06-291</b>	<b>AFA ID</b>	<b>Z00001735</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>AFA CSJs</b>	<b>0921-06-291</b>			<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>District #</b>	<b>21</b>	<b>Code Chart 64#</b>	<b>60338</b>		
<b>Project Name</b>	<b>Morrison Road (FM 1847 to Dana Rd.)</b>			<i>AFA Not Used For Research &amp; Development</i>	

THE STATE OF TEXAS           §

THE COUNTY OF TRAVIS       §

**ADVANCE FUNDING AGREEMENT  
For  
Surface Transportation Block Grant Project  
Off-System**

**AMENDMENT #2**

**THIS AMENDMENT** is made by and between the State of Texas, acting through the **Texas Department of Transportation**, called the “State”, and the **Cameron County Regional Mobility Authority**, acting by and through its duly authorized officials, called the “Local Government”. The State and Local Government shall be collectively referred to as “the parties” hereinafter.

**WITNESSETH**

**WHEREAS**, the parties executed a contract on **June 26, 2019** to effectuate their agreement to **conduct preliminary engineering for the construction of Morrison Road as a new 4 lane roadway from FM 1847 to FM 511**; and,

**WHEREAS**, the parties executed Amendment #1 to the contract on **November 15, 2019** to **replace Article 24, inspection of Books and to increase Category 7 funds for preliminary engineering**; and,

**WHEREAS**, it has become necessary to amend that contract in order to **update the project limits: from FM 1847 to Dana Road following the division of the project into two segments.**;

**NOW THEREFORE**, in consideration of the premises and of the mutual covenants and agreements of the parties, the parties do agree as follows:

**AGREEMENT**

1. **Article 3, Scope of Work**, is deleted in its entirety and replaced with:  
The scope of work for the Project consists of **schematic, environmental document, and construction of new 4 lane urban roadway from FM 1847 to Dana Road as shown on Attachment B-2.**
2. Attachment B, Location Map Showing Project, is deleted in its entirety and replaced with Attachment B-~~2~~, Location Map Showing Project, which is attached to and made part of this Amendment. **The revised project limits now extend from FM 1847 to Dana Rd, following the division of the project into two segments.**

All other provisions of the original contract are unchanged and remain in full force and effect.

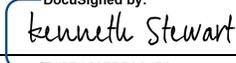
<b>TxDOT:</b>				<b>Federal Highway Administration:</b>	
<b>CCSJ #</b>	<b>0921-06-291</b>	<b>AFA ID</b>	<b>Z00001735</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>AFA CSJs</b>	<b>0921-06-291</b>			<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>District #</b>	<b>21</b>	<b>Code Chart 64#</b>	<b>60338</b>		
<b>Project Name</b>	<b>Morrison Road (FM 1847 to Dana Rd.)</b>			<i>AFA Not Used For Research &amp; Development</i>	

**Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

Each party is signing this Agreement on the date stated under that party’s signature.

**THE STATE OF TEXAS**

DocuSigned by:  
  
 Signature

Kenneth Stewart

Typed or Printed Name

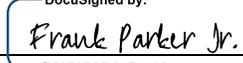
Director, Contract Services

Typed or Printed Title

3/24/2025

Date

**THE LOCAL GOVERNMENT**

DocuSigned by:  
  
 Signature

Frank Parker Jr.

Typed or Printed Name

Chairman

Typed or Printed Title

3/24/2025

Date

<b>TxDOT:</b>				<b>Federal Highway Administration:</b>	
CCSJ #	0921-06-291	AFA ID	Z00001735	CFDA No.	20.205
AFA CSJs	0921-06-291			CFDA Title	Highway Planning and Construction
District #	21	Code Chart 64#	60338		
Project Name	Morrison Road (FM 1847 to Dana rd.)			<i>AFA Not Used For Research &amp; Development</i>	

## ATTACHMENT B-2

### LOCATION MAP SHOWING PROJECT



# Morrison Road Location Map

**3-N CONSIDERATION AND APPROVAL OF AN AMENDED INTERLOCAL AGREEMENT BETWEEN CAMERON COUNTY AND THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY TO ADD SH 4 FROM FM 511 TO BOCA CHICA BEACH AS A TRANSPORTATION REINVESTMENT ZONE PROJECT.**

CONTRACT NO. 2025C03089

THE STATE OF TEXAS §  
                                          §  
COUNTY OF CAMERON §

**SECOND AMENDMENT TO THE CAMERON COUNTY, TEXAS AND  
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
INTERLOCAL AGREEMENT TO PARTICIPATE IN  
TRANSPORTATION REINVESTMENT ZONE NO. SIX, COUNTY OF CAMERON**

**WHEREAS**, the Cameron County Regional Mobility Authority (the “CCRMA”) and the County of Cameron, Texas (the “County”) entered into that certain Interlocal Agreement identified as Contract No. 2015C12355 (the “Agreement”) effective as of December 29, 2015; and,

**WHEREAS**, subsequent to entering into the Agreement, the CCRMA and the County entered into project-specific interlocal agreements for additional projects (collectively, the “Additional Projects”) located within the Transportation Reinvestment Zone Number Six, County of Cameron (the “Zone”); and,

**WHEREAS**, the CCRMA and the County entered into that certain First Amendment identified as Contract No. 2020C10371 (the “First Amendment”) effective as of October 27, 2020; and,

**WHEREAS**, the Cameron County Projects List, which is attached as Attachment “B” to the Adoption Order attached as Exhibit “A” to the Agreement, was amended in its entirety and substituted with and replaced by the Cameron County Projects List adopted by the First Amendment; and,

**WHEREAS**, the CCRMA and the County wish to further amend the Cameron County Projects List to add the following project: SH 4 – FM 511 to Boca Chica Beach as one of the Additional Projects;

**WHEREAS**, the Commissioners Court of the County finds that adding the adding the foregoing project as one of the Additional Projects furthers the purposes described by TEX. TRANSP. CODE § 222.105, and finds that promotion of the Additional Projects will cultivate the further improvement, development, or redevelopment of the Zone; and,

**WHEREAS**, in accordance with Article IX of the Agreement, the CCRMA and the County wish to amend the Agreement to specifically include the Additional Projects as well as provide for the automatic inclusion of subsequent transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County;

**NOW, THEREFORE**, the CCRMA and the County agree that the Agreement shall be amended, as follows:

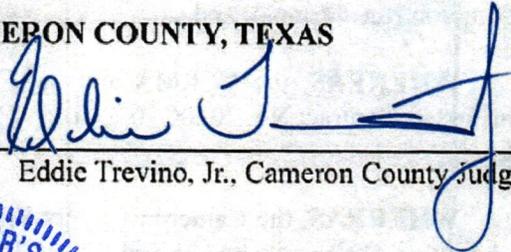
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**Second Amendment to the Cameron County, Texas and Cameron County Regional  
Mobility Authority Interlocal Agreement to Participate in Transportation  
Reinvestment Zone No. Six, County of Cameron**

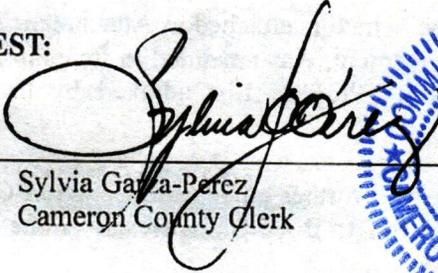
1. All findings made in this Second Amendment, the First Amendment, and the Agreement are hereby incorporated by reference as if fully set forth herein. In addition, all defined terms in the Agreement and in the First Amendment shall have the same meaning in this Second Amendment, unless otherwise amended herein.
2. The Cameron County Projects List, as amended by the First Amendment and attached as Attachment "B" to the Adoption Order, shall be substituted with and replaced in its entirety by the Attachment "B" attached hereto and incorporated by reference in order to add the following project: SH 4 – FM 511 to Boca Chica Beach.
3. Subject to the provisions of this Second Amendment, all other terms and conditions of the Agreement, as amended by the First Amendment, shall otherwise continue in full force and effect.

EXECUTED and effective as of the 25th day of March 2025, by the County and the CCRMA.

CAMERON COUNTY, TEXAS

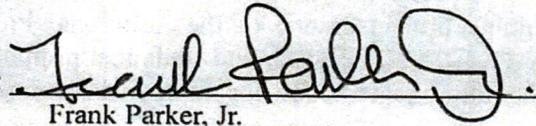
By:   
Eddie Trevino, Jr., Cameron County Judge

ATTEST:

By:   
Sylvia Garcia-Perez  
Cameron County Clerk



CAMERON COUNTY REGIONAL  
MOBILITY AUTHORITY

By:   
Frank Parker, Jr.  
Chairman of the Board

ATTEST:

By:   
Arturo A. Nelson  
Secretary

**Second Amendment to the Cameron County, Texas and Cameron County Regional  
Mobility Authority Interlocal Agreement to Participate in Transportation  
Reinvestment Zone No. Six, County of Cameron**

**ATTACHMENT “B”**

**Cameron County Projects List**

Project Area	Project
BROWNSVILLE	Flor de Mayo International Bridge
BROWNSVILLE	US 281 Connector – I69E to US 281
BROWNSVILLE	SH 32/East Loop
BROWNSVILLE	SH 550 DC to Brownsville
BROWNSVILLE	West Blvd./West Rail Trail – I69E to B&M Bridge
BROWNSVILLE	SH 550 – I69 to SH 48, Including Gap 1 and Gap 2
BROWNSVILLE	Gateway Intl, Pedestrian Bridge, and Support Structures
BROWNSVILLE	Realignment of International Blvd., Improvements on 6 <sup>th</sup> , 7 <sup>th</sup> , 10 <sup>th</sup> , 11 <sup>th</sup> , and 12 <sup>th</sup> Streets
BROWNSVILLE	FM 511 – SH 4 to SH 48
BROWNSVILLE	Old Port Isabel Road – SH 550 to SH 100
BROWNSVILLE	FM 1732 – I69E to US 281
BROWNSVILLE	Dockberry Road
BROWNSVILLE	B&M Bridge and Access Roads
BROWNSVILLE	FM 1421 – I69E to US 281
BROWNSVILLE	Overpass at I69E and Veterans Bridge
BROWNSVILLE	New Boulevard from Sam Perl Blvd. to Palm Blvd.
BROWNSVILLE	South Port Connector – SH 4 to Ostos Road
BROWNSVILLE	Gateway Bridge to B&M Bridge – Roads, Hike and Bike Trails and Parking Garages
BROWNSVILLE	Dana Road – FM 802 to FM 3248
BROWNSVILLE	Interstate 69E and Highway 100 Area
BROWNSVILLE	SH 4 – FM 511 to Boca Chica Beach
HARLINGEN	FM 509 – US 281 to FM 106
HARLINGEN	FM 507 – Loop 499 to FM 508
HARLINGEN	Grimes Road – Loop 499 to FM 508
HARLINGEN	FM 1479 – I69E to US 281
HARLINGEN	Overpass at 281 and FM 509
HARLINGEN	FM 1925 – I69E to FM 491 (I 69 Connector)
HARLINGEN	Outer Parkway
HARLINGEN	FM 509 Extension – FM 508 to FM 1599
HARLINGEN	Rail/Realignment on Commerce Street
LAGUNA VISTA	Buena Vista Road – Highway 100 to FM 510 or Centerline Road
LA FERIA	FM 506 – Interstate 2 to SH 107
LA FERIA	FM 506 – Interstate 2 to US 281
LOS FRESNOS	Cameron County Airport Improvements, Including Access Roads
LOS FRESNOS	Old Alice Road – SH 100 to Sports Park Blvd.
LOS FRESNOS	FM 1847 – FM 510 to Arroyo City
LOS FRESNOS	Whipple Road – FM 1575 to FM 1847
LOS FRESNOS	Sidewalks along FM 1847 – SH 550 to Henderson Road

OLMITO	UPRR Rail Line between Olmito Switchyard and Harlingen
PORT ISABEL	Port Isabel/SBND Road
PORT ISABEL	HWY 48 I69E – SH 100
PRIMERA	Sidewalk along Alonzo Road to West US 77/ I69E Frontage Road
SAN BENITO	US 281 – FM 1577 to County Line
SAN BENITO	FM 1577 – I69E to US 281
SAN BENITO	FM 510 – FM 509 to Buena Vista Road
SAN BENITO	SH 345 – I69E to US 281
SAN BENITO	San Jose Ranch Road – SH 345 to FM 509
SAN BENITO	SH 107 – County Line to I69E
SOUTH PADRE	SPI 2 <sup>nd</sup> Access
SOUTH PADRE	SH 100 Improvements at SPI
SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

**3-O CONSIDERATION AND APPROVAL OF AN AMENDED INTERLOCAL AGREEMENT BETWEEN THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY AND CAMERON COUNTY REGARDING THE FLOR DE MAYO PROJECT.**

STATE OF TEXAS            )  
                                          )  
CAMERON COUNTY            )

**AMENDED AND RESTATED INTERLOCAL COOPERATION AGREEMENT**

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

**WHEREAS**, the CCRMA is a regional mobility authority created pursuant to the request of COUNTY and operating pursuant to Chapter 370 of the Texas Transportation Code (the "RMA Act") and 43 TEX. ADMIN. CODE §§ 26.1 *et seq.* (the "RMA Rules"); and

**WHEREAS**, the CCRMA, and the COUNTY, are each units of "local government" as defined in TEX. GOV'T CODE § 791.003(4); and

**WHEREAS**, Chapter 791 of the Texas Government Code provides that local governments may contract with each other for the performance of governmental functions and services, administrative functions as well as the purchase of goods and services in which the contracting parties are mutually interested; and

**WHEREAS**, the CCRMA and the COUNTY hereby find that this Interlocal Cooperation Agreement will increase the efficiency and effectiveness of the CCRMA and the COUNTY, as contemplated by TEX. GOV'T CODE § 791.001; and

**WHEREAS**, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

**WHEREAS**, the COUNTY and the CCRMA hereby find that the services pursuant to this Interlocal Agreement are reasonably required and that this Interlocal Agreement includes an agreement between the CCRMA and the COUNTY pursuant to TEX. GOV'T CODE § 791.025 to the extent applicable; and

**WHEREAS**, on May 14, 2019, the CCRMA and COUNTY entered into an Interlocal Agreement regarding the Flor de Mayo International Bridge Project; and

**WHEREAS**, on November 5, 2024 the CCRMA and COUNTY amended the Interlocal Agreement regarding the Flor de Mayo International Bridge Project to identify the funding source for the project as ARPA funds and there is now a need for a second amendment to the Interlocal Agreement to include the technical and feasibility studies and the conceptual layout for the "Flor de Mayo" International Bridge located between the cities of Matamoros, Tamaulipas, Mexico and Brownsville, Texas, United States of America.

