

AGENDA MEETING NOTICE

Board of Directors Meeting

DATE: Wednesday, February 4, 2026

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

Lynn Allison, Vice-Chair/Legislative Chair

Jeremy Coleman, Board Secretary

BOARD OF DIRECTORS MEMBERS

Beatriz Charo, Rural & Small Cities Chair

Aaron Munoz, Administration & Finance Chair

Eloy Salazar, Operations & Capital Projects Chair

David Berlanga Gabi Canales Beth Owens Jahvid Motaghi

	TOPIC	SPEAKER	EST.TIME	REFERENCE
1.	Pledge of Allegiance	A. Granado/ U.S. Veteran, TBD	1 min.	-----
2.	Safety Briefing	J. Esparza	3 min.	-----
3.	Roll Call and Establish Quorum	M. Montiel	1 min.	-----
4.	Confirm Posting of Meeting's Public Notice in Accordance with Texas Open Meetings Act, Texas Government Code, Chapter 551	A. Granado	1 min.	-----
5.	Public Notice on Executive Session	A. Granado	1 min.	-----
<p>Public Notice is given that the Board may elect to go into executive session at any time during the meeting in order to discuss matters listed on the agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code. In the event the Board elects to go into executive session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the executive session will be publicly announced by the presiding officer</p>				
6.	Receipt of Conflict of Interest Affidavits	A. Granado	1 min.	-----
7.	Opportunity for Public Comment 3 min. limit – no discussion	A. Granado	3 min.	-----
<p>Public Comment may be provided in writing, limited to 1,000 characters, by using the Public Comment Form online at https://www.ccrta.org/meetings/public-comment or by regular mail or hand-delivery to the CCRTA at 602 N. Staples St., Corpus Christi, TX 78401, and MUST be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.</p>				
8.	Awards and Recognition – a) Security Guard(s) of the Year b) Security Officer(s) of the Year c) New Hires d) Service Recognition e) Texas Workforce Commission - "We Hire Vets" f) CCRTA's 40 th Anniversary	D. Majchszak	25 min.	-----
9.	Discussion and Possible Action to Approve the January 7, 2025 Board of Directors Meeting Minutes	A. Granado	3 min.	Pages 1-6
10.	Adopt Resolutions for Outgoing Board Members: a) Anna Jimenez, Nueces County b) Amanda Torres, City of Corpus Christi	A. Granado	7 min.	Pages 7-8

AGENDA MEETING NOTICE

11.	CONSENT ITEMS: The following items are routine or administrative in nature and have been discussed previously by the Board or Committees. The Board has been furnished with support documentation on these items. a) Action to Approve A Two-Year Contract for State Legislative Consulting Services with Longbow Partners, LLP, not to Exceed \$169,500		5 min.	Pages 9 <i>PPT</i>
12.	Presentation on State Legislative Update	M. Rendón/ Tris Castañeda, Longbow Partners	5 min.	Pages 10-13 <i>PPT</i>
13.	Presentation and Discussion of Applications for Naming of a Facility for: a) Patricia "Pat" M. Eisenhower b) Tom Niskala c) Carol Flowers	A. Granado/ D. Majchszak	7 min.	Pages 14-24 <i>Attachments</i> <i>PPT</i>
14.	Discussion and Possible Action to Confirm Two (2) Reappointments Recommended by Chief Executive Officer (CEO) and Appointed by the Board Chair to RTA's Committee on Accessible Transportation for a Two Year Term	S. Montez	3 min.	Pages 25 <i>PPT</i>
15.	Update on New Maintenance Facility	S. Montez		Pages 26-27 <i>PPT</i>
16.	Update on RCAT Committee Activities	S. Montez	3 min.	<i>PPT</i>
17.	Discussion (In CLOSED SESSION) and Possible Action Thereafter in Open Session Concerning: a) CEO Evaluation and Employment Agreement	A. Granado	30 min.	-----
18.	Presentations: a) December 2025 Financial Report b) February 2026 Procurement Update c) December 2025 Operations Report d) January – December 2025 Safety and Security Report	R. Saldaña R. Saldaña G. Robinson M. Rendon	25 min.	Pages 28-43 <i>PPT</i> Pages 44-45 <i>PPT</i> Pages 46-58 <i>PPT</i> <i>PPT</i>
19.	CEO Report	D. Majchszak	5 min.	<i>PPT</i>
20.	Reports from Board Chair and Board Members	Board Chair	5 min.	-----
21.	Adjournment	Board Chair	1 min.	-----

Total Estimated Time: 2 hr 14 mins

AGENDA MEETING NOTICE

On **Thursday, January 29, 2026** 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, January 7, 2026**

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**
9. **Approved the December 3, 2025 Board of Directors Meeting Minutes**
10. **Elected CCRTA Officer(s)**
11. **Heard Announcement of Committee Appointments by the Board Chair and Confirmed Committee Appointments**
12. **Authorized the Chief Executive Officer (CEO) or Designee to Award a Contract to Barcom, Inc. for the Installation of Security Guard Building at Staples Street Center**
13. **Heard Presentations –**
 - a) **Human Trafficking Presentation**
 - b) **November 2025 Financial Report**
 - c) **January 2026 Procurement Update**
 - d) **November 2025 Operations Report**
14. **Heard CEO Report**
15. **Heard Reports from Board Chair and Board Members**
16. **Adjournment**

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

Pledge of Allegiance

Board Secretary Allison chaired the meeting on behalf of Board Chair Arthur Granado in his absence. She called the meeting to order at 8:31 a.m. Secretary Allison welcomed and gave an introduction for U.S. Veteran, Chris Dorr, 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 (virtual), Beatriz Charo, Jeremy Coleman, Arthur Granado (virtual), Jahvid Motaghi, Aaron Muñoz, Beth Owens (virtual), Eloy Salazar, and Amanda Torres.

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, Natalie Grady, Jason Hoogland, Angelia Sotelo, Terry Dunning, and Mario Vega.

Public Present

Chris Dorr, Nueces County Pct 1. Jafet Flores, MPO. Trae Hild, STV Inc.

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

Secretary Allison 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's new hires to the Board. Facilities Maintenance – Terry Dunning, Facilities Maintenance Tech 1. Transportation – Jason Hoogland, Bus Operator Trainee. Vehicle Maintenance – Angelica Sotelo, Vehicle Maintenance Management Assistant (Transfer from Finance). Photos were taken.

Discussion and Possible Action to Approve the December 3, 2025 Board of Directors Meeting Minutes

DIRECTOR AARON MUNOZ MADE A MOTION TO APPROVE THE DECEMBER 3, 2025 BOARD OF DIRECTORS MEETING MINUTES. ASSISTANT SECRETARY JEREMY COLEMAN SECONDED THE MOTION. ALLISON, BERLANGA, CANALES, CHARO, COLEMAN, MOTAGHI, MUÑOZ, OWENS, SALAZAR, and TORRES VOTING IN FAVOR. OPPOSED NONE. ABSENT NONE.

Action to Elect CCRTA Officer(s)

At this time, Secretary Allison noted that the Vice-Chair of the Board position is currently vacant. As per the bylaws amended in 2023, this will be for a term expiring September 30, 2027. She opened the floor for nominations. Chair Granado nominated Lynn Allison. There were no further nominations and nominations were closed. A hand raise vote was called and passed unanimously.

LYNN ALLISON WAS ELECTED AS VICE-CHAIR BY ACCLAMATION.

Vice-Chair Allison noted that further elections are to be held if the Board Secretary position becomes vacant. The floor was then opened for nominations for Board Secretary. Director Munoz nominated Jeremy Coleman. There were no further nominations and nominations were closed. A hand raise vote was called and passed unanimously.

JEREMY COLEMAN WAS ELECTED AS SECRETARY BY ACCLAMATION.

Vice-Chair Allison noted the current Assistant Secretaries are Marisa Montiel and previously Jeremy Coleman. She opened the floor for any nominations for any additional Assistant Secretary(s). There were none.

Announcement of Committee Appointments by the Board Chair and Action to Confirm Committee Appointments

Chair Granado presented the item. Committees were recommended as follows: Administration and Finance – Aaron Munoz (Chair), David Berlanga, Gabi Canales, Jeremy Coleman, and Jahvid Motaghi, Operations & Capital Projects – Eloy Salazar (Chair), Lynn Allison, Beatriz Charo, Beth Owens, and Amanda Torres, Rural & Small Cities – Beatriz Charo (Chair), David Berlanga, Beth Owens, Eloy Salazar, and Amanda Torres, Legislative – Lynn Allison (Chair), Gabi Canales, Jeremy Coleman, Jahvid Motaghi, and Aaron Muñoz.

DIRECTOR BEATRIZ CHARO MADE A MOTION TO CONFIRM THE COMMITTEE APPOINTMENTS AS PRESENTED. DIRECTOR AMANDA TORRES SECONDED THE MOTION. ALLISON, BERLANGA, CANALES, CHARO, COLEMAN, MOTAGHI, MUÑOZ, OWENS, SALAZAR, AND TORRES. VOTING IN FAVOR. OPPOSED NONE. ABSENT NONE.

Discussion and Possible Action to Authorize the Chief Executive Officer (CEO) or Designee to Award a Contract to Barcom, Inc. for the Installation of Security Guard Building at Staples Street Center

Ms. Sharon Montez, Managing Director of Capital Programs and Customer Services, presented the update and introduced Mr. Patrick Haufman, with Barcom Construction. Ms. Montez provided background noting currently, the security guards at Staples Street Center (SSC), stand guard in the parking lot in the mornings, at noon and in the evenings, during the work week and for special events at SSC. The primary purpose is to offer security protection to the employees/tenants/visitors, during the above-mentioned times. The guards are at their posts in the parking lot, during different weather conditions, without any type of shelter from the heat and cold/rain. Ms. Montez added that an Invitation for Bids was issued on October 23, 2025, and the proposals were due December 4th, and three (3) bids were received. The bidder with the lowest and most responsive bid was Barcom Construction, Inc. at \$202,222. A chart was displayed comparing the bids. Ms. Montez discussed the background and qualifications of Barcom Construction. The award of the contract is \$202,222 and this Capital Improvement Project is funded using 5307 formula funds. The architect's estimated budget was about \$170,500, however, since then, various adjustments have been made to the scope of work to enhance the project. Staff will be working with Barcom to see how adjustments can be made to help with the cost. Director Charo asked for the completion timeline and Ms. Montez noted it will be completed before summer. Director Coleman asked why this project has been delayed since it has been discussed years prior and if it was due to the procurement process. Mr. Majchszak noted there were still old projects in the pipeline and that needed prioritizing and things will move more quickly moving forward. The Board requested updates be provided monthly on the New Maintenance Facility moving forward. Director Salazar noted vendor workshops may be helpful to help small business understand the procurement process. He added he was satisfied with the CEO's response on the delay and understands.

DIRECTOR BETH OWENS MADE A MOTION TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) OR DESIGNEE TO AWARD A CONTRACT TO BARCOM, INC. FOR THE INSTALLATION OF SECURITY GUARD BUILDING AT STAPLES STREET CENTER. DIRECTOR JAHVID MOTAGHI SECONDED THE MOTION. ALLISON, BERLANGA, CHARO, COLEMAN, MOTAGHI, MUÑOZ, OWENS, AND SALAZAR. VOTING IN FAVOR. OPPOSED NONE. ABSTAINED TORRES. ABSENT CANALES.

Presentations

a) Human Trafficking Presentation

Mr. Miguel Rendon, Deputy CEO, presented the item noting January is Human Trafficking Awareness Month. Mr. Rendon discussed CCRTA's campaign efforts including a Law Enforcement Roundtable, signage on buses, benches, at transfer stations and facilities, staff training, the Human Trafficking Summit, agency partnerships, and displayed a Human Trafficking video.

b) November 2025 Financial Report

Mr. Robert Saldaña, presented the November financials and noted the item aligns with the Board Priority of Public Image & Transparency. He presented the highlights for the month stating Passenger Service 97.11% of baseline and Departmental operating expenses 7.32% less than baseline. He displayed the November 2025 Income Statement Snapshot. Total revenues amounted to \$4,034,708, while total expenses totaled \$3,846,419. 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 \$59,013,631. Next, he discussed and displayed a pie chart of where the money went. Mr. Saldaña showed the expenses by object for November. The November-end FRC is 2.45%. Next, he displayed the sales tax update for October, in which \$4,283,310 was received. It was noted that the positive variance is attributed to a refund of prior audit deductions stemming from a successful request for review. Staff maintained close contact with personnel with the Office of the State Comptroller of Public Accounts to ensure the investigation was conducted and the result was the return of funds totaling nearly three-quarters of a million dollars to the RTA.

c) January 2026 Procurement Update

Mr. Saldaña presented the update, noting the Board Priority of Public Image & Transparency. The current procurements issued were discussed: Short-Term Disability, Long-Term Disability, and Supplemental Insurance Coverages with an estimated cost of \$576,106 and Project Management Services for the Construction of a New Maintenance Facility with an estimated cost of \$810,000. These procurements were estimated to total \$1,386,106. The three-month outlook was displayed next: State Legislative Consulting Services, for a three-year term, with an estimated cost of \$225,000. Next, the three-month outlook under the CEO's signature authority was displayed and discussed. All these items are \$75,000 or less. The items totaled \$129,910. A discussion was held on the Project Management Services project and the Board requested a copy of the RFP.

d) November 2025 Operations Update

Mr. Gordon Robinson, Managing Director of Operations, presented the report. He provided the highlights for the month of November 2025 vs. November 2024. The Passenger Trips were down 1.2%, the Revenue Service Hours were down 0.2% and the Revenue Service Miles were up 0.7%. 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 3.5%. He displayed the Top Ten Route Total Ridership and Bottom Ten Route Ridership numbers for November 2025. Mr. Robinson reported the Passenger Per Revenue Hour (Weekday) for November 2025. He displayed a pie chart of student ridership for November 2025. Total student ridership came in at 47,450 or 17% 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 below the standard at 2.44 for October. He presented the B-Line Service Weekday Average Passenger Trips. 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.

CEO Report

Mr. Majchszak presented the report and went over the operation and project updates, including an update on New CCRTA Maintenance Facility Architectural Design Services , noting CCRTA has received notification that the FTA had accepted the NEPA documents, and approved the Categorical Exclusion for the project. An update was provided on the Fare Implementation and Mr. Majchszak noted this will go into effect February 2, 2026. Next, Mr. Majchszak noted the Nueces County Commissioners Court held their Board Appointment Meeting where they re-appointed Lynn Allison and Aaron Munoz, and appointed Jahvid Motaghi for a two-year term. He provided updates on the monthly meetings and events. The holiday party was discussed and photos displayed, including the employees of the year. Participation in community events was displayed for the month. The upcoming calendar of events was displayed. Legal Counsel noted he would be sending out information on the CEO evaluation process, as it is coming up in February.

Reports from Board Chair and Board Members

Vice-Chair Allison welcomed Director Motaghi. She thanked the Board for appointing her to as Vice-Chair. Many Directors noted they will miss former Vice-Chair Jimenez. Chair Granado welcomed the new hires and said he was happy to see the Downtown Dasher. Beth Owens recognized the Human Trafficking efforts and noted it was very informational. Several Board Members welcomed the new Board Member, Jahvid Motaghi. Director Charo mentioned lights were out on Wild Car and Calallen Dr. Director Motaghi thanked the Commission for the appointment. Director Torres noted this would be her last meeting and she would be submitting her resignation as she has been appointed to the Port Commission Board. Director Salazar congratulated Director Munoz on his Committee Chair appointment and welcomed input from all committees during meetings.

Adjournment

There being no further review of items, the meeting was adjourned at 10:25 a.m.

Lynn Allison, Board Secretary

Submitted by: Marisa Montiel



Resolution

WHEREAS, Anna Jimenez served the Corpus Christi Regional Transportation Authority (CCRTA) as a member of the Board of Directors, providing leadership and oversight as Board Vice-Chair, while also supporting CCRTA through guidance as Committee Chair for Operations & Capital Projects and Administration & Finance.

WHEREAS, during her tenure, Anna Jimenez supported CCRTA's major capital improvement projects, including the upcoming construction of a new Maintenance Facility, the development of the Del Mar College – Oso Creek Super Stops, and the design and construction of the Port Ayers Transfer Station. Funding for these projects was made possible through more than \$53 million in competitive grants.

