Commercial Vehicle Driver Training Program Update

Border Trade Advisory Committee

April 16, 2024

Commercial Vehicle Driver Training Program

- The Program was presented to BTAC on February 20, 2024.
- The Committee instructed TxDOT to start next steps to begin the implementation of the program.

Goals:

- Develop and implement a cross-border driver training program to:
  - ✓ Increase commercial vehicle safety and compliance, reducing the number of violations and out-of-service rates
  - ✓ Improve cross-border efficiency at Texas Land Ports of Entry, reducing disruptions and delays of deliveries

Benefits:

- ✓ Make Texas' roads safer
- ✓ Boost Texas' economy
- ✓ Help commerce move across the Texas-Mexico border
- ✓ Streamline the commercial vehicle cross-border process
- ✓ Reduce congestion, delays, and costs to cross the border

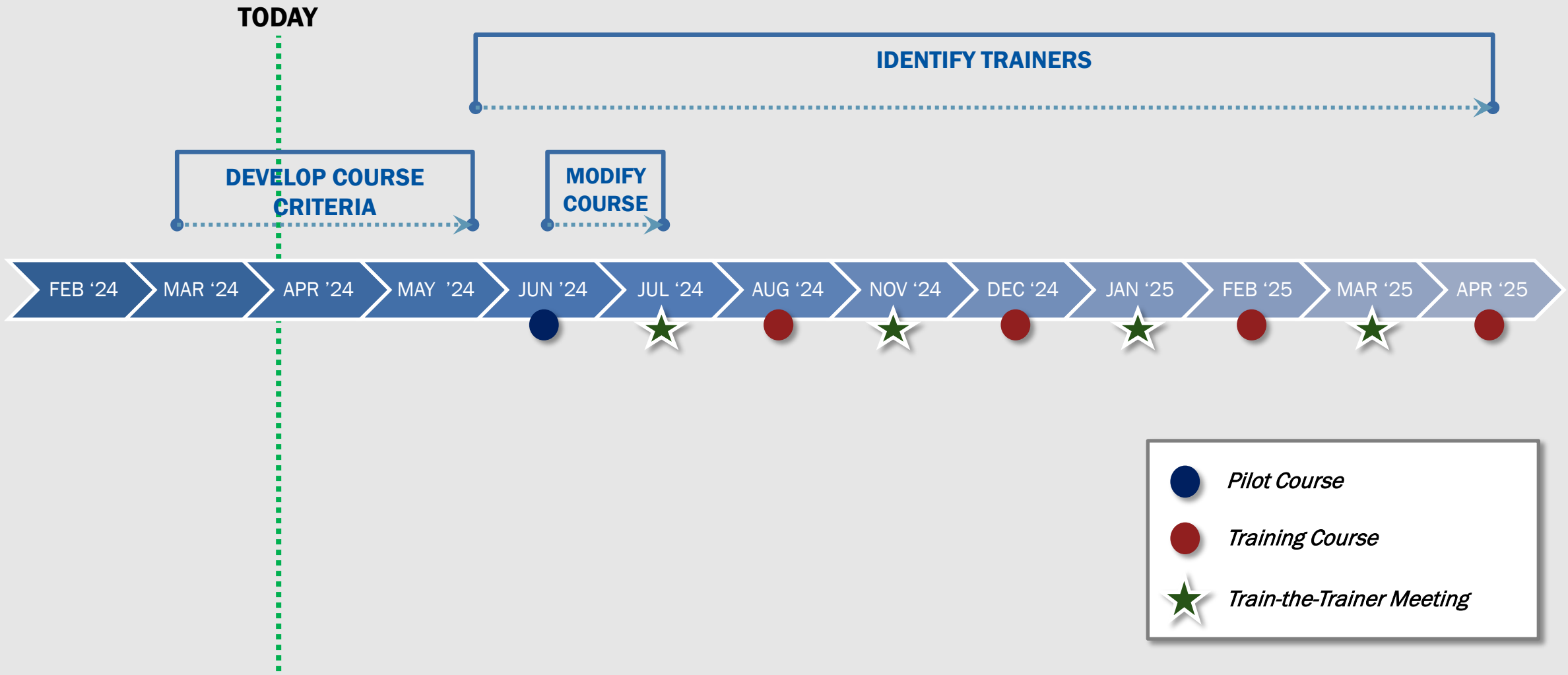
Progress Made to Date

- ✓ Conducted an initial meeting with Texas Department of Public Safety (DPS) / Commercial Vehicle Enforcement.
- ✓ Discussed the Commercial Driver Training plan and concepts and gained DPS support.
- ✓ Coordinated with DPS to identify trainers throughout the program's life, which is ongoing.
- ✓ Secured the 2023 version of the Commercial Vehicle Safety Alliance (CVSA) Out of Service Criteria in English and Spanish.

Next Steps

- Develop and finalize course curriculum with DPS feedback- June 2024.
- Conduct ***a pilot training course*** in June 2024.
- Modify curriculum and material based on ***feedback from the pilot***.
- Conduct the first Train-the-Trainer Course – July 2024 in Laredo.
- **Begin monthly training courses** along the Texas-Mexico Border.

Next Steps


TODAY
IDENTIFY TRAINERS
DEVELOP COURSE CRITERIA
MODIFY COURSE
FEB '24
MAR '24
APR '24
MAY '24
JUN '24
JUL '24
AUG '24
NOV '24
DEC '24
JAN '25
FEB '25
MAR '25
APR '25
Pilot Course
Training Course
Train-the-Trainer Meeting

Thank You !!

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Border Connectivity Studies Update

Border Trade Advisory Committee

April 16, 2024

BTMP Border Crossing Connectivity Studies

TEXAS-MEXICO BORDER TRANSPORTATION MASTER PLAN 2021

Recommendations

First and Last Mile Connectivity Study

Identify gaps in and between transportation networks for all modes around the **immediate vicinity of border crossings**

Border Crossing to Maritime Port Connectivity Study

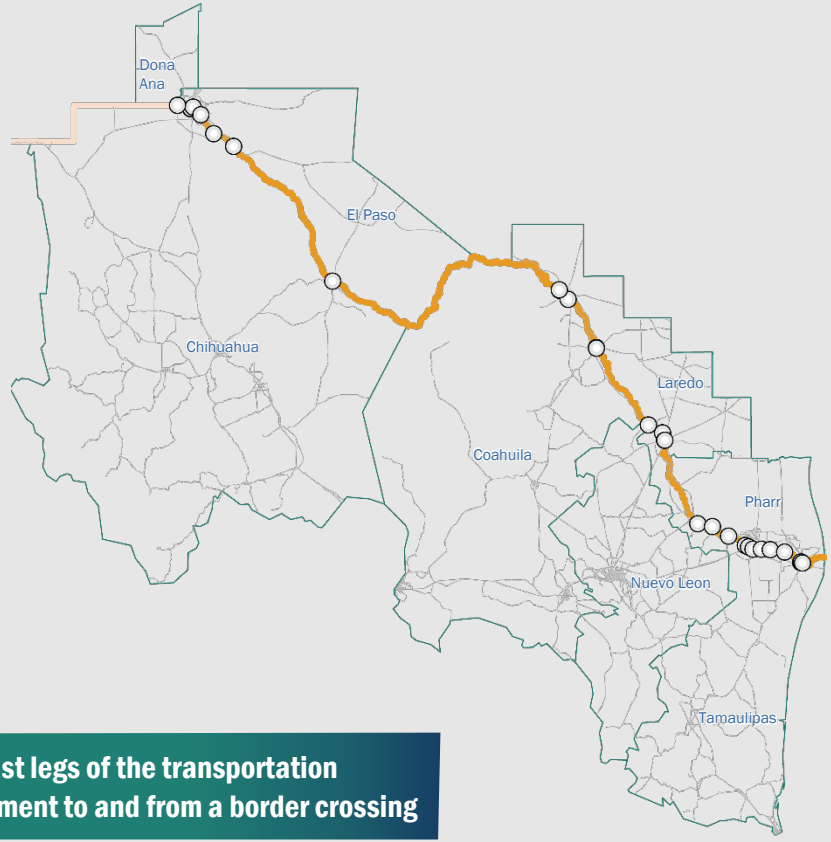
Identify gaps in the multimodal transportation network **between border crossings** and **Texas' maritime ports**

Advancing Recommendations Through

1. **BORDER CONNECTIVITY ANALYSIS**
2. **STAKEHOLDER ENGAGEMENT**

First and Last Mile Connectivity Analysis: Methodology

Border Connectivity - First and Last Mile

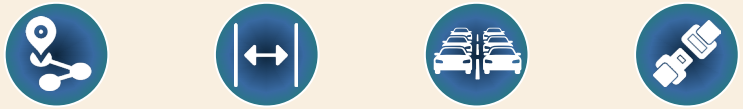


"First and Last Mile" are **the last legs of the transportation movement to and from a border crossing**

Border Connectivity Analysis

First–Last Leg Analysis

Identify key links, gaps, and challenges on highway network serving border crossings



Key Links | Network Gaps | Bottlenecks | Safety Hotspots

Multi-Modal Connectivity Challenges

Identify gaps in the multimodal transportation network to and from border crossings

Highway | Freight Rail | Airport | Transit | Active Transport

Advancing Recommendations for Multi-Modal Improvements

Stakeholder Engagement

Highway

- Are there any other bottlenecks?
- Any concerns about analysis?
- What other suggestion for improvements?

Freight Rail

- Are there any connectivity challenges to rail facilities? (e.g., at-grade rail crossings, community impacts)
- Is there a need for short line railroads to serve industrial areas?

Airport

- Are there connectivity gaps?
- What are the investment needs?

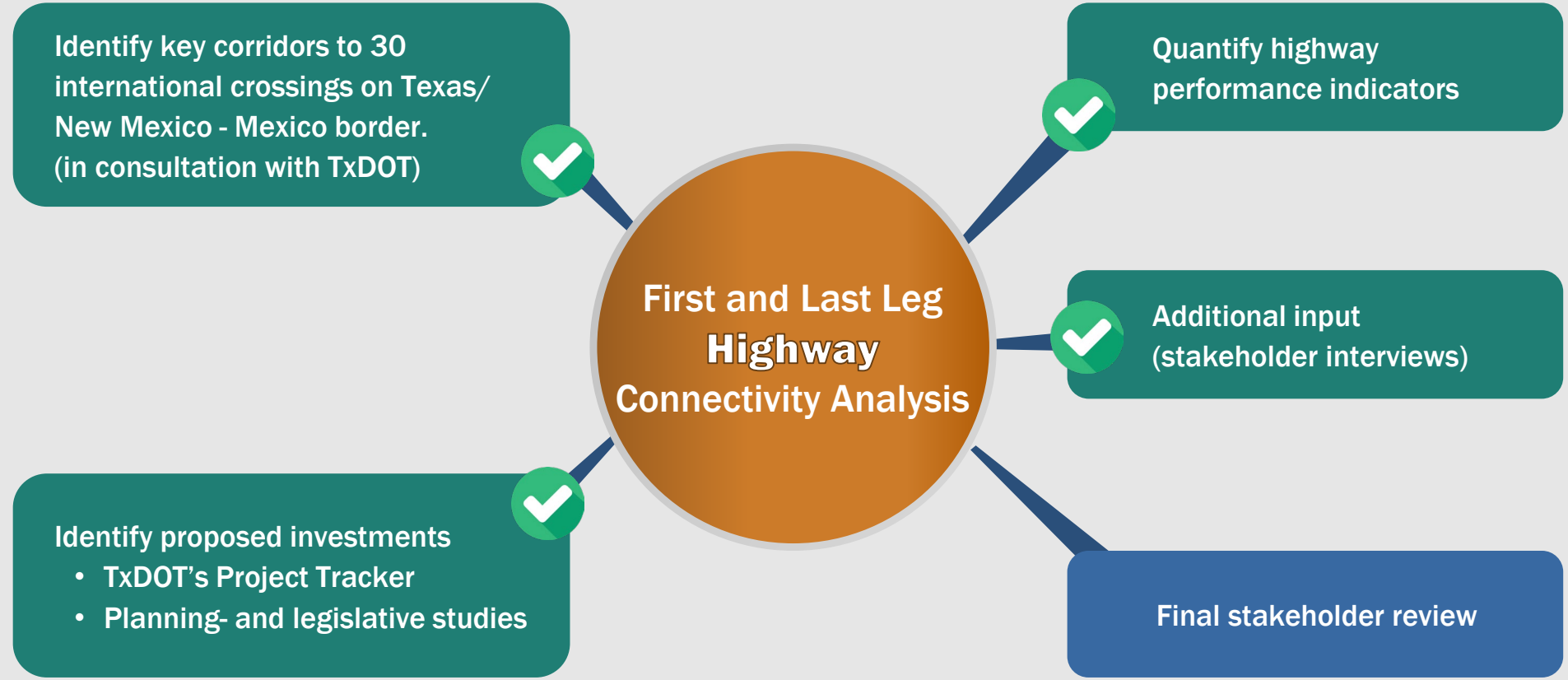
Transit

- What are the existing and planned transit serving cross-border pedestrians?
- Is there a need for park and ride facilities?

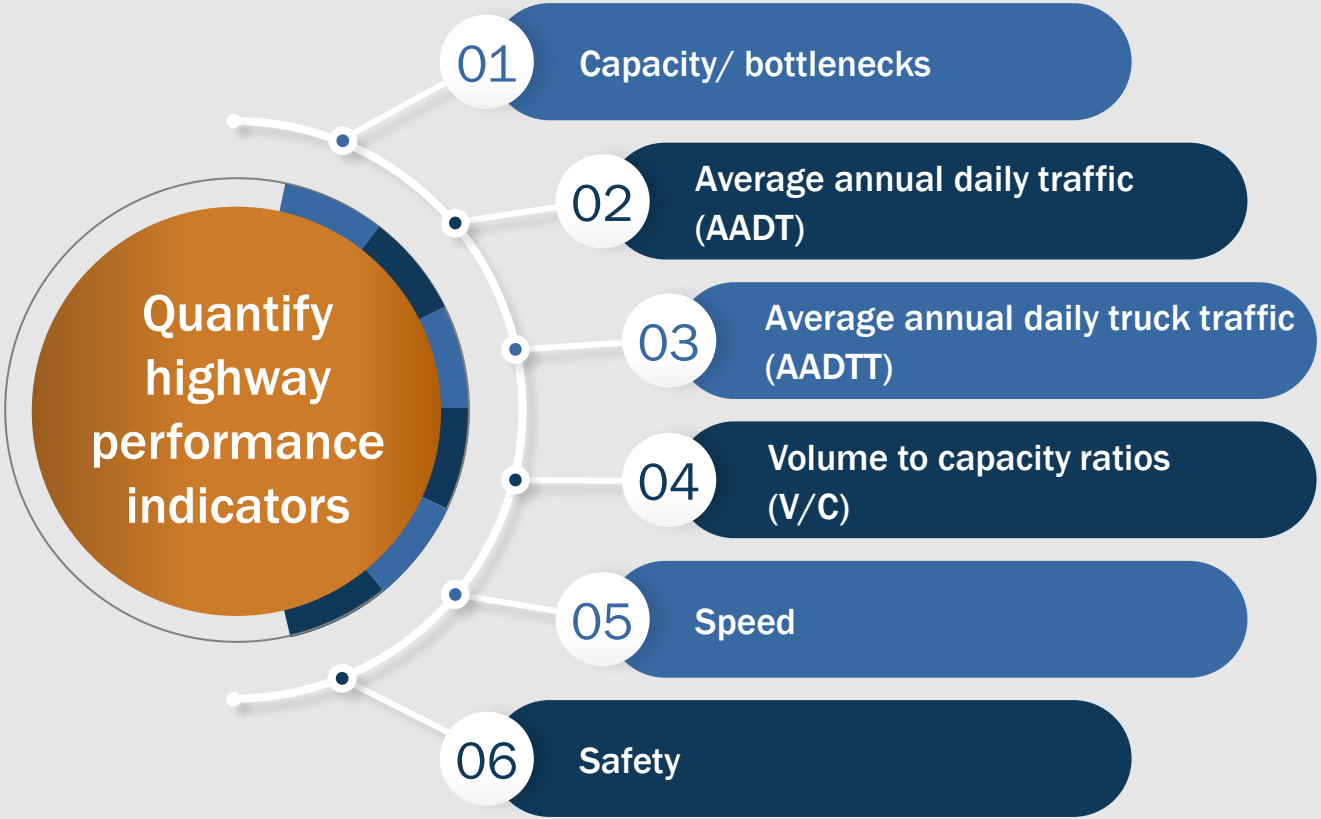
Active Transport

- How many bus stations available within 30-minute walking distance from border crossings?
- Are there bike-ped friendly infrastructure from border crossing to bus stations?

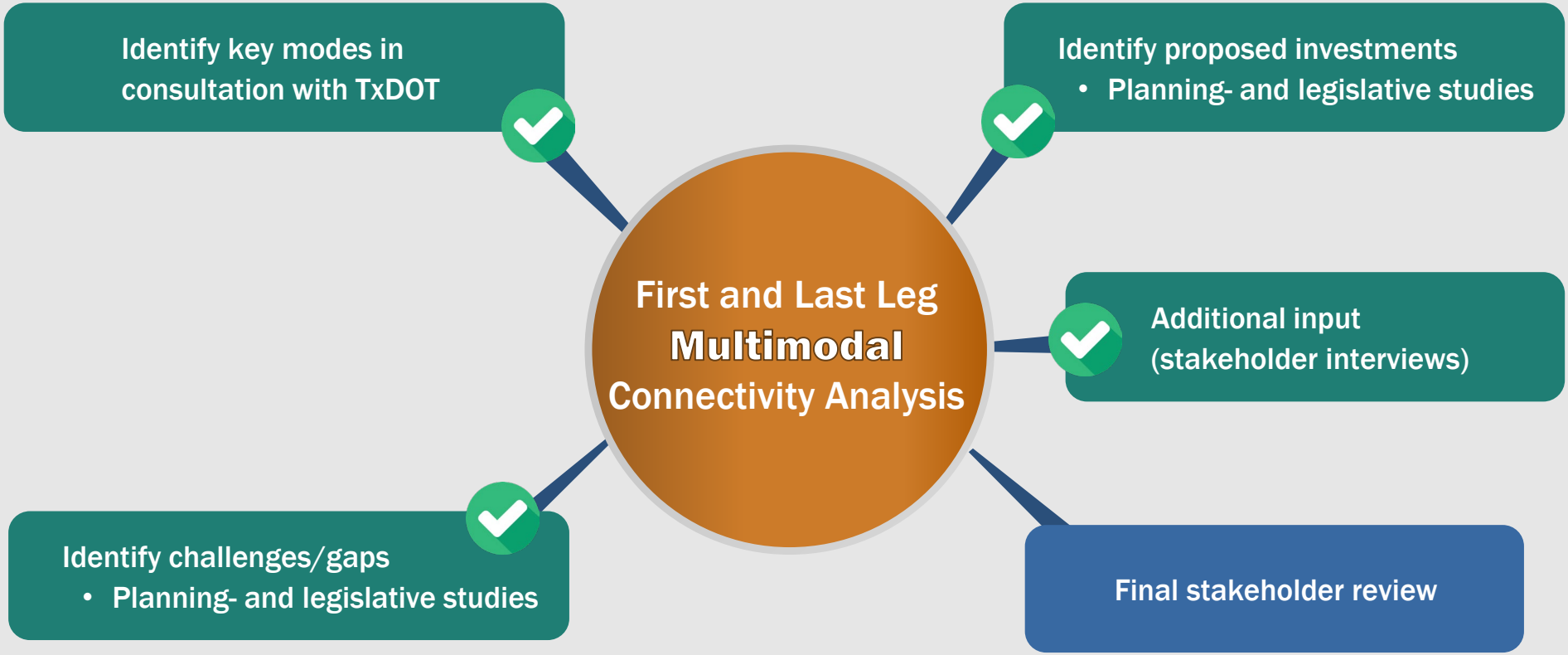
Texas/New Mexico–Mexico Border Crossings: Highway Connectivity