**NOW, THEREFORE**, the COUNTY and the CCRMA agree to the following terms:

1. **PURPOSE OF INTERLOCAL COOPERATIVE AGREEMENT:** To advance the future Flor de Mayo International Bridge, hereinafter referred to as the "Project", through the Development Phase leading to the Construction Phase.
2. **PROJECT TO BE COMPLETED:** To coordinate the development of the future Flor de Mayo International Bridge through the different development phases leading to the construction phase. This includes Feasibility studies, Diplomatic Notes between the U.S. and Mexico, Schematic

Layouts, Environmental Assessment, State of Texas Bridge Permit process, Presidential Permit process, development of Engineering Plans, coordination with International Boundary and Water Commission (IBWC), General Services Administration (GSA), Customs and Border Protection (CBP), U.S. Coast Guard (USCGS), U.S. Fish & Wildlife Service (USFWS), Federal Highway Administration (FHWA), Texas Parks & Wildlife (TPWD) and the Texas Department of Transportation (TxDOT) and any other state and federal agencies needed. Coordination with Mexican agencies will be included as well, including Secretaria de Relaciones Exteriores (SRE) and Secretaria de Comunicaciones Y Transportes (SCT), the State of Tamaulipas and the City of Matamoros.

3. CCRMA HEREBY AGREES TO:

- a. To jointly serve as Project Sponsor with Cameron County;
- b. To coordinate with the United States and Mexico for the exchange of U.S. Department of State and Mexico Diplomatic notes;
- c. To coordinate with the TxDOT and FHWA and the Metropolitan Planning Organization on any funding opportunities;
- d. To provide the County quarterly progress reports of activities;
- e. To develop project cost estimates and a schedule for the Project and provide updates of each quarterly;
- f. To provide for early consultations with the environmental agencies, state and federal and prepare the environmental document;
- g. To coordinate with the U.S. Department of State, GSA, CBP, IBWC, USFWS, USCGS, TPWD, TxDOT, FHWA, SRE and SCT throughout the development phase;
- h. To develop the State of Texas Bridge Permit Application;
- i. To develop the Presidential Permit Application through the U.S. Department of State.
- j. To develop technical studies and a conceptual layout.
- k. Sub-recipient shall prepare and submit a quarterly activity and expenditure report to Cameron County.

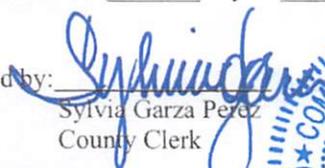
4. COUNTY HEREBY AGREES TO:

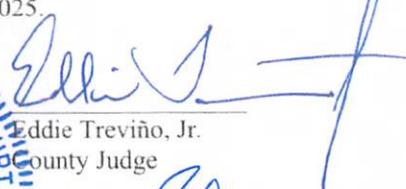
- a. To support the CCRMA in its efforts to secure a Presidential Permit from the U.S. Department of State and a State Bridge Permit from TxDOT; and
  - b. Cameron County will grant \$1,000,000.00 (County has already funded this amount) in ARPA funds to sub-recipient to be used for the NEPA process of the project that will be performed by and through the CCRMA according to the approved Project Application.
  - c. To provide funding in the amount of \$626,040.96 to be used for the technical and feasibility studies, conceptual layout of the project that will be performed by and through the CCRMA included as "Exhibit A."
  - d. Cameron County reserves the right to perform periodic on-site monitoring of Sub-recipient's compliance with the terms and conditions of this Agreement and the adequacy and timeliness of Sub-recipient's performances. After each monitoring visit, Cameron County shall provide Sub-recipient with written report of the monitor's findings.
5. It is specifically understood and agreed that in the event insufficient funds are appropriated and/or budgeted concerning the obligations under this Interlocal Cooperation Agreement on behalf of either of the Parties, then the Party with the insufficient funds shall notify the other Parties and this Interlocal Cooperation Agreement shall thereafter terminate and be null and void on the last day of the fiscal period for which appropriations were made without penalty, liability, or expense to the Party.

6. Any payment or grant made by COUNTY will be made from bond proceeds or current revenues or ARPA funds as determined by COUNTY. The funds for the above-mentioned work will be provided by the COUNTY. The CCRMA and COUNTY hereby find that the foregoing goods and services are reasonably required for the Flor de Mayo Project.
7. This Interlocal Cooperation Agreement constitutes a one-time Agreement between the Parties and does not constitute a continuing Agreement for the COUNTY and, CCRMA. This Interlocal Cooperation Agreement expires upon the first to occur of when the Projects are completed, or a 30-day termination notice is given by either COUNTY or CCRMA.
8. 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.
9. This Interlocal Cooperation Agreement shall have no legal force or effect until such time as it is properly Adopted and Approved by the CAMERON COUNTY COMMISSIONERS COURT and the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS.

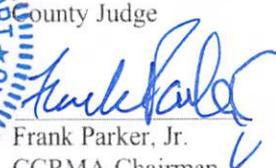
Executed on this 8th day of April, 2025.

Attested by:

  
Sylvia Garza Perez  
County Clerk

  
Eddie Treviño, Jr.  
County Judge

  
Arturo A. Nelson  
Secretary

  
Frank Parker, Jr.  
CCRMA Chairman



**EXHIBIT A**  
**Services To Be Provided By The GEC/Engineer**

***Flor de Mayo Mexican Feasibility Study***

**GENERAL**

The work to be performed by the GEC under this contract consists of providing services for the technical studies and the conceptual project for the “Flor de Mayo” International Bridge located between the cities of Matamoros, Tamaulipas, Mexico and Brownsville, Texas.

The GEC shall direct and coordinate the various elements and activities associated with this work authorization, including day-to-day project management, management and coordination with sub-consultant and administration, progress reports and billing statements.

**Project Management**

Throughout the course of the project, the GEC will be available to attend up to 12 monthly progress meetings with CCRMA project manager. GEC will also organize and lead biweekly virtual project coordination meetings (up to 24 in total).

The GEC will perform project administrative and coordination duties, including contract administration, project management, meeting summaries and telephone conversations and other related administrative tasks (e.g., direct costs) associated with the project, including:

- Subcontracting – Prepare, coordinate, execute and administer work authorizations with sub-consultants.
- Progress Reports and Invoices – Prepare monthly invoices and progress reports for the work tasks, together with evidence of work accomplished during the time period since the previous report. The monthly progress reports will include: Activities completed, initiated or ongoing during the reporting period; Activities planned for the coming period; Problems encountered and actions to remedy them; Overall status, including a tabulation of percentage complete by task.
- Record Keeping and File Management – Maintain all records and files related to the project throughout the duration of the services.
- Correspondence - Prepare written materials, letters, survey forms etc. used to solicit information or collect data for the project and submit them to the Authority for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the Authority on a continuing, at least monthly, basis.
- Schedule – Prepare a detailed, graphic schedule linking Work Authorization tasks, subtasks, critical dates, milestones, deliverables and Authority review requirements. Progress will be reviewed periodically for conformance to the Work Schedule; should these reviews indicate a substantial change in progress, the schedule will then be revised accordingly.

**Deliverables:**

Monthly progress report that delineates activities performed per function code and monthly

invoice/billings with list of products delivered per invoice billing cycle.

### **Traffic and Revenue Study**

- A. The GEC shall develop a simplified road network at the binational level in a Geographic Information System (GIS). The road network will take into account current conditions and will contain number of lanes, travel times, international crossing characteristics, tolls per type of vehicle, and transit route coverage for pedestrians' cross border movements.
- B. The GEC will conduct data collection with the sample having statistical significance. Data collected will also be supplemented with Big Data of GPS from private vehicles and/or Apps.
- C. The GEC will create a demand development including zoning, sample expansion, desire lines, and stated preferences and value time (time, cost, level of income).
- D. The GEC shall conduct model calibration for Annual Average Daily Traffic (AADT), reproducing the current traffic and travel time conditions in the influence network for each type of vehicle, including route verification.
- E. The GEC will estimate traffic of the port of entry (POE) considering tolls and possible modifications (if applicable). The model will also be used to simulate vocation changes of the border crossings in the region (specialization of the bridges).
- F. The GEC shall carry out time-series econometric models where AADT per type of vehicle will be correlated with main socioeconomic variables. Time-series econometric models will be carried out where AADT per type of vehicle will be correlated with main socioeconomic variables, such as: Gross Domestic Product (GDP), Population, Employment or any other relevant variable. Several tests will be carried out with linear and autoregressive models, integrating logarithmic transformations and dummy variables to guarantee the quality of the model. Models will be validated according to:
  - a. Compliance with econometric assumptions.
  - b. Coherence of Logical economic relations
  - c. Coherence of forecast with historical trend
- G. The GEC shall utilize the model to estimate gain/loss of the project's traffic due to new highway openings in the region. Frequency will be agreed upon with the Authority.
- H. The GEC will calculate project benefits for a 30-year planning horizon. Benefits can include time and cost savings, queues reduction, minimization of delays, etc.

### **Alternative Analysis**

- A. The GEC will focus on providing alternatives by analyzing the alignments that connect them. Alignments must be provided by the Authority.
- B. The GEC shall exclusively utilize official data sources while considering consistency. The analysis will be carried out considering the elements described below:
  - a. Consistence with the Urban Development Plans on both sides of the border, where will be identified.
  - b. Urban areas (Existing and reserve areas).
  - c. Conservation and ecological protection areas.
  - d. Archaeological or social protected zones (If applicable)
  - e. Environmental assessment. Ecological protection areas in the Urban Development Plan will be identified.

- f. Engineering feasibility.
  - i. PoE connectivity with the existing network.
  - ii. Right of Way acquisition.
  - iii. Construction and operation cost.
- C. The GEC will carry out this process simultaneously with the other side of the border to standardize evaluation criteria.

### **Cost Benefit Analysis**

- A. The GEC shall elaborate on the Cost Benefit Analysis (CBA) of the project using internal (T&R, Alternative analysis) and external inputs (CAPEX). OPEX will be estimated according to project characteristics.
- B. The CBA will comply with the "Guidelines for the preparation and presentation of cost and benefit analysis of investment programs and projects" published by SHCP. The structure of the CBA will include all the elements of study mentioned in the Guidelines.
  - a. Chapter 1. Executive resume.
  - b. Chapter 2. Current situation.
  - c. Chapter 3. Situation without the Investment Project.
  - d. Chapter 4. Situation with the Investment Project.
  - e. Chapter 5. Evaluation of the Investment Project.
  - f. Chapter 6. Conclusions and recommendations.
  - g. Chapter 7. Annexes.
  - h. Chapter 8. Bibliography.
- C. The results will be presented to federal agencies members of Base Group (SICT, SRE, SAT, etc.) to identify if project is feasible according to Mexico standards. Any of these dependencies can be the official sponsor of the project.

### **Preliminary Engineering Report for International Bridge**

- A. Preliminary construction cost estimate

### **Mexico Coordination**

- A. Binational coordination for the implementation of the project. To do this, the following actions will be carried out:
  - a. Identification of the participants on the Mexican side, from the three levels of government, who would intervene in the implementation of the project. Preparation of the directory of each of the responsible areas.
  - b. Identify the promoters of the project on the Mexican side.
  - c. Determine the technical company, on the Mexican side, that will prepare the conceptual project, the cost-benefit analysis and obtain the registration number from the Investment Unit.
  - d. Follow-up of the agreements between the dependencies, to carry out the instrumentation.
- B. Achieve agreements between the different participants, in the different stages of the project.
- C. Negotiate with the authorities on the Mexican side, the corresponding memorandums to carry out the implementation process, beginning with the Crossing Point Memorandum of Understanding.

- D. Manage, through the Ministry of Foreign Affairs (SRE), where the progress of the project is described.
- E. Present the progress of the project on both sides of the border at the International Crossings and Bridges meetings.

### **US Coordination**

Government Relations Representation Services to support the Presidential Permit once the application is approved.

- A. US-based, federal (US bureaucracy and congressmen): Bipartisan efforts coordinated by Consultant with Client's external advisors.
- B. US-based, federal (Whitehouse): Coordinate with White House officials regarding the project.
- C. US-based, federal (State Department): Coordinate with High level decision-makers and staffers regarding the project.

### **DELIVERABLES**

- A. Cost Benefit Analysis report
- B. Set of folders of the studies of the Mexican version.
- C. Electronic files of the studies.
- D. Preliminary construction cost estimate.

### ***Master Plan***

#### **GENERAL**

The work to be performed by the GEC under this contract consists of providing services to develop a comprehensive approach to coordinate the planning, inventory and delivery of current and future infrastructure projects in the region of the Flor de Mayo Bridge in Brownsville and Matamoros.

