

SCRIPT:

Welcome to the pre-recorded virtual public meeting for the Dana Avenue project. Thank you for taking the time to view this virtual presentation that was shared with the public on February 1, 2024. During this virtual meeting, you may pause the presentation at any time to take more time to view the slides.

The Cameron County Regional Mobility Authority, or CCRMA, in cooperation with the Texas Department of Transportation (or TxDOT), Cameron County, and the City of Brownsville, is proposing to widen and reconstruct Dana Avenue from FM 3248 (or Dr. Hugh Emerson Rd.) to FM 802 (or Ruben M. Torres Blvd.).

Dana Avenue is a local roadway project that would be constructed using state and federal funds; therefore, TxDOT has oversight responsibility.

Access to Virtual Public Meeting with In-Person Option

This public meeting is being offered Virtually and In-Person


The Virtual Public Meeting will be held on Thursday, Feb. 1, 2024 at 5:45 p.m. and can be accessed by visiting the following websites:

- www.ccrma.org
- www.txdot.gov, keyword search: "Dana Avenue in Cameron County"

In-Person Public Meeting will be held:

Thursday, Feb. 1, 2024
from 5:45 p.m. to 7 p.m.
at Daniel Breeden Elementary School Cafeteria
3995 Dana Ave.
Brownsville, Texas

Following the virtual public meeting, the presentation will remain available for viewing online until Friday, Feb. 16, 2024 at 5 p.m.

Feb. 1, 2024 

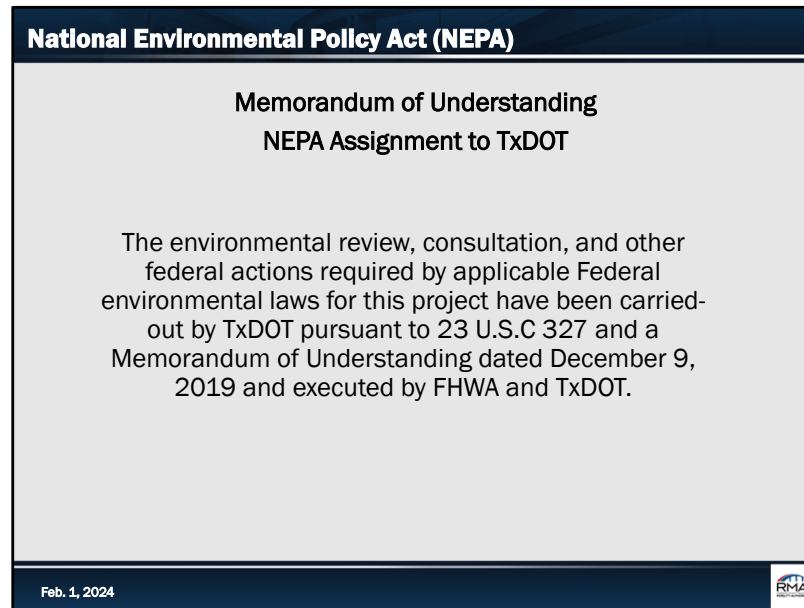
SCRIPT:

This public meeting is being offered Virtually and In-Person.

The virtual public meeting will provide the same information as the in-person meeting and will be held on Thursday Feb. 1, 2024 at 5:45 p.m. The meeting materials and presentation are available for viewing and download in English and Spanish. They can be accessed at the following websites:

- www.ccrma.org or
- www.txdot.gov keyword: "Dana Avenue in Cameron County" in the search box.

The In-Person public meeting will be held on Thursday, Feb. 1, 2024 from 5:45 p.m. to 7 p.m. at Daniel Breeden Elementary School Cafeteria located at 3995 Dana Ave., Brownsville, Texas



SCRIPT:

The proposed project is programmed with both state and federal funds; therefore, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with federal standards.

The name of this federal process is known as the National Environmental Policy Act, or NEPA. The NEPA process provides analyses of potential impacts to the natural and manmade environment. The purpose of this process is to aid the decision maker in making an informed determination on whether to proceed with the project.

On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. The review and approval process applies to this project.

Meeting Agenda		
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During the course of this presentation, I will provide:

- An overview of the project
- A description of the existing roadway
- The project's need and purpose
- The alternatives considered
- A description of the proposed roadway
- Environmental studies
- The right of way acquisition process
- The anticipated project schedule
- And then I will explain the public comment process, which is different than the in-person meeting.
- I will also provide you with contact information should you have additional questions or need more information on the project.

