

AGENDA MEETING NOTICE

Board of Directors Meeting

DATE: Wednesday, September 10, 2025

TIME: 8:30 a.m.

LOCATION: Staples Street Center – 2ND Floor Boardroom, 602 North Staples St., Corpus Christi, TX

BOARD OF DIRECTORS OFFICERS

Arthur Granado, Chair
Anna Jimenez, Vice Chair
Lynn Allison, Board Secretary/
Legislative Chair

BOARD OF DIRECTORS MEMBERS

Beatriz Charo, Administration & Finance Chair
Armando Gonzalez, Rural & Small Cities Chair
Aaron Muñoz, Operations & Capital Projects Chair
David Berlanga Gabi Canales Jeremy Coleman
Eloy Salazar Amanda Torres

	TOPIC	SPEAKER	EST.TIME	REFERENCE
1.	Pledge of Allegiance	A. Granado/ U.S. Veteran, TBD	1 min.	----
2.	Safety Briefing	J. Esparza	3 min.	----
3.	Roll Call and Establish Quorum	M. Montiel	1 min.	----
4.	Confirm Posting of Meeting's Public Notice in Accordance with Texas Open Meetings Act, Texas Government Code, Chapter 551	A. Granado	1 min.	----
5.	Public Notice on Executive Session	A. Granado	1 min.	----
<p>Public Notice is given that the Board may elect to go into executive session at any time during the meeting in order to discuss matters listed on the agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code. In the event the Board elects to go into executive session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the executive session will be publicly announced by the presiding officer</p>				
6.	Receipt of Conflict of Interest Affidavits	A. Granado	1 min.	----
7.	Opportunity for Public Comment 3 min. limit – no discussion	A. Granado	3 min.	----
<p>Public Comment may be provided in writing, limited to 1,000 characters, by using the Public Comment Form online at https://www.ccrta.org/meetings/public-comment or by regular mail or hand-delivery to the CCRTA at 602 N. Staples St., Corpus Christi, TX 78401, and MUST be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.</p>				
8.	Awards and Recognition – a) New Hires b) CCRTA - Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting for Fiscal Year Ended December 31, 2023	D. Majchszak	5 min.	----
9.	Discussion and Possible Action to Approve the August 6, 2025 Board of Directors Meeting Minutes	A. Granado	3 min.	Pages 1-6
10.	CONSENT ITEMS: The following items are routine or administrative in nature and have been discussed previously by the Board or Committees. The Board has been furnished with support documentation on these items.		5 min.	Pages 7-12 <i>PPT</i>

AGENDA MEETING NOTICE

	<p>a) Action to Authorize Additional Actuarial Determined Contribution of \$1,021,981 to the CCRTA Defined Benefit Plan and Trust</p> <p>b) Action to Award a Contract to RXDX, LLC for Zones 1 & 2 for an Estimated Total of \$263,628.00, for the ADA Bus Stop Improvements – Phase VIII Project</p>			
11.	Discussion and Possible Action to Amend the Board Policy on Contracting to Increase the Chief Executive Officer's Purchasing Authority from \$50,000 to \$100,000	D. Majchszak/ J. Bell, Legal Counsel	3 min.	Pages 13-15 <i>PPT</i>
12.	Discussion and Possible Action to Confirm the Re-appointment of Thomas Cronnon by the Chief Executive Officer (CEO) to RTA's Committee on Accessible Transportation (RCAT) for a Two-Year Term	S. Montez	3 min.	Page 16 <i>PPT</i>
13.	Update on RCAT Committee Activities	S. Montez	3 min.	<i>PPT</i>
14.	Committee Chair Reports a) Administration & Finance b) Operations & Capital Projects c) Rural and Small Cities d) Legislative	B. Charo A. Muñoz A. Gonzalez L. Allison	3 min. 3 min. 3 min. 3 min.	-----
15.	Presentations: a) Defined Benefit Plan June 2025 Performance Report b) July 2025 Financial Report c) September 2025 Procurement Update d) July 2025 Operations Report e) May-July 2025 Safety & Security Report	R. Saldaña Chris Koeller, Principal R. Saldaña R. Saldaña G. Robinson M. Rendón	30 min.	<i>PPT</i> Pages 17-32 <i>PPT</i> <i>PPT</i> Pages 33-43 <i>PPT</i> <i>PPT</i>
16.	CEO Report	D. Majchszak	5 min.	<i>PPT</i>
17.	Reports from Board Chair and Board Members	A. Granado	5 min.	-----
18.	Adjournment	A. Granado	1 min.	-----

Total Estimated Time: 1 hr 29 mins

BOARD OF DIRECTORS BUDGET WORKSHOP #2

	TOPIC	SPEAKER	EST.TIME	REFERENCE
1.	2026 Budget Workshop #2 a. Expenses - 1. CEO Direct Report 2. Capital Programs & Customer Services	R. Saldaña	20 min.	<i>PPT</i>

Total Estimated Time: 20 min.



AGENDA MEETING NOTICE

On **Thursday, September 4, 2025** this Notice was posted by **Marisa Montiel** at the CCRTA Staples Street Center, 602 N. Staples Street, Corpus Christi, Texas; and sent to the Nueces County and the San Patricio County Clerks for posting at their locations.

PUBLIC NOTICE is given that the Board may elect to go into executive session at any time during the meeting in order to discuss matters listed on the agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code. In the event the Board elects to go into executive session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the executive session will be publicly announced by the presiding officer.

In compliance with the Americans with Disabilities Act, individuals with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Assistant Secretary to the Board at (361) 903-3474 at least 48 hours in advance so that appropriate arrangements can be made. Información en Español: Si usted desea esta información en Español o en otro idioma, por favor llame al teléfono(361) 289-2712.

Mission Statement

To provide our riders with safe, accessible, convenient, and sustainable transportation solutions that unite communities and promotes local economic growth.

Vision Statement

Provide an integrated system of innovative accessible and efficient public transportation services that increase access to opportunities and contribute to a healthy environment for the people in our service area.

**CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS' MEETING MINUTES
WEDNESDAY, August 6, 2025**

Summary of Actions

1. Pledge of Allegiance
2. Heard Safety Briefing
3. Roll Call and Established Quorum
4. Confirmed Posting of Meetings Public Notice
5. Gave Public Notice on Executive Session
6. Receipt of Conflict of Interest Affidavits
7. Provided Opportunity for Public Comment
8. Presented Awards and Recognition
 - a) New Hires
 - b) SWTA Spotlight Awards
 - c) MV 50th Anniversary
9. Approved the July 2, 2025 Board of Directors Meeting Minutes
10. Consent Items:
 - a) Awarded a Contract to Silsbee Ford, Inc. for the purchase of Eleven (11) Unleaded Support Vehicles for an Estimated Cost of \$372,900.00
 - b) Awarded a Three-Year Contract to Arguindegui Oil Co. II, Ltd for Unleaded Fuel Supply at an Estimated Cost of \$3,422,001.45
11. Heard Update on RCAT Activities
12. Heard Committee Chair Reports
 - a) Administration and Finance
 - b) Operations and Capital Projects
 - c) Rural and Small Cities
 - d) Legislative – Heard update on Announcement of \$1.94M in Appropriation funds for CCRTA Maintenance Facility by U.S. Rep. Cloud
13. Heard Presentations –
 - a) 2025 Defined Benefit Plan (DBP) Actuarial Report
 - b) June 2025 Financial Report
 - c) August 2025 Procurement Update
 - d) June 2025 Operations Report
14. Heard CEO Report
15. Heard Reports from Board Chair and Board Members
16. Adjournment

The Corpus Christi Regional Transportation Authority Board of Directors met at 8:30 a.m. in the Corpus Christi Regional Transportation Authority Staples Street Center facility located at 602 N. Staples Street, 2nd Floor Board Room, Corpus Christi, Texas.

Pledge of Allegiance

Chair Arthur Granado called the meeting to order at 8:32 a.m. He welcomed and gave an introduction for U.S. Veteran, Jason McCahan, to lead the Pledge of Allegiance.

Safety Briefing

Mr. John Esparza, Safety Administrator, presented the safety briefing to the Board and audience. He provided exit instructions in the event of an emergency. Ms. Montiel would account for all Board Members, and he would be the last out to ensure everyone exits safely.

Roll Call & Establish Quorum

Ms. Montiel called roll and noted a quorum was present at this time.

Board Members Present

Lynn Allison, David Berlanga, Beatriz Charo, Jeremy Coleman, Arthur Granado, Aaron Muñoz, Eloy Salazar and Amanda Torres.

Board Members Absent

Gabi Canales, Anna Jimenez, and Armando Gonzalez.

Staff Present

Angelina Gaitan, Sharon Montez, Marisa Montiel, Rita Patrick, Miguel Rendón, Gordon Robinson and Robert Saldaña. John Esparza, Gilbert Casas, Jose Palacios, Nicholas Aparicio, Oscar Ortiz, Aaron Lopez, Kevin Bradley, Tyler Jackson, Jason McCahan, and Jeremy Sirio. Timothy Vanzalen, MV Transportation.

Public Present

Beto Lopez, Arguindegui Oil. Catie Gray, USI Consulting Group (virtual).

Confirm Posting of Meeting's Public Notice in Accordance with Texas Open Meetings Act, Texas Government Code, Chapter 551

Ms. Montiel confirmed posting of the meeting.

Public Notice on Executive Session

Chair Granado gave notice on Executive Session to the public.

Receipt of Conflict of Interest Affidavits

None

Opportunity for Public Comment

None

Awards and Recognitions

- a. CCRTA New Hires - Mr. Miguel Rendón, Deputy CEO, announced CCRTA new hires to the Board. Facilities Maintenance – Jose Palacios and Nicholas Aparicio. Vehicle Maintenance – Oscar Ortiz and Aaron Lopez.
- b. SWTA Spotlight Awards – Mr. Rendón, announced that CCRTA was recognized by the South West Transit Association (SWTA) for earning three marketing Spotlight Awards: Hit

the Spot, Print – American GI Forum Bus Wraps, which celebrated Veterans, Community Leaders, and Youth , Hit the Spot, Social Media – Downtown Dasher, which promoted the holiday service showcasing the festivities downtown, and Hit the Spot, Event – Port Ayers Transfer Station Grand Opening, which celebrated the new transfer station’s opening with political leaders, community stakeholders, and the public. CCRTA competed with peer transit systems of a similar size (1M – 8M rides annually) within the eight states that make up SWTA.

- c. MV 50th Anniversary – Mr. Miguel Rendón introduced Mr. Timothy VanZalen, General Manager for MV Transportation. Mr. VanZalen announced MV was celebrating their 50th Anniversary and thanked CCRTA and the Board for their partnership throughout the years. He provided background on MV Transportation and noted that a celebration luncheon was held for MV employees and CCRTA employees at Bear Lane. Photos were taken.

Discussion and Possible Action to Approve the July 2, 2025 Board of Directors Meeting Minutes

DIRECTOR BEATRIZ CHARO MADE A MOTION TO APPROVE THE JULY 2, 2025 BOARD OF DIRECTORS MEETING MINUTES. DIRECTOR ELOY SALAZAR SECONDED THE MOTION. *ALLISON, BERLANGA, CHARO, COLEMAN, MUÑOZ, SALAZAR, AND TORRES VOTING IN FAVOR. ABSENT CANALES, GONZALEZ, AND JIMENEZ.*

Consent Items

- a) **Action to Award a Contract to Silsbee Ford, Inc. for the purchase of Eleven (11) Unleaded Support Vehicles for an Estimated Cost of \$372,900.00**
- b) **Action to Award a Three-Year Contract to Arguindegui Oil Co. II, Ltd for Unleaded Fuel Supply at an Estimated Cost of \$3,422,001.45**

The Board Chair asked if there were any requests to pull any consent items. There were none.

DIRECTOR AARON MUNOZ MADE A MOTION TO APPROVE CONSENT ITEMS A AND B. SECRETARY LYNN ALLISON SECONDED THE MOTION. *ALLISON, BERLANGA, CHARO, COLEMAN, MUÑOZ, SALAZAR, AND TORRES VOTING IN FAVOR. ABSENT CANALES, GONZALEZ, AND JIMENEZ.*

Update on RCAT Activities

Ms. Sharon Montez, Managing Director of Capital Programs and Customer Services, presented the update from the RCAT meeting that was held on July 17th. Ms. Montez advised that she presented the Unsung Hero Nomination, provided update on the timeline for the Fare Review Process, and discussed items that were presented during the July Board of Directors Meeting. She announced the next RCAT meeting would be held on August 21st.

Committee Chair Reports

- c) **Administration & Finance** – No report.
- d) **Operations & Capital Projects** – No report.
- e) **Rural & Small Cities** – No report.
- f) **Legislative** – Secretary Allison read quotes from a press release from the office of Representative Michael Cloud announcing \$1.94M in Appropriation funds for CCRTA Maintenance Facility by U.S. Rep. Cloud. She continued that this is a great commitment from Representative Cloud and shows his pledge and support. Chair Granado thanked the Legislative team for their efforts.