Texas/New Mexico–Mexico Border Crossings: Highway Connectivity



Texas/New Mexico–Mexico Border Crossings: Multimodal Connectivity

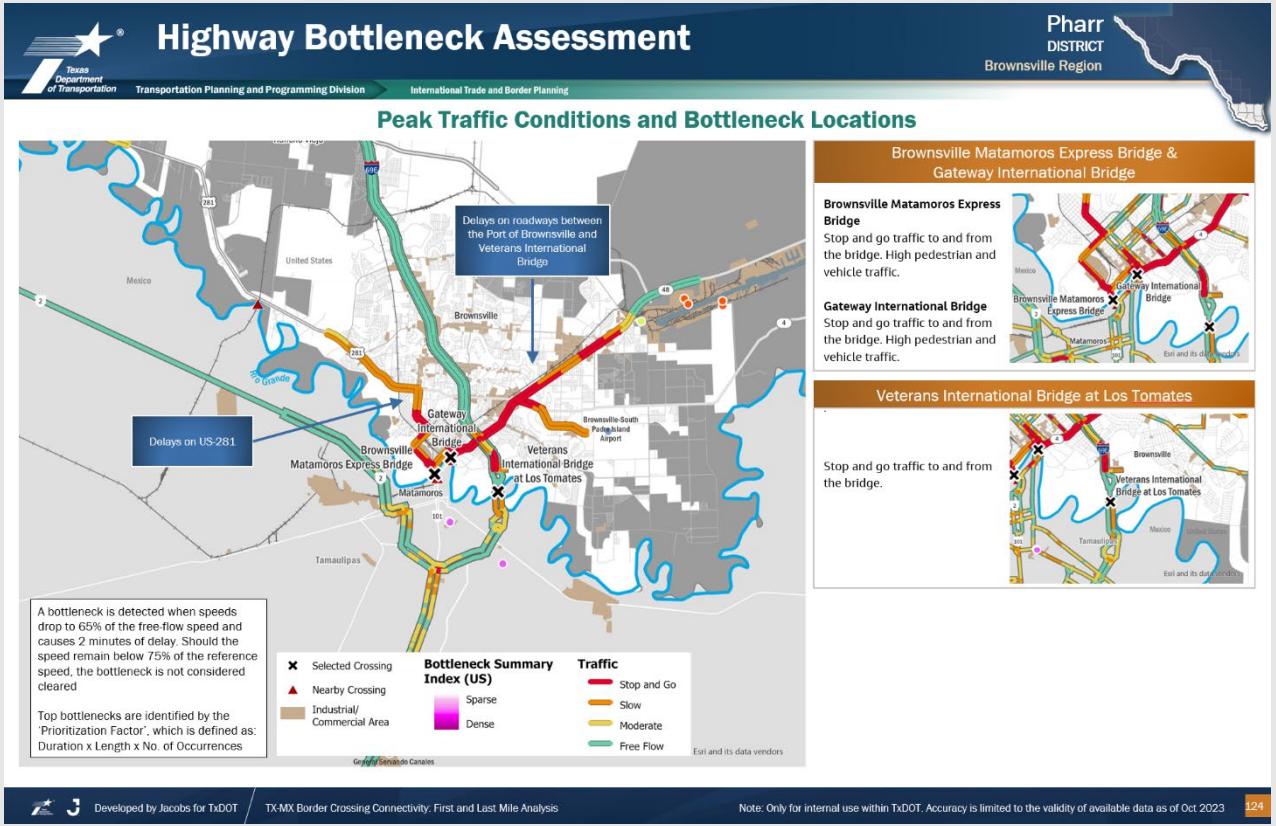


Texas/New Mexico–Mexico Border Crossings: Multimodal Connectivity

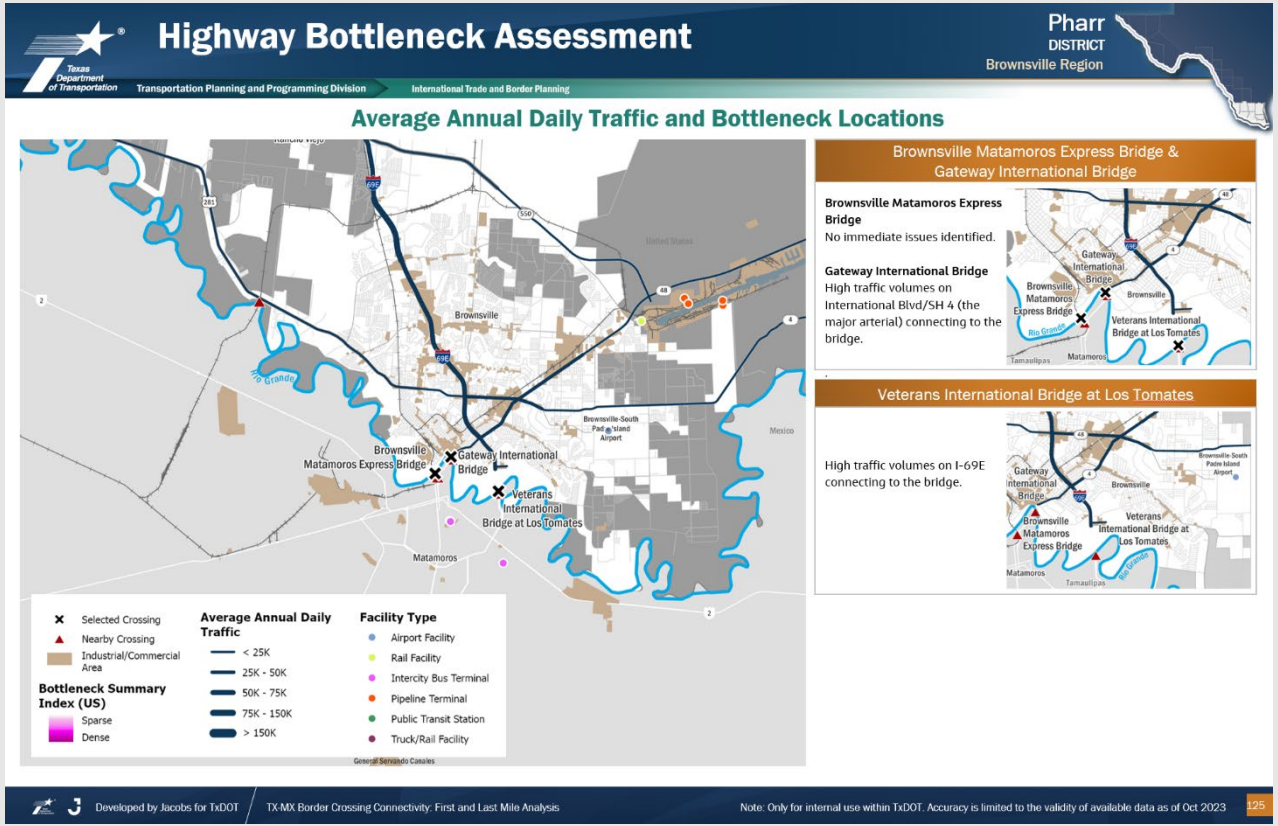
Stakeholder Agency	
BNSF Railway Company	TxDOT Laredo District
City of El Paso, Sun Metro	TxDOT El Paso District
El Metro Transit	TxDOT Pharr District
El Paso Metropolitan Planning Organization	TxDOT Rail Division
Kansas City Southern Railway Company	City of McAllen
Laredo and Webb County Area Metropolitan Planning Organization	McAllen Airport
Union Pacific Railroad	New Mexico DOT
Valley Metro	City of Laredo
Lower Rio Grande Valley MPO	City of El Paso

First and Last Mile Connectivity Analysis: Preview of Tabloids

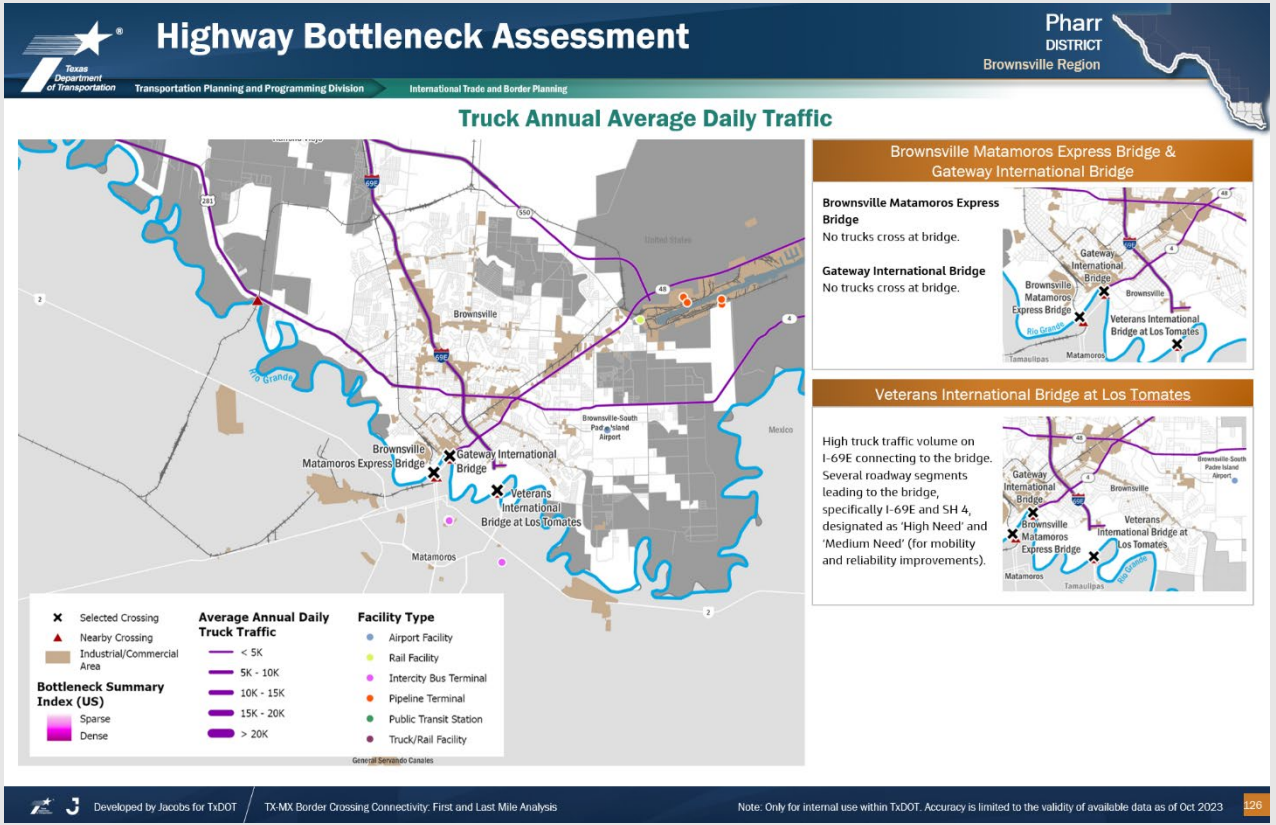
Preview of Tabloids: Brownsville Region



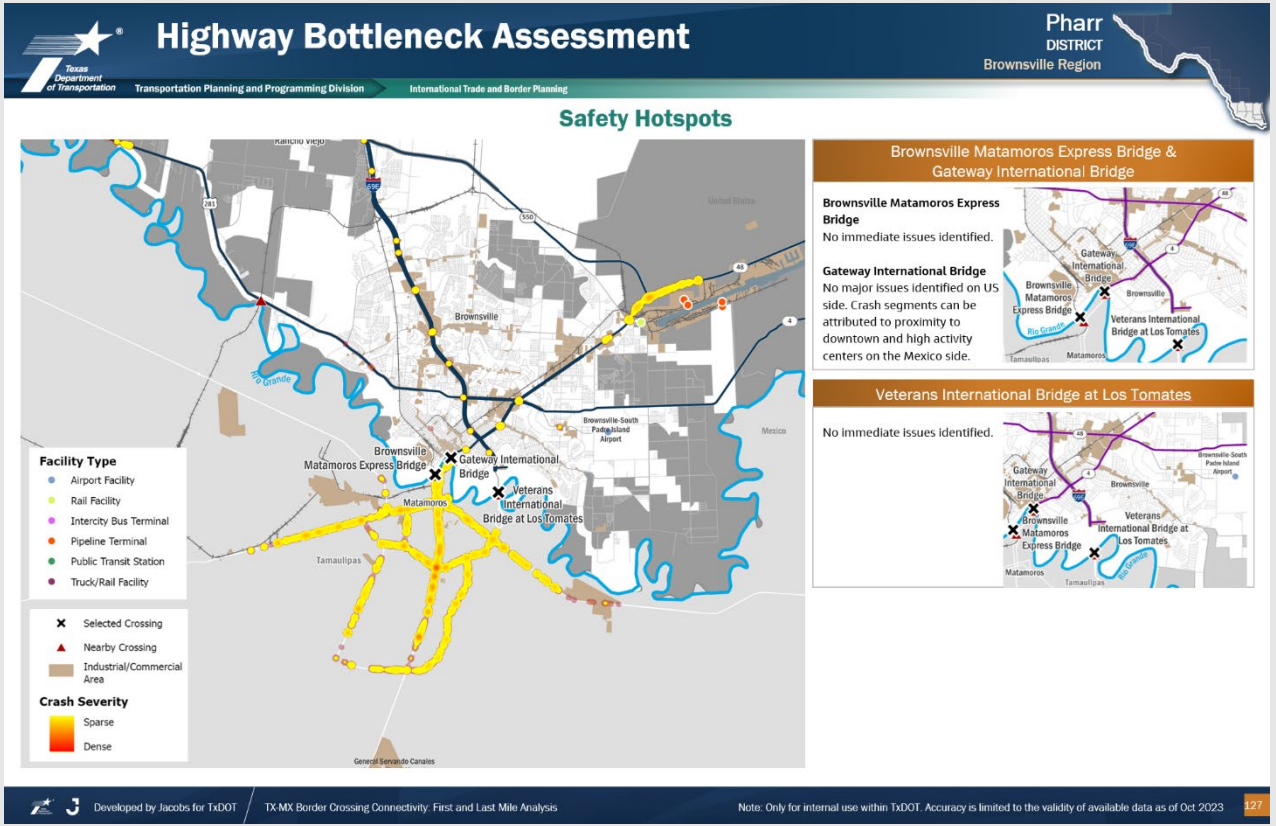
Preview of Tabloids: Brownsville Region



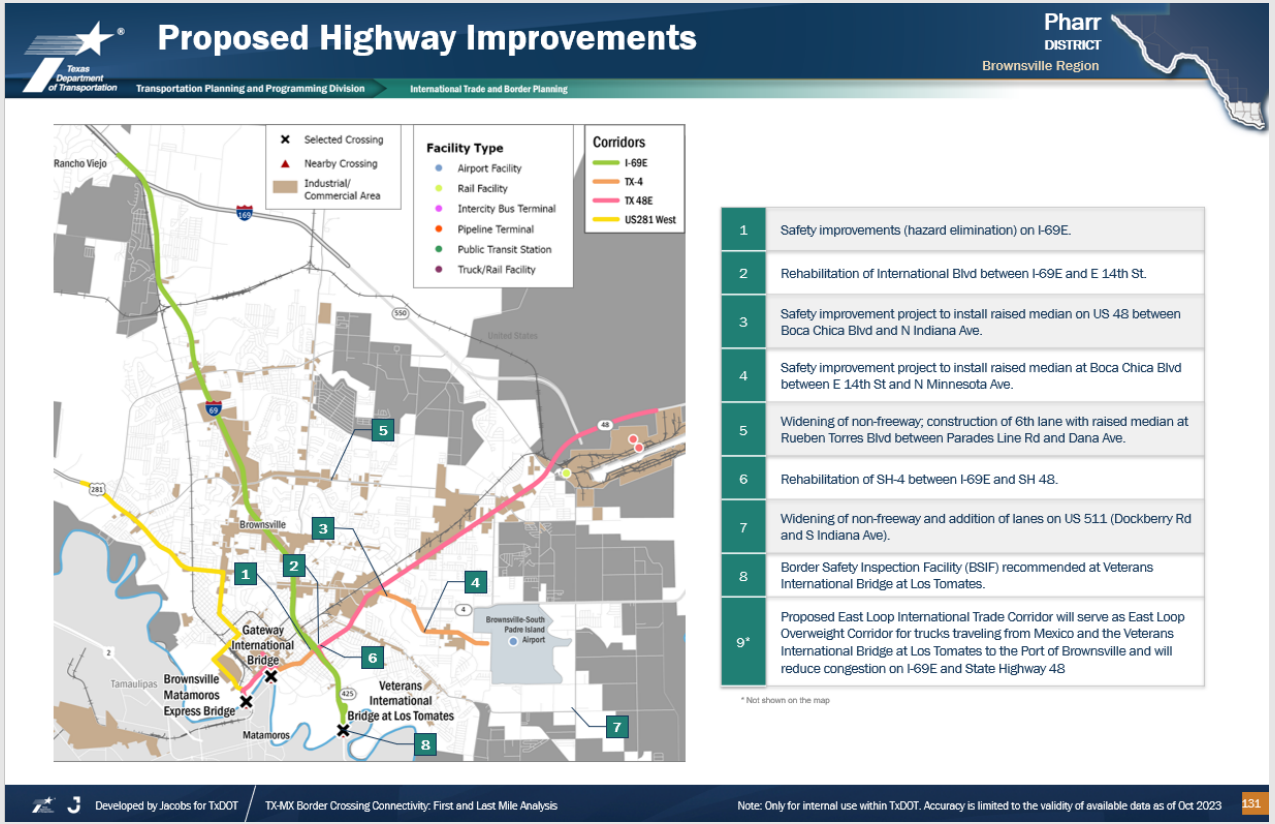
Preview of Tabloids: Brownsville Region



Preview of Tabloids: Brownsville Region



Preview of Tabloids: Brownsville Region



Preview of Tabloids: Brownsville Region

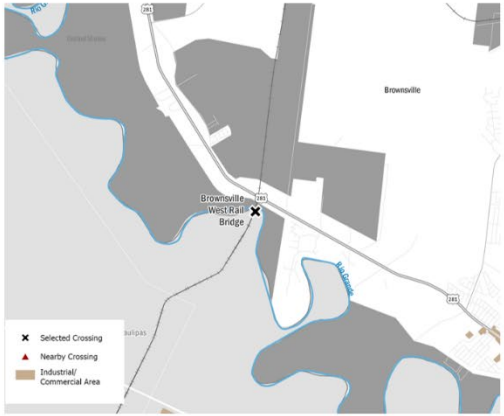
Brownsville West Railroad Bridge

Multimodal Challenges and Improvements

Texas Department of Transportation | Transportation Planning and Programming Division | International Trade and Border Planning

Pharr DISTRICT
Brownsville Region

Modes Processed



Northbound Border Crossings

Year	Trains	Loaded Cars	Empty Cars
2021	844	14,503	71,379
2022	824	18,197	65,680

Issues/Needs/Gaps

1	Need to improve connectivity from the new rail yard north of US-83 to the Port of Brownsville.

Proposed Improvements

1	Invest in at-grade crossing upgrades.
2	Multimodal Connectivity: Provide rail infrastructure to accommodate new traffic and new connection with UP and BNSF.
3	Technology investments (e.g., cameras, people detection equipment, and scanners) to get approvals faster to prevent trains from stopping and to get trains to cross the border faster.
4	Policy/process improvements (e.g., harmonizing mechanical inspection process through reciprocity agreement, streamlined process for crossing approvals through joint scheduling or live coordination, consistent application of rules and regulations among rail crossings, international crews to cross trains).
5	Operational improvements (e.g., implement Unified Cargo Processing (UCP), and central database capturing all information needed for trains arriving at border).

Developed by Jacobs for TxDOT | TX-MX Border Crossing Connectivity: First and Last Mile Analysis | Note: Only for internal use within TxDOT. Accuracy is limited to the validity of available data as of Oct 2023 | 132

Preview of Tabloids: Brownsville Region

Brownsville Matamoros Express Bridge

Multimodal Challenges and Improvements

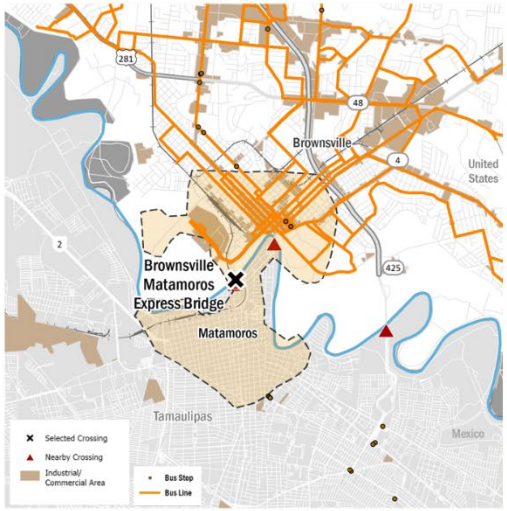
Texas Department of Transportation | Transportation Planning and Programming Division | International Trade and Border Planning

Pharr DISTRICT
Brownsville Region

Service Providers

metro

Modes Processed



Northbound Border Crossings

	Pedestrian		Personal Vehicle	
Year	Daily	Annual	Daily	Annual
2020	1,012	370,373	2,302	842,567
2021	868	316,638	2,666	972,973
2022	1,394	508,720	3,751	1,369,167

Issues/Needs/Gaps

1	Lack of wayfinding signage and service infrastructure for pedestrians crossing at bridge (e.g., loading and unloading areas).
2	Sidewalk conditions on Sam Perl Blvd leading to the bridge are deteriorating.
3	The West Rail trail currently stops at Palm Boulevard. Need to extent trail to the bridge.

Proposed Improvements

1	Multimodal Corridor Project at estimated cost of $8.9 million planned for Sam Perl Boulevard - a major access street for the bridge. Project includes improving transit amenities, safety improvements, crosswalks, landscaping, bioswales, and a raised center median.

