



AGENDA MEETING NOTICE

Board of Directors Meeting

DATE: Wednesday, October 1, 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.	-----
	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			
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.	-----
	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.			
8.	Administer the Oath of Office Appointments by the Small Cities Committee of Mayors (SCCM) to the CCRTA Board of Directors: a) TBD – SCCM Appointee b) TBD – SCCM Appointee	J. Bell	5 min.	-----
9.	Awards and Recognition – a) New Hires b) Retiree	D. Majchszak	5 min.	-----
10.	Discussion and Possible Action to Approve the September 10, 2025 Board of Directors Meeting Minutes	A. Granado	3 min.	Pages 1-7
11.	Election and Swearing-In of CCRTA Board Chair	J. Bell General Counsel	5 min.	-----



AGENDA MEETING NOTICE

12.	Action to Elect CCRTA Board Vice Chair, Board Secretary, and Board Assistant Secretary(s)	Board Chair	5 min.	-----
13.	Discussion and Possible Action to Recommend the Board of Directors Authorize the Chief Executive Officer (CEO) or Designee to Award a Three-Year Contract to Iconic Sign Group, LLC for Bus and Bench Advertising	R. Patrick	3 min.	Page 8-9 <i>PPT</i>
14.	Discussion and Possible Action to Authorize the Chief Executive Officer (CEO) or Designee to Award a Contract to Bridgestone Americas Tire Operations, LLC for Bus Tire Leasing and Service in the amount of \$1,371,052.33	G. Robinson	3 min.	Pages 10-11 <i>PPT</i>
15.	Discussion and Possible Action to Amend the Board Policy on Contracting to Increase the Chief Executive Officer's Purchasing Authority	D. Majchszak/ J. Bell, Legal Counsel	3 min.	Pages 12-14 <i>PPT</i>
16.	Discussion and Possible Action to Recommend the Board Authorize to Approve the FY 2025 Operating and Capital Budget – Amendment #1	R. Saldaña	3 min.	Pages 15-16 <i>PPT</i>
17.	Discussion and Possible Action to Recommend the Board Approve a Resolution for the Fare Structure, subject to the approval of the Corpus Christi Metropolitan Planning Organization Transportation Policy Committee (TPC)	R. Saldaña	3 min.	Pages 17-46 <i>PPT</i>
18.	Update on RCAT Committee Activities	S. Montez	3 min.	<i>PPT</i>
19.	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.	-----
20.	Presentations: a) August 2025 Financial Report b) October 2025 Procurement Update c) August 2025 Operations Report	R. Saldaña R. Saldaña G. Robinson	15 min.	Pages 47-61 <i>PPT</i> <i>PPT</i> Pages 62-72 <i>PPT</i>
21.	CEO Report	D. Majchszak	5 min.	<i>PPT</i>
22.	Reports from Board Chair and Board Members	Board Chair	5 min.	-----
23.	Adjournment	Board Chair	1 min.	-----

Total Estimated Time: 1 hr 30 mins



AGENDA MEETING NOTICE

BOARD OF DIRECTORS BUDGET WORKSHOP #3

	TOPIC	SPEAKER	EST.TIME	REFERENCE
1.	2026 Budget Workshop #3	R. Saldaña	20 min.	<i>PPT</i>
	a. Expenses -			
	1. Operations			
	b. Overview			

Total Estimated Time: 20 min.

On **Thursday, September 25, 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, September 10, 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) CCRTA - Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting for Fiscal Year Ended December 31, 2023
9. Approved the August 6, 2025 Board of Directors Meeting Minutes
10. Consent Items:
 - a) Authorizes Additional Actuarial Determined Contribution of \$1,021,981 to the CCRTA Defined Benefit Plan and Trust Unleaded Support Vehicles for an Estimated Cost of \$372,900.00
 - b) Awarded 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
11. Tabled to Amend the Board Policy on Contracting to Increase the Chief Executive Officer's Purchasing Authority from \$50,000 to \$100,000
12. Confirmed 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
13. Heard Update on RCAT Activities
14. Heard Committee Chair Reports
 - a) Administration and Finance
 - b) Operations and Capital Projects
 - c) Rural and Small Cities
 - d) Legislative
15. Heard Presentations –
 - a) Defined Benefit Plan (DBP) 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
16. Heard CEO Report
17. Heard Reports from Board Chair and Board Members
18. 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 8:31 a.m. He welcomed and gave an introduction for U.S. Veteran, Skylar Barker, 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, Gabi Canales, Beatriz Charo, Jeremy Coleman, Arthur Granado, Anna Jimenez, Aaron Muñoz, Eloy Salazar, and Amanda Torres (virtual).

Board Members Absent

None.

Staff Present

Angelina Gaitan, Sharon Montez, Marisa Montiel, Rita Patrick, Miguel Rendón, Gordon Robinson and Robert Saldaña. John Esparza, Gilbert Casas, Daniel Benavidez, Sandy Roddel, Maxine Serrata, Melissa Acuña, Alyssa Guerrero, Melissa Espinoza, Anthony Aguero, Miguel Farias, Natalie Grady, Michael Sandoval, Agapito Salinas, Gianni Sandoval, Manuel Martinez, Carlos Moreno, and Francisco Valdez Gonzalez.

Public Present

Skylar Barker. Ruben Perez, RXDX.

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. Derrick Majchszak, Chief Executive Officer, announced CCRTA new hires to the Board. Facilities Maintenance – Anthony Aguero, Facilities Maintenance Technician (FMT) II (promotion) and Miguel Farias, FMT II. Transportation – Francisco Valdez Gonzalez, Carlos Moreno Jr., Manuel Martinez III (rehire), Gianni Santana, Michael Sandoval, and Agapito Salinas IV.
- b. CCRTA - Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting for Fiscal Year Ended December 31, 2023. Mr. Majchszak presented the award, acknowledging the Administration and Finance team, noting that this award represents the 20th consecutive and 27th lifetime achievement received by the authority's Finance Department. Photos were taken.

Discussion and Possible Action to Approve the August 6, 2025 Board of Directors Meeting Minutes

DIRECTOR BEATRIZ CHARO MADE A MOTION TO APPROVE THE AUGUST 6, 2025 BOARD OF DIRECTORS MEETING MINUTES. DIRECTOR JEREMY COLEMAN SECONDED THE MOTION. ALLISON, BERLANGA, CHARO, CANALES, COLEMAN, GONZALEZ, JIMENEZ, MUÑOZ, SALAZAR, AND TORRES VOTING IN FAVOR. ABSENT NONE.

Consent Items

- a) **Action to Authorize Additional Actuarial Determined Contribution of \$1,021,981 to the CCRTA Defined Benefit Plan and Trust Unleaded Support Vehicles for an Estimated Cost of \$372,900.00**
- 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**

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

VICE-CHAIR ANNA JIMENEZ MADE A MOTION TO APPROVE CONSENT ITEMS A AND B. DIRECTOR BEATRIZ CHARO SECONDED THE MOTION. ALLISON, BERLANGA, CHARO, CANALES, COLEMAN, GONZALEZ, JIMENEZ, MUÑOZ, AND SALAZAR VOTING IN FAVOR. ABSENT TORRES.

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

Mr. Derrick Majchszak presented the update, along with Mr. John Bell, Legal Counsel. The history of the CEO's signature authority was discussed. He discussed how the 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. 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. The prior increases in the CEO's authorization was displayed since December 1, 1985. The peer Texas transit agencies and local authorities CEO/General Manager authority limits were displayed. 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. He displayed the contracts that have been executed between \$50,000-\$100,000 in the past year and through December 31, 2026. Mr. Majchszak also discussed potential procurements that could come up.

A long discussion was held on the item, and the Board was able to ask several questions. Director Berlanga discussed how he feels that if the process is working, then he feels there is no need to change it. He added that there are not many items coming up, and it would not require too much of the Board's time, and they should have time to review them. Director Canales expressed concerns that contracts could be signed without their knowledge if they are right below the \$100,000 limit. Mr. Majchszak clarified that any legal or consulting contracts would be multi-year, exceeding the limit, which would need to be brought before the Board. Director Charo added that all the contracts come up in the monthly procurement report, so everyone has time to ask questions prior to execution. Director Salazar pointed out that the County budget is way larger than the RTA's, and the Judge has a similar limit. Director Gonzalez asked if the amount could be in the middle, around \$75,000 to adjust for inflation, but not increased to the max. Mr. Bell confirmed that yes, the motion can be amended to whichever amount the Board would agree to. Mr. Saldaña clarified that any RFP between \$50K-\$100K will get quotes, and for any amount, the RTA always does its due diligence to get the best possible cost. Director Torres requested clarification on the competitive bidding process. Mr. Bell discussed the difference between the CEO Signature Authority and the Competitive Bid process. Several Board Members noted this is no reflection on the CEO, they are just looking at the policy. Director Muñoz said he agrees that the amount needs to be adjusted with inflation; however, he just would like to see more information and feels the board should still have some insight into professional services contracts.

DIRECTOR ELOY SALAZAR MADE A MOTION TO POSTPONE TO AMEND THE BOARD POLICY ON CONTRACTING TO INCREASE THE CHIEF EXECUTIVE OFFICER'S PURCHASING AUTHORITY FROM \$50,000 TO \$100,000. DIRECTOR GABI CANALES SECONDED THE MOTION. ALLISON, BERLANGA,

**CANALES, COLEMAN, GONZALEZ, MUÑOZ, SALAZAR, AND TORRES VOTING
IN FAVOR. CHARO AND JIMENEZ OPPOSED. ABSENT NONE.**

**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**

Ms. Sharon Montez, Managing Director of Capital Programs and Customer Services, presented the item and provided background. She discussed how 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 the 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. She announced RCAT Committee member, Thomas Cronnon, is interested in continuing service and is seeking an additional two-year term. She provided his professional background.

VICE-CHAIR ANNA JIMENEZ MADE A MOTION 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. DIRECTOR BEATRIZ CHARO SECONDED THE MOTION. BERLANGA, CHARO, CANALES, COLEMAN, JIMENEZ, MUÑOZ, AND SALAZAR VOTING IN FAVOR. ABSENT ALLISON, GONZALEZ, AND TORRES.

Update on RCAT Activities

Ms. Sharon Montez, presented the update from the RCAT meeting that was held on August 21st. Ms. Montez advised that she had presented the Unsung Hero Nomination and discussed items presented during the August Board of Directors Meeting. She announced the next RCAT meeting would be held on September 18th.

Committee Chair Reports

- c) **Administration & Finance** – Director Charo thanked staff for the reports on item #11.
- d) **Operations & Capital Projects** – No report.
- e) **Rural & Small Cities** – No report.
- f) **Legislative** – Secretary Allison discussed HB1173 and thanked Director Muñoz for him participating in the upcoming trip to DC on behalf of CCRTA with the Chamber.

Presentations

a) Defined Benefit Plan (DBP) June 2025 Performance Report

Mr. Robert Saldaña, Managing Director of Administration, introduced Chris Koeller, with Principal Financial to present the report. Mr. Koeller began by discussing the market in 2018. He said that as of September 30, 2018, rates were up 2.4%; however, the fourth quarter ended up being the worst it had ever been in 80 years. He continued with the portfolio performance as of June 30, 2025, and the calendar year performance. He provided a 2023 recap and market insight. Director Salazar asked if he anticipates a recession, and Mr. Koeller replied that he does not see it happening, but anything is possible.

b) July 2025 Financial Report

Mr. Robert Saldaña, presented the July financials and noted the item aligns with the Board Priority of Public Image & Transparency. He presented the highlights for the month stating Bus Advertising 99.41% of baseline, Operating Grant Revenue was 112.10% of baseline, and total operating & non-operating revenue was 100.20% of baseline. He displayed the July 2025 Income Statement Snapshot. Total revenues amounted to \$4,363,080, while total expenses totaled \$4,358,671. 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 \$30,972,474. Next, he discussed and displayed a pie chart of where the money went. Mr. Saldaña showed the expenses by object for July. The July month-end FRC is 2.14%. Next, he displayed the sales tax update for July in which \$3,942,521 was received. Mr. Saldaña discussed the Fund Balance as of July 31, 2025. The unrestricted balance was reported at \$29,441,220.

c) September 2025 Procurement Update

Mr. Saldaña presented the update, noting the Board Priority of Public Image & Transparency. The current procurements issued were discussed: long-term & short-term disability insurance with an estimated cost of \$579,106, internal and external engine parts with an estimated cost of \$900,200, life & accidental death and dismemberment insurance with an estimated cost of \$64,550, and Bus Tire Leasing and Service with an estimated cost of \$489,449. These procurements were estimated to total \$1,968,755. The three-month future procurement outlook was displayed, which included power washing for the transfer stations with an estimated total of \$640,939. 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 \$114,976.

d) July 2025 Operations Update

Mr. Gordon Robinson, Managing Director of Operations, presented the report. He provided the highlights for the month of July 2025 vs. July 2024. The Passenger Trips were up 10.2%, the Revenue Service Hours were up 1.3% and the Revenue Service Miles were up 1.8%. He displayed the RTA System Monthly Ridership Trends and the System-Wide Monthly Ridership by Mode. He noted year-to-date, the system overall was up 10.2%. He displayed the Top Ten Route Total Ridership and Bottom Ten Route Ridership numbers for July 2025. Mr. Robinson reported the Passenger Per Revenue Hour (Weekday) for July 2025. He displayed a pie chart of student ridership for July 2025. Total student ridership came in at 32,348 or 11% of total ridership. Next, he discussed the fixed route bus on-time performance and reported no issues. He presented the list of current and upcoming projects impacting fixed route services. The B-Line service passengers per hour came in at 2.56 for the month of July. Lastly, he presented the Fixed route customer assistance and B-Line customer assistance forms. The miles between road calls and the large bus fleet exceeded the standards.

e) May-July 2025 Safety & Security Report

Mr. Miguel Rendón, Deputy Chief Executive Officer, presented the report. He began stating the quarterly collision rate for May-July 2025 is 0.15. Year-to-date, the collision rate is down to 0.57 from 1.48 in the same period for 2024. Year-to-date miles driven are 1,572,072, with nine accident reports, three of which were deemed to be preventable. Security statistics were presented. Security updates were provided on the rover/active shooter training, Human Trafficking Summit 2025, CCFD/CCRTA partnership, and the police K-9 unit. At this time, K9 Lily was brought in to do a live demonstration of sniffing out illegal drugs.

CEO Report

Mr. Majchszak presented the report and went over the operation and project updates. He announced that the Rural Economic Assistance League Inc. Public Transportation Services (MOA) has provided notice of Early Termination effective August 31, 2025. To best serve customers impacted by this change, MV Transportation and Paisano Transit will be operating trips to DPS and to the rural areas. The monthly meetings and events were highlighted, including the fact that CCRTA hosted Representative Cloud's legislative assistant, Keaton Browder, and provided a tour of the Bear Lane Operation Facilities. The 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 opened the floor to closing comments from the Board. Several Board Members congratulated the new hires and the Finance team on their award. Director Salazar noted that he was proud of how, despite the Board having different opinions, they work well together. Vice-Chair Jimenez said she is proud of the community involvement CCRTA does, and she loves the new branding. Director Canales apologized to the Board for her prior absences, noting her work has required her to be at trial. She added that she has been communicating with Board Members to obtain the information, and she has spoken with the County to help with her schedule, allowing her to be more present.

Adjournment

There being no further review of items, the meeting was adjourned at 10:51 a.m.

At this time, Mr. Robert Saldaña presented 2026 Budget Workshop #2 to the board, covering Expenses – CEO Direct Report and Capital Programs & Customer Services.

Lynn Allison, Board Secretary

Submitted by: Marisa Montiel

Subject: Award a Three-Year Contract for Bus and Bench Advertising to Iconic Sign Group, LLC

Background

CCRTA currently contracts Iconic Sign Group, LLC (awarded in 2020) to sell and service advertising including:

- Internal & External Bus Advertising
- Bus Stop Benches and Shelters

The contractor is responsible for all graffiti removal on advertisements and their appearance. Iconic has had the bus and bus bench advertising contract with CCRTA for more than 10 years and has provided excellent service. In addition, Iconic is a trusted, well-established DBE and a small local business.

Fleet Background

In 2026, CCRTA's active fleet will be:

- 55 large buses (35' & 40')
 - Includes the 15 new branded 35' buses
- 55 cutaways (27')
 - Includes the 6 new branded 27' cutaways

Note: New buses will preserve the new brand design and color scheme.

- According to APTA, clear brand identity is tied to higher ridership and retention.
- Visible upgrades (new buses, branding) invoke a signal of quality (safer, cleaner, and more reliable)

Identified Need

To broaden participation without diluting the new brand, the RFP defines advertising parameters for both for-profit and nonprofit organizations.

35' & 40' Buses		
Year	For-Profit	Non-Profit/Public
1	20 buses	20 buses
2	20 buses	20 buses
3	10 buses	10 buses

Cutaway Vehicles		
Year	For-Profit	Non-Profit/Public
1 - 3	35 buses	15 buses

Community Impact

New agreement will include increased advertising opportunities, including:

- Back of bus benches at transfer stations
- Back and side panel of shelters
- Expanded internal signage
- In-bus digital screens & audio messages
- Kiosks/screens at transfer stations
- Other creative platforms

The revised contract broadens on-bus ads so more small businesses and nonprofits can be featured, better reflecting our community (e.g. Swift Air, Pull-A-Part, Driscoll Children’s Hospital, Corpus Christi Hooks, and Rally.)

Bus & Bench Advertising RFP Dates

A Request for Proposals (RFP) was issued on July 9, 2025. 15 vendors downloaded the RFP, with 4 vendors attending the pre-proposal conference on July 23, 2025. Proposal submissions were due on August 20, 2025, with three proposals received.

RFP Results

Five CCRTA Managing Directors and Admins evaluated the three submitted RFPs:

Firms	Proposed Method of Accomplishing Work (20 Points Max)	Personnel and Equipment (20 Points Max)	Qualifications, Experience, and Competence (30 Points Max)	Subtotal (75 Points Max)	Proposed Revenue Schedule (30 Points Max)	Total (100 Points Max)
Hachar Bus Ads, Inc.	15.40	14.20	24.20	53.80	30.00	83.80
Iconic Sign Group, LLC	19.00	19.00	28.80	66.80	25.00	91.80
Mesmerize Media, LLC	13.60	11.00	17.20	41.80	30.00	71.80

Financial Impact

The bus and bench advertising contract with Iconic Sign Group, LLC is for three (3) years.

Iconic’s Best and Final Agreement Offer:

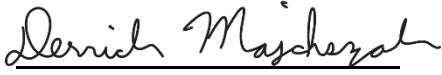
Year(s)	Percentage of Gross Revenue to CCRTA	Minimum Annual Guarantee to CCRTA
1	50%	\$180,000
2	50%	\$180,000
3	45%	\$170,000

Recommendation

Staff requests that the Board of Directors authorize the Chief Executive Officer (CEO) or designee to award a three-year contract to Iconic Signs Group, LLC for bus and bus bench advertising.

Respectfully Submitted,

Submitted by: Rita Patrick
Managing Director of Public Relations

Final Approval by: 
Derrick Majchszak
Chief Executive Officer



Subject: Award a Five-Year Contract to Bridgestone Americas Tire Operations LLC, for Bus Tire Leasing and Service

Background

The Corpus Christi Regional Transportation Authority (CCRTA) utilizes a contractor for tire leasing and service charges for the bus fleet. Tires are leased based on actual miles driven and have a minimum operating tread depth, front 4/32nds and rear 2/32nds.

A contracted Tire Technician provides a turnkey service to include; conduct monthly inventory, document all tire transactions, mount and dismount tires, repair damaged tires, ensure proper tire pressure, and identify and mitigate tire related concerns. In addition, the contractor is responsible for the disposal of scrap tires in accordance with all state and federal laws.

CCRTA staff analyzed performing bus tire services in-house. However, the high capital investment and implementation cost, additional staffing and liability for scrap tire disposal, were deemed not to be cost effective.

Identified Need

The current Bus Tire Leasing and Service contract is structured as a three-year base with two (2) one-year options. The contract expired on August 14, 2025. An Invitation for Bid (IFB) was issued on May 27, 2025. Two bids were received on July 8, 2025. Bids were deemed non-responsive. As a result, a contract modification was executed to extend the current contract term from August 15, 2025 through October 31, 2025.

An IFB was re-issued on July 25, 2025, and one bid was received on September 5, 2025. The bid received from Bridgestone Americas Tire Operations, LLC was deemed responsive. The new Bus Tire Leasing and Service contract is a five-year term with no option years. The turnkey service ensures a specialized technician, trained on current and new advances, will maintain the fleet's tires to industry standards; tire wear, alignment, repair or replacement due to road hazards, tire installs and demounting processes.

Disadvantaged Business Enterprise

There is no DBE requirement for this procurement.

Financial Impact

The total estimated cost for the five-year term is \$1,371,052.33. The table below contains cost details for each year.

Item No.	Section	Description	Unit of Measure	Quantity	Bridgestone Americas Tire Operations, LLC - Unit Price	Bridgestone Americas Tire Operations, LLC - Line Total	Bridgestone Americas Tire Operations, LLC - Response
1	315/80R22.5 Tire Size	Tire Year 1 Rate	Avg Lease	16,929,840	\$0.00840	\$142,210.66	Yes
2	315/80R22.5 Tire Size	Tire Year 2 Rate	Avg Lease	17,744,482	\$0.00870	\$154,376.99	Yes
3	315/80R22.5 Tire Size	Tire Year 3 Rate	Avg Lease	18,631,706	\$0.00910	\$169,548.52	Yes
4	315/80R22.5 Tire Size	Tire Year 4 Rate	Avg Lease	19,563,291	\$0.00940	\$183,894.94	Yes
5	315/80R22.5 Tire Size	Tire Year 5 Rate	Avg Lease	20,541,455	\$0.00980	\$201,306.26	Yes
Subtotal \$851,337.37							
6	Monthly Service Charge	Year 1	Month	12	\$7,996.12	\$95,953.44	Yes
7	Monthly Service Charge	Year 2	Month	12	\$8,315.97	\$99,791.64	Yes
8	Monthly Service Charge	Year 3	Month	12	\$8,648.61	\$103,783.32	Yes
9	Monthly Service Charge	Year 4	Month	12	\$8,994.55	\$107,934.60	Yes
10	Monthly Service Charge	Year 5	Month	12	\$9,354.33	\$112,251.96	Yes
Subtotal \$519,714.96							
Grand Total \$1,371,052.33							

Line Totals: Unit Price * Quantity

- Includes estimated annual tire lease services
- Includes estimated annual full-time tire specialist service charge for on-site personnel to maintain the fleet.