#### **Mexico Side Plan**

GEC presents the following approach to updating the **Binational Infrastructure Strategic Implementation Plan for the Cameron County - Matamoros Municipality**, based on the following:

- Update and redesign the instrument for the identification and evaluation of the projects that must be implemented to promote the integral development of the area of Cameron County, Texas and Matamoros, Tamaulipas, by the year 2050.
- Updating of the characteristics of the Brownsville-Matamoros area in the following areas: geography, demography, and economic activities.
- Evaluation of the projects that have already been implemented, those that are under construction and those that are in the planning stage.
- Update of the implementation process of binational infrastructure projects, based on the methodology developed by the North American Development Bank (NadBank), in order to establish the critical path for the implementation of the projects to be developed.
- Formulation of the vision of the Brownsville-Matamoros area to the year 2050.

- The binational coordination of the project
- Promote the projects and establish implementation stages.

The following will be the outline of the plan document

### **General Objective**

Create a comprehensive development plan for the region that integrates Cameron County, Texas and the Municipality of Matamoros, Tamaulipas, based on the binational infrastructure.

### **Approach**

Strategic forward planning

### **Making Binational Region**

- Borders North America
- Border Region
- Border area of study: Cameron County, Texas – Matamoros Municipality, Tamaulipas
  - Geography
  - Demographics
  - Centers and economic activities

### **Bridges and International Crossings**

- Border
- Flows in the 4 border regions
- Mexico-United States trade by area
- Binational Connectivity
- Texas-Tamaulipas International Bridges and Crossings
- Scales

### **Projects**

- Project location map
- By Phase
- Strategic Instrumentation Steps
- Comprehensive Network of Projects
  - Flor de Mayo Bridge
  - B&M Bridge. Second stage: Conversion from railway to vehicle
  - Gateway Pedestrian Bridge.
  - Binational Dam. Analysis of the water problem in the area
  - Binational Tourist Park.
  - Port of Brownsville and Space-X
  - Quarantine corrals at Los Indios-Lucio Blanco Bridge
  - Hydrocarbon crossing at Los Indios-Lucio Blanco Bridge
- Project Constellations
- In strategic instrumentation
- Envisioned
- Ideas

- Other projects
- Status and Costs

**Covers by project**

- Calendar
- Symbology
- Relationship Matrix
- Project Relations System
- Ranges of influence

**Deliverables:**

- Draft Master Plan
- Final Master Plan with Executive Summary



**3-P CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK AUTHORIZATION NO. 3 TO WORK AUTHORIZATION 34 WITH RRP CONSULTING ENGINEERS, L.L.C., ENGINEERING FOR THE FLOR DE MAYO PROJECT.**

## SUPPLEMENTAL WORK AUTHORIZATION NO. 3 TO WORK AUTHORIZATION NO. 34

This Supplemental Work Authorization is made as of this 28th day of March, 2025, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of May 10, 2018 (the "Agreement"), between the Cameron County Regional Mobility Authority (the "Authority") and another engineering company that divested a portion of its assets to R.R.P. Consulting Engineers, L.L.C., General Engineering Consultant (GEC), Assignee.

This Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: ***Professional services for Flor de Mayo Mexican Feasibility Study.***

### **Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

GEC shall perform the Services as listed in Exhibit B-3 and as requested by the Authority.

### **Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule as shown on Exhibit C-3.

### **Section C. - Compensation**

Paragraph C.1 is hereby amended to increase the overall maximum amount from \$1,053,195.20 to \$1,678,134.56, an increase of \$624,939.36 based on the attached fee estimate shown on Exhibit D-3. Compensation shall be in accordance with the Agreement.

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

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization. – **None.**

### **Section D. - Authority's Responsibilities**

The Authority shall perform and/or provide the services as stated in Exhibit A-3 in a timely manner so as not to delay the Services of the GEC.

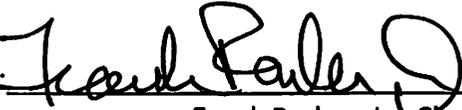
### **Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization. – **None.**

-SIGNATURES ON NEXT PAGE-

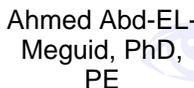
Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

By:  \_\_\_\_\_  
Frank Parker, Jr., Chairman

Date: March 28, 2025

**R.R.P. CONSULTING ENGINEERS, L.L.C.**

By:  \_\_\_\_\_  
Ahmed Abd-EL-Meguid, PhD, PE  
Digitally signed by Ahmed Abd-EL-Meguid, PhD, PE;  
DN: cn=Ahmed Abd-EL-Meguid, PhD, PE,  
c=US, o=RRP Consulting Engineers, LLC,  
email=ameguid@rrpengineers.com  
Date: 2025.03.28 16:55:48 -0500

Ahmed Abd-EL-Meguid, Vice President

Date: 03/25/2025

**LIST OF EXHIBITS**

- Exhibit A-3 - Authority's Responsibilities
- Exhibit B-3 - Services to be Provided by Engineer
- Exhibit C-3 - Work Schedule
- Exhibit D-3 - Cost Proposal

## **EXHIBIT A-3**

### **Authority's Responsibilities**

The following provides an outline of the services to be provided by the Authority in the development of the Project for this work authorization.

#### *GENERAL*

The Authority will provide to the GEC the following:

- (1) Provide GEC with a Notice to Proceed.
- (2) Payment for work performed by the GEC and accepted by Authority in accordance with this Agreement.
- (3) Assistance to the GEC as necessary, to obtain the required data and information from other local, regional, State and Federal agencies that the GEC cannot easily obtain.
- (4) Provide timely review and decisions in response to the GEC's request for information and/or required submittals and deliverables, in order for the GEC to maintain an agreed-upon work schedule referred to in Exhibit C.
- (5) The Authority shall collect and provide hard copy and digital copy of previously completed work, cost estimates, design files for exhibits, record drawings, public involvement, traffic data for roadway, property ownership digital mapping, survey ground control and public utility information as required to complete the task.
- (6) Provide advertising and postage cost for all Public meetings and Hearings as applicable.

## **EXHIBIT B-3**

### **Services To Be Provided By The GEC/Engineer**

#### ***Flor de Mayo Mexican Feasibility Study***

##### ***GENERAL***

The work to be performed by the GEC under this contract consists of providing services for the technical studies and the conceptual project for the “Flor de Mayo” International Bridge located between the cities of Matamoros, Tamaulipas, Mexico and Brownsville, Texas.

The GEC shall direct and coordinate the various elements and activities associated with this work authorization, including day-to-day project management, management and coordination with sub-consultant and administration, progress reports and billing statements.

##### **Project Management**

Throughout the course of the project, the GEC will be available to attend up to 6 monthly progress meetings with CCRMA project manager. GEC will also organize and lead biweekly virtual project coordination meetings (up to 12 in total).

The GEC will perform project administrative and coordination duties, including contract administration, project management, meeting summaries and telephone conversations and other related administrative tasks (e.g., direct costs) associated with the project, including:

- Subcontracting – Prepare, coordinate, execute and administer work authorizations with sub-consultants.
- Progress Reports and Invoices – Prepare monthly invoices and progress reports for the work tasks, together with evidence of work accomplished during the time period since the previous report. The monthly progress reports will include: Activities completed, initiated or ongoing during the reporting period; Activities planned for the coming period; Problems encountered and actions to remedy them; Overall status, including a tabulation of percentage complete by task.
- Record Keeping and File Management – Maintain all records and files related to the project throughout the duration of the services.
- Correspondence - Prepare written materials, letters, survey forms etc. used to solicit information or collect data for the project and submit them to the Authority for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the Authority on a continuing, at least monthly, basis.
- Schedule – Prepare a detailed, graphic schedule linking Work Authorization tasks, subtasks, critical dates, milestones, deliverables and Authority review requirements. Progress will be reviewed periodically for conformance to the Work Schedule; should these reviews indicate a substantial change in progress, the schedule will then be revised accordingly.

##### **Deliverables:**

Monthly progress report that delineates activities performed per function code and monthly

invoice/billings with list of products delivered per invoice billing cycle.

### **Traffic and Revenue Study**

- A. The GEC shall develop a simplified road network at the binational level in a Geographic Information System (GIS). The road network will take into account current conditions and will contain number of lanes, travel times, international crossing characteristics, tolls per type of vehicle, and transit route coverage for pedestrians' cross border movements.
- B. The GEC will conduct data collection with the sample having statistical significance. Data collected will also be supplemented with Big Data of GPS from private vehicles and/or Apps.
- C. The GEC will create a demand development including zoning, sample expansion, desire lines, and stated preferences and value time (time, cost, level of income).
- D. The GEC shall conduct model calibration for Annual Average Daily Traffic (AADT), reproducing the current traffic and travel time conditions in the influence network for each type of vehicle, including route verification.
- E. The GEC will estimate traffic of the port of entry (POE) considering tolls and possible modifications (if applicable). The model will also be used to simulate vocation changes of the border crossings in the region (specialization of the bridges).
- F. The GEC shall carry out time-series econometric models where AADT per type of vehicle will be correlated with main socioeconomic variables. Time-series econometric models will be carried out where AADT per type of vehicle will be correlated with main socioeconomic variables, such as: Gross Domestic Product (GDP), Population, Employment or any other relevant variable. Several tests will be carried out with linear and autoregressive models, integrating logarithmic transformations and dummy variables to guarantee the quality of the model. Models will be validated according to:
  - a. Compliance with econometric assumptions.
  - b. Coherence of Logical economic relations
  - c. Coherence of forecast with historical trend
- G. The GEC shall utilize the model to estimate gain/loss of the project's traffic due to new highway openings in the region. Frequency will be agreed upon with the Authority.
- H. The GEC will calculate project benefits for a 30-year planning horizon. Benefits can include time and cost savings, queues reduction, minimization of delays, etc.

### **Alternative Analysis**

- A. The GEC will focus on providing alternatives by analyzing the alignments that connect them. Alignments must be provided by the Authority.
- B. The GEC shall exclusively utilize official data sources while considering consistency. The analysis will be carried out considering the elements described below:
  - a. Consistence with the Urban Development Plans on both sides of the border, where it will be identified.
  - b. Urban areas (Existing and reserve areas).
  - c. Conservation and ecological protection areas.
  - d. Archaeological or social protected zones (If applicable)
  - e. Environmental assessment. Ecological protection areas in the Urban Development Plan will be identified.

- f. Engineering feasibility.
  - i. PoE connectivity with the existing network.
  - ii. Right of Way acquisition.
  - iii. Construction and operation cost.
- C. The GEC will carry out this process simultaneously with the other side of the border to standardize evaluation criteria.

### **Cost Benefit Analysis**

- A. The GEC shall elaborate on the Cost Benefit Analysis (CBA) of the project using internal (T&R, Alternative analysis) and external inputs (CAPEX). OPEX will be estimated according to project characteristics.
- B. The CBA will comply with the "Guidelines for the preparation and presentation of cost and benefit analysis of investment programs and projects" published by SHCP. The structure of the CBA will include all the elements of study mentioned in the Guidelines.
  - a. Chapter 1. Executive resume.
  - b. Chapter 2. Current situation.
  - c. Chapter 3. Situation without the Investment Project.
  - d. Chapter 4. Situation with the Investment Project.
  - e. Chapter 5. Evaluation of the Investment Project.
  - f. Chapter 6. Conclusions and recommendations.
  - g. Chapter 7. Annexes.
  - h. Chapter 8. Bibliography.
- C. The results will be presented to federal agencies members of Base Group (SICT, SRE, SAT, etc.) to identify if project is feasible according to Mexico standards. Any of these dependencies can be the official sponsor of the project.

### **Preliminary Engineering Report for International Bridge**

- A. Preliminary construction cost estimate

### **Mexico Coordination**

- A. Binational coordination for the implementation of the project. To do this, the following actions will be carried out:
  - a. Identification of the participants on the Mexican side, from the three levels of government, who would intervene in the implementation of the project. Preparation of the directory of each of the responsible areas.
  - b. Identify the promoters of the project on the Mexican side.
  - c. Determine the technical company, on the Mexican side, that will prepare the conceptual project, the cost-benefit analysis and obtain the registration number from the Investment Unit.
  - d. Follow-up of the agreements between the dependencies, to carry out the instrumentation.
- B. Achieve agreements between the different participants, in the different stages of the project.
- C. Negotiate with the authorities on the Mexican side, the corresponding memorandums to carry out the implementation process, beginning with the Crossing Point Memorandum of Understanding.

- D. Manage, through the Ministry of Foreign Affairs (SRE), where the progress of the project is described.
- E. Present the progress of the project on both sides of the border at the International Crossings and Bridges meetings.

### **US Coordination**

Government Relations Representation Services to support the Presidential Permit once the application is approved.

- A. US-based, federal (US bureaucracy and congressmen): Bipartisan efforts coordinated by Consultant with Client's external advisors.
- B. US-based, federal (Whitehouse): Coordinate with White House officials regarding the project.
- C. US-based, federal (State Department): Coordinate with High level decision-makers and staffers regarding the project.

### **DELIVERABLES**

- A. Cost Benefit Analysis report
- B. Set of folders of the studies of the Mexican version.
- C. Electronic files of the studies.
- D. Preliminary construction cost estimate.

## **EXHIBIT C-3 Work Schedule**

The GEC will diligently pursue the completion of the Project as defined by the milestones and deliverable due dates.

The GEC will inform the Authority (in reasonable advance of the delay) should the GEC encounter delays that would prevent the performance of all work in accordance with the established schedule(s) of work.

