Tino Villarreal, Commissioner At-large "A"
Bryan L. Martinez, Commissioner District 1
Roy De los Santos, Commissioner District 3

Rose M.Z. Gowen, M.D., Commissioner At-large "B"
Linda C. Macias, Commissioner District 2
Pedro Cardenas, Commissioner District 4

John Cowen, Jr, Mayor

NOTICE OF A PUBLIC MEETING OF THE CITY COMMISSION OF THE CITY OF BROWNSVILLE

Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meetings Act, notice is hereby given that the City Commission of the City of Brownsville, Texas, in accordance with Article V, Section 12, of the Charter of said City, will convene a **Regular Meeting** on **October 17, 2023,** at **5:00 p.m.,** in the City Commission Chambers, located on the Second Floor of the Brownsville City Hall - Old Federal Building, located at 1001 East Elizabeth Street, Brownsville, Cameron County, Texas, 78520.

Pursuant to Section 551.127, Texas Government Code, one or more Commissioners or employees may attend this meeting remotely using videoconferencing technology. The video and audio feed of the videoconferencing equipment can be viewed and heard by the public at the address posted above as the location of the meeting.

Members of the public, employees, and the City Commission may join via the Webex Teleconference Meeting by logging on at:
https://brownsvilletx.webex.com/brownsvilletx/j.php?MTID=m485fba9b6686c27d62b70468893ed8fd
Password: commission (26664774 from video systems)

Join by video system
Dial 25321667580@brownsvilletx.webex.com
You can also dial 173.243.2.68 and enter your meeting number.

Join by phone
1-844-621-3956 United States Toll Free
+1-650-479-3208 United States Toll
Access code: 253 216 67580

This Notice and Meeting Agenda are posted online at: https://brownsvilletx.gov/129/Agendas-Minutes

Members of the public who submitted a "Public Comment Form" will be permitted to offer public comments as provided by the agenda and as permitted by the presiding officer during the meeting. A recording of the meeting will be made and will be available to the public in accordance with the Open Meetings Act.

At any time during the course of the posted meeting, the Brownsville City Commission may retire into Executive Session under Texas Government Code 551.071 to confer with legal counsel on any subject matter on this agenda in which the duty of the attorney to the City Commission under Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with Chapter 551 of the Texas Government Code. Further, at any time during this meeting, the City Commission may retire to deliberate on any subject slated for discussion at this meeting, as may be permitted under one or more exceptions to the Texas Open Meetings Act set forth in Title 5, Subtitle A, Chapter 551, Subchapter D of the Texas Government Code

CALL TO ORDER

a) ROLL CALL

b) INVOCATION

PLEDGE OF ALLEGIANCE TO THE FLAGS OF THE UNITED STATES OF AMERICA AND STATE OF TEXAS

PROCLAMATION(S)

Rio Grande Valley (RGV) Fishing Area and Waterway Cleanups (Commissioner L. C. Macias / Mayor J. Cowen, Jr.)

Breast Cancer Awareness Month (Commissioner B. L. Martinez / Commissioner T. Villarreal)

PUBLIC COMMENT PERIOD

- **Non-Agenda Items:** Kindly submit a "Public Comment Form" stating the City business or City policy you wish to speak to an hour before the start of the scheduled meeting time with the City Secretary. Forms are not reserved for anyone nor may time be deferred to anyone. PowerPoint presentations may not be accommodated. This period is limited to five (5) speakers with a time limit of three (3) minutes per speaker.
- **Agenda Items:** Kindly submit a "Public Comment Form" stating which item(s) on the agenda you wish to speak to an hour before the start of the scheduled meeting time with the City Secretary. Speakers will be allowed to address the Commission on the agenda item before it is to be considered. The speaker is limited to three (3) minutes.
- **Time Limits:** The City Commission shall have the discretion to modify its regulations regarding time limits on public comment if necessary. For example, the time limit may be shortened to accommodate a lengthy agenda or it could be lengthened to allow additional time for discussion on a complicated matter or if there is a need for an interpreter.

WORK SESSION(S)

As a governmental body, the City Commission will not vote or take any formal action on any items discussed in the work session portion of the agenda.

1) Cultural and Tourism Grant Funding Round 3 - American Rescue Plan Act (Grants & Community Development Department)

PRESENTATION(S)

City Manager's Update - Introducing Alan Guard, Deputy City Manager and Report on International City/County Management Association (ICMA), Texas Municipal League (TML) and YTexas Event.

CONSENT AGENDA ITEM(S)

The following are considered to be routine by the City Commission and will be approved by one motion. There will be no separate discussion of these items unless a City Commissioner so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the Agenda.