WHEREAS, Anna Jimenez provided subject-matter expertise that supported federal and state legislative efforts to strengthen public transportation, engaging in constructive meetings and dialogue that advanced transportation policy and systems. She also provided guidance on Senate Bill 1371, which improved public transportation by addressing real needs that support CCRTA's emergency response and reliability.

WHEREAS, during her tenure, CCRTA implemented more than 415 Tolar shelters with solar lighting throughout the service area, improving accessibility and safety for senior citizens, students, Veterans, and collective communities served.

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

Anna Jimenez is hereby commended for his distinguished service, leadership, and dedication to advancing public transportation throughout CCRTA's service area.

DULY PASSED AND ADOPTED this ____ day of February 2026.

ATTEST:

**CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY**

Derrick Majchszak
Chief Executive Officer

Arthur Granado
Board Chair



Resolution

WHEREAS, Amanda Torres served the Corpus Christi Regional Transportation Authority (CCRTA) as a member of the Board of Directors, providing leadership, oversight, and thoughtful engagement during her tenure.

WHEREAS, during her service, CCRTA was awarded \$46.2 million in funding for the construction of a new Maintenance Facility. Amanda Torres supported CCRTA's efforts related to this major capital investment to strengthen system reliability, safety, and long-term operations.

WHEREAS, Amanda Torres supported CCRTA's initiatives to address human trafficking awareness and prevention within the public transportation system, CCRTA's commitment to safety, education, and coordination with community partners.

WHEREAS, Amanda Torres provided guidance on Senate Bill 1371, which improved public transportation by addressing real needs that support CCRTA's emergency response and reliability.

WHEREAS, during her tenure, Amanda Torres supported continued efforts to maintain and enhance access to public transportation services, recognizing the importance of reliable mobility for individuals and families throughout the region.

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

Amanda Torres is hereby commended for her service, commitment, and contributions in support of CCRTA's mission to provide safe, reliable, and accessible public transportation.

DULY PASSED AND ADOPTED this ____ day of February 2026.

ATTEST:

**CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY**

Derrick Majchszak

Arthur Granado



Board of Directors Meeting Memo

February 4, 2026

Subject: Approve A Two-Year Contract for State Legislative Consulting Services with Longbow Partners, LLP

Background

CCRTA contracts for State consulting services to assist with state legislative initiatives, the legislative process, access, and identification of discretionary funding opportunities. CCRTA currently contracts with Longbow Partners, LLP, (Longbow Partners) to provide state legislative consulting services.

Identified Need

Longbow Partners are currently working to help legislation amend and create transportation laws that would benefit the CCRTA. The state legislative services provided by Longbow Partners have been excellent and management would recommend we continue with these services.

The state legislative consulting services contract is scheduled to expire on March 31, 2026. CCRTA would like to begin a new agreement that would replace the current contract. The new agreement would align with the federal legislative consultant contract's dates.

Financial Impact

The two-year agreement costs are as follows:

- State Legislative Consulting Services
 - Annually \$78,750.00 per year to be apportioned in monthly payments of \$6,562.50
 - Total amount of the contract for two years would be \$157,500.00
 - Longbow Partners would have the option to expense the CCRTA for pre-approved business expenses and travel, not to exceed \$500.00 per month, and \$6,000.00 annually, with a maximum of \$12,000.00 for the two-year contract

Board Priority

The Board Priority aligns with Transparency.

Recommendation

Staff recommends the Board of Directors authorize the Acting Chief Executive Officer (CEO) or designee to approve a contract for State Legislative Consulting Services to Longbow Partners, LLP, for a Two-Year Period Effective April 1, 2026, through March 31, 2028, not to exceed \$169,500.00.

Respectfully Submitted,

Final Approval by:



 Derrick Majchszak
 Chief Executive Officer



EXECUTIVE SUMMARY

CCRTA Interim Strategy & Government Relations Plan (2025–2026)

February 4, 2026

Protecting our foundation. Shaping the future

The close of the 89th Texas Legislature did not bring closure to the consequential issues that matter most to public transportation in Texas, as much as it merely marked the end of one chapter in a much larger transition now underway.

Texas is entering a period in which the future of transit, the funding of regional authorities, and the relationship between cities, the state, and mobility infrastructure will all be discussed and potentially redefined. For CCRTA, this makes the upcoming interim equally as important as the 2027 regular legislative session itself, where early debate and engagement could be determinative of policy success.

CCRTA emerged from the 89th Legislature in a strong position despite a political environment that moved sharply to the right and placed heightened scrutiny on long-standing public institutions, particularly those tied to taxation, local government authority, and regional governance. Transit agencies, like other special districts, have not been immune from that shift and find themselves increasingly at the center of it.

CCRTA Wins: Board Leadership and Early Policy Engagement

Against that backdrop, CCRTA’s success reflected the Board’s program support with clear priorities and its deliberate, sustained engagement both locally as well as directly in the legislative process. The Authority tracked more than 200 bills, including dozens that would have amended Transportation Code Chapters 451 and 452 governing regional transportation authorities, and no legislation adverse to CCRTA passed. The successful outcome reflected sustained engagement, disciplined legislative monitoring, and deep working relationships with the Coastal Bend delegation, the jurisdictional committee membership, and close communications with the other large transit properties throughout the process. Historically, the CCRTA’s ability to operate inside the policy process early, not merely reacting to filed bills, but shaping conversations before proposals ever reached the floor has proven effective.

Delegation Support and Alignment Is Paramount

Equally vital to CCRTA’s recent and future legislative success was the unwavering support of the Coastal Bend legislative delegation. Senators Juan “Chuy” Hinojosa and Adam Hinojosa, and

Representatives Todd Hunter and Denise Villalobos were not merely aware of CCRTA’s priorities, they authored, were actively engaged, accessible, and instrumental in helping us navigate complex and fast-moving legislative dynamics. In a Legislature where outcomes are often decided long before votes are taken, having a fully aligned, responsive delegation is paramount to our continued success. That level of support does not happen by chance, it is built over years through consistent engagement, institutional credibility, and earned trust, precisely the foundation that CCRTA’s sustained government relations program is designed to create and maintain.

CCRTA’s legislative program was organized and executed across four coordinated lanes, primary initiatives, secondary initiatives, endorsements, and defensive measures, ensuring that the Authority was advancing Board adopted priorities, supporting community and regional policy objectives, while simultaneously advancing and protecting its statutory, financial, and operational fundamentals.

Carrying Forward Momentum: Broker-of-Record and Beyond

Passage of SB 1371 modernized operational and governance parameters for the CCRTA by enabling CNG refueling via interlocal contract during emergencies without loss of the fuel tax exemption, board term clarification, and fare box reform. Continuity of effort now becomes even more important as one of CCRTA’s most significant pieces of unfinished business is enabling the use of a broker-of-record. The leadership of Board Chair Art Granado, Advocacy Chair Lynn Allison, Board Member Aaron Munoz, combined with the direct involvement of CEO, Derrick Majchszak, Deputy CEO, Mike Rendon, and legal counsel, John Bell, ensured that the proposal was credible, technically sound, and politically supported. The CCRTA’s momentum needs to be carried into the 90th Legislature to ensure optimal strategic positioning with the continued engagement through the interim. Legislative reform of this type is never accomplished in a single sprint but instead built across sessions through continuity of advocacy and relationships.

DART Precedent Risk, and Statewide Implications

At the same time, the broader environment facing transit authorities is shifting rapidly. North Texas is now on the verge of potentially precedent-setting elections that could allow multiple cities to withdraw from Dallas Area Rapid Transit (DART). Regardless of the outcome, those elections have already changed the conversation in Austin. Questions about whether cities should be able to exit regional systems, reclaim sales tax revenue, or force governance changes are no longer theoretical. These and other legislative changes appear a near certainty to surface next session.

Tax Policy, Safeguarding the Revenue That Makes Service Possible

Fiscal policy adds a further layer of risk for transit. State leadership is united around the goal of property-tax relief but divided on how to achieve it. Governor Abbott has emphasized large-scale tax compression and even elimination of school district and/or special district property taxes for

homeowners through state buy-downs. Lt. Governor Patrick has focused on expanding exemptions while expressing skepticism about full elimination. However those differences are resolved, they lead to the same underlying question, that meaningful reductions in property taxes must be replaced by other revenue sources or offset by spending cuts. In Texas, that pressure almost always turns attention to consumption-based taxes, particularly the sales tax.

For a sales-tax-funded regional authority like CCRTA, this matters profoundly. As the state looks for ways to finance property-tax relief, lawmakers may revisit local sales-tax authority, caps, and possibly other allocations. Proposals framed as taxpayer protection or fiscal modernization can easily affect the stability of local transit funding. CCRTA cannot afford to treat tax policy as someone else's issue. The matter needs to be actively monitored, properly framed within the CCRTA's voter approved mission, and part of the conversation from the beginning.

Public Transit and Regional Mobility Infrastructure

At the same time, CCRTA has opportunities that did not exist in prior cycles. The Texas Department of Transportation (TxDOT) has now publicly acknowledged that highways alone cannot serve a rapidly growing state and has issued a statewide Multimodal Transit Plan (SMPT 2050) calling for expanded regional, rural, and intercity transit, which provides opportunities for regional authorities like CCRTA to be recognized not simply as bus operators, but as essential infrastructure for workforce mobility, healthcare access, port connectivity, and economic development across the Coastal Bend. The mere existence of this report does not guarantee recognition or new tools, as those discussions will need to occur, earned through education, engagement, and strategic positioning during the interim.

Early Engagement Determines Legislative Outcomes

This is where CCRTA's government relations program is most valuable. The interim is when agency staff, legislative aides, committee chairs, and statewide associations decide how to frame their challenges and offer responsible solutions that are plausible. By the time bills are filed in early November 2026, the legislative map will have been largely determined. The interim offers the CCRTA the opportunity to offer their expertise, in helping draw that map, soliciting ideas and educating its delegation, working with peer agencies, engaging TxDOT, the local community, and other state entities, to ensure that when transit reform, tax policy, or regional mobility comes before the Legislature, the Coastal Bend's interests are already embedded in the framework.

Transit as Economic and Social Infrastructure

CCRTA is not just a key mobility provider, it is part of the economic and social fabric of the region. Supporting policies that strengthen workforce access, port operations, healthcare delivery, and regional growth is fully consistent with protecting the Authority's financial and operational

stability. That dual mission, advancing the region while defending CCRTA's fundamentals is exactly what a sustained government relations program is designed to accomplish.

The 89th Legislature proved that continuity works. The 2026–2027 interim will determine whether CCRTA simply preserves what it has or helps shape the next generation of Texas transportation policy in a way that benefits the Coastal Bend for decades to come.

Subject: Applications for Naming of a Facility

Background:

On March 6, 2024 the Board of Directors amended the Naming of Shelters, Stations and Other Facilities Board Policy.

Policy Statement

The RTA Board of Directors generally does not name shelters, stations or other facilities of the RTA in honor of any individuals, but may in exceptional cases name a facility in honor of a former employee or Board member in recognition of outstanding service to the RTA, provided that the following conditions are met:

- 1) Only names of former employees who left the RTA in good standing more than one year prior to consideration will be eligible for naming a facility.
- 2) Only the names of former Board members who served on the Board for at least two full terms more than ten years prior to consideration will be eligible for naming a facility.
- 3) The name of a person who served both as an employee and a Board member will be eligible if he or she qualifies under one of the categories above.
- 4) Only buildings and rooms may be named in honor of an individual. Transit stations, shelters, bus stops and other transit facilities and equipment shall be named based upon their geographic locations or other functional purposes.
- 5) No more than three facilities may be named each year under this Policy.
- 6) The determination of what building or room will be named shall be solely within the discretion of the RTA.
- 7) In the event of any changes in circumstances concerning the person so honored, the naming of a facility may be terminated by a majority vote at a Board meeting which has been properly posted under the Texas Open Meetings Act.

Identified Need:

Three written applications have been submitted on behalf of three CCRTA employees to the Chief Executive Officer, with copies provided to the Board Chair for recommendation and Board consideration. *See attachments 13a – 13c.*

- a) Patricia “Pat” M. Eisenhower – First & Former Board Chair
- b) Tom Niskala – First & Former General Manager (CEO) & Board of Directors
- c) Carol Flowers – Former Bus Operator, Dispatcher & Transportation Supervisor

No facility shall be named in honor of an individual unless the proposal is presented at one regular Board meeting for discussion and subsequently approved at a later regular Board meeting by a two-thirds vote of the Board of Directors. Accordingly, the applications must be discussed and approved at the March 4, 2026 Board Meeting.



Recommendation:

Staff makes no recommendation concerning this agenda item as it solely is a matter for determination by the Board of Directors.

Respectfully Submitted,

Submitted by: Marisa Montiel
Executive Administrative Assistant

Approval: 

Derrick Majchszak
Chief Executive Officer

REGIONAL TRANSPORTATION AUTHORITY APPLICATION FOR NAMING OF FACILITY

Applicability. Board Policy only permits nominations for naming buildings or rooms in honor of an individual. Transit stations, shelters, bus stops and other transit facilities and equipment must be named based upon their geographic locations or other functional purposes. The determination of what building or room will be named shall be solely within the discretion of the RTA.

Eligibility. Applications may be submitted for a former employee or Board member in recognition of outstanding service to the RTA. Only names of former employees who left the RTA in good standing more than one year prior to consideration will be eligible for naming a facility. Only the names of former Board members who served on the Board for at least two full terms more than ten years prior to consideration will be eligible for naming a facility. (The name of a person who served both as an employee and a Board member will be eligible if he or she qualifies under one of the categories above.)

Completion and Submission of Form. This form must be signed by three current employees or Board members of the RTA. The form must be sent to the CEO who shall provide a copy of the application to the Board Chair for consideration to be placed on the appropriate committee agenda for review and recommendation. The nomination will be presented at one regular Board meeting then considered for approval at a later regular Board meeting (two-thirds vote required).

Name of Individual: Patricia "Pat" M. Eisenhower

Former Position(s) at RTA: Board Chair

Years of Service at RTA: 1984-1991

Applications must be submitted by three current employees or Board members of the RTA.

Submitter #1 Name: Miguel Rendon MR
 Current Employee Current Board member
 Email: mrendon@curta.org
 Phone: (361) 903-3511

Submitter #2 Name: Rita Patrick RPatrick
 Current Employee Current Board member
 Email: rpatrick@curta.org
 Phone: (361) 903-3582

Submitter #3 Name: Gordon Robinson Gord Robinson
 Current Employee Current Board member
 Email: grobins@curta.org
 Phone: (361) 903-3483

Nomination of: Patricia "Pat" M. Eisenhauer

Accomplishments at RTA:

Patricia "Pat" Eisenhauer was the first Board Chair at the RTA. She was appointed by the City of Corpus Christi as part of the initial Board of Directors in June 1984 which included Joe Adame and Del Mar College professor Elizabeth Flores. She was elected Board Chair by the unanimous vote of the rest of the Board.

That first Board of Directors needed to gain public support for the RTA in preparation of an election to confirm its creation and authorize the levy of a sales tax. It initiated a program called the "People Project" recruiting dozens of volunteers in order to develop a service plan for the RTA. Over 100 area agencies, governmental entities and businesses were contacted to provide input into the different services and service improvements that should part of the RTA. A financial plan was developed with the assistance of Peat, Marwick, Mitchell & Co. (now KPMG) which Pat recruited to provide consulting services at no cost in order to support the need for approval of a one-half cent sales tax. The financial plan took into consideration the operating and capital needs of the RTA and how the new service plans would be implemented. (A copy of the final report of the People Project is attached.)

After one year of development with the People Project, the initial Board scheduled an election to be held in August 1985 to confirm the creation of the RTA and authorize the levy of a one-half cent sales tax to fund its operations. The election was conducted in Nueces and San Patricio counties, and the voters approved it in all of Nueces County with the exception of Port Aransas and Petronila and also in the cities of Gregory and San Patricio. The sales tax went into effect on January 1, 1986. (Port Aransas later voted to join the RTA in a separate election in 1987.)

After the confirmation election, the Board expanded to include directors appointed by Nueces County and the mayors from participating cities. The expanded Board of Directors elected Pat Eisenhauer as Board Chair by a unanimous vote for three additional two-year terms. Due to legislation imposing a term limit of 8 years, she was not eligible to be elected again. Her service on the RTA Board ended on October 2, 1991, with the election of William O. Harrison, Jr. as the new Board Chair.