Presentations

a) **2025 Defined Benefit Plan (DBP) Actuarial Report**

Mr. Robert Saldaña, Managing Director of Administration, introduced Ms. Catie Gray with USI Consulting Group to present the report. She provided background on the RTA Defined Benefit Plan (DBP) and described how it provides monthly retire benefit for life beginning at normal retirement age. The benefit formula is 2% times Service time 3-year average earnings. Vesting is based on a 7-year graded schedule and is funded by the Authority through a trust. She presented a chart of participant counts as of January 1, 2024 through January 1, 2025, along with the total monthly benefit payments. She discussed and displayed the plan assets for the 2024 calendar year with the December 31, 2024 market value of \$51,467,874. Ms. Gray discussed and displayed the 2025 results comparing key plan values from January 1, 2024 vs. January 1, 2025. She noted a decrease in funded ratio due to high salary increases and assumption changes from 2024 experience study. The funded ratio was reported at 82.56%. The present value of future benefits historical results were displayed. The funding plan was discussed and she added that RTA makes annual contributions based on actuarial valuations as of the valuation date. Contribution policy is Normal Cost plus the amortized payment of the Unfunded Actuarial Accrued Liability (UAAL). Based on the contribution policy, the projected cash flows will be sufficient to provide benefit payments to plan participants. The Texas Pension Review Board requires a valuation every 3 years. The funded ratio, ADC, Actual Contribution chart was displayed from 2016-2025. Components of the Annual Contribution Amount, additional funding, 2026 projections, data, assumption, and methods were also discussed. The Board asked several questions and were answered by both Ms. Gray and Mr. Saldaña. Mr. Saldaña noted that Principal, RTA's asset manager, would come in to answer any questions they were unable to answer in the near future.

b) **June 2025 Financial Report**

Mr. Robert Saldaña, presented the June financials and noted the item aligns with the Board Priority of Public Image & Transparency. He presented the highlights for the month stating Bus Advertising 110.60% of baseline, Operating Grant Revenue was 102.30% of baseline, and total operating & non-operating revenue was 99.13% of baseline. He displayed the June 2025 Income Statement Snapshot. Total revenues amounted to \$4,594,504, while total expenses totaled \$4,241,950. He displayed the revenue categories. The operating vs. non-operating revenue was displayed and discussed. The year-to-date total operating and non-operating revenues and capital funding were \$26,450,555. Next, he discussed and displayed a pie chart of where

the money went. Mr. Saldaña showed the expenses by object for June. The June month-end FRC is 1.97%. Next, he displayed the sales tax update for June in which \$3,434,929 was received. Mr. Saldaña discussed the Fund Balance as of June 30, 2025. The unrestricted balance was reported at 35,692,318. Lastly, a discussion on the Operating Reserve, Capital Reserve, Employee Benefits Reserve and the Emergency Disaster Reserve.

c) July 2025 Procurement Update

Mr. Saldaña presented the update, noting the Board Priority of Public Image & Transparency. The current procurements issued were discussed and Bus and Bench Advertising with an estimated cost of \$490,000 (revenue generating), TPA for Employee Group Health with an estimated cost of \$6,886,535, Bus Stop Decal with an estimated cost of \$64,550, and Bus Tire Leasing and Service with an estimated cost of \$1,501,986. These procurements were estimated to total \$8,453,071. The three-month future procurement outlook was displayed, which included Long-term and Short-term Disability Insurance with an estimated total of \$579,106. Next, the three-month outlook under the CEO's signature authority was displayed and discussed. All these items are \$50,000 or less. The items totaled \$97,453.

d) June 2025 Operations Update

Ms. Liann Alfaro, Director of Operations, noted the board priority for this item is Public Image and Ridership. She provided the highlights for the month of June 2025 vs. June 2024. The Passenger Trips were up 9.0%, the Revenue Service Hours were up 3.4% and the Revenue Service Miles were up 2.6%. She displayed the RTA System Monthly Ridership Trends and the System-Wide Monthly Ridership by Mode. She noted year-to-date, the system overall was up 9.0%. She displayed the Top Ten Route Total Ridership and Bottom Ten Route Ridership numbers for June 2025. Ms. Alfaro Passenger Per Revenue Hour (Weekday) for June 2025. She displayed a pie chart of student ridership for June 2025. Total student ridership came in at 40,080 or 15% of total ridership. Next, she discussed the fixed route bus on-time performance and reported no issues. She presented the list of current and upcoming projects impacting fixed route services. The 2025 2nd Quarter Cost per Passenger by Service Mode was presented. The B-Line service passengers per hour came in at 2.50 for the month of June. Lastly, she discussed the Fixed route customer assistance and B-Line customer assistance forms. The miles between road calls and the large bus fleet exceeded the standards.

CEO Report

Mr. Majchszak presented the report and went over the operation and project updates, and some highlights, including that CCRTA has submitted the Low-No Emission grant application for a new Maintenance Facility. He provided an update on the Staples Street Security Guard Building, announced six of the seven new Gillig buses have been put into service, and five of six of the new ARBOCS have been placed into service. The July meetings and events were discussed, including a meeting with Senator Chuy Hinojosa to thank him for his authoring SB 1371 and support of the Low-No Emission Grant Application, and that Safety and Security conducted two Active Shooter Training Sessions at the Staples Street Center.

Participation in community events was displayed for the month. The upcoming calendar of events was displayed.

Reports from Board Chair and Board Members

Chair Granado welcomed the new hires and thanked Legislative Chair Allison for her contributions to the committee. Director Muñoz thanked staff for their reports, thanked Congressman Cloud for his support, thanked his fellow Board Members for their contributions to the RTA and how well they work together. Director Berlanga acknowledged how the RTA helps the community by doing things such as offering free rides to cooling centers and was proud. Director Salazar recognized how the RTA is making adjustments to the budget to help with any shortfalls. He also thanked Marisa Montiel for helping the Board with their travel and finding any savings possible to help minimize costs. Director Torres thanked staff for answering all her questions and providing information when requested. Secretary Allison noted she was going to check on the Nueces County appointments/reappointments since they are coming up. Director Muñoz noted for the record that he would love for all the County Appointees seek reappointment. Director Coleman thanked staff and noted how clean the stations look when he passes by.

Adjournment

There being no further review of items, the meeting was adjourned at 10:18 a.m.

At this time, Mr. Robert Saldaña presented 2026 Budget Workshop #1 to the board, covering Revenues – Trends & Assumptions and Expenses – Administration.

Lynn Allison, Board Secretary

Submitted by: Marisa Montiel

Subject: Authorize Additional Actuarial Determined Contribution of \$1,021,981 to the CCRTA Defined Benefit Plan and Trust

Background

CCRTA does not participate in the Federal Social Security (SS) System and instead offers a qualified replacement plan to employees. Any employee shall be eligible to participate in the Plan on the date of commencement of full-time employment. While CCRTA is exempt from the social security portion of FICA, participating in the Medicare program is required, paying taxes at the rate of 1.45% of taxable wages.

As a governmental unit, CCRTA offers two separate 401(a) plans to assist full-time employees in planning for retirement.

- **Defined Benefit Plan (DBP)** – Funded by employer annual contributions determined by an actuary and investment earnings focusing on long-term investment strategies. The DBP is governed by a qualified formal written document authorized by the Internal Revenue Service and the plan’s funding policy. It is also required to comply with accounting standards set by the Governmental Accounting Standards Board (GASB) and with the legal requirements of the Texas Pension Review Board.
- **Defined Contribution Plan (DCP)** – 100% employee funded as a condition of employment with mandatory pre-tax contributions of 7.51% of taxable wages.

The DBP annual contributions consists of two components:

- 1) **Normal cost** refers to the ongoing contributions needed to cover the pension benefits earned by employees in the current year based on the benefit formula. Normal cost payments will continue even if the unfunded liability is fully funded.
- 2) **Amortization of the Unfunded Liability**, the unfunded liability is being amortized over a period of 9 years in a level dollar amortization as dictated by the plan’s funding policy. Level dollar amortization refers to a method of paying down unfunded liabilities by making annual payments over a set period similarly to a fixed-rate mortgage where each payment reduces the principal and covers the interest on the outstanding debt.

The contribution policy is intended to fully amortize **the unfunded liability** in 9 years if all actuarial assumptions used to make this prediction are realized and the **full Actuarially Determined Contribution is paid which includes the normal cost and the amortization of the unfunded liability**. This assumption which illustrates the funding of the **Unfunded Liability portion** is illustrated in the below table.

If, however, key factors that drive these assumptions change, then the unfunded liability will change accordingly. Factors include participant retirements, deaths, terminations, salary increases, FTE count and investment returns that hinge on economic factors like interest rates and inflation.

Actuarial valuations are performed annually to compare and evaluate the accuracy of the assumptions against the actual results to allow adjustments for estimating future benefit obligations and costs.

The amortization period was established at 15 years in 2019. Resets to amortization periods enable the plan to remain on track to meet its **long-term** funding obligations. Pension Review Boards typically establish maximum amortization periods, and in Texas the maximum amortization is 30 years, along with a preferred target range of 10 to 25 years.

Year	Unfunded Liability at BOY	Amortization Payment	Unfunded Liability at EOY (assuming no gains or losses)
2025	\$11,121,969	\$1,582,166	\$10,183,740
2026	10,183,740	1,582,166	9,182,180
2027	9,182,180	1,582,166	8,113,015
2028	8,113,015	1,582,166	6,971,681
2029	6,971,681	1,582,166	5,753,307
2030	5,753,307	1,582,166	4,452,693
2031	4,452,693	1,582,166	3,064,288
2032	3,064,288	1,582,166	1,582,165
2033	1,582,165	1,582,165	0

Historical Data

Year	Annual Contribution	Normal Cost	Amortization	Additional Contribution	Funded Ratio
2025	\$ 3,016,257	\$ 1,434,091	\$ 1,582,166		82.56%
2024	2,317,966	1,206,258	1,111,708		85.72%
2023	1,952,572	1,108,344	844,228		87.35%
2022	1,330,108	988,099	342,009		94.23%
2021	1,382,108	990,244	391,864		92.66%
2020	1,306,947	926,286	380,661		92.14%
2019	3,727,724	879,904	347,820	\$ 2,500,000	91.78%
2018	1,425,533	1,066,449	124,638	234,446	98.30%
2017	1,399,307	980,740	418,567		93.18%
2016	1,503,736	941,470	527,334	34,932	90.10%
2015	985,175	875,327	108,369	1,479	97.70%

2019 A one-time \$2.5 million additional contribution was adopted by the Board to cover the increase in liability from the assumption changes and from the one-time 2.5% cost of living adjustment to retirees on record who began receiving monthly benefits on or prior to January 1, 2015. The additional contribution was made to keep the funded ratio at above 90%. The assumption changes included:

1. Update Mortality to RP-2014 Blue Collar Table and update the Mortality table on an annual basis.
2. Change discount rate to 7.40% and commit to continuing to decrease over time until appropriate benchmark of 7.0% is attained.
3. Update withdrawal and retirement assumptions based on plan experience.
4. Change from Market Value of plan investments to 5-year Smoothed.
5. Reset period to 15 years beginning January 1, 2019

Identified Need

The annual contribution for 2025 was determined by the actuary at **\$3,016,257**. The amount paid in January 2025 was **\$1,994,276** which requires an additional contribution of **\$1,021,981**.

Financial Impact

The **\$1,021,981** additional contribution will be funded by the increase in the unrestricted portion of the fund balance from revenues recognized by a grant that was awarded August 21, 2025. This grant includes eligible expenses from projects that were disbursed in 2022, 2023 and 2024. On August 22, 2025, a \$3.7M reimbursement from this grant was received. This grant will also be amended to include FTA funding of \$481,700 in eligible expenses that were disbursed in 2023 and 2024 in connection with the purchase of 13 Arbocs.

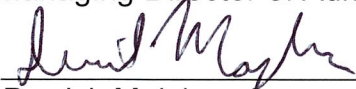
Recommendation

Staff requests the Board of Directors to authorize the additional Actuarial Determined Contribution of \$1,021,981 to Defined Benefit Plan and Trust for the Plan Year 2025.

Respectfully Submitted,

Submitted by: Sandy Roddel
Director of Finance

Reviewed by: Robert M. Saldana
Managing Director of Administration

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Subject: Award a Contract to RXDX, LLC for Zones 1 & 2 for the ADA Bus Stop Improvements – Phase VIII Project

Background

Currently, the CCRTA has completed seven phases of the ADA Bus Stop Transition Plan for ADA compliancy. To date 875 bus stops, out of 1,375 bus stops, are compliant or 63.64% is compliant.

Throughout the different ADA Bus Stop Improvement Phases, the work has been divided into smaller zones, rather than one large zone. The reason for the smaller zones is to provide small businesses, ample opportunities to bid on smaller projects, where surety bonding insurance would be less, than on a large project.

Identified Need

There are 500 bus stops remaining, in the ADA Bus Stop Transition Plan. The CCRTA plans to improve 24 bus stops, as part of this phase of the ADA Bus Stop Improvement Plan. Once the project is completed the ADA compliancy percentage will be 65.38%.

Analysis

The bids were issued Monday, June 23rd, and the bid opening was Monday, August 4th. The CCRTA received three bids plus one company only submitted the bid bond. Three were deemed non-responsive. The table below displays the bids.

Bidder	Responsive/Non-Responsive	Zone 1 Bids	Zone 2 Bids	Total for Zones 1 & 2
RXDX, LLC	Responsive	\$132,378.00	\$131,250.00	\$263,628.00
AZ Rebar Construction	Non-Responsive (did not submit on the Revised Price Schedule)	\$156,062.00	\$154,855.00	\$310,917.00
Bonco, LLC	Non-Responsive (did not submit Cert. of Restrictions on Lobbying or email addresses)	\$180,811.50	\$168,065.50	\$348,877.00
Ti-Zack, Concrete, Inc.	Non-Responsive (only submitted bid bond)	\$0.00	\$0.00	\$0.00

The lowest responsive bidder was RXDX, LLC. RXDX has been in business two and a half years and is located in Sinton, TX. David Flores is the Managing Partner. RXDX has previously worked with the CCRTA on the Bus Stop Improvement Project Phase VII, and improved about 44 bus stops.

The company has also performed services for the following entities:

- Nueces County – County Road 44 Bridge - \$469,000

- Nueces County – Nueces County Story Book Walking Trail - \$748,000
- City of Premont – Cora Park Walking Trail - \$268,000
- City of Beeville – Beeville Downtown Revitalization Project \$399,000

The references received were satisfactory.

Financial Impact

The estimated grand total of the contract is \$263,628 and is budgeted in the 2025 Capital Projects budget. This project is funded with 80% federal funds and 20% local funds. The Engineer's cost estimate total was \$330,264.85.