Purpose of the Public Meeting

- Encourage and maintain effective communication with the public
- Provide information on the project
 - What is proposed
 - Why improvements are being proposed
 - The various alternatives reviewed and studies in progress
 - When the project may occur
- Important step in the environmental process that allows members of the public to engage in shared learning, express opinions, and provide comments on the proposed improvements

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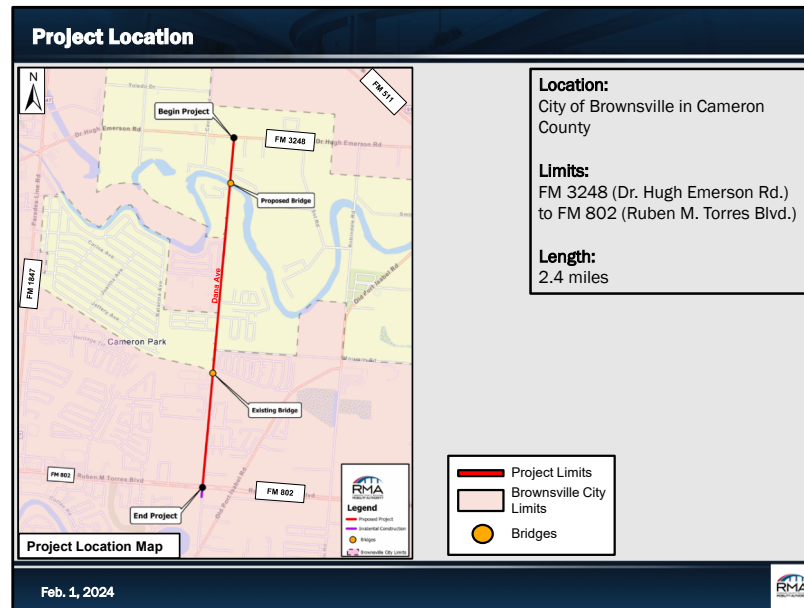


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The purpose of this public meeting is to encourage and maintain effective communication with the public and provide project-specific information as it relates to the Dana Ave. project in the city of Brownsville and Cameron County.

Your input is an important part of this process; therefore, we encourage you to provide comments on this project.

Your continued participation throughout the planning and development of this project is very important.



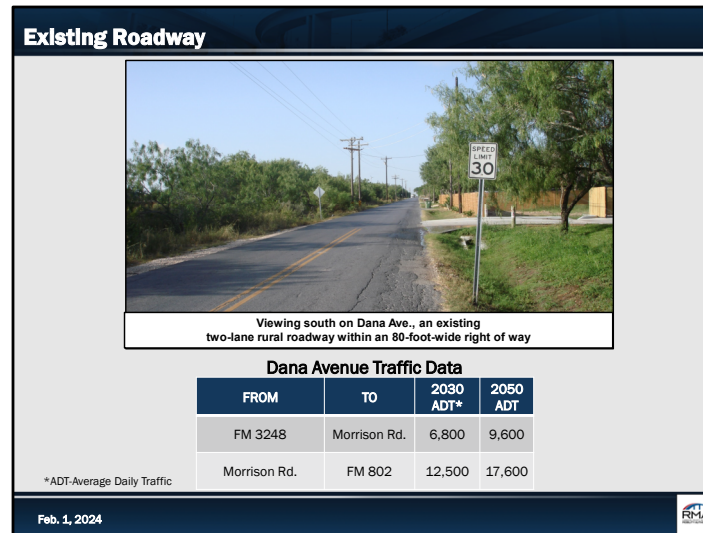
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Dana Avenue is located partially in the city limits of Brownsville with the remainder in Cameron County, Texas. The map on the screen depicts the general area of this project.

The project limits extend from FM 3248 (or Dr. Hugh Emerson Road) to FM 802 (or Ruben M. Torres Boulevard); a length of 2.4 miles.

The proposed improvements include:

- Widening and reconstructing the existing road
- Improving turning movements at intersections and schools,
- Providing a shared use path for bicyclists and pedestrians,
- Providing a sidewalk for pedestrians,
- Providing a new bridge over the Resaca del Rancho Viejo,
- Reconstruction and widening an existing bridge over the drainage ditch.