Expenditures will be determined on actual usage. Funds are accounted for in the Board approved annual operating budgets.

Board Priority

The Board Priority aligns with Ridership.

Recommendation

Staff requests that the Board of Directors authorize the Chief Executive Officer (CEO) or designee to award a contract to Bridgestone Americas Tire Operations, LLC for Bus Tire Leasing and Service in the amount of \$1,371,052.33.

Submitted by: Bryan Garner
Director of Maintenance

Reviewed by: Gordon Robinson
Managing Director of Operations

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

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:

Discussion and Possible Action to Amend the Board Policy on Contracting to Increase the Chief Executive Officer's Purchasing Authority.

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: Authorize to Approve the FY 2025 Operating and Capital Budget – Amendment #1

Background

On November 6, 2024, the CCRTA Board of Directors adopted the Fiscal Year 2025 Operating and Capital Budget. The Board of Directors adopted a balance budget, which included revenues and expenses both totaling \$58,983,064.

Identified Need

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.

Since the Defined Benefit Plan is funded by the CCRTA, the annual contribution is determined by an actuarial study performed each year. 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**.

The CCRTA Board of Directors has an adopted funding policy for the Defined Benefit Plan and Trust. The policy states that the CCRTA Board of Directors approved a minimum funding level between 85% - 95%.

Financial Impact

On September 10, 2025, the Board of Directors authorized the additional Actuarial Determined Contribution of \$1,021,981 to the Defined Benefit Plan and Trust. The additional funding was necessary to ensure the CCRTA stays within the Board adopted 85% - 95% funding level.

Board Priority

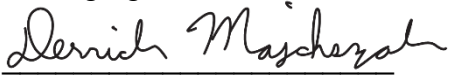
The Board Priority is Public Image & Transparency.

Recommendation

Staff request the Board of Directors authorize the Chief Executive Officer (CEO) or Designee to approve the 2025 Operating and Capital Budget – Amendment #1 to include the additional \$1,021,981 for the Defined Benefit Plan and Trust.

Respectfully Submitted,

Submitted by: Robert M. Saldaña
Managing Director of Administration

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Subject: Adopt a Resolution for the Fare Structure subject to the approval of the Corpus Christi Metropolitan Planning Organization Transportation Policy Committee (TPC).

Background

The current fare structure was last reviewed on January 8, 2020. The review process was implemented to minimize the downward trend of the CCRTA's fare recovery ratio and reduce the complexity of the fare structure. When reviewing the fare structure, the Corpus Christi Regional Transportation Authority (CCRTA) keeps three (3) objectives in mind:

1. Maintain affordability for low-income populations
2. Encourage farebox recovery in keeping with revenue goals and peer agency practices
3. Encourage ridership growth and minimize loss

Identified Need

Over the past several years the farebox recovery ratio (a percentage of operating costs the fare pays) has steadily been trending downward. Currently the CCRTA farebox recovery ratio is at 2.4%, while our peer agencies average around (10%). Because sales tax is the vast majority of our revenue and the nature of sales tax is volatile, the CCRTA is reviewing our current fares to stop the decline of the farebox recovery ratio.

Financial Impact

The financial impact will be dependent on how the ridership reacts to the fare adjustment. Increase in revenue will be used to offset rising operational costs.

Board Priority

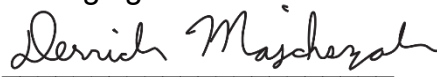
The Board Priority is Public Image & Transparency.

Recommendation

Staff requests the Board of Directors authorize the Chief Executive Officer (CEO) or Designee to adopt a resolution approving the fare structure subject to the approval of the Corpus Christi Metropolitan Planning Organization Transportation Policy Committee (TPC).

Respectfully Submitted,

Submitted by: Robert M. Saldaña
Managing Director of Administration

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Corpus Christi Regional Transportation Authority



Resolution

WHEREAS, Texas Transportation Code Section 451.061 authorizes the Board of Directors to adopt reasonable and nondiscriminatory fares, tolls, charges, rents, and other compensation for the use of transit authority system sufficient to produce revenue, together with sales tax revenues received by the Authority, in an amount adequate to:

1. Pay all the expenses necessary to operate and maintain the transit authority system;
2. Pay when due the principal of and interest on, a sinking fund and reserve fund payments agreed to be made with respect to, all bonds that are issued by the Authority and payable in whole or part from the revenue; and
3. Fulfill the terms of any other agreement with the holders of bonds described by Subdivision (2) or with a person acting on behalf of the bondholders.

WHEREAS, the fares, tolls, charges, rents, and other compensation adopted as provided above and the sales tax revenues of the Authority shall not exceed the amounts necessary to produce revenue sufficient to meet the obligations of the Authority as provided by Section 451.061; and

WHEREAS, as provided by Subsection (d-1) of said Section 451.061, the fares, tolls, charges, rent, and other compensation shall take effect upon approval by a majority vote of the Board of Directors, except that any change to the single-ride base fare takes effect on the 60th day after the date of Board approval unless the Policy Board of the Metropolitan Planning Organization that serves the area disapproves the fare or change to the fare by a majority vote;

NOW THEREFORE, BE IT RESOLVED BY THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY BOARD OF DIRECTORS THAT:

RESOLVED, that the new fare structure attached as Exhibit A is hereby adopted and shall go into effect beginning _____, 2025; provided that the change to the single-ride base fare shall not go into effect in the event that the Corpus Christi Metropolitan Planning Organization Transportation Policy Board disapproves such change by a majority vote within sixty (60) days of the date of adoption of this Resolution.

DULY PASSED AND ADOPTED this 1st day of October, 2025.

ATTEST:

**CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY**

Derrick Majchszak
Chief Executive Officer

Arthur Granado
Board Chairman



Draft Title VI Fare Equity Analysis

Corpus Christi Regional Transportation Authority | August 2025

Prepared by: RLS & Associates, Inc.

Contents

CCRTA Title VI Fare Equity Analysis.....	1
Overview	1
Relationship Between Transit Fares, Fare Revenues and Ridership.....	1
Peer Comparison.....	2
CCRTA Current Fare Structure	5
Purchasing Passes	5
CCRTA Performance Trends.....	7
Summary.....	9
Fare Equity Analysis	10
Demographics	10
Survey Responses by Collection Location.....	15
Ridership Patterns.....	15
Frequency of Riding CCRTA.....	15
Time of Day	16
Transfers	16
Fare Type.....	18
Purpose for Using CCRTA	19
Perceived Impact of Fare Changes.....	19
Recent Improvements.....	19
Trust Fare Adjustment will Improve Rider Experience	20
Technology.....	21
Reasonableness of Fare Increase.....	21
Fare Change Recommendation.....	23
Findings	25
Farebox Recovery Ratio Goal.....	25
Transfer Fees.....	26

CCRTA TITLE VI FARE EQUITY ANALYSIS

OVERVIEW

Corpus Christi Regional Transportation Authority (CCRTA) is a highly successful transit system because it proactively evolves to meet the needs of the residents and businesses in the service area. Over the past 19 years, CCRTA has expanded services and improved amenities through efficient use of its existing budget and without increasing the out-of-pocket costs for riders. In fact, passenger fare prices have remained unchanged since 2006, when the base fare increased from \$0.50 to \$0.75.

Public transit operating revenue for CCRTA comes from a combination of Federal and local sources. The primary local revenue source is Sales Tax, which has increased by approximately 18 percent between 2020 and 2024. However, Federal operating revenue has decreased by 29 percent in the past four years, and operating expenses have increased by approximately 35 percent during the same period. Fluctuations in revenue sources and increasing operating expenses create a fiscally challenging situation for CCRTA that requires constant management and attention. Throughout the fluctuations in operating revenue, the portion of the budget that is derived from CCRTA farebox has declined from 3.6 percent of the operating budget in 2020 to a new low of 2.4 percent of today's budget. The decline in farebox recovery stems from increasing expenses and slightly lower ridership.

National research confirms that its current farebox recovery ratio of 2.4 percent is less than half of the next lowest fare recovery ratio among peer agencies. CCRTA is considering an incremental fare structure change to be implemented over a period of five years.

The following analysis considers the impact that potential increases in fare prices would have on riders based on recent survey results and demographic analysis. It is important to CCRTA to provide effective and affordable service to its entire community. Therefore, this analysis evaluates the potential disproportionate burden and disparate impact on the population consistent with the requirements set forth in Title VI of the Civil Rights Act of 1964 and Federal Transit Administration Circular 4702.1B.

RELATIONSHIP BETWEEN TRANSIT FARES, FARE REVENUES AND RIDERSHIP

Decades of transit research support the following relationships between changing transit fares and the impact on revenues and ridership.

- a) Fares can have a powerful impact on ridership and riders' attitudes about a transit system.
- b) National averages reveal that fare revenues constitute approximately 10 percent of the total budget of a system similar to the CCRTA. By comparison, passenger fares constitute less than four percent of the CCRTA total annual operating costs.

- c) Prior to COVID-19, transit agencies increased fares about every three years in response to increasing costs. It is important to note CCRTA fares have been stable since 2006.
- d) Increasing fares will typically increase fare revenues and reduce ridership. However, the reduction in ridership is often mitigated by improvements in the fare structure or fare media (such as encouraging the use of tap cards or passes) as well as the cost of other transportation alternatives that are available to riders and potential riders (e.g., taxi, Uber/Lyft).
- e) Decreasing fares will typically increase ridership but reduce total fare revenues.
- f) Except for limited cases, it is typically not possible to increase fares, fare revenues, and ridership at the same time; those cases are as follows:
 - a. Temporarily reducing fares to attract new riders and additional trips by current riders, then restoring the fares (totally or partly) and trying to retain some of the new riders and trips.
 - b. Implementing a premium high fare system designed to attract high-end riders, which could violate regulations set forth by Title VI of the Civil Rights Act of 1964.
 - c. Adopting a significantly revised overall fare structure based upon results from a stated preference and usage survey of riders; this may require investment in order to offer new, consumer-friendly payment options.
- g) Fare structures can be fine-tuned to produce more equity, tap markets, simplify fare collection and understanding by operators and riders, reduce operational delays, and reduce confrontations between operators and riders.
- h) Americans with Disabilities Act (ADA) complementary paratransit fares may not exceed twice the fixed route base fares.

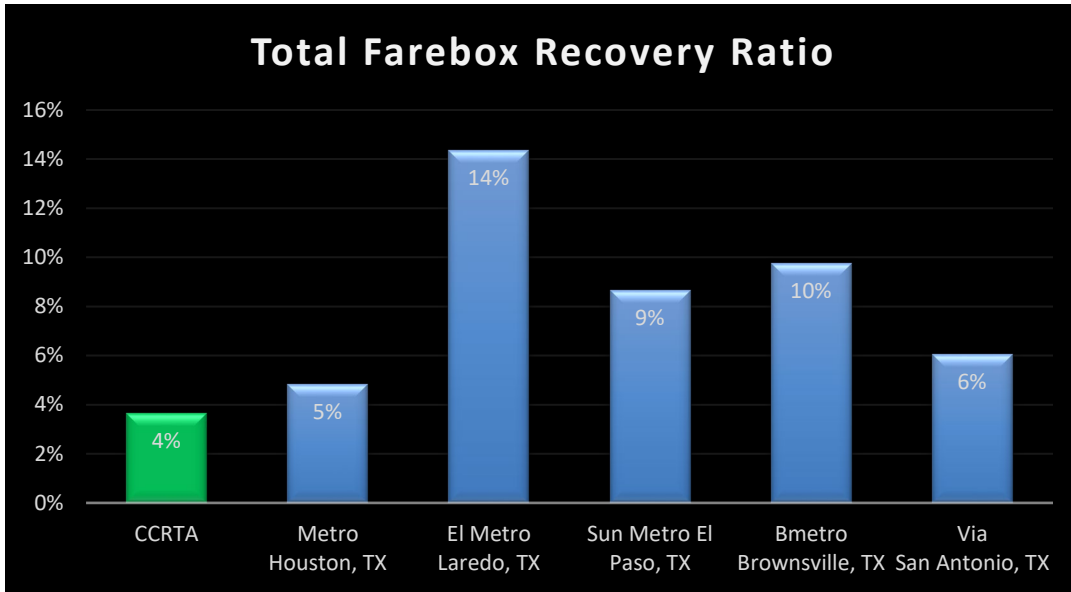
PEER COMPARISON

A peer comparison of annual trends in ridership, operating expenses, and farebox recovery was conducted using the peer transit agencies that CCRTA identified. The selected Texas transit systems offer similar modes of transportation to CCRTA, including fixed routes, demand response, and vanpool services. The population of the urbanized areas for each system ranges from the smallest (Brownsville) to the largest (Houston). The service area populations range from 216,444 to 5.85 million. CCRTA falls in the middle of the range with a population of 339,066.

Farebox recovery ratio is a performance measure typically used by transit systems to calculate the portion of total annual operating expenses that is covered by the fare revenue collected from riders. The formula is total annual fare revenue divided by total annual operating costs. Exhibit 1 illustrates the farebox recovery ratio for each of the transit systems included in the peer comparison.

CCRTA recovered approximately four percent of its operating costs from passenger fares in 2023. By comparison, the peer transit systems recovered five to fourteen percent of their costs from fare revenues. Furthermore, CCRTA is significantly below the national average of farebox recovery ratio which is typically between 10 and 15 percent.

Exhibit 1: Total Farebox Recover Ratio Comparison



Source: National Transit Database, 2023

Table 1 provides a detailed comparison of the peer transit agencies included in the peer comparison. Each transit agency operates fixed route and demand response modes of service. Only CCRTA and Rock Region Metro provided Vanpools. As indicated in the table, CCRTA recovers most of the operating costs for vanpool services from passenger fares. Farebox recovery ratios for demand response/paratransit are lower but comparable to peers. However, fixed route farebox recovery is significantly lower than the peer transit agencies included in this sample.

Table 1: Peer Comparison

Transit Agency	CCRTA	Metro Houston, TX	El Metro Laredo, TX	Sun Metro El Paso, TX	Bmetro Brownsville, TX	Via San Antonio, TX
Urbanized Area Population	339,066	5,853,575	251,462	854,584	216,444	1,992,689
Annual Unlinked Passenger Trips	3,303,048	68,575,784	1,798,331	6,073,481	5,155,709	27,965,368
Base Fare	\$0.75	\$1.25	\$2.00	\$1.50	\$2.00	\$1.30
Annual Operating Costs						
Bus	\$35,242,276	\$517,635,469	\$15,464,469	\$52,173,984	\$7,701,517	\$212,196,151
Demand Response	\$6,706,948	\$96,135,109	\$2,515,795	\$8,919,846	\$1,463,335	\$48,900,150
Vanpool	\$458,541	\$4,902,623	\$0	\$0	\$0	\$1,356,488
Total Annual Operating Costs	\$42,407,765	\$795,077,056	\$17,980,264	\$61,093,830	\$9,164,852	\$262,452,789

Transit Agency	CCRTA	Metro Houston, TX	El Metro Laredo, TX	Sun Metro El Paso, TX	Bmetro Brownsville, TX	Via San Antonio, TX
Annual Fare Revenues						
Bus	\$923,887	\$23,542,741	\$2,542,218	\$4,805,863	\$866,732	\$12,571,182
Demand Response	\$175,183	\$1,853,159	\$41,460	\$478,213	\$29,359	\$1,719,102
Vanpool	\$441,077	\$1,634,394	\$0	\$0	\$0	\$1,599,775
Total Fare Revenues	\$1,540,147	\$38,427,613	\$2,583,678	\$5,284,076	\$896,091	\$15,890,059
Farebox Recovery Ratio						
Bus	3%	5%	16%	9%	11%	6%
Demand Response	3%	2%	2%	5%	2%	4%
Vanpool	96%	N/A	N/A	N/A	N/A	118%
Total Farebox Recovery Ratio	4%	5%	14%	9%	10%	6%

Source: National Transit Database, 2023 and system websites.

CCRTA CURRENT FARE STRUCTURE

The price for an adult to ride CCRTA is \$0.75 for a single ride or \$30.00 for a 31-day pass. A reduced single-ride fare price of \$0.25 (Weekday peak, Saturday and Sunday)/\$0.10 (off peak¹) or \$11.00 for a 31-day pass available for adults age 60 and older, individuals with disabilities, Medicare or Medicaid cardholders, and technical or vocational college students.

To receive a reduced fare, passengers must present a valid form of identification when boarding the vehicle. Valid forms of identification include a State-issued ID or Driver's License, Medicare Card, Disabled Veteran ID, or CCRTA-issued B-ID Card. Passengers may apply for a CCRTA B-ID Card at the CCRTA Customer Service Center (applications available online).

Students, faculty and staff from TAMUCC and Del Mar may ride any fixed route for free with a Sand Dollar or Del Mar ID.

A summary of CCRTA fares is provided below.

Regular Services	Other Services	Reduced Single Ride Fare
Adult = \$1.75	Premium Service = \$1.25 (Park & Ride/ Express/ Rural)	Peak & Premium = \$0.25
Child (5 & Under) = Free	B-Line = \$1.25 (Inside ¼ mile ADA zone)	
Student (PreK to 12 th) = Free	B-Line Fare + Surcharge = \$3.25 (Outside ¼ mile ADA zone)	

CCRTA offers three types of passes in addition to the base fare, as follows:

Standard Passes	Special Passes	Reduced Fare
Adult = \$1.75	B-Line = \$50.00	31 Day = \$11.00
7 Day = \$7.50	Commuter (11 Trips) = \$12.50	
31 Day = \$30.00		

PURCHASING PASSES

Passengers may purchase passes online, the GoPass mobile app, at the CCRTA Staples Street Center, or at one of 10 local H-B-B locations. The physical locations include the following:

¹ Off-peak hours are before 6:00 AM, 9:00 AM to 3:00 PM, or after 6:00 PM.

- ◆ CCRTA Stables Street Center (602 N. Staples St.)
- ◆ H-E-B plus! – Flour Bluff (1145 Waldron Rd.)
- ◆ H-E-B plus! – Staples & Saratoga (5313 Saratoga Blvd.)
- ◆ H-E-B – Weber & Holly (5801 Weber Rd.)
- ◆ H-E-B – Moore Plaza (5425 S Staples St.)
- ◆ H-E-B – Alameda & Robert (4320 Alameda St.)
- ◆ H-E-B – Kostoryz & Gollihar (4444 Kostoryz Rd.)
- ◆ H-E-B – Alameda/ Texan Trail (3133 S Alameda St.)
- ◆ H-E-B – S Port & Tarlton (3033 S Port Ave.)
- ◆ H-E-B – Leopard & Nueces (3500 Leopard St.)
- ◆ H-E-B – Leopard & Violet (11100 Leopard St.)

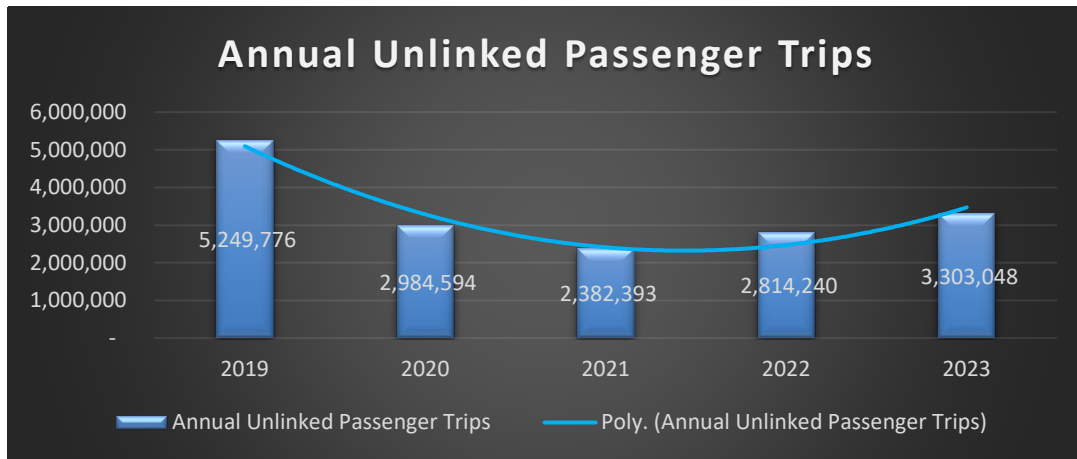


Source: ccrta.org/maps/purchase-locations

CCRTA PERFORMANCE TRENDS

In recent years, the external impacts on public transit included the COVID-19 pandemic and the recovery after the pandemic. Throughout those changes in ridership, which were beyond the control of the agency, CCRTA maintained a vital service to the community, connecting people to jobs and important errands or health care. Ridership declined from approximately 5.2 million passenger trips per year in 2019 (pre-COVID-19) to a low of 2.38 million trips in 2021. Ridership (measured in terms of unlinked passenger trips) is steadily recovering to pre-Pandemic levels but, as of 2023, ridership was 37 percent less than it was in 2019. The fluctuations in ridership result in less farebox revenue generated from passenger fares because routes continued to operate with fewer people riding.