Board Priority

This item aligns with the Board Priority – Public Image and Facilities.

Disadvantaged Business Enterprise

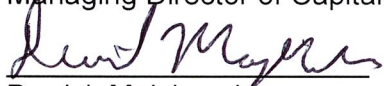
The DBE Goal for this project is 11%, and RXDX has committed to 14.87% DBE participation goal.

Recommendation

Staff requests the Board of Directors Authorize the Chief Executive Officer (CEO) or Designee to award a contract to RXDX, LLC for Zones 1 & 2 for an estimated total of \$263,628.00, for the ADA Bus Stop Improvements – Phase VIII Project.

Respectfully Submitted,

Submitted by: Sharon Montez
Reviewed by: Managing Director of Capital Projects and Customer Services

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Subject: Recommend the Board Amend the Board Policy on Contracting to Increase the Chief Executive Officer’s Purchasing Authority from \$50,000 to \$100,000

Background:

Existing Board Policy and Procedures establish the expenditure authority of the CEO and detail when and how competitive procurement takes place. Historically, the CEO’s expenditure authority has tracked increases in the competitive bidding limits, and a Corpus Christi City Ordinance provides that the City Manager’s expenditure authority automatically adjusts with the competitive bidding limit. The issue is solely a matter of Board Policy, however, and other transit authorities and local agencies have expenditure authority at various levels as set by their governing bodies. In the past session, the Texas Legislature increased the competitive bidding limit from \$50,000 to \$100,000. The last change in this limit was in 2011, and on February 1, 2012, the RTA Board approved the increase in the expenditure authority of the CEO from \$25,000 to \$50,000 to match that adjustment. A copy of the existing Board Policy is attached and marked to show the particular changes that would be made upon the Board’s approval of this adjustment.

The prior increases in the CEO’s authorization are listed as follows:

<u>Authorized Amount</u>	<u>Board Policy Date</u>
Original Limit was \$10,000	December 1, 1985
Increase to \$15,000	March 3, 1999
Increase to \$25,000	April 5, 2006
Increase to \$50,000	February 1, 2012

In comparison, other transit authorities in the state of Texas have the following expenditure authority for their CEO/General Managers:

- Denton County Transportation Authority - \$75,000
- Houston Metro - \$100,000 Sole Source Awards / \$250,000 Competitive Solicitations
- Austin Capital Metro- \$150,000 Sole Source Awards / \$250,000 Competitive Solicitations
- San Antonio VIA - \$250,000
- Dallas Area Rapid Transit - \$250,000
- Forth Worth Trinity Metro - \$250,000

In addition, local authorities in the RTA service area have the following expenditure authority for their CEO/General Managers:

- City of Corpus Christi* - \$100,000
- Port of Corpus Christi - \$100,000
- Corpus Christi ISD - \$150,000

**Under the Corpus Christi City Code, the City Manager's authority automatically moves with the competitive bidding limit.*

The current Federal Regulation threshold for small purchases is \$250,000 (Code of Federal Regulations § 200.320 Procurement methods), however, CCRTA must follow the most restrictive requirement (federal vs. state/local).

According to the Bureau of Labor Statistics Consumer Price Index (CPI-U), the purchasing power of \$50,000 in 2011 is equivalent to approximately \$72,125 in 2025.

Consumer Price Index for All Urban Consumers (CPI-U)

Year	Factor	Dollars
2011	220.223	\$ 50,000
2012	226.665	\$ 51,463
2013	230.280	\$ 52,283
2014	233.916	\$ 53,109
2015	233.707	\$ 53,061
2016	236.916	\$ 53,790
2017	242.839	\$ 55,135
2018	247.867	\$ 56,276
2019	251.712	\$ 57,149
2020	257.971	\$ 58,570
2021	261.582	\$ 59,390
2022	281.148	\$ 63,833
2023	299.170	\$ 67,924
2024	308.417	\$ 70,024
2025	317.671	\$ 72,125

The general limit on competitive procurement is not addressed in the Board Policy on Contracting. As a result, effective September 1, CCRTA will be following the new State law but staff will continue to utilize alternative competitive methods and validation procedures to make sure that it is getting the best value for CCRTA. In Part C of the Board Policy, the existing \$50,000 limit is noted for the requirement that any contracts for personal or professional services be posted at least two weeks prior to award. That part of State law was not changed by the Legislature and will remain in effect.

Identified Need:

Increase the expenditure authority of the CEO to reduce the cost and time frame needed to complete small purchases and revise the current procurement policy to reflect the change in state law.

Financial Impact:

This change would have a minor positive financial impact by reducing the number of items that need to be taken to the Board for approval, resulting in less staff time preparing agenda items and a minor time savings at Board meetings.

Recommendation:

Staff requests the Board of Directors Amend the Board Policy on Contracting to Increase the Chief Executive Officer's Purchasing Authority from \$50,000 to \$100,000.

Respectfully Submitted,

Submitted: Derrick Majchszak
Chief Executive Officer

Review: John Bell
Legal Counsel

Robert M. Saldaña
Managing Director of Administration

Approval: 
Derrick Majchszak
Chief Executive Officer

Subject: Confirm the Re-appointment of Thomas Cronnon by the Chief Executive Officer (CEO) to RTA's Committee on Accessible Transportation (RCAT) for a Two-Year Term

Background

The by-laws for RTA's Committee on Accessible Transportation (RCAT) describe the terms for how vacant seats on the Committee are handled. Interested applicants must submit a letter of interest to CEO, and he refers the recommended appointments to the Board of Directors, who must then confirm the appointments.

Each member is originally appointed to a two (2) year term except for the chairperson who serves at the pleasure of the RTA Board. Members may be appointed for up to four (4) consecutive two (2) year terms. A committee member who has reached the term limit of eight consecutive years of service may apply for membership after a one-year absence.

Identified Need

At this time, RCAT Committee member, Thomas Cronnon, is interested in continuing service and is seeking an additional two-year term.

Mr. Cronnon, is an attorney, and attended George Washington University Law School, and also has a Master's of Public Administration from St. Mary's University in San Antonio, TX. He currently is the Executive Director, of myTeam Triumph: Wings of Texas. He was a member of Leadership Corpus Christi, Class 50. Other professional memberships include Rotary Club of West Corpus Christi and the United Corpus Christi Chamber of Commerce. He also is a volunteer member for the City of Corpus Christi Parks and Recreation Advisory Committee.

In order to continue the selection process, CCRTA's Board of Directors must take action to confirm the re-appointment.

Recommendation

The CEO requests the Board of Directors to Confirm the Re-appointment of Thomas Cronnon to the RCAT Committee.

Respectfully Submitted,

Reviewed by: Sharon Montez
Managing Director of Capital Programs and Customer Services

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Subject: July 2025 Financial Report

Overview: The **July Operating Budget** ended the month with revenue coming in greater than expenses by **\$56,644**, as **Operating Revenue** totaled **\$4,232,798** and **Operating Expenses** **\$4,176,154**.

Three revenue sources fell short of the budget expectation. Passenger fares of **\$82,555** reached **85.17%** or \$14,378 short of budget, while lease revenue from tenants of **\$40,638** reached **90.87%** or \$4,083 short of budget due to a vacancy, and investment income of **\$151,276** fell short of expectation by \$18,201 or 10.74% due to external factors. The budget shortage in investment income is expected to improve as cash becomes available for investing when federal grants are awarded.

The year-to-date Operating Budget produced a surplus of **\$556,508** as total revenues of **\$29,287,105** reached **99.11% of baseline** while expenses of **\$28,730,597** finished at **96.53%**.

The CIP budget for the month resulted in expenditures exceeding revenues by **\$52,235**. Grant revenues of \$53,288 were recognized for bus stop amenities project funded 100% by the ARP grant as well as A&E expenses associated with the gas generator at the Bear Lane Operations facility. Expenditures of \$182,517 include the \$53,288 in costs for the shelters and A&E expenses, along with the depreciation expense of \$129,229 which resulted in expenses exceeding funding sources by \$52,235 after factoring the transfer in of \$76,994. Since transfer-in from fund balance is not considered revenues, the loss for the month from the CIP Budget is \$129,229.

Year-to-date CIP funding sources totaled **\$1,685,369** while total expenditures finished at **\$2,051,783** resulting in **expenditures** exceeding funding sources by **\$366,414**. Funding sources include the budgeted transfer-in from fund balance of **\$538,956**. However, since the budgeted transfer-in is not considered revenue, the YTD loss from the CIP Budget is \$905,370.

For the month, the overall performance resulted in an initial increase of **\$4,409** to the fund balance with an increase of **\$56,644** attributable to the operating budget, and a decrease of **\$52,235** related to the CIP budget. However, since the budgeted transfer-in of \$76,994 from the CIP budget is not considered revenue, the combined decrease to the fund balance is \$72,584.

The overall performance for the **year-to-date** results in an initial increase of **\$190,094** to the fund balance, with an increase of **\$556,508** from the operating budget, and a decrease of **\$366,414** related to the CIP budget. However, since the budgeted transfer-in of \$538,956 from the CIP Budget is not considered revenue, the decrease to the fund balance is \$348,862.

SUMMARY: Results from all Activities Compared to Budget

Total Revenues and funding sources for the month of **July** closed at **\$4,363,080**, of which **\$4,232,798** is attributable to the **Operating Budget (Table 4 and PPT Slides 3 and 4)** and **\$130,282** to the capital budget. The **\$130,282** from the capital budget consists of federal grant revenue of **\$53,288** and **\$76,994** which comes from the unrestricted portion of the fund balance that was budgeted as a transfer-in which is considered a funding source and not a revenue source. The performance of the revenue categories from the Operating Budget is discussed as follows.

Operating Revenues, which include only resources generated from transit operations, **totaled \$100,149** or 12.63% less than forecasted (**Table 4.1**) & (**PPT Slide 5**). **Fare Revenues** ended the month at \$82,555, or 85.17% of the baseline expectation and includes **\$11,840** from **Go-Pass Mobile App Pass Sales**.

Meanwhile, commissions from both **Bus and Bench Advertising** ended the month at **\$17,587**, of which **\$2,649** came from **Bus Bench Advertising commissions** while **\$14,938** came from **On-Board Bus Advertising commissions**. The combined revenue was 99.41% of baseline.

Note that the commissions earned from Bench Advertising total **\$3,973** of which **\$2,649** is recognized as revenue and **\$1,324** represents the City’s one-third share of the bench advertising commission for the use of City property.

Other Operating Revenues reported \$8 for the month, comprised of fees for public information requests.

Non-Operating Revenues, which include sales tax, investment income, lease income from tenants, and federal assistance grants totaled **\$4,132,648** reaching **100.56%** of the **\$4,109,833** budget expectation, generating **\$22,815** more than forecasted (**Table 4.1**).

Federal operating grants recorded revenue of \$417,897, or 112.10% of the baseline expectation. \$1,490,151 in preventive maintenance funds remain available for subsequent months.

Investment income for the month totaled \$151,276, as the performance of the investment portfolio fell short of the baseline expectation by \$18,201, or 10.74%.

Meanwhile, Staples Street Center leases reached \$40,638 or 90.87% of baseline as a result of the vacancy left by Nueces County.

For clarification, please keep in mind that all revenues reported are **actual** revenues received or earned except for the sales tax revenue. The Sales Tax Revenue has been **estimated** since the amount will not be determined until payment is received on **September 12, 2025**. Out of the seven (7) sources included in this revenue category, 83.23% of total revenue came from the sales tax revenue estimate as indicated in the following table:

July 2025 Revenue Composition – Table 1

Line #	Revenue Source	Actual	%
1	Sales Tax Revenue Estimate	\$3,522,837	83.23%
2	Passenger Service	82,555	1.95%
3	SSC Lease Income	40,638	0.96%
4	Bus Advertising	17,587	0.42%
5	Investment Income	151,276	3.57%
6	Grant Assistance Revenue	417,897	9.87%
7	Other Revenue	8	0.00%
	Total (excluding capital)	\$4,232,798	100.00%

The **Investment Portfolio** closed the month of July 2025 with a market value of **\$41,883,055**, a decrease of **\$1,603,395**, from the balance at the end of June 2025 of **\$43,486,450**. The decrease is largely due to a reduction in cash on hand as two (2) Gillig fixed-route buses were paid for in

July. Reimbursement for the federal share of these buses will be received upon the amending of grant TX-2025-108. The amendment is expected in January 2026.

The composition of the July portfolio market value includes **\$13,919,658** in securities consisting of **\$7,420,101** in Commercial Paper, **\$3,503,867** in Federal Treasury Securities, and **\$2,995,690** in Federal Agency Coupon Securities. In addition, **\$25,662,110** was held in TexPool Prime and **\$2,301,287** in bank accounts at Frost Bank. For the month of **July**, the earned interest income was recorded at **\$151,276**.

The Federal Open Markets Committee (FOMC) will meet September 16 through 17, where it is expected that the overnight rate will remain unchanged. The futures markets now anticipate two rate cuts of 25 basis points each by the end of 2025, with the rate ending the year at about 3.8% from its current 4.3%. The rate for TexPool Prime as of July was 4.4312%.

This investment portfolio does not include any assets from pension plans but only assets from operations.

The **Sales Tax** allocation for July 2025 is **estimated** at **\$3,522,837** and is in line with the actual allocation received for July 2024. The estimate is necessary since allocations lag two months behind and will not be received until September 12, 2025.

The Sales Tax revenue payment of **\$3,942,521** for June 2025 was received August 8, 2025, and was **\$148,840**, or **4.20% more** than the **estimate** of \$3,783,681 reported for June.

The June payment included the allocation from internet sales of **\$48,921**, an increase of \$11,918 or 32.21% from the prior month. RTA started receiving internet sales tax revenue in December 2019, and to date have received **\$2,204,327**. Retailers started collecting sales tax on internet sales on October 1, 2019.