Developed by Jacobs for TxDOT | TX-MX Border Crossing Connectivity: First and Last Mile Analysis | Note: Only for internal use within TxDOT. Accuracy is limited to the validity of available data as of Oct 2023 | 133

Preview of Tabloids: Brownsville Region

Gateway International Bridge
Multimodal Challenges and Improvements

Texas Department of Transportation
Transportation Planning and Programming Division | International Trade and Border Planning

Pharr DISTRICT
Brownsville Region

Service Providers

metro

Modes Processed

Northbound Border Crossings

	Pedestrian		Personal Vehicle	
Year	Daily	Annual	Daily	Annual
2020	2,547	932,270	2,230	816,166
2021	2,479	904,769	2,794	1,019,715
2022	3,604	1,315,342	3,192	1,165,173

Issues/Needs/Gaps

1	High volume of pedestrian crossings, because of bridge's location close to downtown (good access to retail and commercial activity). Demand currently exceeds the capacity that the bridge was designed for.
2	An area near the bridge is designated as having 'severe limitations to construction' of sidewalks.
3	Lack of wayfinding signage and service infrastructure for pedestrians crossing at bridge (e.g., loading and unloading areas).
4	Lack of a regional bike/pedestrian trail network.

Proposed Improvements

1	Planned $130 million replacement of entire Gateway International Bridge structure to increase capacity for vehicle and pedestrian traffic. The funding will come from the 2021 Bipartisan Infrastructure Law.
2	Multimodal Corridor Project planned for International Blvd. The project includes improving transit amenities, sidewalks, bike lanes, landscaping, bioswales, crosswalks, a raised center median, and other safety improvements.

Developed by Jacobs for TxDOT | TX-MX Border Crossing Connectivity: First and Last Mile Analysis

Note: Only for internal use within TxDOT. Accuracy is limited to the validity of available data as of Oct 2023

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Preview of Tabloids: Brownsville Region

Veterans International Bridge at Los Tomates

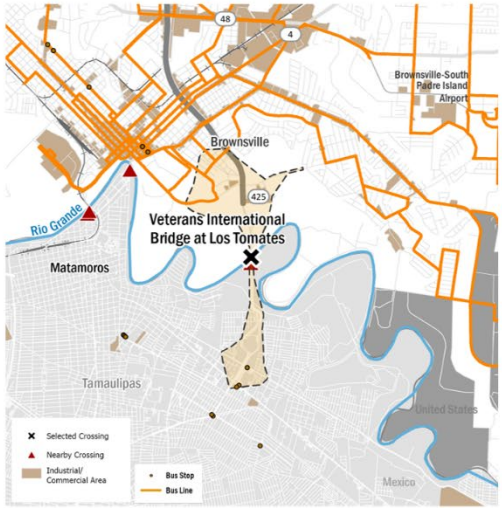
Multimodal Challenges and Improvements

Texas Department of Transportation | Transportation Planning and Programming Division | International Trade and Border Planning

Pharr DISTRICT
Brownsville Region

Service Providers

Modes Processed



Northbound Border Crossings

	Pedestrian		Personal Vehicle		Bus		Truck	
Year	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual
2020	410	149,949	2,647	968,677	9	3,116	600	219,430
2021	438	159,886	3,239	1,182,053	8	2,929	656	239,335
2022	520	189,724	4,076	1,487,847	9	3,337	632	230,619

Issues/Needs/Gaps

1	B-Metro's nearest bus stop is approximately 30 minutes walking from the bridge (Bus Route 14: Scorpion Connector) .
2	Few pedestrian routes/trails accessing bridge. No sidewalks all the way to the bridge.
3	Congestion needs to be reduced to facilitate the pedestrian link to the University of Texas Rio Grande Valley.

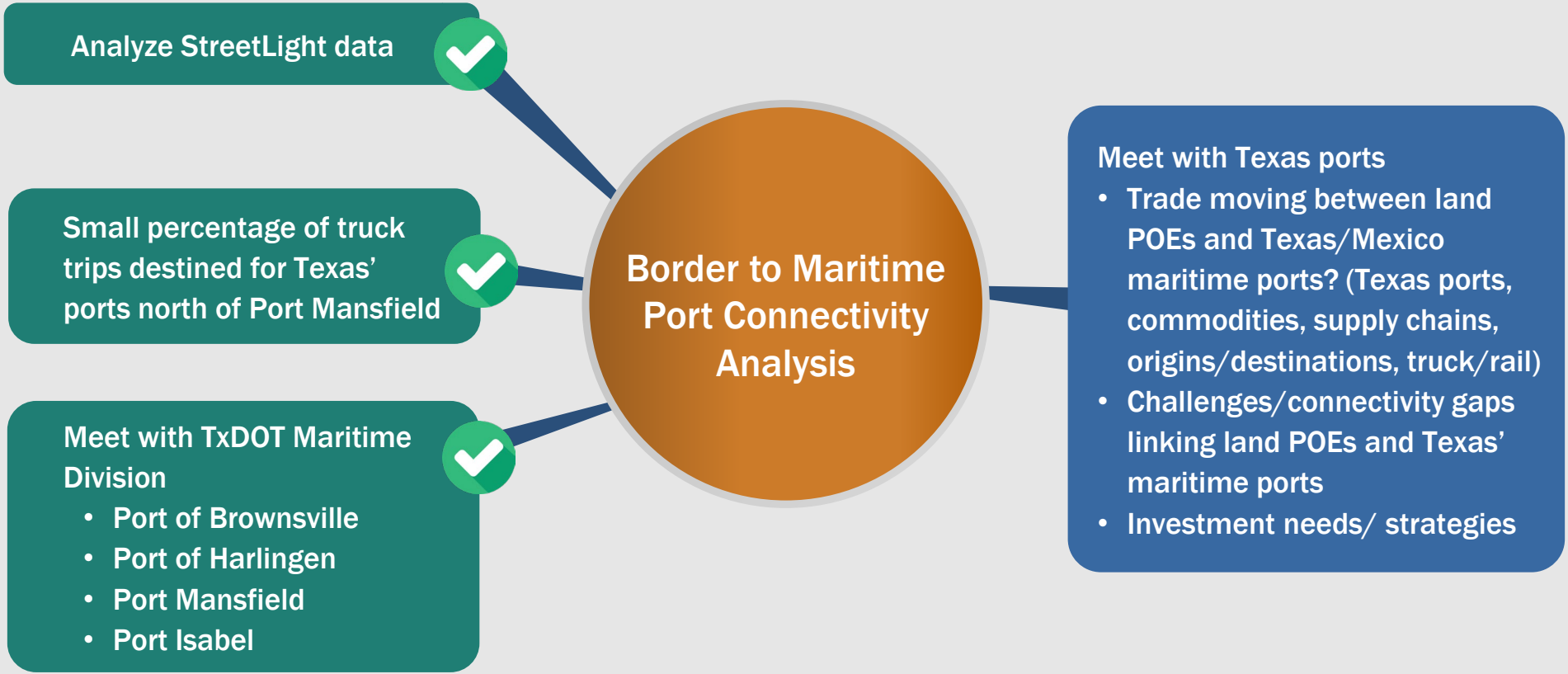
Proposed Improvements

1	Proposal to add four additional POV primary lanes, 8 additional inspection bays, and a new head house.

Developed by Jacobs for TxDOT | TX-MX Border Crossing Connectivity: First and Last Mile Analysis | Note: Only for internal use within TxDOT. Accuracy is limited to the validity of available data as of Oct 2023 | 135

Border to Maritime Port Connectivity Analysis: Methodology

Texas/New Mexico–Mexico Border Crossings: Highway Connectivity



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Border Region to Region Connectivity Study

BTAC Briefing
April 16, 2024

1. Background & Study Approach
2. Regional Border Connectivity Network Assessment
3. Schedule and Next Steps

Background & Study Approach

Border Region to Region Connectivity Study – BTMP Background

BTMP Policy Recommendation

Provide multimodal connectivity between border crossings to provide enhanced network redundancy for efficient border region trips.

BTMP Objectives

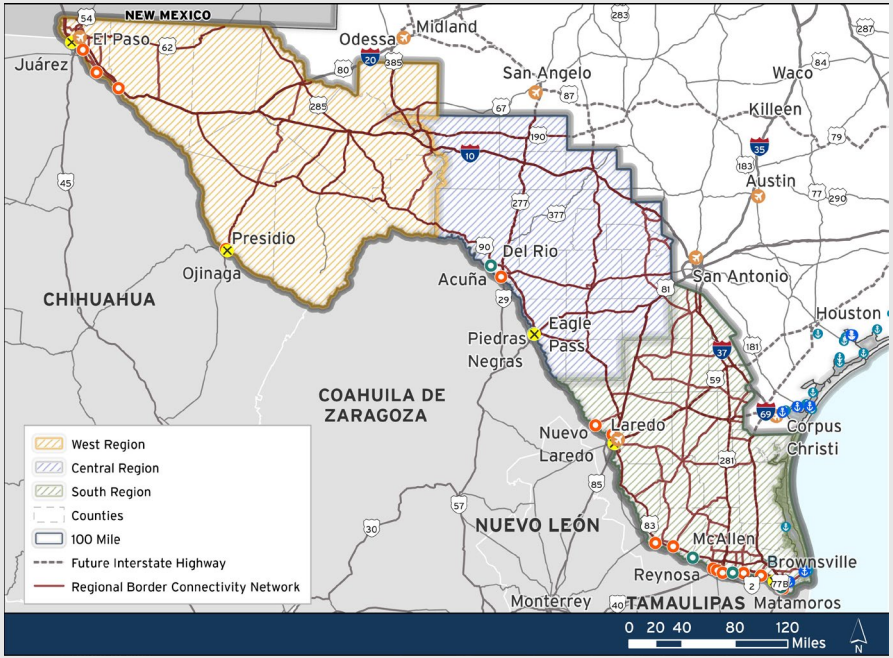
- Address the potential impact of disruptive events by providing **enhanced network redundancy** on both sides of the border.
- Enable demand management techniques to **address congestion**.
- Support the **future growth of the Texas (U.S.) and Mexican economies** by meeting demands of higher forecasted movements of people and goods through enhanced network connectivity.
- **Facilitate connectivity** between border region multimodal transportation networks.

Study Purpose and Focus Areas

Purpose: Enhance multimodal connectivity between border regions

Focus Areas:

- East-west connectivity between border regions
- Efficiency and directness of existing routes
- Multimodal supply chain connectivity
- Multimodal people connectivity
- Resiliency of statewide border network
- Safety and security
- Innovative technologies and operational strategies



Study Goals

Mobility and Reliability

Provide options for efficient, reliable transportation

Economic Competitiveness

Boost regional competitiveness and support growth

Safety and Security

Improve travel safety between and within border regions

Connectivity

Improve connectivity within and between border regions

Cross-Border Resiliency

Increase interconnectivity between border regions to provide resiliency

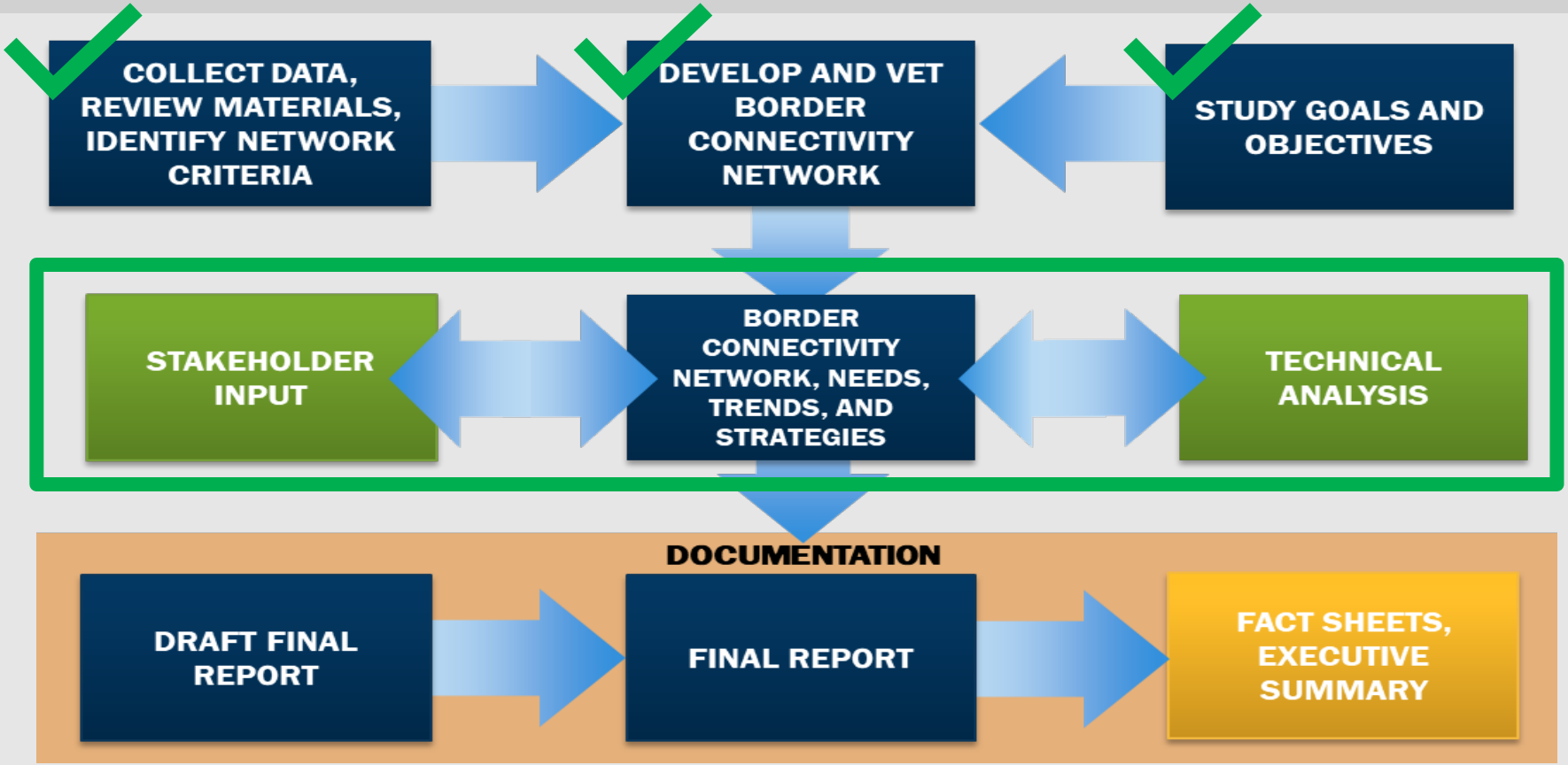
Asset Preservation

Maintain, preserve, and modernize assets on border network

Equity

Equitable distribution of positive impacts and mitigate negative impacts

Study Progress



Stakeholder Outreach

- BTAC updates
- Binational industry and agency stakeholder meetings
  - MPOs and local officials
  - Mexican Federal, State and Local officials
  - Shippers, carriers, business associations
- Binational Regional Steering Committees
- District coordination meetings
- Public meetings

Border Region Connectivity Network Assessment

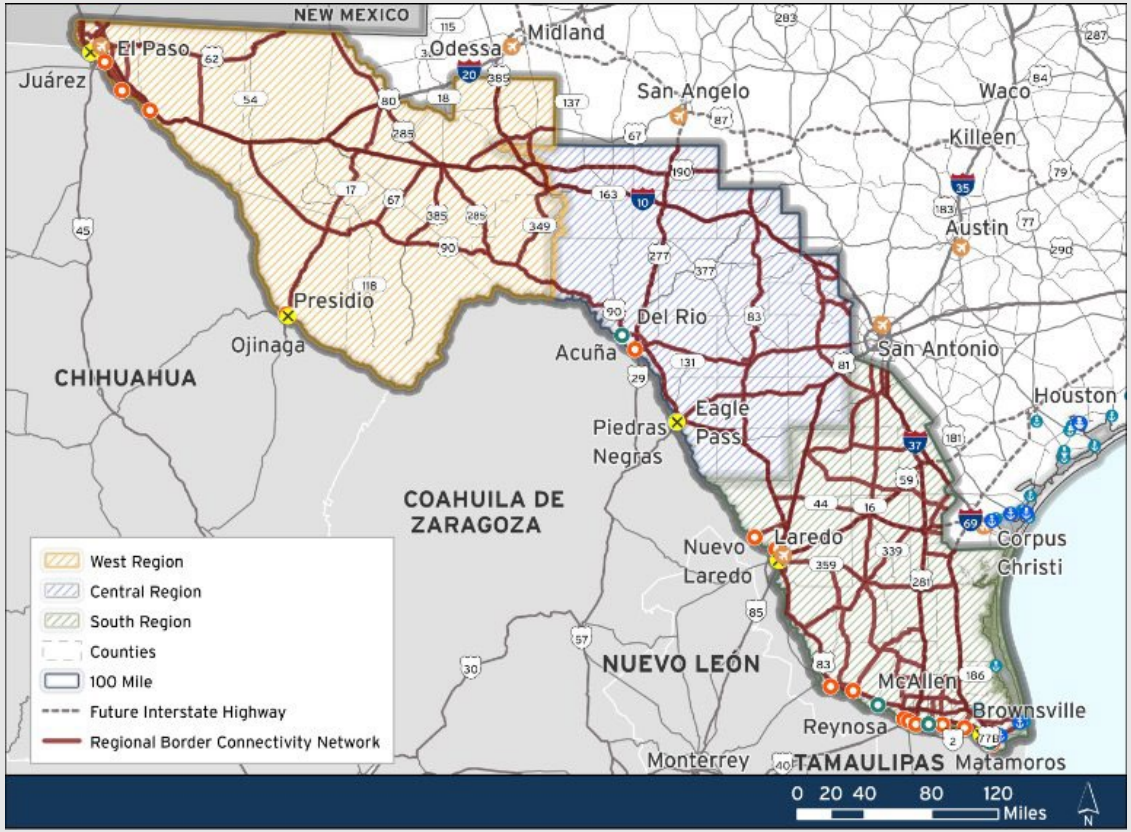
Regional Border Connectivity Network (RBCN)

PEOPLE & GOODS MOVEMENT

- Existing and future passenger demand
- Socioeconomic data
- Existing and future freight demand
- Region-to-region demand for passenger vehicles and trucks

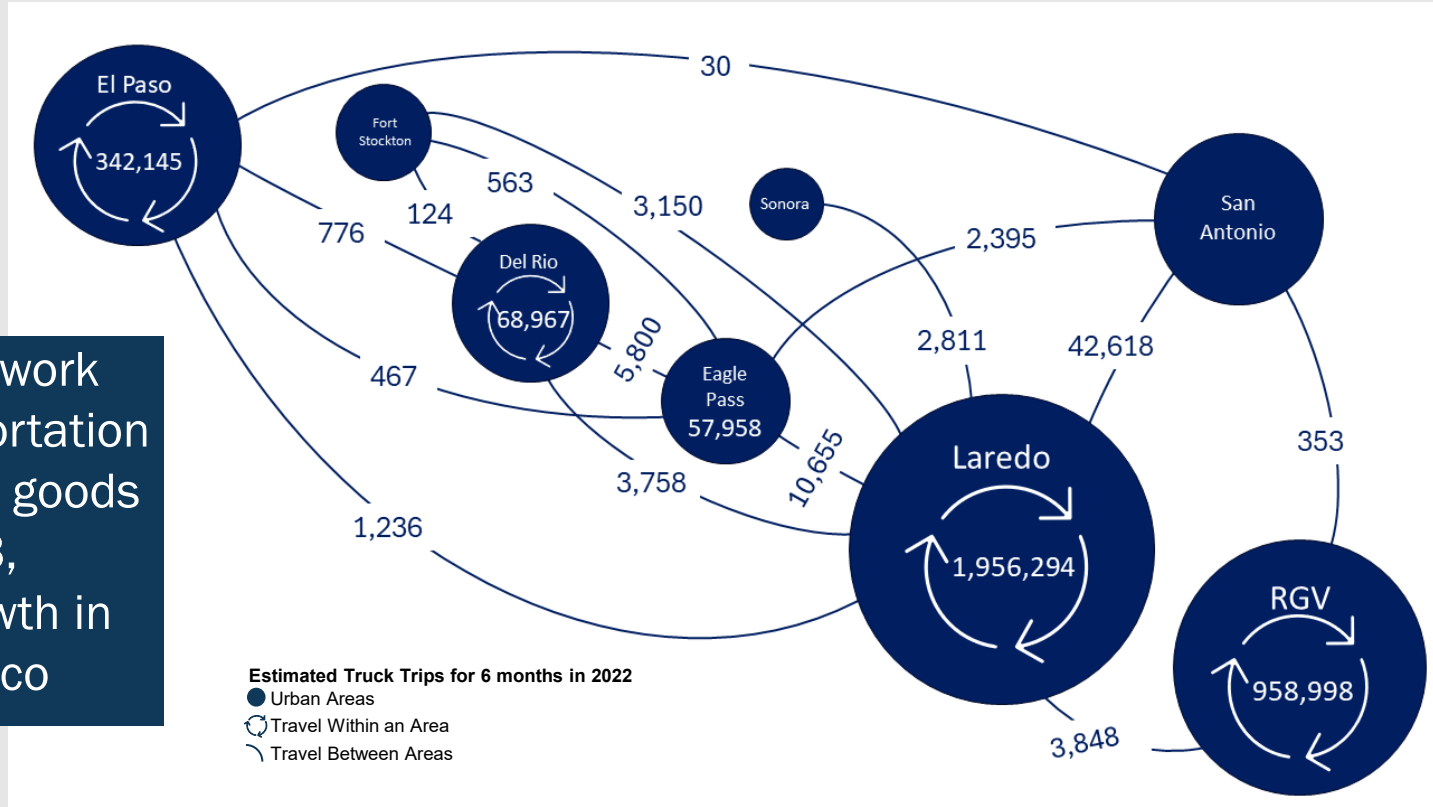
MARKET ACCESS MOVEMENT

- Airport, bus, rail access
- Cargo generator access
- Access to employment, education, healthcare, retail, tourism