In addition to serving on the Board with Joe Adame and Elizabeth Flores, other persons familiar with her service to the RTA would include Tom Niskala, the RTA's first General Manager (CEO), and fellow Board members from that era Victor Gonzalez, Jr., Sam Powell, Roy Gutierrez, Ben Donnell, Ralph Durden, and Edward Garza.

Nomination of: Patricia "Pat" M. Eisenhauer

Other Factors for Consideration:

Prior to the City of Corpus Christi's adoption of the ordinance forming the RTA, Pat Eisenhauer agreed to head a special City Transit Advisory Committee of 24 members appointed in November 1983 to investigate the possibility of forming a transit authority under State law. In the 1983 Legislative session, an amendment was adopted permitting cities the size of Corpus Christi to create a transit authority similar to ones in Houston, San Antonio and Austin. Pat Eisenhauer led the Committee in forming four different subcommittees on Public Input, Services, Finance and the Feasibility of forming a transit authority. It completed its 59-page report in May 1984 and she presented the findings to the City Council. That action led directly to the City Council's creation of the RTA in June 1984. (A copy of the report is attached.)

Pat Eisenhauer previously had served as the Chairman of the Corpus Christi Chamber of Commerce and led the effort to get the U.S. Navy to select Ingleside for a new homeport facility. She led local efforts to get Nueces County bonds approved by the voters in order to purchase land for the Navy's new homeport.

She also was instrumental in establishing the Coastal Bend Community Foundation with Cecil Burney and Dick Sells and served on its board of directors for many years, and afterwards as a director emeritus. That Foundation has become a major supporter of our community with assets over over \$100 million and awards of over \$140 million in grants over the years.

Pat Eisenhauer has led countless different nonprofit organizations and community projects throughout her career in Corpus Christi. Her business activities included being an executive and later president of the Sid Murray Insurance Agency headquartered in Corpus Christi. She has retired and lives on Mustang Island.

REGIONAL TRANSPORTATION AUTHORITY APPLICATION FOR NAMING OF FACILITY

Applicability. Board Policy only permits nominations for naming buildings or rooms in honor of an individual. Transit stations, shelters, bus stops and other transit facilities and equipment must be named based upon their geographic locations or other functional purposes. The determination of what building or room will be named shall be solely within the discretion of the RTA.

Eligibility. Applications may be submitted for a former employee or Board member in recognition of outstanding service to the RTA. Only names of former employees who left the RTA in good standing more than one year prior to consideration will be eligible for naming a facility. Only the names of former Board members who served on the Board for at least two full terms more than ten years prior to consideration will be eligible for naming a facility. (The name of a person who served both as an employee and a Board member will be eligible if he or she qualifies under one of the categories above.)

Completion and Submission of Form. This form must be signed by three current employees or Board members of the RTA. The form must be sent to the CEO who shall provide a copy of the application to the Board Chair for consideration to be placed on the appropriate committee agenda for review and recommendation. The nomination will be presented at one regular Board meeting then considered for approval at a later regular Board meeting (two-thirds vote required).

Name of Individual: Tom Niskala
General Manager (CEO),
 Former Position(s) at RTA: and Board of Directors
1986 - 1996 (General Manager),
 Years of Service at RTA: and 2015-2019 (Board of Directors)

Applications must be submitted by three current employees or Board members of the RTA.

Submitter #1 Name: Miguel Rendon MR
 Current Employee Current Board member
 Email: mrendon@ccrta.org
 Phone: (361)903-3511

Submitter #2 Name: Rita Patrick RPatrick
 Current Employee Current Board member
 Email: rpatrick@ccrta.org
 Phone: (361)903-3582

Submitter #3 Name: Gordon Robinson Gordon
 Current Employee Current Board member
 Email: grobinsn@ccrta.org
 Phone: (361)903-3483

Nomination of: Tom Niskala

Accomplishments at RTA:

Tom Niskala was the founding General Manager of the Corpus Christi Regional Transportation Authority (CCRTA) and played a central role in transforming public transit in the Coastal Bend from a City-operated service into an independent, voter-supported regional authority.

Appointed in 1986 at the time of CCRTA's formation, he helped guide the agency through its most critical and uncertain period, establishing governance, securing stable funding, and building the organizational structure necessary for long-term success. His leadership helped move transit from reliance on general city revenues to a dedicated sales tax model, providing CCRTA with financial independence and operational stability.

As the Authority's first General Manager, Mr. Niskala effectively built CCRTA from the ground up. He oversaw the creation of administrative, operations, planning, and maintenance functions that had not previously existed as a standalone organization. This included establishing permanent facilities, acquiring property for operations and maintenance, procuring vehicles, and developing early service plans and routes.

Under his leadership, CCRTA launched its initial system-wide operations, intentionally maintained affordable fares, and focused on delivering visible, reliable service to earn public trust following the sales tax vote. Mr. Niskala also built CCRTA's early workforce and organizational culture. He recruited key leadership and staff, many from City departments and peer transit agencies, and leveraged partnerships with larger systems across Texas to train employees and implement best practices.

Recognizing the importance of professionalism and safety, he worked with external agencies to support CDL training, planning services, and compliance with emerging federal requirements, including accessibility standards. These foundational decisions positioned CCRTA to meet evolving regulatory expectations while remaining focused on service quality.

Beyond internal operations, Mr. Niskala strengthened CCRTA's standing at the local, state, and federal levels. He cultivated strong relationships with elected officials, community leaders, and federal partners to secure funding opportunities and advance innovative concepts, including early exploration of water transportation and expanded regional service.

His leadership helped establish CCRTA as a credible, forward-looking transit authority at a time when public transportation was still gaining acceptance in the region. After concluding his tenure as General Manager in 1996, Mr. Niskala served CCRTA as a Board member for two terms (2015 - 2019), providing governance oversight and institutional memory.

Nomination of: Tom Niskala

Other Factors for Consideration:

In this role, he supported long-term planning, infrastructure development, and policy decisions that continued to shape the Authority well beyond its early years. His combined service as both founding executive and Board member reflects a sustained commitment to CCRTA's mission and a lasting impact on public transportation in the Coastal Bend.

Tom Niskala's contributions to public transportation extend beyond his role as CCRTA's founding General Manager and reflect a career of regional, state, and local leadership.

From 1988 to 1989, he served as Board Chair of the Southwest Transit Association, providing guidance during a formative period for transit authorities across Texas and the Southwest. In this role, he helped strengthen collaboration among agencies, advance shared best practices, and elevate the profile of public transportation at a time when many systems were still establishing their governance and funding models.

Mr. Niskala also served as the Transit Director for the Corpus Christi Metropolitan Planning Organization, where he played a key role in integrating public transportation into regional transportation planning. His leadership ensured that transit was included alongside roadway and infrastructure investments, helping align CCRTA's priorities with long-range mobility goals and federal funding opportunities. This work reinforced transit's role as a core component of the region's transportation network and supported coordinated planning across jurisdictions.

In addition, Mr. Niskala's service as a CCRTA Board member for approximately ten years following his tenure as General Manager demonstrates a rare level of institutional stewardship. Having led the Authority through its formation, he later provided governance oversight informed by deep operational knowledge and historical perspective. This continuity strengthened board decision-making and supported the Authority's long-term stability and growth.

Collectively, these roles highlight Mr. Niskala's comprehensive understanding of public transportation, from system startup and executive leadership to governance and regional planning. His sustained commitment to CCRTA and the broader transit industry reflects leadership that extended well beyond any single position, further supporting the lasting significance of his contributions and their appropriateness for permanent recognition.

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Name of Individual: Carol Flowers
 Bus Operator, Dispatcher,
 Former Position(s) at RTA: and Transportation Supervisor

Years of Service at RTA: 1986 - 2020, 34 Years

Applications must be submitted by three current employees or Board members of the RTA.

Submitter #1 Name: Miguel Rendón MR
 Current Employee Current Board member
 Email: mrendon@ccrta.org
 Phone: (361) 903-3511

Submitter #2 Name: Rita Patrick RPatrick
 Current Employee Current Board member
 Email: rpatrick@ccrta.org
 Phone: (361) 903-3582

Submitter #3 Name: Gordon Robinson Rob M
 Current Employee Current Board member
 Email: grobnsn@ccrta.org
 Phone: (361) 903-3483

Nomination of: Carol Flowers

Accomplishments at RTA:

Carol Flowers was instrumental in the establishment, stabilization, and long-term success of the Corpus Christi Regional Transportation Authority. Beginning her career prior to CCRTA's formation, she supported the system through its transition from a City-operated transit service into an independent regional authority in 1986.

During this foundational period, she played a direct role in building public trust in transit, including supporting the successful voter-approved sales tax initiative that provided CCRTA with its first dedicated operating funding. Her daily engagement with riders and community members helped secure the financial footing that allowed the Authority to expand service and fulfill its mission.

Throughout her 40+ year career, Ms. Flowers held progressively responsible operational roles, including Bus Operator, Dispatcher for nearly three decades, and Transportation Supervisor until her retirement in 2020. In these positions, she helped oversee day-to-day service delivery, coordinated field operations, supported Bus Operators in real time, and ensured service continuity across the system.

Working under nine CEOs, she provided critical institutional continuity and operational expertise, becoming one of the most knowledgeable leaders within the organization. Her deep understanding of routes, policies, and procedures made her a central resource for operational decision-making and workforce support.

Ms. Flowers also elevated CCRTA's reputation at the state and national level through more than thirty years of leadership in Bus Roadeo competitions. She organized and supported CCRTA's local Roadeos annually since 1986 and served as a course designer, official, and judge at state and international competitions. Through this work, she advanced operator safety, skill development, and professional standards while consistently mentoring participants and future officials. Her service on APTA committees and her sustained involvement in Roadeos positioned CCRTA as a respected and consistent contributor to industry best practices.

Throughout her career, Carol Flowers was recognized for excellence by both her peers and the broader transit industry. She received multiple CCRTA Employee of the Year awards, was honored by the Texas Transit Association as Outstanding Agency Staff Member in 2019, and was posthumously awarded a Legacy Award for her lasting contributions to Bus Roadeos at the local and state levels. Even after retirement, she continued to volunteer at CCRTA events and remain engaged in agency initiatives.

The scope, duration, and impact of Ms. Flowers' accomplishments reflect a career dedicated to building a stronger transit system, a more capable workforce, and a lasting institutional legacy worthy of permanent recognition through a named facility.

Nomination of: Carol Flowers

Other Factors for Consideration:

Carol Flowers' career represents a rare and enduring connection to the very foundation of the Corpus Christi Regional Transportation Authority. Her service began prior to the Authority's formation and continued for more than four decades, providing critical institutional continuity during periods of growth, change, and leadership transition. Few individuals possess the breadth of historical knowledge and firsthand experience that Ms. Flowers brought to CCRTA operations, making her an integral link between the organization's origins and its present-day success 40 years later.

Beyond her formal titles, Ms. Flowers' greatest impact was the culture she helped shape. She was widely regarded as a trusted mentor and steady presence, consistently investing in the professional development of Bus Operators, supervisors, and support staff. Her commitment to knowledge-sharing ensured operational excellence and continuity, as she intentionally prepared others to step into leadership roles. Many of the systems, practices, and standards in place today reflect her influence and guidance.

Ms. Flowers was also a unifying figure within the organization, respected across departments and generations of employees. Her dedication to service and professionalism fostered a strong sense of pride and accountability among those she worked with. The depth of this respect was evident following her passing in 2022, when CCRTA paused service across the system to honor her legacy, an extraordinary acknowledgment of her lasting impact on the Authority, its workforce, and the community.

Even in retirement, Ms. Flowers remained actively connected to CCRTA, volunteering her time and continuing to support agency initiatives and events. Her commitment to public transportation extended well beyond her years of employment and reflected a lifelong dedication to the mission of serving the community. Naming a facility in her honor provides a permanent and meaningful recognition of an individual whose influence continues to shape CCRTA's operations, workforce, and organizational values.

Subject: Confirm Two (2) Reappointments Recommended by the Chief Executive Officer (CEO) and Appointed by the Board Chair to RTA's Committee on Accessible Transportation (RCAT) for a Two-Year Term

Background

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

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

At this time, two RCAT Committee members have agreed to be reappointed to the RCAT Committee for another two-year term. They are as follows:

- Inez Garcia (third term)
- Jeanine Leal (third term)


In order to continue the selection process, CCRTA's Board of Directors must take action to confirm these reappointments.

Recommendation

The CEO requests the Board of Directors to Confirm the Reappointments of Ms. Inez Garcia and Ms. Jeanine Leal to fill the RCAT vacancies.

Respectfully Submitted,

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

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Subject: February Update – Bear Lane Maintenance Facility**Background**

On November 6, 2024, the Board of Directors approved the contract award of \$4,855,404.55, to Turner Ramirez Architects for design services for the new CCRTA Maintenance Facility. However, a Notice to Proceed was only issued, for Phase (1) Schematic Design and Phase (2) Design Development phases, for a total cost of \$1,699,391.59, which garnered design completion of 35%.

At the December Board meeting the approval was given for the issuance of a Notice to Proceed (NTP) to Turner Ramirez Architects for the completion of the construction documents/project manual. However, the NTP was put hold until a Letter of No Prejudice was issued by FTA, given the delay in the grant funds.

Additionally, the Federal Transit Administration (FTA) has the requirements listed below, that must be completed before a federal project is allowed to proceed.

1. **Completion of NEPA Review** – The environmental review process must be completed first.
2. **Inclusion in TIP and STIP** – The project must be incorporated into both the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).
3. **Grant Award Expectation or Award** – Once there is a reasonable expectation of a grant award, or upon actual grant award (whichever occurs first), the Letter Of No Prejudice process may be initiated.

Below please find milestone dates for the new Bear Lane Maintenance Facility:

Key Milestone Dates for New Bear Lane Maintenance Facility	
Description	Dates
Board Approved Turner Ramirez Design Contract for \$4,855,404.55 and a Notice to Proceed for Schematic and Design Development for \$1,699,391.59	6-Nov-2024
Completion of Environmental Phase I Site Assessment	13-Jan-2024
Completion of Schematic Design	7-Feb-2025
Completion of Design Development	15-May-2025
Completion of Archaeological Survey	18-Nov-2025
Board Approval for Issuance of Notice to Proceed for Construction Documents for \$1,943,000, to Turner Ramirez	3-Dec-2025

FTA Approves NEPA Categorical Exclusion	16-Dec-2025
Received FTA's Letter of No Prejudice to proceed with the Notice to Proceed for A/E construction design plans and specifications	28-Jan-2026
Issuance of Notice to Proceed to Turner/Ramirez for design of construction documents	Week of February 2nd, 2026
Metropolitan Planning Organization (MPO) Technical Policy Committee (TPC) – release the TIP Amendment document for a one-month public comment period	5-Feb-2026
MPO TPC – Approve the MTP Amendment.	5-Mar-2026
MPO TPC – April 2 nd - Approve minutes of the March 5 th meeting for uploading to the eSTIP Portal as last item required for the April 3 rd deadline.	2-Apr-2026
The required public comment period for this STIP Revision is April 17- May 17 th	04/17/2026 - 05/17/2026
Issue Request for Proposals (RFP) for Construction of New Bear Lane Maintenance Facility (Qualify the Contractors)	28-Apr-2026
FHWA and FTA earliest approval date for the May 2026 STIP Revision is May 19, 2026.	19-May-2026
Request for Proposals Due	9-Jun-2026
Issue Invitation for Bids for Construction of New Bear Lane Maintenance Facility	2-Jul-2026
Invitation for Bids Due	16-Jul-2026
Present a Recommendation to a Award a Contract for the Construction of a New Bear Lane Facility to Board of Directors	5-Aug-2026
Execute the Contract	12-Aug-2026
Issue the Notice to Proceed for the Construction of a new Bear Lane Facility	28-Aug-2026
Start Construction	7-Sep-2026
Complete Construction	14-Aug-2028

Respectfully Submitted,

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

Final Approval by 

Derrick Majchszak
Chief Executive Officer

Subject: December 2025 Financial Report

Overview: The **December Operating Budget** ended the month with revenue coming in more than expenses by **\$120,610**, as **Operating Revenue** totaled **\$4,963,046** and **Operating Expenses** **\$4,842,436**. Please note the December operating budget includes a transfer-in of \$340,660 from unrestricted reserves to fund the additional actuarially determined contribution to the RTA Employee Defined Benefit Plan that was approved at the October meeting of the Board of Directors. Removing the transfer-in since it is not a revenue source, expenses exceeded revenues by \$220,050.