The sales tax revenue over the last five years averages 70.19% of total income. In 2024, Sales Tax Revenue represented 80.94% of total revenues. Sales tax typically represents the largest component of CCRTA's total income but may vary from year to year when alternative revenue streams such as grant funding become significant. Although sales tax revenue is related to economic conditions, other factors such as the amount of revenues from other sources and capital improvement plans do help lower the Agency's reliance on sales tax revenue.

During this reporting period sales tax represented 83.23% of total operating revenues. **Table 2** illustrates the sales tax revenue trend from the beginning of the year, while **Table 2.1** illustrates the comparison between the sales tax received versus the sales tax budgeted.

Sales Tax Growth – Table 2

Month Revenue was Recognized	2025 Actual	2024 Actual	\$ Growth	% Growth
January (actual)	3,054,316	\$ 3,006,019	48,297	1.61%
February (actual)	2,996,327	3,560,917	(564,590)	-15.86%
March (actual)	3,830,459	3,728,858	101,601	2.72%
April (actual)	3,494,545	3,388,757	105,788	3.12%
May (actual)	3,434,929	3,458,737	(23,808)	-0.69%
June (actual)	3,942,521	3,743,265	199,256	5.32%
July (estimate)	3,522,837	3,485,208	37,629	1.08%
August (estimate)	-	-	-	0.00%
September (estimate)	-	-	-	0.00%
October (estimate)	-	-	-	0.00%
November (estimate)	-	-	-	0.00%
December (estimate)	-	-	-	0.00%
	\$ 24,275,934	\$ 24,371,761	\$ (95,827)	-0.39%

Sales Tax – Actual vs Budget – Table 2.1

Month Revenue was Recognized	2025 Actual	2025 Budget	\$ Variance	% Variance
January (actual)	3,054,316	\$ 3,038,475	15,842	0.52%
February (actual)	2,996,327	3,599,364	(603,037)	-16.75%
March (actual)	3,830,459	3,769,118	61,342	1.63%
April (actual)	3,494,545	3,425,345	69,200	2.02%
May (actual)	3,434,929	3,496,081	(61,152)	-1.75%
June (actual)	3,942,521	3,783,681	158,840	4.20%
July (estimate)	3,522,837	3,522,837	-	0.00%
August (estimate)	-	-	-	0.00%
September (estimate)	-	-	-	0.00%
October (estimate)	-	-	-	0.00%
November (estimate)	-	-	-	0.00%
December (estimate)	-	-	-	0.00%
	\$ 24,275,934	\$ 24,634,901	\$ (358,967)	-1.46%

The detail of all revenue and expense categories are presented in the following tables, along with the fare recovery ratio for July 2025:

Revenue – July 2025 – Revenue Composition (Includes Operating and Capital Funding) – Table 3

Revenue Source	July 2025	%	YTD	%
Passenger Service	\$ 82,555	1.93%	\$ 612,289	2.01%
Bus Advertising	17,587	0.41%	136,587	0.45%
Other Revenue	8	0.00%	15,883	0.05%
Sales Tax Revenue	3,522,837	82.19%	24,275,934	79.77%
Grants - Operating	417,897	9.75%	2,915,642	9.58%
Grants - Capital	53,288	1.24%	1,146,413	3.77%
Investment Income	151,276	3.53%	1,047,563	3.44%
SSC Lease Income	40,638	0.95%	283,207	0.93%
Total Revenue	\$ 4,286,086	100.00%	\$ 30,433,518	100.00%

Revenue – July 2025 Operating Revenue and Capital Funding – Table 4

	07/2025				
	2025 Adopted Budget	July 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 82,555	\$ 96,933	7.10%	85.17%
Bus advertising	212,297	17,587	17,691	8.28%	99.41%
Other operating revenues	7,095	8	8	0.11%	100.00%
Sales Tax Revenue	43,222,564	3,522,837	3,522,837	8.15%	100.00%
Federal, state and local grant assistance	4,473,575	417,897	372,798	9.34%	112.10%
Investment Income	2,033,727	151,276	169,477	7.44%	89.26%
Staples Street Center leases	536,647	40,638	44,721	7.57%	90.87%
Total Operating & Non-Operating Revenues	51,649,096	4,232,798	4,224,465	8.20%	100.20%
Capital Grants & Donations	6,410,043	53,288	53,288	0.83%	100.00%
Transfers-In	923,924	76,994	76,994	8.33%	100.00%
Total Operating & Non-Operating Revenues and Capital Funding	\$ 58,983,063	\$ 4,363,080	\$ 4,354,747	7.40%	100.19%

	07/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 612,289	\$ 678,529	52.64%	90.24%
Bus advertising	212,297	136,587	123,840	64.34%	110.29%
Other operating revenues	7,095	15,883	4,138	223.87%	383.78%
Sales Tax Revenue	43,222,564	24,275,934	24,634,900	56.16%	98.54%
Federal, state and local grant assistance	4,473,575	2,915,642	2,609,585	65.17%	111.73%
Investment Income	2,033,727	1,047,563	1,186,341	51.51%	88.30%
Staples Street Center leases	536,647	283,207	313,044	52.77%	90.47%
Total Operating & Non-Operating Revenues	51,649,096	29,287,105	29,550,377	56.70%	99.11%
Capital Grants & Donations	6,410,043	1,146,413	1,146,413	17.88%	100.00%
Transfers-In	923,924	538,956	538,956	58.33%	100.00%
Total Operating & Non-Operating Revenues and Capital Funding	\$ 58,983,063	\$ 30,972,474	\$ 31,235,746	52.51%	99.16%

Revenue – July 2025 from Operations – Table 4.1

	07/2025				
	2025 Adopted Budget	July 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 82,555	\$ 96,933	7.10%	85.17%
Bus advertising	212,297	17,587	17,691	8.28%	99.41%
Other operating revenues	7,095	8	8	0.11%	100.00%
Total Operating Revenues	1,382,584	100,150	114,632	7.24%	87.37%
Sales Tax Revenue	43,222,564	3,522,837	3,522,837	8.15%	100.00%
Federal, state and local grant assistance	4,473,575	417,897	372,798	9.34%	112.10%
Investment Income	2,033,727	151,276	169,477	7.44%	89.26%
Staples Street Center leases	536,647	40,638	44,721	7.57%	90.87%
Total Non-Operating Revenues	50,266,512	4,132,648	4,109,833	8.22%	100.56%
Total Revenues	\$ 51,649,096	\$ 4,232,798	\$ 4,224,465	8.20%	100.20%

July 2025 Expenses

The results of all expenditure activities, including capital, are presented below. Overall, the total expenditure of **\$4,358,671** came in **\$41,985** over the anticipated baseline of **\$4,316,686**. Departmental expenses of **\$3,857,810** came in **\$48,173** over the **\$3,809,637** anticipated baseline or 1.26%. Meanwhile, Street Improvement Program expense of **\$302,086** is a fixed amount that represents one-two-twelve of the annual amount budgeted for all member cities, resulting in 100% baseline. Debt service expense of **\$16,258** includes the monthly amortization of debt issuance costs resulting from the 2019 bond refunding, plus interest related to Subscription Liabilities (SBITAs).

July 2025 Total Expenses & Capital Expenditures – Table 6

	07/2025				
	2025 Adopted Budget	July 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Expenditures					
Departmental Operating Expenses	\$ 45,715,626	\$ 3,857,810	\$ 3,809,637	8.44%	101.26%
Debt Service	1,607,353	16,258	16,258	1.01%	100.00%
Street Improvements	3,625,032	302,086	302,086	8.33%	100.00%
Subrecipient Grant Agreements	74,256	-	6,188	0.00%	0.00%
Total Operating & Non-Operating Expenses	51,022,267	4,176,154	4,134,169	8.18%	101.02%
Grant Eligible Costs	6,410,043	53,288	53,288	0.83%	100.00%
Depreciation Expenses	1,550,753	129,229	129,229	8.33%	100.00%
Total Operating & Non-Operating Expenses and Capital Expenditures	\$ 58,983,063	\$ 4,358,671	\$ 4,316,686	7.39%	100.97%

Year to Date as of July 2025 Total Expenses & Capital Expenditures – Table 6.1

For the year to date, total expenditures including capital were **\$30,782,380**, coming in **\$1,031,630** under the anticipated baseline of **\$31,814,010**. Departmental expenses of **\$26,271,460** came in **\$395,990** under the anticipated baseline of **\$26,667,450** or 1.48%. Meanwhile, Street Improvement Program expense is a fixed amount that represents one-twelve of the annual amount budgeted for all member cities, resulting in 100% of baseline and as of July the year-to-date expense represents 58.33% of the annual budget. Debt service represents interest on the

2019 refunding bonds, and the monthly amortization of debt issuance costs plus current year interest on bonds, along with interest costs for SBITAs.

	07/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Expenditures					
Departmental Operating Expenses	\$ 45,715,626	\$ 26,271,460	\$ 26,667,450	57.47%	98.52%
Debt Service	1,607,353	344,534	937,623	21.43%	36.75%
Street Improvements	3,625,032	2,114,602	2,114,602	58.33%	100.00%
Subrecipient Grant Agreements	74,256	-	43,316	0.00%	0.00%
Total Operating & Non-Operating Expenses	51,022,267	28,730,597	29,762,991	56.31%	96.53%
Grant Eligible Costs	6,410,043	1,146,413	1,146,413	17.88%	100.00%
Depreciation Expenses	1,550,753	905,370	904,606	58.38%	100.08%
Total Operating & Non-Operating Expenses and Capital Expenditures	\$ 58,983,063	\$ 30,782,380	\$ 31,814,010	52.19%	96.76%

EXPENSES – REPORTED BY EXPENSE OBJECT CATEGORY

The **Financial Accounting Standards Board (FASB)** requires expenses to be reported by object category which include expenses that can be traced back to a specific department and or activity. It excludes depreciation expenses, expenses associated with the Street Improvement Program, debt service expenses, and pass-through activities (Sub-recipients).

Accordingly, for the month of July 2025, total departmental operating expenses realized favorable variances against the baseline expectation from categories including Salaries & Wages, Services, Insurance, Purchased Transportation, and Miscellaneous.

Meanwhile, unfavorable variance was identified with the categories of Benefits, Materials & Supplies, and Utilities.

Benefits reported a negative variance of \$109,218, or 14.37% due to health insurance claims costs.

Materials & Supplies reported a negative variance of 15.06%, or \$43,582. The negative variance is associated with higher costs of repair parts for the aging bus fleet.

Utilities reported a negative variance of 25.42%, or \$17,252. The negative variance is primarily associated to higher costs from the CNG fueling station.

July 2025 Departmental Expense Breakdown – Table 7

	07/2025				
	2025 Adopted Budget	July 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Departmental Operating Expenses:					
Object Category					
Salaries & Wages	\$ 15,022,566	\$ 1,200,995	\$ 1,251,880	7.99%	95.94%
Benefits	9,117,655	869,023	759,805	9.53%	114.37%
Services	5,836,746	466,477	486,396	7.99%	95.90%
Materials & Supplies	3,472,456	332,953	289,371	9.59%	115.06%
Utilities	814,410	85,120	67,868	10.45%	125.42%
Insurance	902,577	73,183	75,215	8.11%	97.30%
Purchased Transportation	9,491,286	778,088	790,941	8.20%	98.37%
Miscellaneous	1,057,931	51,971	88,161	4.91%	58.95%
Total Departmental Operating Expenses	\$ 45,715,626	\$ 3,857,810	\$ 3,809,637	8.44%	101.26%

Year to Date as of July 2025 Departmental Operating Expense Breakdown – Table 8

	07/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Departmental Operating Expenses:					
Object Category					
Salaries & Wages	\$ 15,022,566	\$ 8,228,397	\$ 8,763,163	54.77%	93.90%
Benefits	9,117,655	6,054,700	5,318,632	66.41%	113.84%
Services	5,836,746	2,813,383	3,404,769	48.20%	82.63%
Materials & Supplies	3,472,456	2,354,436	2,025,599	67.80%	116.23%
Utilities	814,410	554,877	475,073	68.13%	116.80%
Insurance	902,577	524,357	526,503	58.10%	99.59%
Purchased Transportation	9,491,286	5,274,114	5,536,584	55.57%	95.26%
Miscellaneous	1,057,931	467,197	617,126	44.16%	75.71%
Total Departmental Operating Expenses	\$ 45,715,626	\$ 26,271,460	\$ 26,667,450	57.47%	98.52%

2025 Self-Insurance Claims, Medical & Vision and Dental – Table 9*

Month	Medical & Vision	Dental	Total
January	\$ 603,430	\$ 13,363	\$ 616,794
February	500,491	7,838	508,329
March	251,951	7,455	259,405
April	609,177	18,875	628,053
May	435,214	12,538	447,752
June	475,409	12,310	487,719
July	509,618	8,323	517,941
	\$ 3,385,291	\$ 80,702	\$ 3,465,993

* Stop loss reimbursements and other credits totaling \$221,741 were received in July 2025 and reduced the cost of health insurance accordingly. To date the \$1,206,608 has been received in Stop Loss reimbursements.

Fare Recovery Ratio – Table 10

Description	7/30/2025	Year to Date
Fare Revenue or Passenger Revenue	\$ 82,555	\$ 612,289
Operating Expenses	3,857,810	26,271,461
Fare Recovery Ratio	2.14%	2.33%
*Excluding Depreciation		

Note: Same period last year (July 2024) the FRR was 1.75%

The passenger fares are pledged revenues secured by the bond covenant associated with the construction of the Staples Street Center Building. The bond contract requires the Authority to establish and maintain rates and charges for facilities and services afforded by the CCRTA transit system to produce **gross operating revenues** in each fiscal year by anticipating sufficient passenger revenues to pay for maintenance and operating expenses and produce net operating revenues at least 1.10 times the annual debt service requirements. The debt service coverage ratio is a different ratio from the Fare Recovery Ratio. CCRTA has maintained since the inception of the bond covenant a coverage ratio of at least 1.10.