Regional Goods Mobility Demand

Regional roadway network facilitates the transportation of nearly 50M tons of goods valued at over $180B, driving economic growth in both the US and Mexico

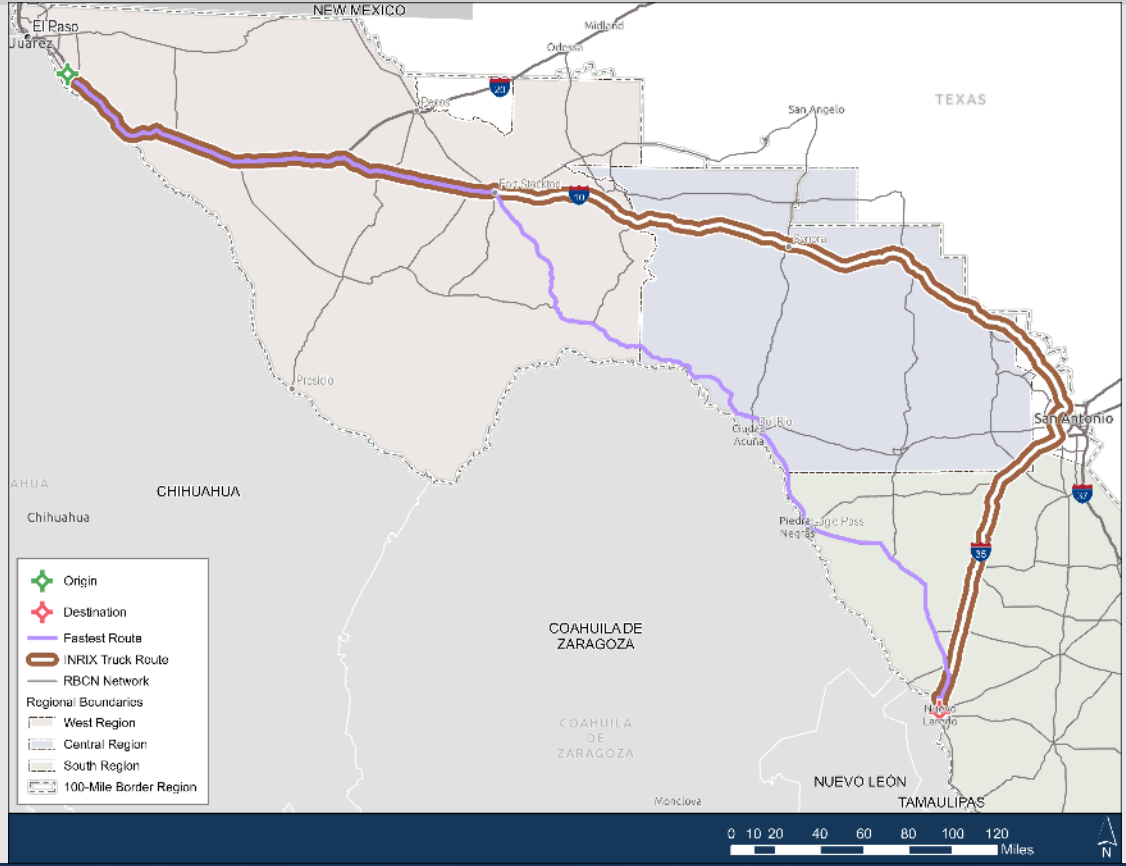


Assessing Region to Region Connectivity Inefficiencies

- Assessing shortest/fastest routes against the observed routes taken by trucks

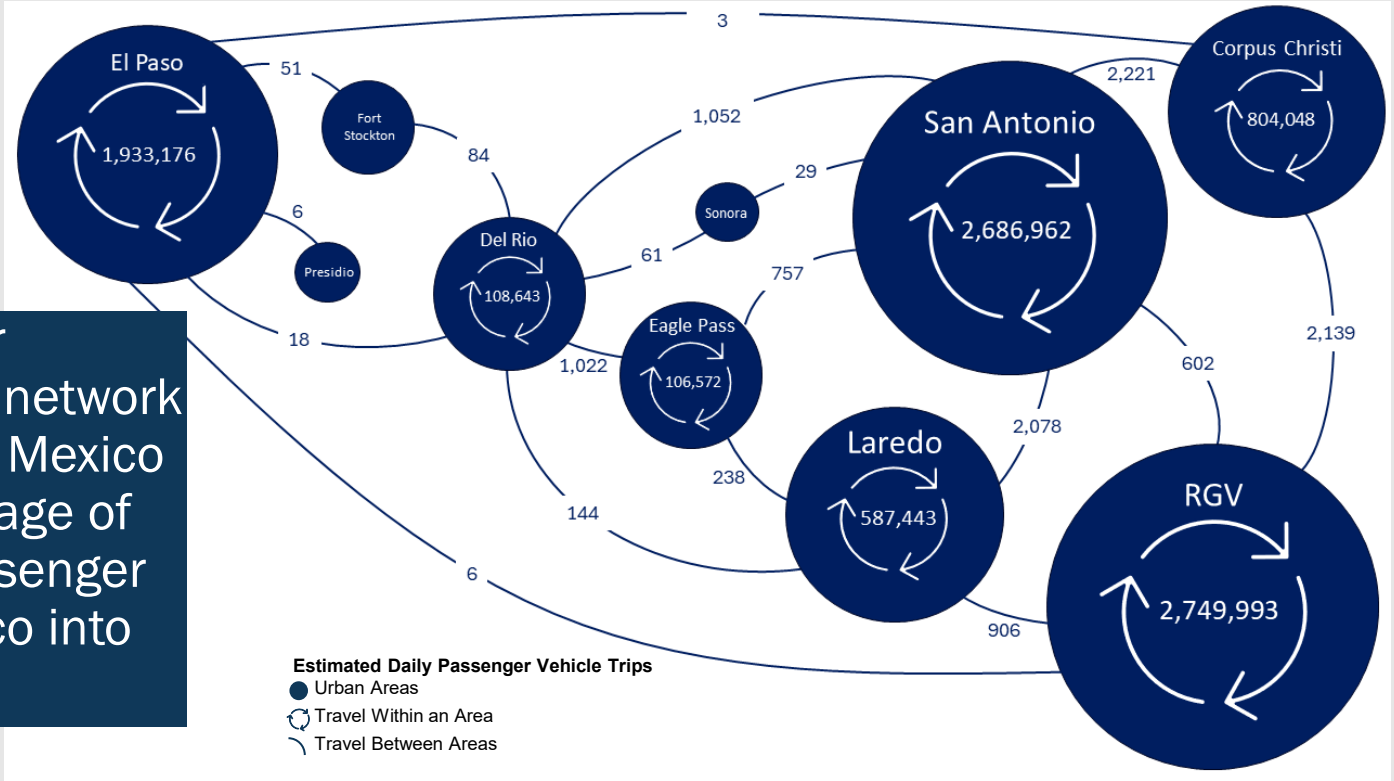
	Route	Length (Miles)	Time (Hours)
CMV	Observed (INRIX)	681	11.15
	Shortest (ArcGIS)	580	9.44
	Fastest (ArcGIS)	583	9.22

Commercial Vehicle Connectivity Analysis Example



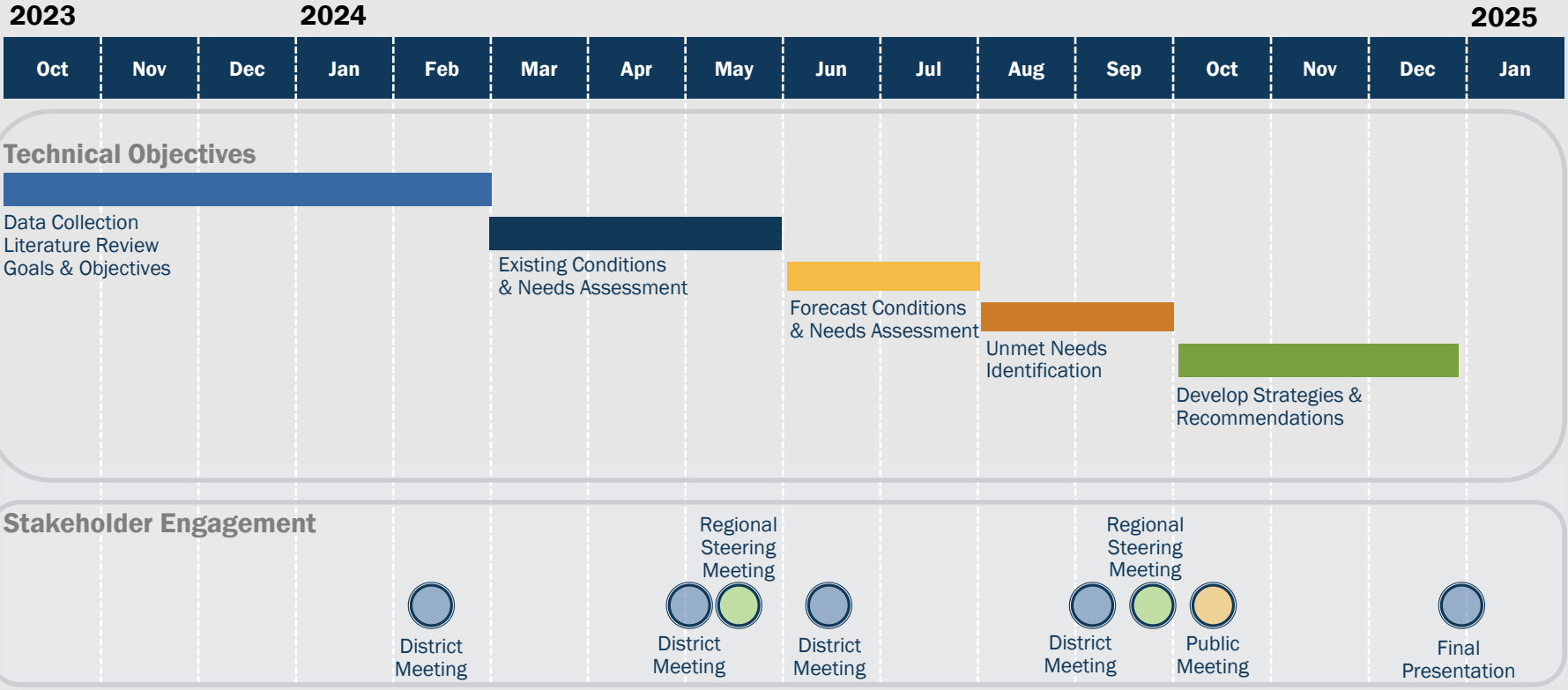
Regional People Mobility Demand

In 2022, the border crossings and road network between Texas and Mexico facilitated the passage of over 32 million passenger vehicles from Mexico into Texas



Schedule and Next Steps

Project Timeline



Next Steps

Complete border region profile

Forecast future demand

Assess needs on RBCN

Quantify impacts of lack of connectivity

Conduct BNRSC meetings

Engage TxDOT Districts and Mexican Stakeholders

For more information:

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Texas House Bill 4422

Border Trade Advisory Committee Briefing

April 16, 2024

Agenda

1. HB 4422 Recap
2. Project Status
3. Stakeholder Engagement Update
4. Next Steps

House Bill 4422: Recap

- TxDOT shall conduct a study on
  - *public safety, border security, and transportation infrastructure on Texas-Mexico borders crossings*
  - *to ensure safe, efficient, and streamlined commercial motor vehicle (CMV) connectivity*
  - *that amplifies Operation Lone Star efforts*
- Conducted in consultation with seven organizations or groups, specified in bill
- Focused on Commercial Motor Vehicle performance, technology and networks, from the perspective and for purposes of public safety and border security
  - *How can one improve the other*
- Study is to include recommendations for enhancement for transportation infrastructure and road technology near border crossings to:
  - *Maximize safety of communities near the border and people using highways near the border*
  - *Improve transportation efficiency and CMV connectivity*
- **Written report and study findings must be submitted to Governor, Lieutenant Governor and the Legislature no later than December 1, 2024.**

Study Contributors and Roles/Responsibilities

TxDOT

- Direct and oversee study
- Facilitate coordination with partners

TxDOT, DPS, TMD Coordination

- Guide study
- Help ensure intent of legislation is met

Working Group

- Guide study
- Advise on current issues
- Ensure recommendations are implementable

CONSULTANT TEAM

WSP

- Overall technical and stakeholder engagement management
- Lead transportation and connectivity-focused tasks
- Integrate findings into final products

HNTB

- Lead border security and public safety-focused tasks
- Support transportation-focused tasks led by WSP team

Work Steps Completed Since November BTAC Meeting

- ☑ Convene Working Group (WG)
  - ☑ *Met twice with WG*
- ☑ Completed Study Guidelines
- ☑ Complete assembly of study materials
  - *Existing and ongoing studies, data sets, networks, etc.*
- ☑ Commence stakeholder engagement
  - *Begin interaction with BTAC group for stakeholder outreach*
- ☑ Begin Transportation Routes analysis

Project Status

House Bill 4422 Study Components & Work Flow

DEFINE STUDY GUIDELINES AND PARAMETERS

TRANSPORTATION ROUTES AND BORDER SECURITY

Identify, classify and prioritize risks

TRANSPORTATION ROUTES AND PUBLIC SAFETY

Assess CMV inspection and enforcement

TRANSPORTATION ROUTES AND CONNECTIVITY

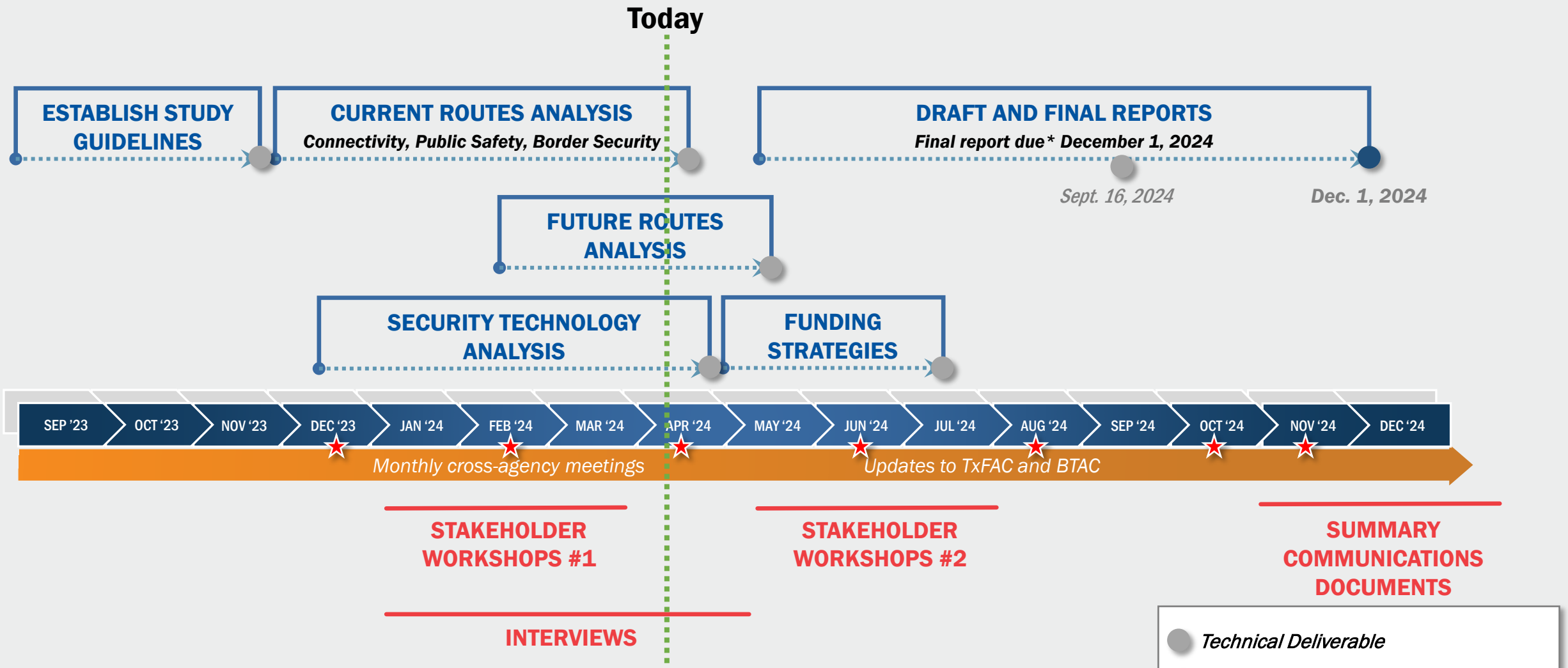
Analyze current and future roadway performance

IDENTIFY FUNDING STRATEGIES FOR PROPOSED ENHANCEMENTS

FINAL REPORT (DUE DECEMBER 1, 2024)

STAKEHOLDER & WORKING GROUP ENGAGEMENT

Schedule and Deliverables



*Report due to the governor, lieutenant governor and legislature

House Bill Engagement Requirements and Approach

Working Group of Prescribed Stakeholders

The department [TxDOT] shall conduct the study in consultation with:

1. **The Texas Department of Public Safety (DPS)**
2. **Texas Military Department (TMD)**
3. **Texas A&M Transportation Institute (TTI)**
4. **Law enforcement agencies near the Texas-Mexico border**
   - 18 county sheriffs and city police departments invited
5. **County government representatives**
   - 8 judges from counties with CMV crossings invited
6. **Representatives of the transportation industry** 4 invited
7. **Independent nonprofit applied research & development organization selected by the State** 1 invited

Engagement Required by HB 4422

The Department shall:

1) *Select multiple Texas-Mexico international border crossings that serve commercial vehicles*

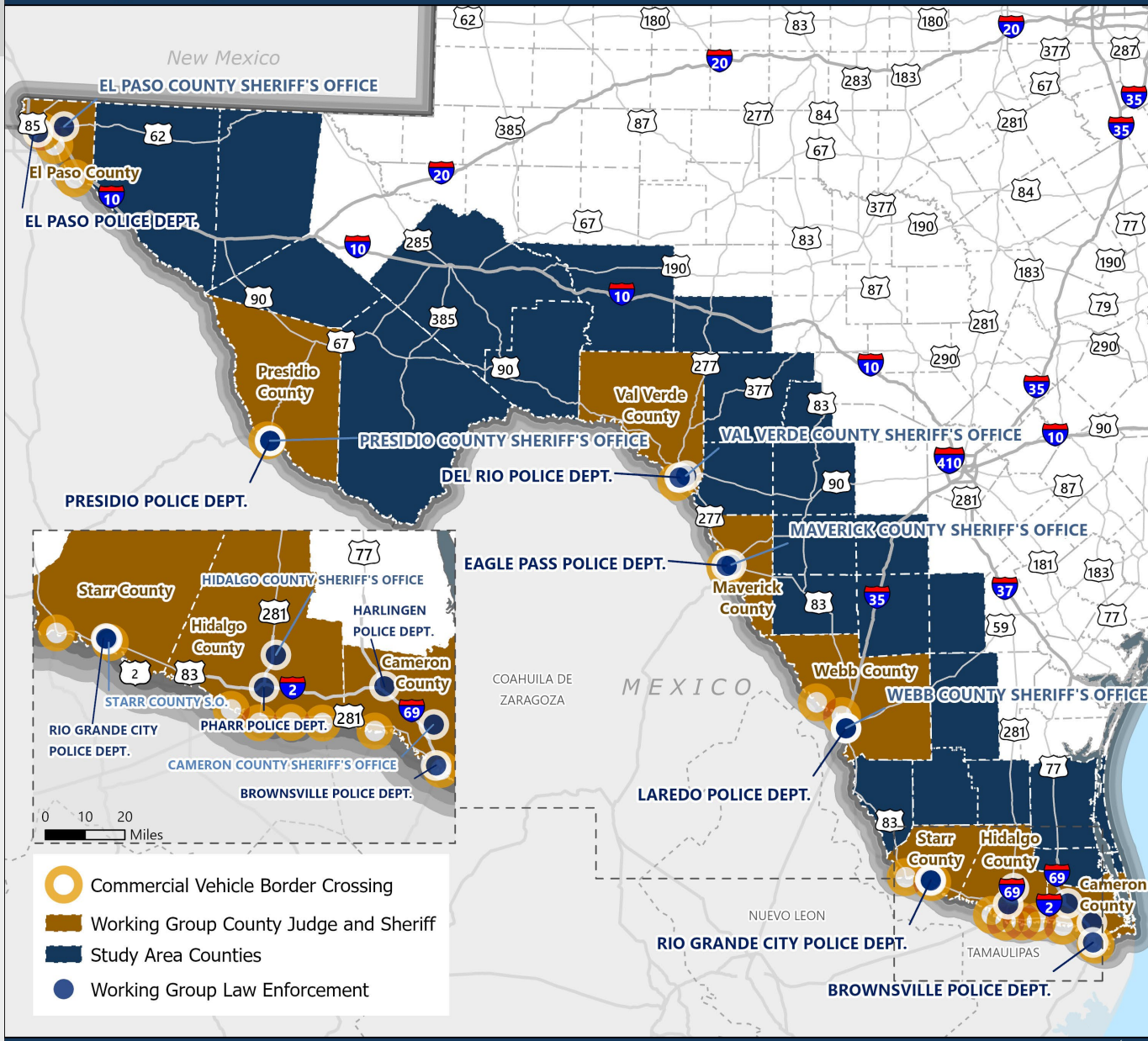
➡ **16 CMV Border Crossings have Been Visited**

- 14 CMV Crossings
- 2 Limited CMV Crossings

➡ **All Working Group Members have been contacted for individual interviews**

- Most have participated
- Additional interviews pending

County Judge and Local Law Enforcement Working Group Members



Working Group Engagement

- The Working Group (WG) is meeting bi-monthly throughout the study
- Meetings report progress, discuss issues, seek guidance, review next steps and adjust direction
- One-on-one interviews are being requested with WG members in person or virtually.
- WG members are guiding the study and provide relevant stakeholders.