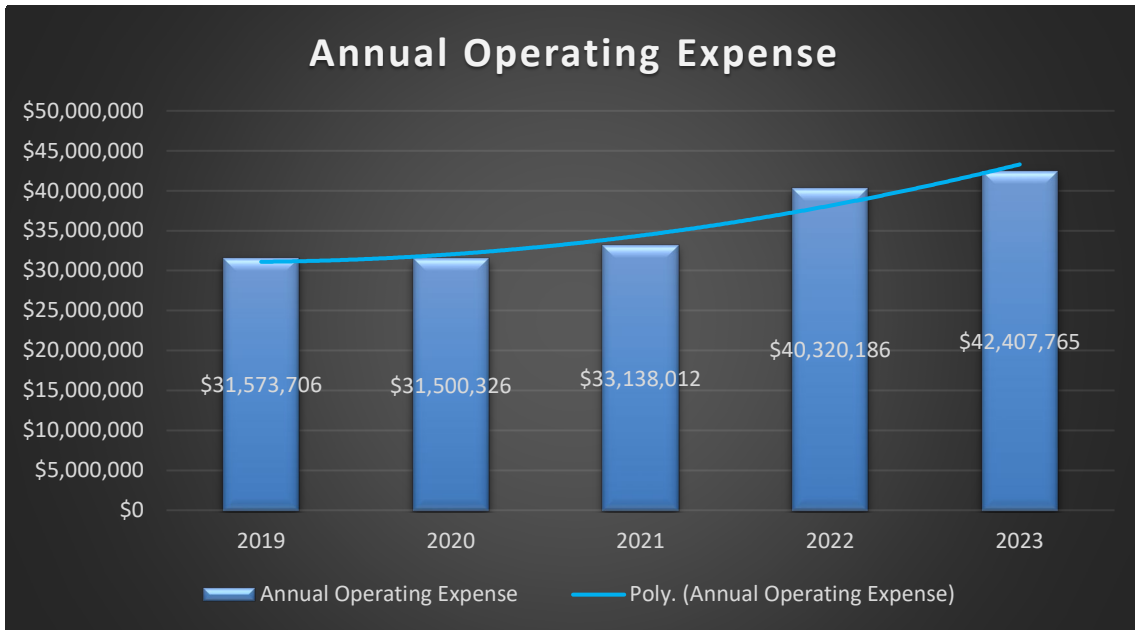
Exhibit 2: Annual Unlinked Passenger Trips



Source: National Transit Database, 2023 Profile

Like most transit systems in America, CCRTA continued to operate during the Pandemic to ensure that riders had access to work, school and community resources. Therefore, annual operating expenses remained relatively steady throughout the pandemic. Post-pandemic operating expenses increased due, in part to inflation. Costs reached a new high in 2023 of \$42.4 million, approximately 34 percent higher than annual expenses in 2019. The following exhibit outlines the trend in annual operating expenses.

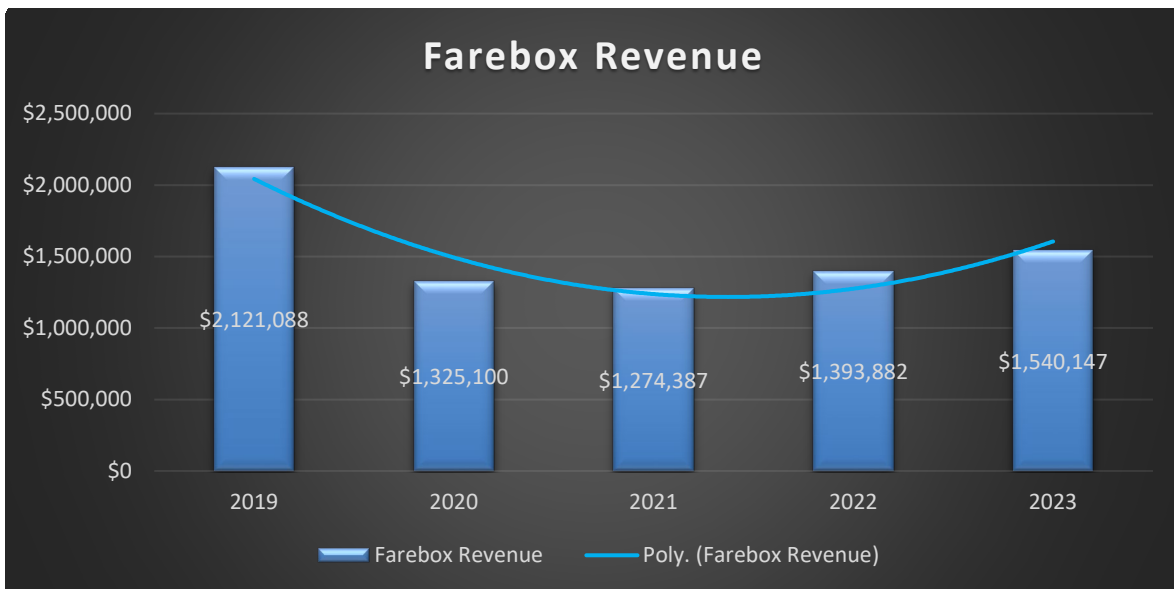
Exhibit 3: Annual Operating Expense



Source National Transit Database, 2023 Profile

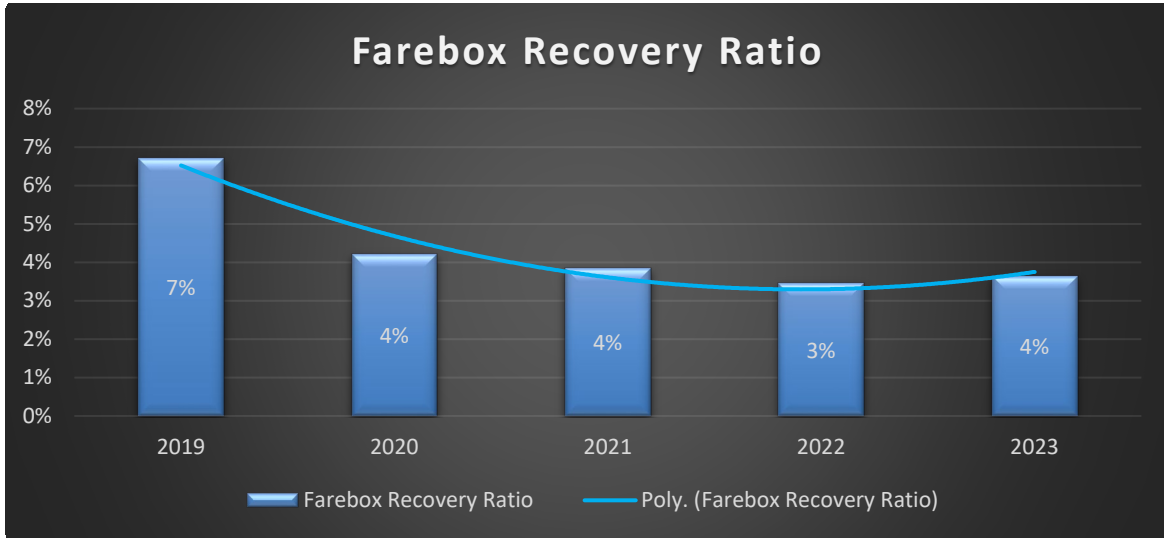
Increasing operating expenses, lower ridership levels, and steady farebox prices have resulted in a significant decline in total annual farebox revenue and the ratio of farebox revenue to operating expenses, as illustrated in the following charts. CCRTA’s already low farebox recovery ratio declined even more since 2019 and was less than four percent by 2023.

Exhibit 4: Annual Farebox Revenue



Source: National Transit Database, 2023 Profile

Exhibit 5: Annual Farebox Recovery Ratio



Source: National Transit Database, 2023 Profile

SUMMARY

Even at pre-Pandemic ridership levels in 2019, the CCRTA was achieving a below-average farebox recovery ratio of seven percent. While ridership is recovering to pre-Pandemic levels, CCRTA’s operating expenses have increased and it is unlikely that ridership will recover enough to achieve even the seven percent recovery ratio of previous years. Raising fares is one potential method for achieving a stronger farebox recovery ratio that is in line with CCRTA’s peer transit agencies and national averages. The following analysis considers the impact on riders if a fare increase were applied.

FARE EQUITY ANALYSIS

A fare equity analysis is conducted to measure the disparate impact of a fare change and determine if minority riders are bearing a disproportionate burden of the change between the existing cost and the proposed cost. The impact is defined as a statistical percentage. If a disparate impact on minority ridership is identified, CCRTA will reanalyze the proposed changes to determine if modifications will remove the disparate impacts.

Similarly, CCRTA must measure the burden of fare changes on riders with low-incomes to determine when those riders are bearing a disproportionate burden of the change between the existing fare and the proposed fare. To measure income, CCRTA collected survey data and analyzed local demographic data.

The CCRTA collected data about fare usage through a survey sample of riders. The survey results from 1,037 participants are used to examine how the proposed fares would affect all riders. Approximately 90.26 percent of the survey respondents use public transportation, and the remaining 9.74 percent do not.

The survey was conducted by CCRTA in June 2025. The survey instrument was designed to include a representative sample of riders and represent the most current rider data.

DEMOGRAPHICS

Questions specific to fare payment type, age, household income, race, and language spoken at home were included in the onboard survey. All riders who identified as non-white are considered minorities for the purpose of this analysis. Income levels were determined by the respondent's answer to a question about their annual household income. By comparison, Federal poverty guidelines are outlined in Table 2 in dollars per year.

Table 2: 2025 Federal Poverty Guidelines for 48 Contiguous States

Household Size	100% of Poverty
1	\$15,650
2	\$21,150
3	\$26,650
4	\$32,150
5	\$37,650
6	\$43,150
7	\$48,650
8	\$54,150
9	\$59,650
10	\$65,150
11	\$70,650

12	\$76,150
13	\$81,650
14	87,150

Source: U.S. Department of Health and Human Services

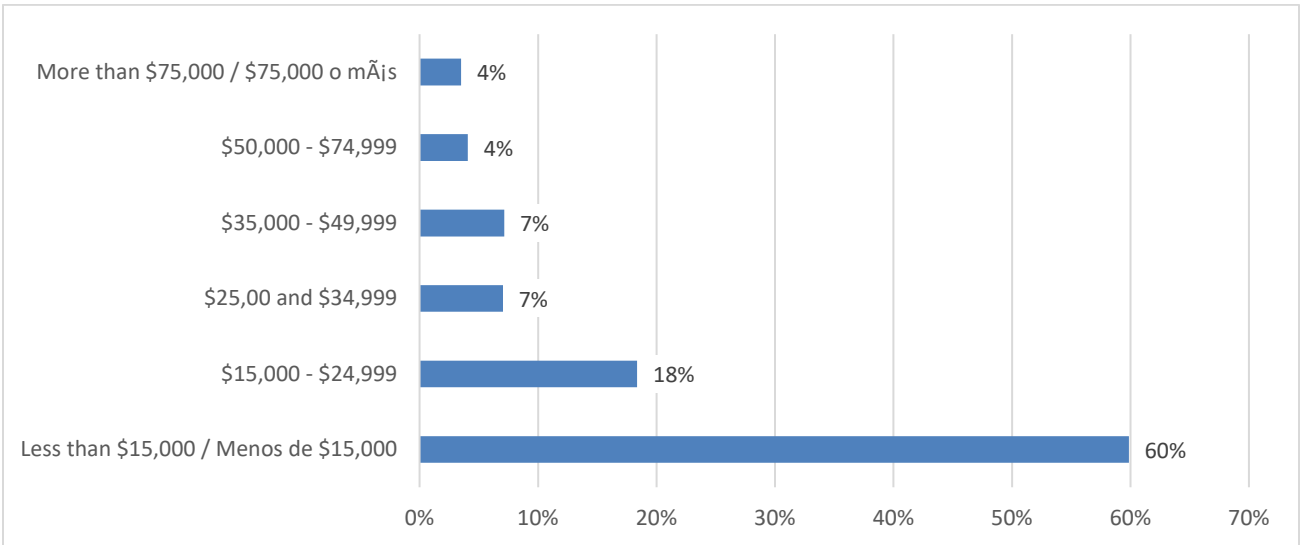
National and State Household Incomes

According to the 2020 U.S. Census, the median household income in Corpus Christi was \$65,138. In Texas, the median household income was \$75,780. Approximately 16.9 percent of the Corpus Christi population lived below poverty (plus/minus 2.3%), which was slightly higher than the statewide statistic of 13.7 percent of the Texas population that lived below poverty.

Household Income of Survey Respondents

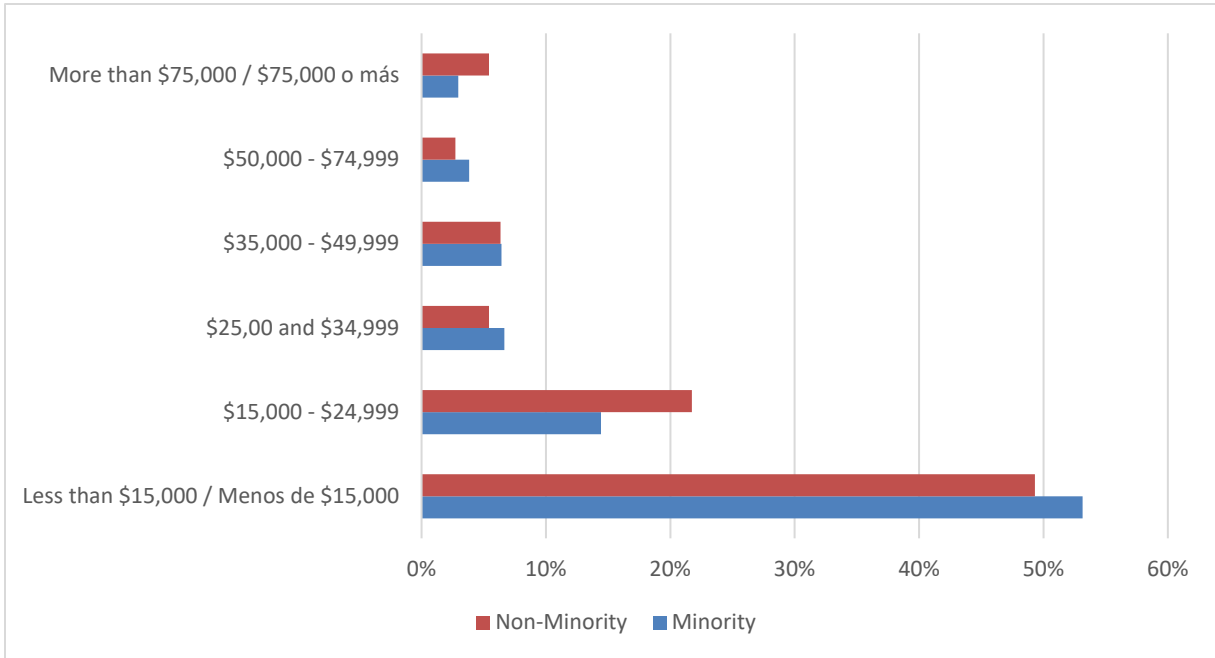
Nearly 60 percent of survey respondents had a household income of less than \$15,000. Approximately 18 percent of respondents earn \$15,000 to \$24,999 per year. Seven percent of respondents earn between \$25,000 and \$34,999, while another seven percent earn between \$35,000 and \$49,999. Fewer respondents, approximately four percent, earn between \$50,000 and \$74,999, and less than four percent earn more than \$75,000 per year. Overall, as income brackets increase, the number of CCRTA riders decreases. It is impossible to determine the median household income of survey respondents because the data does not reveal the number of people in the household. However, if it is assumed that riders live alone, then approximately 60% of them live at the poverty level or below. Based on this assumption, the survey sample indicates that CCRTA bus riders have a lower median household income than the general population of Corpus Christi.

Exhibit 6: Household Income



The comparison of household income by minority and non-minority groups indicates that a slightly higher number of minority (53%) than non-minority respondents (49%) earn less than \$15,000 per year. The groups are relatively similar in the higher income categories of \$35,000 or more, but there is variation in the lower household income categories, as illustrated in Exhibit 7.

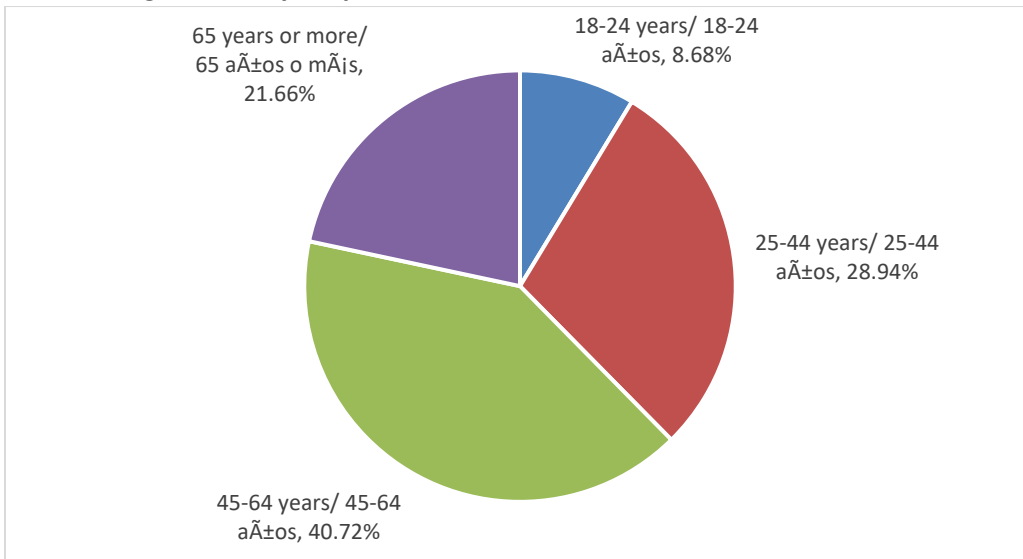
Exhibit 7: Household Income by Minority and Non-Minority Group



Age

All adult age groups were represented in the survey results. Exhibit 8 illustrates the distribution of responses by age group and confirms that the majority of respondents are of traditional working age. The largest age group representation (40.72%) was between 45 and 64 years of age. The second largest group of respondents (28.94%) were between ages 25 and 44. Another 21.66 percent were age 65 or older, and 8.68 percent were ages 18 to 24.

Exhibit 8: Age of Survey Respondents



Gender

Approximately 59 percent of respondents were male and 41 percent were female. Another 0.10 percent preferred not to self-describe their gender.

Race/Ethnicity

The majority (63.42%) of respondents indicated they were Hispanic or Latino. Respondents who identify as White made up approximately 21.27 percent of respondents, 12.43 percent were African American and 1.49 percent were Asian or Asian American. Another 1.39 percent of respondents indicated another race.

Exhibit 9: Race/Ethnicity of Survey Respondents

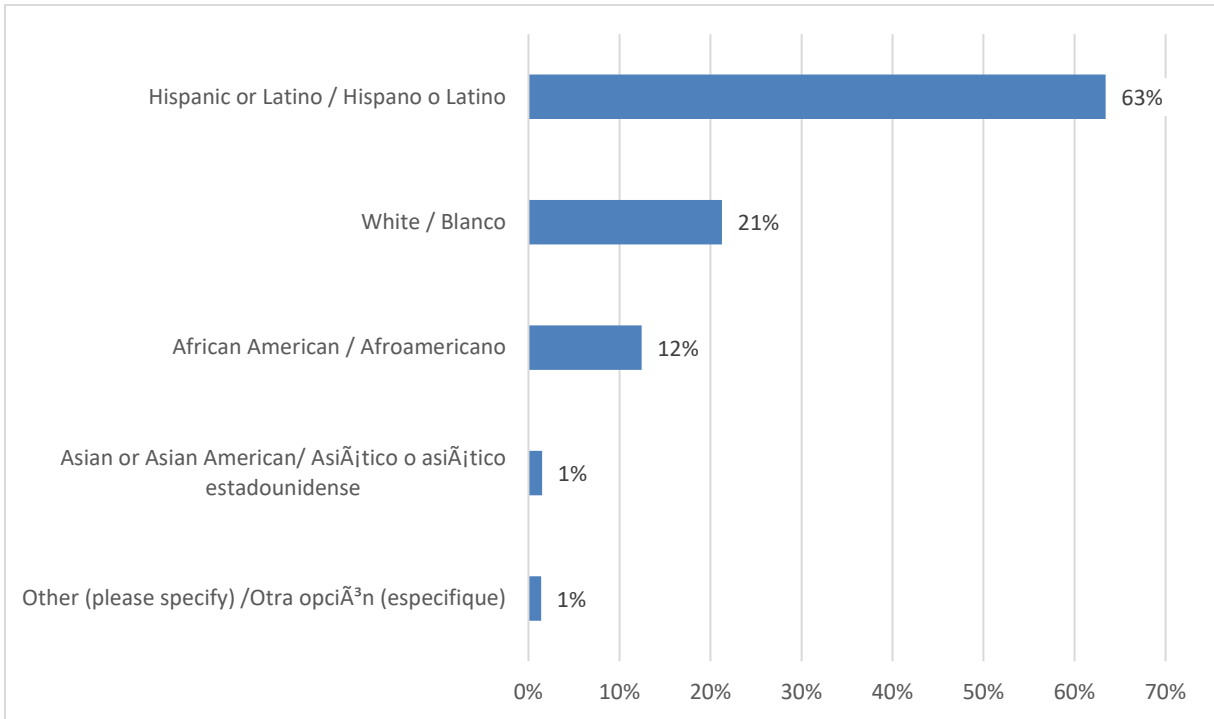
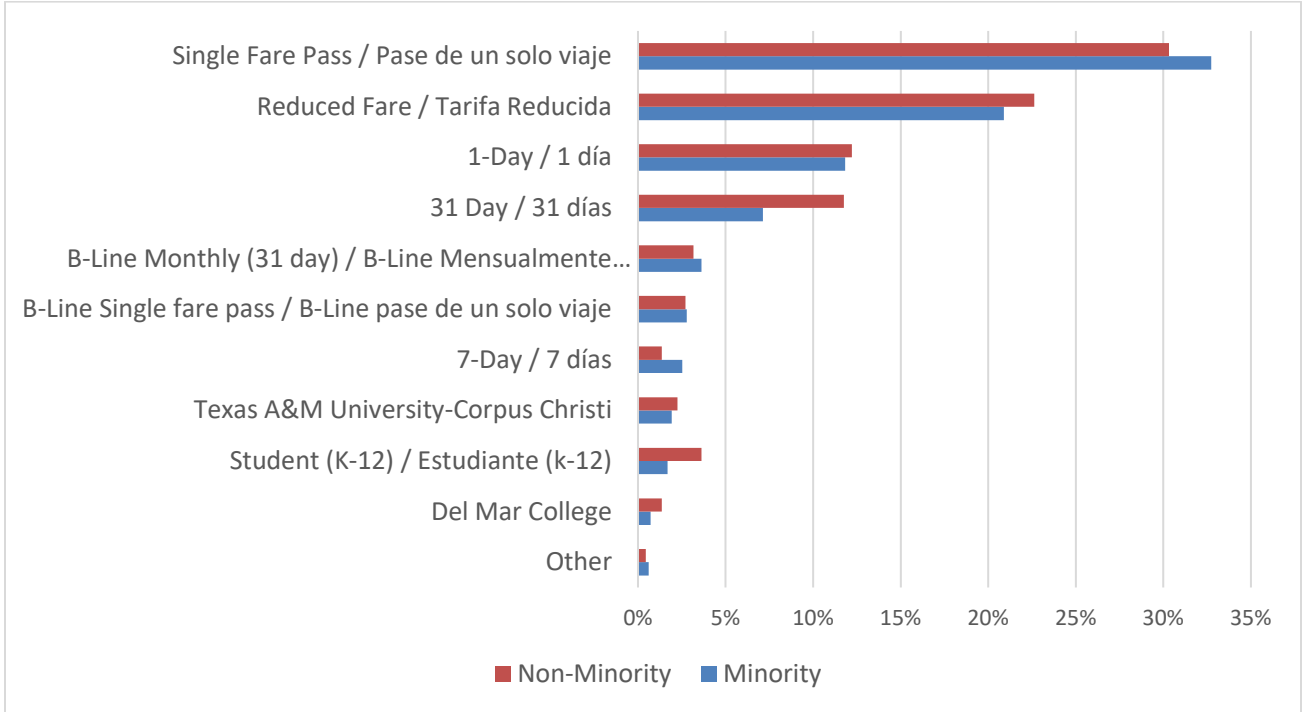


Exhibit 10 illustrates the comparison of fare type most often used by minority and non-minority respondents, according to survey results. The Single Fare was the most commonly used fare for minorities and non-minorities. Thirty-three percent of minorities compared to 30 percent of non-minorities used the Single Fare Pass. Similarly, 21 percent of minorities and 23 percent of non-minorities used the Reduced Single Fare.

