

**McAllen International Toll Bridge**

Financial Statements  
And Report of Independent Certified Public Accountants

September 30, 2018 and 2017



# McALLEN INTERNATIONAL TOLL BRIDGE

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## Independent Auditor's Report

To the Board of Trustees  
McAllen International Toll Bridge

### Report on the Financial Statements

We have audited the accompanying financial statements of the McAllen International Toll Bridge (the Bridge) as of and for the year ended September 30, 2018, and the related notes to the financial statements, which collectively comprise the Bridge's basic financial statements as listed in the table of contents.

### *Management's Responsibility for the Financial Statements*

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### *Auditor's Responsibility*

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### *Opinion*

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the McAllen International Toll Bridge as of as of September 30, 2018, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

The Board of Trustees  
McAllen International Toll Bridge

***Emphasis of Matter***

*Financial Reporting Unit*

As discussed in Note 1, the financial statements present only the Bridge and do not purport to, and do not, present fairly the financial position of the City of McAllen, as of September 30, 2018 and 2017, the changes in its financial position or its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

***Other Matters***

*Predecessor Auditor*

The financial statements of the Bridge for the year ended September 30, 2017 were audited by another auditor, whose report dated February 1, 2018 included an emphasis-of-matter paragraph describing the financial reporting unit disclosed in Note 1 to the financial statements, and expressed an unmodified opinion on those statements.

*Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

*Supplemental Information*

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Bridge's basic financial statements. The supplementary information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Schedule of Income Distribution, Schedule of Rental Income, Schedule of Expenses by Department, Combining Schedule of Net Position (except the Anzalduas International Crossing information), Combining Schedule of Revenues, Expenses, and Changes in Net Position (except the Anzalduas International Crossing information), and Combining Schedule of Cash Flows (except the Anzalduas International Crossing information) are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Income Distribution, Schedule of Rental Income, Schedule of Expenses by Department, Combining Schedule of Net Position (except the Anzalduas International Crossing information), Combining Schedule of Revenues, Expenses, and Changes in Net Position (except the Anzalduas International Crossing information), and Combining Schedule of Cash Flows (except the Anzalduas International Crossing information) are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The Schedule of Vehicle and Passenger Traffic, Schedule of Car and Truck Traffic Revenue, Schedules of Board Advances to the Anzalduas International Crossing, and Schedule of Insurance Coverage have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

The Board of Trustees  
McAllen International Toll Bridge

We have also audited the financial statements of Anzalduas International Crossing as of and for the year ended September 30, 2018, and have issued our report thereon dated February 8, 2019 which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming an opinion on those financial statements as a whole. Such information, which is included in the supplemental combining schedules of this report, is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare those financial statements. The information has been subjected to the auditing procedures applied in that audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare those financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to those financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated February 8, 2019, on our consideration of the Bridge's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Bridge's internal control over financial reporting and compliance.

*Weaver and Tidwell, L.L.P.*

WEAVER AND TIDWELL, L.L.P.

Austin, Texas  
February 8, 2019

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**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

This discussion and analysis is intended to provide an overview of the McAllen International Toll Bridge's (Hidalgo Bridge) financial performance for the fiscal years ending September 30, 2018 and 2017 and the related effect on its financial condition. Please read it in conjunction with the basic financial statements, which follow and include the notes thereto, which are necessary for a complete understanding of the data contained in the financial statements. Following the notes to the financial statements is certain supplementary information.

***BRIDGE OPERATIONAL HIGHLIGHTS***

The table below reflects the activities for southbound traffic crossings, which remained relatively consistent at last year's levels.

<u>Category</u>	<u>FY 17-18</u>	<u>FY 16-17</u>	<u>Increase (Decrease)</u>	<u>% Increase (Decrease)</u>
Cars	2,794,901	2,862,748	(67,847)	-2.37%
Buses & others	28,993	26,631	2,362	8.87%
Passengers in cars	6,987,253	7,156,870	(169,618)	-2.37%

As shown on the Statement of Revenues, Expenses, and Changes in Net Position, as a result of this year's operations, net position increased by \$975K. Operating revenues decreased \$336K while operating expenses increased by \$175K.

***Overview of the Financial Statements***

The financial statements include the Statement of Net Position, Statement of Revenue, Expenses and Changes in Net Position, and the Statement of Cash Flows for the fiscal years ending September 30, 2018 and 2017.

**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

***Required Financial Statements***

The Statement of Net Position includes all of the assets and deferred outflows of resources and liabilities and deferred inflows of resources of the Hidalgo Bridge and provides information about the nature of the resources and obligations to creditors. The Hidalgo Bridge's net position, which is the difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources, is one indicator of its financial position at one point in time. Over time, increases or decreases in net position may be a useful indicator of whether the financial position of the Hidalgo Bridge is improving or deteriorating.

The Statement of Revenues, Expenses, and Changes in Net Position analyzes the Hidalgo Bridge's operations over the past year and provide comparative information for the previous fiscal year. The statement illustrates the Hidalgo Bridge's ability to cover operating expenses with revenues received during the same year as well as non-operating expenses.

The Statement of Cash Flows is the final required financial statement. This statement provides information on the cash receipts, cash payments, and net changes in cash resulting from operations, financing and investment activities.

Notes to Financial Statements provide additional information that is essential to a full understanding of the data provided in the financial statements. These notes can be found in the section following the Statements of Cash Flows.

***FINANCIAL POSITION SUMMARY***

Net position, and its components, over time serve as a meaningful measure of the Hidalgo Bridge's financial position. For the year ended September 30, 2018, net position increased by \$975K primarily as a result of increased rental and other income. In FY 16-17, net position also increased by \$1.3M, as a result of rental and other income.

**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

A summary of the Hidalgo Bridge's Condensed Statements of Net Position information as of September is presented below:

**Condensed Statements of Net Position Information**

	2018	2017	2016
ASSETS:			
Current assets	\$ 2,283,608	\$ 2,239,696	\$ 2,231,885
Restricted assets	8,302,900	8,253,606	8,252,768
Net capital assets	11,593,326	11,601,846	10,931,595
Other assets	18,294,979	17,633,893	17,002,435
	<u>40,474,813</u>	<u>39,729,041</u>	<u>38,418,683</u>
Total assets	<u>\$ 40,474,813</u>	<u>\$ 39,729,041</u>	<u>\$ 38,418,683</u>
Deferred outflows of resources - pension	\$ 233,858	\$ 303,117	\$ 355,841
	<u>233,858</u>	<u>303,117</u>	<u>355,841</u>
Total assets and deferred outflow of resources	<u>\$ 40,708,671</u>	<u>\$ 40,032,158</u>	<u>\$ 38,774,524</u>
LIABILITIES:			
Current liabilities	\$ 1,346,358	\$ 1,353,128	\$ 1,267,013
Payable from restricted assets	113,374	183,660	64,557
Long-term liabilities	309,309	733,217	1,025,035
	<u>1,769,041</u>	<u>2,270,005</u>	<u>2,356,605</u>
Total liabilities	<u>\$ 1,769,041</u>	<u>\$ 2,270,005</u>	<u>\$ 2,356,605</u>
Deferred inflows of resources	\$ 202,490	\$ 209	\$ -
	<u>202,490</u>	<u>209</u>	<u>-</u>
Total liabilities and deferred inflow of resources	<u>\$ 1,971,531</u>	<u>\$ 2,270,214</u>	<u>\$ 2,356,605</u>
NET POSITION:			
Net investment in capital assets	\$ 11,593,326	\$ 11,601,846	\$ 10,931,595
Restricted	8,339,344	8,086,768	8,188,212
Unrestricted	18,804,470	18,073,330	17,298,112
	<u>38,737,140</u>	<u>37,761,944</u>	<u>36,417,919</u>
Total net position	<u>\$ 38,737,140</u>	<u>\$ 37,761,944</u>	<u>\$ 36,417,919</u>

**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

***Revenues, Expenses and Changes in Net Position***

Southbound car crossings decreased by 2.37% from 2017 to 2018, while the bus and others crossing increased by 8.87%. This generated toll revenue of \$11.6M, a decrease of \$284K when compared to the prior year due to a decrease in crossings. Rental income decreased by \$77K from 2017 to 2018 due to a combination of an increase in the monthly GSA lease rate offset by the UETA rental revenue decline of \$44K. Operating expenses increased from last year's level from \$3.8M to \$4.0M. The operating expense increase of \$175K can be attributed to an decrease of personnel expense of \$90K, compared to 2017 and an increase to depreciation expense of \$162K, compared to 2017, as well as an increase in other services and charges in the amount of \$110K and maintenance expenses, \$6K. Operating income decreased \$510K, resulting in a \$975K increase to net position after distributions to the cities. Operating expenses in 2017 increased from 2016 by \$359K due to an increase in personnel expense of \$241K and an increase in depreciation expense of \$251K, offset by \$110K decrease in other services and charges.

Schedule of Revenues, Expenses, and Changes in Net Position information provides additional information on the changes in the Hidalgo Bridge fund and is presented on the following page.