1) Approval of the Minutes:

a) Minutes of October 03, 2023, City Commission Regular Meeting

2) Consideration and **ACTION** for the purchase and delivery of one (1) John Deere 5105M Utility Tractor and (1) John Deere FC15M Flex Wing from Deere & Company Tellus Equipment Solutions of Brownsville, Texas, through BuyBoard #706-23 in the amount of $107,553.28, as budgeted. (Parks and Recreation Department)

3) Consideration and **ACTION** to approve **Resolution Number 2023-119** for the agreement between the Texas Department of Transportation (TxDOT) and the City of Brownsville to authorize the street closure(s) for the Southmost Veteran's Day Parade. (Multimodal Transportation Department)

4) Consideration and **ACTION** to execute a license agreement between the City of Brownsville and Penco RGV Enterprises, LLC., to allow a portion of a parking area to encroach within City property in exchange for construction of a 10' concrete bike trail. (Engineering and Public Works Department)

5) Consideration and **ACTION** to purchase two MTS Power Loads from Stryker Medical in the amount of $92,793.02 as budgeted.(Fire Department)

6) Consideration and **ACTION** to adopt **Resolution Number 2023-123** denying Texas Gas Service Company, A Division of One Gas, Inc. ("Company"), statement of intent to increase rates filing; authorizing the hiring of Lloyd Gosselink Rochelle & Townsend; and requiring Company to reimburse the City's reasonable rate case expenses. (City Attorney's Office/City Manager's Office)

PUBLIC HEARING(S)

1) Public Hearing and **ACTION** on 2023 Brownsville Roadway Capital Recovery Fee and signed recommendation letter from the Capital Improvement Advisory Committee (CIAC) on specifications regarding Land Use Assumptions, Capital Improvement plans for roads and calculated cost per service area, and maximum collection rate per service unit. (Multimodal Transportation Department)

2) Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-026**, to rezone from Residential Transition (R-3) to Commercial Corridor (CC) to allow a commercial plaza for 0.7487 acres of Lot 3, Block 1, Diamond Point II Subdivision, Cameron County, Texas, located at 3201 West Alton Gloor Boulevard, Brownsville, Texas 78526, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

3) Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-027**, to rezone from Commercial Corridor (CC) to Regional Center (RC) to allow a plasma center for Lot 3, Block 1, Re-plat of Lots 1, 3 and 5, Strawberry Square Subdivision, Cameron County, Texas, located at 2921 Boca Chica Boulevard, Brownsville, Texas 78521, as shown in Exhibit "A". (District 2) (Planning & Redevelopment Department)

4) Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-028**, to rezone from Residential Transition (R-3) to Commercial Corridor (CC) to allow a commercial plaza for 2.01 acres out of Lot 32, containing 18.34 acres, more or less, of the El Jardin Subdivision of the Brownell Tract Subdivision, Share 28, Espiritu Santo Grant, Cameron County, Texas, located on North Minnesota Avenue, Brownsville, Texas 78521, as shown in Exhibit "A". (District 2) (Planning & Redevelopment Department)

5) Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-029**, to rezone from Residential Estate (RE) to Residential Transition (R-3) to allow a multi-family development for a 2.389-acre tract out of Lots 122, 121, and part of Boulevard Lot 120, a portion of abandoned Guerra Boulevard, and a portion of the Resaca de la Guerra, Brownsville Land and Improvement Company Subdivision, Cameron County, Texas, located at 221 Wild Rose Lane, Brownsville, Texas 78520, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

6) Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-030**, to rezone Residential Estate (RE) to Commercial Corridor (CC) to allow an administrative office for an electric business, Lot 10, Jose Almaraz Subdivision, Cameron County, Texas, located at 1420 West Alton Gloor Boulevard, Brownsville, Texas 78520, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

7) Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-031**, to rezone from Agriculture (AG) to Residential Single-Family (R-1) to allow a Single-Family Development for a 21.64-acre tract, more or less, out of a 568.83-acre tract, Espiritu Santo Grant, Share 14, Cameron County, Texas, located at Summerhill Boulevard, Olmito, Texas 78575, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

ITEMS FOR INDIVIDUAL CONSIDERATION(S)

1) Consideration and **ACTION** to approve **Resolution Number 2023-121**, the Cultural and Tourism Grant Fund Round 3 policy and COVID19 map (Grants & Community Development Department).