Approximately 12 percent of each group (minority and non-minority) used the One-Day Pass. Slightly more non-minority respondents used the 31-Day Pass. Also, slightly more minorities use the Seven-Day Pass (3%) compared to non-minorities (1%). All other passes were similar in use by respondent group.

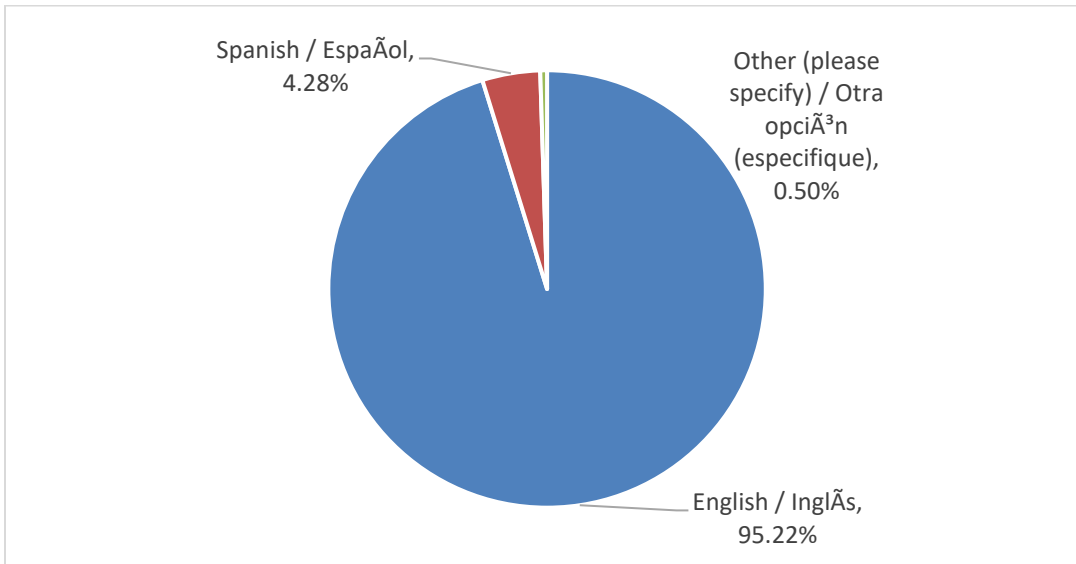
Exhibit 10: Fare Type by Minority and Non-Minority Groups



Language

Nearly all survey respondents (95.22%) primarily speak English at home. The remaining respondents primarily speak Spanish (4.28%) or another language (0.50%) at home. Results are illustrated in Exhibit 9.

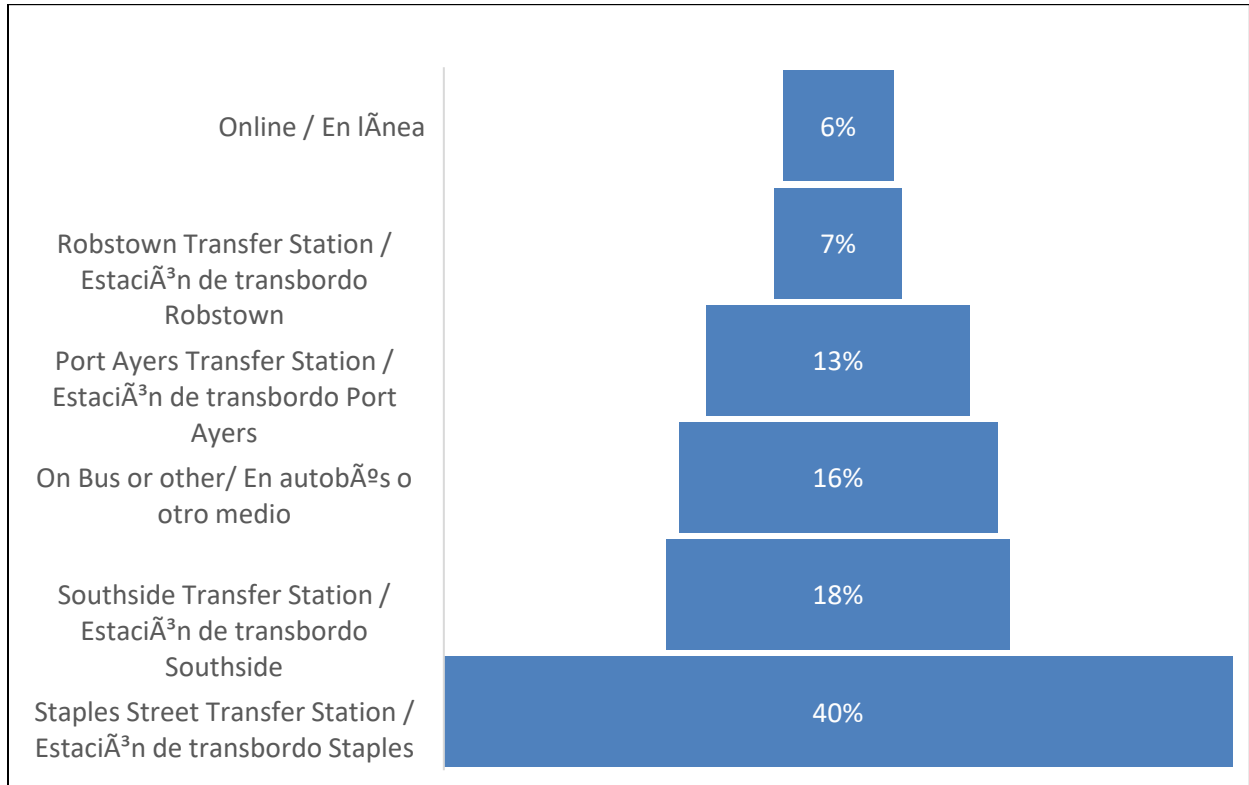
Exhibit 11: Language Spoken at Home



SURVEY RESPONSES BY COLLECTION LOCATION

Surveys were collected online, on the bus, or at one of four CCRTA Transfer Stations. Exhibit 12 illustrates the number of responses collected at each location. Most surveys (40%) were collected at the Staples Street Transfer Station. Less than six percent were collected online.

Exhibit 12: Survey Responses by Location

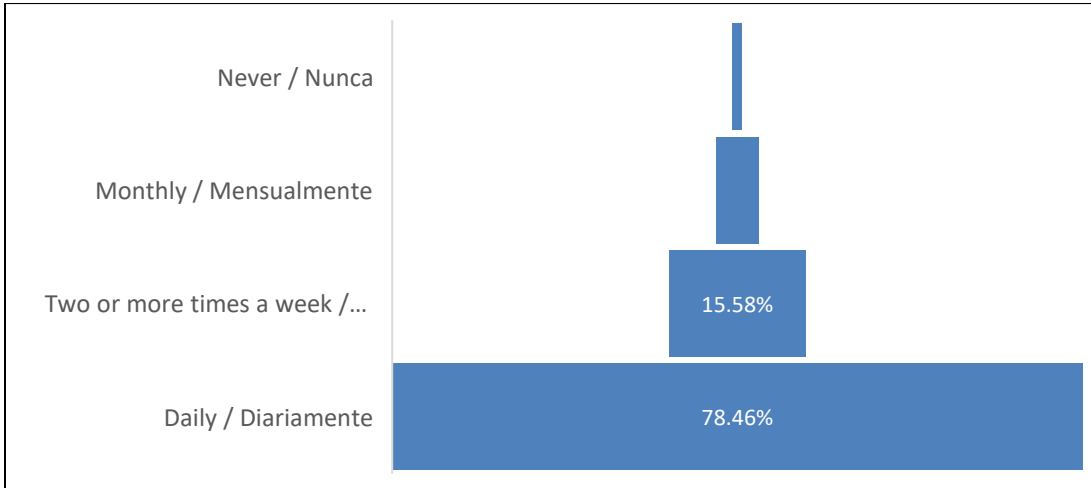


RIDERSHIP PATTERNS

Frequency of Riding CCRTA

Most of the survey respondents are frequent riders. In fact, more than 78 percent indicated that they ride CCRTA on a daily basis. Another 16 percent rider two or more times per week, and nearly five percent ride once a month. Only about one percent of respondents (approximately 10 people) said that they never ride. High frequency ridership of the survey respondents indicates that the impact of the fare change will have a significant impact on the sample of riders. Because the survey is a representative sample of all riders, the high frequency of ridership in the sample also indicates that most riders use CCRTA daily.

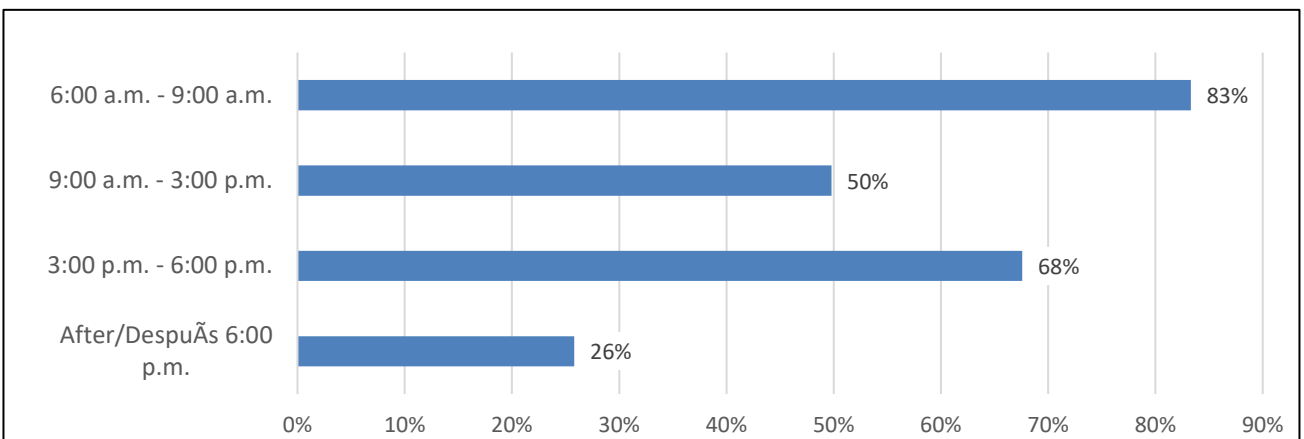
Exhibit 13: Frequency of Riding CCRTA



Time of Day

Most survey respondents regularly travel during peak CCRTA hours of operation: between 6:00 a.m. and 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Nearly half of the riders also indicated that they ride during off-peak hours between 9:00 a.m. and 3:00 p.m. or after 6:00 p.m. (25 percent). Therefore, the impact of changes in peak and off-peak fares are represented by the survey.

Exhibit 14: Time of Day



Transfers

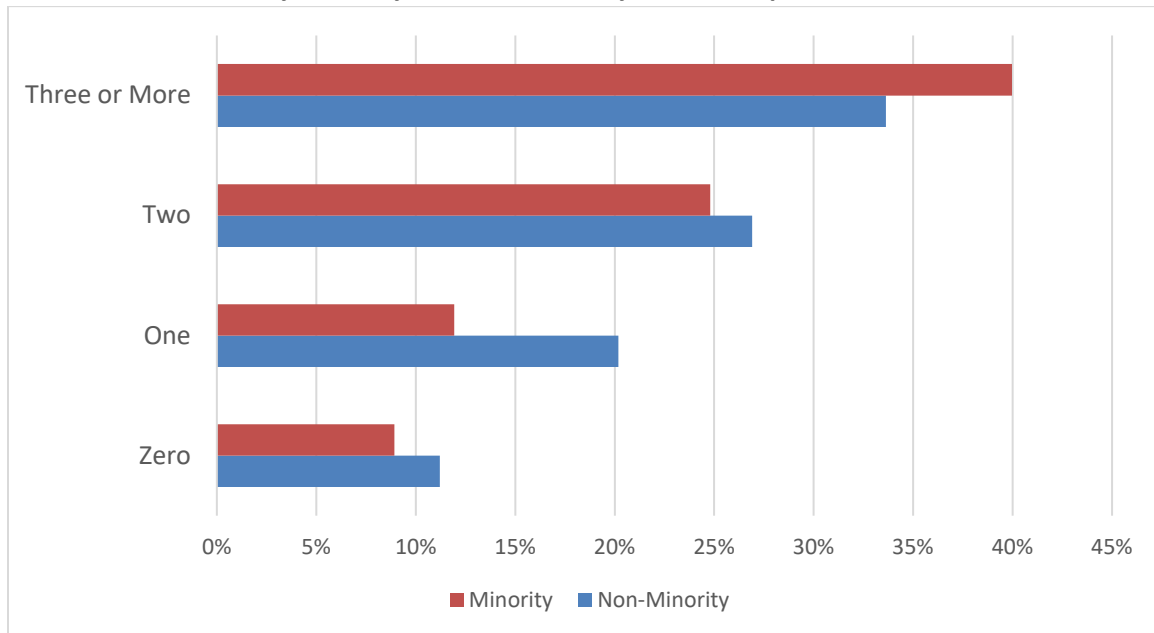
Survey results indicate that 90 percent of riders transfer at least one time per day. A transfer occurs when more than one vehicle/route is needed to complete a one-way trip.

- ◆ Nearly half of the survey respondents make three or more transfers (four or more buses) per day on CCRTA
- ◆ 30 percent of the respondents make two transfers (three buses) per day
- ◆ 16 percent of riders make one transfer per day
- ◆ 10 percent complete their trips without a transfer.

Under the existing CCRTA fare structure, a single fare is valid for two hours and includes transfers. Transfers are free under the existing fare structure.

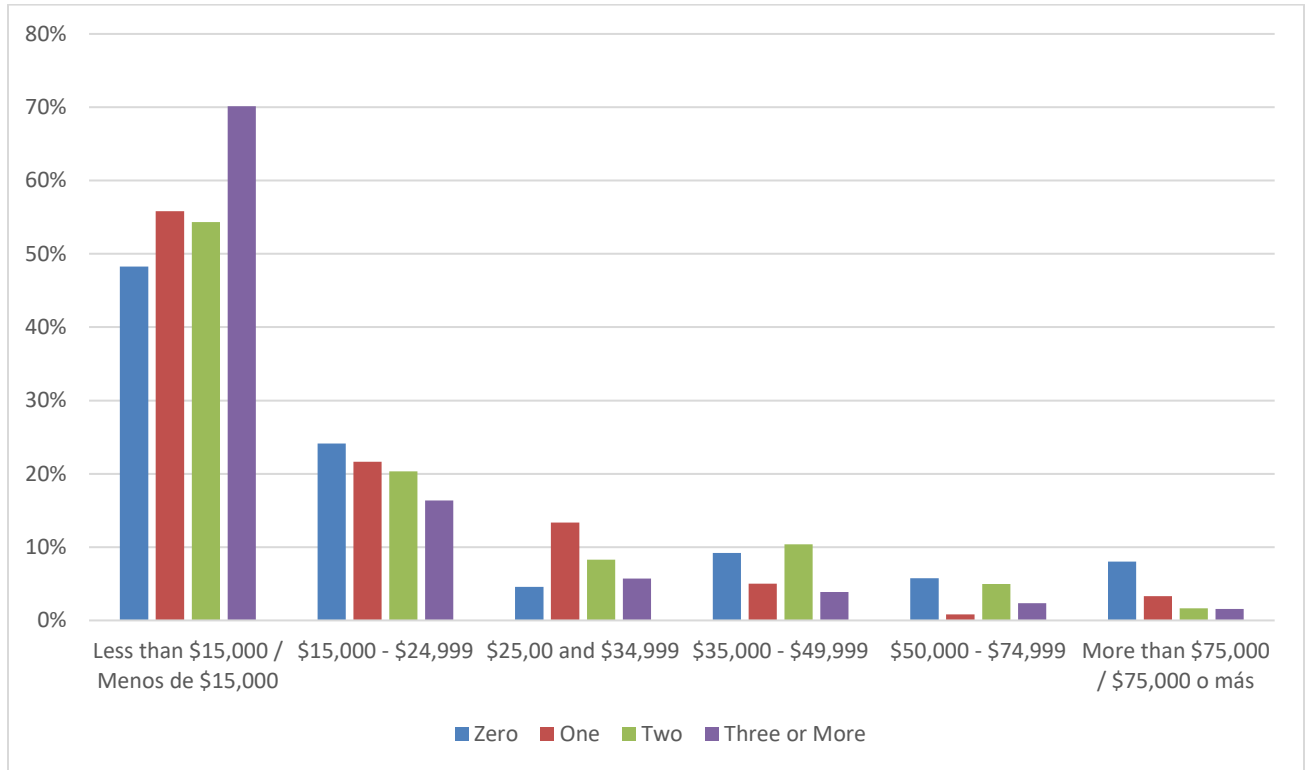
The number of transfers per day does not vary widely by minority and non-minority groups. However, slightly more minority respondents (40%) than non-minority (34%) transfer three or more times per day. Likewise, slightly less minority respondents (9%) than non-minority (11%) transfer zero times per day. The results indicate that minority riders are more likely to need to take multiple buses to complete a one-way trip than non-minority riders. Of those who do transfer, non-minority riders are more likely to complete a trip with fewer transfers than minority rider groups.

Exhibit 15: Transfers by Minority and Non-Minority Rider Group



Survey data indicate that 70 percent of respondents who earn a household income of less than \$15,000 transfer three or more times per day, compared to 48 percent of households that earn less than \$15,000 who do not need to transfer. Households earning \$25,000 or less transfer more often than higher-income households.

Exhibit 16: Transfers by Household Income

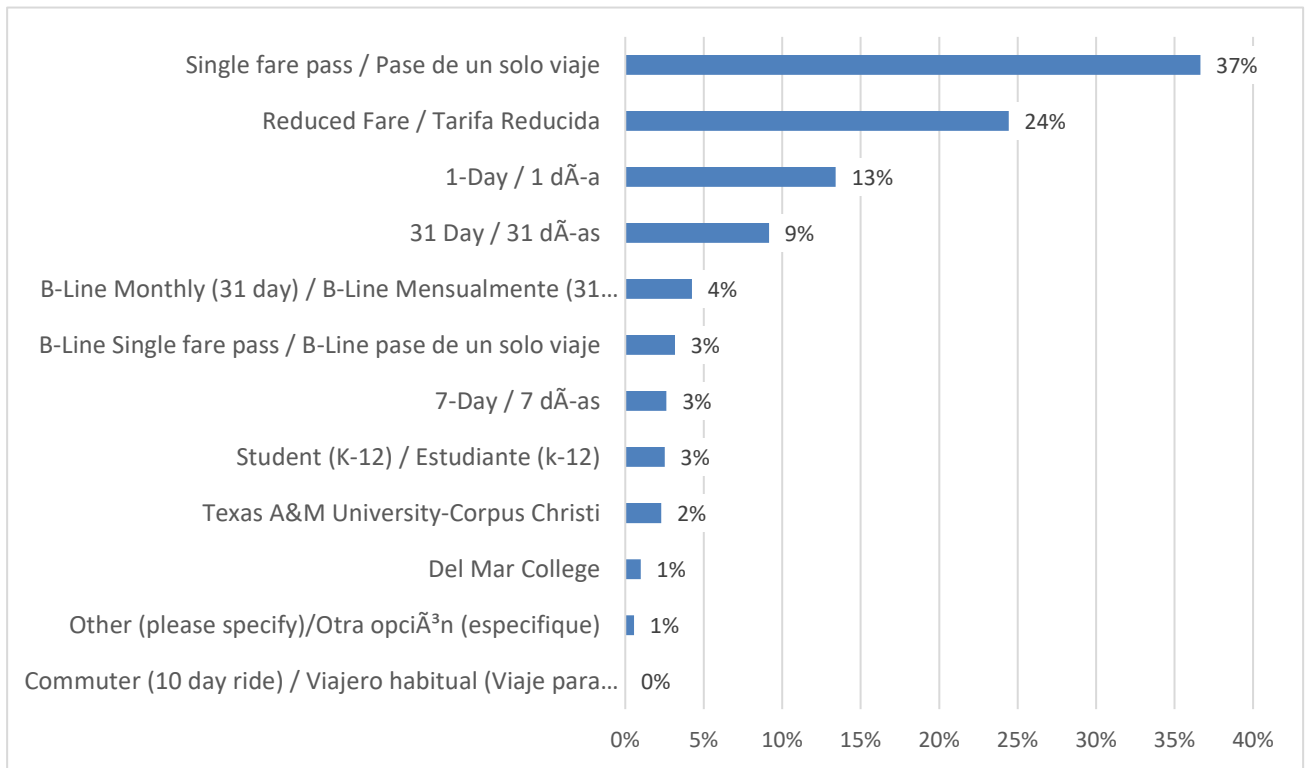


Fare Type

Survey respondents were asked to list the type of fare passes that they most often use.