Notice To Proceed (NTP) – **Upon Execution**

Submittal of Feasibility Study – 6 months from NTP

Work Order Complete – 8 months from NTP

PROJECT: Flor de Mayo Mexican Feasibility Study  
 CLIENT: CCRMA  
 CONTRACT: GEC  
 CSJ:  
 COUNTY: Cameron  
 RRP JOB NO.: U2716 SWA3 to WA34

EXHIBIT D-3 -- FEE ESTIMATE

FUNCTION CODE	DESCRIPTION	FIRM	SERVICE	MAN-HOURS													ESTIMATED FEE	TOTALS
				Technical Advisor	Project Manager	Env Planner III	Env Scientist IV	Env Scientist III	Env Scientist III	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Senior CADD	Engineer in Training I	Admin/Clerical	TOTAL HOURS		
<b>PRELIMINARY ENGINEERING</b>																		
110	<b>Flor de Mayo Mexican Feasibility Study</b>																	
	Traffic and Revenue study	TransConsult	SPECIAL														\$243,375.00	
	Alternative Analysis	TransConsult	SPECIAL														\$19,446.00	
	Cost Benefit Analysis	TransConsult	SPECIAL														\$84,690.00	
	Construction Estimates for the Mexican Portion of the International Bridge and Port of Entry	CAXCAN	SPECIAL														\$30,000.00	
	Mexican Agency Coordination	CPI	SPECIAL														\$18,000.00	
	US Agency Coordination	Valiant	SPECIAL														\$60,000.00	
	Quality Assurance / Quality Control	RRP	BASIC	80	36											116	\$34,178.16	
	Subs Management for Mexico Coordination	RRP	BASIC	72	72											144	\$41,494.32	
	<b>Sub Total (Flor de Mayo Mexican Feasibility Study)</b>			152	108	0	0	0	0	0	0	0	0	0	0	260	\$531,183.48	
145	<b>PROJECT MANAGEMENT</b>																	
	Project Manager (Proj Coord) (3 HRS/WK)	RRP	BASIC		78											78	\$21,142.68	
	Subcontracting	RRP	BASIC		8									12		20	\$3,047.60	
	Progress Reports and Invoicing	RRP	BASIC		40									40		80	\$13,772.80	
	Progress Meetings Monthly	RRP	BASIC		40					24	16					80	\$19,120.80	
	Internal Meetings - Bi Weekly	RRP	BASIC		40					24	16					80	\$19,120.80	
	Project Secretary / Clerical (3 hrs/week)	RRP	BASIC											160		160	\$11,721.60	
	<b>Sub Total ( - PROJECT MANAGEMENT)</b>			0	206	0	0	0	0	48	32	0	0	0	212	498	\$87,926.28	
	<b>Total Hours</b>			152	314	0	0	0	0	48	32	0	0	0	212	758	\$619,109.76	
	<b>LABOR TOTALS</b>																\$619,109.76	
	Total Hours	MULTIPLIER		152	314	0	0	0	0	48	32	0	0	0	212	758		
	CONTRACT RATES: (\$/MAN-HOUR)	2.442		\$ 305.25	\$ 271.06	\$ 92.80	134.31	\$ 92.80	\$ 75.70	\$ 244.00	\$ 151.40	\$ 132.06	\$ 107.45	\$ 83.03	\$ 73.26			
	BASE RATES: (\$/MAN-HOUR)			125.00	111.00	38.00	55.00	38.00	31.00	100.00	62.00	54.08	44.00	34.00	30.00			
160	<b>NON LABOR - Mex Feasibility Study</b>	RRP (nl)	SPECIAL-NL															
	In-Person Project Meetings (Engineering)	RRP (nl)	SPECIAL-NL															
	Travel - Mileage	RRP (nl)	SPECIAL-NL			Mileage Rate = 0.67		Mileage = 120				Trips = 24					\$1,929.60	
	In Person Project & Agency Coordination Meetings	RRP (nl)	SPECIAL-NL															
	Travel - Lodging	RRP (nl)	SPECIAL-NL	Persons = 1	Nights = 1			Cost per Night = \$120.00				Trips = 10					\$1,200.00	
	Travel - Meals	RRP (nl)	SPECIAL-NL	Persons = 1	Days = 2			Cost per Day = \$60.00				Trips = 10					\$1,200.00	
	Travel - Rental Vehicle	RRP (nl)	SPECIAL-NL	Persons = 1	Days = 2			Rent/Gas per Day = \$75.00				Trips = 10					\$1,500.00	
	<b>Sub Total (FC 160 - NON LABOR)</b>																\$5,829.60	
	<b>PROJECT TOTAL</b>																\$624,939.36	

## EXHIBIT D-3 Cost Proposal

The duration of the works considered in this proposal is 6 months.

The fee for our services is shown below.

Study	Fee (USD)
Traffic & Revenue	\$243,375
Alternative analysis	\$19,446
Cost Benefit Analysis	\$84,690
<b>Total</b>	<b>\$347,511</b>

## EXHIBIT D-3 Cost Proposal

Consulting hours are broken down below.

Hourly contract rate (USD)	\$220.00	\$140.00	\$100.00	\$100.00	\$140.00	\$25.00	\$25.00
Study	Director	Transportation manager	Transportation modeler	Economist	Cost Benefit Specialist	Staff	Secretary
Traffic and Revenue	250	500	460	360	0	1,280	175
Alternative Analysis	41	67	0	0	0	0	42
Cost Benefit Analysis	82	69	55	0	356	0	66
<b>Total</b>	<b>373</b>	<b>636</b>	<b>515</b>	<b>360</b>	<b>356</b>	<b>1,280</b>	<b>283</b>



EXHIBIT D-3  
Cost Proposal

Mexico City. March 19, 2025

Daniel Rios, PE

**PROPOSAL OF SERVICES FOR THE TECHNICAL STUDIES AND THE CONCEPTUAL PROJECT FOR THE “FLOR DE MAYO” INTERNATIONAL BRIDGE LOCATED BETWEEN THE CITIES OF MATAMOROS, TAMAULIPAS, MEXICO AND BROWNSVILLE, TEXAS, UNITED STATES OF AMERICA.**

We hereby submit to your consideration the following economic proposal for the following works:

**PRELIMINARY CONSTRUCTION ESTIMATES**

Engineer shall provide a preliminary construction estimate for the Mexico portion of the project

**FEE.**

CONCEPT	AMOUNT
Preliminary draft of the International Bridge (conceptual)	
A) Preliminary Estimate	\$ 30,000.00
TOTAL IN AMERICAN DOLLARS (USD) EXCLUDING VAT	\$30,000.00

**DELIVERABLES.**

Preliminary Construction Estimate for the Mexico portion of the project.

**WORK EXECUTION TIME.**

The time of execution of the works will be 60 days.

**This budget includes the expenses generated from technical and coordination meetings and work meetings that take place outside the CAXCAN S.A. facilities. de C.V. in Mexico City.**

ATTENTIVELY:

\_\_\_\_\_  
Ing. Jesus Javier Montero Casillas  
DIRECTOR OPERATIVO



**EXHIBIT D-3  
Cost Proposal**

**FLOR DE MAYO INTERNATIONAL BRIDGE PROJECT  
WORK PROPOSAL**

**Cost Proposal**

Cruces y Puentes Internacionales, S.A. de C.V. fees are \$18,000.00 USD (Eighteen Thousand Dollars). The payments must be per month for the quantity of \$3,000.00 USD (Three Thousand Dollars) for a period of 6 months.

Arturo de las Fuentes Hernández

**President of Cruces y Puentes Internacionales S.A. de C.V.**

February 7, 2025

**Cruces y Puentes Internacionales S.A. de C.V.**

**3-Q CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK  
AUTHORIZATION NO. 2 TO WORK AUTHORIZATION NO. 41 WITH R.R.P.  
CONSULTING ENGINEERS, L.L.C. FOR THE SOUTH PARALLEL  
CORRIDOR PHASE III PROJECT.**

**SUPPLEMENTAL WORK AUTHORIZATION NO. 2**  
**WORK AUTHORIZATION NO. 41**

This Supplemental Work Authorization 2 is made as of this 28th day of March, 2025, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of May 10, 2018 (the "Agreement"), between the Cameron County Regional Mobility Authority (the "Authority") and another engineering company that divested a portion of its assets to R.R.P. Consulting Engineers, L.L.C., General Engineering Consultant (GEC), Assignee.

This Supplemental Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: *Advance Project Development (APD) and Plans, Specifications and Estimate (PS&E) for a new location roadway consisting of a 2-lanes rural cross section within a 120 ft ROW. This portion of the project is considered Phase III of the South Parallel Corridor project.*

**Section A. – Scope of Services**

A.1 GEC shall perform the following Services:

GEC shall perform the Services as listed in Exhibit B-2 and as requested by the Authority.

**Section B. – Schedule – No Change**

**Section C. – Compensation**

C.1. Paragraph C.1 is hereby amended to increase the overall maximum from \$556,858.03 to \$655,349.13, an increase of \$98,491.10 based on the attached fee estimate shown on Exhibit D-1. Compensation shall be in accordance with the Agreement.

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

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

**Section D. – Authority's Responsibilities – No Change**

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

**Section E. – Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization. – None.

-SIGNATURES ON NEXT PAGE-

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

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

By:  \_\_\_\_\_  
Frank Parker, Jr., Chairman

Date: 03/28/2025

**R.R.P. CONSULTING ENGINEERS, L.L.C.**

By: Ahmed Abd-EL-Meguid, PhD, PE  
PE  \_\_\_\_\_  
Ahmed Abd-El-Meguid, PhD, PE, Vice President

Date: 3/28/2025

**LIST OF EXHIBITS**

Exhibit B-2 - Services to be Provided by Engineer

Exhibit D-2 - Cost Proposal

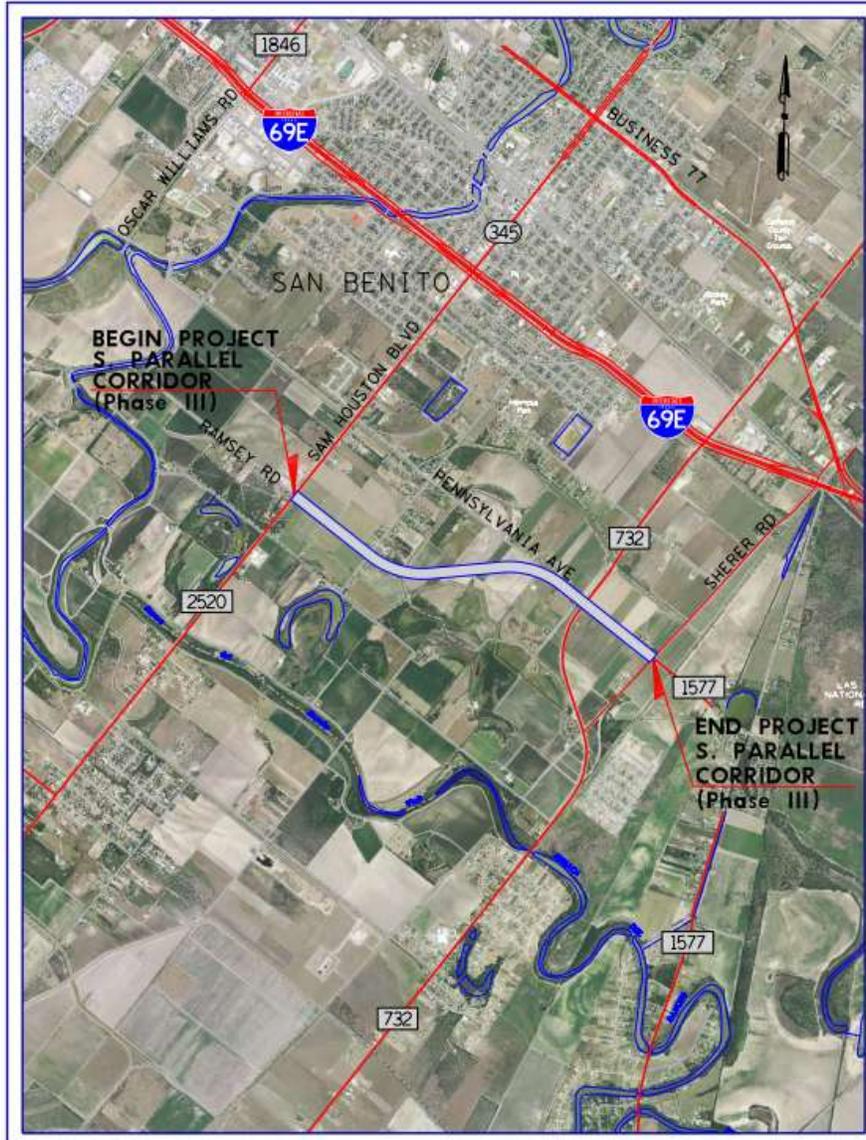
## EXHIBIT B-2 SERVICES TO BE PROVIDED BY THE GEC/Engineer

County: Cameron  
Project: South Parallel Corridor Phase III  
Limits: From: FM 2520 To: FM 1577  
CSJ: 0921-06-257

### Project Overview:

The project consists of Advance Project Development (APD) and Plans, Specifications and Estimate (PS&E) for a new location roadway consisting of a 2-lanes rural cross section within a 120 ft ROW. This portion of the project is considered Phase III of the South Parallel Corridor project. The limits identified above will complete the South Parallel Corridor project.

These limits are illustrated below:



## Right-Of-Way & Utilities

### **Right-of-Way (Utility Easement)**

The Engineer shall prepare two (2) Parcel sketches & Field notes along with two (2) Title Report/Abstract services to provide a dedicated easement to further facilitate the relocation/adjustment of Cameron County Irrigation District #2 existing irrigation line in conflict with the proposed project at Gamble Rd. and Ramsey Rd.

### **Utility Coordination (for Adjustments).**

The Engineer shall contact, coordinate and attend meetings periodically with the various utility companies in conflict with the proposed project limits (AEP Distribution, Spectrum, Texas Gas Service and AT&T) to discuss utility relocation with respect to the proposed roadway design. The Engineer shall facilitate coordination between the utility companies and the Cameron County (CC) Public Works Department for completion of required applications and ROW permits. The Engineer shall develop a construction management plan (CMP) to be included with the final plan documents for the relocation of AEP Transmission facilities as per the executed Standard Utility Agreement between CC and AEP Texas, INC.