Working Group Meeting Dates

~~December 2023~~
~~February 2024~~
April 2024
June 2024
August 2024
October 2024
November 2024

Additional Interviews and Roundtables

PUBLIC SECTOR

- County administrations
- Law enforcement agencies
  14 cities & counties
- DPS with on-site meetings
- City governments, bridge owners, chambers of commerce, and MPOs
- Texas A&M Transportation Inst.

PRIVATE SECTOR

- Texas Trucking Association
- El Paso Mobility Coalition
- Mines Road Mobility Coalition
- Laredo Motor Carriers Association
- Parker & Company
- Bullet Transport Services
- HP Carriers

CMV CROSSING SITE VISITS

- Bridge of the Americas
- Ysleta Port of Entry
- Tornillo-Guadalupe
- Presidio-Ojinaga
- Acuna Del Rio
- Camino Real
- Laredo Colombia Solidarity
- World Trade Bridge
- Roma-Ciudad Migel Aleman
- Starr-Camargo
- Anzalduas International Bridge
- Pharr-Reynosa
- Donna International Bridge
- Weslaco Progreso Intl. Bridge
- Free Trade Bridge
- Veterans International Bridge

MEXICAN PARTNERS

- Roundtable Discussion in Presidio, Texas
- Roundtable Discussion in Nuevo Laredo, Tamaulipas, Mexico
- Roundtable Discussion in Reynosa, Tamaulipas, Mexico
- Fideicomiso de Puentes Fronterizos de Chihuahua (FPFCH) - virtual meeting
- *Juarez roundtable scheduling underway*

Types of Engagement: Site Visits, Ride-alongs

Synthesizing Stakeholder Feedback

Nearest Crossing: Veterans Bridge at Los Tomates

Zoom to

County	Cameron
Location Description	Inspection Site
Observation Type	Technology
Observation Notes	DPS WIM is operational
Data Source	Field Observation
Agency	State Agency

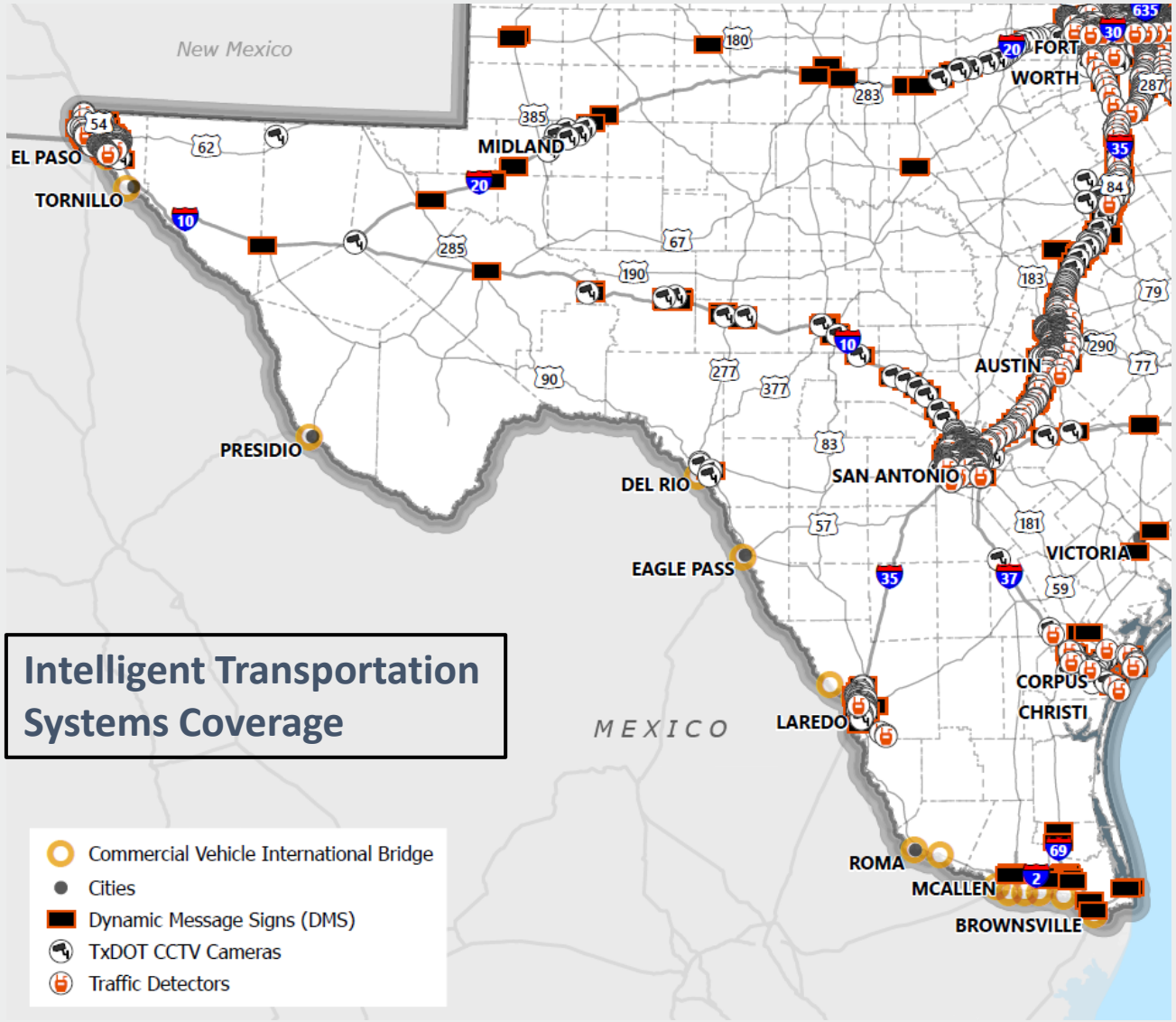
Editor

Settings

Del Rio
Eagle Pass
El Paso
Laredo
Pharr
Presidio
Starr

East Ave
US Highway 77
Courage Blvd

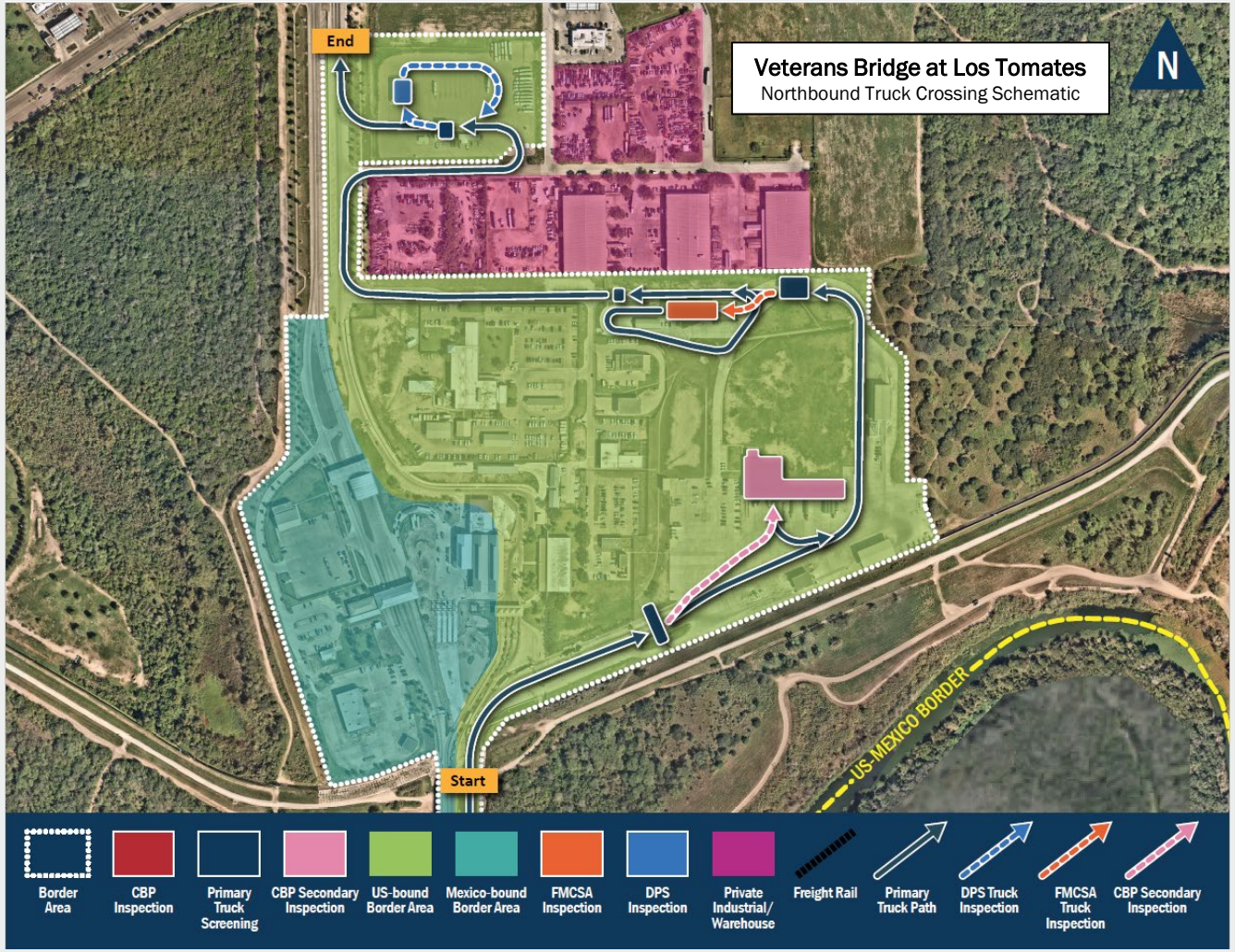
Types of Engagement: Road Condition Observation, Data Analysis



Intelligent Transportation Systems Coverage

Mines Road FM 1472 in Laredo

Veterans Bridge at Los Tomates Profile



- 232,466 Northbound CMV crossings in 2023
  - *230,619 crossings in 2022*
- 23,977 CMV violations (2023)
  - *Top five violations: brakes, lights, tires, miscellaneous vehicle violations, and exhaust systems*
- 5,678 total inspections (2023)
  - *4,186 inspections with violations*
  - *1,492 inspections with no violations*
- Average of 4.2 violations per inspection
  - *Highest average in past six years*
- 1,058 inspections led to out of service violation (18.6%)

CMV crossings data source: U.S. Customs and Border Protection
CMV inspections and violations data source: DPS

Next Steps

Next Steps

- Conduct Third Working Group Meeting
- Draft Current Routes Analysis Technical Memorandum
  - *Safety, security, efficiency supporting Operation Lone Star*
- Draft Security Technology Analysis Technical Memorandum
- Additional Stakeholder Engagement

THANK YOU!

Sergio Vasquez

TxDOT

Sergio.Vasquez@txdot.gov

(512) 777-9073

Joe Bryan

WSP USA

j.bryan@wsp.com

(978) 496-0127

Border Trade Advisory Committee

Pedro R. Alvarez, P.E.
Pharr District Engineer

April 16, 2024

Safety: Mission

ZERO

Safety Never Stops!

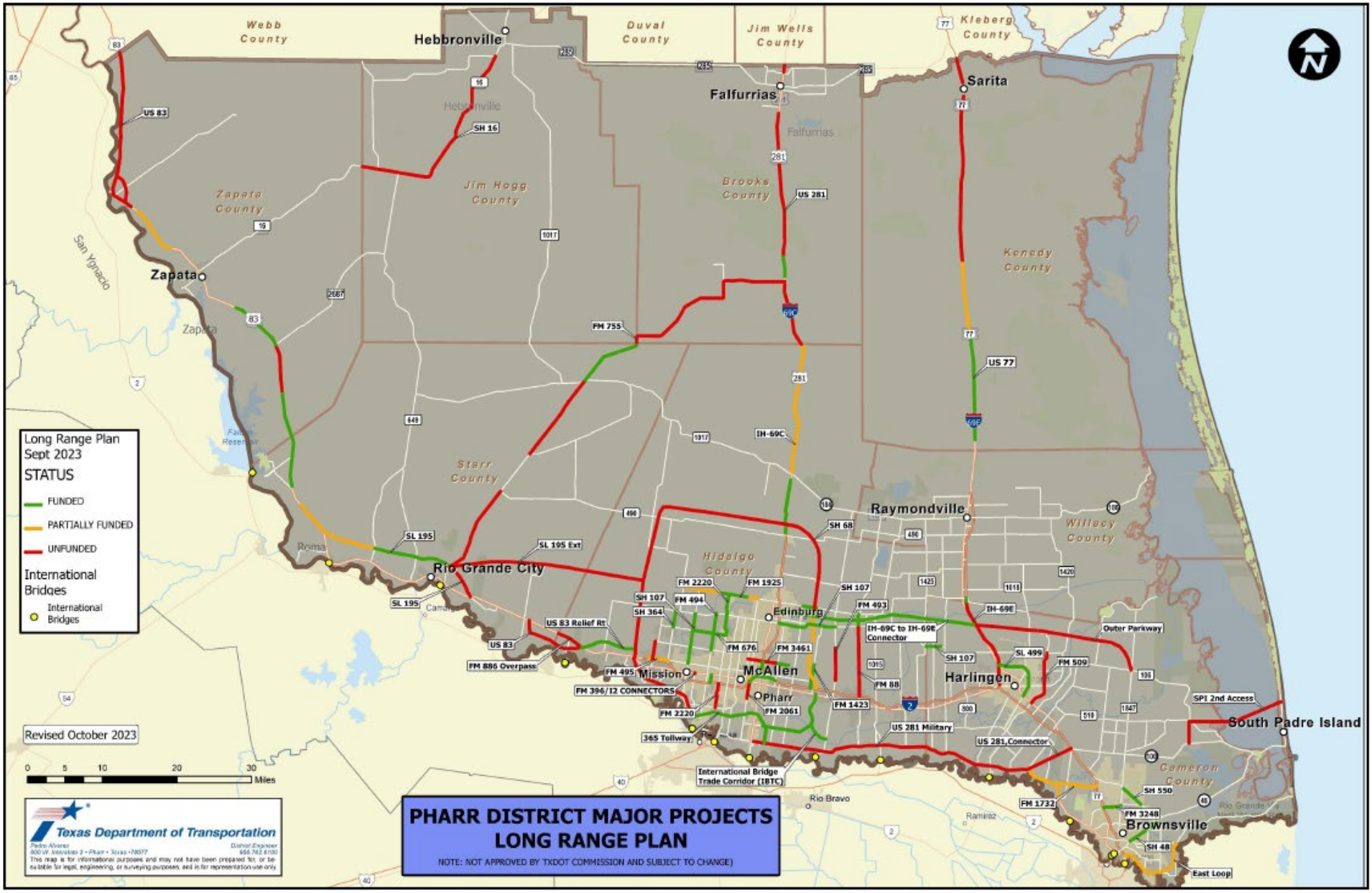
HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit


Webb County
Hebbronville
Duval County
Jim Wells County
Kleberg County
Falfurrias
Sarita
US 83
SH 16
Jim Hogg County
Brooks County
US 281
Zapata County
Zapata
San Ygnacio
Kenedy County
FM 755
US 77
IH-69C
Starr County
Raymondville
Willacy County
SH 68
SL 195
SL 195 Ext
Roma
Rio Grande City
Hidalgo County
FM 2220
FM 1925
SH 107
FM 494
SH 364
Edinburg
FM 493
IH-69E
IH-69C to IH-69E Connector
Outer Parkway
US 83 Relief Rt
US 83
FM 676
FM 3461
SH 107
SL 499
FM 509
FM 886 Overpass
FM 495
Mission
McAllen
Harlingen
FM 396/12 CONNECTORS
Pharr
FM 88
FM 2061
FM 1423
SPI 2nd Access
South Padre Island
FM 2220
US 281 Military
365 Tollway
US 281 Connector
International Bridge Trade Corridor (IBTC)
Cameron County
SH 550
FM 1732
FM 3248
Brownsville
SH 48
East Loop
Rio Bravo
Ramirez
Long Range Plan
Sept 2023
STATUS
FUNDED
PARTIALLY FUNDED
UNFUNDED
International Bridges
International Bridges
Revised October 2023
0 5 10 20 30
Miles
Texas Department of Transportation
PHARR DISTRICT MAJOR PROJECTS
LONG RANGE PLAN
NOTE: NOT APPROVED BY TXDOT COMMISSION AND SUBJECT TO CHANGE)

TxDOT
Project Updates

Brownsville, TX

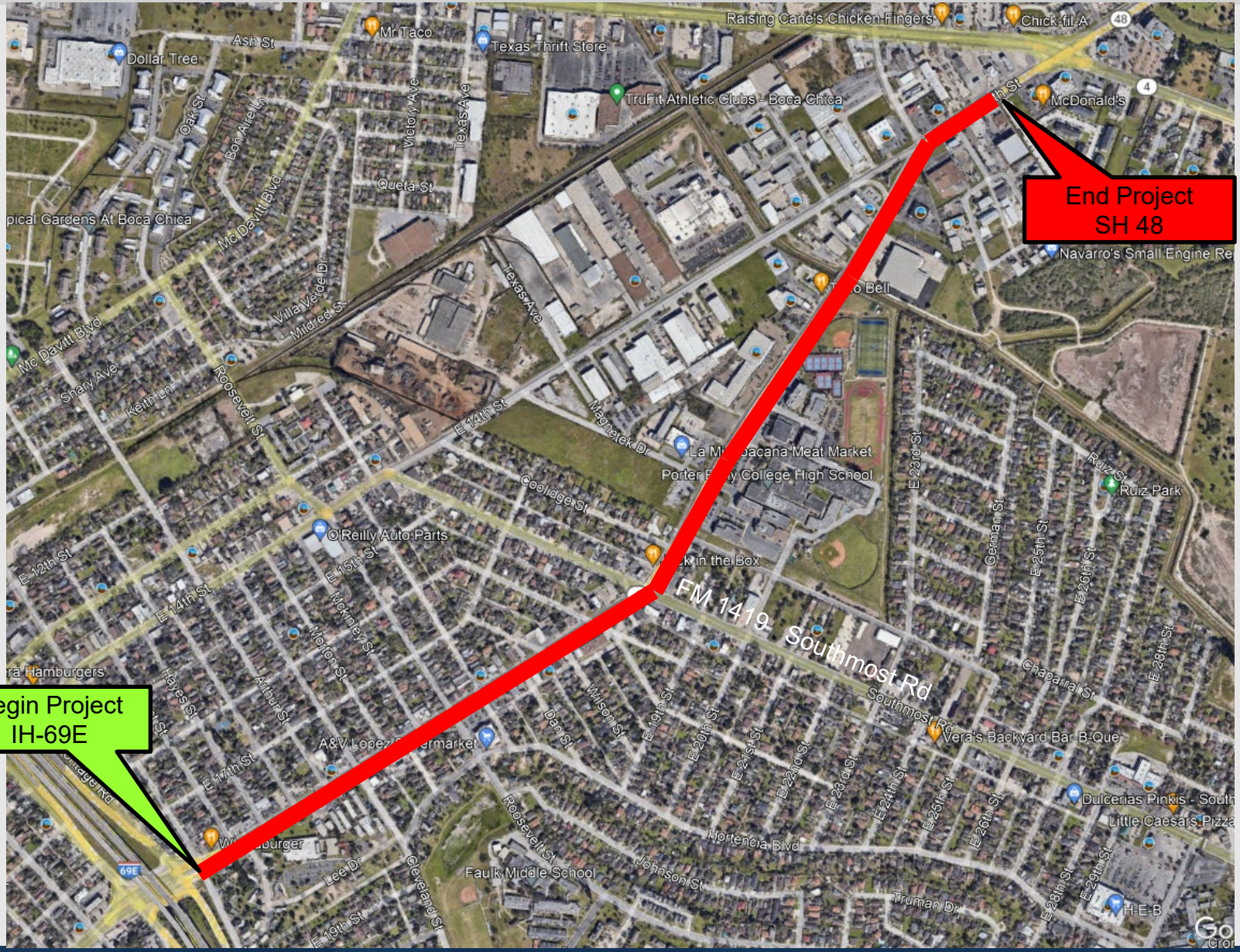
April 19, 2024

SH 4 CONC. PAV.