**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

**Schedule of Revenues, Expenses,  
and Changes in Net Position Information**

	2018	2017	2016
Operating revenues:			
Tolls	\$ 11,572,352	\$ 11,856,205	\$ 11,911,240
Rental income	2,510,503	2,587,122	2,447,657
Other income	309,552	284,973	153,845
Total operating revenues	<u>14,392,407</u>	<u>14,728,300</u>	<u>14,512,742</u>
Operating expenses:			
Personnel	1,509,576	1,599,338	1,358,566
Supplies	79,699	92,249	91,822
Other services and charges	1,035,803	925,711	1,036,163
Maintenance	179,854	174,313	197,417
Depreciation	1,147,670	986,388	734,904
Total operating expenses	<u>3,952,602</u>	<u>3,777,999</u>	<u>3,418,872</u>
Operating income	<u>10,439,805</u>	<u>10,950,301</u>	<u>11,093,870</u>
Nonoperating revenues (expenses):			
Distribution of income to City of Hidalgo	(3,627,039)	(3,727,282)	(3,740,752)
Investment income	94,391	53,791	13,867
Interest expense	(19,229)	(27,335)	(65,478)
Interest on board advances	661,086	631,458	604,807
Sale of fixed assets	(834)	-	-
Total nonoperating expenses, net	<u>(2,891,625)</u>	<u>(3,069,368)</u>	<u>(3,187,556)</u>
Income before transfers and contributions	7,548,180	7,880,933	7,906,314
Capital Contributions	-	86,424	1,944,222
Transfers to City of McAllen	(5,711,863)	(5,700,472)	(5,674,899)
Transfers to debt service Series "B"	(846,258)	(914,417)	(949,755)
Transfer to Health Insurance	(14,863)	(8,443)	(55,744)
Changes in net position	975,196	1,344,025	3,170,138
Total net position at beginning of year	<u>37,761,944</u>	<u>36,417,919</u>	<u>33,247,781</u>
Total net position at end of year	<u>\$ 38,737,140</u>	<u>\$ 37,761,944</u>	<u>\$ 36,417,919</u>

**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

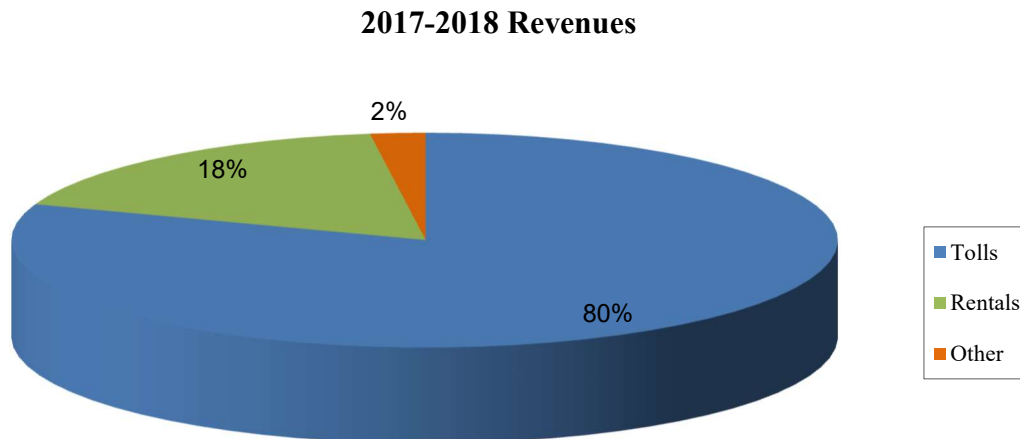
***TOLL RATES***

The Hidalgo Bridge charges tolls on southbound crossings into Mexico for various categories of customers as indicated below:

<u>Category</u>	<u>FY 17-18</u>	<u>FY 16-17</u>
Pedestrians	\$1.00	\$1.00
Cars	\$3.50	\$3.50
Trucks (Depending on # of Axles)	\$7.00-\$20.00	\$7.00-\$20.00
Buses (Depending on # of Axles)	\$7.00-\$9.00	\$7.00-\$9.00
Motorcycles	\$3.50	\$3.50
Extra Axle	\$3.00	\$3.00

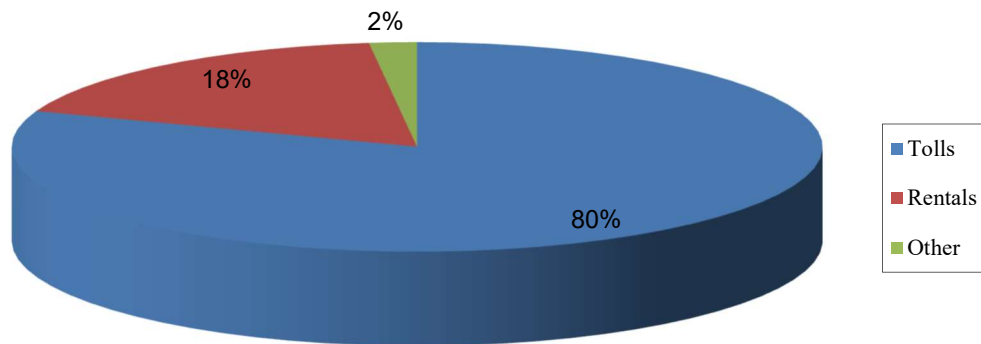
***REVENUES***

The following charts illustrate the relative contribution of each category of revenue to total operating revenues:



**McAllen International Toll Bridge  
Management's Discussion and Analysis (Unaudited)  
September 30, 2018**

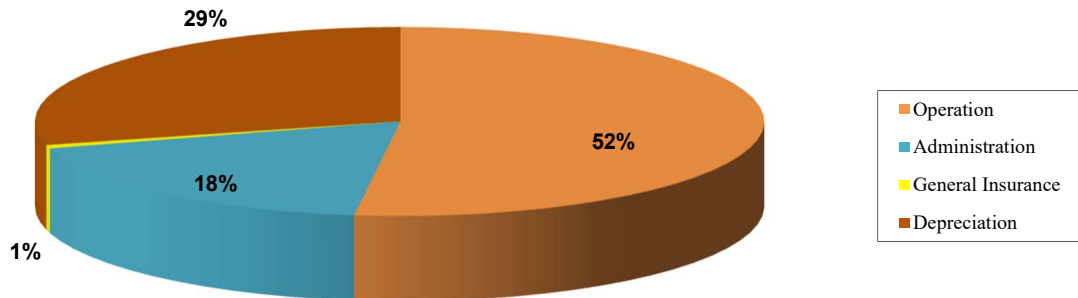
**2016-2017 Revenues**



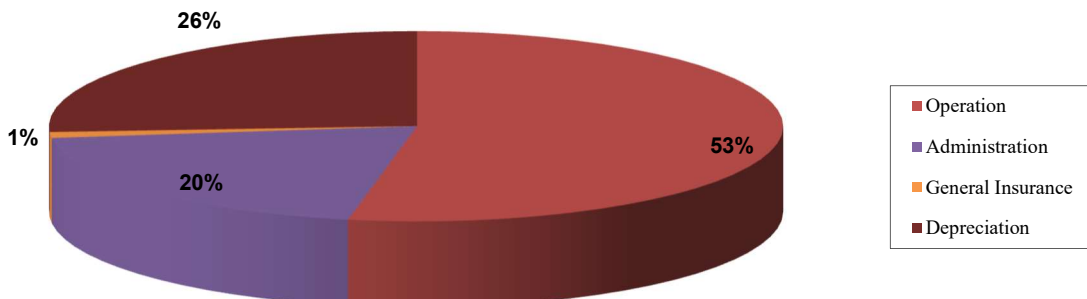
***EXPENSES***

The following charts show the major cost centers and each percentage contribution to total operating expenses.

**2017-2018 Expenses**



**2016-2017 Expenses**



**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

***CAPITAL ASSETS AND DEBT ADMINISTRATION***

***Capital Assets***

At the end of this fiscal year, the Hidalgo Bridge had \$11.6M in capital assets, consisting of the following.

	<b>Capital Assets</b>		
	FY 17-18	FY 16-17	FY 15-16
Land	\$ 809,233	\$ 809,233	\$ 573,798
Buildings	14,415,500	14,415,500	14,162,628
Improvements other than buildings	4,730,271	4,123,982	4,292,858
Machinery and equipment	3,825,705	2,480,732	2,365,260
Construction in progress	598,500	1,450,153	228,417
Goodwill	<u>609,713</u>	<u>609,713</u>	<u>609,713</u>
 Total capital assets	 24,988,922	 23,889,313	 22,232,674
Accumulated depreciation	<u>(13,395,596)</u>	<u>(12,287,467)</u>	<u>(11,301,079)</u>
 Total capital assets, net	 <u><u>\$ 11,593,326</u></u>	 <u><u>\$ 11,601,846</u></u>	 <u><u>\$ 10,931,595</u></u>

In 2018, \$136K was spent on the office building upgrade, \$12K on the federal motor carrier project, \$347K on TMRI equipment upgrades, \$7K on IT storage & network, \$4K on the Point of Entry masterplan, \$163K on bridge repairs, and \$444K toward Southbound lane resurface. For 2017, \$1.0 M was spent on TMRI equipment upgrades, \$217K for restroom renovations, \$118K on canopy improvements, \$109K office building upgrades, \$60K on a 2017 Chevrolet Tahoe and a 2017 Ford F150, \$32K on an electric gate, \$29K on fence restorations, and \$48K toward the federal motor carrier project. In 2016, \$2.5M was spent on additional port of entry construction, \$49K for bird netting, \$102K on two generators, \$24K pedestrian canopy, \$18K on fiber and equipment upgrades, \$15K on a scissor lift, \$27K on restroom renovations, \$57K on pedestrian walkway improvements, and \$94K for office building improvements.

For more detailed information on capital asset activity, refer to Note 3 – Capital Assets.



**McAllen International Toll Bridge**  
**Management's Discussion and Analysis (Unaudited)**  
September 30, 2018

***Debt***

At the end of the fiscal year, the Hidalgo Bridge had no outstanding revenue bonds.

On September 30, 2018, the Hidalgo Bridge had one interfund loan from the City of McAllen for capital improvements:

1. A loan in the amount of \$910,958 was issued on May 1, 2015 for the purpose of financing capital improvements to the port of entry (shell improvements) at a rate of 4.5%, with monthly installment payments of \$16,983 and a maturity date of May 1, 2020. Total interest paid this fiscal year was \$19,229 and total principal paid was \$184,567.

For more detailed information on debt activity, refer to Note 4 – Long Term Liabilities.

***ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES***

During the budget process for fiscal year 2017-18, the elected and appointed officials considered many factors driving bridge crossings, including job growth, growth in new housing, bank deposits, retail sales growth, the unemployment rate, inflation, the level of growth in the maquiladora industry, the dollar exchange rate with the Mexican peso as well as anticipated level of Winter Texan tourists that spend between 4 to 6 months during the winter months in our area as well as the continued uncertainty in Mexico.

For budget year 2018-19, a new project for Federal Motor Carrier has been budgeted for \$1.7M. Several other projects have been budgeted for FY 17-18; pedestrian canopy, southbound lane resurface project, fence restoration, IT storage & network, bicycle project, facility upgrades and port of entry master plan design.

***CONTACTING THE CITY'S FINANCIAL MANAGEMENT***

This financial report is designed to inform the citizens, taxpayers and customers of the City of McAllen, the City of Hidalgo, which shares in the *net surplus revenues* of the Hidalgo Bridge's operations as well as its investors and creditors about the Hidalgo Bridge's finances and to provide accountability for the resources that it receives. If you have any questions about the report or need additional financial information, contact the Finance Director's Office at the City of McAllen, 1300 Houston, McAllen, Texas 78501.