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The existing 24 to 48-foot rural roadway consists of two travel lanes within an existing 80-foot-wide right-of-way. Drainage is handled by roadside ditches.

Two draft reports, Traffic Operation Analysis and Traffic Projection, were completed in 2023 for this project. Based on these analyses, there is a significant difference in traffic in the northern portion of the project versus the southern portion; therefore, the traffic is separated into two sections.

- The section from FM 3248 to Morrison Rd. is estimated to have an average total of 6,800 vehicles per day in 2030, with a projected increase to 9,600 in the next 20 years.
- The section from Morrison Rd. to FM 802 is estimated to have an average total of 12,500 vehicles per day in 2030, with a projected increase to 17,600 in the next 20 years.

Need and Purpose	
Need	Purpose
What problems are we trying to address?	What are we trying to do?
<ul style="list-style-type: none"> ▪ Traffic operational deficiencies ▪ Does not meet current design standards ▪ Lack of turning lanes/shoulders ▪ Lack of pedestrian and cyclist accommodations 	<ul style="list-style-type: none"> ▪ Improve mobility ▪ Improve safety ▪ Reduce congestion ▪ Provide pedestrian and cyclist accommodations

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SCRIPT:

Traffic operational deficiencies, as well as deterioration of the existing roadway conditions result in reduced mobility and safety.

The existing road does not meet current design standards due to lack of shoulders, adequate barriers on bridges, and turning lanes. Vehicles turning into existing residences, businesses, or schools must slow or stop in the travel lane, leading to unsafe turning movements and congestion.

The existing project area does not contain accommodation for pedestrians or cyclists despite the presence of three schools within the project limits.

The project is being developed to improve mobility and safety, reduce congestion, and provide pedestrian and bicyclist accommodations.

Alternative Analysis					
	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	No Build	West	East	Center	West FS
Additional Right of Way Required	0	7.84	8.07	8.08	7.97
Affected Parcels	0	34	45	56	27
Potential Displacements	0	12	5	4	0
Preferred Alternative	No	No	No	No	Yes

SCRIPT:

A draft alternatives analysis was completed as part of a project feasibility study. As part of the analysis, the no-build alternative and four preliminary alternatives were studied and considered. Criteria used in the evaluation of the alternatives considered impacts to the human and natural environment.

The alternatives are summarized on the table shown here.

The No-Build is required for consideration during the environmental study and is carried forward as a baseline for comparison. Under the No-Build Alternative:

- The existing roadway would not be reconstructed or widened.
- The existing conditions of the roadway would remain the same.
- No improvements would be made to improve mobility or safety, or reduce congestion.
- No accommodations for pedestrians or cyclist would be provided.

The No-Build Alternative is not recommended because it would not meet the need and purpose of the project.

Alternative 1 would take all required right of way from the west side of the existing roadway. This alternative would impact 34 parcels, require 7.84 acres of new right of way, and require 12 potential displacements.

Alternative 2 would take all required right of way from the east side of the existing roadway. This alternative would impact 45 parcels, require 8.07 acres of right of way, and require eight potential displacements.

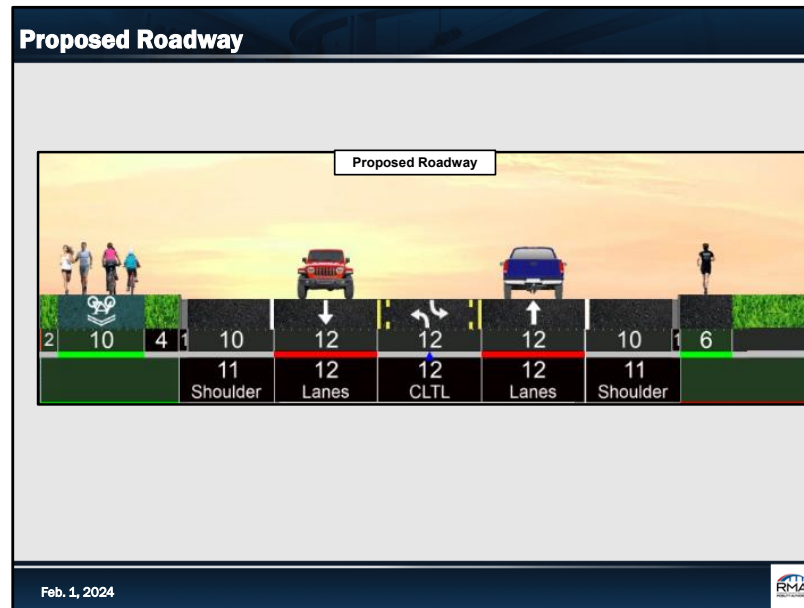
Alternative Analysis					
	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	No Build	West	East	Center	Best Fit
Additional Right of Way Required	0	7.84	8.07	8.08	7.97
Affected Parcels	0	34	45	56	27
Potential Displacements	0	12	8	4	0
Preferred Alternative	No	No	No	No	Yes
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Alternative 3 would acquire the necessary right of way equally from both sides of the roadway. This alternative would impact 56 parcels, require 8.08 acres of new right of way, and would require four potential displacements.