- ◆ The single fare and reduced price single fare passes are the most common among the survey sample, making up 61 percent of all responses
- ◆ The 1-Day Pass, 31-Day Pass, and B-Line Monthly Pass were the next most popular pass options among respondents
- ◆ All other pass options were used by three percent or less of the respondents

Exhibit 17: Most Often Used Fare Type



Purpose for Using CCRTA

Passengers were asked to indicate the reason for riding CCRTA in terms of the purpose of their trip. Work was the most common trip purpose, closely followed by trips to buy groceries and attend health care appointments. School and “other” were the least common trip purposes. The “other” category included entertainment, shopping, errands and similar purposes.

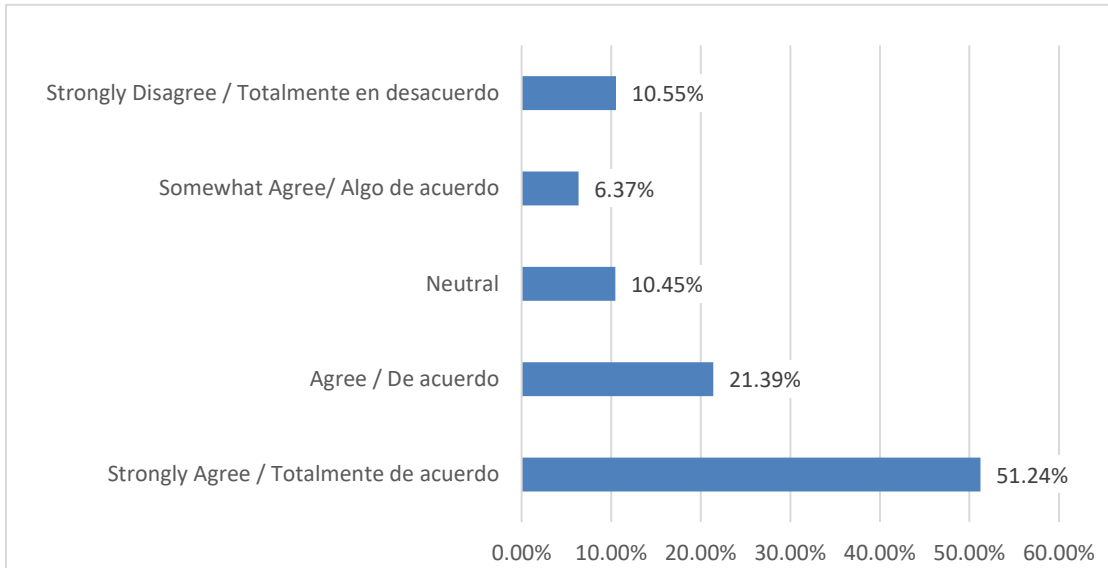
PERCEIVED IMPACT OF FARE CHANGES

Respondents were asked a series of questions about how they perceive CCRTA is or would use revenue from passenger fares.

Recent Improvements

With regard to service improvements, CCRTA asked respondents if they noticed improvements to CCRTA, such as the new Port Ayers Transfer Station, more bus shelters, new buses, and more visible security. More than 70 percent of respondents agree or strongly agree that they have seen improvements. Others remained neutral or disagreed that improvements were made.

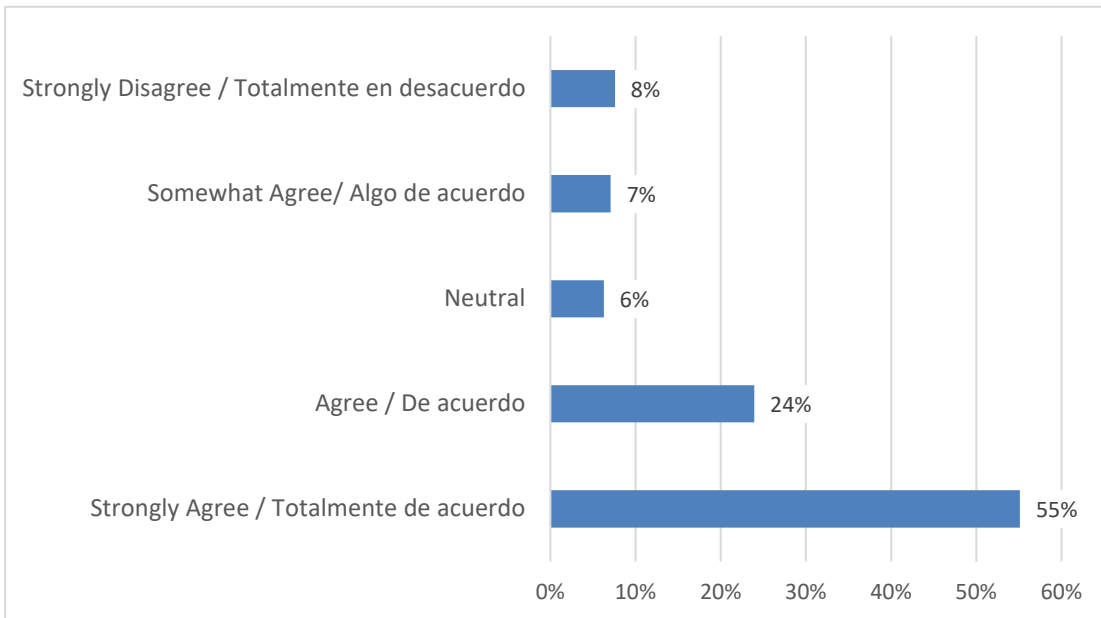
Exhibit 18: Perceived Recent Improvements



Trust Fare Adjustment will Improve Rider Experience

Approximately 78 percent of respondents trust that CCRTA will use additional revenue from the fare adjustment to improve the rider experience. The remaining respondents are neutral, somewhat agree, or disagree.

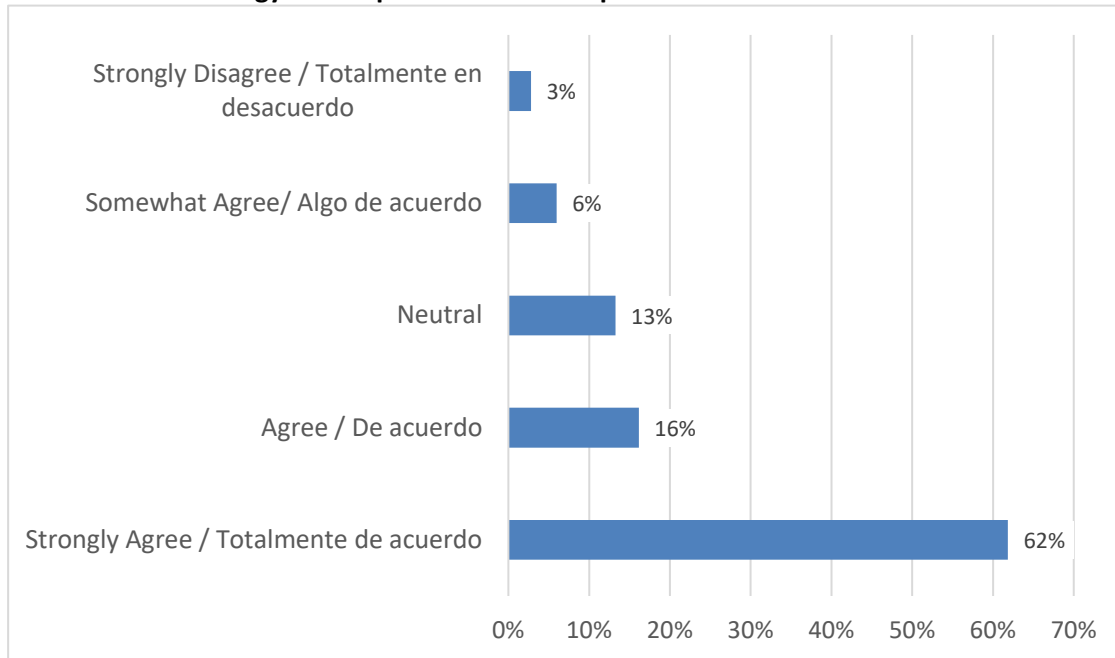
Exhibit 19: Trust CCRTA to Improve Rider Experience



Technology

Approximately 62 percent of respondents strongly agree and 16 percent agree that having modern technology, such as mobile apps and real-time tracking, is essential to providing a better experience for CCRTA riders. Approximately 13 percent of respondents were neutral on the issue and the remaining respondents somewhat agree or disagree.

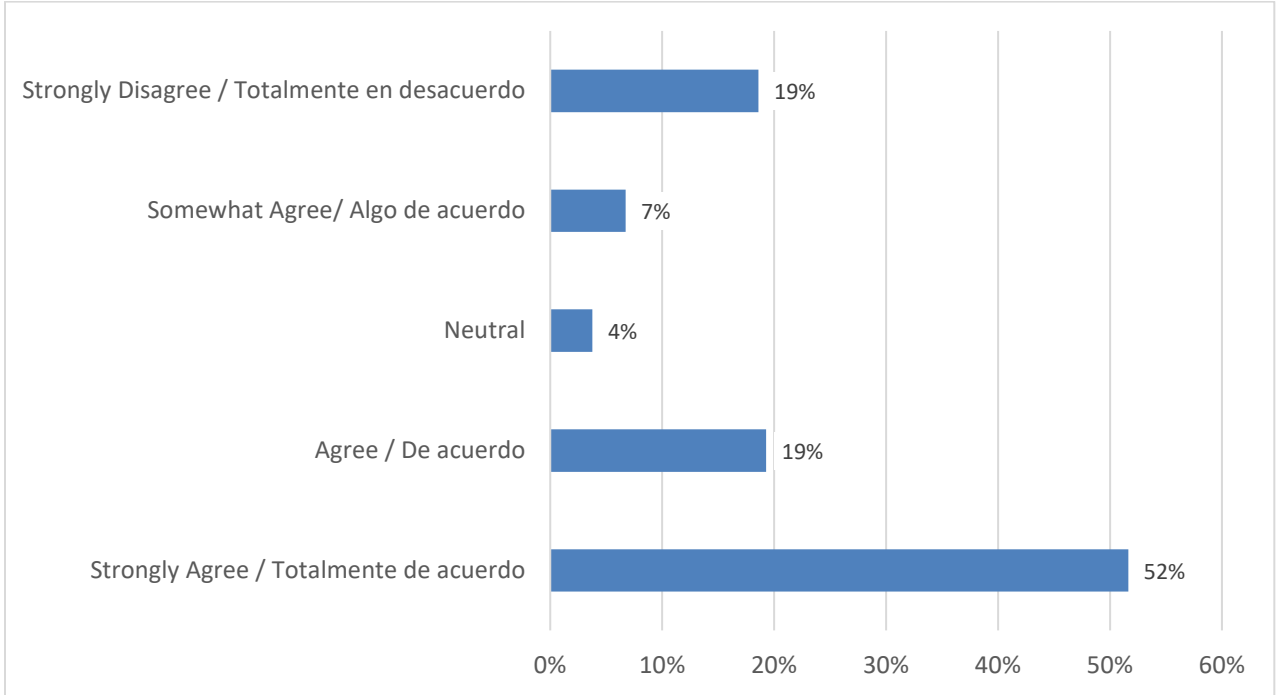
Exhibit 20: Technology Will Improve the Rider Experience



Reasonableness of Fare Increase

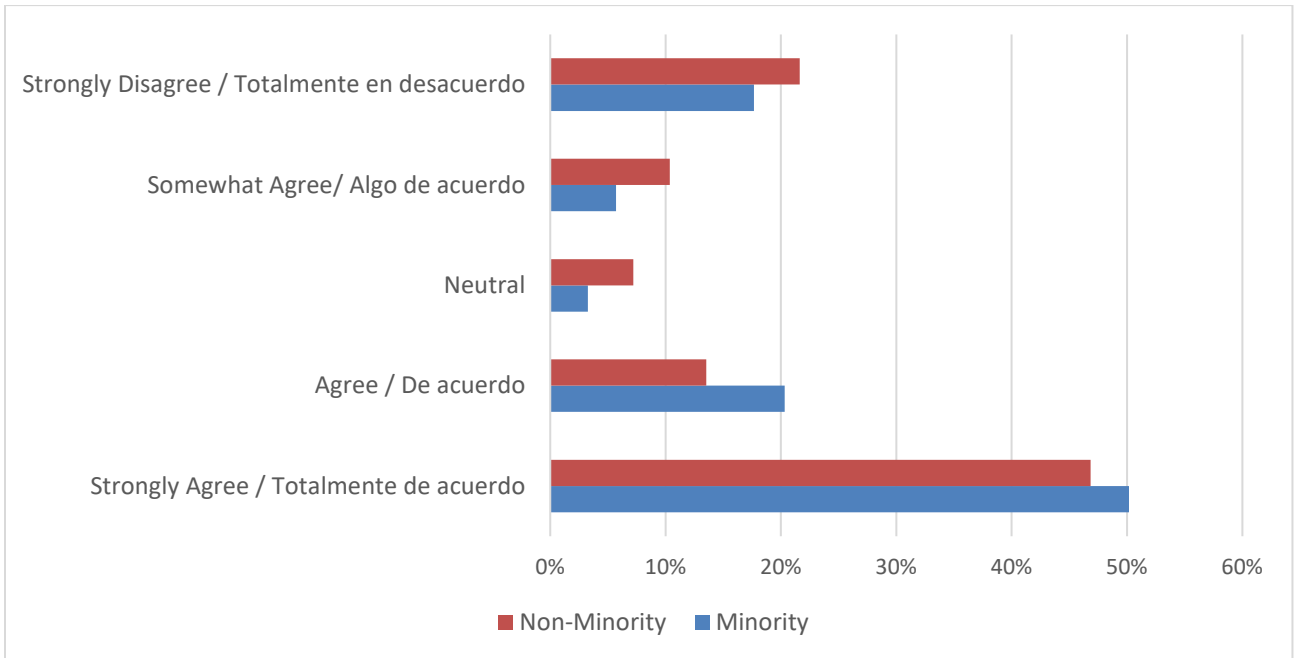
Approximately 70 percent of survey respondents indicated that they strongly agree or agree that a \$0.25 increase for base fare is reasonable to help CCRTA continue providing reliable and safe service. About 10 percent of respondents were neutral or only somewhat agree. Approximately 19 percent of respondents strongly disagree with the reasonableness of the fare increase.

Exhibit 21: Reasonableness of a \$0.25 Fare Increase



Analysis by minority and non-minority group reveals little variation in agreement with the base fare increase of \$0.25. Approximately half of the respondents in each group strongly agree.

Exhibit 22: Reasonableness of a \$0.25 Fare Increase by Minority and Non-Minority Groups



FARE CHANGE RECOMMENDATION

CCRTA conducted this analysis to evaluate proposed fare changes that would be implemented over a period of five years. The proposed fare changes are outlined in the table below. The proposed changes will increase the base fare and reduced-price base fare by \$0.25 in years 1, 3 and 5. The incremental increases will have the most significant impact in Year 1 (a 33% increase) compared to Years 3 and 5 (a 25% and 20% increase, respectively). The proposed Day Pass increase in Year 1 equates to a 14% increase, compared to a 25% and 20% increase in Years 3 and 5. Similarly, the 31-Day Pass increases by a larger percentage in Years 3 and 5 and is less impactful in Year 1.

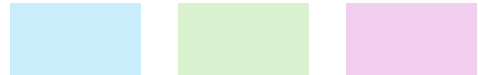
The Reduced Base Fare will increase from \$0.25 to \$0.50 in Year 1, remain unchanged in Year 3 and increase to \$0.75 in Year 5. The Reduced 31-Day Pass will increase from \$11.00 to \$17.50 in Year 1, remain unchanged in Year 3 and increase again in Year 5. CCRTA will also introduce two new Reduced Fare Passes in Year 1: The Reduced Day Pass and 7-Day Pass.

B-Line Regular Fare will increase by \$0.25 in Year 1, by \$0.50 in Years 3 and 5. B-Line 31-Day Pass will increase by \$10.00 in Year 1 and \$15.00 in Years 3 and 5.

	Current	Year 1	Year 3	Year 5
	Fare	Fare	Fare	Fare
Regular Fixed-Route				
Base Fare	\$0.75	\$1.00	\$1.25	\$1.50
Day Pass	\$1.75	\$2.00	\$2.50	\$3.00
7-Day Pass	\$7.50	\$10.00	\$12.50	\$15.00
31-Day Pass	\$30.00	\$35.00	\$43.75	\$52.50
Reduced Fixed-Route				
Reduced Base Fare	\$0.25	\$0.50	\$0.50	\$0.75
Reduced Day Pass	-	\$1.00	\$1.00	\$1.50
Reduced 7-Day Pass	-	\$5.00	\$5.00	\$7.50
Reduced 31-Day Pass	\$11.00	\$17.50	\$17.50	\$26.25
B-Line				
B-Line Regular Fare (trips within ADA service area)	\$1.25	\$1.75	\$2.25	\$2.75
B-Line Regular Fare + \$2.00 Surcharge (trips outside ADA service area)	\$3.25	\$3.75	\$4.25	\$4.75
B-Line Regular 31 - Day Pass	\$50.00	\$60.00	\$75.00	\$90.00
Express				
Premium Express Fare	\$1.25	\$1.75	\$2.25	\$2.75
Premium Reduced Express Fare	\$0.25			
#94 Port Aransas Shuttle	\$0.25			

11-Trip Commuter Pass (valid on all services)

\$12.50



Additionally, passengers using the Tap Card will pay a fee of \$3.00 for the card.

The proposed fare changes will result in a mix of increases to the base fare and decreases in the multipliers for passes. The following table illustrates the percent increase in fares at each interval.

	Current	Year 1	Year 3	Year 5
	Fare	% Increase	% Increase	% Increase
Regular Fixed-Route				
Base Fare	\$0.75	33.33%	25.00%	20.00%
Day Pass	\$1.75	14.29%	25.00%	20.00%
7-Day Pass	\$7.50	33.33%	25.00%	20.00%
31-Day Pass	\$30.00	16.67%	25.00%	20.00%
Reduced Fixed-Route				
Reduced Base Fare	\$0.25	100.00%	0.00%	50.00%
Reduced Day Pass	-		0.00%	50.00%
Reduced 7-Day Pass	-		0.00%	50.00%
Reduced 31-Day Pass	\$11.00	59.09%	0.00%	50.00%
B-Line				
B-Line Regular Fare (trips within ADA service area)	\$1.25	40.00%	28.57%	22.22%
B-Line Regular Fare + \$2.00 Surcharge (trips outside ADA service area)	\$3.25	15.38%	13.33%	11.76%
B-Line Regular 31 - Day Pass	\$50.00	20.00%	25.00%	20.00%
Express				
Premium Express Fare	\$1.25	40.00%	28.57%	22.22%
Premium Reduced Express Fare	\$0.25	100.00%		
#94 Port Aransas Shuttle	\$0.25	100.00%		
11-Trip Commuter Pass (valid on all services)	\$12.50	100.00%		

CCRTA is considering a Tap Card fee of \$3.00 for the card. Also, transfers may change from free (currently) to \$0.25 in Year 1 and increase by another \$0.25 in Years 3 and 5.

FINDINGS

If the proposed changes are implemented, CCRTA riders will see an overall increase in Base Fare and Pass prices. According to survey results, the Base Fare and Reduced Fares are the most commonly used fare media. CCRTA proposes to increase the Base Fare by 33 percent and the Reduced Base Fare by 100 percent in Year 1, and smaller percentages in Years 3 and 5.

According to survey results, the difference in frequency of use of Base Fares between minority and non-minority rider groups was two to three percent. That is, 33 percent of minority riders use the Base Fare compared to 30 percent of non-minority riders. Conversely, 23 percent of non-minority riders use the Reduced Base Fare compared to 21 percent of minority riders. Therefore, the increase in Base Fare and Reduced Fare impacts each group and there is no disparity. Additionally, the increase in price for the 31-Day Pass is more likely to impact non-minority riders than minority riders.

Mitigating Factors

While there is no finding of disparity or disproportionate impact with the proposed changes mentioned above, CCRTA is already considering mitigating factors to reduce the impact on all passengers. It is recommended that those factors are implemented, if possible. Proposed mitigating factors include the following:

- ◆ The system is implementing a half-price Reduced Day Pass and Reduced 7-Day Pass in Year 1, which will mitigate the impact of the increased fare price for everyone who is eligible for the reduced fares.
- ◆ Increase the Base Fare and Reduced Base Fare by \$0.50 (from \$0.75 to \$1.00) in Year 1 and \$1.25 in Year 4 (2029).
- ◆ CCRTA is also considering implementing a fare capping program on a monthly and possibly a weekly basis for all GoPass users. Fare capping will help offset the impact of increased base fares for all riders and encourage them to ride often, even if the purchase price of weekly or monthly pass is not feasible for their budgets. With the fare capping option, riders may choose to purchase the base fares, but once they have spent \$35 (or 35 one-way trips) within 31 days, they will not pay for additional rides taken that month. Fare capping is a beneficial alternative for passengers with limited incomes, and it also encourages frequent ridership.

Farebox Recovery Ratio Goal

It is recommended that CCRTA measure its farebox recovery ratio on a semi-annual basis after implementing fare increases to determine if the fare structure changes have improved its progress toward a farebox recovery ratio goal. If no goal has been set, it is strongly recommended that CCRTA consider establishing a goal so that it may better measure progress. At the conclusion of Year 4, CCRTA should determine if it has achieved the farebox recovery ratio goal. If so, CCRTA may determine that the proposed fare increase for Year 5 is not necessary.

Transfer Fees

The current CCRTA policy for disparate impact indicates that a *“disparate impact exists when fares which have been identified as more utilized by minorities or persons with incomes below the poverty level will be raised faster than the base rate. Similarly, if a fare is less utilized and will see changes more favorable than the base rate, a disparate impact exists.”* The proposed fare changes to Regular, Reduced, B-Line and Express Fares do not represent a disparate impact according to this section of the CCRTA policy. Nor does the increase represent a disparate impact with regard to FTA Circular 4702.1B.