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# Basic Financial Statements

# McAllen International Toll Bridge

## Statements of Net Position September 30, 2018 and 2017

### Assets and Deferred Outflows of Resources

	2018	2017
<b>Current Assets</b>		
Cash	\$ 269,585	\$ 214,560
Investments	1,837,685	1,849,333
Due from other governments	176,338	175,493
Other receivables	-	310
Total unrestricted current assets	2,283,608	2,239,696
<b>Restricted Assets</b>		
Cash -current capital improvement	114,968	117,677
Investments- reserved for distribution	5,601,810	5,711,863
Investments	2,586,122	2,337,642
Due from other governments	-	86,424
Total restricted assets	8,302,900	8,253,606
Total current assets	10,586,508	10,493,302
<b>Capital Assets – at cost</b>		
Capital assets not being depreciated:		
Land	809,233	809,233
Construction in progress	598,500	1,450,153
Goodwill	609,713	609,713
Capital assets being depreciated:		
Buildings	14,415,500	14,415,500
Improvements other than buildings	4,730,271	4,123,982
Machinery and equipment	3,825,705	2,480,732
Total capital assets	24,988,922	23,889,313
Less accumulated depreciation	(13,395,596)	(12,287,467)
Net capital assets	11,593,326	11,601,846
<b>Other Assets</b>		
Board advances	18,294,979	17,633,893
Total assets	40,474,813	39,729,041
<b>Deferred outflows of resources - pension</b>	233,858	303,117
Total assets and deferred outflows of resources	\$ 40,708,671	\$ 40,032,158

*The accompanying notes are an integral part of these statements*

**McAllen International Toll Bridge**Statements of Net Position  
September 30, 2018 and 2017

Liabilities and Net Position		
	2018	2017
<b>Current Liabilities</b>		
Due to City of Hidalgo	\$ 42,413	\$ 861,148
Accounts payable	871,226	48,528
Compensated absences	93,315	103,787
Current note payable	193,046	184,567
Other payables	21,746	19,570
Unearned revenue	124,612	135,528
Total unrestricted current liabilities	1,346,358	1,353,128
<b>Liabilities Payable From Restricted Assets</b>		
Accounts payable	73,609	166,838
Due to City of McAllen-interest on investments	39,765	16,822
Total liabilities payable from restricted assets	113,374	183,660
Total current liabilities	1,459,732	1,536,788
<b>Long-Term Liabilities</b>		
Compensated absences	28,525	4,145
Other long term payables	133,600	326,647
Net pension liability	147,184	402,425
Total long-term liabilities	309,309	733,217
Total liabilities	1,769,041	2,270,005
<b>Deferred inflows of resources - pension</b>	202,490	209
Total liabilities and deferred inflows of resources	1,971,531	2,270,214
<b>Net Position</b>		
Net investment in capital assets	11,593,326	11,601,846
Restricted for contingency	518,790	509,649
Restricted for improvements	2,108,691	1,865,256
Restricted for distribution to the City of McAllen	5,711,863	5,711,863
Unrestricted	18,804,470	18,073,330
Total net position	38,737,140	37,761,944
Total liabilities, deferred inflows of resources and net position	\$ 40,708,671	\$ 40,032,158

*The accompanying notes are an integral part of these statements*

# McAllen International Toll Bridge

## Statements of Revenues, Expenses, and Changes in Net Position

Years Ended September 30, 2018 and 2017

	2018	2017
Operating revenues:		
Tolls	\$ 11,572,352	\$ 11,856,205
Rental income	2,510,503	2,587,122
Other income	309,552	284,973
Total operating revenues	14,392,407	14,728,300
Operating expenses:		
Salaries	1,135,904	1,138,588
Payroll taxes and benefits	373,672	460,750
Insurance	23,171	23,171
Materials and supplies	79,699	92,249
Maintenance	179,854	174,313
Bridge security	293,187	280,701
Miscellaneous services	719,445	621,839
Depreciation	1,147,670	986,388
Total operating expenses	3,952,602	3,777,999
Operating income	10,439,805	10,950,301
Nonoperating revenues (expenses):		
Distribution of income to the City of Hidalgo	(3,627,039)	(3,727,282)
Investment income	94,391	53,791
Interest expense	(19,229)	(27,335)
Interest on board advances	661,086	631,458
Sale of fixed assets	(834)	-
Total net nonoperating expenses, net	(2,891,625)	(3,069,368)
Income before transfers and contributions	7,548,180	7,880,933
Capital contributions	-	86,424
Transfers to the City of McAllen	(5,711,863)	(5,700,472)
Transfers to debt service Series "B"	(846,258)	(914,417)
Transfer to Health Insurance	(14,863)	(8,443)
Changes in net position	975,196	1,344,025
Total net position at beginning of year	37,761,944	36,417,919
Total net position at end of year	\$ 38,737,140	\$ 37,761,944

*The accompanying notes are an integral part of these statements*

**McAllen International Toll Bridge**  
**Statements of Cash Flows**  
**Years Ended September 30, 2018 and 2017**

	2018	2017
<b>Cash Flows From Operating Activities</b>		
Receipts from customers	\$ 14,467,380	\$ 14,652,569
Payments to employees	(582,709)	(934,794)
Payments to suppliers	(1,477,193)	(1,492,401)
	<u>12,407,478</u>	<u>12,225,374</u>
<b>Net cash provided by operating activities</b>		
	<u>12,407,478</u>	<u>12,225,374</u>
<b>Cash Flows From Noncapital Financing Activities</b>		
Distribution of income to the City of Hidalgo	(4,406,009)	(3,801,735)
Operating transfers to the City of McAllen	(5,711,863)	(5,700,472)
Board advance to Anzalduas International Crossing- Series B	(846,258)	(914,417)
Transfers to Health Insurance fund	(14,863)	(8,443)
	<u>(10,978,993)</u>	<u>(10,425,067)</u>
<b>Net cash used by noncapital financing activities</b>		
	<u>(10,978,993)</u>	<u>(10,425,067)</u>
<b>Cash Flows From Capital and Related Financing Activities</b>		
Capital acquisitions	(1,140,934)	(1,656,639)
Capital contributions	-	86,424
Proceeds from sale of capital assets	950	-
Principal paid on interfund loan	(184,568)	(176,460)
Interest paid	(19,229)	(27,335)
	<u>(1,343,781)</u>	<u>(1,774,010)</u>
<b>Net cash used by capital and related financing activities</b>		
	<u>(1,343,781)</u>	<u>(1,774,010)</u>
<b>Cash Flows From Investing Activities</b>		
Receipt of interest	93,777	53,259
Proceeds from sales and maturities of investments	20,676,349	16,161,214
Purchase of investments	(20,802,514)	(16,330,490)
	<u>(32,388)</u>	<u>(116,017)</u>
<b>Net cash provided (used) by investing activities</b>		
	<u>(32,388)</u>	<u>(116,017)</u>
<b>Net increase (decrease) in cash</b>	52,316	(89,720)
<b>Cash at beginning of year</b>	332,237	421,957
<b>Cash at end of year</b>	<u>\$ 384,553</u>	<u>\$ 332,237</u>

*The accompanying notes are an integral part of these statements*

**McAllen International Toll Bridge**  
**Statements of Cash Flows**  
**Years Ended September 30, 2018 and 2017**

Continued

	2018	2017
<b>Reconciliation of Cash Per Statements of Cash Flows to the Statements of Net Position</b>		
Unrestricted cash	\$ 269,585	\$ 214,560
Restricted cash	114,968	117,677
	\$ 384,553	\$ 332,237
 <b>Reconciliation of Operating Income to Net Cash Provided by Operating Activities</b>		
	\$ 10,439,805	\$ 10,950,301
Adjustment to reconcile operating income to net cash provided by operating activities:		
Depreciation	1,147,670	986,388
Changes in assets and liabilities:		
(Increase) decrease in deferred outflows of resources	69,259	52,724
Increase (decrease) in deferred inflows of resources	202,281	209
(Increase) decrease in accounts receivable	85,889	(85,920)
(Increase) decrease in due from other funds	-	157,359
Increase (decrease) in accounts payable	729,469	106,838
Increase (decrease) due to other funds	(16,822)	282
Increase (decrease) in other payables	2,176	(3,354)
Increase (decrease) in net pension liability	(255,241)	13,942
Increase (decrease) in compensated absences payable	13,908	36,416
Increase (decrease) in unearned revenue	(10,916)	10,189
Total adjustments	1,967,673	1,275,073
Net cash provided by operating activities	\$ 12,407,478	\$ 12,225,374
 <b>Noncash capital and financing activities:</b>		
Capital asset additions in accounts payable	\$ -	\$ -

*The accompanying notes are an integral part of these statements*



**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**1. Summary of Significant Accounting Policies**

**Reporting Entity**

The City of McAllen, Texas (the “City”) owns and operates the McAllen International Toll Bridge (“Hidalgo Bridge”) between the Cities of Hidalgo, Texas and Reynosa Tamaulipas, Mexico. Pursuant to the Hidalgo-Mission-McAllen Interlocal Government Agreement, executed April 1, 2003 (“2003 Agreement”), the City of McAllen and the City of Hidalgo share in the unallocated balance of surplus net revenues at the following percentages: City of McAllen, 64% and the City of Hidalgo, 36%. The agreement also provides that the bonds, issued by the City of McAllen to finance the construction of a new international toll bridge, linking the United States, south of the City of Mission, Texas and the westernmost part of Reynosa, Tamaulipas, Mexico, the Anzalduas International Crossing (“Anzalduas Bridge”), are secured by the net revenues of the Hidalgo Bridge as well as the Anzalduas Bridge. The City of McAllen issues publicly available audited financial statements for the Anzalduas Bridge, which may be obtained by writing to City of McAllen Finance Department, 1300 Houston, P.O. Box 220, McAllen, Texas 78505.

The primary function of the Hidalgo Bridge is to collect tolls that finance the operations and maintenance of the international bridge. The Hidalgo Bridge facilities also include property and buildings that are rented to the United States General Services Administration (“GSA”), Texas Alcoholic Beverage Commission, and various commercial brokers.

The accompanying financial statements of the Hidalgo Bridge are prepared in conformity with accounting principles generally accepted in the United States of America for local governmental units as prescribed by the Governmental Accounting Standards Board (“GASB”) and the American Institute of Certified Public Accountants. Hidalgo Bridge operations are included in the basic financial statements of the City as promulgated by requirements defining the reporting entity. These financial statements present only the operations and activities of Hidalgo Bridge, a fund of the City, and are not intended to present fairly the financial position and results of operations of the City.