Four revenue sources fell short of the budget expectation.

- Bus advertising of **\$12,376** reached 69.96% or \$5,315 short of budget. However, on a YTD basis, bus advertising revenues are more in line with budget.
- Federal operating grant revenue reached **\$25,097** or 6.73% of budget and is related to Subrecipient Grant programs.
- Lease revenue from tenants of **\$40,845** reached **91.33%** or \$3,875 short of budget due to a vacancy.
- Investment income of **\$127,040** fell short of expectation by **25.04%** or **\$42,437** due to external factors.

The year-to-date Operating Budget produced a surplus of **\$636,093** as total revenues of **\$51,961,160** reached **98.65% of baseline** while expenses of **\$51,325,067** finished at **98.62%**. When removing the transfer-in since it is not a revenue source, the surplus drops to a deficit of \$385,888 generated by operating activities.

The CIP budget for the month resulted in expenditures exceeding revenues by **\$52,235** with total funding sources coming in at **\$446,420** and expenses at **\$498,655**. The majority of the funding sources came from actual grant revenues totaling **\$369,426** of which **\$298,320** was for the purchase of eleven (11) bus operator relief vehicles and A&E and construction expenses of **\$71,106** for Bus Stop Improvements Phase VIII. The remaining funding source of **\$76,994** came from the **Transfer In** which represents one-twelfth of the \$923,924 used to balance the 2025 Budget from the unrestricted portion of the fund balance.

Expenditures of \$498,655 include the federal share of the relief vehicles and bus stop improvements projects, along with the depreciation expense of \$129,553 which resulted in expenses exceeding funding sources by \$52,235 after factoring the transfer in of \$76,994. Since transfer-in from fund balance is not considered revenues, the loss for the month from the CIP Budget is **\$129,229**.

Year-to-date CIP funding sources totaled **\$12,202,248** while total expenditures finished at **\$12,829,077** resulting in **expenditures** exceeding funding sources by **\$626,829**. Funding sources include the budgeted transfer-in from fund balance of **\$923,924**. However, since the budgeted transfer-in is not considered revenue, the YTD loss from the CIP Budget is **\$1,550,753**.

For the month, the overall performance resulted in an initial increase of **\$68,375** to the fund balance with an increase of **\$120,610** attributable to the operating budget, and a decrease of **\$52,235** related to the CIP budget. However, since the budgeted transfers-in of \$340,660 from the Operating Budget and \$76,994 from the CIP budget are not considered revenue, the combined **decrease to the fund balance is \$349,279**.

The overall performance for the **year-to-date** results in an initial increase of **\$9,264** to the fund balance, with an increase of **\$636,093** from the operating budget, and a decrease of **\$626,829** related to the CIP budget. Removing the transfer-in produces the below actual decrease to the fund balance.

Operating Budget		
Revenues Over Expenses	\$ 636,093	
Remove the Transfer In	- <u>1,021,981</u>	
Decrease to the Fund Balance		\$ - 385,888
CIP Budget		
Revenues Over Expenses	\$ - 626,829	
Remove the Transfer In	- <u>923,924</u>	
Decrease to Fund Balance		\$ - 1,550,753
Decrease to Fund Balance		\$ - 1,936,641

The YTD decrease in fund balance is due to a temporary deficit caused by the recognition of federally funded capital expenditures that are awaiting FTA grant funding of **\$5,910,943**. Factoring the grant funds would have resulted in a positive impact to the fund balance as shown below.

Decrease to Fund Balance as of December 2025	\$ - 1,936,641
Add the FTA's share of qualified capital expenses	<u>5,910,943</u>
Increase to Fund Balance	\$ 3,974,302

SUMMARY: Results from all Activities Compared to Budget

Total Revenues and funding sources for the month of **December** closed at **\$5,409,466**, of which **\$4,963,046** is attributable to the **Operating Budget (Table 4 and PPT Slides 3 and 4)** and **\$446,420** to the capital budget. The **\$4,963,046** from the operating budget consists of revenues of \$4,622,386 and \$340,660 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. Meanwhile, the **\$446,420** from the capital budget consists of federal capital grant revenue of **\$369,426** and **\$76,994** which comes from the unrestricted portion of the fund balance that was budgeted as a transfer-in. 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 \$119,371** or 3.47% less than forecasted (**Table 4.1**) & (**PPT Slide 5**). **Fare Revenues** ended the month at \$97,952, or 1.05% more than the baseline expectation and includes **\$13,252** from **Go-Pass Mobile App Pass Sales**, which have shown a steady growth since the beginning of the year.

Meanwhile, commissions from both **Bus and Bench Advertising** ended the month at **\$12,376**, of which **\$3,662** came from **Bus Bench Advertising commissions** while **\$8,713** came from **On-Board Bus Advertising commissions**. The combined revenue was 69.96% of baseline.

Other Operating Revenues reported \$9,042 for the month, comprised of Buy board rebates and the 2025 claim for state fuel credit for unleaded and diesel.

Non-Operating Revenues, which include sales tax, investment income, lease income from tenants, and federal assistance grants totaled **\$4,503,016** reaching **91.95%** of the **\$4,897,030** budget expectation, generating **\$394,014** less than forecasted (**Table 4.1**).

Federal operating grants recorded revenue of \$25,097, or 6.73% of the baseline expectation. December operating grants included only revenue related to subrecipient programs, as all preventive maintenance funding available for the year has been used as of November.

Investment income for the month totaled \$127,040, as the performance of the investment portfolio fell short of the baseline expectation by \$42,437, or 25.04%.

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 **January 9, 2026**. Out of the seven (7) sources included in this revenue category, 84.56% of total revenue came from the sales tax revenue estimate as indicated in the following table:

December 2025 Revenue Composition – Table 1

Line #	Revenue Source	Actual	%
1	Sales Tax Revenue Estimate	\$4,310,034	93.24%
2	Passenger Service	97,952	2.12%
3	SSC Lease Income	40,845	0.88%
4	Bus Advertising	12,376	0.27%
5	Investment Income	127,040	2.75%
6	Grant Assistance Revenue	25,097	0.54%
7	Other Revenue	9,042	0.20%
	Total (excluding capital)	\$4,622,387	100.00%

The **Investment Portfolio** closed the month of December 2025 with a market value of **\$37,286,343**, a decrease of **\$2,991,195** from the balance at the end of December 2025 of **\$40,277,538**. The decrease was mostly attributable to the Street Improvements fund payment to the City of Corpus Christi of \$3,276,368 made December 31, 2025.

The composition of the December portfolio market value includes **\$7,520,267** in securities consisting of **\$995,374** in Commercial Paper, **\$3,519,902** in Federal Treasury Securities, and **\$3,004,990** in Federal Agency Coupon Securities. In addition, **\$27,542,252** was held in TexPool Prime and **\$2,223,825** in bank accounts at Frost Bank. For the month of **December**, the earned interest income was recorded at **\$127,040**.

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

The **Sales Tax** allocation for December 2025 is **estimated** at **\$4,310,034** and is in line with the actual allocation received for December 2024. The estimate is necessary since allocations lag two months behind and will not be received until February 13, 2026.

The Sales Tax revenue payment of **\$3,537,758** for November 2025 was received January 9, 2026, and exceeded the same period last year by \$189,442 or 5.66% and was **\$125,858**, or **3.69% more** than the **estimate** of \$3,411,900 reported for November.

The November payment included the allocation from internet sales of **\$52,503**, a decrease of \$2,034 or 3.73% from the prior month. RTA started receiving internet sales tax revenue in December 2019, and to date have received **\$2,435,576**. 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 84.56% 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 (actual)	3,375,047	3,206,991	168,056	5.24%
September (actual)	3,421,499	3,414,856	6,643	0.19%
October (actual)	4,283,310	3,604,557	678,753	18.83%
November (actual)	3,537,758	3,348,316	189,442	5.66%
December (estimate)	4,310,034	3,693,952	616,082	16.68%
	\$ 43,311,738	\$ 41,640,434	\$ 1,671,304	4.01%

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	15,841	0.52%
February (actual)	2,996,327	3,599,364	(603,037)	-16.75%
March (actual)	3,830,459	3,769,118	61,341	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 (actual)	3,375,047	3,620,204	(245,157)	-6.77%
September (actual)	3,421,499	3,709,356	(287,857)	-7.76%
October (actual)	4,283,310	3,536,170	747,140	21.13%
November (actual)	3,537,758	3,411,900	125,858	3.69%
December (estimate)	4,310,034	4,310,034	-	0.00%
	\$ 43,311,738	\$ 43,222,565	\$ 89,173	0.21%

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

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

Revenue Source	December 2025	%	YTD	%
Passenger Service	\$ 97,952	1.96%	\$ 1,096,872	1.76%
Bus Advertising	12,376	0.25%	219,032	0.35%
Other Revenue	9,042	0.18%	50,076	0.08%
Sales Tax Revenue	4,310,034	86.34%	43,311,737	69.61%
Grants - Operating	25,097	0.50%	4,057,917	6.52%
Grants - Capital	369,426	7.40%	11,278,324	18.13%
Investment Income	127,040	2.54%	1,716,113	2.76%
SSC Lease Income	40,845	0.82%	487,432	0.78%
Total Revenue	\$ 4,991,814	100.00%	\$ 62,217,504	100.00%

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

	12/2025				
	2025 Amended Budget	December 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 97,952	\$ 96,933	8.42%	101.05%
Bus advertising	212,297	12,376	17,691	5.83%	69.96%
Other operating revenues	7,095	9,042	9,042	127.46%	100.00%
Sales Tax Revenue	43,222,564	4,310,034	4,310,034	9.97%	100.00%
Federal, state and local grant assistance	4,473,575	25,097	372,798	0.56%	6.73%
Investment Income	2,033,727	127,040	169,477	6.25%	74.96%
Staples Street Center leases	536,647	40,845	44,721	7.61%	91.33%
Transfers In	1,021,981	340,660	340,660	33.33%	100.00%
Total Operating & Non-Operating Revenues	52,671,077	4,963,047	5,361,356	9.42%	92.57%
Capital Grants & Donations	6,410,043	369,426	369,426	5.76%	100.00%
Transfers-In	923,924	76,994	76,994	8.33%	100.00%
Total Operating & Non-Operating Revenues and Capital Funding	\$ 60,005,044	\$ 5,409,466	\$ 5,807,776	9.02%	93.14%

	12/2025				
	2025 Amended Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 1,096,872	\$ 1,163,193	94.30%	94.30%
Bus advertising	212,297	219,032	212,297	103.17%	103.17%
Other operating revenues	7,095	50,076	7,095	705.83%	705.83%
Sales Tax Revenue	43,222,564	43,311,737	43,222,564	100.21%	100.21%
Federal, state and local grant assistance	4,473,575	4,057,917	4,473,575	90.71%	90.71%
Investment Income	2,033,727	1,716,113	2,033,727	84.38%	84.38%
Staples Street Center leases	536,647	487,432	536,647	90.83%	90.83%
Transfers-In	1,021,981	1,021,981	1,021,981	100.00%	100.00%
Total Operating & Non-Operating Revenues	52,671,077	51,961,160	52,671,077	98.65%	98.65%
Capital Grants & Donations	6,410,043	11,278,324	11,278,324	175.95%	100.00%
Transfers-In	923,924	923,924	923,924	100.00%	100.00%
Total Operating & Non-Operating Revenues and Capital Funding	\$ 60,005,044	\$ 64,163,408	\$ 64,873,324	106.93%	98.91%

Revenue – December 2025 from Operations – Table 4.1

	12/2025				
	2025 Amended Budget	December 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Revenues					
Passenger service	\$ 1,163,193	\$ 97,952	\$ 96,933	8.42%	101.05%
Bus advertising	212,297	12,376	17,691	5.83%	69.96%
Other operating revenues	7,095	9,042	9,042	127.46%	100.00%
Total Operating Revenues	1,382,584	119,371	123,666	8.63%	96.53%
Sales Tax Revenue	43,222,564	4,310,034	4,310,034	9.97%	100.00%
Federal, state and local grant assistance	4,473,575	25,097	372,798	0.56%	6.73%
Investment Income	2,033,727	127,040	169,477	6.25%	74.96%
Staples Street Center leases	536,647	40,845	44,721	7.61%	91.33%
Total Non-Operating Revenues	50,266,512	4,503,016	4,897,030	8.96%	91.95%
Total Revenues	\$ 51,649,096	\$ 4,622,387	\$ 5,020,696	8.95%	92.07%

December 2025 Expenses

The results of all expenditure activities, including capital, are presented below. Overall, total expenditures of **\$5,341,091** came in **\$367,607** over the anticipated baseline of **\$4,973,484**. Departmental expenses of **\$4,498,994** came in **\$348,698** over the **\$4,150,297** anticipated baseline or 8.40%. 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** the monthly amortization of debt issuance costs resulting from the 2019 bond refunding, plus interest related to Subscription Liabilities (SBITAs).

December 2025 Total Expenses & Capital Expenditures – Table 6

	12/2025				
	2025 Amended Budget	December 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Expenditures					
Departmental Operating Expenses	\$ 46,737,607	\$ 4,498,994	\$ 4,150,297	9.63%	108.40%
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	25,098	6,188	33.80%	405.59%
Total Operating & Non-Operating Expenses	52,044,248	4,842,436	4,474,828	9.30%	108.22%
Grant Eligible Costs	6,410,043	369,426	369,426	5.76%	100.00%
Depreciation Expenses	1,550,753	129,229	129,229	8.33%	100.00%
Total Operating & Non-Operating Expenses and Capital Expenditures	\$ 60,005,044	\$ 5,341,091	\$ 4,973,484	8.90%	107.39%

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

For the year to date, total expenditures including capital were **\$64,154,144**, coming in **\$719,181** under the anticipated baseline of **\$64,873,325**. Departmental expenses of **\$46,063,246** came in **\$674,361** under the anticipated baseline of **\$46,737,607** or 1.44%. 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 December the year-to-date expense represents 100% of the annual budget. Debt service represents principal and 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.

	12/2025				
	2025 Amended Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
Expenditures					
Departmental Operating Expenses	\$ 46,737,607	\$ 46,063,246	\$ 46,737,607	98.56%	98.56%
Debt Service	1,607,353	1,606,953	1,607,353	99.98%	99.98%
Street Improvements	3,625,032	3,625,032	3,625,032	100.00%	100.00%
Subrecipient Grant Agreements	74,256	29,836	74,256	40.18%	40.18%
Total Operating & Non-Operating Expenses	52,044,248	51,325,067	52,044,248	98.62%	98.62%
Grant Eligible Costs	6,410,043	11,278,324	11,278,324	175.95%	100.00%
Depreciation Expenses	1,550,753	1,550,753	1,550,753	100.00%	100.00%
Total Operating & Non-Operating Expenses and Capital Expenditures	\$ 60,005,044	\$ 64,154,144	\$ 64,873,325	106.91%	98.89%

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 December 2025, total departmental operating expenses realized favorable variances against the baseline expectation for categories including Salaries & Wages, Services, Materials & Supplies, Insurance, and Purchased Transportation. Meanwhile, unfavorable variance was identified with the categories of Benefits, Utilities, and Miscellaneous.

Benefits reported a negative variance of 46.36% or \$510,172 as persistent higher claims costs for 2025 continue. The payment of employee retention incentives also attributed to the higher costs for the month.

Utilities reported a negative variance of 18.76% or \$12,731 due to energy costs.

Miscellaneous reported a negative variance of 5.72% or \$5,044 driven by costs related to December seasonal expenses.