Alternative 4 would acquire the necessary right of way in a best fit situation, minimizing impacts to residential and commercial structures. This alternative would impact 27 parcels and require 7.97 acres of new right of way. No residential or business displacements are anticipated.

All four alternatives meet the need and purpose of the project; however, Alternative 4 was selected as the preferred alternative since it would have the least impacts to affected parcels and would not require any potential displacements.



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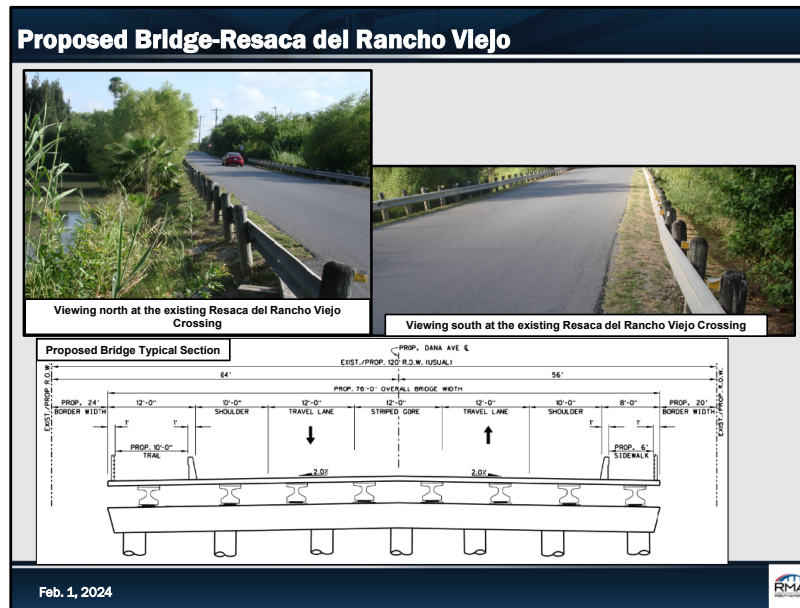
The proposed roadway would consist of:

- Two 12-foot-wide travel lanes,
- Two 10-foot-wide shoulders,
- A 12-foot-wide continuous left turn lane,
- A 10-foot-wide shared use path for bicyclists and pedestrians on one side of the roadway, and
- A 6-foot-wide sidewalk on the opposite side of the roadway
- Within a proposed usual 80-foot-wide right of way.

Drainage would be provided by a storm drain system.

[illegible]

At intersections and schools adjacent to the proposed project, the proposed 10-foot-wide shoulder would be converted to a 10-foot-wide right turn lane to improve traffic safety and reduce congestion.



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The culvert roadway crossing located approximately 0.3 miles south of FM 3248, crossing the Resaca del Rancho Viejo, would be replaced with a bridge.

The bridge would match the proposed typical section previously discussed; however, the continuous left turn lane would be replaced with a striped gore.

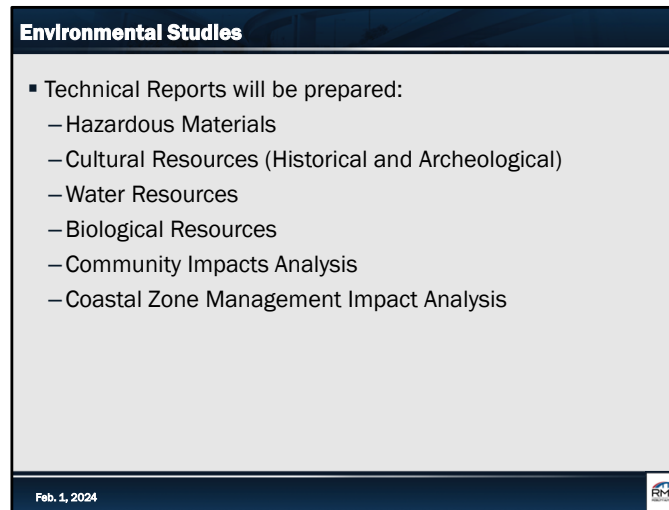
The bridge would require a 120-foot-wide ROW to accommodate for safe approaches.