**Basis of Accounting**

In compliance with provisions for proprietary funds as prescribed by GASB, the Hidalgo Bridge’s activities are accounted for in a manner similar to private business enterprises. Transactions are accounted for on a flow of economic resources measurement focus. With this focus, all assets, liabilities and deferred outflows of resources and deferred inflows of resources associated with this entity are included in the statement of net position. The statement of revenues, expenses, and changes in net position presents increases (e.g., revenues) and decreases (e.g., expenses) in net position. The financial statements have been prepared using the accrual basis of accounting.

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**1. Summary of Significant Accounting Policies-Continued**

Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Hidalgo Bridge proprietary fund are charges to customers for toll crossing and services.

Operating expenses for proprietary funds include cost of services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

**Capital Assets**

Capital assets are capitalized because they are property, plant and equipment with a life expectancy of over one year. Capital assets are recorded at cost if purchased or constructed. Net interest cost pertaining to qualifying assets which are related to construction in progress is capitalized. No interest was capitalized during the years ended September 30, 2018 and 2017.

Depreciation is provided over the estimated useful lives of the assets using the straight-line method. Total depreciation expense for the years ended September 30, 2018 and 2017 was \$1,147, 670 and \$986,388 respectively.

The estimated useful lives are as follows:

Furniture and office equipment	3-5 years
Maintenance equipment	5 years
Paving and sidewalks	10-20 years
Toll-registering equipment	30 years
Bridge	40 years
Buildings	40 years

Maintenance, repairs, and renewals that do not materially add to the value of the property nor appreciably prolong its life are charged to expenses as incurred. Gains and losses on disposition of capital assets are included in income.

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**1. Summary of Significant Accounting Policies-Continued**

**Advances**

*Anzalduas Special and Start Up Fund Advance Receivable from Anzalduas International Crossing*

Beginning with fiscal year ending September 30, 1991, the Hidalgo Bridge has financed the development costs for the Anzalduas International Crossing (Anzalduas Bridge) from a restricted account of that fund, the Anzalduas Special and Start Up Fund. According to the 2003 Agreement, the amount that may be spent from that fund for expenses relating to the obtaining of the Anzalduas Bridge Presidential Permit and for the design or construction costs, operation expenses of the Anzalduas Bridge, and initial debt service on bonds related to the Anzalduas Bridge is limited to no more than \$6,000,000. This advance is to be repaid with interest accruing at the interest rate on bonds issued to finance the Anzalduas Bridge, from the net revenues of the Anzalduas Bridge, after all bond ordinance requirements have been met. As of September 30, 2018, the Anzalduas Special and Start Up Fund advance receivable from the Anzalduas Bridge amounts to \$13,825,240, (\$13,186,444 in 2017) of which the City of McAllen's portion is \$8,848,154 and the City of Hidalgo's portion is \$4,977,086. During this fiscal year, the balance was increased by accrued interest in the amount of \$638,797.

*Board Advances Receivable from Anzalduas International Crossing*

The 2003 Agreement also provides for advances to be made between the Hidalgo Bridge and the Anzalduas Bridge as the need arises. The agreement provides that advances will accrue interest at a rate equal to the City of McAllen's bank depository rate. This advance is to be repaid from the net revenues of the Anzalduas Bridge after all bond ordinance requirements have been met and the Anzalduas Special and Start Up Fund advance receivable has been paid. As of September 30, 2018 the board advance receivable to the Hidalgo Bridge amounts to \$4,469,740, (\$4,447,449 in 2017) of which the City of McAllen's portion is \$2,860,634 and the City of Hidalgo's portion is \$1,609,106. During this fiscal year, the balance was increased by accrued interest of \$22,289. No board advances were made during the year.

*Board Advance "B"*

During this fiscal year, the Hidalgo Bridge also transferred \$846,258 (\$914,417 in 2017) to the Anzalduas Bridge in support of City of McAllen Series 2017B Bonds debt service requirements. The 2003 Agreement provides that advances will accrue interest at a rate equal to the City of McAllen's bank depository rate. This advance is deducted from the City of McAllen's share of unallocated net surplus revenues of the Hidalgo Bridge. The City of Mission is responsible for repaying directly to the City of McAllen for its prorata

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**1. Summary of Significant Accounting Policies-Continued**

share from its share of the net revenues of the Anzalduas Bridge after all bond ordinance requirements have been met and the Anzalduas Special and Start Up Fund advance and the board advances for Series 2017A have been paid.

As of September 30, 2018 the board advance owed by the City of Mission to the City of McAllen amounts to \$3,226,074, increasing from \$2,920,130 for the year ended September 30, 2017. This board advance is recorded in the General fund of the City of McAllen.

**Long-Term Obligations**

As of September 30, 2018, the Hidalgo Bridge has one outstanding long-term debt obligation. A loan from the General Depreciation and General Insurance funds in the amount of \$910,958 was issued on May 1, 2015 for the purpose of financing capital improvements to the port of entry (shell improvements) at a rate of 4.5%, with monthly installment payments of \$16,983 and a maturity date of May 1, 2020. Total interest paid for the year ended September 30, 2018 was \$19,229, and total principal paid was \$184,567.

**Accumulated Unpaid Compensated Absences**

Accumulated unpaid compensated absences, consisting of vested accrued vacation and sick leave, are recorded in accordance with Governmental Accounting Standards Board Statement No. 16.

**Income Distributions**

Pursuant to the Hidalgo-Mission-McAllen Interlocal Government Agreement, executed April 1, 2003, whereby the Cities of McAllen and Hidalgo each will share in the unallocated balance of surplus net revenues at the following percentages: City of McAllen, 64% and the City of Hidalgo, 36%. The agreement also stipulates that as long as the City of McAllen owns and operates the Hidalgo Bridge, it will guarantee that the City of Hidalgo share will be no less than \$2,300,000, provided that there is no natural or man-made disaster causing damage to the bridge facilities, which substantially decreases tolls; no major peso devaluation substantially curtailing the bridge usage; no Mexican political insurrection or terrorist activities or policy changes, which substantially curtail the bridge usage; or unforeseen changes in transportation usage or infrastructure which substantially curtails bridge usage, with the exception of redirection of traffic to the Anzalduas Bridge.

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**1. Summary of Significant Accounting Policies-Continued**

**Restricted Assets**

Restricted assets represent interest-bearing checking accounts, investments, and related accrued interest receivable, which are restricted for current debt service, contingency, capital improvements fund, and distribution of net surplus revenues to the City of McAllen. The debt service and contingency accounts arose as a result of bond agreements signed by the “Bridge” and are thus restricted by provisions of the agreements. Net position is restricted to the extent of such legally imposed restrictions.

**Goodwill**

The amount reflected as Goodwill under capital assets represents the excess of purchase price over assets acquired when the City purchased the Hidalgo Bridge. Since this asset has no limited term of existence and was acquired prior to November 1, 1970, no amortization is reflected.

**Cash and Cash Equivalents**

For purpose of the Statement of Cash Flows, cash and cash equivalents are considered to be cash on hand and demand deposits. All certificates of deposit transactions, regardless of original maturity, are considered investing activities and, thus, are not considered cash equivalents.

**2. Cash and Investments**

State statutes authorize the Hidalgo Bridge to invest in obligations of the U.S. Treasury, U.S. government agency securities, direct obligations of the State of Texas or any other state, or its agencies, certificates of deposit, banker’s acceptance, commercial paper, repurchase agreements, mutual funds and qualified investment pools. The City’s Investment policy, which governs investments within the Hidalgo Bridge, however, limits investments to U.S. Treasuries, U.S. government agencies, investment pools, commercial paper, no-load mutual funds, money market funds, municipal bonds, fully collateralized repurchase agreements, as well as certificates of deposit. Investments are stated at fair value, as required under Governmental Accounting Standards Board Statement No. 72.

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

## 2. Cash and Investments-Continued

### Investments

#### *Fair Value Measurement:*

The Hidalgo Bridge categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 are significant unobservable inputs.

The Hidalgo Bridge uses a matrix pricing model (Level 2 inputs) to measure the fair market value of its government security investments.

Investments at fair value, including accrued interest, for the year ended September 30, 2018 and September 30, 2017 are presented in the following tables:

			Fair Value Measurements Using		
2018	Carrying Value	Fair Value	(Level 1)	(Level 2)	(Level 3)
Investments by fair value level					
Debt Securities					
United States government agency securities	\$ 1,492,734	\$ 1,492,734	\$ -	\$ 1,492,734	\$ -
Total investments by fair value level	\$ 1,492,734	\$ 1,492,734	\$ -	\$ 1,492,734	\$ -

			Fair Value Measurements Using		
2017	Carrying Value	Fair Value	(Level 1)	(Level 2)	(Level 3)
Investments by fair value level					
Debt Securities					
United States government agency securities	\$ 4,290,590	\$ 4,290,590	\$ -	\$ 4,290,590	\$ -
Total investments by fair value level	\$ 4,290,590	\$ 4,290,590	\$ -	\$ 4,290,590	\$ -

The total amount excludes investments in local government pools which are recorded at amortized cost. These investments total \$8,524,136 and \$5,600,112 as of September 30, 2018 and September 30, 2017 respectively.

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

## 2. Cash and Investments-Continued

### *Public funds investment pools*

Public funds investment pools in Texas (“Pools”) are established under the authority of the Interlocal Cooperation Act, Chapter 79 of the Texas Government Code and are subject to the provisions of the Act, Chapter 2256 of the Texas Government Code.

In addition to other provisions of the Act designed to promote liquidity and safety of principal, the Act requires Pools to: (1) have an advisory board composed of participants in the pool and other persons who do not have a business relationship with the pool and are qualified to advise the pool; (2) maintain a continuous rating of no lower than AAA or AAAm or an equivalent rating by at least one nationally recognized rating service; and (3) maintain the market value of its underlying investment portfolio within one half of one percent of the values of its shares.

TexPool Prime is a public funds investment pool created pursuant to the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code, and the Act. The State Comptroller of Public Accounts exercises oversight responsibility over TexPool Prime. Oversight includes the ability to significantly influence operations, designation of management, and accountability for fiscal matters. Additionally, the State Comptroller of Public Accounts has established an Advisory Board composed both of participants in TexPool Prime and of other persons who do not have a business relationship with TexPool Prime. The Advisory Board members review the investment policy and management fee structure.