CSJ: 1504-01-037

April 19, 2024

SH 4 Project Location



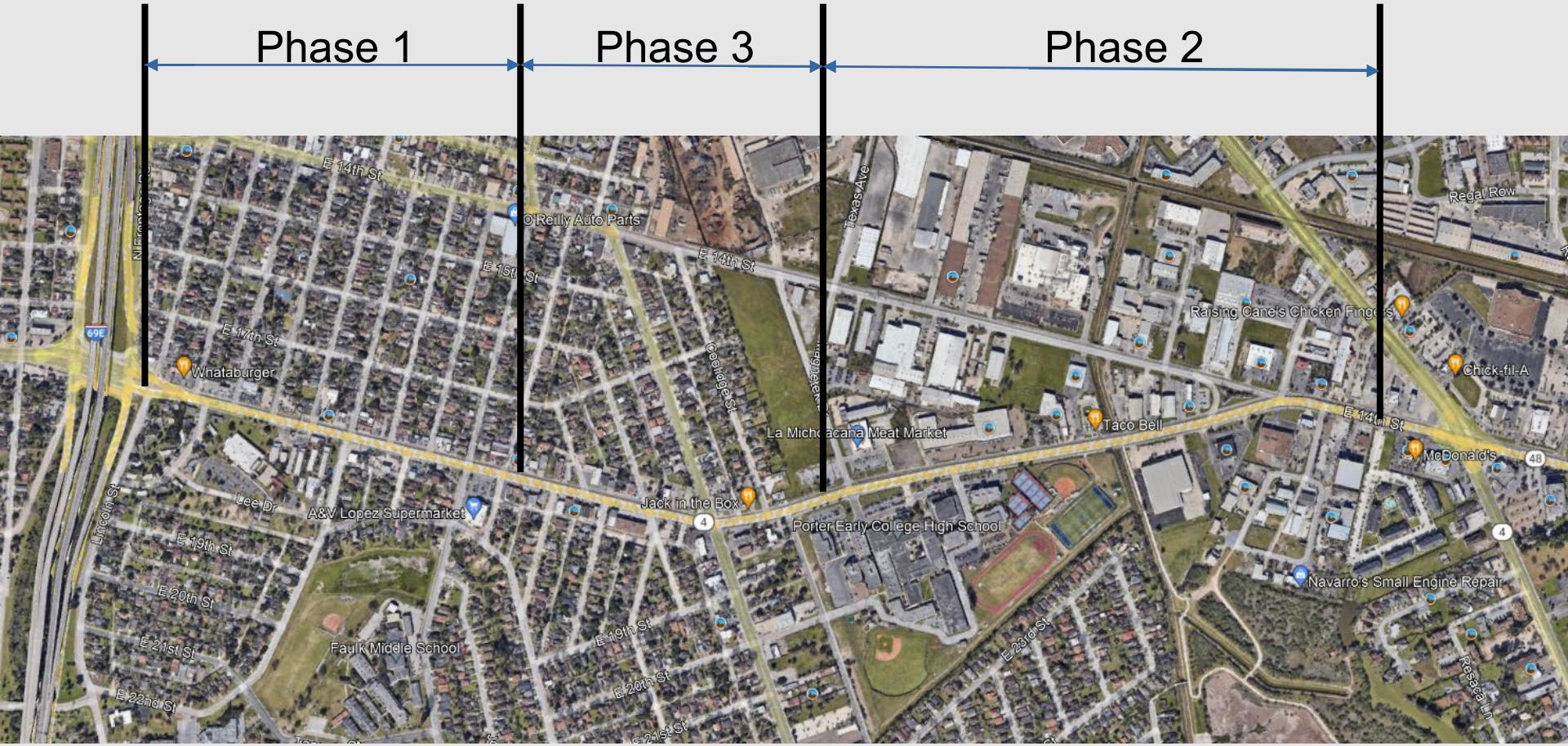
Introduction to Project

- CSJ: 1504-01-037
- SH 4
- Cameron County
- Scope of Work:
  - The construction of rehabilitate existing roadway consisting of grading, base, surfacing, structures, drainage, signing, and pavement marking.
- Limits:
  - From IH 69E to SH 48
- Total Project Length:
  - 1.434 miles

Contract

- **Contractor:**
  - Posilico Civil, Inc.
- **Contract Amount:**
  - $20,955,780.74
- **Contract Days:**
  - 445 working days
- **Time Charges Began:**
  - January 08, 2024
  - Working Day Charges: Standard Workweek (Item 8.3.1.4)
    - Working days will be charged Monday through Friday, excluding national or state holidays, if weather or other conditions permit the performance of the principal unit of work underway, as determined by the Engineer for a continuous period of time of at least 7hrs, between 7:00A.M. to 6:00P.M., unless otherwise shown in the contract. The Contractor has the option of working on Saturdays or state holidays. Provide sufficient advance notice to the Engineer when scheduling work on Saturdays. Work on Sundays and national holidays will not be permitted without written permission of the Engineer, If work requiring an Inspector to be present is performed on a Saturday, Sunday, or holiday, and weather or other conditions permit the performance of work for 7 hr. between 7:00 A.M. to 6:00P.M., a working day will be charged.
- **12% Complete**
- **EST. COMPLETION DATE: MARCH 2026**

Traffic Control Plan - Overview



Existing Conditions

Southside Construction Looking West

Southside Construction Looking East

Prop. 60” RC Pipe Outfall @ I69E

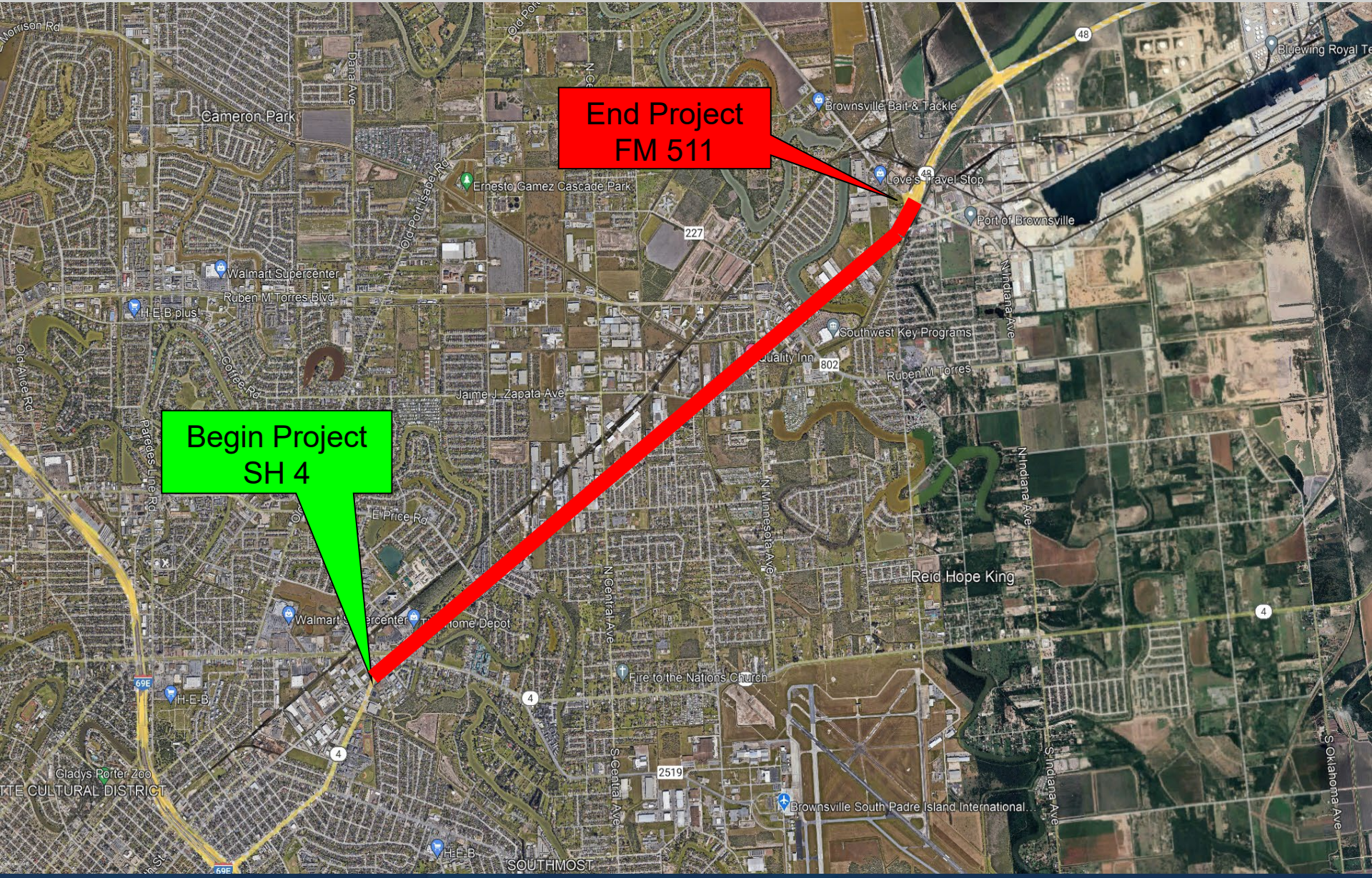
Prop. 60” RC Pipe Storm Sewer near I69E

SH 48
Conc. Medians

CSJ: 0220-05-080

April 19, 2024

Project Location – SH 48 Conc. Median



Introduction to Project

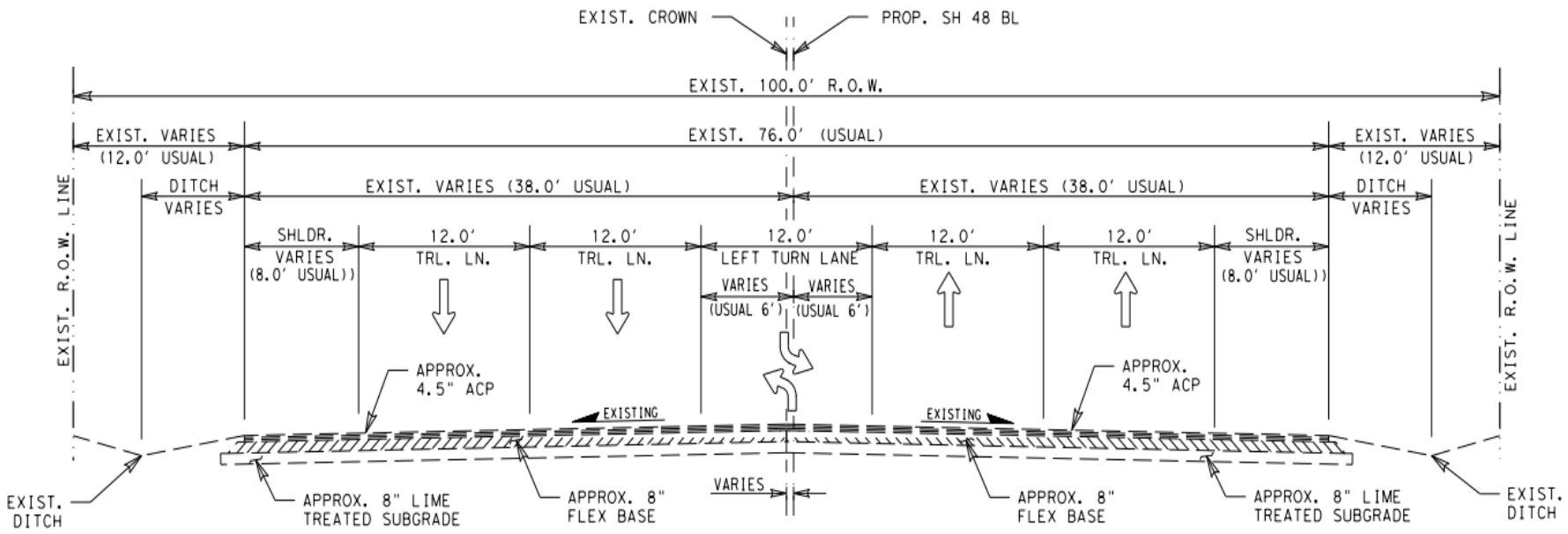
- CSJ: 0220-05-080
- SH 48
- Scope of Work: Concrete medians and roadway overlay
- Limits:
  - From SH 4 (Boca Chica Blvd.) to FM 511
- Total Project Length:
  - 3.8MI

Contract

- **Contract:**
  - IOC Company LLC
- **Contract Amount:**
  - $4,549,748.76
- **Contract Days:**
  - 201 working days
- **Time Charges Began:**
- 04/01/2024
  - Working Day Charges: Standard Workweek (Item 8.3.1.4)
    - Working days will be charged Monday through Friday, excluding national or state holidays, if weather or other conditions permit the performance of the principal unit of work underway, as determined by the Engineer for a continuous period of time of at least 7hrs, between 7:00A.M. to 6:00P.M., unless otherwise shown in the contract. The Contractor has the option of working on Saturdays or state holidays. Provide sufficient advance notice to the Engineer when scheduling work on Saturdays. Work on Sundays and national holidays will not be permitted without written permission of the Engineer, If work requiring an Inspector to be present is performed on a Saturday, Sunday, or holiday, and weather or other conditions permit the performance of work for 7 hr. between 7:00 A.M. to 6:00P.M., a working day will be charged.
- **0.00% Complete**
- **START DATE: APRIL 2024**
- **EST. COMPLETION DATE: MAY 2025**