December 2025 Departmental Expense Breakdown – Table 7

	12/2025				
	2025 Amended Budget	December 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Departmental Operating Expenses:					
Object Category					
Salaries & Wages	\$ 15,022,566	\$ 1,135,478	\$ 1,251,881	7.56%	90.70%
Benefits	10,139,636	1,610,636	1,100,464	15.88%	146.36%
Services	5,836,746	455,805	486,396	7.81%	93.71%
Materials & Supplies	3,472,456	277,120	289,371	7.98%	95.77%
Utilities	814,410	80,599	67,868	9.90%	118.76%
Insurance	902,577	73,322	75,215	8.12%	97.48%
Purchased Transportation	9,491,286	772,831	790,941	8.14%	97.71%
Miscellaneous	1,057,931	93,205	88,161	8.81%	105.72%
Total Departmental Operating Expenses	\$ 46,737,607	\$ 4,498,994	\$ 4,150,297	9.63%	108.40%

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

	12/2025				
	2025 Amended 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	\$ 14,132,023	\$ 15,022,565	94.07%	94.07%
Benefits	10,139,636	11,412,507	10,139,636	112.55%	112.55%
Services	5,836,746	4,831,431	5,836,746	82.78%	82.78%
Materials & Supplies	3,472,456	3,906,635	3,472,456	112.50%	112.50%
Utilities	814,410	914,583	814,410	112.30%	112.30%
Insurance	902,577	891,388	902,577	98.76%	98.76%
Purchased Transportation	9,491,286	9,157,332	9,491,286	96.48%	96.48%
Miscellaneous	1,057,931	817,347	1,057,931	77.26%	77.26%
Total Departmental Operating Expenses	\$ 46,737,607	\$ 46,063,246	\$ 46,737,607	98.56%	98.56%

2025 Self-Insurance Claims, Medical & Vision and Dental Reported at Gross which does not factor in the stop loss reimbursements – 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
September	718,429	7,982	726,411
October	510,304	6,996	517,300
November	657,306	2,893	660,199
December	834,796	7,380	842,176
	\$ 6,534,450	\$ 117,400	\$ 6,651,850

* Stop loss reimbursements and other credits totaling **\$363,671** were received in December 2025 and reduced the cost of health insurance accordingly. To date, the amount of **\$2,653,863** has been received in Stop Loss reimbursements.

Fare Recovery Ratio – Table 10

Description	12/31/2025	Year to Date
Fare Revenue or Passenger Revenue	\$ 97,952	\$ 1,096,872
Operating Expenses	4,498,994	46,063,246
Fare Recovery Ratio	2.18%	2.38%
*Excluding Depreciation		

Note: Same period last year (December 2024) the FRR was 2.25%

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.

December 2025 – Table 11

For the month of December, total Revenue exceeded Expenditures by \$68,375. A greater detail of the financial results is explained in the accompanied Power Point presentation.

	12/2025				
	2025 Amended Budget	December 2025 Actual	Baseline into Budget	% Actual to Budget	% Actual to Baseline
Operating Revenues	\$ 52,671,077	\$ 4,963,046	\$ 5,361,356	9.42%	92.57%
Operating Expenses	52,044,248	4,842,436	4,474,829	9.30%	108.22%
Revenue over Expenses	626,829	120,610	886,527	19.24%	13.60%
Capital Funding	7,333,967	446,420	446,420	6.09%	100.00%
Capital Expenditures	7,960,796	498,655	498,655	6.26%	100.00%
Revenue over Expenses	(626,829)	(52,235)	(52,235)	8.33%	100.00%
Revenue over Expenditures	\$ (0)	\$ 68,375	\$ 834,292		

NET POSITION

The Total Net Position at the end of the month was **\$114,184,580**, an increase of **\$10,672,310** 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 **\$114,184,580**, the portion of the fund balance that is not restricted in accordance with GASB Concepts Statement No 4 is **\$30,775,664** but only **\$560,540** 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, **98.18%** of the unrestricted portion is assigned by the Board to fund reserves that are earmarked to meet certain unexpected demands.

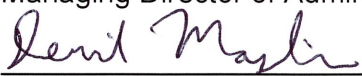
FUND BALANCE AS OF DECEMBER 31, 2025:

FUND BALANCE		
Net Invested in Capital Assets		\$ 82,833,608
Restricted for FTA Interest		575,308
Unrestricted		30,775,664
TOTAL FUND BALANCE		114,184,580
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.		11,600,000
Total Designated Reserves	98.20%	30,215,124
Plus:		
Unrestricted	1.80%	560,540
TOTAL DESIGNATED AND UNRESTRICTED		\$ 30,775,664

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 December 2025

OPERATING BUDGET	12/2025				
	2025 Amended Budget	December 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	\$ 97,952	\$ 96,933	8.42%	101.05%
Bus advertising	212,297	12,376	17,691	5.83%	69.96%
Other operating revenues	7,095	9,042	9,042	127.46%	100.00%
Sales Tax Revenue	43,222,564	4,310,034	4,310,034	9.97%	100.00%
Federal, state and local grant assistance	4,473,575	25,097	372,798	0.56%	6.73%
Investment Income	2,033,727	127,040	169,477	6.25%	74.96%
Staples Street Center leases	536,647	40,845	44,721	7.61%	91.33%
Transfer In***	1,021,981	340,660	340,660	33.33%	100.00%
Total Revenues	52,671,077	4,963,046	5,361,356	9.42%	92.57%
Expenses					
Transportation	12,218,744	1,342,056	1,133,170	10.98%	118.43%
Customer Programs	759,699	78,263	70,395	10.30%	111.18%
Purchased Transportation	9,491,286	772,831	790,941	8.14%	97.71%
Service Development	688,980	67,514	64,667	9.80%	104.40%
MIS	2,124,423	184,090	186,073	8.67%	98.93%
Vehicle Maintenance	7,261,063	639,679	645,589	8.81%	99.08%
Facilities Maintenance	3,502,491	325,176	311,501	9.28%	104.39%
Contracts and Procurements	536,313	56,351	50,513	10.51%	111.56%
CEO's Office	1,173,136	87,157	103,084	7.43%	84.55%
Finance and Accounting	1,065,041	104,468	96,678	9.81%	108.06%
Materials Management	307,536	43,414	28,521	14.12%	152.22%
Human Resources	1,057,425	143,139	94,623	13.54%	151.27%
General Administration	527,401	44,328	48,273	8.40%	91.83%
Capital Project Management	475,611	53,929	45,248	11.34%	119.19%
Marketing & Communications	1,150,839	127,314	104,907	11.06%	121.36%
Safety & Security	3,129,631	308,150	267,969	9.85%	114.99%
Staples Street Center	1,167,988	120,166	99,812	10.29%	120.39%
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	25,098	6,188	33.80%	405.59%
Street Improvements Program for CCRTA Re	3,625,032	302,086	302,086	8.33%	100.00%
Total Expenses	52,044,248	4,842,436	4,474,829	9.30%	108.22%
Revenues Over Expenses - Operating Budget	626,829	120,610	886,527		
CIP BUDGET					
	A	B	C = A / 12	B / A	
Funding Sources					
Transfer In	923,924	76,994	76,994	8.33%	100.00%
Grant Revenue	6,410,043	369,426	369,426	5.76%	0.00%
Total Funding Sources	7,333,967	446,420	446,420	6.09%	100.00%
Capital Expenditures					
Grant Eligible Costs	6,410,043	369,426	369,426	5.76%	0.00%
Depreciation Expenses	1,550,753	129,229	129,229	8.33%	100.00%
Total Expenditures	7,960,796	498,655	498,655	6.26%	100.00%
Funding Sources Over Expenditures	(626,829)	(52,235)	(52,235)	8.33%	100.00%
Revenues Over Expenses - Operating Budget	626,829	120,610	886,527		
Revenues Over Expenses - CIP Budget	(626,829)	(52,235)	(52,235)		
Revenues Over Expenses (including round \$	(0) \$	68,375 \$	834,292		

*** The Transfer In is for the periods of October through December only. Accordingly, the transfer amount is divided by 3. Meanwhile, the monthly expense budget is based on the Approved Budget divided by 12, plus Budget Amendment #1 divided by 3 for the months of October through December.

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

OPERATING BUDGET	12/2025				
	2025 Amended Budget	YTD 2025 Actual	YTD Baseline into Budget	% YTD Actual to Budget	% Actual to Baseline
	A	B	C = A	B / A	C vs B
Revenues					
Passenger service	\$ 1,163,193	\$ 1,096,872	\$ 1,163,193	94.30%	94.30%
Bus advertising	212,297	219,032	212,297	103.17%	103.17%
Other operating revenues	7,095	50,076	7,095	705.83%	705.83%
Sales Tax Revenue	43,222,564	43,311,737	43,222,564	100.21%	100.21%
Federal, state and local grant assistance	4,473,575	4,057,917	4,473,575	90.71%	90.71%
Investment Income	2,033,727	1,716,113	2,033,727	84.38%	84.38%
Staples Street Center leases	536,647	487,432	536,647	90.83%	90.83%
Transfer In***	1,021,981	1,021,981	1,021,981	100.00%	100.00%
Total Revenues	52,671,077	51,961,160	52,671,077	98.65%	98.65%
Expenses					
Transportation	12,218,744	12,785,770	12,218,744	104.64%	104.64%
Customer Programs	759,699	745,648	759,699	98.15%	98.15%
Purchased Transportation	9,491,286	9,157,332	9,491,286	96.48%	96.48%
Service Development	688,980	601,569	688,980	87.31%	87.31%
MIS	2,124,423	1,906,334	2,124,423	89.73%	89.73%
Vehicle Maintenance	7,261,063	7,433,611	7,261,063	102.38%	102.38%
Facilities Maintenance	3,502,491	3,367,147	3,502,491	96.14%	96.14%
Contracts and Procurements	536,313	528,840	536,313	98.61%	98.61%
CEO's Office	1,173,136	1,044,595	1,173,136	89.04%	89.04%
Finance and Accounting	1,065,041	961,344	1,065,041	90.26%	90.26%
Materials Management	307,536	331,990	307,536	107.95%	107.95%
Human Resources	1,057,425	935,634	1,057,425	88.48%	88.48%
General Administration	527,401	427,514	527,401	81.06%	81.06%
Capital Project Management	475,611	477,205	475,611	100.34%	100.34%
Marketing & Communications	1,150,839	1,032,326	1,150,839	89.70%	89.70%
Safety & Security	3,129,631	3,051,059	3,129,631	97.49%	97.49%
Staples Street Center	1,167,988	1,267,579	1,167,988	108.53%	108.53%
Debt Service	1,607,353	1,606,953	1,607,353	99.98%	99.98%
Special Projects	100,000	7,749	100,000	7.75%	7.75%
Subrecipient Grant Agreements	74,256	29,836	74,256	40.18%	40.18%
Street Improvements Program for CCRTA Re	3,625,032	3,625,032	3,625,032	100.00%	100.00%
Total Expenses	52,044,248	51,325,067	52,044,248	98.62%	98.62%
Revenues Over Expenses - Operating Budget	626,829	636,093	626,829		
CIP BUDGET					
	A	B	C = A	B / A	C vs B
Funding Sources					
Transfer In	923,924	923,924	923,924	100.00%	100.00%
Grant Revenue	6,410,043	11,278,324	11,278,324	175.95%	0.00%
Total Funding Sources	7,333,967	12,202,248	12,202,248	166.38%	100.00%
Capital Expenditures					
Grant Eligible Costs	6,410,043	11,278,324	11,278,324	175.95%	0.00%
Depreciation Expenses	1,550,753	1,550,753	1,550,753	100.00%	100.00%
Total Expenditures	7,960,796	12,829,077	12,829,077	161.15%	100.00%
Funding Sources Over Expenditures	(626,829)	(626,829)	(626,829)	100.00%	100.00%
Revenues Over Expenses - Operating Budget	626,829	636,093	626,829		
Revenues Over Expenses - CIP Budget	(626,829)	(626,829)	(626,829)		
Revenues Over Expenses (including round \$	(0) \$	9,264 \$	(0) \$		

*** The Transfer In is for the periods of October through December only. Accordingly, the transfer amount is divided by 3. Meanwhile, the monthly expense budget is based on the Approved Budget divided by 12, plus Budget Amendment #1 divided by 3 for the months of October through December.

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

	Unaudited December 31 2025	Audited December 31 2024
ASSETS		
Current Assets:		
Cash and Cash Equivalents	\$ 29,108,299	\$ 28,661,486
Short Term Investments	3,984,843	10,959,672
Receivables:		
Sales and Use Taxes	7,847,792	7,042,268
Federal Government	362,884	239,980
Other	488,080	1,057,892
Inventories	757,030	785,916
Prepaid Expenses	660,415	662,739
Total Current Assets	43,209,343	49,409,953
Non-Current Assets:		
Restricted Cash and Cash Equivalents	575,308	575,308
Long Term Investments	3,499,180	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	1,761,117	1,594,044
Construction in Progress	7,834,438	7,834,438
Current Year Additions	18,765,496	-
Total Capital Assets	191,710,116	172,777,545
Less: Accumulated Depreciation	(95,814,923)	(94,264,170)
Net Capital Assets	95,895,193	78,513,375
Total Non-Current Assets	101,417,954	88,022,369
TOTAL ASSETS	144,627,297	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	2,386,433	2,570,005
Total Deferred Outflows	8,569,465	8,753,037
TOTAL ASSETS AND DEFERRED OUTFLOWS	153,196,764	146,185,359

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

Statement of Net Position

Month ended December 31, 2025, and year ended December 31, 2024 (continued)

	Unaudited December 31 2025	Unaudited December 31 2024
LIABILITIES AND NET POSITION		
Current Liabilities:		
Accounts Payable	1,357,477	936,307
Current Portion of Long-Term Liabilities:		
Long-Term Debt	-	950,000
Compensated Absences	374,238	374,238
Net OPEB Liability - Current Portion	115,150	115,150
Software Subscription Liability	30,529	92,800
Lease Liability	110,839	110,839
Distributions to Regional Entities Payable	1,590,302	4,928,041
Other Accrued Liabilities	1,622,619	1,421,888
Total Current Liabilities	5,201,153	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	114,008	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	29,051,465	28,984,260
TOTAL LIABILITIES	34,252,618	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	39,012,184	42,673,089
Net Position:		
Net Invested in Capital Assets	82,833,608	64,186,996
Restricted for FTA Interest	575,308	575,308
Unrestricted	30,775,664	38,749,966
TOTAL NET POSITION	\$ 114,184,580	\$ 103,512,270

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

	<u>12/31/2025</u>
Cash Flows From Operating Activities:	
Cash Received from Customers	\$ 76,839
Cash Received from Bus Advertising and Other Ancillary	76,094
Cash Payments to Suppliers for Goods and Services	(1,510,192)
Cash Payments to Employees for Services	(1,883,847)
Cash Payments for Employee Benefits	(638,254)
Net Cash Used for Operating Activities	<u>(3,879,361)</u>
Cash Flows from Non-Capital Financing Activities:	
Sales and Use Taxes Received	4,283,310
Grants and Other Reimbursements	351,145
Distributions to Subrecipient Programs	(14,474)
Distributions to Region Entities	(3,276,368)
Net Cash Provided by Non-Capital Financing Activities	<u>1,343,613</u>
Cash Flows from Capital and Related Financing Activities:	
Federal and Other Grant Assistance	1,194,207
Proceeds/Loss from Sale of Capital Assets	-
Proceeds from Bonds	-
Repayment of Long-Term Debt	-
Interest and Fiscal Charges	-
Purchase and Construction of Capital Assets	(1,735,588)
Net Cash Used by Capital and Related Financing Activities	<u>(541,382)</u>
Cash Flows from Investing Activities:	
Investment Income	122,401
Purchases of Investments	-
Maturities and Redemptions of Investments	1,000,000
Premiums/Discounts on Investments	-
Net Cash Provided by Investing Activities	<u>1,122,401</u>
Net decrease in Cash and Cash Equivalents	(1,954,729)
Cash and Cash Equivalents (Including Restricted Accounts), December 1, 2025	31,638,336
Cash and Cash Equivalents (Including Restricted Accounts), December 31, 2025	\$ <u><u>29,683,607</u></u>

Subject: February 2025 Procurement Update

Overview:

The purpose of this memorandum is to provide the Board of Directors with a monthly update on procurement activities at the Corpus Christi Regional Transportation Authority (CCRTA). This report includes an overview of current procurements issued and a three-month outlook on agreements falling under the CEO’s signature authority.