*Interest rate risk.* The investment policy states that no investment shall exceed seven years in maturity. By limiting the exposure of its investments by less than three years the Hidalgo Bridge reduces its risk to the rising interest rates.

	<b>Government Agencies and Treasuries</b>	
< 1 Year	\$	1,492,734
1-3 Years	\$	-
Total	\$	<u>1,492,734</u>
<b>Weighted</b>		
Average Maturity		215 days

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**2. Cash and Investments-Continued**

*Credit risk.* As of September 30, 2018 and 2017, the investments in the TexPool Prime investment pool are rated AAAM by Standards and Poor's. The City's investment policy limits authorized investments to local government investment pools of political subdivisions in the State of Texas that invest in instruments and follow practices allowed by current law and that maintains as an investment objective a \$1.00 net asset value, certificates of deposits, U.S. Treasuries and U.S. government agencies, commercial paper, no-load mutual funds, money market mutual funds, municipal bonds, fully collateralized repurchase agreements.

*Concentration of credit risk.* The Hidalgo Bridge investment holdings at September 30, 2018 and 2017 were confined to TexPool Prime and U.S. governments. The investment policy is silent in the concentration of holdings in the various types of securities and investments.



**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

### 3. Capital Assets

Capital assets activities for the year ended September 30, 2018 and September 30, 2017 are presented in the following tables:

	Balance at September 30, 2017	Additions	(Retirement)/ Transfer	Balance at September 30, 2018
Capital assets not being depreciated:				
Land	\$ 809,233	\$ -	-	\$ 809,233
Construction in progress	1,450,153	152,535	(1,004,188)	598,500
Goodwill	609,713	-	-	609,713
Capital assets net of accumulated depreciation:				
Buildings	14,415,500	-	-	14,415,500
Improvements other than buildings	4,123,982	606,289	-	4,730,271
Machinery and equipment	2,480,732	382,111	962,862	3,825,705
Total capital assets	23,889,313	1,140,935	(41,326)	24,988,922
Less accumulated depreciation	12,287,467	1,147,670	(39,541)	13,395,596
Net capital assets	\$ 11,601,846	\$ (6,735)	\$ (1,785)	\$ 11,593,326

	Balance at September 30, 2016	Additions	(Retirement)/ Transfer	Balance at September 30, 2017
Capital assets not being depreciated:				
Land	\$ 573,798	\$ -	\$ 235,435	\$ 809,233
Construction in progress	228,417	1,285,716	(63,980)	1,450,153
Goodwill	609,713	-	-	609,713
Capital assets net of accumulated depreciation:				
Buildings	14,162,628	226,042	26,830	14,415,500
Improvements other than buildings	4,292,858	29,409	(198,285)	4,123,982
Machinery and equipment	2,365,260	115,472	-	2,480,732
Total capital assets	22,232,674	1,656,639	-	23,889,313
Less accumulated depreciation	11,301,079	986,388	-	12,287,467
Net capital assets	\$ 10,931,595	\$ 670,251	\$ -	\$ 11,601,846

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**4. Long Term Liabilities**

Long-term liability activities for the year ended September 30, 2018 and September 30, 2017 are reflected in the following tables:

	Balance at September 30, 2017	Additional Obligations and Net Increases	Retirement and Net Decreases	Balance at September 30, 2018	Amounts Due Within One Year
Note Payable - Bridge Shell Improvements	\$ 511,214	\$ -	\$ (184,568)	\$ 326,646	\$ 193,046
Net pension liability	402,425	(255,241)	-	147,184	-
Compensated absences	107,932	106,903	(92,995)	121,840	93,315
	<u>\$ 1,021,571</u>	<u>\$ (148,338)</u>	<u>\$ (277,563)</u>	<u>\$ 595,670</u>	<u>\$ 286,361</u>

	Balance at September 30, 2016	Additional Obligations and Net Increases	Retirement and Net Decreases	Balance at September 30, 2017	Amounts Due Within One Year
Note Payable - Bridge Shell Improvements	\$ 687,674	\$ -	\$ (176,460)	\$ 511,214	\$ 184,567
Net pension liability	388,483	13,942	-	402,425	-
Compensated absences	71,516	36,416	-	107,932	103,787
	<u>\$ 1,147,673</u>	<u>\$ 50,358</u>	<u>\$ (176,460)</u>	<u>\$ 1,021,571</u>	<u>\$ 288,354</u>

The annual note payable requirements for the Bridge Shell Improvements loan are reflected in the schedule below:

Year ending September 30,	Principal	Interest	Totals
2019	\$ 193,046	\$ 10,750	\$ 203,796
2020	133,600	2,265	135,865
Totals	<u>\$ 326,646</u>	<u>\$ 13,015</u>	<u>\$ 339,661</u>

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**5. Operating Leases**

The Hidalgo Bridge leases property and buildings to the United States Government, the state of Texas, and various commercial dealers under operating leases. The leases range from monthly leases with commercial dealers to a 15-year lease with the General Service Administration (GSA) and a 5-year lease with three additional 5-year extension options with the United Export Traders Association (UETA) of Texas, Inc. UETA exercised their first of three options to extend their lease commencing on December 1, 2017. The lease extension is for five years through November 30, 2022.

Future minimum lease payments to be received under the operating leases with GSA and UETA are as follows:

Year ending September 30,	GSA	UETA	Total
2019	\$ 2,116,056	\$ 240,000	\$ 2,356,056
2020	2,116,056	240,000	2,356,056
2021	2,116,056	240,000	2,356,056
2022	2,116,056	240,000	2,356,056
2023	2,116,056	40,000	2,156,056
2024-2028	10,580,281	-	10,580,281
2029	1,234,366	-	1,234,366

**6. Retirement Plan**

The City and Hidalgo Bridge provide pension benefits for all full-time employees, except firefighters, through a nontraditional, joint contributory, hybrid defined benefit plan in the state-wide Texas Municipal Retirement System (the "TMRS"), an agent multiple-employer public employee retirement system.

TMRS issues a publicly available Comprehensive Annual Financial Report that includes financial statements and required supplementary information. That report may be obtained by writing to Texas Municipal Retirement System, P.O. Box 149153, Austin, Texas 78714-9153 or by calling 1-877-634-8595; in addition, the report is available on TMRS' website at [www.TMRS.com](http://www.TMRS.com).

The plan provisions that have been adopted by the City are within the options available in the governing state statutes of TMRS.

**McAllen International Toll Bridge**  
Notes to the Financial Statements  
Years Ended September 30, 2018 and 2017

**6. Retirement Plan-Continued**

The table below describes the plan provisions adopted by the City:

	Plan Year 2016	Plan Year 2017
Employee deposit rate	7%	7%
Matching ratio (city to employee)	2 to 1	2 to 1
Years required for vesting	10	10
Service retirement eligibility (expressed as age/years of service)	60/10, 0/20	60/10, 0/20
Updated Service Credit	0%	0%
Annuity Increase (to retire)	0% of CPI	0% of CPI

Under the state law governing TMRS, the contribution rate for each city is determined annually by the actuary, using the Projected Unit Credit actuarial cost method. This rate consists of the normal cost contribution rate and the prior service cost contribution rate, which is calculated to be a level percent of payroll from year to year. The normal cost contribution rate finances the portion of an active member's projected benefit allocated annually; the prior service contribution rate amortizes the unfunded (overfunded) actuarial liability (asset) over the applicable period for that city. Both the normal cost and prior service contribution rates include recognition of the projected impact of annually repeating benefits, such as Updated Service Credits and Annuity Increases. The City contributes to the TMRS at an actuarially determined rate. Both the employees and the City make contributions monthly. Since the City needs to know its contribution rate in advance for budgetary purposes, there is a one-year delay between the actuarial valuation that serves as the basis for the rate and the calendar year when the rate goes into effect. Since the Hidalgo Bridge is a component of the overall financial City wide audit report, additional pension disclosures are reflected in the City's Comprehensive Annual Financial Report. Included in the financial statements are Hidalgo Bridge's allocable share of the net pension liability of \$147,184, deferred outflow of resources – pension of \$233,858, and deferred inflow of resources – pension of \$202,490.

**7. Accounting for Postemployment Benefits Other Than Pensions**

The City, as an entity wide, will report all required disclosures of GASB Statement Number 75 in the City's Comprehensive Annual Financial Report. The City instituted an internal service fund to account for health benefits related to current and future retirees. The Hidalgo Bridge has forty full time employees. For the current year, the fund contributed \$12,405 towards the annual required contribution. Since the current staffing represents a fraction of total City employees, management believes that any future requirements will have minimal impact on the Hidalgo Bridge.

## **Supplemental Information**

**McAllen International Toll Bridge**  
**Schedule of Income Distribution**  
**Last Ten Years**

	Year Ended September 30,			
	2009	2010	2011	2012
Bridge revenues (1)	\$ 12,950,583	\$ 11,059,465	\$ 10,810,639	\$ 11,915,379
Deductible operating expenses (1)	<u>2,339,137</u>	<u>2,217,135</u>	<u>2,277,894</u>	<u>2,464,251</u>
	10,611,446	8,842,330	8,532,745	9,451,128
Surplus from contingency, construction, and debt service funds	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	10,611,446	8,842,330	8,532,745	9,451,128
Less:				
Required transfers to restricted assets (2)	295,996	296,661	297,615	124,776
Transfers to Anzalduas International Bridge Fund (3)	-	-	-	-
Transfers to Capital Improvement Fund	-	-	243,527	745,052
Transfer to Health Insurance Fund	-	-	-	-
Long term note principal	-	-	-	-
Increase working capital	-	-	-	-
Transfer to start up fund	-	-	-	-
Deductions for Capital Assets Acquisitions (3)	10,434	3,045	3,995	4,206
Board advance Series "A" 2007 Bonds	<u>1,455,414</u>	<u>815,000</u>	<u>326,833</u>	<u>326,280</u>
Base revenues	<u>8,849,602</u>	<u>\$ 7,727,624</u>	<u>\$ 7,660,775</u>	<u>\$ 8,250,814</u>
Distributions and reservations of surplus revenues:				
City of Hidalgo	\$ <u>3,185,856</u>	\$ <u>2,781,945</u>	\$ <u>2,757,879</u>	\$ <u>2,970,293</u>
Net distribution to City of Hidalgo	<u>3,185,885</u>	<u>2,781,964</u>	<u>2,757,893</u>	<u>2,970,293</u>
City of McAllen:	5,663,746	4,945,679	4,902,896	5,280,521
Less: Series "B" Bonds debt service	(776,829)	(770,276)	(734,467)	(671,868)
Less: Implied interest expense on Series "B" Bonds	<u>(29)</u>	<u>(19)</u>	<u>(14)</u>	<u>-</u>
Distribution to City of McAllen	<u>4,886,888</u>	<u>4,175,384</u>	<u>4,168,415</u>	<u>4,608,653</u>
<b>Base Revenue Only</b>	<u>\$ 8,849,602</u>	<u>\$ 7,727,624</u>	<u>\$ 7,660,775</u>	<u>\$ 8,250,814</u>

- (1) Revenues and deductible operating expenses are defined in the agreement between the Cities of Hidalgo and McAllen governing the amount to be paid to the City of Hidalgo. Revenues are defined as tolls, rental income, other income, and interest income, excluding interest income earned on the revenue bond construction account, less interest paid to the City of McAllen for receiving its surplus revenues distribution subsequent to its fiscal year end. Expenses are operating expenses as shown in the statements of revenues, expenses, and changes in net position, less depreciation and amortization, and excluding new bridge project costs.
- (2) Includes required contingency transfer authorized by Board of Trustees.
- (3) Authorized by Board of Trustees in December 2004.