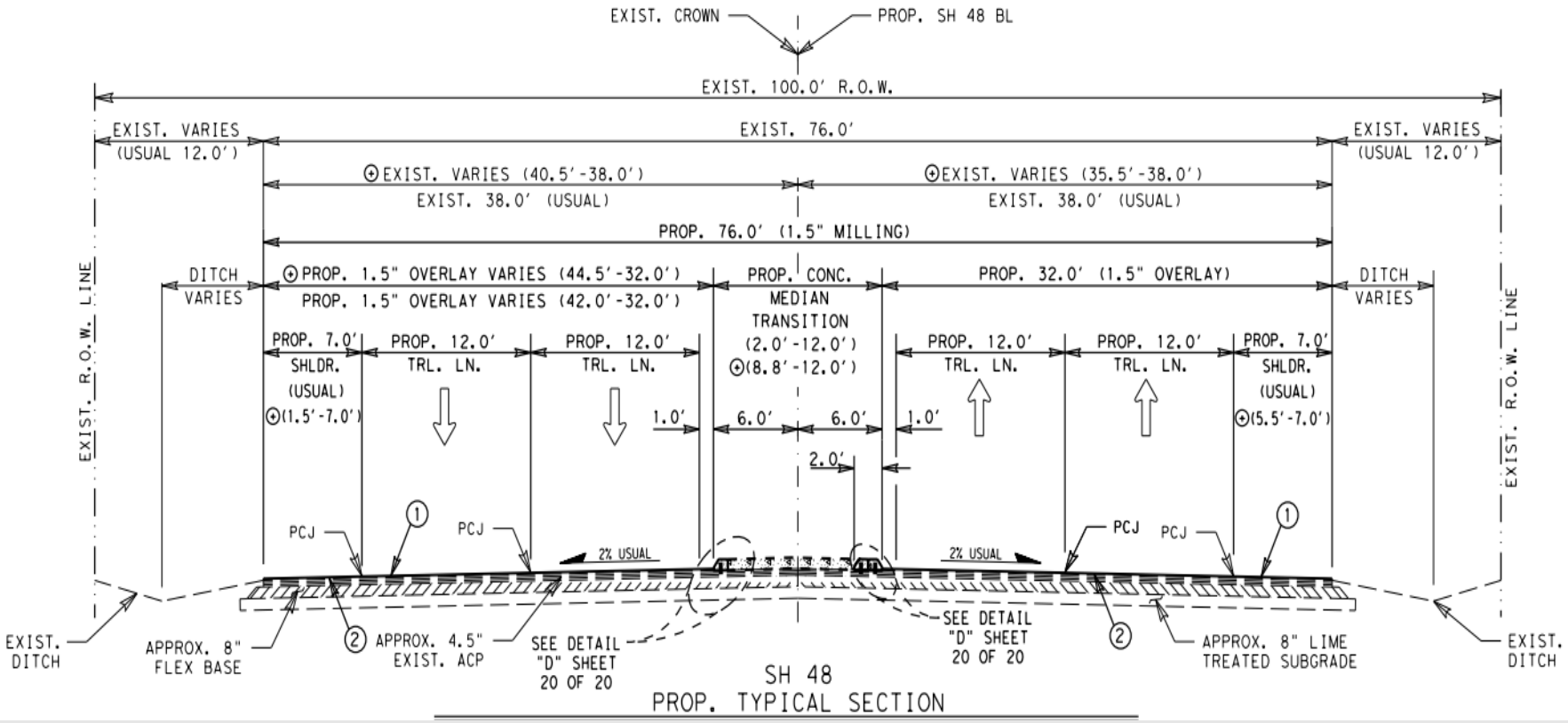
Existing Condition

Existing Typical Section



SH 48
EXIST. TYPICAL SECTION

Proposed Typical Section

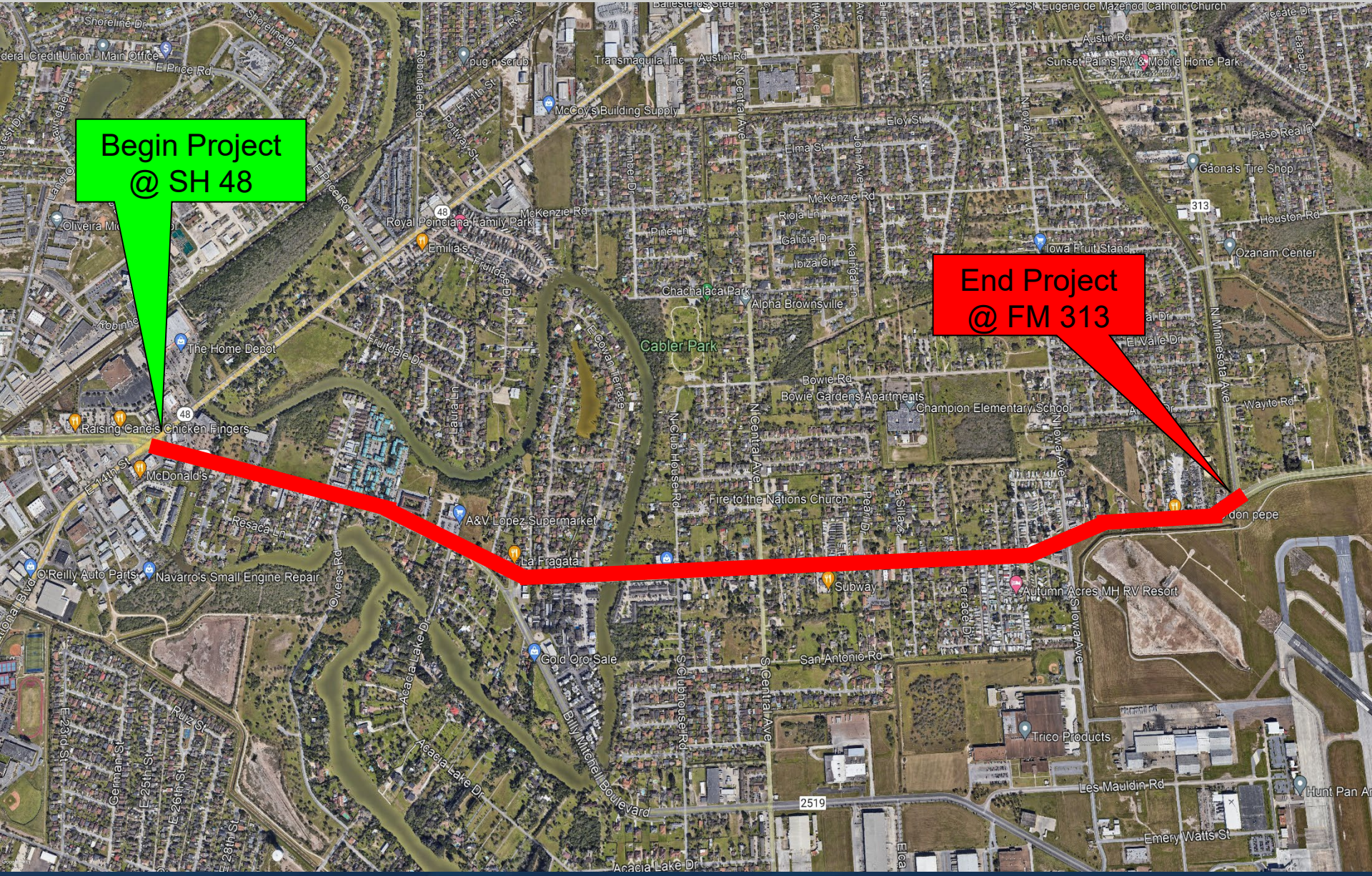


SH 4
Conc. Medians
Upcoming Project

CSJ: 0039-10-083

April 19, 2024

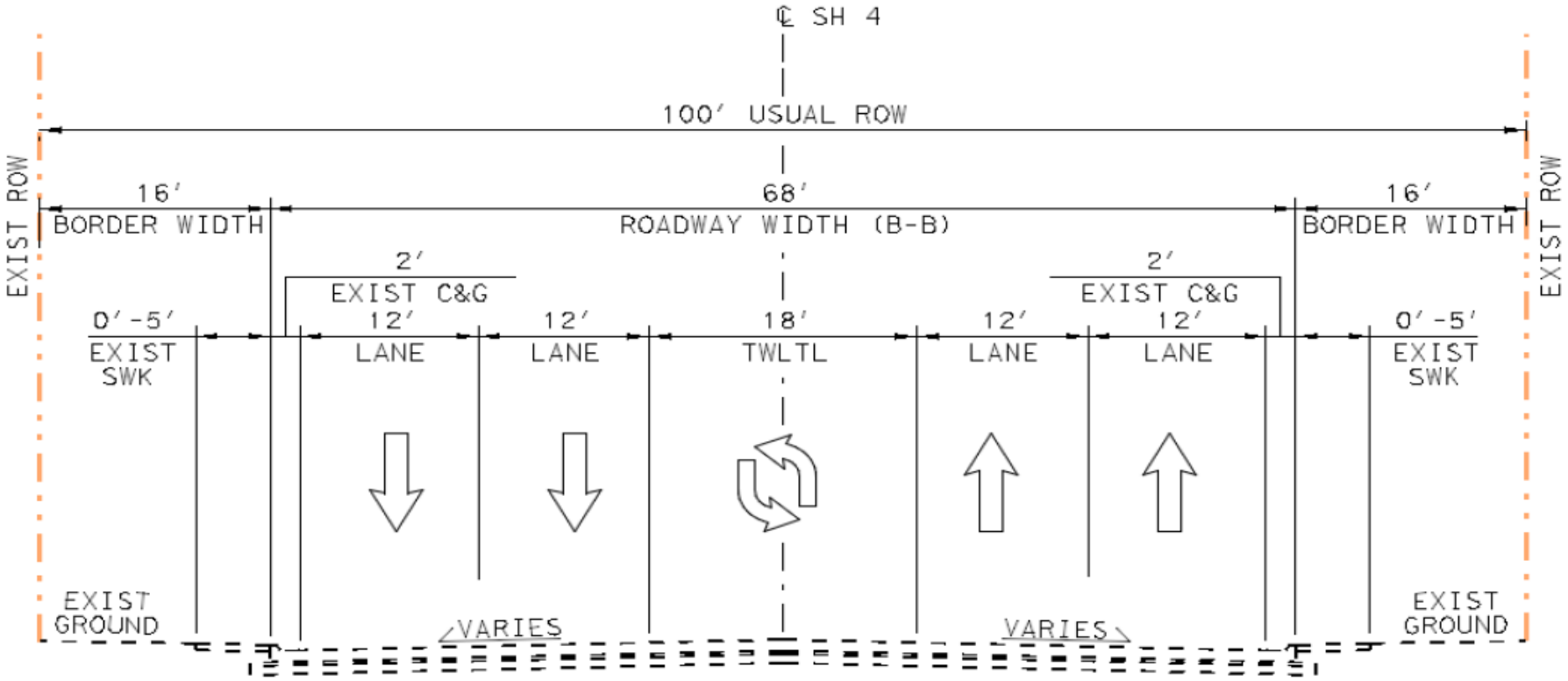
Project Location – SH 4 Conc. Median



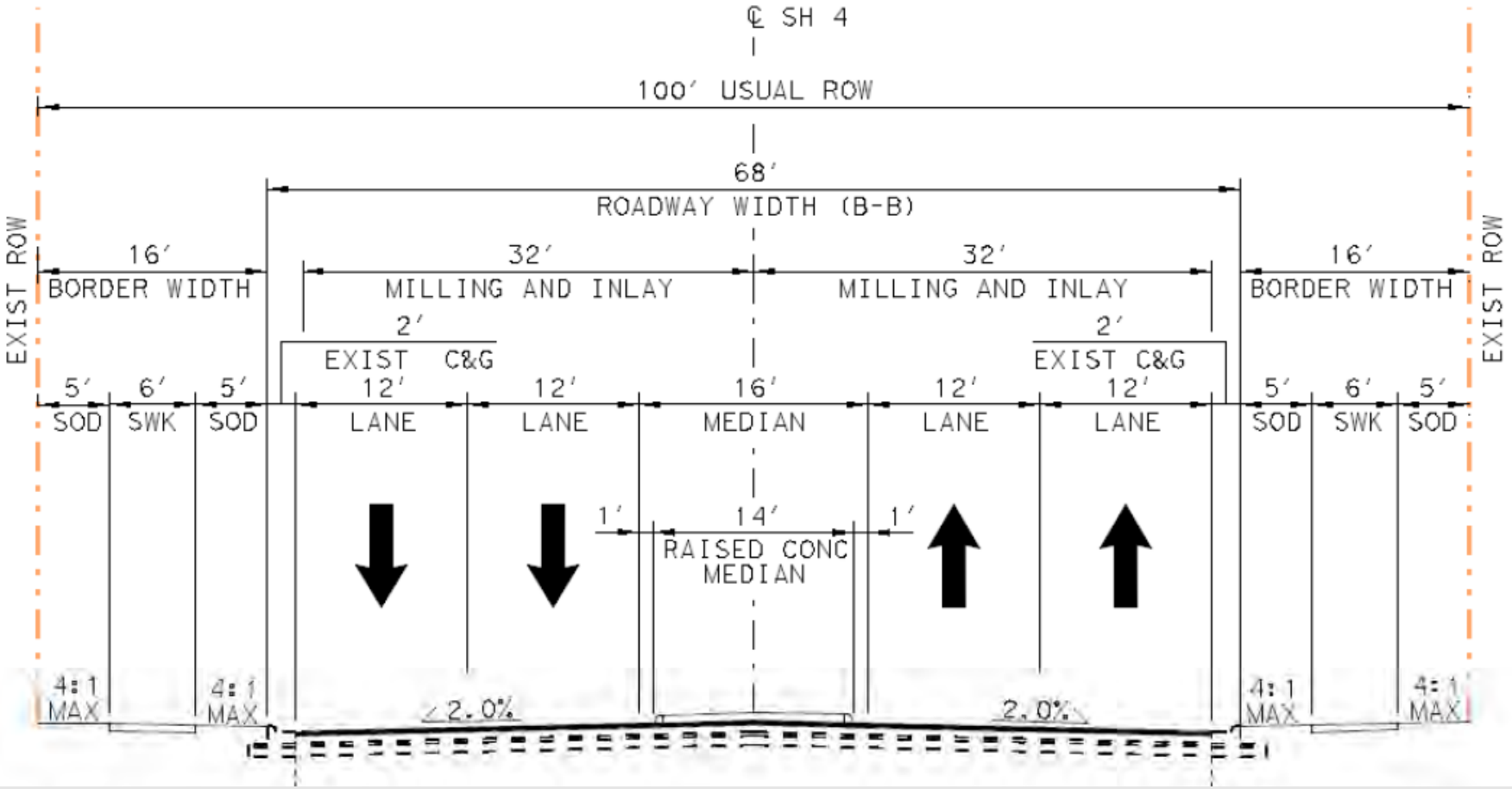
Introduction to Project

- CSJ: 0039-10-083
- SH 4
- Cost = $15 M
- Scope of Work: Concrete medians and roadway overlay
- Limits:
  - From SH 48 to FM 313
- Total Project Length:
  - 2.24MI

Existing Typical Section



Proposed Typical Section

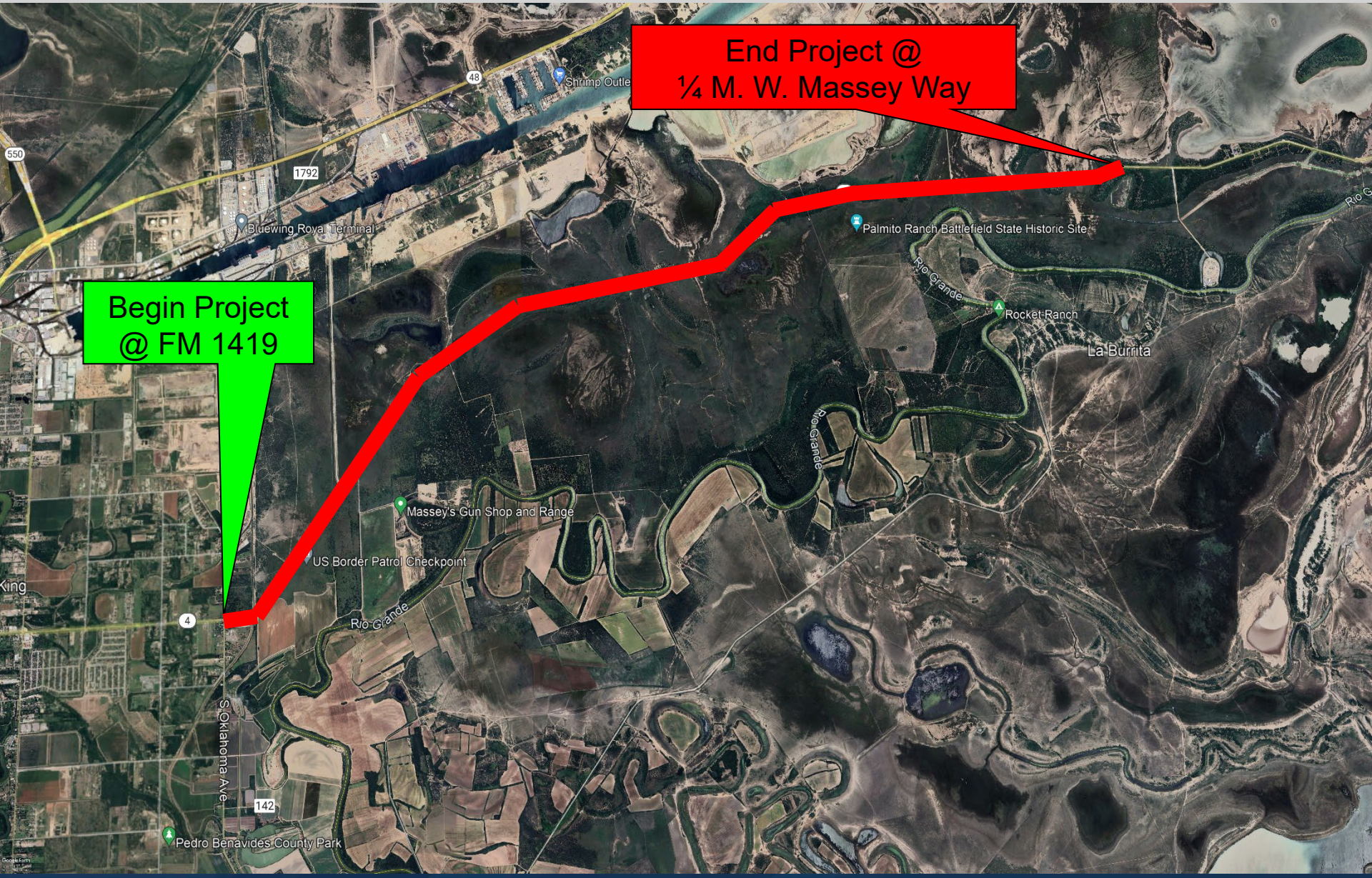


SH 4 Rehabilitation Upcoming Project

CSJ: 0039-10-080

April 19, 2024

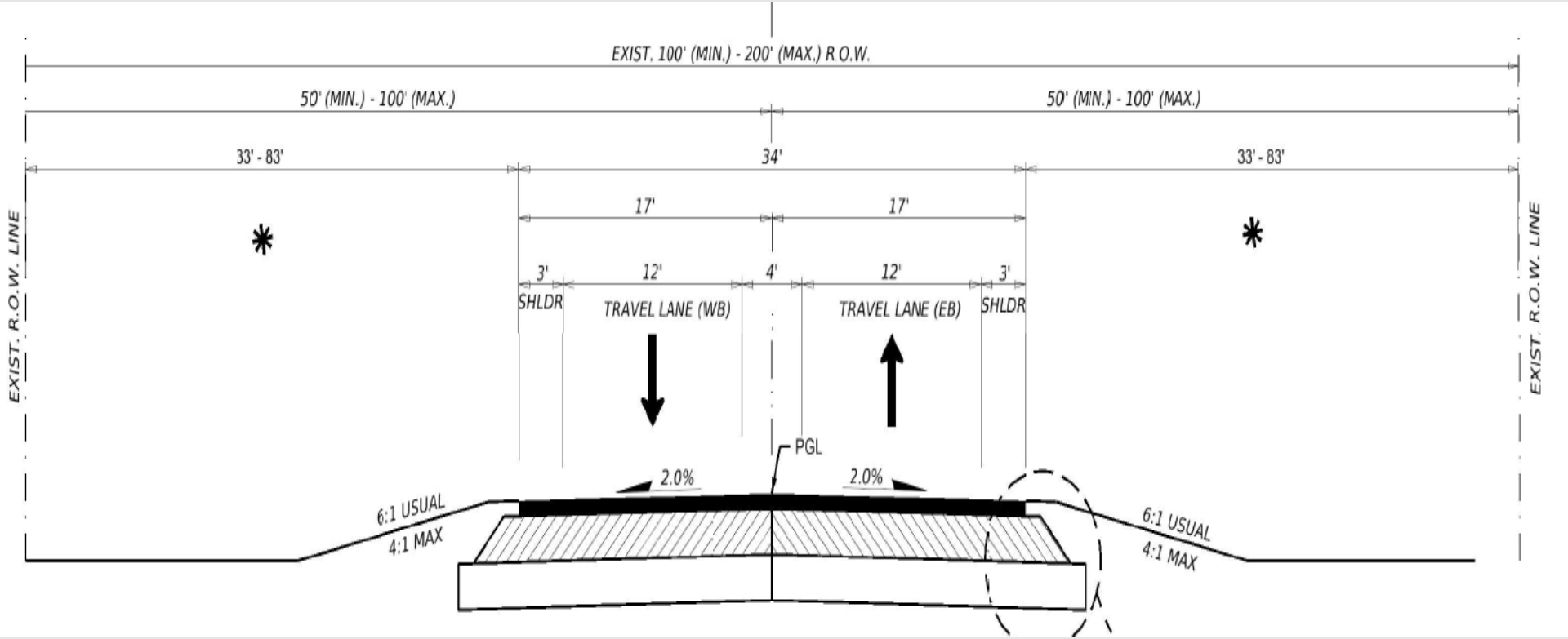
Project Location – SH 4 Rehab



Introduction to Project

- CSJ: 0039-10-080
- SH 4
- Cost = $39 M
- Scope of Work: The rehabilitation of a non-freeway facility
- Limits:
  - From FM 1419 (Oklahoma Ave.) to ¼ Mile West Massey Way
- Total Project Length:
  - 9.06MI

Proposed Typical Section

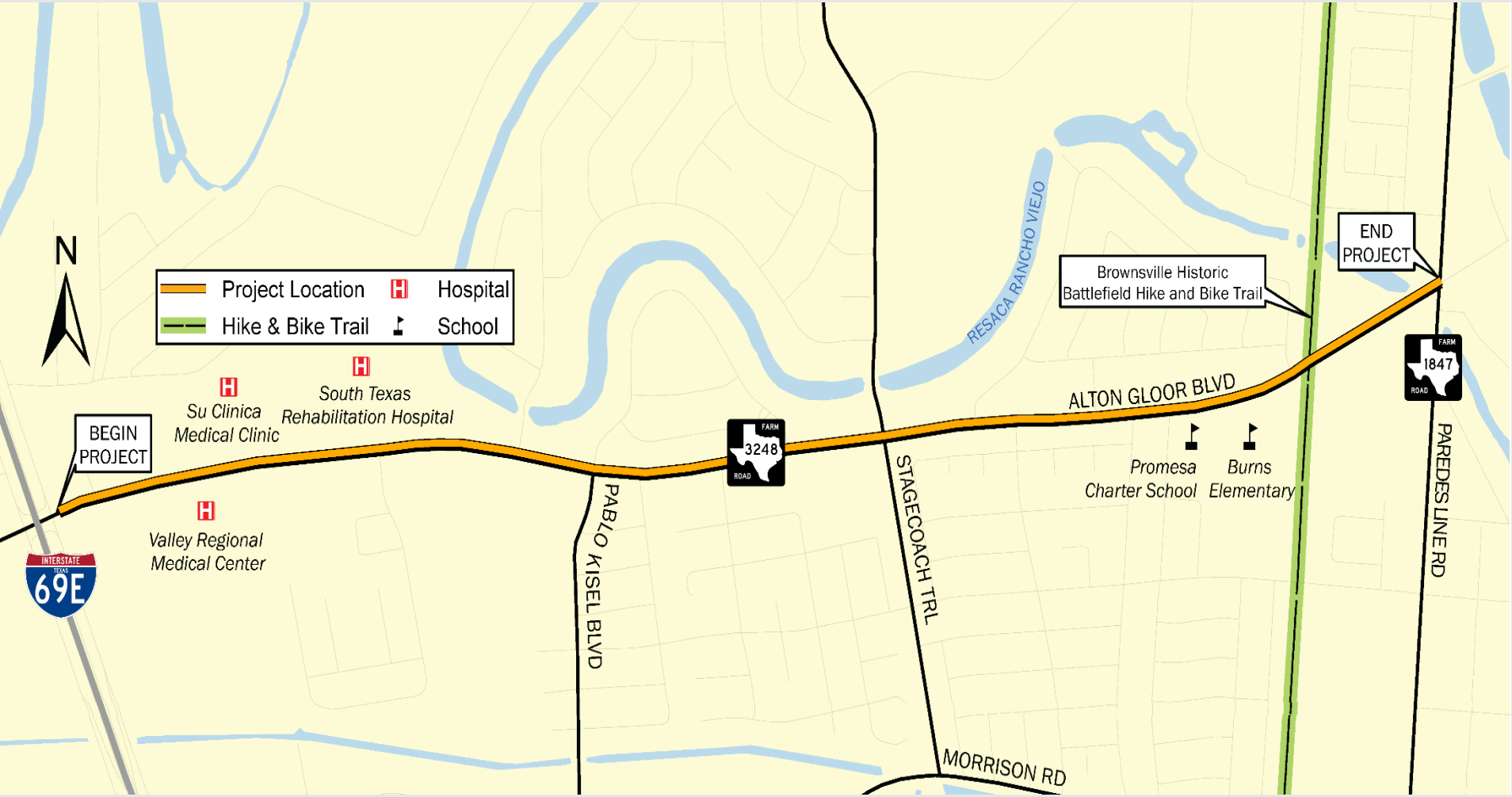


FM 3248
Conc. Median & Widening
Upcoming Project

CSJ: 2717-01-027

April 19, 2024

Project Location – FM 3248 Conc. Median & Widening

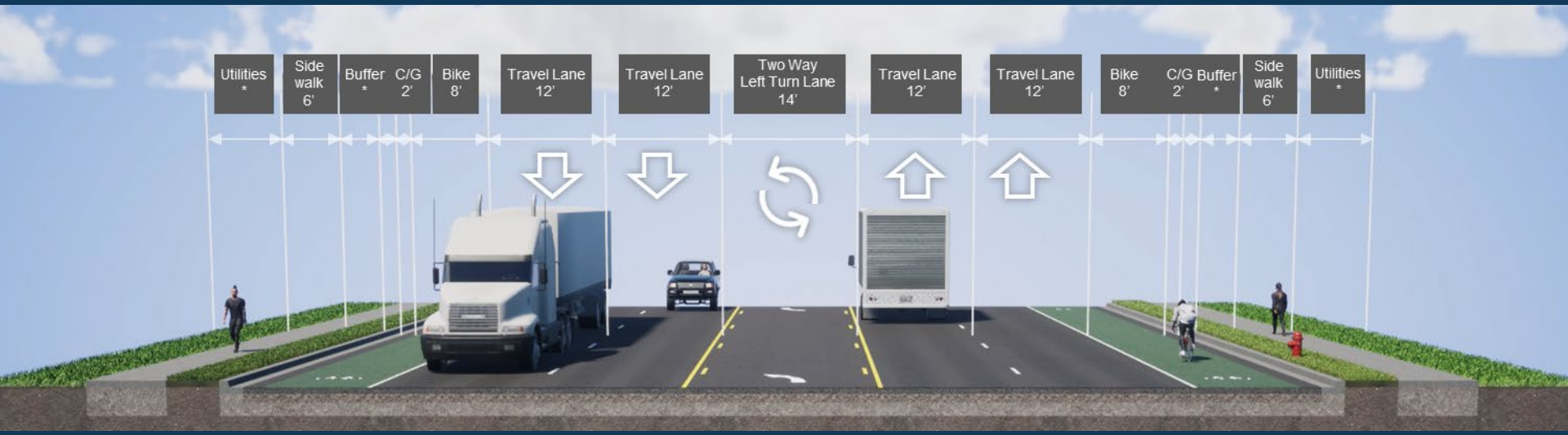


Introduction to Project

- CSJ: 2717-01-027
- FM 3248
- Cost = $30 M
- Scope of Work: Construct 6 lane with raised median
- Limits:
  - From IH-69E to FM 1847
- Total Project Length:
  - 2.1MI