However, if CCRTA is considering charging a fare for transfers, survey results indicate that most people need to transfer one or more times per day. Minorities are more likely than non-minorities to need to transfer three or more times. If a fee for transfers is implemented, it would have a disproportionate burden on minority riders.

Similarly, passengers from households earning less than \$15,000 per year transfer more often than passengers with higher-earning households. Therefore, a transfer fee will have a disproportionate burden on the households with the lowest incomes.

Mitigating Factors

If CCRTA intends to implement a fee for transfers, an alternative to mitigate the impact on the households with the lowest income and riders who are minorities must be considered. The recommended alternative to implementing a transfer fee is a “Free 2-Hour Transfer” for riders who purchase their fare through the GoPass app.

The option to implement a Free 2-Hour Transfer for GoPass users is an effective mitigation option for all passengers, if a \$0.25 Transfer Fee is added to the fare structure. Passengers may purchase bus passes by downloading the GoPass Mobile App to their device. Passes are securely stored through the app. Passengers who are unbanked have the option to load funds on the app using cash at participating retailers, including Stripes, Walmart, Family Dollar, CVS, Dollar General, and Target. The GoPass app includes a function to find participating, nearby stores.

As a mitigating strategy to the impact of a \$0.25 Transfer Fee, CCRTA proposes to offer all passengers the opportunity to use cash to add funds to the GoPass app at retailers that are located throughout the community, or add funds to the app through their bank. The offer of a free transfer within a two-hour window for GoPass users is available to all riders, and it is reasonable to expect that a one-way trip will be completed within two hours.

Subject: August 2025 Financial Report

Overview: The **August Operating Budget** ended the month with revenue coming in greater than expenses by **\$175,259**, as **Operating Revenue** totaled **\$4,328,390** and **Operating Expenses** **\$4,153,131**.

Two revenue sources fell short of the budget expectation. Lease revenue from tenants of **\$40,845** reached **91.33%** or \$3,875 short of budget due to a vacancy, and investment income of **\$136,916** fell short of expectation by 19.21% or \$32,561 due to external factors. The budget shortage in investment income is expected to improve as a federal grant for the purchase of Arboc buses was received and produced investible cash TexPool of **\$4,0108,172** for the Authority.

The year-to-date Operating Budget produced a surplus of **\$839,923** as total revenues of **\$33,723,650** reached **99.56% of baseline** while expenses of **\$32,883,727** finished at **96.67%**.

The CIP budget for the month resulted in expenditures exceeding revenues by **\$52,622**. Grant revenues of \$4,018,172 were recognized for projects paid in 2023 and 2024, including the installation of automatic passenger counters (APCs) on buses, security camera replacement at the Bear Lane Operations facility, and the purchase of seven (7) Arboc buses. The total reimbursement for prior year expenditures totaled \$2,171,965. Reimbursement of \$1,840,408 was received for six (6) additional Arboc buses for costs incurred in 2025.

Expenditures of \$4,018,172 include the \$4,012,373 in costs for the prior year expenses and 2025 buses as well as several smaller projects, along with the depreciation expense of \$129,616 which resulted in expenses exceeding funding sources by \$52,622 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 \$129,616.

Year-to-date CIP funding sources totaled **\$5,780,534** while total expenditures finished at **\$6,199,570** resulting in **expenditures** exceeding funding sources by **\$419,036**. Funding sources include the budgeted transfer-in from fund balance of **\$615,949**. However, since the budgeted transfer-in is not considered revenue, the YTD loss from the CIP Budget is \$1,034,985.

For the month, the overall performance resulted in an initial increase of **\$122,637** to the fund balance with an increase of **\$175,259** attributable to the operating budget, and a decrease of **\$52,622** related to the CIP budget. However, since the budgeted transfer-In of \$76,994 from the CIP budget is not considered revenue, the combined increase to the fund balance is \$45,643.

The overall performance for the **year-to-date** results in an initial increase of **\$420,887** to the fund balance, with an increase of **\$839,923** from the operating budget, and a decrease of **\$419,036** related to the CIP budget. However, since the budgeted transfer-in of \$615,949 from the CIP Budget is not considered revenue, the decrease to the fund balance is \$195,062.

SUMMARY: Results from all Activities Compared to Budget

Total Revenues and funding sources for the month of **August** closed at **\$8,423,556**, of which **\$4,328,390** is attributable to the **Operating Budget (Table 4 and PPT Slides 3 and 4)** and **\$4,095,166** to the capital budget. The **\$4,095,166** from the capital budget consists of federal grant revenue of **\$4,018,172** 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 \$116,503** or 1.59% more than forecasted (**Table 4.1**) & (**PPT Slide 5**). **Fare Revenues** ended the month at \$97,512, or 100.60% of the baseline expectation and includes **\$12,691** from **Go-Pass Mobile App Pass Sales**.

Meanwhile, commissions from both **Bus and Bench Advertising** ended the month at **\$18,939**, of which **\$3,722** came from **Bus Bench Advertising commissions** while **\$15,217** came from **On-Board Bus Advertising commissions**. The combined revenue was 107.05% of baseline.

Note that the commissions earned from Bench Advertising total **\$5,583** of which **\$3,722** is recognized as revenue and **\$1,861** represents the City's one-third share of the bench advertising commission for the use of City property.

Other Operating Revenues reported \$52 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 **\$4,211,887** reaching **100.11%** of the **\$4,207,200** budget expectation, generating **\$4,688** more than forecasted (**Table 4.1**).

Federal operating grants recorded revenue of \$413,922, or 111.03% of the baseline expectation. \$1,076,229 in preventive maintenance funds remain available for subsequent months which is expected to be used by the end of the year.

Investment income for the month totaled \$136,916, as the performance of the investment portfolio fell short of the baseline expectation by \$32,561, or 19.21%.

Meanwhile, Staples Street Center leases reached \$40,845 or 91.33% 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 **October 10, 2025**. Out of the seven (7) sources included in this revenue category, 83.64% of total revenue came from the sales tax revenue estimate as indicated in the following table:

August 2025 Revenue Composition – Table 1

Line #	Revenue Source	Actual	%
1	Sales Tax Revenue Estimate	\$3,620,204	83.64%
2	Passenger Service	97,512	2.25%
3	SSC Lease Income	40,845	0.94%
4	Bus Advertising	18,939	0.44%
5	Investment Income	136,916	3.16%
6	Grant Assistance Revenue	413,922	9.56%
7	Other Revenue	52	0.00%
	Total (excluding capital)	\$4,328,390	100.00%

The **Investment Portfolio** closed the month of August 2025 with a market value of **\$40,440,059**, a decrease of **\$1,442,996**, from the balance at the end of July 2025 of **\$41,883,055**. The decrease is largely due to a reduction in cash on hand as five (5) Gillig fixed-route buses were paid for in August. Reimbursement for the federal share of these buses will be received upon the amending of grant TX-2025-108. The amendment is expected in February 2026.

The composition of the August portfolio market value includes **\$11,960,968** in securities consisting of **\$5,442,623** in Commercial Paper, **\$3,515,625** in Federal Treasury Securities, and **\$3,002,720** in Federal Agency Coupon Securities. In addition, **\$26,253,737** was held in TexPool Prime and **\$2,225,354** in bank accounts at Frost Bank. For the month of **August**, the earned interest income was recorded at **\$136,916**.

The Federal Open Markets Committee (FOMC) met September 16 through 17 and elected to lower overnight rates by 25 basis points. The futures markets anticipate two additional rate cuts of 25 basis points each by the end of 2025, with the rate ending the year at about 3.65% from its current 4.40%. The rate for TexPool Prime as of August was 4.4190%.

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

The **Sales Tax** allocation for August 2025 is **estimated** at **\$3,620,204** and is in line with the actual allocation received for August 2024. The estimate is necessary since allocations lag two months behind and will not be received until October 10, 2025.

The Sales Tax revenue payment of **\$3,630,992** for July 2025 was received September 13, 2025, and was **\$108,155**, or **3.07% more** than the **estimate** of \$3,522,837 reported for July.

The July payment included the allocation from internet sales of **\$44,045**, a decrease of \$4,876 or 9.97% from the prior month. RTA started receiving internet sales tax revenue in December 2019, and to date have received **\$2,248,372**. 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 83.64% 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 (actual)	3,630,992	3,485,208	145,784	4.18%
August (estimate)	3,620,204	3,206,991	413,213	12.88%
September (estimate)	-	-	-	0.00%
October (estimate)	-	-	-	0.00%
November (estimate)	-	-	-	0.00%
December (estimate)	-	-	-	0.00%
	\$ 28,004,293	\$ 27,578,752	\$ 425,541	1.54%

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 (actual)	3,630,992	3,522,837	108,155	3.07%
August (estimate)	3,620,204	3,620,204	-	0.00%
September (estimate)	-	-	-	0.00%
October (estimate)	-	-	-	0.00%
November (estimate)	-	-	-	0.00%
December (estimate)	-	-	-	0.00%
	\$ 28,004,293	\$ 28,255,105	\$ (250,812)	-0.89%

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

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

Revenue Source	August 2025	%	YTD	%
Passenger Service	\$ 97,512	1.17%	\$ 709,801	1.83%
Bus Advertising	18,939	0.23%	155,526	0.40%
Other Revenue	52	0.00%	15,935	0.04%
Sales Tax Revenue	3,620,204	43.37%	28,004,293	72.01%
Grants - Operating	413,922	4.96%	3,329,564	8.56%
Grants - Capital	4,018,172	48.14%	5,164,585	13.28%
Investment Income	136,916	1.64%	1,184,479	3.05%
SSC Lease Income	40,845	0.49%	324,052	0.83%
Total Revenue	\$ 8,346,563	100.00%	\$ 38,888,235	100.00%

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

	08/2025				
	2025 Adopted Budget	August 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 97,512	\$ 96,933	8.38%	100.60%
Bus advertising	212,297	18,939	17,691	8.92%	107.05%
Other operating revenues	7,095	52	52	0.73%	100.00%
Sales Tax Revenue	43,222,564	3,620,204	3,620,204	8.38%	100.00%
Federal, state and local grant assistance	4,473,575	413,922	372,798	9.25%	111.03%
Investment Income	2,033,727	136,916	169,477	6.73%	80.79%
Staples Street Center leases	536,647	40,845	44,721	7.61%	91.33%
Total Operating & Non-Operating Revenues	51,649,096	4,328,390	4,321,876	8.38%	100.15%
Capital Grants & Donations	6,410,043	4,018,172	4,018,172	62.69%	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	\$ 8,423,556	\$ 8,417,042	14.28%	100.08%

	08/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 709,801	\$ 775,462	61.02%	91.53%
Bus advertising	212,297	155,526	141,531	73.26%	109.89%
Other operating revenues	7,095	15,935	4,730	224.60%	336.90%
Sales Tax Revenue	43,222,564	28,004,293	28,255,104	64.79%	99.11%
Federal, state and local grant assistance	4,473,575	3,329,564	2,982,383	74.43%	111.64%
Investment Income	2,033,727	1,184,479	1,355,818	58.24%	87.36%
Staples Street Center leases	536,647	324,052	357,764	60.38%	90.58%
Total Operating & Non-Operating Revenues	51,649,096	33,723,650	33,872,792	65.29%	99.56%
Capital Grants & Donations	6,410,043	5,164,585	5,164,585	80.57%	100.00%
Transfers-In	923,924	615,949	615,949	66.67%	100.00%
Total Operating & Non-Operating Revenues and Capital Funding	\$ 58,983,063	\$ 39,504,184	\$ 39,653,326	66.98%	99.62%

Revenue – August 2025 from Operations – Table 4.1

	08/2025				
	2025 Adopted Budget	August 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 97,512	\$ 96,933	8.38%	100.60%
Bus advertising	212,297	18,939	17,691	8.92%	107.05%
Other operating revenues	7,095	52	52	0.73%	100.00%
Total Operating Revenues	1,382,584	116,503	114,676	8.43%	101.59%
Sales Tax Revenue	43,222,564	3,620,204	3,620,204	8.38%	100.00%
Federal, state and local grant assistance	4,473,575	413,922	372,798	9.25%	111.03%
Investment Income	2,033,727	136,916	169,477	6.73%	80.79%
Staples Street Center leases	536,647	40,845	44,721	7.61%	91.33%
Total Non-Operating Revenues	50,266,512	4,211,887	4,207,200	8.38%	100.11%
Total Revenues	\$ 51,649,096	\$ 4,328,390	\$ 4,321,876	8.38%	100.15%

August 2025 Expenses

The results of all expenditure activities, including capital, are presented below. Overall, the total expenditures of **\$8,300,919** came in **\$19,349** over the anticipated baseline of **\$8,281,570**. Departmental expenses of **\$3,834,788** came in **\$25,151** over the **\$3,809,637** anticipated baseline or 0.66%. 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).

August 2025 Total Expenses & Capital Expenditures – Table 6

	08/2025				
	2025 Adopted Budget	August 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Expenditures					
Departmental Operating Expenses	\$ 45,715,626	\$ 3,834,788	\$ 3,809,637	8.39%	100.66%
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	4,153,131	4,134,169	8.14%	100.46%
Grant Eligible Costs	6,410,043	4,018,172	4,018,172	62.69%	100.00%
Depreciation Expenses	1,550,753	129,616	129,229	8.36%	100.30%
Total Operating & Non-Operating Expenses and Capital Expenditures	\$ 58,983,063	\$ 8,300,919	\$ 8,281,570	14.07%	100.23%

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

For the year to date, total expenditures including capital were **\$39,083,297**, coming in **\$1,129,970** under the anticipated baseline of **\$40,213,267**. Departmental expenses of **\$30,106,247** came in **\$370,839** under the anticipated baseline of **\$30,477,086** or 1.22%. 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 August the year-to-date expense represents 66.67% 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.

	08/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Expenditures					
Departmental Operating Expenses	\$ 45,715,626	\$ 30,106,247	\$ 30,477,086	65.86%	98.78%
Debt Service	1,607,353	360,792	1,071,569	22.45%	33.67%
Street Improvements	3,625,032	2,416,688	2,416,688	66.67%	100.00%
Subrecipient Grant Agreements	74,256	-	49,504	0.00%	0.00%
Total Operating & Non-Operating Expenses	51,022,267	32,883,727	34,014,847	64.45%	96.67%
Grant Eligible Costs	6,410,043	5,164,585	5,164,585	80.57%	100.00%
Depreciation Expenses	1,550,753	1,034,985	1,033,835	66.74%	100.11%
Total Operating & Non-Operating Expenses and Capital Expenditures	\$ 58,983,063	\$ 39,083,297	\$ 40,213,267	66.26%	97.19%

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 August 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 \$57,477, or 4.59% due to health insurance claims costs.

Materials & Supplies reported a negative variance of 27.10%, or \$78,412. The negative variance is associated with higher costs of repair parts for the aging bus fleet. Particularly, several high-cost work orders were completed that were related to nontypical repairs, primarily due to the age of the buses in question. The category would have been within budget if not for these particular transactions.

PostingDate	Source	Reference	Description	Amount
8/18/2025	W/O	1V10063159	MUFF/CAT AFTER TREATMENT DEVICE CNG	\$ 21,720.43
8/18/2025	W/O	1V10063136	MUFF/CAT AFTER TREATMENT DEVICE CNG	21,720.43
8/6/2025	W/O	1V10063040	MUFF/CAT AFTER TREATMENT DEVICE CNG	17,051.42
8/19/2025	W/O	1V10062360	MUFF/CAT AFTER TREATMENT DEVICE CNG	17,051.42
8/12/2025	W/O	1V10063124	TRANSMISSION REBUILT GILLIG	7,347.14
				\$ 84,890.84

Utilities reported a negative variance of 6.88%, or \$4,670. The negative variance is primarily associated to higher costs from the CNG fueling station.

August 2025 Departmental Expense Breakdown – Table 7

	08/2025				
	2025 Adopted Budget	August 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Departmental Operating Expenses:					
Object Category					
Salaries & Wages	\$ 15,022,566	\$ 1,194,403	\$ 1,251,880	7.95%	95.41%
Benefits	9,117,655	847,488	759,805	9.30%	111.54%
Services	5,836,746	410,048	486,396	7.03%	84.30%
Materials & Supplies	3,472,456	367,784	289,371	10.59%	127.10%
Utilities	814,410	72,538	67,868	8.91%	106.88%
Insurance	902,577	73,183	75,215	8.11%	97.30%
Purchased Transportation	9,491,286	781,720	790,941	8.24%	98.83%
Miscellaneous	1,057,931	87,624	88,161	8.28%	99.39%
Total Departmental Operating Expenses	\$ 45,715,626	\$ 3,834,788	\$ 3,809,637	8.39%	100.66%

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

	08/2025				
	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	\$ 9,422,800	\$ 10,015,046	62.72%	94.09%
Benefits	9,117,655	6,902,187	6,078,436	75.70%	113.55%
Services	5,836,746	3,223,431	3,891,164	55.23%	82.84%
Materials & Supplies	3,472,456	2,722,219	2,314,971	78.39%	117.59%
Utilities	814,410	627,415	542,940	77.04%	115.56%
Insurance	902,577	597,540	601,718	66.20%	99.31%
Purchased Transportation	9,491,286	6,055,834	6,327,524	63.80%	95.71%
Miscellaneous	1,057,931	554,821	705,287	52.44%	78.67%
Total Departmental Operating Expenses	\$ 45,715,626	\$ 30,106,247	\$ 30,477,086	65.86%	98.78%

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
August	428,325	11,447	439,772
	\$ 3,813,616	\$ 92,149	\$ 3,905,765

* Stop loss reimbursements and other credits totaling \$38,356 were received in August 2025 and reduced the cost of health insurance accordingly. To date the \$1,244,964 has been received in Stop Loss reimbursements.

Fare Recovery Ratio – Table 10

Description	8/31/2025	Year to Date
Fare Revenue or Passenger Revenue	\$ 97,512	\$ 709,801
Operating Expenses	3,834,788	30,106,247
Fare Recovery Ratio	2.54%	2.36%
*Excluding Depreciation		

Note: Same period last year (August 2024) the FRR was 2.97%

*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.*

August 2025 – Table 11

For the month of August, total Revenue exceeded Expenditures by \$122,637. A greater detail of the financial results is explained in the accompanied Power Point presentation.

	08/2025				
	2025 Adopted Budget	August 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Operating Revenues	\$ 51,649,096	\$ 4,328,390	\$ 4,321,876	8.38%	100.15%
Operating Expenses	51,022,267	4,153,131	4,134,169	8.14%	100.46%
Revenue over Expenses	626,829	175,259	187,707	27.96%	93.37%
Capital Funding	7,333,967	4,095,166	4,095,166	55.84%	100.00%
Capital Expenditures	7,960,796	4,147,788	4,147,401	52.10%	100.01%
Revenue over Expenses	(626,829)	(52,622)	(52,235)	8.39%	100.74%
Revenue over Expenditures	\$ (0)	\$ 122,637	\$ 135,472		

NET POSITION

The Total Net Position at the end of the month was **\$108,481,794**, an increase of **\$4,969,524** from December 2024 which closed at **\$103,512,270**.

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 **\$108,481,794**, the portion of the fund balance that is not restricted in accordance with GASB Concepts Statement No 4 is **\$33,213,208** but only **\$2,998,084** is available for spending due to the amount of **\$30,215,124** in Board-designated reserves aimed at mitigating the fluctuations in sales tax revenue. As you can see from the fund balance breakdown below, **90.97%** of the unrestricted portion is assigned by the Board to fund reserves that are earmarked to meet certain unexpected demands.

FUND BALANCE AS OF AUGUST 31, 2025:

Please note that Operating Reserve has been restored to its designated level of \$9,649,553 from \$8,875,649. Last month the Operating Reserve reported a decrease of \$773,904 to temporarily accommodate the performance shortfall.