Year Ended September 30,					
2013	2014	2015	2016	2017	2018
\$ 12,015,083	\$ 12,684,779	\$ 13,601,940	\$ 14,521,021	\$ 14,761,094	\$ 14,450,958
<u>2,326,352</u>	<u>2,451,232</u>	<u>2,548,148</u>	<u>2,653,694</u>	<u>2,791,331</u>	<u>2,824,161</u>
9,688,732	10,233,547	11,053,792	11,867,327	11,969,763	11,626,797
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
9,688,732	10,233,547	11,053,792	11,867,327	11,969,763	11,626,797
-	-	-	-	-	-
-	-	-	-	-	-
727,042	708,562	705,687	1,251,894	1,431,298	1,395,748
-	-	-	55,744	8,443	14,863
-	-	-	168,710	176,460	184,568
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 8,961,690</u>	<u>\$ 9,524,985</u>	<u>\$ 10,348,105</u>	<u>\$ 10,390,979</u>	<u>\$ 10,353,562</u>	<u>\$ 10,031,618</u>
<u>\$ 3,226,208</u>	<u>\$ 3,428,995</u>	<u>\$ 3,725,318</u>	<u>\$ 3,740,752</u>	<u>\$ 3,727,282</u>	<u>\$ 3,627,039</u>
<u>3,226,208</u>	<u>3,428,995</u>	<u>3,725,318</u>	<u>3,740,752</u>	<u>3,727,282</u>	<u>3,627,039</u>
5,735,482	6,095,990	6,622,787	6,650,227	6,626,280	6,420,236
(963,664)	(947,075)	(947,888)	(949,755)	(914,417)	(846,258)
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>4,771,818</u>	<u>5,148,915</u>	<u>5,674,899</u>	<u>5,700,472</u>	<u>5,711,863</u>	<u>5,573,978</u>
<u>\$ 8,961,690</u>	<u>\$ 9,524,985</u>	<u>\$ 10,348,105</u>	<u>\$ 10,390,979</u>	<u>\$ 10,353,562</u>	<u>\$ 10,047,275</u>

**McAllen International Toll Bridge**  
Schedule of Rental Income  
Year Ended September 30, 2018

Lessee	Amount
General Services Administration	\$ 2,118,557
Texas Alcoholic Beverage Commission	27,675
United Export Traders Association	295,188
Sprint	19,780
AT&T	13,187
Verizon	3,000
ATM	3,720
PALBA	29,396
	<hr/>
	\$ 2,510,503
	<hr/> <hr/>



**McAllen International Toll Bridge**  
**Schedule of Expenses by Department**  
**Years Ended September 30, 2018 and 2017**

	Department		Total	Total
	Administration	Bridge Operations	2018	2017
<b>Personnel Services</b>				
Exempt salaries	\$ 146,470	\$ 58,809	\$ 205,279	\$ 204,172
Nonexempt wages and part time	50,523	782,647	833,170	849,353
Board of trustees fees	2,350	-	2,350	2,400
Overtime	780	94,325	95,105	82,663
Total salaries and wages	200,123	935,781	1,135,904	1,138,588
<b>Payroll Taxes and Benefits</b>				
Social security and unemployment tax	14,931	73,537	88,468	83,127
Employee retirement	16,297	74,366	90,663	87,203
Employee benefits	41,270	142,519	183,789	279,668
Transportation and telephone allowance	7,632	3,120	10,752	10,752
Total payroll taxes and benefits	80,130	293,542	373,672	460,750
<b>Materials and Supplies</b>				
Janitorial	-	42,618	42,618	39,436
Office supplies	4,481	-	4,481	6,515
Clothing and uniforms	822	8,047	8,869	17,494
Operating supplies	10,820	12,911	23,731	28,804
Total materials and supplies	16,123	63,576	79,699	92,249
<b>Maintenance</b>				
Vehicles	3,307	-	3,307	4,485
Buildings	-	97,714	97,714	98,635
Fuel	3,765	1,235	5,000	3,065
Equipment	952	72,881	73,833	68,128
Total maintenance	8,024	171,830	179,854	174,313
<b>Other Services and Charges</b>				
Auditing services	11,000	-	11,000	10,197
Advertising	66,780	-	66,780	36,962
Dues and subscription	22,247	-	22,247	28,750
Management fee	135,000	-	135,000	135,000
Postage	171	-	171	1,066
Professional services	90,695	-	90,695	70,176
Photocopier rental	2,890	-	2,890	2,455
Rental and contractual	6,806	155,198	162,004	160,294
Bridge security	-	293,187	293,187	280,701
Travel and training	12,581	-	12,581	12,327
Telephone	2,687	-	2,687	3,613
Utilities	-	57,613	57,613	63,832
General insurance	23,171	-	23,171	23,171
Miscellaneous	70,248	85,529	155,777	97,167
Total other services and charges	444,276	591,527	1,035,803	925,711
Total expenses before depreciation	748,676	2,056,256	2,804,932	2,791,611
Depreciation and amortization	1,147,670	-	1,147,670	986,388
Total operating expenses	\$ 1,896,346	\$ 2,056,256	\$ 3,952,602	\$ 3,777,999

**Toll Bridge System**  
**McAllen International Toll Bridge and Anzalduas International Crossing**  
**Combining Schedule of Net Position**  
September 30, 2018

	McAllen Int'l Toll Bridge	Anzalduas Int'l Crossing	Total
<b>Current Assets</b>			
Cash	\$ 269,585	\$ 103,054	\$ 372,639
Investments	1,837,685	1,791,154	3,628,839
Accrued interest receivable	-	898	898
Due from other governments	176,338	-	176,338
Total current assets	2,283,608	1,895,106	4,178,714
<b>Restricted Assets</b>			
Cash (all interest-bearing):			
Capital improvement	114,968	68,818	183,786
Total restricted cash	114,968	68,818	183,786
Investments- reserved for distribution	5,601,810	-	5,601,810
Investments	2,586,122	1,615,674	4,201,796
Total restricted assets – excluding current bond installments	8,302,900	1,684,492	9,987,392
<b>Capital Assets – at cost</b>			
Capital assets not being depreciated:			
Land	809,233	2,922,773	3,732,006
Construction in progress	598,500	503,132	1,101,632
Goodwill	609,713	-	609,713
Capital assets:			
Buildings	14,415,500	2,997,470	17,412,970
Improvements other than buildings	4,730,271	47,900,204	52,630,475
Machinery and equipment	3,825,705	994,878	4,820,583
Total capital assets	24,988,922	55,318,457	80,307,379
Less accumulated depreciation	(13,395,596)	(13,377,858)	(26,773,454)
Net capital assets	11,593,326	41,940,599	53,533,925
<b>Other Assets</b>			
Board advances	18,294,979	-	18,294,979
Total assets	40,474,813	45,520,197	85,995,010
<b>Deferred outflows of resources - pension</b>	233,858	81,657	315,515
Total assets and deferred outflows of resources	\$ 40,708,671	\$ 45,601,854	\$ 86,310,525

**Toll Bridge System**  
**McAllen International Toll Bridge and Anzalduas International Crossing**  
**Combining Schedule of Net Position (continued)**  
September 30, 2018

	McAllen Int'l Toll Bridge	Anzalduas Int'l Crossing	Total
<b>Current Liabilities</b>			
Due to City of Hidalgo	\$ 42,413	\$ -	\$ 42,413
Accounts payable	871,226	25,863	897,089
Compensated absences	93,315	11,018	104,333
Current Note Payable	193,046	-	193,046
Other payables	21,746	-	21,746
Unearned revenues	124,612		124,612
	<hr/>	<hr/>	<hr/>
Total current liabilities	1,346,358	36,881	1,383,239
	<hr/>	<hr/>	<hr/>
<b>Liabilities Payable From Restricted Assets</b>			
Accounts payable	73,609	7,235	80,844
Due to City of McAllen-interest on investments	39,765	-	39,765
Current installments of revenue bonds	-	1,510,000	1,510,000
Accrued revenue bond interest	-	91,232	91,232
	<hr/>	<hr/>	<hr/>
Total liabilities payable from restricted assets	113,374	1,608,467	1,721,841
	<hr/>	<hr/>	<hr/>
<b>Long-Term Liabilities</b>			
Revenue bonds – excluding current installments	-	27,997,509	27,997,509
Compensated absences	28,525	1,766	30,291
Other long term payables	133,600	18,294,979	18,428,579
Net pension liability	147,184	52,535	199,719
	<hr/>	<hr/>	<hr/>
Total long-term liabilities	309,309	46,346,789	46,656,098
	<hr/>	<hr/>	<hr/>
Total liabilities	1,769,041	47,992,137	49,761,178
	<hr/>	<hr/>	<hr/>
Deferred inflows of resources-refunding	-	331,701	331,701
Deferred inflows of resources-pension	202,490	71,547	274,037
	<hr/>	<hr/>	<hr/>
Total deferred inflows of resources	202,490	403,248	605,738
	<hr/>	<hr/>	<hr/>
Total liabilities and deferred inflows of resources	1,971,531	48,395,385	50,366,916
	<hr/>	<hr/>	<hr/>
<b>Net Assets</b>			
Net investment in capital assets	11,593,326	12,101,388	23,694,714
Restricted per revenue bond ordinances	518,790	1,256,661	1,775,451
Restricted for improvements	2,108,691	329,364	2,438,055
Restricted for distribution to the City of McAllen	5,711,863	-	5,711,863
Unrestricted (deficit)	18,804,470	(16,480,944)	2,323,526
	<hr/>	<hr/>	<hr/>
Total net position	38,737,140	(2,793,531)	35,943,609
	<hr/>	<hr/>	<hr/>
Total liabilities, deferred inflows of resources and net position	\$ 40,708,671	\$ 45,601,854	\$ 86,310,525
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**Toll Bridge System**  
**McAllen International Toll Bridge and Anzalduas International Crossing**  
Combining Schedule of Revenues, Expenses, and Changes in Net Position  
Year Ended September 30, 2018