### **Utility Adjustments.**

The Engineer shall perform the following duties:

1. The Engineer shall notify the utility companies in writing of the project letting date, requesting that they relocate prior to letting, and requesting the following information in writing.
  - a.) Relocation plan according to Utility Accommodation Policy Manual.
  - b.) Forward their relocation plan to the Engineer.
  - c.) When relocation of utilities will be complete.
  - d.) Forward as-built plans to the Authority upon immediate completion of relocation.
2. If a reimbursable utility relocation exists, request conveyance documents from the utility provider and notify the Authority in writing.
3. Develop typical sections, alignment, and preliminary cross sections addressing the utility location and forward to the respective utility company.
4. Update all files and plans based on the utility company responses.
5. Identify all utility conflicts on the plans and prepare utility layouts of existing utility crossings showing conflicts of utilities with proposed improvements. The Engineer shall forward these layouts to the Authority and the utility companies.
6. Verify the proposed relocation plan submitted by the Utility companies to assure their review and concurrence with the proposed relocation plan, they shall forward their recommendation for approval to the Authority.

### **PROJECT MANAGEMENT**

- A. The Engineer will continue to coordinate with AUTHORITY staff, local municipal agencies, and utility companies.
- B. The Engineer will develop geometric and design criteria to establish uniform practices to be followed. Assemble existing TxDOT standard plans and prepare supplemental details for use as standard or guide plans for pavement, drainage, structures, traffic interchange facilities, traffic control, and other necessary appurtenances, all subject to the approval of the Authority.
- C. The Engineer will provide the Authority with monthly reports of progress and a summary of key decisions that have been made or need to be made.
- D. OMITTED
- E. Professional engineers' seals shall conform to the guidelines and regulations adopted by the Texas Board of Professional Engineers.

PROJECT: South Parallel Corridor  
 CLIENT: CCRMA  
 CONTRACT: General Engineering Consulting Contract  
 CSJ: 0921-06-257  
 COUNTY: Cameron  
 RRP JOB NO.: U2716 SWA2 to WA41

EXHIBIT D-2 -- FEE ESTIMATE

FUNCTION CODE	DESCRIPTION	FIRM	SERVICE	MAN-HOURS													ESTIMATED FEE	TOTALS	
				Technical Advisor	Project Manager	Env Planner III	Env Scientist IV	Env Scientist III	Env Scientist III	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Senior CADD	Engineer in Training I	Admin/Clerical	TOTAL HOURS			
	<b>ROW &amp; UTILITIES</b>																		
130	<b>ROW DATA</b>																		
	Right-of-Way (Utility Easement)	R.O.W.	SPECIAL																\$5,900.00
	Right-of-Way (Sub Coordination)	RRP	SPECIAL		4							2		2				8	\$1,514.42
	Utility Coordination (for Adjustments)	RRP	SPECIAL		48							60	48	60	16		232	\$32,246.04	
	Utility Adjustments - Evaluate conflicts & Preliminary drawings for Agreements	RRP	SPECIAL		48							60	96	96			300	\$39,220.56	
	<b>Sub Total (130 - ROW DATA)</b>			0	100	0	0	0	0	0	0	122	144	158	16	540		\$78,881.02	
145	<b>GENERAL COORDINATION</b>																		
	Project Manager (Proj Coord)(2 HRS/WK)	RRP	BASIC		32													32	\$8,673.92
	Utility Meeting updates weekly - 16 weeks	RRP	BASIC		16							16		16				48	\$8,087.84
	Project Secretary /CLERICAL (2 hrs/week)	RRP	BASIC												32		32	\$2,344.32	
	<b>Sub Total ( - GENERAL COORDINATION)</b>			0	48	0	0	0	0	0	16	0	0	16	32	112		\$19,106.08	
	<b>Total Hours</b>			0	148	0	0	0	0	0	16	122	144	174	48	652		\$97,987.10	
	<b>LABOR TOTALS</b>																		\$97,987.10
	Total Hours	MULTIPLIER		0	148	0	0	0	0	0	16	122	144	174	48	652			
	CONTRACT RATES: (\$/MAN-HOUR)	2.442		\$ 305.25	\$ 271.06	\$ 92.80	134.31	\$ 92.80	\$ 75.70	\$ 244.00	\$ 151.40	\$ 132.06	\$ 107.45	\$ 83.03	\$ 73.26				
	BASE RATES: (\$/MAN-HOUR)			125.00	111.00	38.00	55.00	38.00	31.00	100.00	62.00	54.08	44.00	34.00	30.00				
160	<b>NON LABOR</b>																		
	In-Person Project Meetings (Engineering / Utilities)	RRP (nl)	SPECIAL-NL																
	Travel - Mileage	RRP (nl)	SPECIAL-NL				Mileage Rate = 0.7	Mileage = 120			Trips = 6								\$504.00
	<b>Sub Total (F.C. 160)</b>																		\$504.00
	<b>PROJECT TOTAL</b>																		\$98,491.10

**3-R      CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK  
AUTHORIZATION NO. 2 TO WORK AUTHORIZATION NO. 2 WITH R.R.P.  
CONSULTING ENGINEERS, L.L.C. FOR THE OUTER PARKWAY PROJECT.**

**SUPPLEMENTAL WORK AUTHORIZATION NO. 2  
TO WORK AUTHORIZATION NO. 2**

This Supplemental Work Authorization 1 is made as of this 28th day of March, 2025, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of October 31, 2024 (the "Agreement"), between the Cameron County Regional Mobility Authority ("Authority") and R.R.P. Consulting Engineers, L.L.C. ("GEC").

This Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: ***Professional services for Outer Parkway.***

**Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

GEC shall perform the additional Services as listed in Exhibit B-2 and as requested by the Authority.

**Section B. – Schedule – No Change**

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

**Section C. – Compensation**

C.1. Paragraph C.1 is hereby amended to increase the overall maximum from \$5,751,473,91 to \$5,795,248.67, an increase of \$43,774.76 based on the attached fee estimate shown on Exhibit D-2. Compensation shall be in accordance with the Agreement.

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

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

**Section D. - Authority's Responsibilities – No Change**

The Authority shall perform and/or provide the services as stated in Exhibit A in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance.

**Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization. – None.

-SIGNATURES ON NEXT PAGE-

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

Authority: Cameron County Regional  
Mobility Authority

GEC: R.R.P. Consulting Engineers, L.L.C.

By: Frank Parker, Jr.

By: Ahmed Abd-El-Meguid, PhD, PE

Signature:   
Title: Chairman  
Date: 03/28/2025

Signature:   
Title: Vice President  
Date: 3/28/2025

**LIST OF EXHIBITS**

- Exhibit B-2 - Services to be Provided by GEC
- Exhibit D-2 - Cost Proposal

## **EXHIBIT B-2**

### **Services to be Provided by the GEC**

The GEC will perform these additional tasks:

#### **LEGACY FUNCTION CODE 110 – ROUTE AND DESIGN STUDIES (NEW FUNCTION CODE 102 FEASIBILITY STUDIES)**

##### **Subtask 110.06.04: Traffic and Operational Analysis/Simulation**

The GEC will conduct capacity analysis studies for designated locations and sections of roadway and make recommendations for improving traffic flow; this will include an analysis of a one-lane and two-lane roundabout at the intersection of FM 510 and FM 106. The GEC will use the HCM methodology to analyze and make appropriate recommendations.

PROJECT: OUTER PARKWAY-SPI  
 CLIENT: CCRMA  
 CONTRACT: GEC  
 Hwy: SH 104  
 COUNTY: Cameron  
 RRP JOB NO.: TX2434 SWA2 to WA2

EXHIBIT D-2 -- FEE ESTIMATE

FUNCTION CODE	DESCRIPTION	FIRM	SERVICE	MAN-HOURS												ESTIMATED FEE	TOTALS
				Project Manager	Env Planner III	Env Scientist IV	Env Scientist III	Env Scientist III	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Senior CADD	Engineer in Training I	Admin/Clerical	TOTAL HOURS		
<b>PRELIMINARY ENGINEERING</b>																	
110	<b>ROUTE AND DESIGN STUDIES</b>																
	110.06. Travel Demand Modeling and Traffic Forecasting (See CDM Cost Proposal)	CDM	BASIC													\$39,847.14	
	<b>Sub Total (110 - ROUTE AND DESIGN STUDIES)</b>			0	0	0	0	0	0	0	0	0	0	0	0	\$39,847.14	
145	<b>GENERAL COORDINATION</b>																
	A. Subcontracting	RRP	BASIC	2						2					2	6	\$1,000.38
	B. Progress Reports and Invoices	RRP	BASIC													0	\$0.00
	C. Record Keeping and File Management	RRP	BASIC	2						2					2	6	\$1,000.38
	E. Schedule	RRP	BASIC													0	\$0.00
	F. 1. Progress Meetings With CCRMA	RRP	BASIC	2						2					1	5	\$926.46
	F. 2. Progress Meeting Minutes and Action Items	RRP	BASIC	2						2					2	6	\$1,000.38
	<b>Sub Total (145 - GENERAL COORDINATION)</b>			8	0	0	0	0	0	8	0	0	0	0	7	23	\$3,927.62
	<b>Total Hours</b>			8	0	0	0	0	0	8	0	0	0	0	7	23	\$43,774.76
	<b>LABOR TOTALS</b>																\$43,774.76
	Total Hours	MULTIPLIER		8	0	0	0	0	0	8	0	0	0	0	7	23	
	CONTRACT RATES: (\$/MAN-HOUR)	2.464		\$ 273.50	\$ 93.63	\$ 135.52	\$ 93.63	\$ 76.38	\$ 246.40	\$ 152.77	\$ 135.03	\$ 108.42	\$ 83.78	\$ 73.92			
	BASE RATES: (\$/MAN-HOUR )			111.00	38.00	55.00	38.00	31.00	100.00	62.00	54.80	44.00	34.00	30.00			
	<b>PROJECT TOTAL</b>																\$43,774.76

## Summary

Firm	Labor	Other Direct Expenses & Unit Costs	Total
CDM Smith Inc.	\$39,847.14	\$ -	\$39,847.14
<b>Total Authorization Cost</b>	<b>\$ 39,847.14</b>	<b>\$ -</b>	<b>\$39,847.14</b>

Exhibit D-2  
Cost Proposal

SUB PROVIDER NAME: CDM Smith Inc.										
LABOR/STAFF CLASSIFICATION	HOURLY CONTRACT RATE	110.06.01	110.06.02	110.06.03	110.06.04	110.06.05	110.06.06	110.06.07	Total Hours	Total Dollars
		Travel Demand Modeling	Existing Conditions, Data and Assumptions Review	Project Traffic Forecast Updates using 2045 RGV MPO Model	Traffic and Operational Analysis /Simulation	Bicycle and Pedestrian Accommodations	Safety Analysis	Project Management, QC, and Coordination Meetings		
Administrative/Clerical	\$111.77								0	\$0.00
Transportation Planner III	\$192.81								0	\$0.00
CADD Operator	\$139.72				40				40	\$5,588.80
Engineer (Senior)	\$257.08				11				11	\$2,827.88
Engineer (Project)	\$203.98				36				36	\$7,343.28
Engineer-in-Training II	\$139.72				66				66	\$9,221.52
Deputy Project Manager	\$329.73								0	\$0.00
Transportation Planner - Senior	\$293.40								0	\$0.00
Transportation Planner IV	\$245.90				30				30	\$7,377.00
Transportation Planner III	\$192.81								0	\$0.00
Transportation Planner I/II	\$139.72				20				20	\$2,794.40
Technical Advisor - Senior	\$405.14				4				4	\$1,620.56
Support Manager - TPP Planning	\$307.37				10				10	\$3,073.70
Transportation Planner - Senior	\$293.40								0	\$0.00
Transportation Planner IV	\$245.90								0	\$0.00
Transportation Planner III	\$192.81								0	\$0.00
Transportation Planner I/II	\$139.72								0	\$0.00
Support Manager - TPP Planning	\$307.37								0	\$0.00
<b>Total Hours</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>	
<b>Total Dollars</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$39,847.14</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>\$39,847.14</b>
<b>% by Task Hours</b>		<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		

Exhibit D-2  
Cost Proposal

PRIME PROVIDER NAME: CDM Smith Inc.

Other Direct Expenses:	Unit	Fixed Cost	Maximum Cost	Cost	Quantity	Total Cost
					<b>Totals :</b>	<b>\$ -</b>
<p>The unit costs shown include labor, overhead, and profit. Payment based on units completed. No partial payments.                      All unit costs are negotiated costs and are not subject to change or adjustment.  <b>Unit Cost Payment Basis:</b> If unit costs by year are included, unit costs billed should correspond to the fiscal or calendar year, if applicable, in which the work was done.  <b>Note:</b> Any direct labor, unit cost, or other direct expense classification included in the contract, but not in a work authorization, is not eligible for payment</p>						

**3-S CONSIDERATION AND ACKNOWLEDGMENT OF STATUS OF THE  
DONATION ACCEPTANCE PROGRAM AT THE FREE TRADE BRIDGE.**



# Los Indios Land Port of Entry Dock Renovation

Progress Update  
February 2025

# Scope of Work

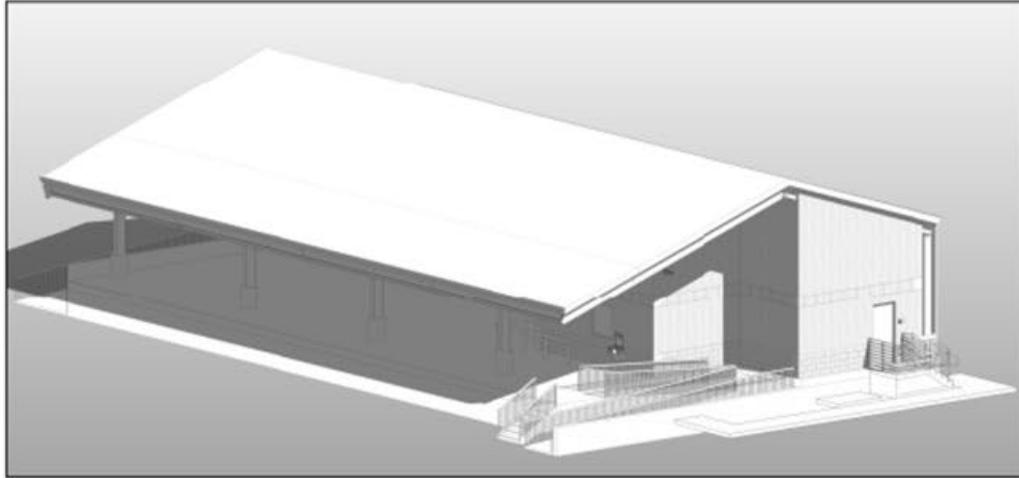
- The proposed project includes two additional phases for the Los Indios Land Port of Entry Export Site Renovation.
  - Phase 1 requires the relocation of existing staff from the existing Import Building to a temporary modular trailer.
  - Phase 2 of the project involves selective demolition and new construction of office workspace for both CBP and SAT officers.
- The proposed improvements are within the existing property owned by GSA and are within the environmental footprint of the original environmental analysis.