Board Priority

This item aligns with the Board Priority – **Public Image and Transparency**

Current Procurements Issued

The following solicitation is currently active:

- **Description:** Project Management Services for the Construction of a New Maintenance Facility
- **Term of Contract:** Two-and-a-Half-Year Term
- **Solicitation Issuance Date:** December 30, 2025
- **Solicitation Due Date:** February 10, 2026
- **Estimated Cost:** \$810,000
- **Committee Review Date:** March 25, 2026

CEO’s Signature Authority – Three-Month Outlook

The following table outlines future agreements scheduled to commence within the next three months:

Description of Future Agreement	Agreement Start Date	Current Agreement Amount
Website Maintenance and Website Hosting	3/05/26	\$16,390
Parts Cleaner Service	3/08/26	\$42,025 (total for 3 yr term)
Paratransit CAD/AVL Fleet Maintenance and Warranty Support	4/01/26	\$40,031

Description of Future Agreement	Agreement Start Date	Current Agreement Amount
Towing/Wrecker Services	4/13/26	\$31,464 (3YR Term)
ESTIMATED TOTAL		\$129,910

Recommendation

For informational purposes

Respectfully Submitted,

Submitted by: Christian Perez
Director of Procurement

Reviewed by: Robert M. Saldaña
Managing Director of Administration

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

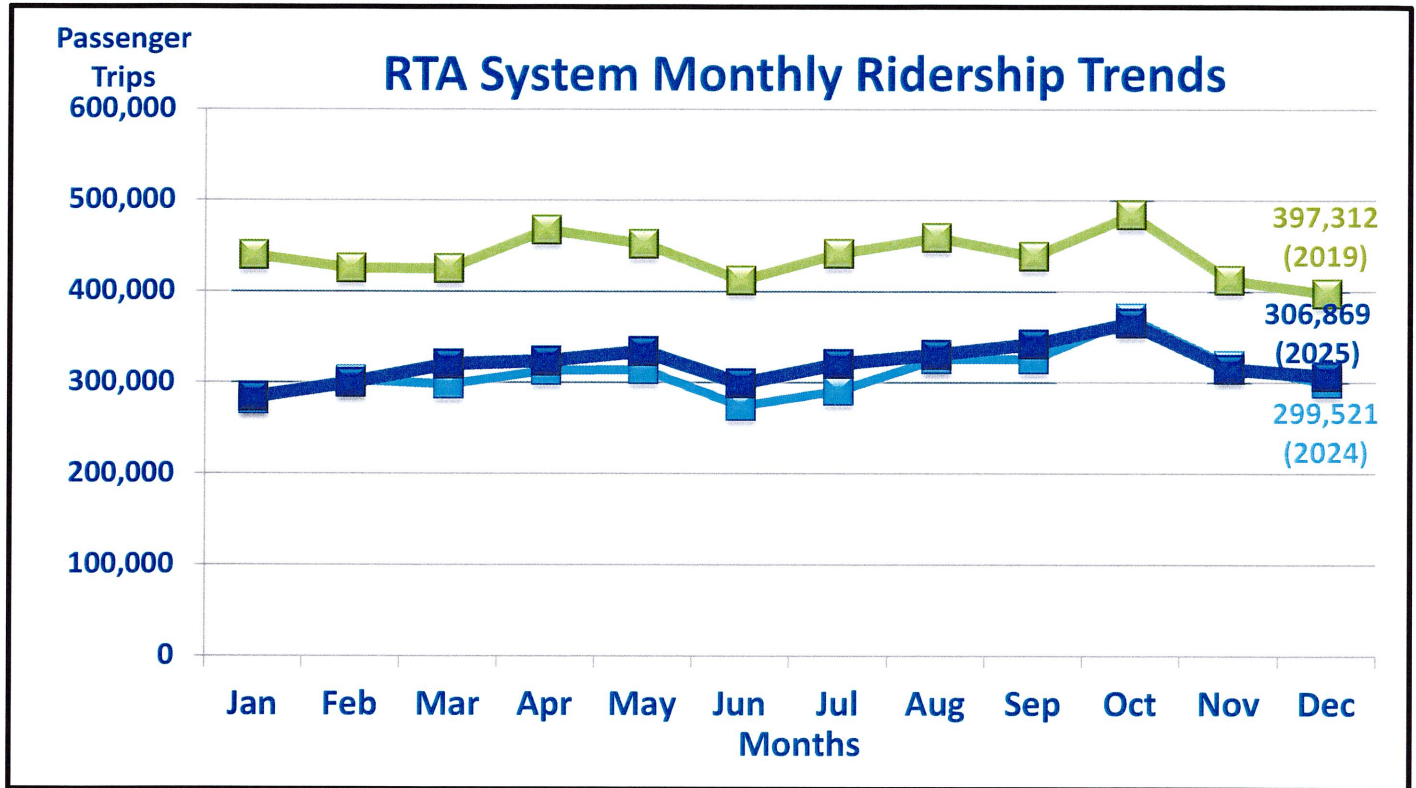
Subject: December 2025 Operations Report

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

December 2025 system-wide passenger trips totaled 306,869 which represents a 2.5% increase, compared to 299,521 passenger trips in December 2024 with 7,348 more trips provided this month. December 2019 had 397,312 passenger trips or 90,443 more trips as compared to December 2025.

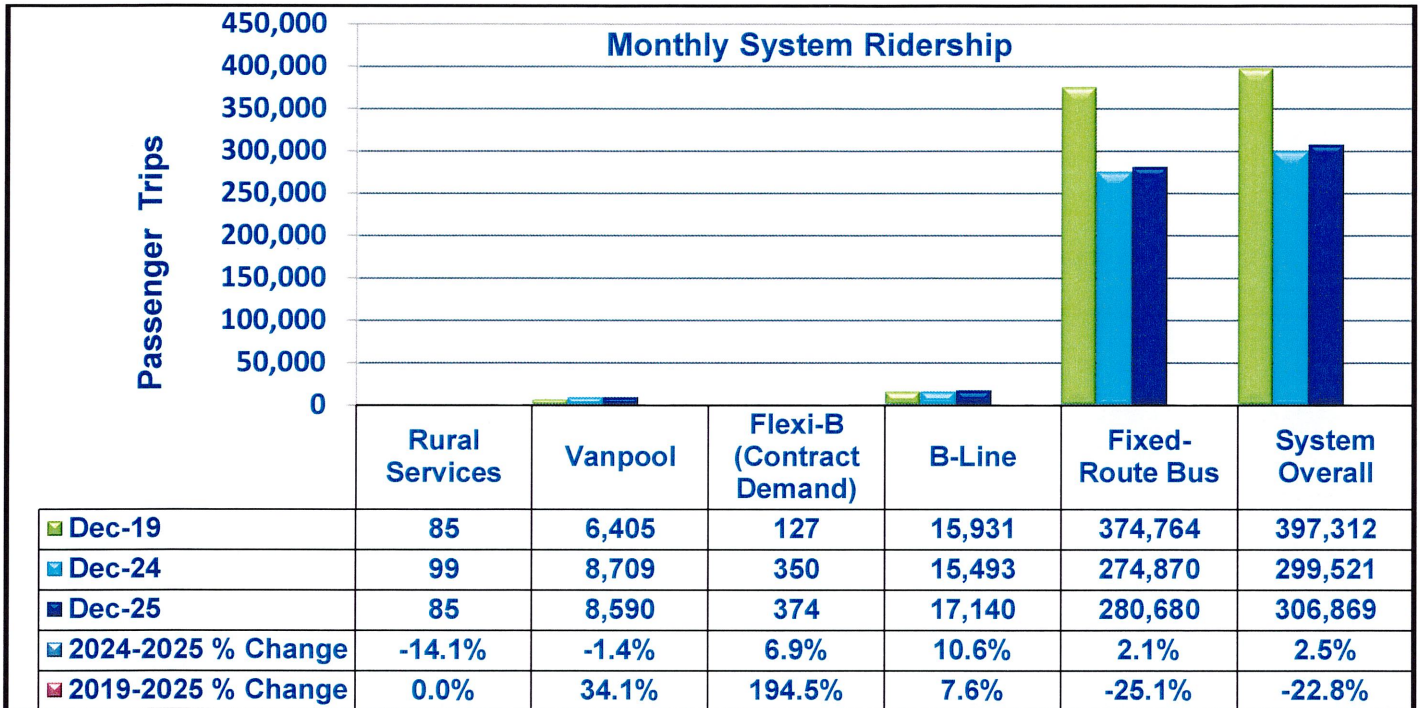


December 2025	December 2024	Variance
22 Weekdays	21 Weekdays	+1
4 Saturdays	4 Saturdays	-
4 Sundays	5 Sundays	-1
30 Days of operation	30 Days of operation	-

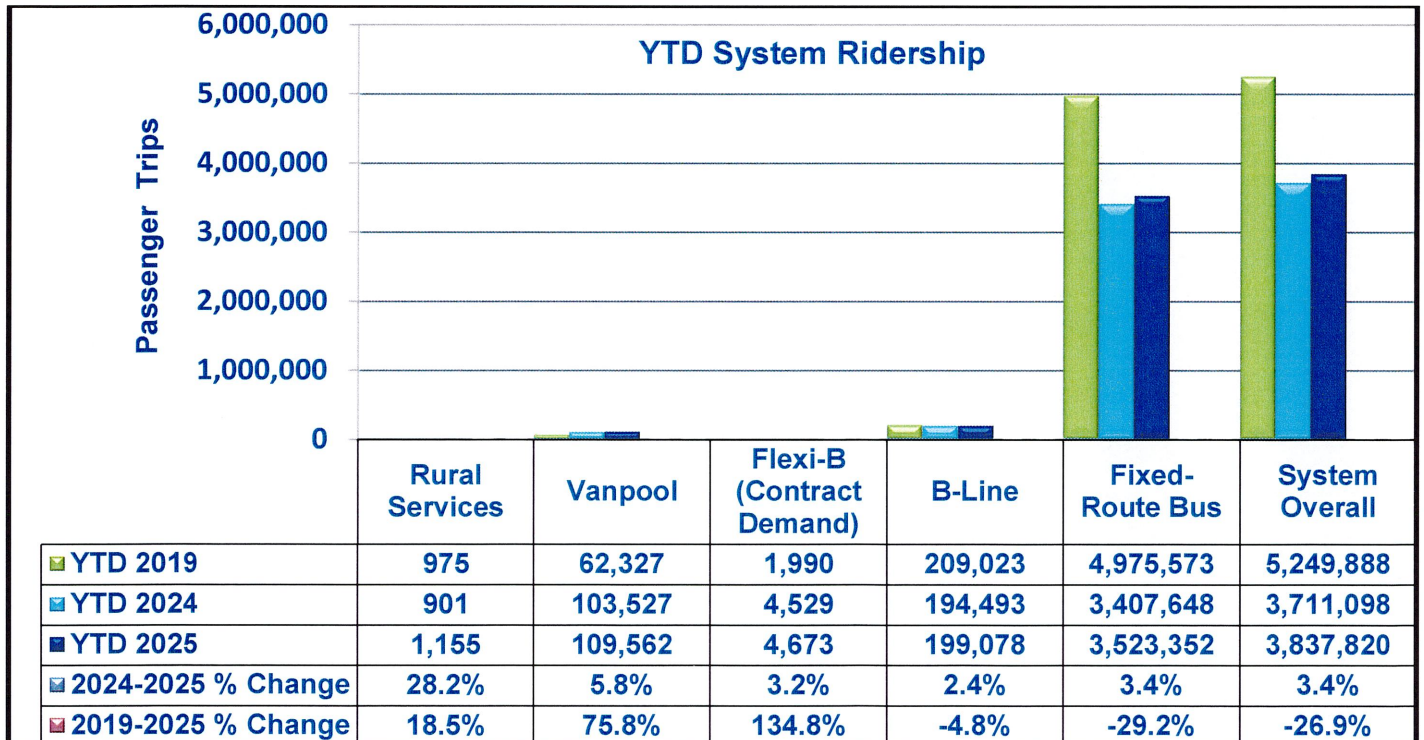
The average retail price for unleaded gas in Corpus Christi was \$2.34 per gallon compared to \$2.54 per gallon in December 2024¹. December rainfall was below the average of 1.93 inches at 1.05 inches recorded. December 2024 recorded only 0.55 inches of rainfall, below the average rainfall of 1.93 inches.² The 72.4-degree average high temperature for December 2025 was above the normal average high temperature of 69.6 degrees.

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

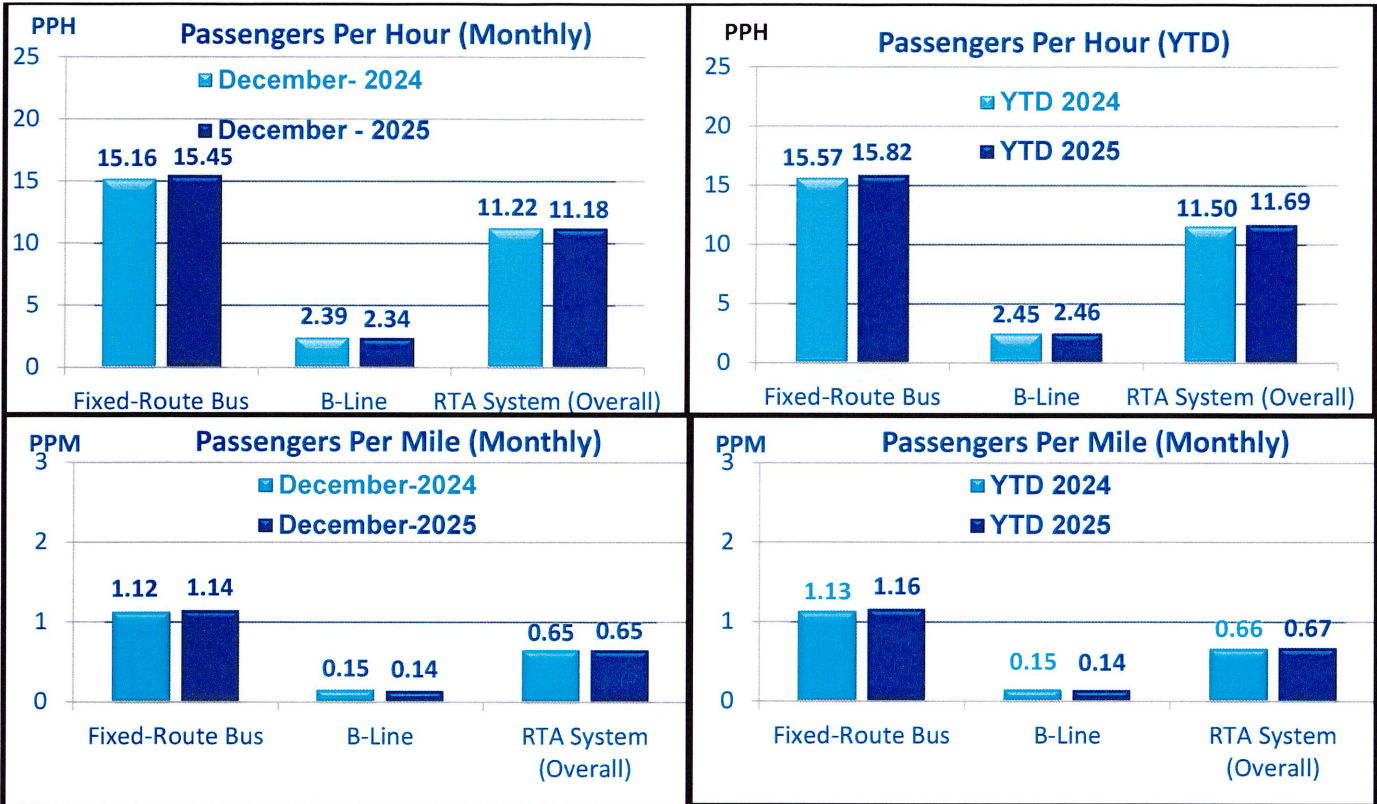
The chart below shows monthly ridership results for all services. CCRTA recorded 7,348 more passenger trips in December 2025 or a 2.5% increase from December 2024 ridership. When comparing ridership in December 2019 to December 2025, the number of passenger trips decreased by 90,443 or 22.8%.



The chart below shows YTD ridership results for all services. Results included 126,722 more trips as compared to 2024, however, there were 1,412,068 fewer trips compared to 2019.