	McAllen Int'l Toll Bridge	Anzalduas Int'l Crossing	Total
Operating revenues:			
Tolls	\$ 11,572,352	\$ 3,421,737	\$ 14,994,089
Rental income	2,510,503	-	2,510,503
Other income	309,552	121,707	431,259
Total operating revenues	14,392,407	3,543,444	17,935,851
Operating expenses:			
Salaries	1,135,904	368,351	1,504,255
Payroll taxes and benefits	373,672	116,288	489,960
Insurance	23,171	20,963	44,134
Materials and supplies	79,699	13,957	93,656
Maintenance	179,854	43,363	223,217
Bridge security	293,187	-	293,187
Miscellaneous services	719,445	1,055,172	1,774,617
Depreciation	1,147,670	1,534,738	2,682,408
Total operating expenses	3,952,602	3,152,832	7,105,434
Operating income	10,439,805	390,612	10,830,417
Nonoperating revenues (expenses):			
Distribution of income to the City of Hidalgo	(3,627,039)	-	(3,627,039)
Interest income	94,391	44,757	139,148
Interest income-restricted accounts	-	17,289	17,289
Other income	-	-	-
Sale (loss) of capital assets	(834)	-	(834)
Interest expense	(19,229)	(1,107,640)	(1,126,869)
Bond related charges - issuance cost	-	249,985	249,985
Interest on Board advances	661,086	(661,086)	-
Total nonoperating expenses, net	(2,891,625)	(1,456,695)	(4,348,320)
Income (loss) before transfers and contributions	7,548,180	(1,066,083)	6,482,097
Capital contributions	-	2,240	2,240
Transfers to the City of McAllen	(5,711,863)	-	(5,711,863)
Transfers to/from debt service Series "B" 2007 bonds	(846,258)	846,258	-
Transfers to Health Insurance Fund	(14,863)	(4,404)	(19,267)
Changes in net position	975,196	(221,989)	753,207
Total net position at beginning of year	37,761,944	(2,571,542)	35,190,402
Total net position at end of year	\$ 38,737,140	\$ (2,793,531)	\$ 35,943,609

**Toll Bridge System**  
**McAllen International Toll Bridge and Anzalduas International Crossing**  
Combining Schedule of Cash Flows  
Year Ended September 30, 2018

	McAllen Int'l Toll Bridge	Anzalduas Int'l Crossing	Total
<b>Cash Flows From Operating Activities</b>			
Receipts from customers	\$ 14,467,380	\$ 3,538,444	\$ 18,005,824
Payments to employees	(582,709)	(483,914)	(1,066,623)
Payments to suppliers	(1,477,193)	(1,136,971)	(2,614,164)
Net cash provided by operating activities	12,407,478	1,917,559	14,325,037
<b>Cash Flows From Noncapital Financing Activities</b>			
Distribution of income to the City of Hidalgo	(4,406,009)	-	(4,406,009)
Operating transfers to the City of McAllen	(5,711,863)	-	(5,711,863)
Transfer to/from McAllen International Toll Bridge-Board B	(846,258)	846,258	-
Transfer to Health Insurance Fund	(14,863)	(4,404)	(19,267)
Net cash provided (used) by noncapital financing activities	(10,978,993)	841,854	(10,137,139)
<b>Cash Flows From Capital and Related Financing Activities</b>			
Acquisition and construction of capital assets	(1,140,934)	(292,279)	(1,433,213)
Capital contributions	950	2,240	3,190
Principal paid on long-term debt	(184,568)	(1,470,000)	(1,654,568)
Interest paid	(19,229)	(1,110,090)	(1,129,319)
Net cash used by capital and related financing activities	(1,343,781)	(2,870,129)	(4,213,910)
<b>Cash Flows From Investing Activities</b>			
Receipt of interest	93,777	63,732	157,509
Proceeds from sales and maturities of investments	20,676,349	5,280,991	25,957,340
Purchase of investments	(20,802,514)	(5,258,382)	(26,060,896)
Net cash provided (used) by investing activities	(32,388)	86,341	53,953
Net increase (decrease) in cash	52,316	(24,375)	27,941
Cash at beginning of year	332,237	196,247	528,484
Cash at end of year	\$ 384,553	\$ 171,872	\$ 556,425

**Toll Bridge System**  
**McAllen International Toll Bridge and Anzalduas International Crossing**  
Combining Schedule of Cash Flows  
Year Ended September 30, 2018  
(Continued)

	McAllen Int'l Toll Bridge	Anzalduas Int'l Crossing	Total
<b>Reconciliation of Cash Per Statements of Cash Flows to the Statements of Net Position</b>			
Unrestricted cash	\$ 269,585	\$ 103,054	\$ 372,639
Restricted cash	114,968	68,818	183,786
	<u>\$ 384,553</u>	<u>\$ 171,872</u>	<u>\$ 556,425</u>
<b>Reconciliation of Operating Income to Net Cash Provided by Operating Activities</b>			
	<u>\$ 10,439,805</u>	<u>\$ 390,612</u>	<u>\$ 10,830,417</u>
Adjustment to reconcile operating income to net cash provided by operating activities:			
Depreciation	1,147,670	1,534,738	2,682,408
(Increase) decrease in deferred outflows of resources	69,259	24,471	93,730
Increase (decrease) in deferred inflows of resources	202,281	71,473	273,754
Changes in assets and liabilities:			
(Increase) decrease in accounts receivable	85,889	-	85,889
Increase (decrease) due to other funds	(16,822)	-	(16,822)
Increase (decrease) in accounts payable	729,469	(3,516)	725,953
Increase (decrease) in other payables	2,176	(1,054)	1,122
Increase (decrease) in net pension liability	(255,241)	(90,185)	(345,426)
Increase (decrease) in compensated absences payable	13,908	(3,980)	9,928
Increase (decrease) in unearned revenue	(10,916)	(5,000)	(15,916)
	<u>1,967,673</u>	<u>1,526,947</u>	<u>3,494,620</u>
Total adjustments			
	<u>\$ 12,407,478</u>	<u>\$ 1,917,559</u>	<u>\$ 14,325,037</u>
<b>Noncash capital and financing activities:</b>			
Capital assets additions in accounts payable	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

**McAllen International Toll Bridge**  
**Schedule of Vehicle and Passenger Traffic**  
**Last Ten Years**  
**(Unaudited)**

	Year Ended September 30,			
	2009	2010	2011	2012
Vehicular traffic southbound:				
Cars	4,493,785	3,564,188	2,997,696	2,986,097
Trucks	4,383	2,629	1,641	6,620
Buses	28,890	20,433	17,464	16,680
Total vehicles	(1) <u>4,527,058</u>	(1) <u>3,587,250</u>	(1) <u>3,016,801</u>	(1) <u>3,009,397</u>
Passenger traffic southbound:				
Passengers in cars	(2) 11,234,463	(2) 8,910,470	(2) 7,494,240	(2) 7,465,243
Pedestrians	1,575,193	1,578,295	1,540,559	1,479,032
Passengers and drivers – buses and trucks	<u>837,810</u>	<u>592,557</u>	<u>506,456</u>	<u>483,720</u>
Total persons	<u>13,647,466</u>	<u>11,081,322</u>	<u>9,541,255</u>	<u>9,427,995</u>

(1) Source: McAllen International Toll Bridge Traffic Count Report.

(2) Calculation based on historical average of 2.2  
For FY 07-08, 2.5 occupancy was used for  
passengers in cars



Year Ended September 30,					
2013	2014	2015	2016	2017	2018
2,908,166	2,834,249	2,822,746	2,896,421	2,862,748	2,794,901
9,119	13,075	13,284	11,554	10,652	11,597
16,160	19,933	19,927	17,330	15,979	17,396
<u>2,933,445</u> (1)	<u>2,867,257</u> (1)	<u>2,855,957</u> (1)	<u>2,925,305</u> (1)	<u>2,889,379</u> (1)	<u>2,823,894</u> (1)
7,270,415 (2)	7,085,623 (2)	7,056,865 (2)	7,241,053 (2)	7,156,870 (2)	6,987,253 (2)
1,502,399	1,503,611	1,562,990	1,705,111	1,641,614	1,522,221
468,640	578,057	577,883	502,570	463,379	504,478
<u>9,241,454</u>	<u>9,167,291</u>	<u>9,197,738</u>	<u>9,448,734</u>	<u>9,261,863</u>	<u>9,013,952</u>

**McAllen International Toll Bridge**  
**Schedule of Car and Truck Traffic Revenue**  
**Last Ten Years**  
**(Unaudited)**

	Year Ended September 30,			
	2009	2010	2011	2012
Southbound traffic:				
Cars	4,493,785	3,564,188	2,997,696	2,986,097
Trucks	<u>4,383</u>	<u>2,629</u>	<u>1,641</u>	<u>6,620</u>
Total car and truck traffic	<u><u>4,498,168</u></u>	<u><u>3,566,817</u></u>	<u><u>2,999,337</u></u>	<u><u>2,992,717</u></u>
Truck traffic percentage	0.10%	0.07%	0.05%	0.22%
Car and truck revenue:				
Cars	\$ 10,111,016	\$ 8,325,166	\$ 7,982,692	\$ 8,820,614
Trucks	<u>30,669</u>	<u>19,325</u>	<u>11,487</u>	<u>46,384</u>
Total car and truck revenue	<u><u>\$ 10,141,685</u></u>	<u><u>\$ 8,344,491</u></u>	<u><u>\$ 7,994,179</u></u>	<u><u>\$ 8,866,998</u></u>
Truck revenue percentage	0.30%	0.23%	0.14%	0.52%
Average revenue per car	\$ 2.25	\$ 2.34	\$ 2.66	\$ 2.95
Average revenue per truck	\$ 7.00	\$ 7.35	\$ 7.00	\$ 7.01