FUND BALANCE		
Net Invested in Capital Assets		\$ 74,693,279
Restricted for FTA Interest		575,308
Unrestricted		33,213,208
TOTAL FUND BALANCE		108,481,794
RESERVES		
Designated for Operating Reserve		9,649,553
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	90.97%	30,215,124
Plus:		
Unrestricted	9.03%	2,998,084
TOTAL DESIGNATED AND UNRESTRICTED		\$ 33,213,208

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 August 2025

OPERATING BUDGET	08/2025				
	2025 Adopted Budget	August 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	\$ 97,512	\$ 96,933	8.38%	100.60%
Bus advertising	212,297	18,939	17,691	8.92%	107.05%
Other operating revenues	7,095	52	52	0.73%	100.00%
Sales Tax Revenue	43,222,564	3,620,204	3,620,204	8.38%	100.00%
Federal, state and local grant assistance	4,473,575	413,922	372,798	9.25%	111.03%
Investment Income	2,033,727	136,916	169,477	6.73%	80.79%
Staples Street Center leases	536,647	40,845	44,721	7.61%	91.33%
Total Revenues	51,649,096	4,328,390	4,321,876	8.38%	100.15%
Expenses					
Transportation	11,758,979	1,023,357	979,915	8.70%	104.43%
Customer Programs	731,351	57,594	60,946	7.88%	94.50%
Purchased Transportation	9,491,286	781,720	790,941	8.24%	98.83%
Service Development	659,974	51,416	54,998	7.79%	93.49%
MIS	2,088,273	150,079	174,023	7.19%	86.24%
Vehicle Maintenance	7,099,062	652,643	591,589	9.19%	110.32%
Facilities Maintenance	3,423,983	309,161	285,332	9.03%	108.35%
Contracts and Procurements	513,030	42,286	42,752	8.24%	98.91%
CEO's Office	1,151,845	97,213	95,987	8.44%	101.28%
Finance and Accounting	1,033,342	85,594	86,112	8.28%	99.40%
Materials Management	295,966	25,350	24,664	8.57%	102.78%
Human Resources	1,031,407	71,537	85,951	6.94%	83.23%
General Administration	510,112	35,028	42,509	6.87%	82.40%
Capital Project Management	453,155	36,751	37,763	8.11%	97.32%
Marketing & Communications	1,114,826	69,034	92,902	6.19%	74.31%
Safety & Security	3,100,966	245,269	258,414	7.91%	94.91%
Staples Street Center	1,158,071	99,786	96,506	8.62%	103.40%
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	4,153,131	4,134,169	8.14%	100.46%
Revenues Over Expenses - Operating Budget	626,829	175,259	187,707		
CIP BUDGET					
	2025 Adopted Budget	August 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
	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	4,018,172	4,018,172	62.69%	0.00%
Total Funding Sources	7,333,967	4,095,166	4,095,166	55.84%	100.00%
Capital Expenditures					
Grant Eligible Costs	6,410,043	4,018,172	4,018,172	62.69%	0.00%
Depreciation Expenses	1,550,753	129,616	129,229	8.36%	100.30%
Total Expenditures	7,960,796	4,147,788	4,147,401	52.10%	100.01%
Funding Sources Over Expenditures	(626,829)	(52,622)	(52,235)	8.39%	100.74%
Revenues Over Expenses - Operating Budget	626,829	175,259	187,707		
Revenues Over Expenses - CIP Budget	(626,829)	(52,622)	(52,235)		
Revenues Over Expenses (including rounding)	\$ (0)	\$ 122,637	\$ 135,472		

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

OPERATING BUDGET	08/2025				
	2025 Adopted Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
	A	B	C = A / 12 * 8	B / A	C vs B
Revenues					
Passenger service	\$ 1,163,193	\$ 709,801	\$ 775,462	61.02%	91.53%
Bus advertising	212,297	155,526	141,531	73.26%	109.89%
Other operating revenues	7,095	15,935	4,730	224.60%	336.90%
Sales Tax Revenue	43,222,564	28,004,293	28,255,104	64.79%	99.11%
Federal, state and local grant assistance	4,473,575	3,329,564	2,982,383	74.43%	111.64%
Investment Income	2,033,727	1,184,479	1,355,818	58.24%	87.36%
Staples Street Center leases	536,647	324,052	357,764	60.38%	90.58%
Total Revenues	51,649,096	33,723,650	33,872,792	65.29%	99.56%
Expenses					
Transportation	11,758,979	8,225,231	7,839,319	69.95%	104.92%
Customer Programs	731,351	483,759	487,567	66.15%	99.22%
Purchased Transportation	9,491,286	6,055,834	6,327,524	63.80%	95.71%
Service Development	659,974	380,336	439,983	57.63%	86.44%
MIS	2,088,273	1,243,958	1,392,182	59.57%	89.35%
Vehicle Maintenance	7,099,062	5,009,687	4,732,708	70.57%	105.85%
Facilities Maintenance	3,423,983	2,237,481	2,282,655	65.35%	98.02%
Contracts and Procurements	513,030	335,178	342,020	65.33%	98.00%
CEO's Office	1,151,845	696,467	767,897	60.47%	90.70%
Finance and Accounting	1,033,342	618,367	688,895	59.84%	89.76%
Materials Management	295,966	206,473	197,311	69.76%	104.64%
Human Resources	1,031,407	572,829	687,605	55.54%	83.31%
General Administration	510,112	274,271	340,074	53.77%	80.65%
Capital Project Management	453,155	297,943	302,104	65.75%	98.62%
Marketing & Communications	1,114,826	633,477	743,217	56.82%	85.23%
Safety & Security	3,100,966	2,005,142	2,067,311	64.66%	96.99%
Staples Street Center	1,158,071	825,940	772,047	71.32%	106.98%
Debt Service	1,607,353	360,792	1,071,569	22.45%	33.67%
Special Projects	100,000	3,874	66,667	3.87%	5.81%
Subrecipient Grant Agreements	74,256	-	49,504	0.00%	0.00%
Street Improvements Program for CCRTA Regional Entities	3,625,032	2,416,688	2,416,688	66.67%	100.00%
Total Expenses	51,022,267	32,883,727	34,014,847	64.45%	96.67%
Revenues Over Expenses - Operating Budget	626,829	839,923	(142,055)		
CIP BUDGET					
	A	B	C = A / 12 * 8	B / A	C vs B
Funding Sources					
Transfer In	\$ 923,924	615,949	615,949	66.67%	100.00%
Grant Revenue	6,410,043	5,164,585	5,164,585	80.57%	0.00%
Total Funding Sources	7,333,967	5,780,534	5,780,534	78.82%	100.00%
Capital Expenditures					
Grant Eligible Costs	6,410,043	5,164,585	5,164,585	80.57%	0.00%
Depreciation Expenses	1,550,753	1,034,985	1,033,835	66.74%	100.11%
Total Expenditures	7,960,796	6,199,570	6,198,420	77.88%	100.02%
Funding Sources Over Expenditures	(626,829)	(419,036)	(417,886)	66.85%	100.28%
Revenues Over Expenses - Operating Budget	626,829	839,923	(142,055)		
Revenues Over Expenses - CIP Budget	(626,829)	(419,036)	(417,886)		
Revenues Over Expenses (including rounding)	\$ (0)	\$ 420,887	\$ (559,941)		

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

	Unaudited August 31 2025	Unaudited December 31 2024
ASSETS		
Current Assets:		
Cash and Cash Equivalents	\$ 27,547,749	\$ 28,661,486
Short Term Investments	8,431,106	10,959,672
Receivables:		
Sales and Use Taxes	7,251,196	7,042,268
Federal Government	1,177,574	239,980
Other	504,441	1,057,892
Inventories	717,201	785,916
Prepaid Expenses	1,697,736	662,739
Total Current Assets	47,327,002	49,409,953
Non-Current Assets:		
Restricted Cash and Cash Equivalents	575,308	575,308
Long Term Investments	3,498,952	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	1,653,837	1,594,044
Construction in Progress	7,834,438	7,834,438
Current Year Additions	11,061,353	-
Total Capital Assets	183,898,692	172,777,545
Less: Accumulated Depreciation	(95,298,005)	(94,264,170)
Net Capital Assets	88,600,687	78,513,375
Total Non-Current Assets	94,123,221	88,022,369
TOTAL ASSETS	141,450,223	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	2,447,624	2,570,005
Total Deferred Outflows	8,630,656	8,753,037
TOTAL ASSETS AND DEFERRED OUTFLOWS	150,080,880	146,185,359

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

	Unaudited August 31 2025	Unaudited December 31 2024
LIABILITIES AND NET POSITION		
Current Liabilities:		
Accounts Payable	1,497,056	936,307
Current Portion of Long-Term Liabilities:		
Long-Term Debt	950,000	950,000
Compensated Absences	374,238	374,238
Net OPEB Liability - Current Portion	115,150	115,150
Software Subscription Liability	24,865	92,800
Lease Liability	110,839	110,839
Distributions to Regional Entities Payable	3,675,675	4,928,041
Other Accrued Liabilities	1,080,007	1,421,888
Total Current Liabilities	7,827,830	8,929,263
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	74,233	46,803
Lease Liability	168,074	168,074
Net Pension Liability	12,314,109	12,314,109
Net OPEB Obligation	678,583	678,583
Total Non-Current Liabilities	29,011,690	28,984,260
TOTAL LIABILITIES	36,839,520	37,913,523
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	41,599,086	42,673,089
Net Position:		
Net Invested in Capital Assets	74,693,278	64,186,996
Restricted for FTA Interest	575,308	575,308
Unrestricted	33,213,208	38,749,966
TOTAL NET POSITION	\$ 108,481,794	\$ 103,512,270

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

	<u>8/31/2025</u>
Cash Flows From Operating Activities:	
Cash Received from Customers	\$ 66,568
Cash Received from Bus Advertising and Other Ancillary	38,634
Cash Payments to Suppliers for Goods and Services	(1,261,027)
Cash Payments to Employees for Services	(1,297,402)
Cash Payments for Employee Benefits	(561,458)
Net Cash Used for Operating Activities	<u>(3,014,685)</u>
Cash Flows from Non-Capital Financing Activities:	
Sales and Use Taxes Received	3,942,521
Grants and Other Reimbursements	-
Distributions to Subrecipient Programs	-
Distributions to Region Entities	-
Net Cash Provided by Non-Capital Financing Activities	<u>3,942,521</u>
Cash Flows from Capital and Related Financing Activities:	
Federal and Other Grant Assistance	3,725,705
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	(6,508,512)
Net Cash Used by Capital and Related Financing Activities	<u>(2,782,807)</u>
Cash Flows from Investing Activities:	
Investment Income	112,252
Purchases of Investments	-
Maturities and Redemptions of Investments	2,000,000
Premiums/Discounts on Investments	-
Net Cash Provided by Investing Activities	<u>2,112,252</u>
Net Increase in Cash and Cash Equivalents	257,282
Cash and Cash Equivalents (Including Restricted Accounts), August 1, 2025	27,865,775
Cash and Cash Equivalents (Including Restricted Accounts), August 31, 2025	\$ <u><u>28,123,057</u></u>

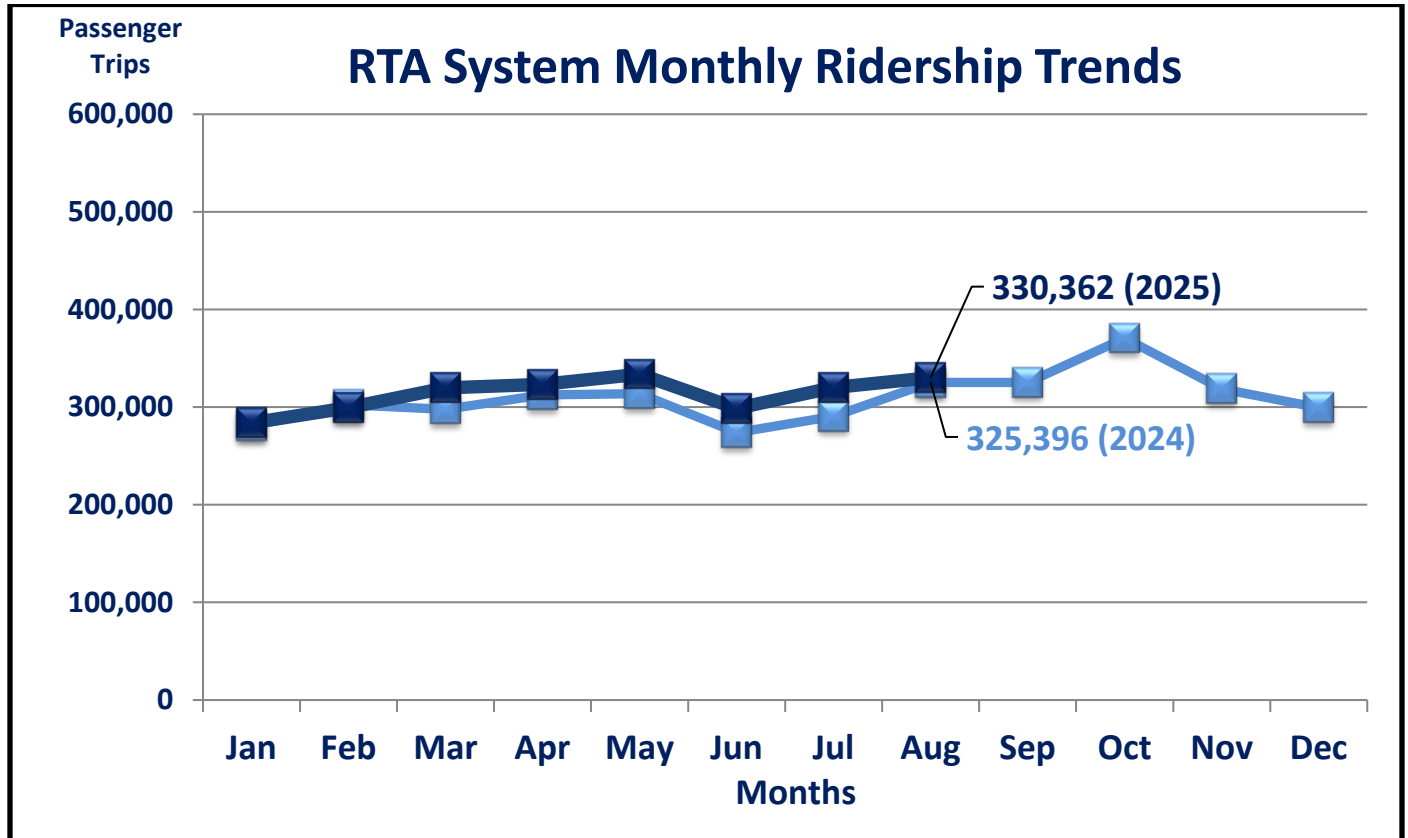
Subject: August 2025 Operations Report

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

August 2025 system-wide passenger trips totaled 330,362 which represents a 1.5% increase, compared to 325,396 passenger trips in August 2024 with 4,966 more trips provided this month.

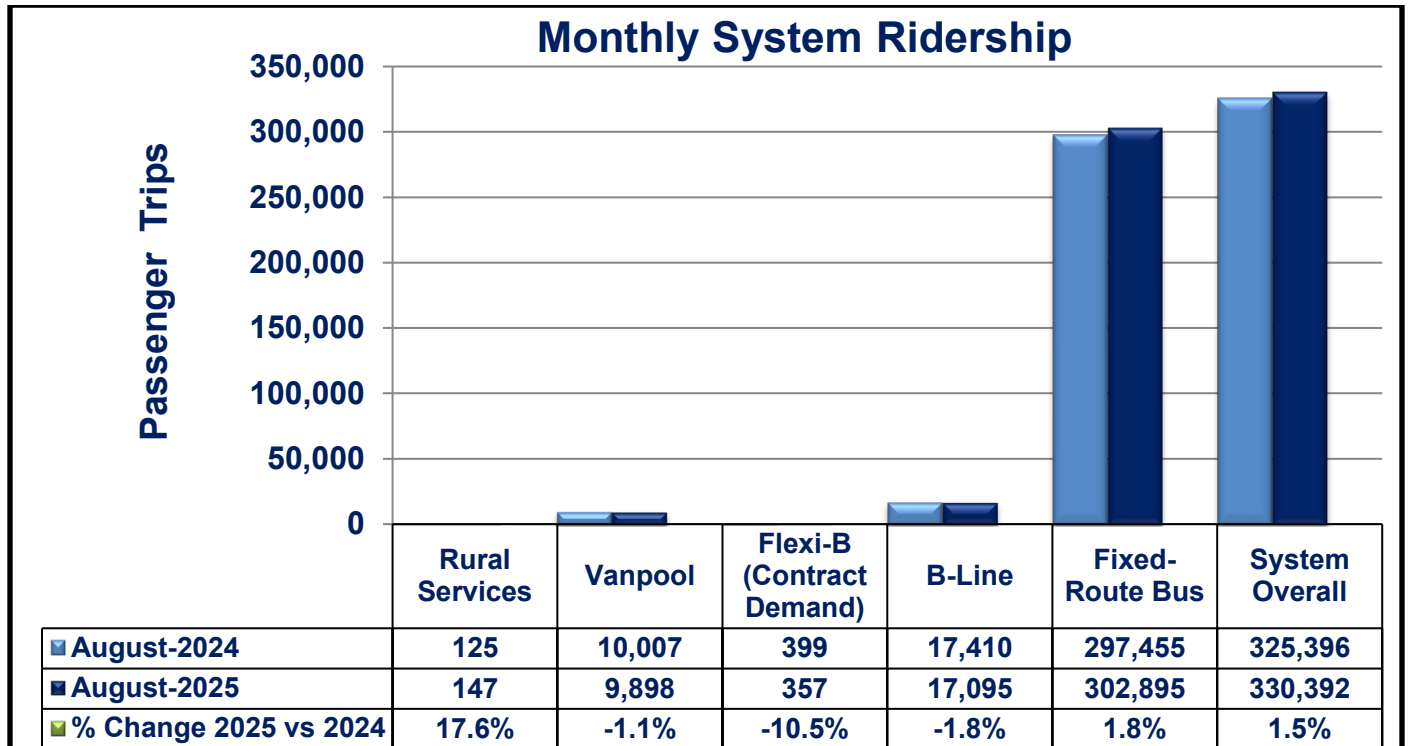


August 2025	August 2024	Variance
21 Weekdays	22 Weekdays	-1
5 Saturdays	5 Saturdays	0
5 Sundays	4 Sundays	+1
31 Days of operation	31 Days of operation	0

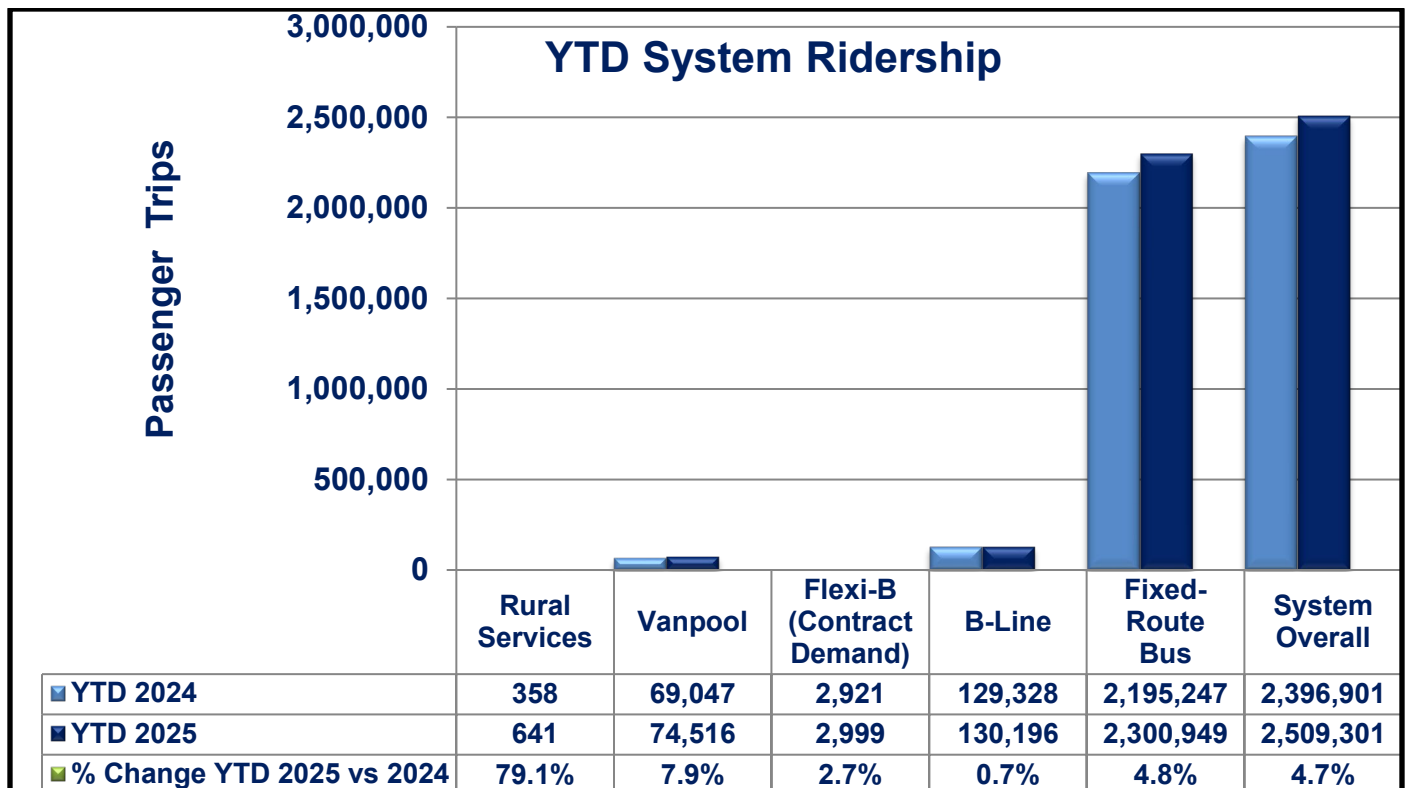
The average retail price for unleaded gas in Corpus Christi was \$2.66 per gallon compared to \$2.88 per gallon in August 2024¹. August rainfall was below the average of 2.75 at only 0.22 inches recorded. In comparison, August 2024 recorded 0.56 inches of rainfall, which was also below the average rainfall of 2.75 inches.² The 97.8-degree average high temperature for August 2025 was above the normal average high temperature of 95.0 degrees.

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

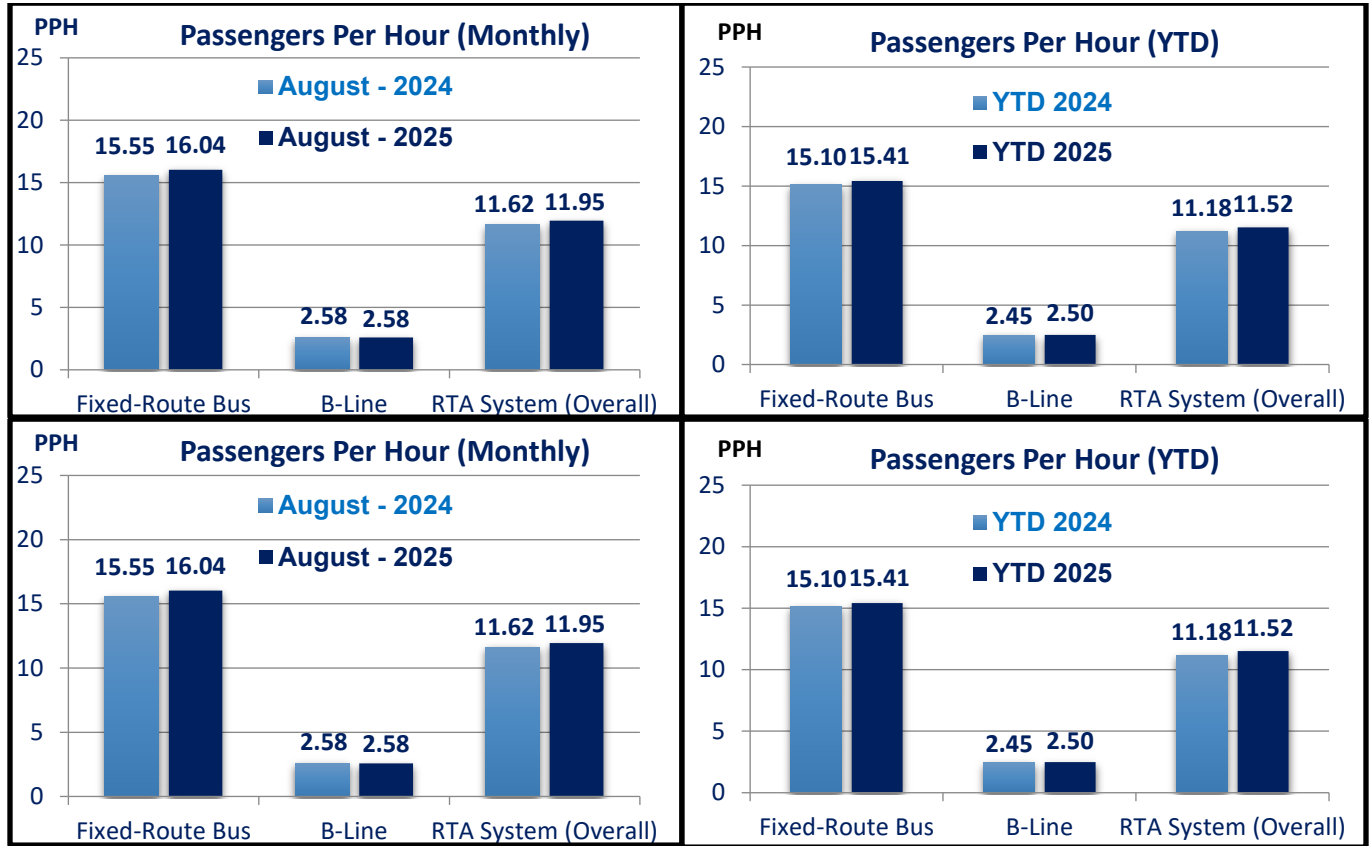
The chart below shows monthly ridership results for all services. CCRTA recorded 4,966 more passenger trips in August 2025 resulting in a 1.5% increase compared to August 2024.