July 2025 – Table 11

For the month of July, total Revenue exceeded Expenditures by \$4,409. A greater detail of the financial results is explained in the accompanied Power Point presentation.

	07/2025				
	2025 Adopted Budget	July 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Operating Revenues	\$ 51,649,096	\$ 4,232,798	\$ 4,224,465	8.20%	100.20%
Operating Expenses	51,022,267	4,176,154	4,134,169	8.18%	101.02%
Revenue over Expenses	626,829	56,644	90,296	9.04%	62.73%
Capital Funding	7,333,967	130,282	130,282	1.78%	100.00%
Capital Expenditures	7,960,796	182,517	182,517	2.29%	100.00%
Revenue over Expenses	(626,829)	(52,235)	(52,235)	8.33%	100.00%
Revenue over Expenditures	\$ (0)	\$ 4,409	\$ 38,061		

NET POSITION

The Total Net Position at the end of the month was **\$104,186,746**, an increase of **\$797,551** from December 2024 which closed at **\$103,389,195**.

The Total Net Position is made up of three (3) components: Net Investment in Capital Assets, Funds Restricted for the FTA's Interest, and Unrestricted which represents the residual amount of the net position that is available for spending.

Of the Total Net Position of **\$104,186,746**, the portion of the fund balance that is not restricted in accordance with GASB Concepts Statement No 4 is **\$29,441,220**, which equals the amount of Board designated reserves, resulting in an unrestricted portion of \$0 on July 31, 2025. As you can see from the fund balance breakdown below, **100.00%** of the unrestricted portion is assigned by the Board to fund reserves that are earmarked to meet certain unexpected demands.

The unrestricted portion of the fund balance is temporarily at zero due to expenditures from bus purchases that were recognized without a corresponding grant revenue being recorded. The grant revenue can only be recorded when the grant is awarded. In this instance the grant that will be funding 85% of the cost for the 7 Gillig Buses totaling \$6,050,555 is estimated to be awarded early 2026 while the grant funding 85% of the costs for the Arbocs was awarded in August. At the balance sheet reporting date, CCRTA has paid 100% of the costs of these purchases from its own resources, which reduces its available fund balance.

Because of the timing differences, the Operating Reserve has been reduced by \$241,526, from \$9,117,175 to \$8,875,649 to cover the temporary shortfall. The Operating Reserve will be restored to its target amount as grant revenues are awarded along with the recognition of other elements that may affect fund balance.

Here are the two factors impacting the temporary zero balance of the spending portion of the fund balance.

1. The Board approved an additional designation of \$11.6 million earmarked for the local share of the Bear Lane maintenance facility project. Unrestricted reserve incurred a corresponding reduction in this amount to facilitate the designated reserve.
2. In the months of June and July 2025, the Authority incurred capital expenses of \$8,215,841 for the purchase of seven (7) Gillig buses (\$6,050,555) and six (6) Arboc buses (\$2,165,286). 85% reimbursement for the Arbocs will be received in August with the awarding of federal grant TX-2025-108. The 85% federal share of \$1,840,493 will be added to unrestricted reserve for the August financial statements. However, the Gillig buses are not yet included in a grant and so reimbursement is not available at this time.

Purchases	Total Paid	FTA Share	FTA %	Estimated Impact on 2025 Unrestricted Reserve without introducing other elements that may affect fund balance
Gillig 7 Units	\$6,050,555	\$5,142,971	85%	- \$5,142,971 to the YR 2025
Arbocs 6 Units	\$2,165,286	\$1,840,493	85%	+\$1,840,493 in August

FUND BALANCE AS OF JULY 31, 2025:

FUND BALANCE		
Net Invested in Capital Assets		\$ 74,170,218
Restricted for FTA Interest		575,308
Unrestricted		29,441,220
TOTAL FUND BALANCE		104,186,746
RESERVES		
Designated for Operating Reserve		8,875,649
Designated for Capital Reserve		4,753,840
Designated for Employee Benefits Reserve		2,311,731
Designated for Emergency/Disaster Reserve		1,900,000
Designated for New Bear Lane Maint. Bldg. Prj.		11,600,000
Total Designated Reserves	100.00%	29,441,220
Plus:		
Unrestricted	0.00%	0
TOTAL DESIGNATED AND UNRESTRICTED		\$ 29,441,220

Please refer to the following pages for the detailed financial statements.

Respectfully Submitted,

Submitted by: Marie Sandra Roddel
Director of Finance

Reviewed by: Robert M. Saldaña
Managing Director of Administration

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Corpus Christi Regional Transportation Authority
 Operating and Capital Budget Report
 For the month ended July 2025

OPERATING BUDGET	07/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
	A	B	C = A / 12 * 7	B / A	C vs B
Revenues					
Passenger service	\$ 1,163,193	\$ 612,289	\$ 678,529	52.64%	90.24%
Bus advertising	212,297	136,587	123,840	64.34%	110.29%
Other operating revenues	7,095	15,883	4,138	223.87%	383.78%
Sales Tax Revenue	43,222,564	24,275,934	24,634,900	56.16%	98.54%
Federal, state and local grant assistance	4,473,575	2,915,642	2,609,585	65.17%	111.73%
Investment Income	2,033,727	1,047,563	1,186,341	51.51%	88.30%
Staples Street Center leases	536,647	283,207	313,044	52.77%	90.47%
Total Revenues	51,649,096	29,287,105	29,550,377	56.70%	99.11%
Expenses					
Transportation	11,758,979	7,201,874	6,859,404	61.25%	104.99%
Customer Programs	731,351	426,165	426,621	58.27%	99.89%
Purchased Transportation	9,491,286	5,274,114	5,536,584	55.57%	95.26%
Service Development	659,974	328,920	384,985	49.84%	85.44%
MIS	2,088,273	1,093,879	1,218,159	52.38%	89.80%
Vehicle Maintenance	7,099,062	4,357,045	4,141,120	61.37%	105.21%
Facilities Maintenance	3,423,983	1,928,320	1,997,324	56.32%	96.55%
Contracts and Procurements	513,030	292,892	299,267	57.09%	97.87%
CEO's Office	1,151,845	599,254	671,910	52.03%	89.19%
Finance and Accounting	1,033,342	532,773	602,783	51.56%	88.39%
Materials Management	295,966	181,122	172,647	61.20%	104.91%
Human Resources	1,031,407	501,291	601,654	48.60%	83.32%
General Administration	510,112	239,244	297,565	46.90%	80.40%
Capital Project Management	453,155	261,192	264,341	57.64%	98.81%
Marketing & Communications	1,114,826	564,443	650,315	50.63%	86.80%
Safety & Security	3,100,966	1,759,873	1,808,897	56.75%	97.29%
Staples Street Center	1,158,071	726,154	675,541	62.70%	107.49%
Debt Service	1,607,353	344,534	937,623	21.43%	36.75%
Special Projects	100,000	2,906	58,333	2.91%	4.98%
Subrecipient Grant Agreements	74,256	-	43,316	0.00%	0.00%
Street Improvements Program for CCRTA Regional Entities	3,625,032	2,114,602	2,114,602	58.33%	100.00%
Total Expenses	51,022,267	28,730,597	29,762,991	56.31%	96.53%
Revenues Over Expenses - Operating Budget	626,829	556,508	(212,614)		
CIP BUDGET					
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
	A	B	C = A / 12 * 7	B / A	C vs B
Funding Sources					
Transfer In	\$ 923,924	538,956	538,956	58.33%	100.00%
Grant Revenue	6,410,043	1,146,413	1,146,413	17.88%	0.00%
Total Funding Sources	7,333,967	1,685,369	1,685,369	22.98%	100.00%
Capital Expenditures					
Grant Eligible Costs	6,410,043	1,146,413	1,146,413	17.88%	0.00%
Depreciation Expenses	1,550,753	905,370	904,606	58.38%	100.08%
Total Expenditures	7,960,796	2,051,783	2,051,019	25.77%	100.04%
Funding Sources Over Expenditures	(626,829)	(366,414)	(365,650)	58.46%	100.21%
Revenues Over Expenses - Operating Budget	626,829	556,508	(212,614)		
Revenues Over Expenses - CIP Budget	(626,829)	(366,414)	(365,650)		
Revenues Over Expenses (including rounding)	\$ (0)	\$ 190,094	\$ (578,264)		

Corpus Christi Regional Transportation Authority
 Operating and Capital Budget Report
 For the month ended July 2025

OPERATING BUDGET	07/2025				
	2025 Adopted Budget	July 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
	A	B	C = A / 12	B / A	C vs B
Revenues					
Passenger service	\$ 1,163,193	\$ 82,555	\$ 96,933	7.10%	85.17%
Bus advertising	212,297	17,587	17,691	8.28%	99.41%
Other operating revenues	7,095	8	8	0.11%	100.00%
Sales Tax Revenue	43,222,564	3,522,837	3,522,837	8.15%	100.00%
Federal, state and local grant assistance	4,473,575	417,897	372,798	9.34%	112.10%
Investment Income	2,033,727	151,276	169,477	7.44%	89.26%
Staples Street Center leases	536,647	40,638	44,721	7.57%	90.87%
Total Revenues	51,649,096	4,232,798	4,224,465	8.20%	100.20%
Expenses					
Transportation	11,758,979	1,026,729	979,915	8.73%	104.78%
Customer Programs	731,351	56,528	60,946	7.73%	92.75%
Purchased Transportation	9,491,286	778,088	790,941	8.20%	98.37%
Service Development	659,974	50,680	54,998	7.68%	92.15%
MIS	2,088,273	172,992	174,023	8.28%	99.41%
Vehicle Maintenance	7,099,062	619,711	591,589	8.73%	104.75%
Facilities Maintenance	3,423,983	283,153	285,332	8.27%	99.24%
Contracts and Procurements	513,030	41,874	42,752	8.16%	97.94%
CEO's Office	1,151,845	75,804	95,987	6.58%	78.97%
Finance and Accounting	1,033,342	77,837	86,112	7.53%	90.39%
Materials Management	295,966	27,234	24,664	9.20%	110.42%
Human Resources	1,031,407	65,748	85,951	6.37%	76.49%
General Administration	510,112	36,858	42,509	7.23%	86.71%
Capital Project Management	453,155	38,785	37,763	8.56%	102.71%
Marketing & Communications	1,114,826	80,048	92,902	7.18%	86.16%
Safety & Security	3,100,966	306,258	258,414	9.88%	118.51%
Staples Street Center	1,158,071	118,514	96,506	10.23%	122.81%
Debt Service	1,607,353	16,258	16,258	1.01%	100.00%
Special Projects	100,000	969	8,333	0.97%	11.62%
Subrecipient Grant Agreements	74,256	-	6,188	0.00%	0.00%
Street Improvements Program for CCRTA Regional Entities	3,625,032	302,086	302,086	8.33%	100.00%
Total Expenses	51,022,267	4,176,154	4,134,169	8.18%	101.02%
Revenues Over Expenses - Operating Budget	626,829	56,644	90,296		
CIP BUDGET					
	A	B	C = A / 12	B / A	
Funding Sources					
Transfer In	\$ 923,924	76,994	76,994	8.33%	100.00%
Grant Revenue	6,410,043	53,288	53,288	0.83%	0.00%
Total Funding Sources	7,333,967	130,282	130,282	1.78%	100.00%
Capital Expenditures					
Grant Eligible Costs	6,410,043	53,288	53,288	0.83%	0.00%
Depreciation Expenses	1,550,753	129,229	129,229	8.33%	100.00%
Total Expenditures	7,960,796	182,517	182,517	2.29%	100.00%
Funding Sources Over Expenditures	(626,829)	(52,235)	(52,235)	8.33%	100.00%
Revenues Over Expenses - Operating Budget	626,829	56,644	90,296		
Revenues Over Expenses - CIP Budget	(626,829)	(52,235)	(52,235)		
Revenues Over Expenses (including rounding)	\$ (0)	\$ 4,409	\$ 38,061		

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY
Statement of Net Position
Month ended July 31, 2025, and year ended December 31, 2024 (continued)

	Unaudited July 31 2025	Unaudited December 31 2024
LIABILITIES AND NET POSITION		
Current Liabilities:		
Accounts Payable	7,160,245	936,307
Current Portion of Long-Term Liabilities:		
Long-Term Debt	950,000	950,000
Compensated Absences	374,238	374,238
Software Subscription Liability	12,581	80,311
Lease Liability	110,839	110,839
Distributions to Regional Entities Payable	3,373,589	4,928,041
Other Accrued Liabilities	1,697,994	1,544,963
Total Current Liabilities	13,679,486	8,924,698
Non-Current Liabilities:		
Long-Term Liabilities, Net of Current Portion:		
Long-Term Debt	14,905,000	14,905,000
Compensated Absences	871,691	871,691
Software Subscription Liability	59,292	59,292
Lease Liability	168,074	168,074
Net Pension Liability	12,314,109	12,314,109
Net OPEB Obligation	793,733	793,733
Total Non-Current Liabilities	29,111,899	29,111,899
TOTAL LIABILITIES	42,791,385	38,036,597
DEFERRED INFLOWS OF RESOURCES		
Deferred inflow related to pensions	3,223,014	3,223,014
Deferred inflow related to OPEB	88,279	88,279
Deferred inflow related to leases	1,448,273	1,448,273
Total Deferred Inflows	4,759,566	4,759,566
TOTAL LIABILITIES AND DEFERRED INFLOWS	47,550,951	42,796,164
Net Position:		
Net Invested in Capital Assets	74,170,218	64,480,461
Restricted for FTA Interest	575,308	575,308
Unrestricted	29,441,220	38,333,426
TOTAL NET POSITION	\$ 104,186,746	\$ 103,389,195