Year Ended September 30,					
2013	2014	2015	2016	2017	2018
2,908,166	2,834,249	2,822,746	2,886,421	2,862,748	2,794,901
9,119	13,075	13,284	11,554	10,652	11,597
<u>2,917,285</u>	<u>2,847,324</u>	<u>2,836,030</u>	<u>2,897,975</u>	<u>2,873,400</u>	<u>2,806,498</u>
0.31%	0.46%	0.47%	0.40%	0.37%	0.41%
\$ 8,724,498	\$ 8,910,274	\$ 9,447,892	\$ 10,125,250	\$ 10,019,618	\$ 9,782,154
63,833	91,525	92,988	80,878	74,564	81,180
<u>\$ 8,788,331</u>	<u>\$ 9,001,799</u>	<u>\$ 9,540,880</u>	<u>\$ 10,206,128</u>	<u>\$ 10,094,182</u>	<u>\$ 9,863,334</u>
0.73%	1.02%	0.97%	0.79%	0.74%	0.82%
\$ 3.00	\$ 3.14	\$ 3.35	\$ 3.51	\$ 3.50	\$ 3.50
\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00	\$ 7.00

**McAllen International Toll Bridge**  
Schedule of Board Advances to Anzalduas International Crossing  
September 30, 2018  
(Unaudited)

Anzalduas Special & Startup Fund:

Balance at September 30, 2017	Additions Advances	Implied Interest	Balance at September 30, 2018
\$ 13,186,444	\$ -	\$ 638,797	\$ 13,825,241

Board advance "A" to Anzalduas International Crossing:

Balance at September 30, 2017	Additions Advances	Implied Interest	Balance at September 30, 2018
\$ 4,447,449	\$ -	\$ 22,289	\$ 4,469,738

Combined totals of advances to Anzalduas International Crossing:

Balance at September 30, 2017	Additions Advances	Implied Interest	Balance at September 30, 2018
\$ 17,633,893	\$ -	\$ 661,086	\$ 18,294,979

**Distribution of Advances:**

City of McAllen- Share @ 64%	\$ 11,285,692	\$ -	\$ 423,095	\$ 11,708,787
City of Hidalgo- Share @ 36%	6,348,201	-	237,991	6,586,192
	\$ 17,633,893	\$ -	\$ 661,086	\$ 18,294,979

**McAllen International Toll Bridge**  
**Schedule of Board Advances to Anzalduas International Crossing**  
**September 30, 2018**  
**(Unaudited)**

Activity Schedule-Anzalduas Special & Startup Fund:

Payments to be collected are distributable to the cities of Hidalgo and McAllen @ 36% and 64%, respectively.

	<u>Bond Rate</u>	<u># Days</u>	<u>Advance</u>	<u>Interest</u>	<u>(Payment)</u>	<u>Balance</u>
10/1/2017	Opening balance →					\$ 13,186,444
10/31/2017	4.74%	31	-	53,085	-	13,239,529
11/30/2017	4.74%	30	-	51,580	-	13,291,109
12/31/2017	4.74%	31	-	53,507	-	13,344,616
1/31/2018	4.74%	31	-	53,722	-	13,398,338
2/28/2018	4.74%	28	-	48,719	-	13,447,057
3/31/2018	4.74%	31	-	54,135	-	13,501,192
4/30/2018	4.74%	30	-	52,599	-	13,553,791
5/31/2018	4.74%	31	-	54,564	-	13,608,355
6/30/2018	4.74%	30	-	53,017	-	13,661,372
7/31/2018	4.74%	31	-	54,997	-	13,716,369
8/31/2018	4.74%	31	-	55,219	-	13,771,588
9/30/2018	4.74%	30	-	53,653	-	13,825,241

**McAllen International Toll Bridge**  
**Schedule of Board Advances to Anzalduas International Crossing**  
**September 30, 2018**  
**(Unaudited)**

Activity Schedule-Board Advances "A":

Payments to be collected are distributable to the cities of Hidalgo and McAllen @ 36% and 64%, respectively.

	<u>Bank Rate</u>	<u># Days</u>	<u>Advance</u>	<u>Interest</u>	<u>(Payment)</u>	<u>Balance</u>
Opening balance						\$ 4,447,449
10/1/2017				-	-	4,447,449
10/31/2017	0.50%	31		1,889	-	4,449,338
11/1/2017				-	-	4,449,338
11/30/2017	0.50%	30		1,828	-	4,451,167
12/1/2017				-	-	4,451,167
12/31/2017	0.50%	31		1,890	-	4,453,056
1/1/2018				-	-	4,453,056
1/31/2018	0.50%	31		1,891	-	4,454,947
2/1/2018				-	-	4,454,947
2/28/2018	0.50%	28		1,709	-	4,456,656
3/1/2018				-	-	4,456,656
3/31/2018	0.50%	31		1,893	-	4,458,549
4/1/2018				-	-	4,458,550
4/30/2018	0.50%	30		1,832	-	4,460,381
5/1/2018				-	-	4,460,381
5/31/2018	0.50%	31		1,894	-	4,462,275
6/1/2018				-	-	4,462,275
6/30/2018	0.50%	30		1,834	-	4,464,109
7/1/2018					-	4,464,109
7/31/2018	0.50%	31		1,896	-	4,466,005
8/1/2018					-	4,466,005
8/31/2018	0.50%	31		1,897	-	4,467,901
9/1/2018					-	4,467,901
9/30/2018	0.50%	30		1,836	-	4,469,738

**McAllen International Toll Bridge**  
**Schedule of Board Advances to Anzalduas International Crossing**  
**September 30, 2018**  
**(Unaudited)**

Activity Schedule-Board Advances "B":

Payments to be collected from the City of Mission are distributable to the City of McAllen only

	<u>Bank Rate</u>	<u># Days</u>	<u>Advance</u>		<u>Interest</u>	<u>(Payment)</u>	<u>Balance</u>
			<u>Total</u>	<u>Applicable to Mission</u>			
Opening balance							\$ 2,920,130
10/1/2017			70,565	\$ 24,225	-	-	2,944,355
10/31/2017	0.500%	31	-	-	1,250	-	2,945,605
11/1/2017			70,565	\$ 24,225	-	-	2,969,830
11/30/2017	0.500%	30	-	-	1,220	-	2,971,050
12/1/2017			70,565	\$ 24,225	-	-	2,995,275
12/31/2017	0.500%	31	-	-	1,272	-	2,996,547
1/1/2018			70,565	\$ 24,225	-	-	3,020,772
1/31/2018	0.500%	31	-	-	1,283	-	3,022,055
2/1/2018			70,565	\$ 24,225	-	-	3,046,280
2/28/2018	0.500%	28	-	-	1,168	-	3,047,448
3/1/2018			70,448	\$ 24,185	-	-	3,071,633
3/31/2018	0.500%	31	-	-	1,304	-	3,072,937
4/1/2018			70,748	\$ 24,288	-	-	3,097,225
4/30/2018	0.500%	30	-	-	1,273	-	3,098,498
5/1/2018			70,448	\$ 24,185	-	-	3,122,682
5/31/2018	0.500%	31	-	-	1,326	-	3,124,009
6/1/2018			70,448	\$ 24,185	-	-	3,148,194
6/30/2018	0.500%	30	-	-	1,294	-	3,149,488
7/1/2018			70,448	\$ 24,185	-	-	3,173,673
7/31/2018	0.500%	31	-	-	1,348	-	3,175,021
8/1/2018			70,448	\$ 24,185	-	-	3,199,205
8/31/2018	0.500%	31	-	-	1,359	-	3,200,564
9/1/2018			70,448	\$ 24,185	-	-	3,224,749
9/30/2018	0.500%	30	-	-	1,325	-	3,226,074

**McAllen International Toll Bridge**  
**Schedule of Insurance Coverage**  
**September 30, 2018**  
**(Unaudited)**

Coverage	Insurance Company	Policy Period	Type of Coverage	Occurrence	Limit		Retention/ Deductible
						Aggregate	
Property Insurance	Texas Municipal League	10-01-17/18	Real & Personal Property	\$ 46,330,214		Not Applicable	\$ 500,000 *
-Bridge & Surrounding Area			Loss of Revenue/ Extra Expense	15,188,455		Not Applicable	
*\$50,000 Food & Earthquake Deductible							
**Loss of Revenue/Extra Expense/Rental Value for all City owned locations							
Excess Workers' Compensation	Safety National Casualty	10-01-17/18	Workers Compensation			Statutory	\$ 750,000
			Employer's liability			\$ 2,000,000	\$ 750,000
-Third Party Claims Admin.	Tristar Risk Management						
All Lines Aggregate	Princeton Excess & Surplus	10-01-17/18					
-General Liability				\$ 2,500,000		\$ 4,000,000	\$ 500,000
-Automobile Liability	Texas Municipal League	10-01-17/18		Not Covered		Not Covered	N/A
-Errors & Omissions Liability				2,500,000		\$ 4,000,000	\$ 500,000
-Employee Benefits Liability				2,500,000		\$ 4,000,000	\$ 500,000
Crimes Insurance	Texas Municipal League	10-01-17/18	Employee Dishonesty	\$ 1,000,000		Not Applicable	\$ 5,000
			Forgery or Alteration	50,000		Not Applicable	\$ 1,000
			Theft, Disappearance & Destruction	50,000		Not Applicable	\$ 1,000
			Computer Fraud	1,000,000		Not Applicable	\$ 5,000



**Independent Auditor's Report on Internal Control over  
Financial Reporting and on Compliance and Other Matters  
Based on an Audit of Financial Statements Performed  
in Accordance with *Government Auditing Standards***

To the Board of Trustees  
McAllen International Toll Bridge

We have audited, in accordance with the auditing standards generally accepting in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the McAllen International Toll Bridge (the Bridge), as of and for the year ended September 30, 2018, and the related notes to the financial statements, which collectively comprise the Bridge's basic financial statements, and have issued our report thereon dated February 8, 2019.

***Internal Control over Financial Reporting***

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

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

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

***Compliance and Other Matters***

As part of obtaining reasonable assurance about whether the Bridge's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

The Board of Trustees  
McAllen International Toll Bridge

### **Purpose of this Report**

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

*Weaver and Tidwell, L.L.P.*

WEAVER AND TIDWELL, L.L.P.

Austin, Texas  
February 8, 2019