The chart below shows YTD ridership results for all services. 112,400 more trips compared to 2024.

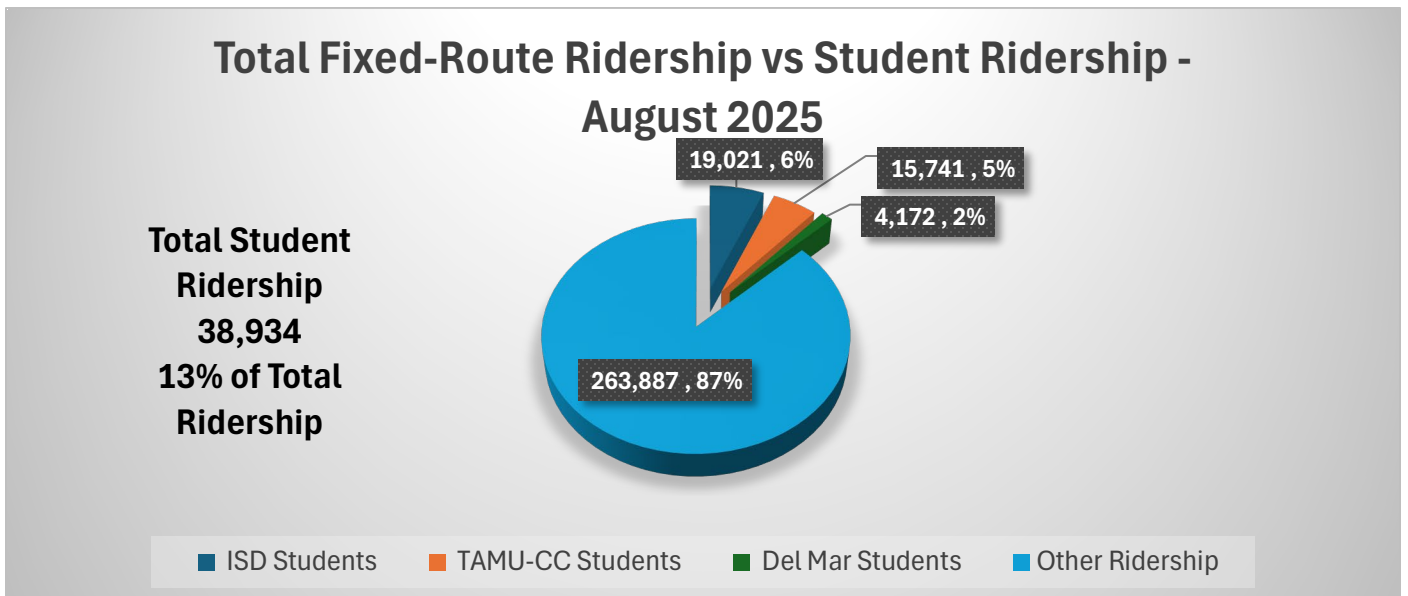


The following four charts are system-wide productivity for the month of August 2025 vs. August 2024 and YTD figures.



Student Ridership

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



Bus Routes and Bus Stops Impacted by the City of Corpus Christi and TxDOT Road Reconstruction 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 29, 32 & 37 (Detoured) **7** stops closed or impacted on Everhart.
- **Brownlee Blvd. (Morgan-Staples):** Project began October 2024.
 - Routes 17, & 19 (**7** stops impacted, 7 more in future as project progresses)
- **Alameda St. (Louisiana-Texan Trail):** Project began Fall 2023.
 - Route 5 (not detoured) & Route 17 (detoured from S. Alameda to S. Staples)
 - (**12** of 19 total stops are currently impacted)
- **Nueces Bay Blvd. (Leopard-Broadway):** Project began October 2024.
 - Route 12 (**2** stops impacted & **2** stops long-term temporarily closure)
- **Carroll Ln. (SH-358 to Holly)** Project began June 2025-preconstruction utility exploration work-no road demolition at this time.
 - 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)
- **19th St. (Laredo to Morris):** 19th St. utility repair under the right-of-way
 - Route 21 (**2** stops temporarily closed)
- **Mediterranean Dr. (City Resurfacing Project):** Project now completed.
 - Route 4 (**6** stops were temporarily closed)

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 August 2025, there were 10 impacted fixed routes out of 32 fixed route services in operation. This equates to approximately 31% of CCRTA services. Impacted bus route services include: **4, 5, 15, 17, 19, 21, 29, 32, 37 & 78.** There were **49** closed or impacted stops in August.

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

Schedule Adherence	Standard	May-25	Jun-25	Jul-25	Aug-25	4-Month Average
Early Departure	<1%	0.0%	0.0%	0.0%	0.3%	0.1%
Departures within 0-5 minutes	>85%	91.0%	91.0%	93.8%	89.3%	91.3%
Monthly Wheelchair Boardings	No standard	4,511	4,959	4,780	4,746	4,749
Monthly Bicycle Boardings	No standard	8,316	7,876	8,257	8,503	8,238

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

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

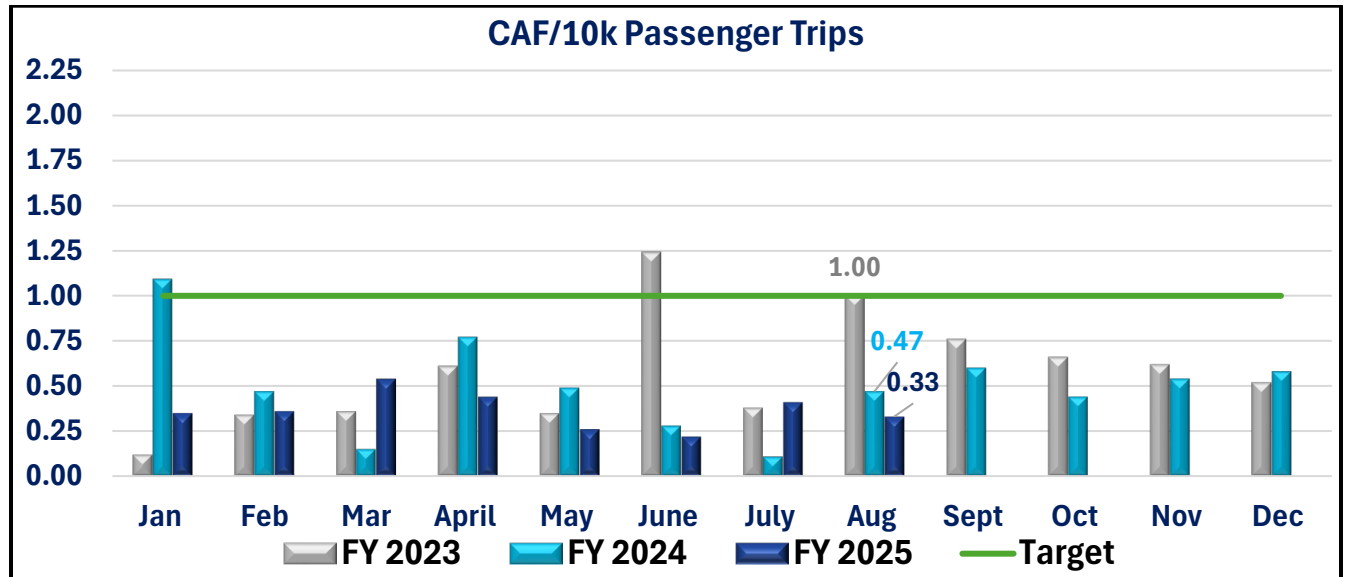
Metric	May-25	Jun-25	Jul-25	Aug-25	(4) Month-Ave.
Passengers per Hour	2.47	2.57	2.67	2.58	2.56
On-time Performance	81.2%	87.5%	85.4%	81.8%	84.8%
Denials	0.00%	0.00%	0.00%	0.00%	0.0%
Miles Between Road Calls	23,042	20,559	19,319	19,540	22,726
Monthly Wheelchair Boardings	3,718	3,699	3,908	3,949	4,209

- Productivity: **2.58** Passengers per Hour (PPH) did meet the contract standard of 2.50 PPH.
- On-time Performance: **81.8%** 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): **19,540** did meet the contract standard of 12,250 miles.
- Ridership Statistics: **11,367** ambulatory boardings; **3,949** wheelchair boardings

Customer Programs Monthly Customer Assistance Form (CAF) Report

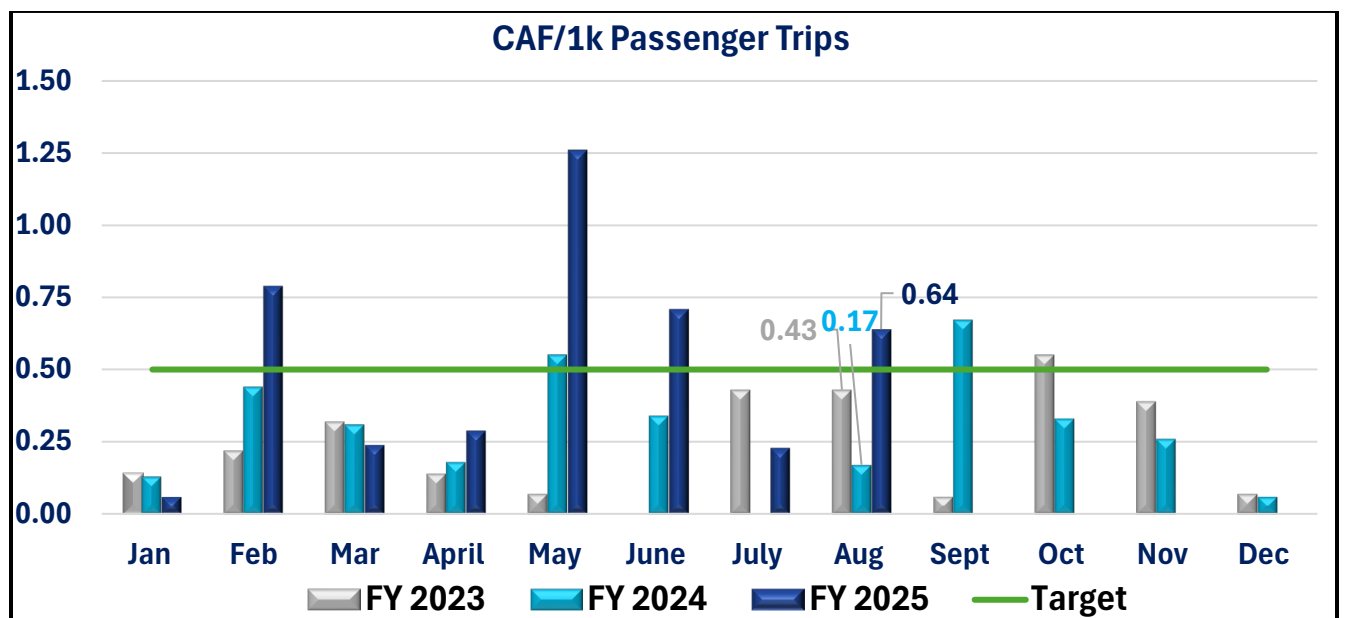
For the month of August 2025, Customer Service received and processed **66** Customer Assistance Forms (CAF's). A total of **52** or 79% were for CCRTA and Contract Fixed Route Services, of which **10** were verified as valid. This equates to approximately **0.33** CAFs **per 10,000** passenger trips. CCRTA Fixed Route Services received three commendations this month.

Number of CAFs/10k for Fixed Route Services



For the month of August 2025, Customer Service received and processed **66** Customer Assistance Forms (CAF's). A total of **14** or 21% were for B-Line Services, of which **11** were verified as valid. This equates to approximately **0.64** CAFs **per 1,000** passenger trips. B-Line Services did not receive any commendations this month.

Number of CAFs/1k for B-Line Services



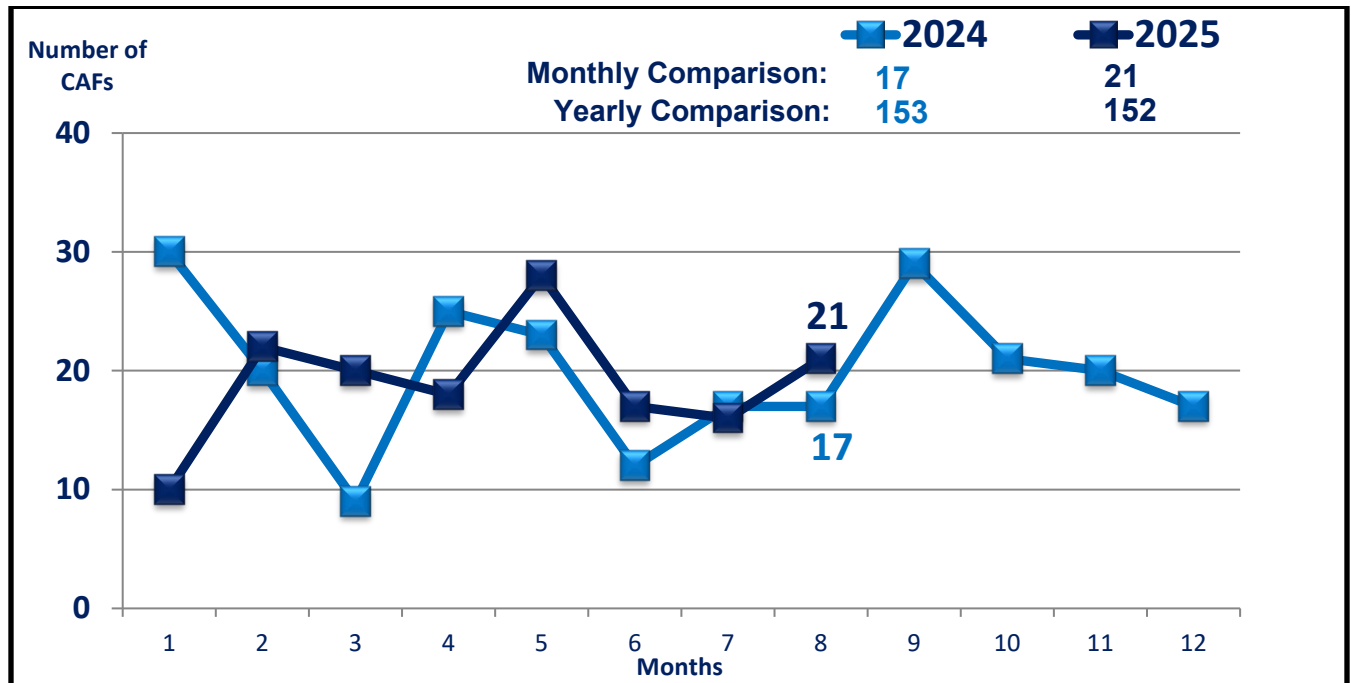
Route Summary Report:

Route	# of CAFs	Route	# of CAFs
#3 NAS Shuttle	2	#50 Calallen/Robstown/NAS Ex (P&R)	
#4 Flour Bluff	2	#51 Gregory/NAS Ex (P&R)	
#5 Alameda		#54 Gregory/Downtown Express	1
#5x Alameda Express		#60 Momentum Shuttle	
#6 Santa Fe/Malls		#65 Padre Island Flex	1
#12 Hillcrest/Baldwin		#76 Downtown Shuttle	
#15 Kostoryz/Carroll HS		#78 North Beach	1
#16 Morgan/Port	1	#83 Advanced Industries	
#17 Carroll/Southside		#90 Flexi-B Port Aransas	
#19 Ayers	1	#93 Flex	
#21 Arboleda	1	#94 Port Aransas Shuttle	
#23 Molina	2	#95 Port Aransas Express	
#24 Airline/Yorktown	1	B-Line (Paratransit) Services	14
#25 Gollihar/Greenwood	1	Transportation	2
#26 Airline/Lipes		Service Development	5
#27 Leopard	4	Facilities Maintenance/Bus Stops	7
#28 Leopard/Navigation		IT/Electronics	2
#29 Staples	5	Safety & Security	6
#32 Southside		Vehicle Maintenance	1
#34 Robstown North		Commendations	3
#35 Robstown South	1		
#37 Crosstown/TAMU-CC	2		
		Total CAFs	66

Processed CAF Breakdown by Service Type:

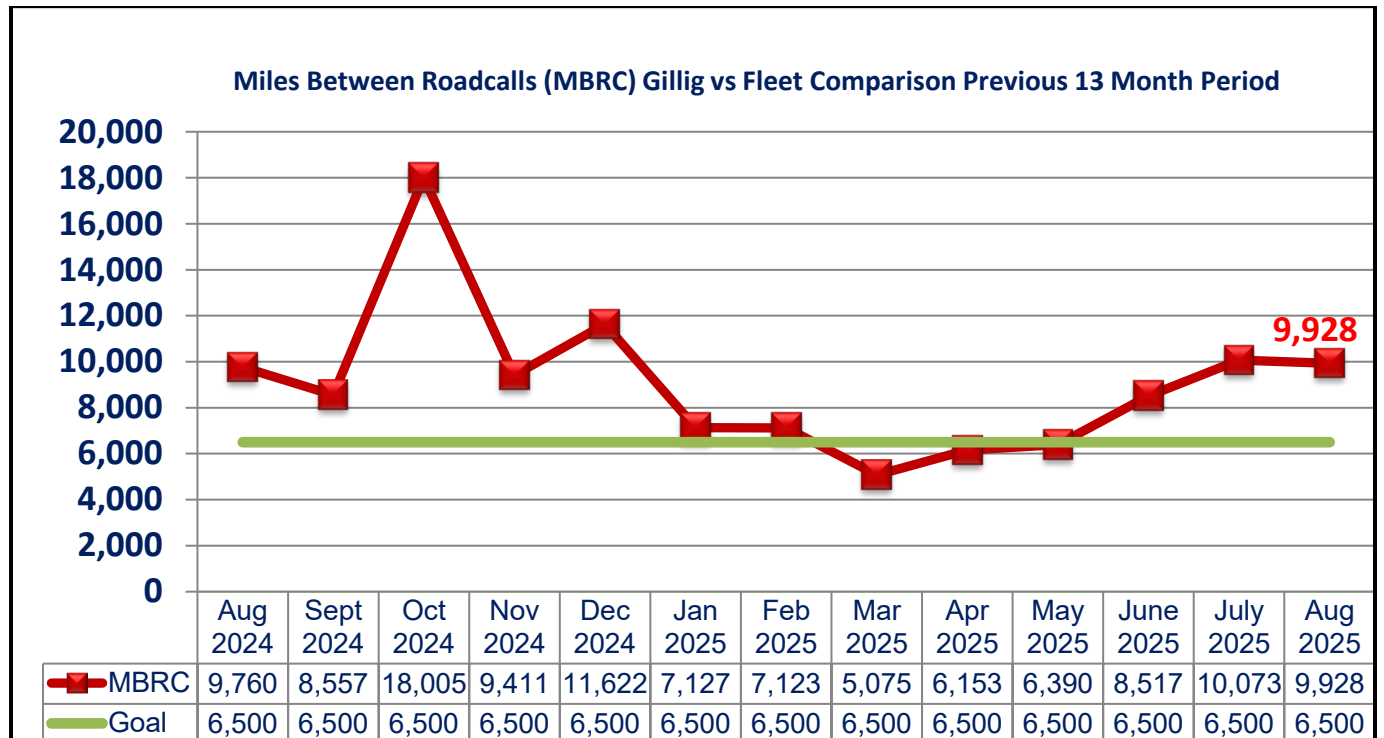
CAF Category	RTA Fixed Route	B-Line ADA Paratransit	Purchased Transportation	Totals
ADA	2			2
Service Stop Issues	1			1
Driving Issues	1	2		3
Customer Services				
Late/Early – No Show	4	7	3	14
Alleges Injury	3			3
Fare/Transfer Dispute	1			1
Heating/Cooling				
Dispute Drop-off/Pickup		1		1
Rude	2	2	1	5
Left Behind/Passed Up	4		1	5
Inappropriate Behavior	1		1	2
Policy				
Incident at Stop	1			1
Incident on Bus	1			1
Incident at Station				
Securement/Tie-Down Issue	1	1		2
Denial of Service	4			4
Policy			1	1
Safety & Security	1			1
Facility Maintenance	7			7
Service Development	2		3	5
IT/Electronics	1		1	2
Vehicle Maintenance	1	1		2
Commendations	3			3
Total CAFs	41	14	11	66

Customer Programs Validated & Verified (CAF's) Count



Vehicle Maintenance Department: Miles Between Road Calls Report

In August 2025, 9,928 miles between road calls (MBRC) were recorded as compared to 9,760 MBRC in August 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 9,057.



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