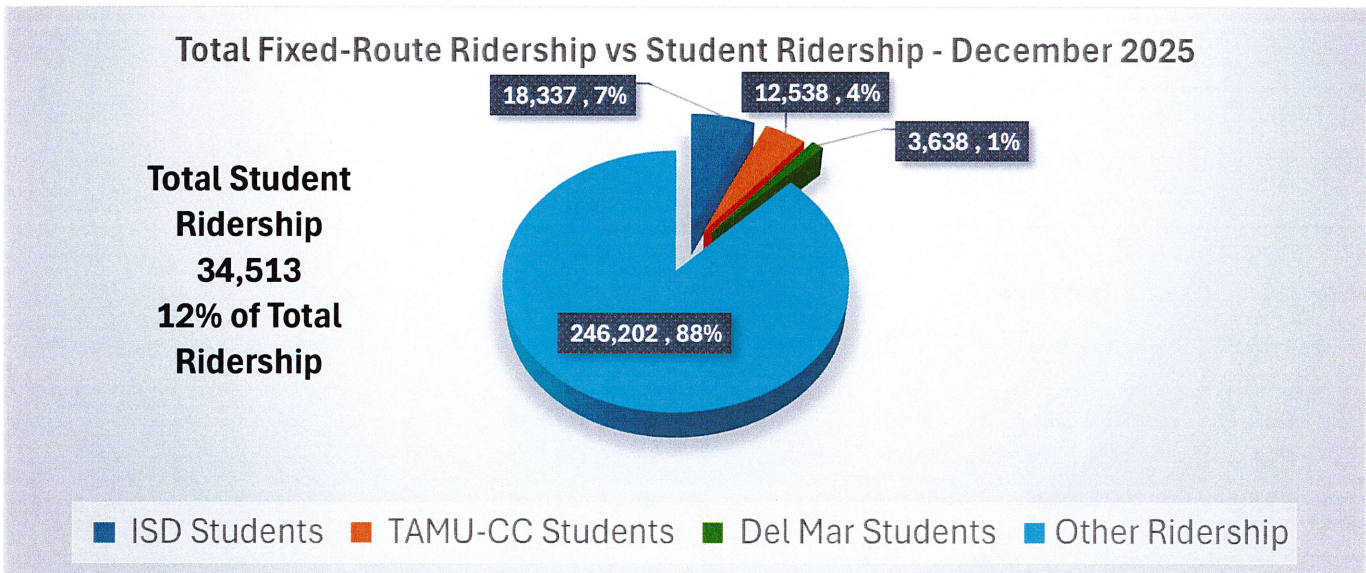


The following four charts are system-wide productivity for the month of December 2025 vs. December 2024 and YTD figures.

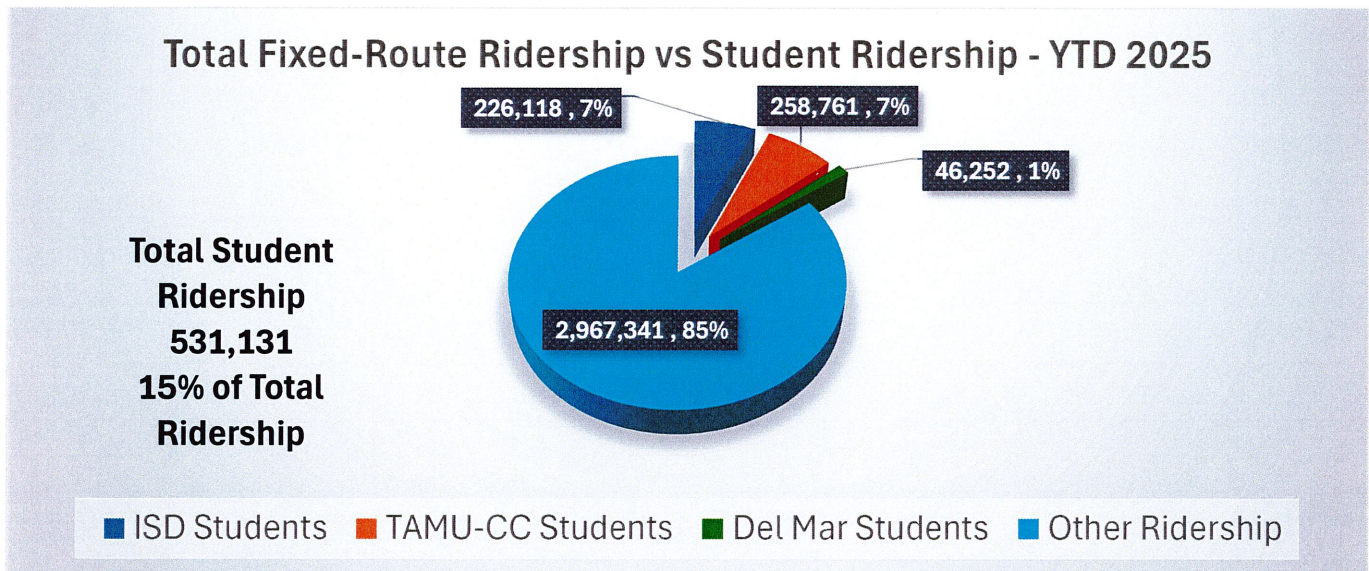


Student Ridership

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



The following chart illustrates total fixed route ridership vs student ridership for YTD 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

- **Alameda St. (Louisiana-Texan Trail):** Project began Fall 2023. Project now complete as of January 22, 2026. Routes **5 & 17** are no longer on detour, and all stops are now open for service (Route 17 detour was still in place, and the closed stops were still closed during the entire month of December).

- (19 stops were directly impacted along Alameda and Texan Trail)

- **Everhart Rd. (SPID-S. Staples):** Project began September 2023. Project is now nearing completion which is anticipated in March 2026.

- Routes 32 & 37 (Detoured) **7** stops closed or impacted on Everhart Rd.

- **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) No detour yet

- **Beach Ave. (North Beach):** On Hold.

- Route 78 (2 stops impacted but not yet)

- **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)

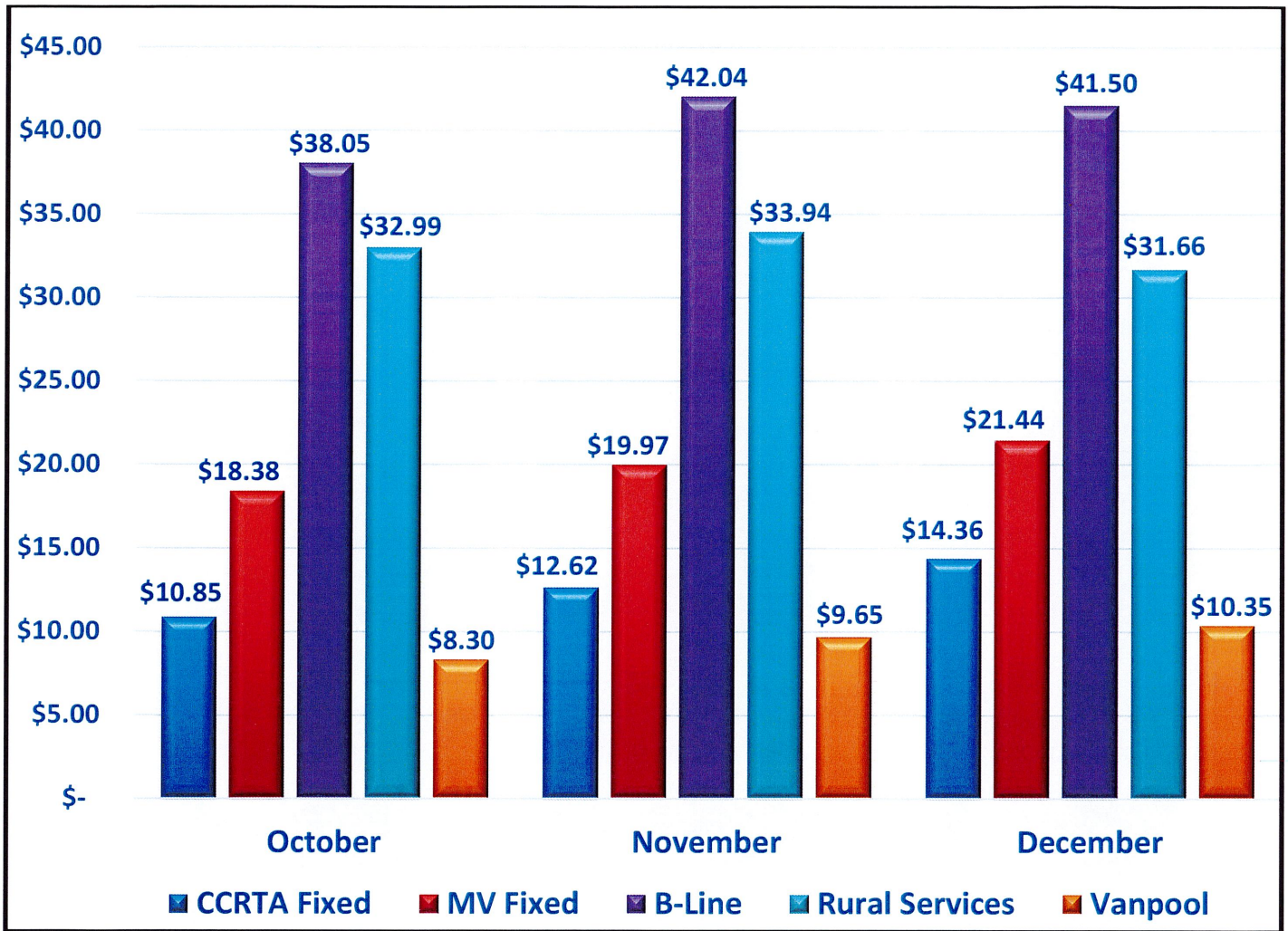
- **Upper/Mid./Lower Broadway:** Project in design. (30%)

- Routes 6, 76, 78 (no stops impacted)

Possible Detours

For December 2025, there were 4 impacted fixed routes out of 32 fixed route services in operation. This equates to approximately 13% of CCRTA services. Impacted bus route services include: **5, 17, 32 & 37**. There were **26** closed or impacted stops in December 2025.

Fourth Quarter Costs per Passenger



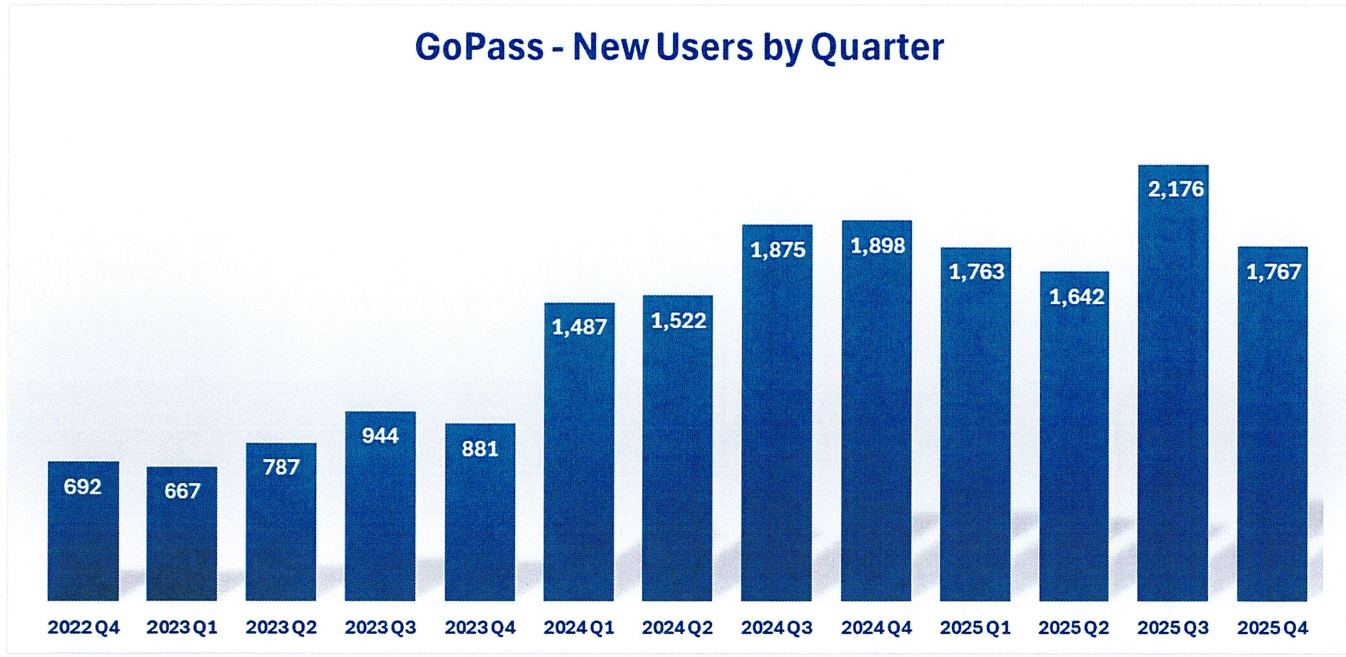
The following table includes Cost per Passenger totals by service mode for the fourth quarter of 2025. In addition, year-to-date (YTD) averages by service mode are included.

Month	CCRTA Fixed	MV Fixed	B-Line	Rural Services	Vanpool
October	\$ 10.85	\$ 18.38	\$ 38.05	\$ 32.99	\$ 8.30
November	\$ 12.62	\$ 19.97	\$ 42.04	\$ 33.94	\$ 9.65
December	\$ 14.36	\$ 21.44	\$ 41.50	\$ 31.66	\$ 10.35
4th Quarter Average	\$ 12.61	\$ 19.93	\$ 40.53	\$ 32.87	\$ 9.43
Year to Date Average	\$ 11.72	\$ 20.37	\$ 39.79	\$ 33.58	\$ 8.85

GoPass App

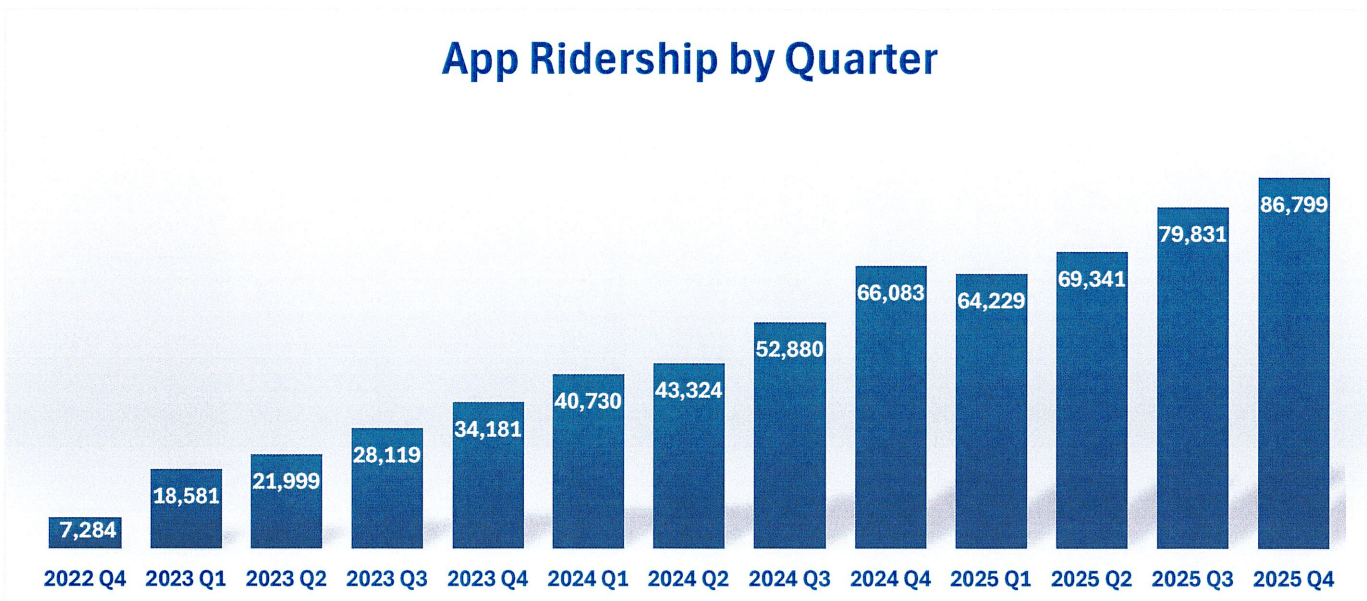
1. New Users by Quarter

In 2025, Q4 new users number dropped slightly to 1,767 from the platform high of 2,176 in Q3. The Q4 total is similar to the Q1 total of 1,763.