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An existing bridge located approximately 0.06 miles north of Sandalwood Dr. crosses the existing Cameron County Drainage District #1's Ditch #1.

The existing bridge would be reconstructed and widened to accommodate the proposed typical section; however, similar to the other proposed bridge, the continuous left turn lane would be replaced with a striped gore.

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SCRIPT:

In accordance with the National Environmental Policy Act (or NEPA), various environmental studies would be completed on the proposed project.

These studies would include the review of:

- Hazardous Materials,
- Cultural Resources, which includes Historical and Archeological Resources,
- Water Resources,
- Biological Resources,
- Community Impacts Analysis, and
- Coastal Zone Management Impact Analysis

The results of these studies will be available once the analysis are completed.

Right-of-Way Acquisition

- Uniform Relocation Assistance and Real Property Act of 1970
 - Title II
 - Title III
- Downloadable Right of Way Information Brochures
 - www.txdot.gov (Keyword: "Dana Avenue in Cameron County")
 - <https://ccrma.org/>

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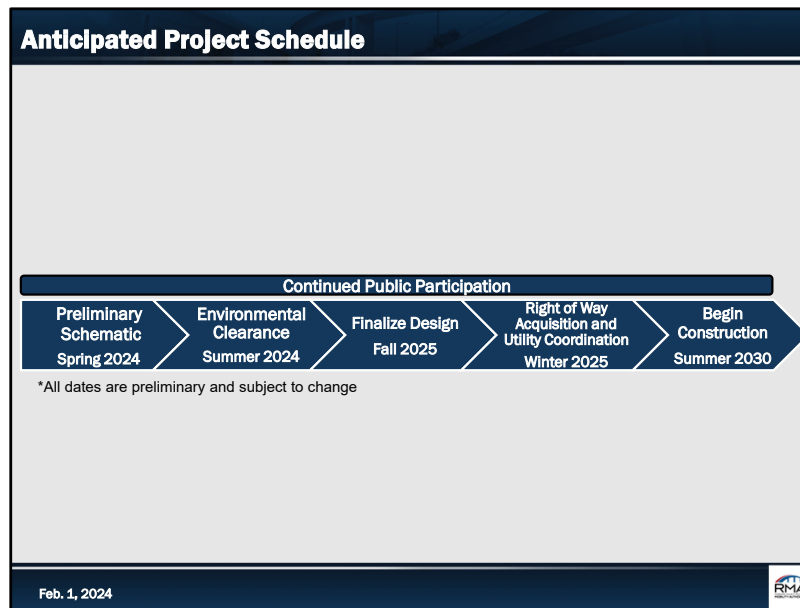


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The Right of Way acquisition process would follow federal and state laws and policies. The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, known as the Uniform Act, is the guiding federal law for appraisals, negotiations, and relocation of families and/or businesses. A summary of these titles is included in the handout packets provided at the sign-in table.

The CCRMA, with TxDOT oversight, will be responsible for acquiring the additional right of way from individual property owners.

Relocation booklets, which provide a general overview of the Relocation Assistance Program and outlines the services offered and any payments for which displaced individuals, families, business, and non-profit organizations may be eligible to receive are available for download on the CCRMA and TxDOT websites at the addresses listed above.



SCRIPT:

The preliminary engineering for the project is listed in the Rio Grande Valley Metropolitan Planning Organization's Metropolitan Transportation Plan and in the 2021-2024 Transportation Improvement Program in fiscal year 2024. The project is currently listed for construction in 2030. The project has a total of \$16.2 million assigned for construction.

The next step in project development is to review and evaluate comments received during the comment period and finalize the schematic for approval by TxDOT.

Once the design has been finalized, environmental clearance is anticipated in Summer of 2024.

Upon receipt of environmental clearance, the right-of-way map would be completed and the CCRMA would begin by acquiring the necessary right of way.


The project would receive bids for construction in fiscal year 2030; however, the project has the potential to be accelerated as soon as 2026 if it achieves shovel ready status.