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY
Statement of Net Position
Month ended July 31, 2025, and year ended December 31, 2024

	Unaudited July 31 2025	Unaudited December 31 2024
ASSETS		
Current Assets:		
Cash and Cash Equivalents	\$ 27,290,467	\$ 28,661,486
Short Term Investments	10,407,568	10,959,672
Receivables:		
Sales and Use Taxes	7,465,358	7,042,268
Federal Government	471,185	239,980
Other	521,517	1,057,892
Inventories	765,928	785,915
Prepaid Expenses	2,000,234	662,739
Total Current Assets	48,922,257	49,409,953
Non-Current Assets:		
Restricted Cash and Cash Equivalents	575,308	575,308
Long Term Investments	3,499,659	7,485,413
Lease Receivable	1,448,273	1,448,273
Capital Assets:		
Land	5,191,477	5,191,477
Buildings	53,037,195	53,037,195
Transit Stations, Stops and Pads	33,462,556	33,462,556
Other Improvements	5,579,552	5,579,552
Vehicles and Equipment	65,441,341	65,441,341
Right-To-Use Leased Equipment	636,942	636,942
Right-To-Use Software Subscriptions	1,594,044	1,594,044
Construction in Progress	7,834,438	7,834,438
Current Year Additions	11,037,475	-
Total Capital Assets	183,815,021	172,777,545
Less: Accumulated Depreciation	(95,168,776)	(94,264,170)
Net Capital Assets	88,646,245	78,513,375
Total Non-Current Assets	94,169,486	88,022,369
TOTAL ASSETS	143,091,743	137,432,322
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflow related to pensions	6,088,027	6,088,027
Deferred outflow related to OPEB	95,005	95,005
Deferred outflow on extinguishment of debt	2,462,922	2,570,005
Total Deferred Outflows	8,645,954	8,753,037
TOTAL ASSETS AND DEFERRED OUTFLOWS	151,737,697	146,185,359

Corpus Christi Regional Transportation Authority
Statement of Cash Flows (Unaudited)
For the month ended July 31, 2025

7/31/2025

Cash Flows From Operating Activities:

Cash Received from Customers	\$	66,309
Cash Received from Bus Advertising and Other Ancillary		60,853
Cash Payments to Suppliers for Goods and Services		(1,642,033)
Cash Payments to Employees for Services		(1,728,973)
Cash Payments for Employee Benefits		(505,867)
Net Cash Used for Operating Activities		<u>(3,749,711)</u>

Cash Flows from Non-Capital Financing Activities:

Sales and Use Taxes Received	3,434,929
Grants and Other Reimbursements	381,368
Distributions to Subrecipient Programs	-
Distributions to Region Entities	-
Net Cash Provided by Non-Capital Financing Activities	<u>3,816,297</u>

Cash Flows from Capital and Related Financing Activities:

Federal and Other Grant Assistance	(7,600)
Proceeds/Loss from Sale of Capital Assets	-
Proceeds from Bonds	-
Repayment of Long-Term Debt	-
Interest and Fiscal Charges	-
Purchase and Construction of Capital Assets	(1,801,218)
Net Cash Used by Capital and Related Financing Activities	<u>(1,808,818)</u>

Cash Flows from Investing Activities:

Investment Income	155,640
Purchases of Investments	-
Maturities and Redemptions of Investments	1,000,000
Premiums/Discounts on Investments	-
Net Cash Provided by Investing Activities	<u>1,155,640</u>

Net decrease in Cash and Cash Equivalents **(586,592)**

Cash and Cash Equivalents (Including Restricted Accounts), July 1, 2025 **28,452,367**

Cash and Cash Equivalents (Including Restricted Accounts), July 31, 2025 **\$ 27,865,775**

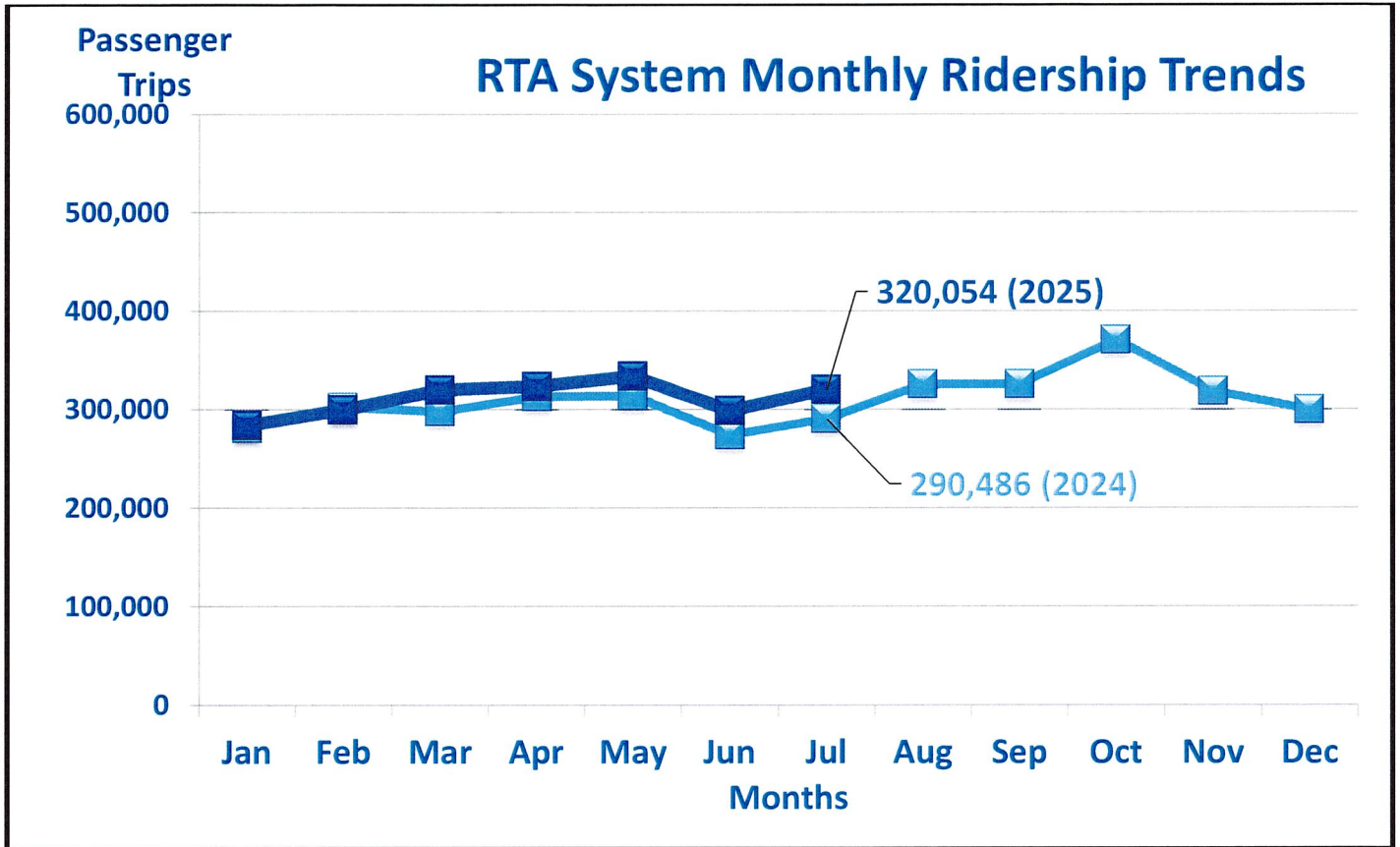
Subject: July 2025 Operations Report

The system-wide monthly operations performance report is included below for your information and review. This report contains monthly and Year-to-Date (YTD) operating statistics and performance measurement summaries containing ridership, performance metrics by service type, miles between road calls and customer service feedback.



System-wide Ridership and Service Performance Results

July 2025 system-wide passenger trips totaled 320,054 which represents a 10.2% increase, compared to 290,486 passenger trips in July 2024 with 29,568 more trips provided this month.

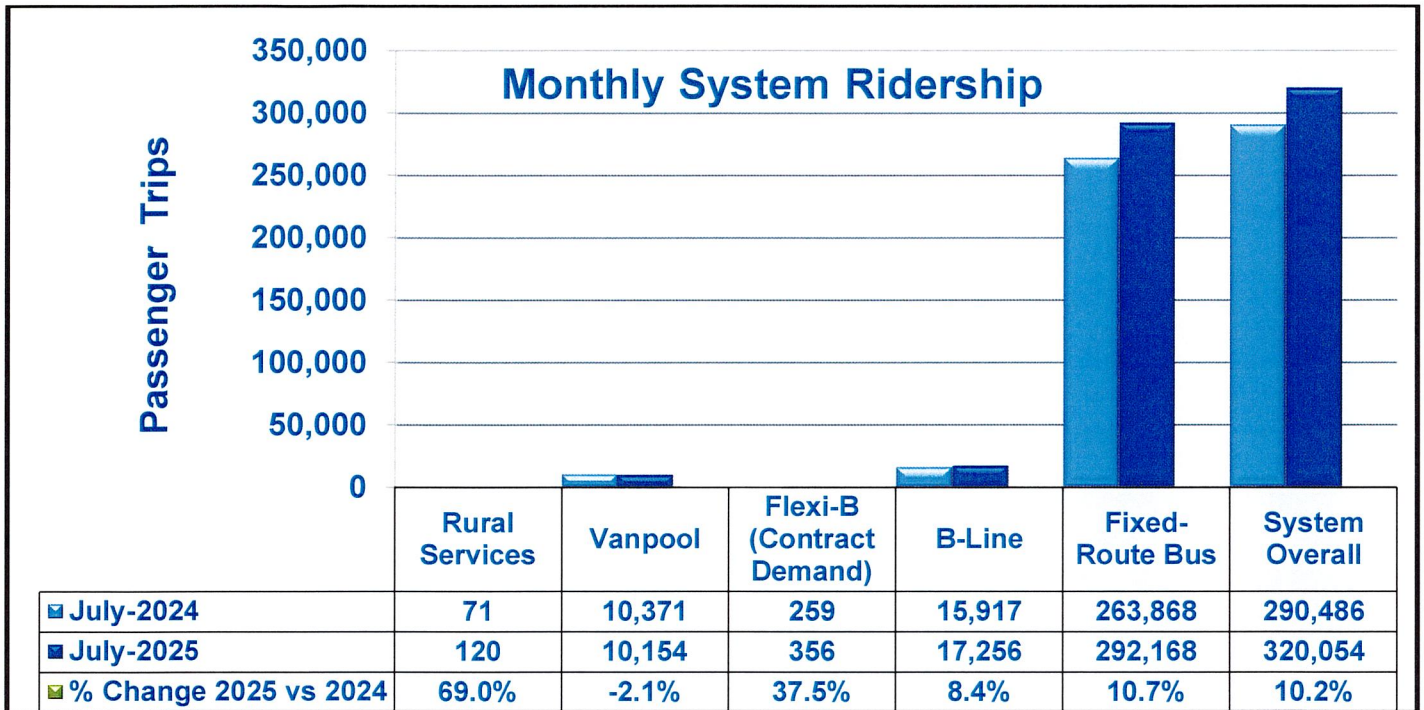


July 2025	July 2024	Variance
22 Weekdays	22 Weekdays	-
4 Saturdays	4 Saturdays	-
5 Sundays	5 Sundays	-
31 Days of operation	31 Days of operation	-

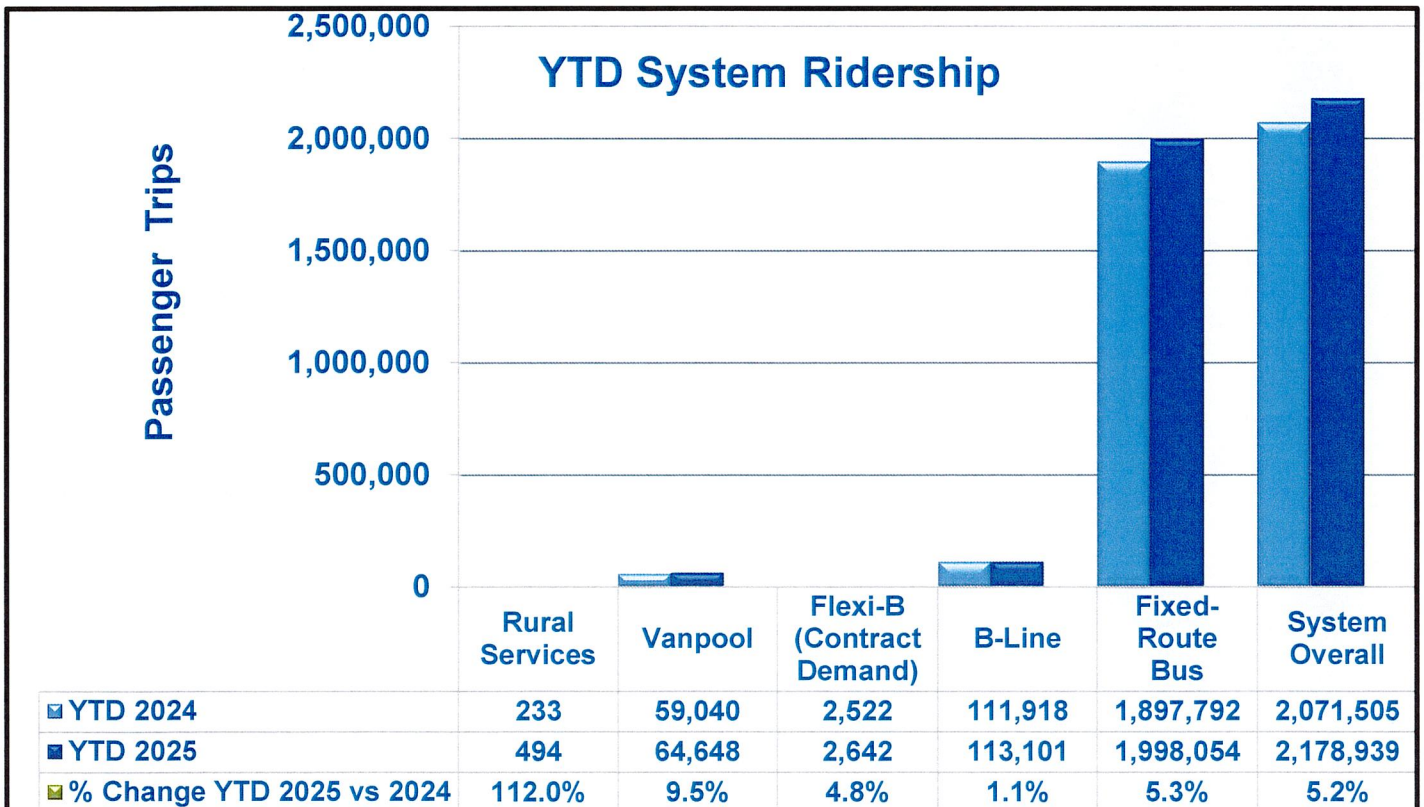
The average retail price for unleaded gas in Corpus Christi was \$2.64 per gallon compared to \$3.04 per gallon in July 2024¹. July rainfall was below the average of 2.54 at only 1.61 inches. In comparison, July 2024 recorded 4.97 inches of rainfall, which was way above the average rainfall of 2.54 inches.² The 94.5-degree average high temperature for July 2025 was above the normal average high temperature of 93.7 degrees.