# LOS INDIOS LAND PORT OF ENTRY– EXPORT DOCK OFFICE RENOVATION



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

CONTRACTOR: ZIWA CORPORATION



## DESIGN TEAM

### PROJECT MANAGER

RRP CONSULTING ENGINEERS

CONTACT: PHILLIP J. PAWELEK, P.E.  
5408 NORTH 10<sup>TH</sup> STREET  
MCALLEN, TEXAS, 78504  
PHONE: (956)926-5000

### ARCHITECTURE

SJPA, LLC

CONTACT: STEVE J. PATMON, AIA  
510 EAST RAMSEY, SUITE 1A  
SAN ANTONIO, TEXAS 78216  
PHONE: (210) 979-38888

### MEP ENGINEERING

RGM

CONTACT: ROGER MENDEZ, P.E.  
6243 IH 10 WEST, SUITE 501  
SAN ANTONIO, TEXAS 78216  
PHONE: (210) 299-4522

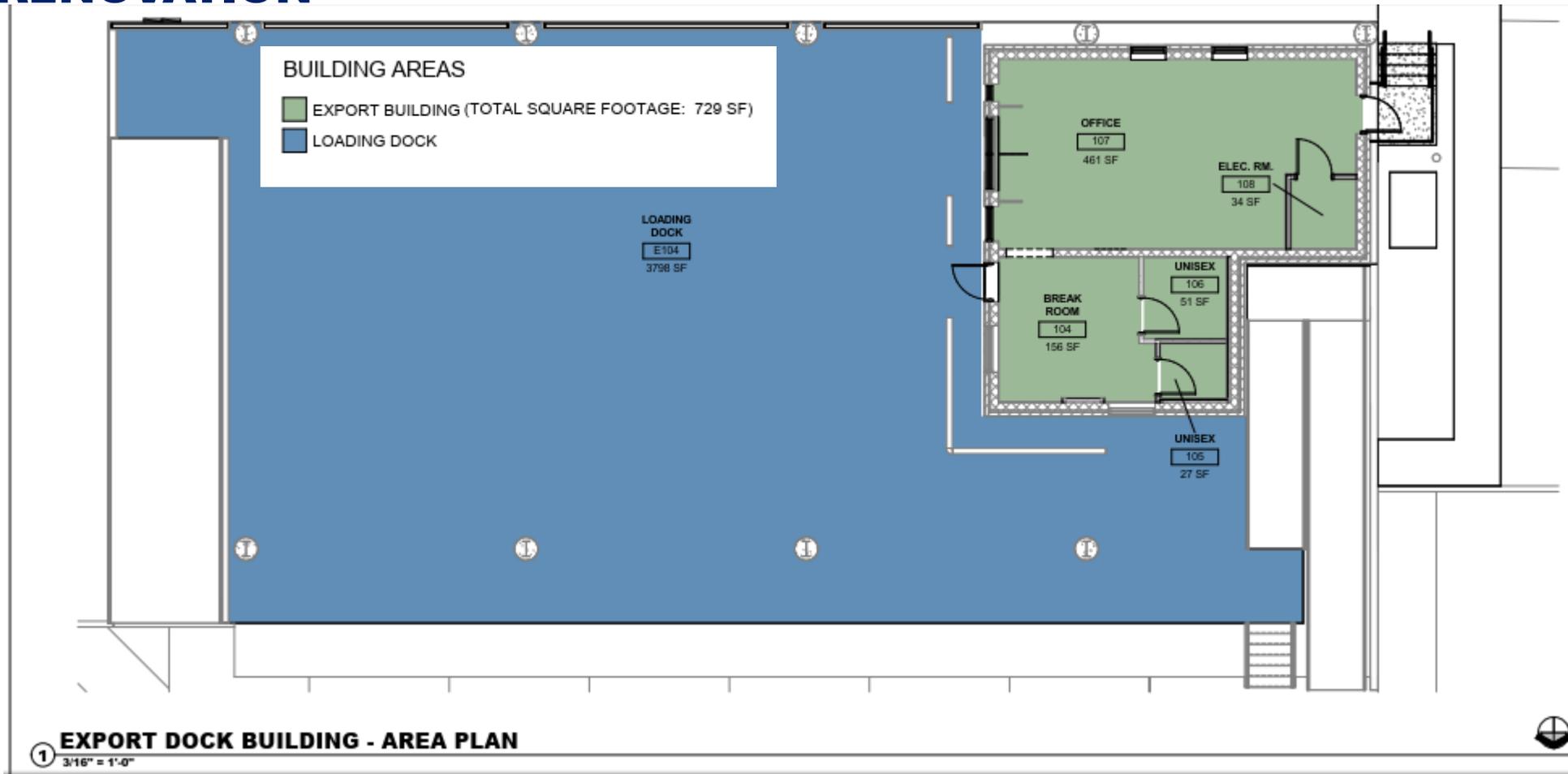
### CIVIL ENGINEERING

RRP CONSULTING ENGINEERS

CONTACT: WILLIE ARRATIA, P.E.  
5408 NORTH 10<sup>TH</sup> STREET  
MCALLEN, TEXAS 78504  
PHONE: (956) 926-5000

# LOS INDIOS LAND PORT OF ENTRY- EXPORT DOCK OFFICE

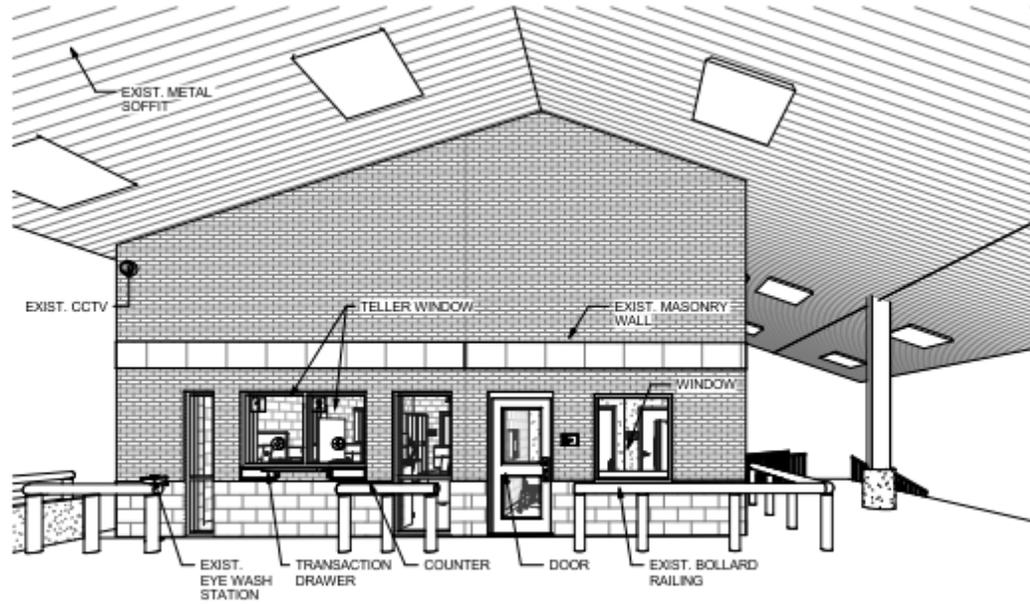
## RENOVATION



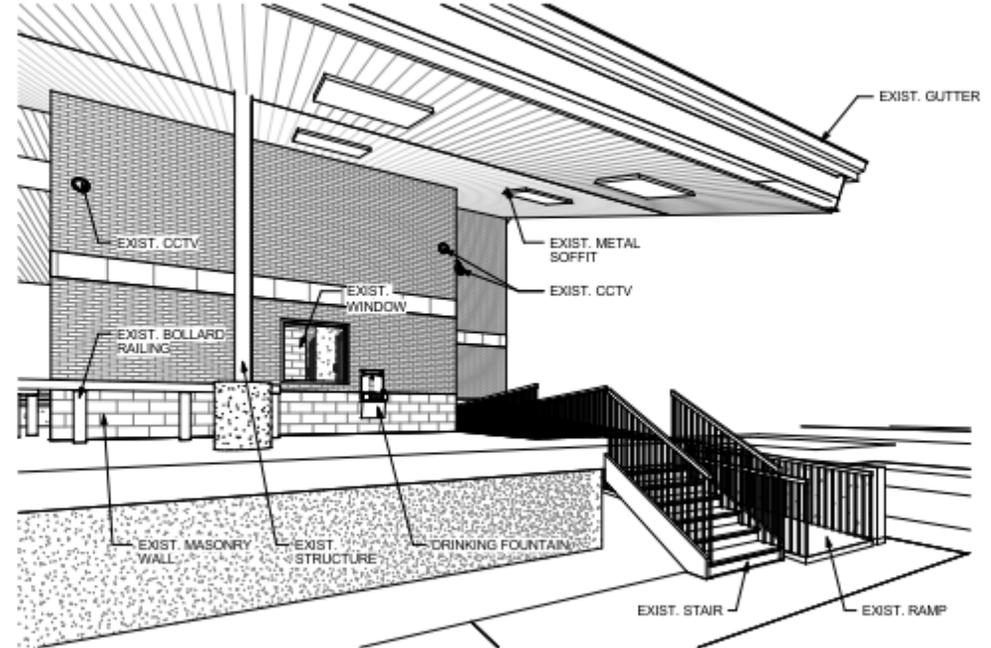
- Pre-Con Meeting & Notice to Proceed : January 6, 2025
- Construction Began: January 6, 2025