How to Submit Comments

Your comments are welcomed and can be submitted in the following ways:

- At the In Person Public Meeting: Leave in comment box here tonight
- Email: edavila@ccrma.org
- Mail: Cameron County Regional Mobility Authority
Attn: Eric Davila, P.E.
3461 Carmen Ave.
Rancho Viejo, TX 78575

To be included in the official transcript, comments must be received or postmarked by **Feb. 16, 2024**

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SCRIPT:

The CCRMA and TxDOT are committed to continuing efforts to gain public feedback on this project. We understand that the comment process is slightly different on this virtual public meeting; therefore, we will take a moment to discuss the submittal process.

The comment form can be downloaded or printed from the TxDOT or CCRMA websites at:


- www.txdot.gov keyword “Dana Avenue in Cameron County,” or
- www.ccrma.org

The TxDOT and the CCRMA are asking the public to provide comments in the following ways:

- Leave in the comment box if you are in-person,
- Email to edavila@ccrma.org, or
- Mail to the CCRMA, Attn: Eric Davila, P.E., at 3461 Carmen Ave., Rancho Viejo, TX 78575.

To be included in the official transcript, comments must be received by Feb. 16, 2024, which is 15 days after the posting date of this virtual public meeting.

Responses to comments received will be made part of the Public Meeting Summary Report and will be on file and available for inspection at the CCRMA and TxDOT Pharr District offices once they have been prepared.

Important Contacts	
TxDOT  <ul style="list-style-type: none">▪ www.txdot.gov Keyword: "Dana Avenue in Cameron County"▪ Kisai Salinas, P.E. TxDOT Project Manager (956) 702-6170▪ Follow the TxDOT Pharr District on Twitter at: https://twitter.com/txdotpharr?lang=en	Cameron County Regional Mobility Authority  <ul style="list-style-type: none">▪ https://ccrma.org/▪ Eric Davila, P.E. Chief Development Engineer (956) 621-5571▪ Follow the CCRMA on Twitter at: https://twitter.com/ccrma_tx

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SCRIPT:

We encourage the public to stay informed. Schematics and presentation materials, including graphics, are available on the CCRMA and TxDOT websites to view project information in more detail.

Should you have any questions or would like additional information at any time during the project development process, please contact the CCRMA or TxDOT at the numbers listed on this slide between the hours of 8 a.m. and 5 p.m. You can also follow the TxDOT Pharr District and the CCRMA on Twitter at the web address provided.



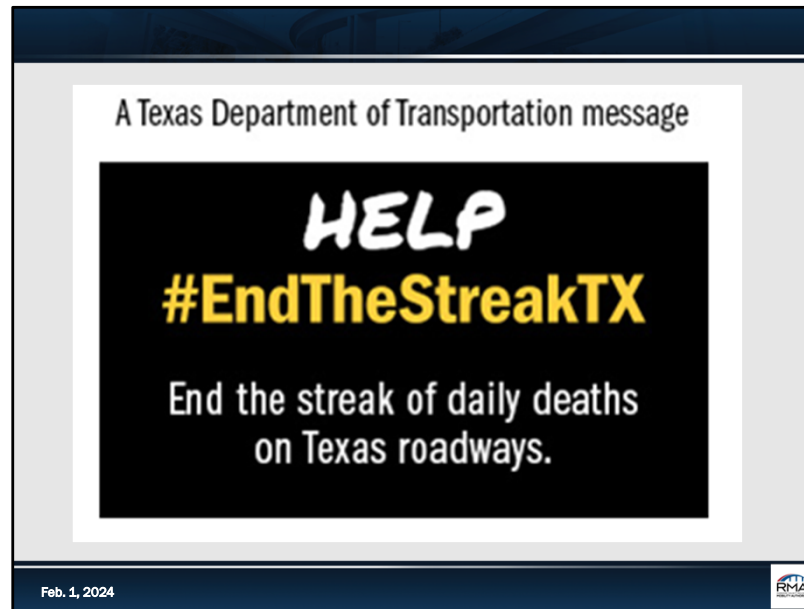
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Thank you for watching and participating in this very important meeting.

This concludes the virtual public meeting with in-person option.

Please remember to submit your comments by Friday, Feb. 16, 2024.

Thank you.



SCRIPT:

November 7, 2000 was the last deathless day on roadways in Texas. That means for nearly 23 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.