Existing Condition

Existing Condition

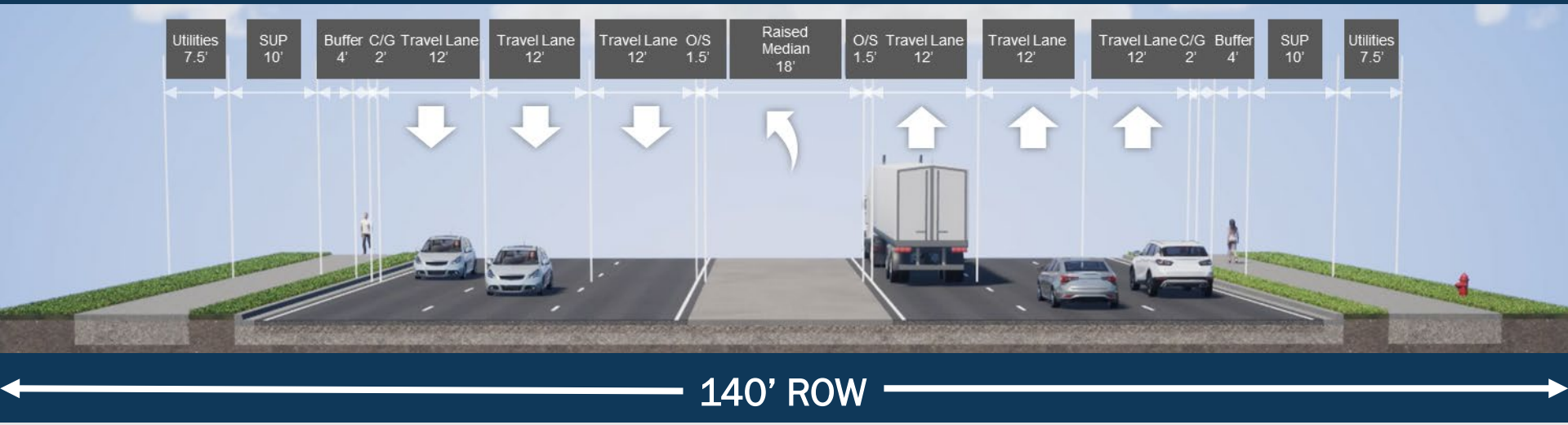


120' ROW

** - Width Varies Buffer 0-6', Utilities 7-13'*
C/G – Curb and Gutter

Proposed Condition

Proposed Condition



140' ROW

SUP - Shared Use Path
C/G – Curb and Gutter
O/S - Offset


QUESTIONS?
Webb County
Hebbronville
Duval County
Jim Wells County
Kleberg County
Falfurrias
Sarita
US 83
SH 16
Zapata County
Zapata
San Ygnacio
Jim Hogg County
Kenedy County
FM 755
IH-69C
US 77
Starr County
Raymondville
Willacy County
SH 68
SL 195
SL 195 Ext
Rio Grande City
Roma
Hidalgo County
FM 2220
FM 1925
SH 107
FM 494
SH 364
Edinburg
FM 493
IH-69E
IH-69C to IH-69E Connector
Outer Parkway
US 83 Relief Rt
US 83
FM 676
FM 3461
SH 107
SL 499
FM 509
FM 886 Overpass
FM 495
Mission
McAllen
Harlingen
FM 88
FM 396/12 CONNECTORS
Pharr
FM 2061
FM 1423
SPI 2nd Access
South Padre Island
FM 2220
365 Tollway
US 281 Military
US 281 Connector
International Bridge Trade Corridor (IBTC)
Cameron County
Rio Bravo
SH 550
FM 1732
FM 3248
Brownsville
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Long Range Plan
Sept 2023
STATUS
FUNDED
PARTIALLY FUNDED
UNFUNDED
International Bridges
International Bridges
Revised October 2023
0 5 10 20 30
Miles
Texas Department of Transportation
PHARR DISTRICT MAJOR PROJECTS
LONG RANGE PLAN
NOTE: NOT APPROVED BY TXDOT COMMISSION AND SUBJECT TO CHANGE)

Questions


HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.
TxDOT.gov (Keyword: #EndTheStreakTX)
#EndTheStreakTX Toolkit

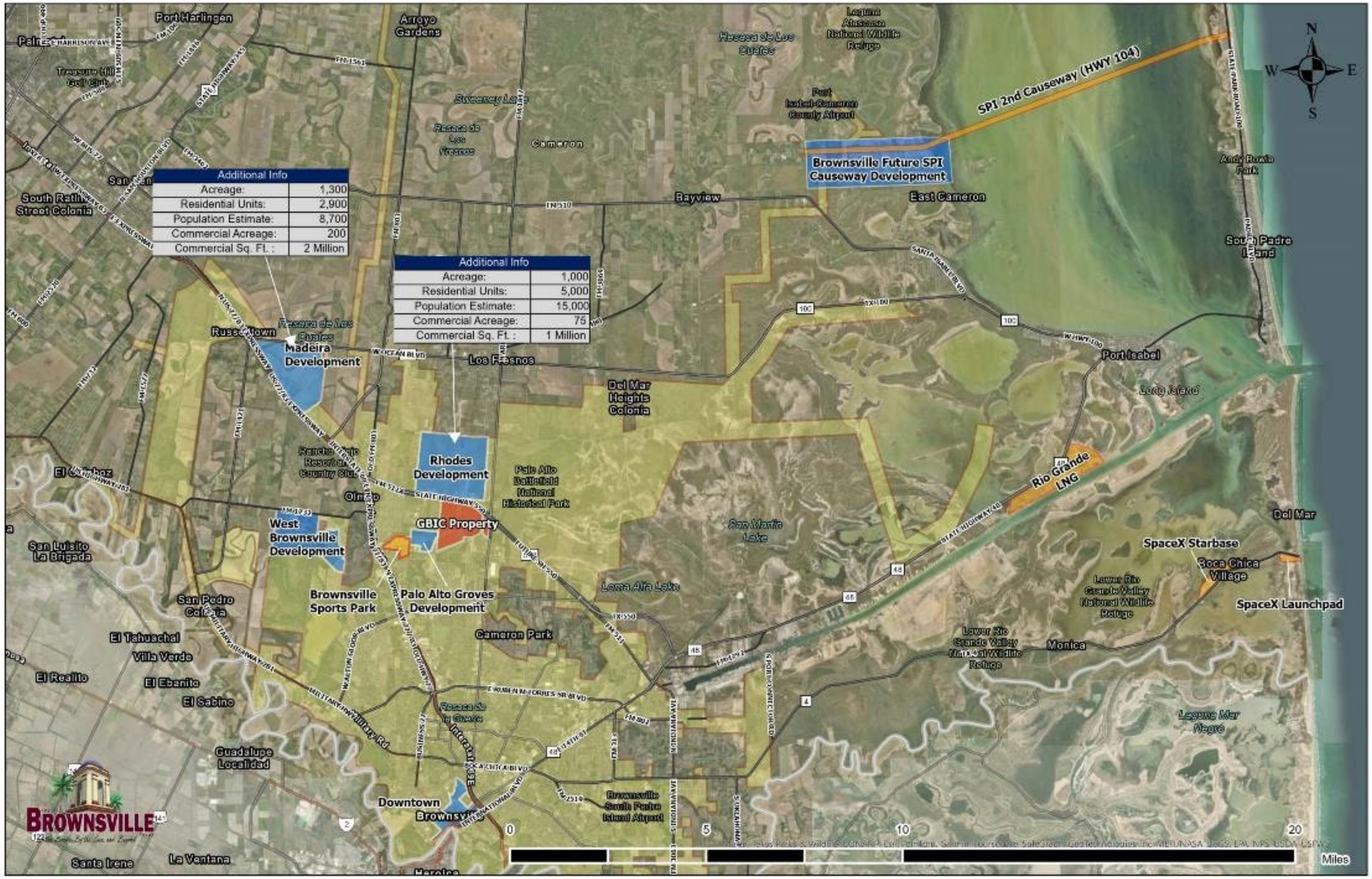
BORDER TRADE ADVISORY COMMITEE

APRIL 16, 2024

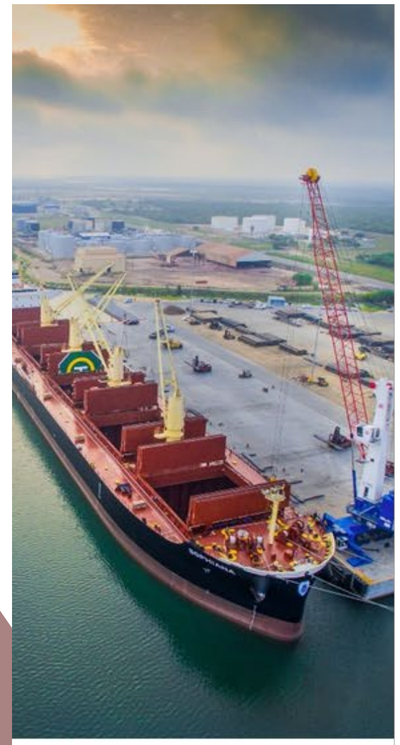
HELEN RAMIREZ, AICP
CITY MANAGER

Helen.Ramirez@brownsvilletx.gov

REGIONAL ECONOMIC GROWTH

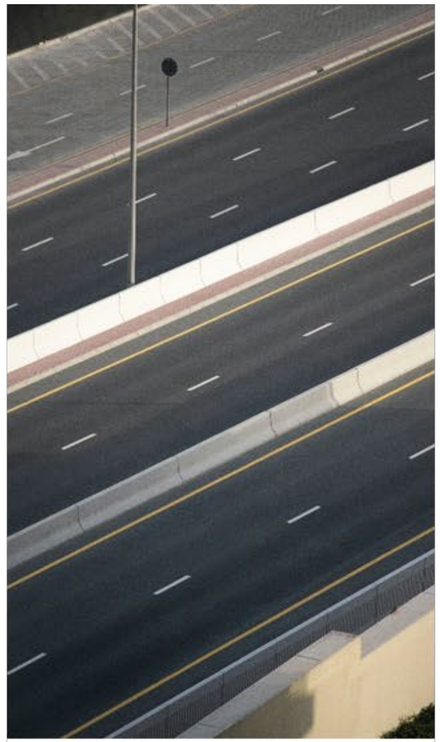


BROWNSVILLE, TEXAS, OFFERS FIVE MAJOR MODES OF INTERNATIONAL TRANSPORTATION



WATER

RAIL



HIGHWAY

AIR

SPACE

RIO GRANDE LNG

- Rio Grande LNG is the largest privately funded infrastructure project in Texas.
- At full scale, Rio Grande LNG will deliver enough energy to heat and cool the equivalent of nearly 34 million U.S. households annually.
- $18.4 Billion Investment
- Bechtel EPC Contractor
- 6,000 construction jobs will be created at the project’s peak time

Texas LNG

- Projected $3.2-4 Billion investment
- 1,200 construction jobs
- 100 Full-time positions
- Construction begins 2024

SPACEX IMPACT

- 2,100+ direct employees at Starbase
- 7,300+ jobs in Cameron County
- $633M in Labor Income and Employment Benefits
- $731M Gross County Output in "value-add" from production of goods & services in Rio Grande Valley
- $1.04B Gross Economic Output in aggregate market value of goods and services in Rio Grande Valley
- 57K Texas Households & Businesses with Starlink internet
- $3B+ Starbase infrastructure investment since 2014
- 98% of Starship was built in Brownsville Cameron County, Texas
- 2% of Starship built in Hawthorne, California (Raptor Vacuum engines)

BTX FIBER

Middle Mile
•City is investing $19.5 Million in American Rescue Plan Act funding
•The City will be the owner of Middle Mile infrastructure to serve essential locations by redundant ring architecture that is 100% underground.

Last Mile
•Lit Fiber-BTX Fiber is investing $70mm in private equity funding to build the Last Mile network making sure that it is:
•Fast
•Secure
•Affordable

Sign up for updates!

BTXFiber.com

Introducing BTX Fiber

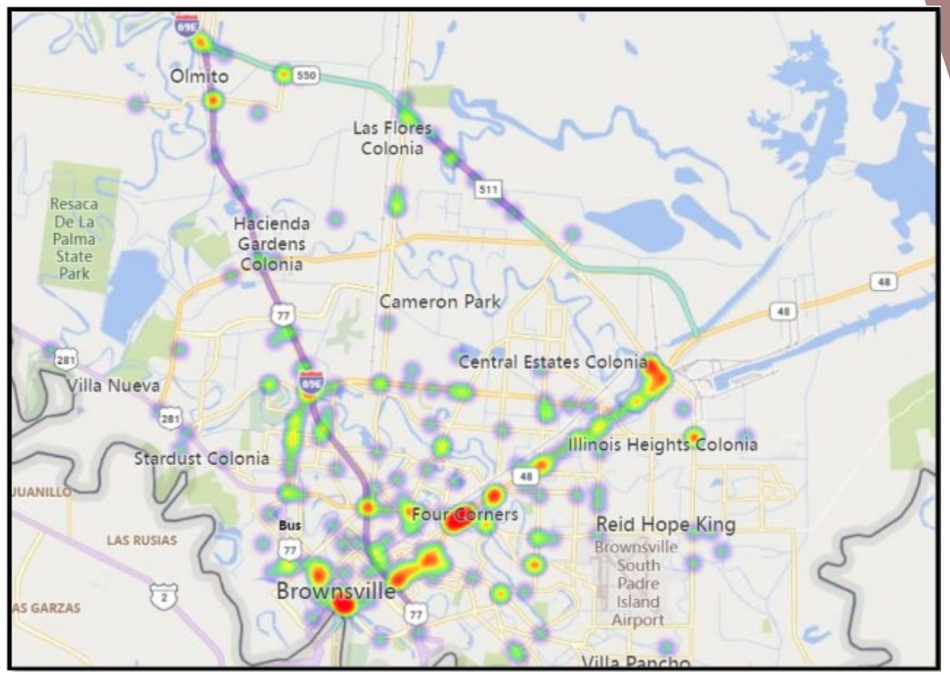
BTX Fiber is a new fiber internet project to serve residents and businesses in Brownsville, Texas. The project is a public-private partnership between Lit Communities and the City of Brownsville.

BTX Fiber

TRAFFIC MANAGEMENT AND SAFETY ENHANCEMENTS BY THE BROWNSVILLE POLICE DEPARTMENT

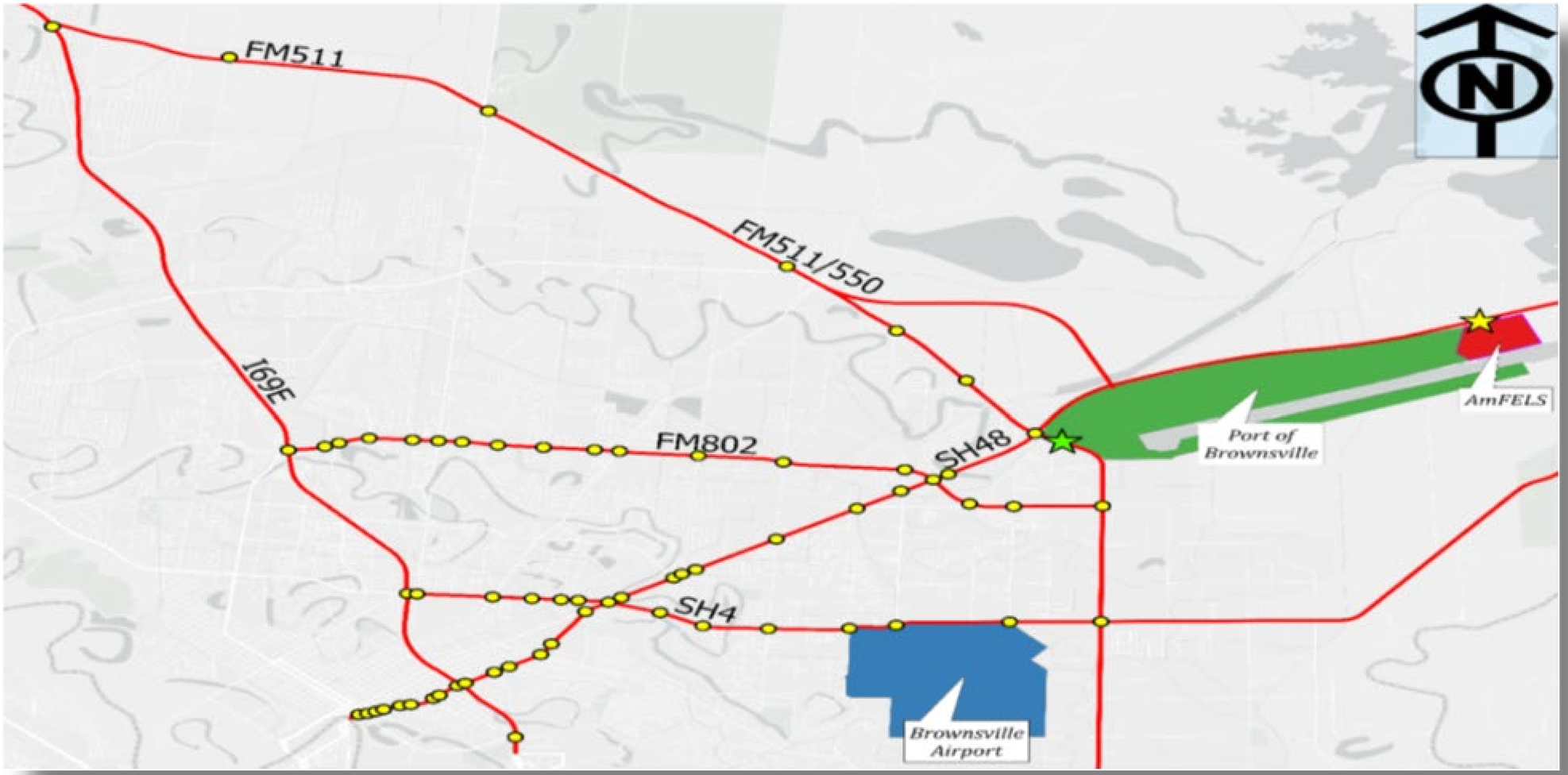
The creation of a Commercial Motor Vehicle (CMV) Enforcement Unit by the Brownsville Police Department marks a significant step in enhancing road safety. Officers in this unit are certified and adhere to the Federal Motor Carrier Safety Administration (FMCSA) guidelines and State and Local Laws

1. Downtown Surveillance Equipment – Cameras
2. License Plate Recognition (LPR) Readers
3. CMV Accidents
4. Crash-related Software: CRIS (Crash System)/DDACTS (Data-Driven Approaches to Crime and Traffic Safety)
5. Routes Impacted by LNG/Truck Traffic
6. Mega Site Locations/Large Truck Locations
7. Major Sites for CMV Congestion
8. Heat Map 2022 – 2023 CMV Accidents
9. Detailed Analysis of Crash Data



Heat Map 2022 – 2023 CMV Accident

SIGNALIZED INTERSECTIONS



SIGNALIZATION COST PROPOSAL

INTERSECTION	TRAFFIC SIGNAL CONTROL CABINET	TRAFFIC DETECTION	GPS
FM 511	$195,006.80	$605,722.50	0
FM 802	$585,020.40	$1,144,142.50	$1,500.00
SH 4	$731,275.50	$1,278,747.50	$7,500.00
SH 48	$390,013.60	$1,346,050.00	$500.00
	$1,901,316.30	$4,374,662.50	$9,500.00
		TOTAL COST OF IMPROVEMENTS UNFUNDED	$6,285,478.80

Currently we have allocated the following funds thus far:

- City of Brownsville from 2021 - 2024 has invested $1,539,726
- In addition, we have a current project $712,316
- TX DOT has allocated $401,055

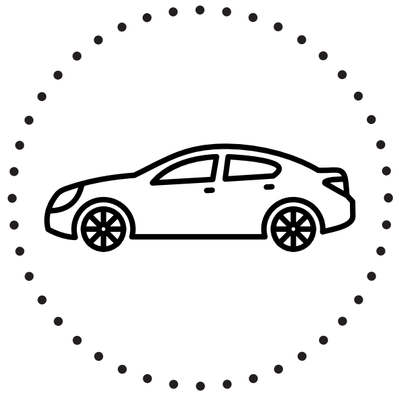
P5G AND SMART CITY USE CASES

CELLULAR CONNECTIVITY

5g: Ultra-fast, reliable connectivity powering tomorrow’s smart city innovations.

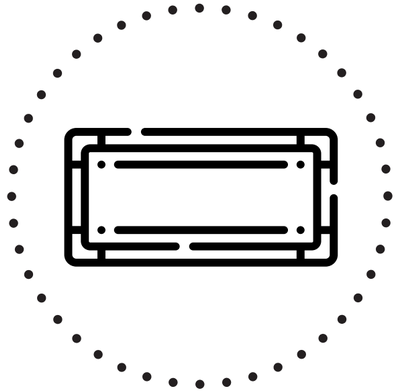
CROWD COUNTING

Real-time crowd monitoring enhances safety and event management efficiency.



VEHICLE CLASSIFICATION

Streamlines traffic management by categorizing vehicles for better flow control.



LICENSE PLATE RECOGNITION

Automates vehicle identification, bolstering security and stolen vehicle recovery.

PREDICTIVE ANALYTICS

Forecasts trends, improving city planning and operational decision-making.