# LOS INDIOS LAND PORT OF ENTRY- EXPORT DOCK OFFICE RENOVATION

## EXTERIOR PERSPECTIVES



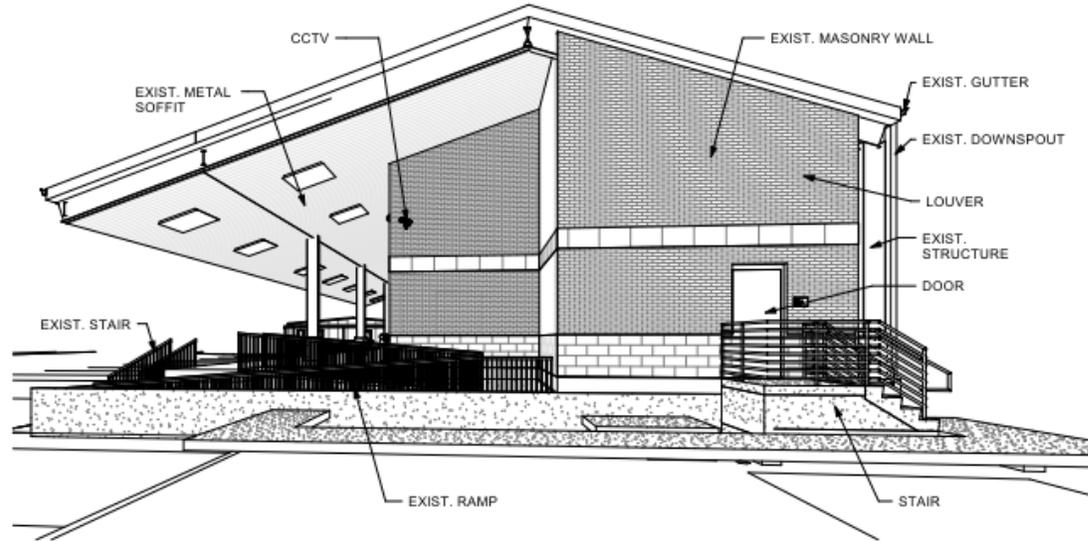
① WEST WALL PERSPECTIVE



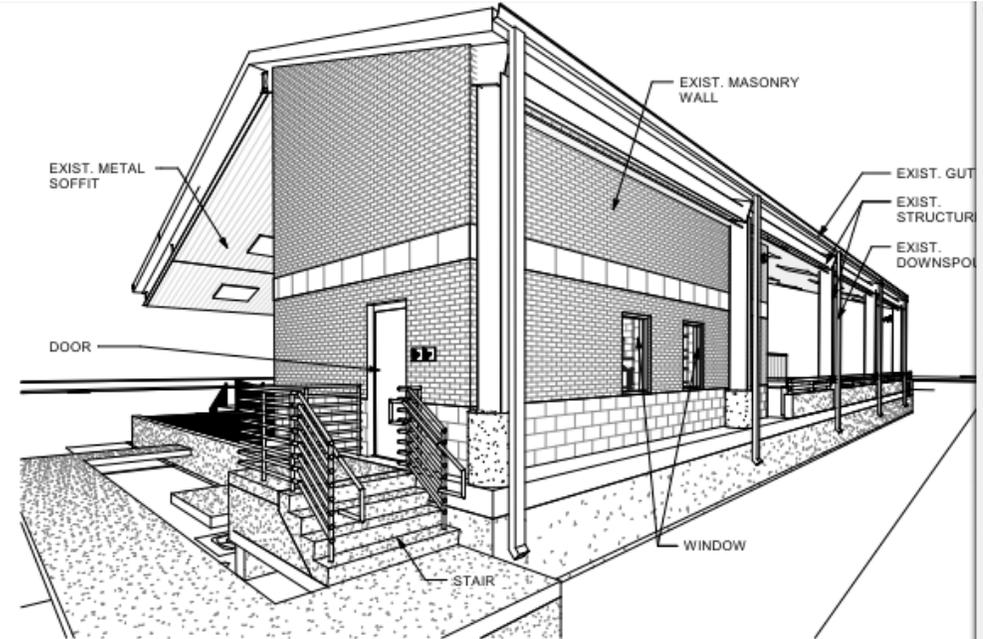
② NORTH WALL PERSPECTIVE

# LOS INDIOS LAND PORT OF ENTRY- EXPORT DOCK OFFICE RENOVATION

## EXTERIOR PERSPECTIVES



3 EAST WALL PERSPECTIVE



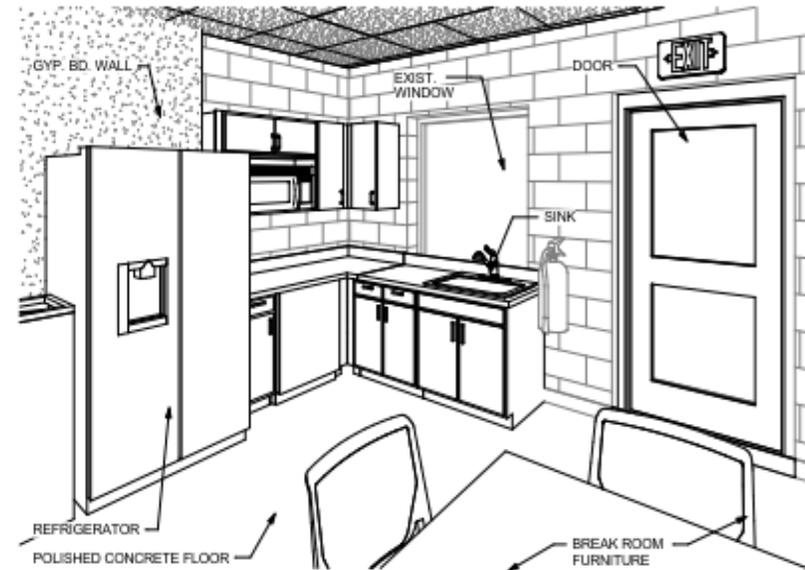
4 EAST STAIR PERSPECTIVE

# LOS INDIOS LAND PORT OF ENTRY- EXPORT DOCK OFFICE RENOVATION

## INTERIOR PERSPECTIVES



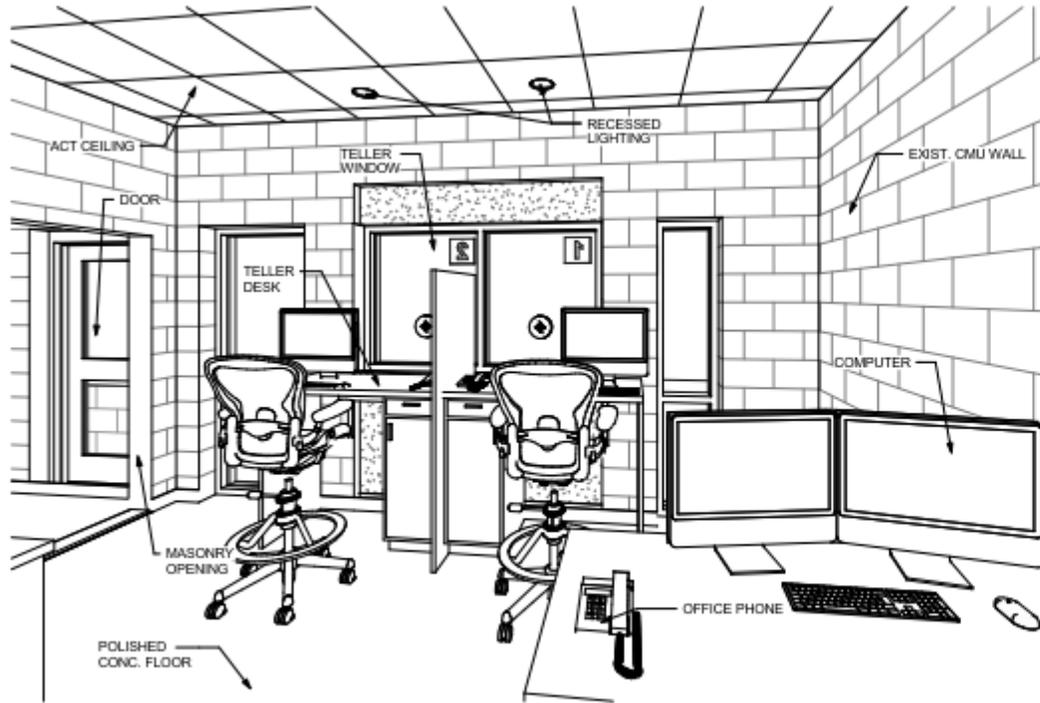
① OFFICE PERSPECTIVE



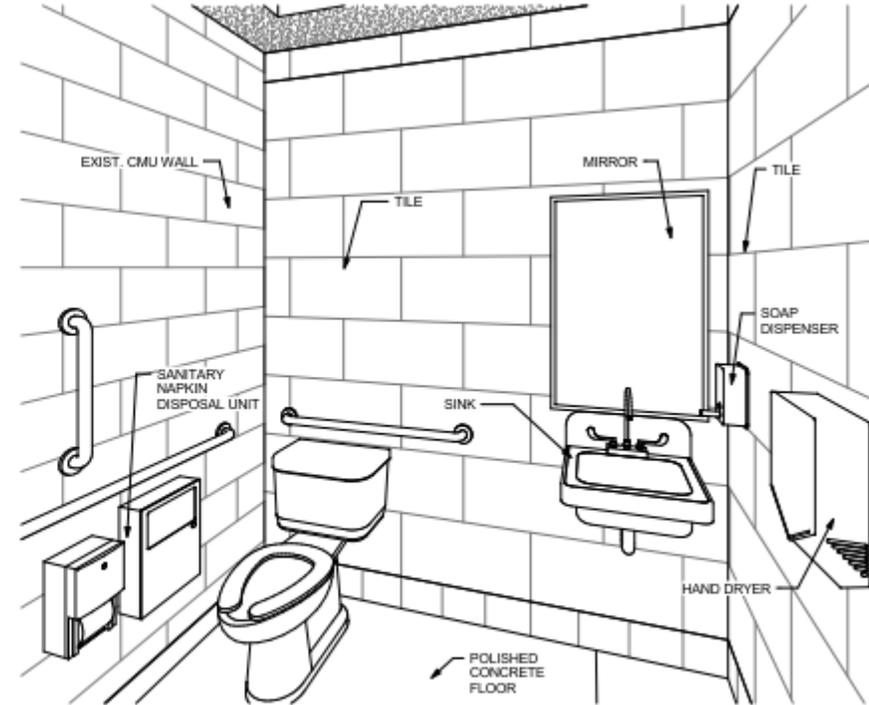
② BREAK ROOM PERSPECTIVE

# LOS INDIOS LAND PORT OF ENTRY- EXPORT DOCK OFFICE RENOVATION

## INTERIOR PERSPECTIVES



③ OFFICE PERSPECTIVE



④ ADA RESTROOM PERSPECTIVE

# EXPORT DOCK OFFICE BLDG

## FURNITURE AND EQUIPMENT

MARK	ROOM NO.	ROOM NAME	COUNT	ITEM / TYPE	DESCRIPTION
TR1	104	BREAK ROOM	1	INTERIOR TRASH BIN	21 GAL TRASH BIN
TB1	104	BREAK ROOM	1	SQUARE TABLE	36" x 36" TABLE W/ WOOD FINISH REF. CBP FURNITURE STANDARDS
R1	104	BREAK ROOM	1	REGRIGERATOR	SIDE-BY-SIDE REFRIGERATOR WITH ICE AND WATER DISPENSER
MO-1	104	BREAK ROOM	1	MICROWAVE OVEN	23.88" X 19.44" X 14"
EMK1	104	BREAK ROOM	1	FIRST AID KIT	EMERGENCY MEDICAL KIT - WALL MOUNTED TO CMU
DW1	104	BREAK ROOM	1	DISHWASHER	24" - STAINLESS STEEL
CH3	104	BREAK ROOM	3	CHAIR	ARMLESS CHAIR (CHAIR MATERIALS ARE TO BE EASILY CLEANABLE)
TR1	107	OFFICE	1	INTERIOR TRASH BIN	21 GAL TRASH BIN
SC1	107	OFFICE	2	DBL DOOR STORAGE CABINET	30"L x 18"W x 84"H
FE-1	107	OFFICE	1	BRACKET MOUNTED FIRE EXTINGUISHER	BRACKET MOUNTED FIRE EXTINGUISHER
FC1	107	OFFICE	1	FILE CABINET	4'-4" X 1'-3" X 1'-10" MTL. FILING CABINET
DSK1	107	OFFICE	6	OFFICE DESK	DESK WITH ALLOWANCE FOR POWER, VOICE, AND DATA PORTS
CH2	107	OFFICE	2	STOOL CHAIR	STOOL CHAIR ON CASTERS WITH SOFT MESH BACK AND SEAT WITH MOVEABLE ARMS
CH1	107	OFFICE	7	TASK CHAIR	SOFT MESH OR UPHOLSTERED BACK AND SEAT WITH MOVEABLE ARMS
TD1	E104	LOADING DOCK	2	TRANSACTION DRAWER	STAINLESS STEEL SLIDING TRANSACTION DRAWER WITH RICKOCHET MITIGATION
DF1	E104	LOADING DOCK	1	DRINKING FOUNTAIN	WATER COOLER WITH BOTTLE FILLER (ADA ACCESSIBLE)
PH1	107	OFFICE	8	DESK PHONE	PROGRAMMABLE BUTTONS WITH DISPLAY SCREEN
CMP2	107	OFFICE	2	COMPUTER	DESKTOP COMPUTER ONE (1) SCREEN WITH KEYBOARD AND MOUSE
CMP1	107	OFFICE	6	COMPUTER	DESKTOP COMPUTER ONE (1) TWO SCREENS WITH KEYBOARD AND MOUSE

# UPDATE - AMOUNT, TIME, AND PROJECT SUBSTANTIAL COMPLETION DATE.

Contract Amount: \$1,182,598.22

Change Order Amount: \$0.00

Adjusted Contract Amount: \$1,182,598.22

Contract Time: 120 Working Days

Amount Invoiced (through 02/28/25): \$144,927.63

Percent Amount Invoiced: 12.9%

Time Used (through 02/28/25): 37 Working Days Charged

Percent Time Used: 31%

Substantial Completion Date July 2, 2025





ZIWA MOBLIZATION OF OFFICE TRAILER, PORTABLE TOILETS, AND DUMPSTER.



ZIWA MOBILIZED SKID STEER AND MINI EXCAVATOR.



CLEARED FOOTPRINT AND BEGAN TO EXCAVATE FIVE (5 EACH) CANOPY FOUNDATION FOOTINGS



## CONCRETE POUR OF THE EXCAVATED FIVE (5 EACH) CANOPY FOUNDATION FOOTINGS



## ZIWA BEGAN CANOPY CONSTRUCTION PLACING OF VERTICAL AND HORIZONTAL FRAMING

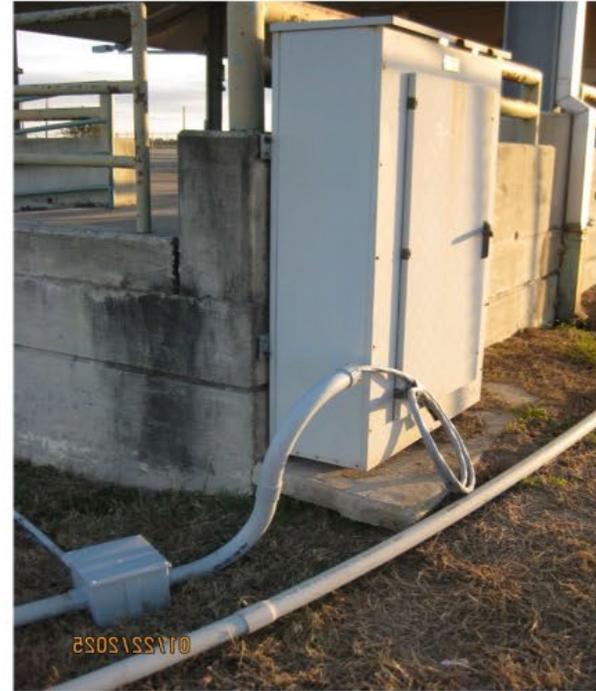




WILLSCOT TEMPORARY TRAILER RECEIVED



TEMPORARY OFFICE TRAILER POSITIONED  
AND LEVELED NEXT TO THE CANOPY







COMPLETED STAIR AND RAMP ASSEMBLY



TEMPORARY BUILDING SKIRTING INSTALLED

# Questions/Comments?



**THANK YOU**



**3-T CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION NO. 4  
WITH RRP CONSULTING ENGINEERS, L.L.C., FOR THE CCRMA  
ADMINISTRATION AND TOLL BUILDING ADA BUILDING DESIGN.**

## **WORK AUTHORIZATION NO. 4**

This Work Authorization is made as of this 28th day of March, 2025, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of October 31, 2024 (the “Agreement”), between the Cameron County Regional Mobility Authority (“Authority”) and R.R.P. Consulting Engineers, L.L.C. (“GEC”).

This Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: *ADA Upgrades to CCRMA Buildings.*

### **Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

*GEC shall perform the Services as listed in Exhibit B and as requested by the Authority.*

### **Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule as shown on Exhibit C.

### **Section C. – Compensation**

- C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$24,699.42, based on the attached estimate shown on Exhibit D. Compensation shall be in accordance with the Agreement.
- C.2. The Authority shall pay the GEC under the following acceptable payment method –  
Lump Sum Payment Method.
- C.3. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

### **Section D. - Authority’s Responsibilities**

The Authority shall perform and/or provide the services as stated in Exhibit A in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance.

### **Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization. – None.

-SIGNATURES ON NEXT PAGE-

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

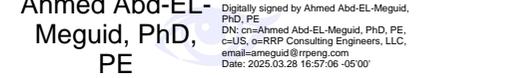
Authority: Cameron County Regional  
Mobility Authority

GEC: R.R.P. Consulting Engineers, L.L.C.

By: Frank Parker, Jr.

By: Ahmed Abd-El-Meguid, PhD, PE

Signature: 

Signature:   
Digitally signed by Ahmed Abd-El-Meguid, PhD, PE  
DN: cn=Ahmed Abd-El-Meguid, PhD, PE, c=US, o=RRP Consulting Engineers, LLC, email=ameguid@rrpeng.com  
Date: 2025.03.28 16:57:06 -0500

Title: Chairman

Title: Vice President

Date: 03/28/2025

Date: 3/28/2025

**LIST OF EXHIBITS**

- Exhibit A - Authority's Responsibilities
- Exhibit B - Services to be Provided by GEC
- Exhibit C - Work Schedule
- Exhibit D - Cost Proposal

## **EXHIBIT A**

### **Authority's Responsibilities**

The following provides an outline of the services to be provided by the Authority in the development of the Project for this work authorization.

#### *GENERAL*

The Authority will provide to the GEC the following:

- (1) Provide GEC with a Notice to Proceed.
- (2) Payment for work performed by the GEC and accepted by Authority in accordance with this Agreement.
- (3) Assistance to the GEC as necessary, to obtain the required data and information from other local, regional, State and Federal agencies that the GEC cannot easily obtain.
- (4) Provide timely review and decisions in response to the GEC's request for information and/or required submittals and deliverables, in order for the GEC to maintain an agreed-upon work schedule referred to in Exhibit C.
- (5) The Authority shall collect and provide hard copy and digital copy of previously completed work, cost estimates, design files for exhibits, record drawings, public involvement, traffic data for roadway, property ownership digital mapping, survey ground control and public utility information as required to complete the task.
- (6) Provide advertising for Bid documents.

## **EXHIBIT B**

### **Services to be Provided by the GEC/Engineer**

#### ***GENERAL***

The work to be performed by the GEC under this contract consists of providing engineering services required for the upgrade to ADA guidelines with respect to the 12-18-2024 ADA Inspection Report for the CCRMA Toll Collection Building and the CCRMA Admin Building front office and Board Room only.

The GEC shall direct and coordinate the various elements and activities associated with this work authorization, including day-to-day project management, management and coordination with sub-consultant and administration, progress reports and billing statements.

#### **DESIGN/CONSTRUCTION PLANS**

- A. The GEC shall prepare plans, specifications, and estimates (PS&E) for the ADA upgrades, including General Notes, Layouts, Estimated Quantities, , and standard details.
- B. The GEC shall prepare bidding documents for the project.

#### **GENERAL MANAGEMENT/COORDINATION**

- A. The GEC will coordinate with AUTHORITY staff, other consultants, local municipal agencies, and utility companies.
- B. The GEC shall implement their Quality Assurance/Quality Control program prior to submitting project documents to the AUTHORITY. The GEC shall promptly make necessary revisions or corrections resulting from the Engineer's errors, omissions, or negligent acts without additional compensation.
- C. The GEC shall prepare, coordinate, execute and administer work authorizations with sub-consultants.
- D. The GEC shall maintain all records and files related to the project throughout the duration of the services.
- E. The GEC shall prepare written materials, letters, survey forms, etc., used to solicit information or collect data for the project and submit them to the AUTHORITY for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the AUTHORITY on a continuing, at least monthly, basis.

## **EXHIBIT C Work Schedule**

The GEC will diligently pursue the completion of the Project as defined by the milestones and deliverable due dates.

The GEC will inform the Authority (in reasonable advance of the delay) should the GEC encounter delays that would prevent the performance of all work in accordance with the established schedule(s) of work.

Notice To Proceed (NTP) – **Upon Execution**

Construction Plans – **6 weeks from NTP**

Work Order Complete – **6 months from NTP**

PROJECT: ADA Upgrades for CCRMA Buildings  
 CLIENT: CCRMA  
 CONTRACT: General Engineering Consulting Contract  
 CSJ:  
 COUNTY: Cameron  
 RRP JOB NO.: TX2434 WA# 4

EXHIBIT D -- FEE ESTIMATE

FUNCTION CODE	DESCRIPTION	Attachment B	FIRM	SERVICE	MAN-HOURS										ESTIMATED FEE	TOTALS	
					Project Manager	Env Scientist IV	Env Scientist III	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Engineer in Training II	Engineer Technician	CADD operator - Senior	Administrative / Clerical			TOTAL HOURS
	<b>DESIGN/CONSTRUCTION PLANS</b>																
	<b>Miscellaneous</b>																
	Design Oversight		RRP	BASIC	1				1			2				4	\$729.34
	Design and Construction Plans		GMS	BASIC												0	\$22,500.00
	<b>Sub Total (Design/Construction Plans)</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>		<b>\$23,229.34</b>
<b>145</b>	<b>GENERAL COORDINATION</b>																
	Project Manager (Proj Coord)(1 HRS/WK)		RRP	BASIC	3											3	\$820.50
	Progress Reports and Invoicing		RRP	BASIC										1	1	\$73.92	
	Progress Meetings Monthly		RRP	BASIC	1										1	\$273.50	
	Project Secretary /CLERICAL (1 hrs/week)		RRP	BASIC										3	3	\$221.76	
	<b>Sub Total (145 - GENERAL COORDINATION)</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>		<b>\$1,389.68</b>
	<b>Total Hours</b>				<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>		<b>\$24,619.02</b>
	<b>LABOR TOTALS</b>																
	Total Hours		MULTIPLIER		5	0	0	1	0	0	2	0	0	4	12		\$2,119.02
	CONTRACT RATES: (\$/MAN-HOUR)		2.464		273.50	135.52	76.38	246.40	152.77	135.03	104.72	78.85	108.42	73.92			
	BASE RATES: (\$/MAN-HOUR)				111.00	55.00	31.00	100.00	62.00	54.80	42.50	32.00	44.00	30.00			
<b>160</b>	<b>NON LABOR</b>																
	In-Person Project Meetings (Engineering)		RRP (nl)	SPECIAL													
	Travel - Mileage		RRP (nl)	SPECIAL			Mileage Rate = \$0.67		Mileage = 120			Trips = 1					\$80.40
	<b>Sub Total (160 - NON LABOR)</b>																<b>\$80.40</b>
	<b>NON LABOR TOTAL</b>																
	<b>BASIC SERVICE TOTAL</b>																
	<b>SPECIAL SERVICE TOTAL</b>																
	<b>PROJECT TOTAL</b>																
																	\$80.40
																	\$24,619.02
																	\$-
																	<b>\$24,699.42</b>

**3-U CONSIDERATION AND APPROVAL OF AMENDMENT NO. 1 TO CHANGE ORDER NUMBER 12 WITH KAPSCH FOR SH 550 CONDUIT REPLACEMENT.**



# System Integration Agreement

CCRMA Toll Systems Integration



CCRMA CO #12 – Conduit Replacement – Amendment 1

11/4/2024

	<b>System Integration</b>	
	<b>CCRMA CO #12 – Conduit Replacement – Amendment 1</b>	

## Change Request Description

<b>Request ID</b>	CCRMA CO #12
<b>Request Date</b>	11/4/2024
<b>System Module</b>	Conduit Replacement – Amendment 1
<b>Change Type</b>	Hardware/Software

### Description

Replace existing conduit at Port Spur NB/SB and 550 Mainline NB with PVC SCH 80, for strength and durability. Due to salt and moisture in the air, utilizing PVC will help reduce future corrosion. CO is to include all trenching, replacement of conduits and cables, cable pulls, and terminations.

### Affected Systems

- Hardware**
- Software - Apex**
- Software - Host**
- Database**

### Solution Details

#### Deliverables

- Conduit routing sketches
- Toll Point Cutover Plan
- Project Schedule

#### Conduit

- Run all 2 1/2", 3", and 4" PVC SCH 80 conduit
- On 550 Mainline NB: Due to being on hill and water draining down, it is highly recommended to run new conduits to a hinged Jbox then run high up wall to inside of building and reroute conduits to top of the panels.
- On port spur NB/SB: we have included rerouting/ repairing all conduits back to ground box.
- We should be able to run all conduits during the day, without impacting traffic or having to shut down the toll road.

#### Cabling

- All power and coms cabling to be replaced.
- Final cable pulls, and terminations will require a shutdown of the tolling system.

#### Labor Estimates

- Kapsch oversight of subcontractors.
- Termination of equipment and configuration
- Basic testing to verify the functionality of equipment once the installation is complete.

#### Key Assumptions

- CCRMA will provide Maintenance of Traffic (MOT) to support cable pulls and terminations.
- Kapsch is not responsible for unforeseen issues related to trenching, buildings, and the environment.

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**Inclusions**

- Clean up of our own identifiable debris to an on-site dumpster furnished by Owner/GC.
- All equipment rentals.
- All trenching has been included.
- All conduits and materials for trenching and conduit runs are included and supplied by Enterprise Electrical. Cabling is supplied by Kapsch.
- All lodging and travel have been included.
- We will supply mule tape in all conduits for future use.
- Patching and painting will be limited to modified areas or new points of entry into the IOP building.

**Exclusions**

- Revenue will be lost during cable pulls and equipment termination. Kapsch is not responsible for KPIs and revenue loss while work is performed. Complete outages could last up to 24 hours, per location.
- Delays and/or extensions of the project schedule.
- Damage due to weather.
- Upgrades or replacement of existing disconnects, meter housing and panels.

<b>Impact</b>	<input type="checkbox"/> High	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> Low
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**COST SUMMARY**

Material / Equipment / Subcontract	Qty	Amount	15% Markup	Extended Price
Electrical Subcontractor Qty	1	\$213,150.00	\$31,972.50	\$245,122.50
Southwire 4AWG, Bare P/N 10644302	320 Ft.	\$551.15	\$82.67	\$633.82
Southwire 4AWG, XHHW P/N 11297901	960 Ft.	\$2250.36	\$337.55	\$2587.92
Superior Essex Cat6 O/S P/N 04/001-64	1560 Ft.	\$1054.33	\$158.15	\$1212.47
Belden 16AWG Twisted PR P/N 3090A	5050 Ft.	\$7,107.88	\$1,066.18	\$8,174.06
Belden Composite Cat 5e – 4-bonded pair P/N 7949A	6850 Ft	\$10,911.37	\$1,636.70	\$12,548.07
Times Microwave RF Connectors (Male) 90 degree P/N EZ-600-NMH-RA-X	22	\$760.98	\$114.15	\$875.13
Times Microwave RF Connectors (Male) straight P/N EZ-600-NMH-X	22	\$638.00	\$95.70	\$733.70
True Cable Cat6/6A RJ45 Connectors P/N LGEGPTRJ45	84	\$79.76	\$11.96	\$91.72
True Cable Large Slip On RJ45 Strain Relief Boot P/N SGSLIP_20	84	\$79.76	\$11.96	\$91.72

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Time Microwave LMR 600 Cable P/N LMR600	1160	\$5,742.00	\$861.30	\$6,603.30
Travel and Other Direct Cost	1	\$8,418	\$1,262.70	\$9,680.70
<b>Total Material / Equipment / Subcontractor:</b>				<b>\$288,355.12</b>

Labor	No. of Hours	Hr. Contract Rate	Total
Maint SW/DB/Admin Support	0	\$220.49	\$0.00
Sys/Network Engineer /Sys Admin	76	\$249.28	\$18,945.28
Lead Technician	344	\$131.69	\$45,301.36
Install/Maint – Manager	0	\$237.44	\$0.00
Host/DB SW/HW Engineer	0	\$203.51	\$0.00
Gen Support (Admin, Purchasing)	40	\$146.99	\$1,175.92
Testing Support	0	\$203.51	\$0.00
Lane SW/HW Engineer	0	\$203.51	\$0.00
PM/Asst PM	130	\$298.49	\$38,803.70
<b>Total Hours:</b>		<b>Total Labor:</b>	<b>\$104,226.26</b>

<b>Total Amount Due:</b>	<b>\$392,581.38</b>
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**Payment Milestones**

#	Milestone	% Paid	Cum. % Paid	Amount	Cum. \$'s
A-1	Notice to Proceed	40.0%	40.0%	\$157,032.55	\$157,032.55
A-2	Project Complete	60.0%	100%	\$235,548.83	\$392,581.38
<b>Total:</b>		<b>100%</b>	<b>100%</b>	<b>\$392,581.38</b>	<b>\$392,581.38</b>

<b>Client Acceptance:</b>	
Client name	Frank Parker, Jr., Chairman
Date	03/28/2025
Signature	
<b>Kapsch Acceptance</b>	
Kapsch Name	Mark Stewart Director, Service Delivery Management
Date	3/18/25
Signature	

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**1 Reference Documents:**

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- N/A

**2 Document Version History**

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Version	Created	Created by	Comments
1.0	11/4/2024	Mark Stewart	Initial submission
1.1	1/28/25	Mark Stewart	Scope, inclusion, and exclusion updates
1.2	3/18/25	Mark Stewart	New subcontractor, reduced price, updated milestones.

**Original CO was in the amount of \$468,512.43**

**Price has been reduced by \$75,931.05**