1. GasBuddy.com historical data at <http://www.gasbuddy.com>
 2. <https://etweather.tamu.edu/rainhistory>

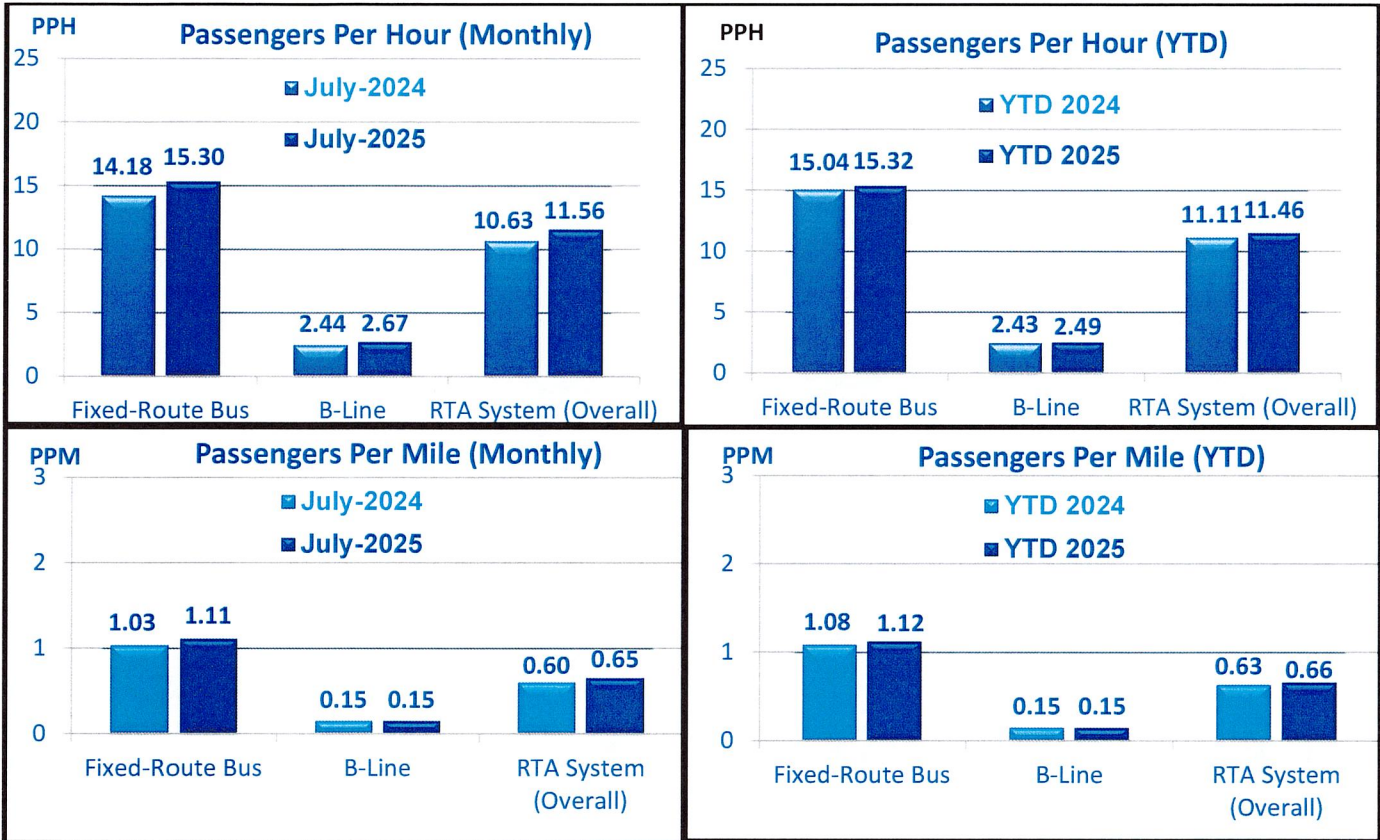
The chart below shows monthly ridership results for all services. CCRTA recorded 29,568 more passenger trips in July 2025 resulting in a 10.2% increase compared to July 2024.



The chart below shows YTD ridership results for all services. 107,434 more trips compared to 2024.

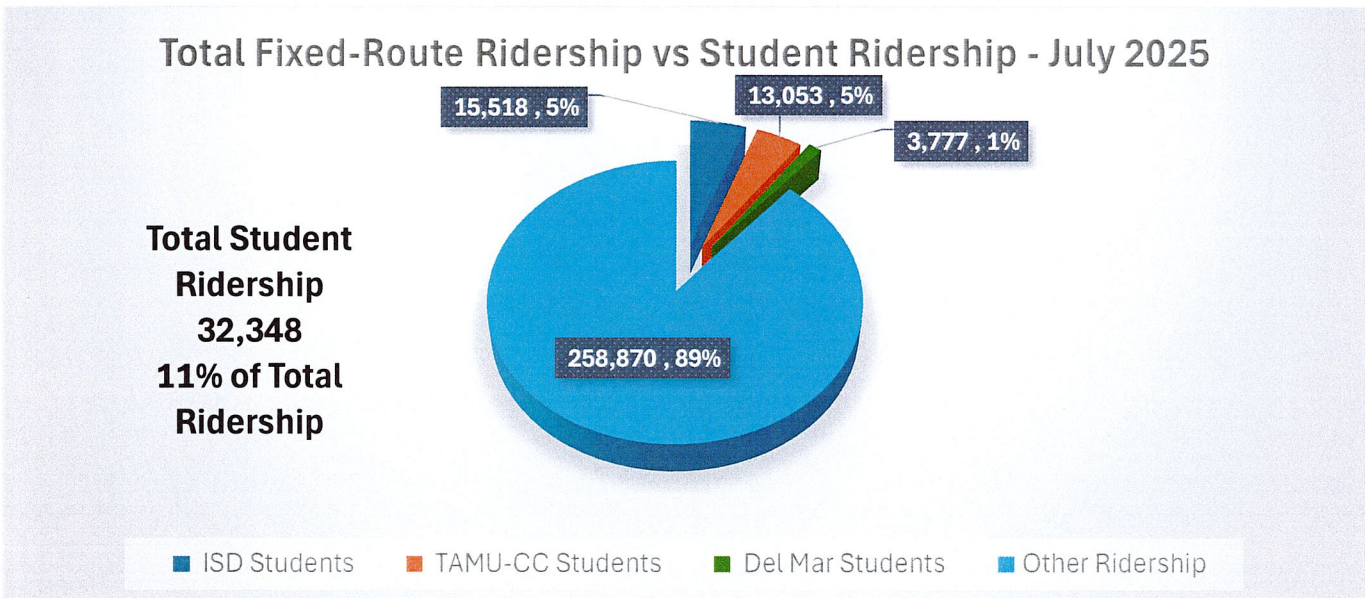


The following four charts are system-wide productivity for the month of July 2025 vs. July 2024 and YTD figures.



Student Ridership

The following chart illustrates total fixed route ridership vs student ridership for the month of July 2025. The total ridership number in this graph does not include special movement ridership.



Bus Routes and Bus Stops Impacted by City of Corpus Christi and TxDOT Construction Projects

On Detour

- **Everhart Rd. (SPID-S. Staples):** Project began September 2023.
 - Route 19 (Detoured) along McArdle between Weber & Everhart with **11** stops closed, Routes 32 & 37 (Detoured) **7** stops closed or impacted on Everhart.
- **Brownlee Blvd. (Morgan-Staples):** Project began October 2024.
 - Routes 17, 19 & 83 **7** stops impacted, 7 more in future as project progresses)
- **Alameda St. (Louisiana-Texan Trail):** Project began Fall 2023.
 - Routes 5 & 17 (**12** of 19 total stops are currently impacted)
- **Nueces Bay Blvd. (Leopard-Broadway):** Project began October 2024.
 - Routes 12, 19 & 83 (**4** stops impacted)
- **Carroll Ln. (SH-358 to Holly)** Project began June 2025
 - Routes 15 & 17 (**4** stops may be impacted)
- **Beach Ave. (North Beach):** On Hold.
 - Route 78 (2 stops impacted but not yet)
- **North Beach Primary Access Road (HWY 181):** On Hold.
 - Route 78 Preliminary exploratory work has begun. (No stops impacted)

Detours Expected

- **Alameda St. (Everhart-Airline):** Project in design (100%)
 - Route 5 (13 stops may be impacted)
- **Alameda St. (Texan Trail-Doddridge):** Project in design (100%)
 - Route 5 (11 stops may be impacted)
- **West Surfside Blvd. (Breakwater-Elm):** Project in design (100%)
 - Route 78 (3 stops may be impacted)
- **Holly Rd. (Ennis Joslin-Paul Jones)** Project in design (90%)
 - Route 93 (No stops impacted but a detour may be warranted)
- **Park Road 22 (Compass Dr.):** Project in design (30%)
 - Route 65 (1 stop may be impacted)
- **Upper/Mid./Lower Broadway:** Project in design (30%)
 - Routes 6 76 78 (no stops impacted)

For July 2025, there were 9 impacted fixed routes out of 32 fixed route services in operation. This equates to approximately 28% of CCRTA services. Impacted bus route services include:

5, 12, 15, 17, 19, 32, 37, 78 & 83.
(41) Closed or impacted stops in July.

The following table shows on-time performance of fixed route services.

Schedule Adherence	Standard	Apr-25	May-25	Jun-25	Jul-25	4-Month Average
Early Departure	<1%	0.2%	0.0%	0.0%	0.0%	0.0%
Departures within 0-5 minutes	>85%	93.4%	91.0%	91.0%	93.8%	92.3%
Monthly Wheelchair Boardings	No standard	4,437	4,511	4,959	4,780	4,672
Monthly Bicycle Boardings	No standard	7,574	8,316	7,876	8,257	8,006

Purchased Transportation Department Report: B-Line Service Contract Standards & Ridership Statistics

In July 2025, B-Line service performance metrics are listed below.

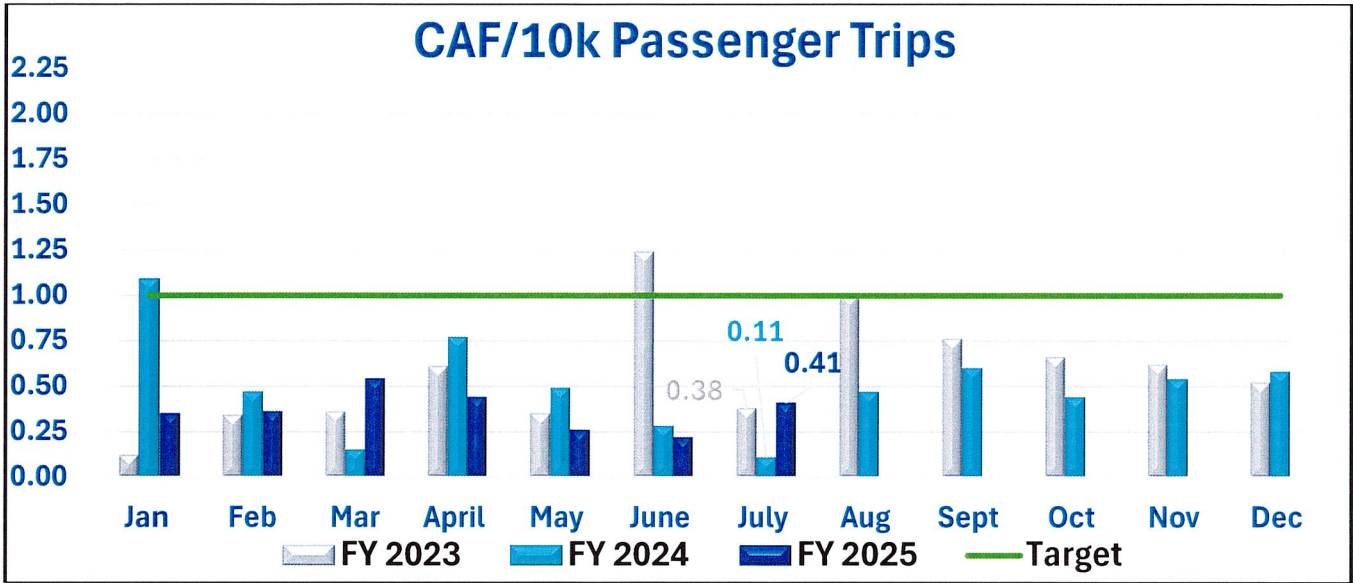
Metric	Apr-25	May-25	Jun-25	Jul-25	(4) Month-Ave.
Passengers per Hour	2.52	2.47	2.57	2.67	2.56
On-time Performance	88.0%	81.2%	87.5%	85.4%	85.5%
Denials	0.00%	0.00%	0.00%	0.00%	0.0%
Miles Between Road Calls	31,170	23,042	20,559	19,319	23,523
Monthly Wheelchair Boardings	5,769	3,718	3,699	3,908	4,274