2. App Ridership by Quarter

The App ridership reached a new record high of 86,799 rides during Q4 2025, surpassing all previous quarters. This continued growth in usage suggests increased engagement from existing users, pointing to strong user retention and consistent app utility.



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

Schedule Adherence	Standard	Sep-25	Oct-25	Nov-25	Dec-25	4-Month Average
Early Departure	<1%	0.0%	0.0%	0.8%	0.0%	0.2%
Departures within 0-5 minutes	>85%	90.6%	91.6%	90.6%	92.6%	91.4%
Monthly Wheelchair Boardings	No standard	4,078	4,365	4,087	4,071	4,150
Monthly Bicycle Boardings	No standard	7,924	8,610	7,282	7,707	7,881

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

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

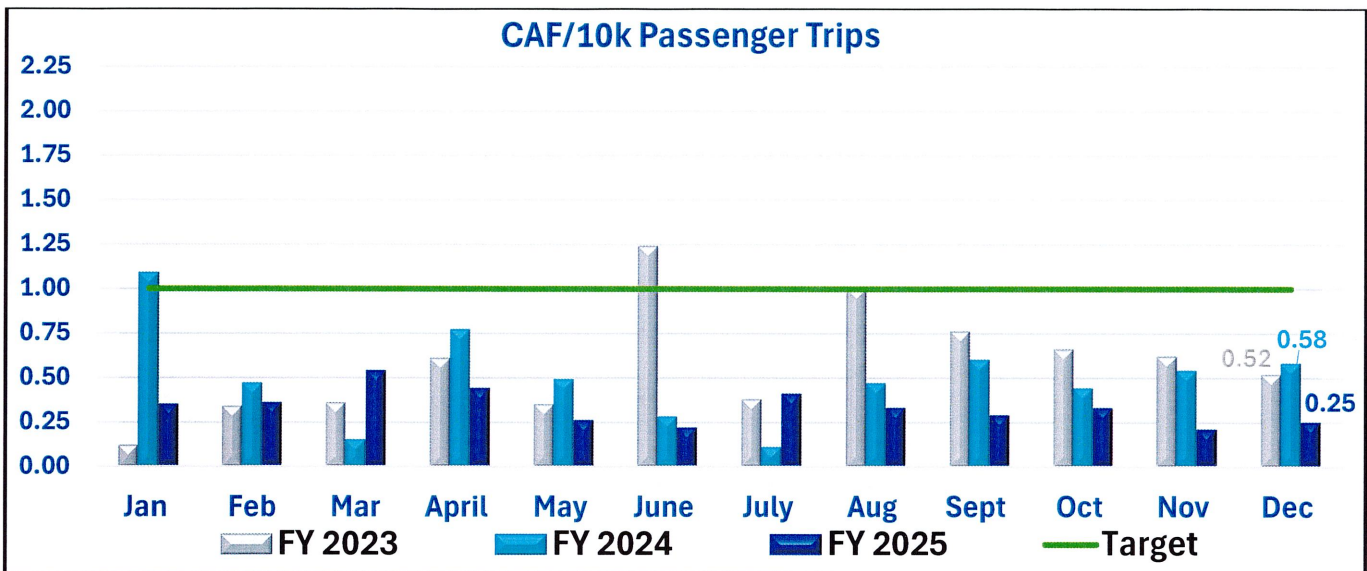
Metric	Standard	Sep-25	Oct-25	Nov-25	Dec-25	(4) Month-Ave.
Passengers per Hour	2.50	2.44	2.41	2.34	2.34	2.38
On-time Performance	95.0%	85.9%	90.4%	94.5%	93.7%	91.1%
Denials	0.00%	0.00%	0.00%	0.00%	0.00%	0.0%
Miles Between Road Calls	12,250	28,069	26,305	26,318	39,337	30,007
Monthly Wheelchair Boardings	No standard	3,870	4,095	3,535	3,795	3,824

- Productivity: **2.34** Passengers per Hour (PPH) did not meet the contract standard of 2.50 PPH.
- On-time Performance: **93.7%** 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): **39,337** did meet the contract standard of 12,250 miles.
- Ridership Statistics: **11,168** ambulatory boardings; **3,795** wheelchair boardings

Customer Programs Monthly Customer Assistance Form (CAF) Report

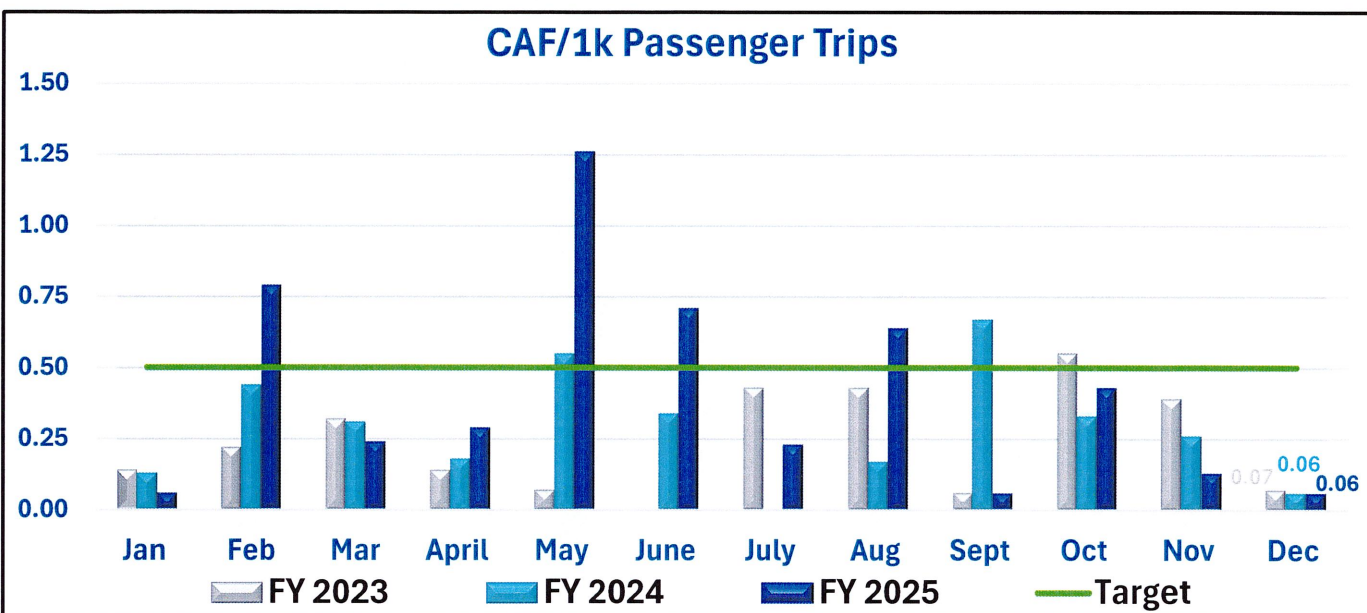
For the month of December 2025, Customer Service received and processed **34** Customer Assistance Forms (CAF's). A total of **31** or 91% were CCRTA and Contract Fixed Route Services, of which **7** were verified as valid. This equates to approximately **0.25** CAFs per 10,000 passenger trips. Fixed Route Services did not receive any commendations this month.

Number of CAFs/10k for Fixed Route Services



For the month of December 2025, Customer Service received and processed **34** Customer Assistance Forms (CAF's). A total of **3** or 9% for B-Line Services, of which **1** was verified as valid. This equates to approximately **0.06** CAFs per 1,000 passenger trips. B-Line Services did not receive any commendations this month.

Number of CAFs/1k for B-Line Services



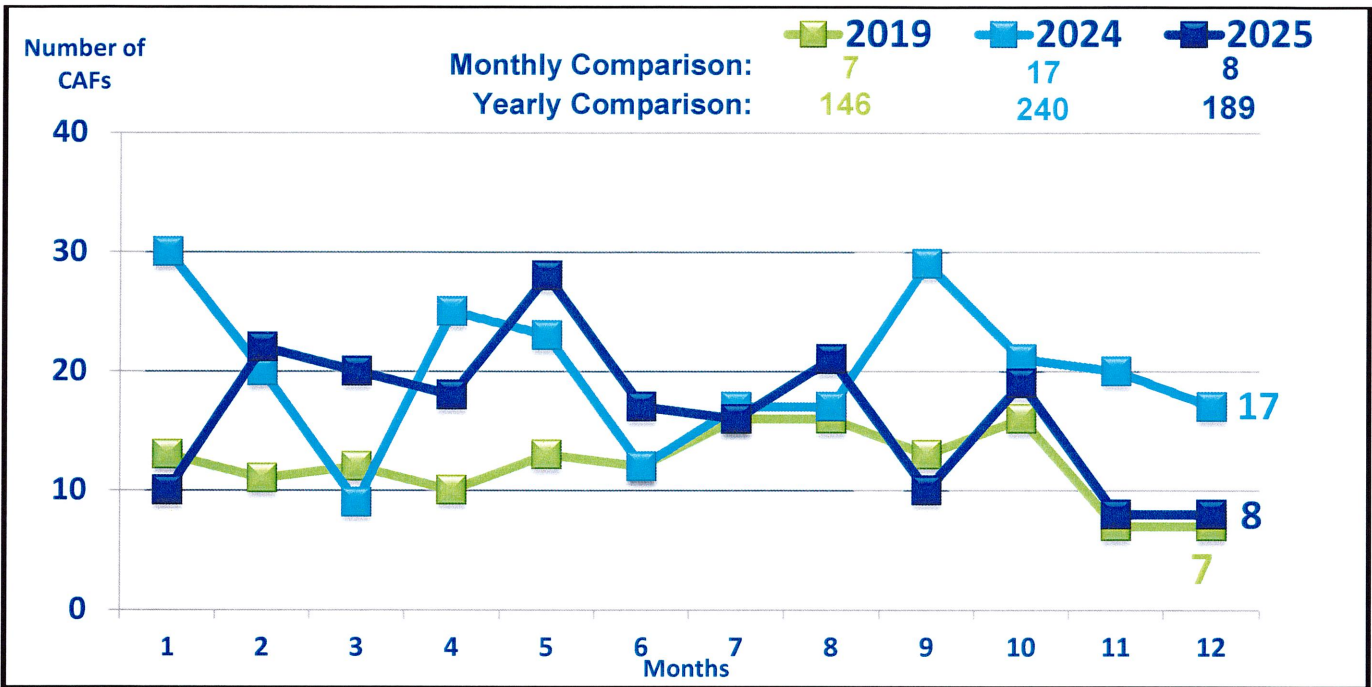
Route Summary Report:

Route	# of CAFs	Route	# of CAFs
#3 NAS Shuttle		#50 Calallen/Robstown/NAS Ex (P&R)	
#4 Flour Bluff	1	#51 Gregory/NAS Ex (P&R)	
#5 Alameda		#54 Gregory/Downtown Express	
#5x Alameda Express		#60 Momentum Shuttle	1
#6 Santa Fe/Malls		#65 Padre Island Connection	
#12 Hillcrest/Baldwin	1	#76 Downtown Shuttle	
#15 Kostoryz/Carroll HS		#78 North Beach	
#16 Morgan/Port		#83 Advanced Industries	
#17 Carroll/Southside	1	#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	2	B-Line (Paratransit) Services	3
#25 Gollihar/Greenwood		Transportation	
#26 Airline/Lipes		Service Development	
#27 Leopard	3	Facilities Maintenance/Bus Stops	9
#28 Leopard/Navigation	1	IT/Electronics	
#29 Staples	2	Safety & Security	4
#32 Southside		Vehicle Maintenance	
#34 Robstown North		Commendations	0
#35 Robstown South			
#37 Crosstown/TAMU-CC	2		
		Total CAFs	34

Processed CAF Breakdown by Service Type:

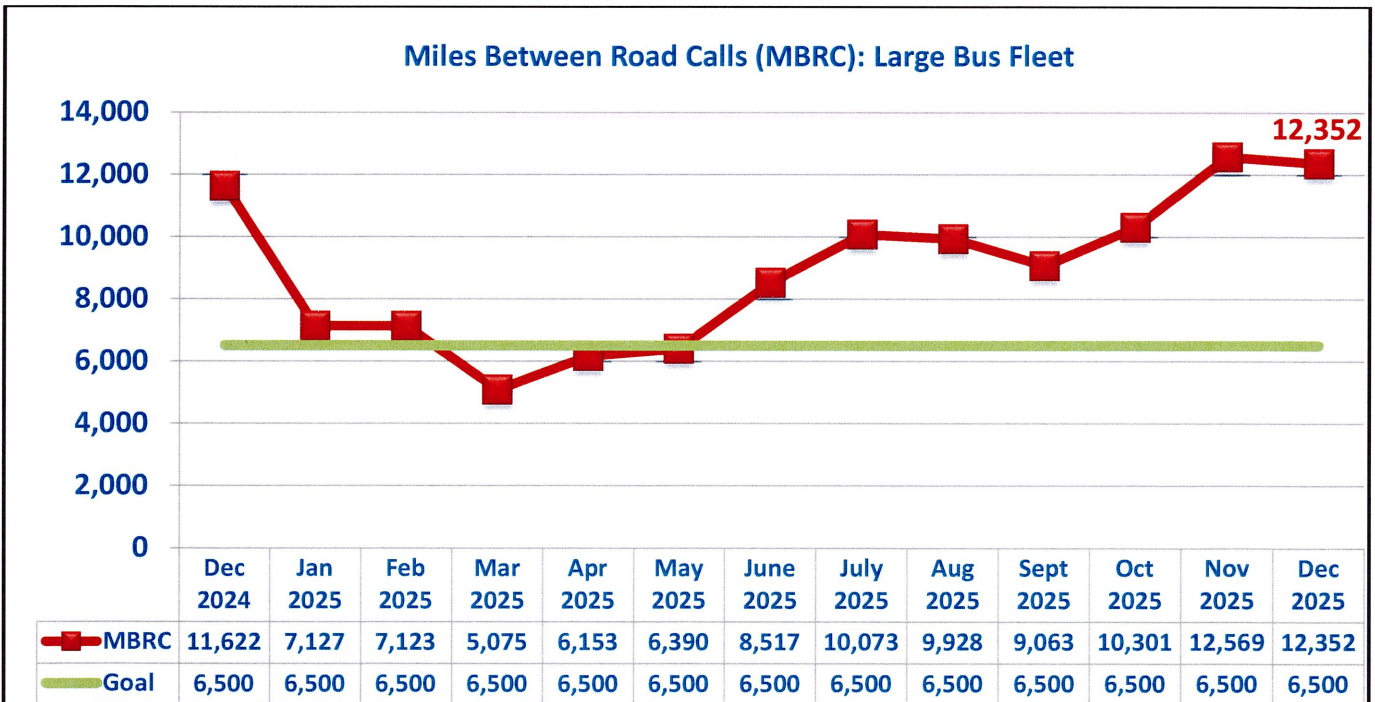
CAF Category	RTA Fixed Route	B-Line ADA Paratransit	Purchased Transportation	Totals
ADA	1			1
Service Stop Issues				
Driving Issues	1	1	1	3
Customer Services	1	1		2
Late/Early – No Show	3		2	5
Alleges Injury				
Fare/Transfer Dispute				
Heating/Cooling				
Dispute Drop-off/Pickup				
Rude	1		1	2
Left Behind/Passed Up	5		2	7
Inappropriate Behavior		1		1
Policy				
Incident at Stop				
Incident on Bus				
Incident at Station				
Securement/Tie-Down Issue				
Denial of Service				
Policy				
Safety & Security	4			4
Facility Maintenance	9			9
Service Development				
IT/Electronics				
Vehicle Maintenance				
Scheduling Issues				
Commendations				
Total CAFs	25	3	6	34

Customer Programs Validated & Verified (CAF's) Count



Vehicle Maintenance Department: Miles Between Road Calls Report

In December 2025, 12,352 miles between road calls (MBRC) were recorded as compared to 11,622 MBRC in December 2024. A standard of 6,500 miles between road calls is used based on the fleet size, age and condition of CCRTA vehicles. The thirteen-month average is 8,946.



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*
Derrick Majchszak
Chief Executive Officer