- Productivity: **2.67** Passengers per Hour (PPH) did meet the contract standard of 2.50 PPH.
- On-time Performance: **85.4%** did not meet the contract standard of 95.0%.
- Denials: 0 denials or **0.0%** did meet the contract standard of 0.0%.
- Miles between Road Calls (MBRC): **19,319** did meet the contract standard of 12,250 miles.
- Ridership Statistics: **11,764** ambulatory boardings; **3,908** wheelchair boardings

Customer Programs Monthly Customer Assistance Form (CAF) Report

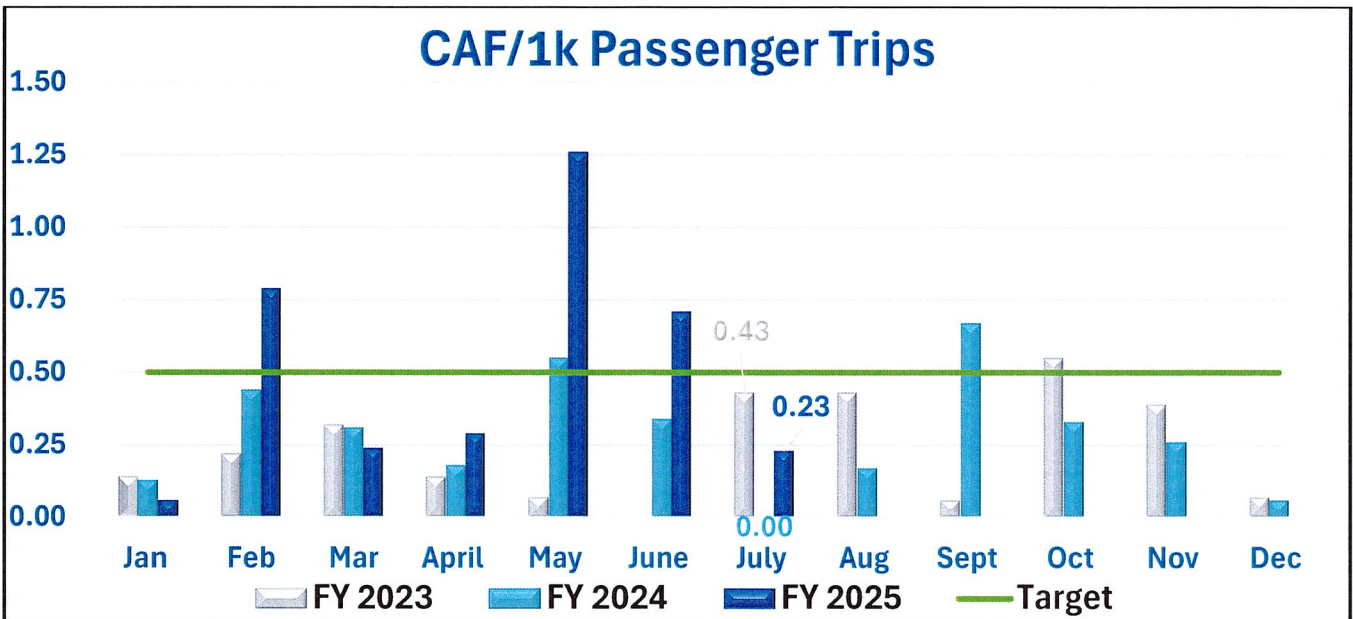
For the month of July 2025, Customer Service received and processed **49** Customer Assistance Forms (CAF's). A total of **45** or 92% were for CCRTA and Contract Fixed Route Services, of which **12** were verified as valid. This equates to approximately **0.41** CAFs **per 10,000** passenger trips. CCRTA Fixed Route Services received four commendations this month.

Number of CAFs/10k for Fixed Route Services



For the month of July 2025, Customer Service received and processed **49** Customer Assistance Forms (CAF's). A total of **4** or 8% were for B-Line Services, of which all **4** were verified as valid. This equates to approximately **0.23** CAFs **per 1,000** passenger trips. B-Line Services did not receive any commendations this month.

Number of CAFs/1k for B-Line Services



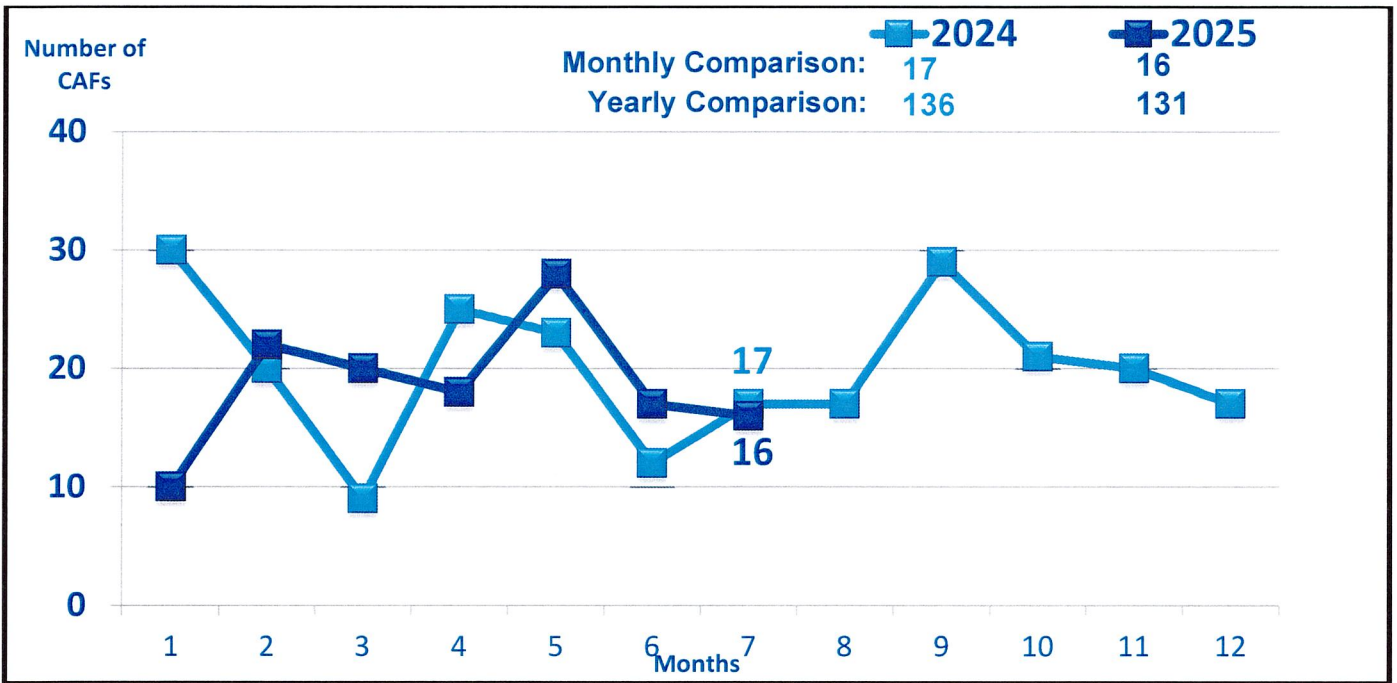
Route Summary Report:

Route	# of CAFs	Route	# of CAFs
#3 NAS Shuttle		#50 Calallen/Robstown/NAS Ex (P&R)	
#4 Flour Bluff	4	#51 Gregory/NAS Ex (P&R)	
#5 Alameda		#54 Gregory/Downtown Express	
#5x Alameda Express		#60 Momentum Shuttle	
#6 Santa Fe/Malls	1	#65 Padre Island Flex	1
#12 Hillcrest/Baldwin		#76 Downtown Shuttle	
#15 Kostoryz/Carroll HS	1	#78 North Beach	
#16 Morgan/Port	2	#83 Advanced Industries	
#17 Carroll/Southside	1	#90 Flexi-B Port Aransas	
#19 Ayers		#93 Flex	
#21 Arboleda		#94 Port Aransas Shuttle	
#23 Molina	1	#95 Port Aransas Express	1
#24 Airline/Yorktown		B-Line (Paratransit) Services	4
#25 Gollihar/Greenwood		Transportation	
#26 Airline/Lipes		Service Development	1
#27 Leopard	3	Facilities Maintenance/Bus Stops	11
#28 Leopard/Navigation	2	IT/Electronics	1
#29 Staples	6	Safety & Security	1
#32 Southside		Vehicle Maintenance	
#34 Robstown North	3	Commendations	4
#35 Robstown South			
#37 Crosstown/TAMU-CC	1		
		Total CAFs	49

Processed CAF Breakdown by Service Type:

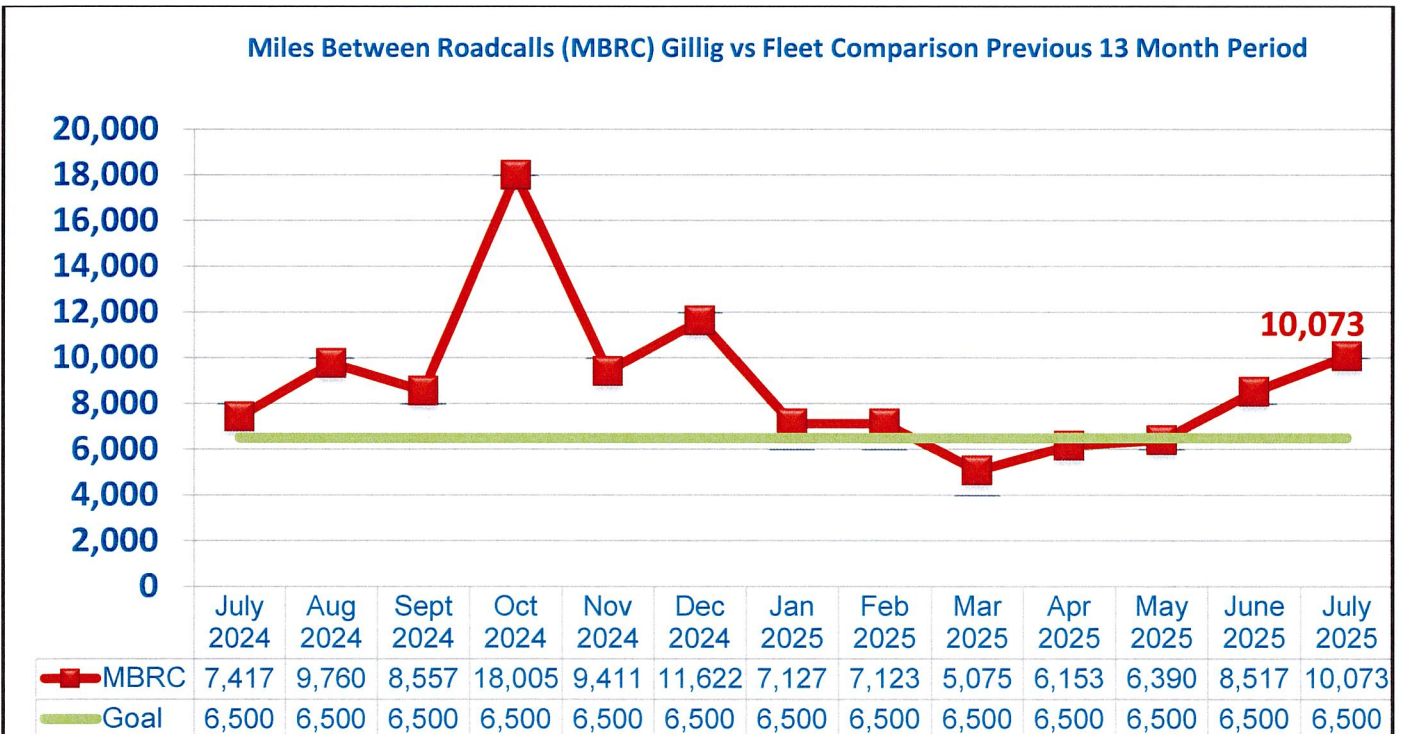
CAF Category	RTA Fixed Route	B-Line ADA Paratransit	Purchased Transportation	Totals
ADA	3			3
Service Stop Issues				
Driving Issues	2		1	3
Customer Services				
Late/Early – No Show	2	3	1	6
Alleges Injury			1	1
Fare/Transfer Dispute				
Heating/Cooling				
Dispute Drop-off/Pickup				
Rude			1	1
Left Behind/Passed Up	6	1	3	10
Inappropriate Behavior	1		2	3
Policy				
Incident at Stop				
Incident on Bus	1		2	3
Incident at Station				
Securement/Tie-Down Issue				
Denial of Service				
Policy	1			1
Safety & Security	1			1
Facility Maintenance	11			11
Service Development	1			1
IT/Electronics	1			1
Vehicle Maintenance				
Commendations	4			4
Total CAFs	34	4	11	49

Customer Programs Validated & Verified (CAF's) Count



Vehicle Maintenance Department: Miles Between Road Calls Report

In July 2025, 10,073 miles between road calls (MBRC) were recorded as compared to 7,417 MBRC in July 2024. A standard of 6,500 miles between road calls is used based on the fleet size, age and condition of CCRTA vehicles. The thirteen-month average is 8,864.



Board Priority

The Board Priority is Ridership.

Respectfully Submitted,

Submitted by: Liann Alfaro
Director of Planning

Reviewed by: Gordon Robinson
Managing Director of Operations

Final Approval by: 
Derrick Majchszak
Chief Executive Officer