2) Consideration and **ACTION** on **Resolution Number 2023-120**, adopting procedures for review of Billboard applications. (Tabled on October 3, 2023)(Planning & Redevelopment Department)

3) Consideration and possible **ACTION** to adopt **Resolution Number 2023-124** to adopt a policy requiring that no later than February 1, 2024, all boards that require financial reporting of their members under Chapter 38 be required to broadcast their meetings live and make the recordings of those meetings available to the public as quickly as the technology which is used for the live broadcast will allow. (Commissioner R. De los Santos/Commissioner B. L. Martinez)

4) Consideration and **ACTION** on the Ethics Advisory Commission Recommendation in Decision EAC#2022-09-02. (Ethics Advisory Commission/Office of the City Attorney)

BOARD APPOINTMENT(S)

1) Consideration and **ACTION**, if any, to approve **Resolution Number 2023-104A** to appoint, reappoint, and/or remove member(s) of the Transit Advisory Committee. (Multimodal Transportation Department)

EXECUTIVE SESSION

1) Closed session pursuant to Tex. Gov't Code Sections 551.071 (Consultation with Attorney) regarding Project Ecosystem (Office of the City Attorney)

2) Closed session pursuant to Tex. Gov't Code Sections 551.071 (Consultation with Attorney) regarding policy on employee investigations (Office of the City Attorney)

3) Closed session pursuant to Tex. Gov't Code Section 551.071 (Consultation with Attorney, including Contemplated or Pending Litigation and/or Settlement Offer) related to *EISG v. City of Brownsville*. (Office of the City Attorney)

POSSIBLE ACTION ON ANY ITEM(S) AS DISCUSSED IN EXECUTIVE SESSION

NOTE: The City Commission of the City of Brownsville reserves the right to discuss any items in Executive Session whenever authorized under the Texas Open Meetings Act, Chapter 551 of the Texas Government Code.

ADJOURNMENT

NOTE: The City of Brownsville does not discriminate on the basis of disability in the admission of, access to, treatment of, or employment in its programs, activities, or public meetings. Any individual with a disability in need of an accommodation is encouraged to contact the Organizational Development & Human Resources Department at 956/548-6037 (voice or Relay TX) by Monday, no later than 12:00 P.M., to make proper arrangements.

By: John Cowen, Jr
Mayor of the City of Brownsville

I certify that a copy of the **October 17, 2023,** Agenda of items to be considered by the Brownsville City Commission was posted on the Bulletin Area at City Hall – Federal Building, on October 13, 2023. I further certify that the Agenda was posted on the City's website and can be downloaded by accessing: https://brownsvilletx.gov/129/Agendas-Minutes

Yolanda Galarza-Gomez, TRMC, City Secretary

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Efren Trujillo, Director
Date:	Tuesday, October 17, 2023
Agenda #:	Cultural and Tourism Grant Funding Round 3 - American Rescue Plan Act (Grants & Community Development Department)

Summary:
The City of Brownsville received $65.3 million in American Rescue Plan Act (ARPA) funding to combat the ongoing impacts of COVID-19 in the community. The City Commission authorized $2,626,646.78 of the ARPA funds for the creation of a Cultural and Tourism Grant Fund (CTG) due to the economic impact of the COVID-19 pandemic in the cultural and tourism areas.In round one and two of the grant program awarded over 2.16 million to twelve organizations. Currently, we have a balance of $460,117.12 available for round 3.Commission feedback from a previous presentation for round 2, recommended the third round be aimed towards local small businesses and non-profits.

Project Scope and Analysis:
Round three of CTG funding has been established as the Small Business Grant Program and will assist businesses and non-profits with rent, mortgage, staff retention, supplies and marketing. The funding targets applicants located in low-income census tracts and in areas with the highest rate of COVID-19 infection that were most likely to have experienced negative impacts from COVID-19. Businesses and organizations applying for funding will be able to request a maximum amount of $10,000. Organizations awarded in rounds one and two are ineligible to apply.

Funding:

Source: American Rescue Plan Act - Cultural and Tourism Grant Fund

Amount: 460,117.12

Local Contribution if Applicable:

Recommendation:

City staff recommends approval of the grant program considering any feedback and suggestions provided by the City Commission.

Commission Pillar:

Economic Development Pillar
Planning, Zoning and Development Pillar

Attachments:

1. CTG R3 Policy

Small Business and Non-Profit Grant Program

American Rescue Plan Program Policies and Procedures Round Three

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PROJECT OVERVIEW

The City of Brownsville has received $65.3 million in American Rescue Plan Act (ARPA) funding to combat the ongoing impacts of COVID-19 in the community. The City Commission authorized $2,626,646.78 of the ARPA funds for the creation of a Cultural and Tourism Grant Fund (CTG) due to the economic impact of the COVID-19 pandemic in the cultural and tourism areas. Many non-profit arts and cultural organizations, and tourism-related organizations had to cease operations or had their operations severely diminished due to the mandated closures. As such, the City of Brownsville has elected to allocate up to $2.62 million of its ARPA funding to help rebuild Brownsville, non-profit arts and cultural organizations, and organizations that attract tourism to the City of Brownsville. In round one of the grant program, $1,297,000.00 was awarded to eight organizations. Round two of the program awarded $866,529.66 to four organizations. The Cultural and Tourism Grant Fund has a remaining balance of $460,117.12. The City of Brownsville recognizes that other for-profit small businesses and not-for-profit organizations in the city were impacted by COVID-19 in ways that were similar to the impacts on the culture and tourism area. As a recipient of the "American Rescue Plan Act Coronavirus State and Local Fiscal Recovery Funds" (CSLFRF), the City of Brownsville has determined it is in the best interests of the community to use the remaining portion of this assistance to establish a small business grant initiative known as the City of Brownsville Small Business Grant Program. Under the CSLFRF, the City is permitted to direct federal recovery dollars to small for-profit businesses and not-for-profit businesses/organizations so that they may use the grant funds to recover from the impacts of the COVID-19 pandemic. The final rule presumes that an expanded set of households and communities are "impacted" or "disproportionately impacted" by the pandemic, thereby allowing recipients to provide responses to a broad set of households and entities without requiring additional analysis. This includes businesses and non-profits operating in low-income census tracts and allows the City to designate other disproportionately impacted areas. The City of Brownsville, via City Commissioners' Resolution 2023-121, has approved an allocation of $460,117.12 for the implementation of this program. Additionally, through resolution 2023-121 the city has designated areas that experienced Covid-19 infection rates above 14% as disproportionally impacted. The program will target businesses located in low-income census tracts and census tracts that had a high rate of COVID-19 infection during the pandemic. These businesses are considered disproportionately impacted by COVID-19 and thus eligible for assistance. For the purpose of this grant, the term small business will apply to both for profit businesses and not for profit organizations and 501c3 organizations within the City of Brownsville.

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CITY OF BROWNSVILLE SMALL BUSINESS/NON-PROFIT GRANT PROGRAM

ABOUT THE CITY OF BROWNSVILLE SMALL BUSINESS/NON-PROFIT GRANT PROGRAM

The Small Business/Non-Profit Grant Program is geared to provide direct aid to small businesses in our community that are likely to have experienced hardship. The focus will be on applicants that have not received assistance from other relief programs. To best aid those most in need and provide for easier application, the application review process will prioritize for profit businesses and not for profit organizations located within (1) Qualified Low-Income Census Tracts (QCT) or (2) COVID-19 high infection zones within the City of Brownsville. Per the eligibility criteria listed below, small businesses/non-profit located in a low income or COVID-19 high infection rate census tract will not be required to document economic losses and will receive a grant of up to $10,000. Applicants outside of the QCT and COVID-19 High Infection Rate eligible areas may qualify for assistance up to $10,000 by demonstrating economic losses.

Implementation of the Small Business/Non-Profit Grant Program will be completed in partnership with GrantWorks Inc. GrantWorks was awarded a contract to provide ARPA Program Management services for the City of Brownsville. GrantWorks will provide an online application portal that will be accessible via mobile phone, tablet, or computer. This portal will allow for easy document uploads via traditional document upload methods or via photo capabilities of mobile devices. After the collection of application and eligibility documentation, GrantWorks will review applications, and request additional documentation as needed. GrantWorks will provide funding recommendations to the City of Brownsville for eligible applications. Grant funds will be delivered as a bank check or electronic funds transfer from the City of Brownsville, made payable to the person or entity identified on the business's TX registration.

The City of Brownsville Grants and Community Development Department (GCD) will promote the program on its website and through emails to various partners including Community Action Board participants, community centers, business organizations, community leaders, Chambers of Commerce, and the Downtown Manager. The GCD will host informational workshops and will arrange for virtual application portal training for community leaders and organizations interested in the training. Information sessions will be held at the Brownsville Public Library both in-person and virtually prior to the grant opening.

All funds appropriated for the Small Business/Non-Profit Grant Program must be expended by August 30, 2024; and any remaining funds will be re-obligated to another CSLFRF eligible City initiative before December 31, 2024. Per the federal guidelines, all CSLFRF funds must be expended by December 31, 2026.

[1] Qualified Census Tract - https://www.huduser.gov/portal/sadda/sadda_qct.html

[2] City of Brownsville High Infection Zones - Brownsville Census Tract COVID- Test Positivity Rate (arcgis.com)

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ELIGIBILITY CRITERIA

Info Category	Group 1 – QCT or High Infection Rate area that have not received specific business/non-profit grant assistance from the federal, state or local government entity.	Group 2 - QCT or High Infection Rate area that previously received specific business/non-profit grant assistance from the federal, state or local government entity.	Group 3 – All of Brownsville
Prioritization	Applications will be categorized upon submission and processed in the order received within their respective category group. Group 1 applications will be prioritized ahead of Group 2 and Group 3 applications. Applications falling under Category Group 3 will only be processed if there are no applications pending review from Category Group 1 or Group 2. Incomplete applications will be returned to applicants with detailed instructions for completion. Upon receiving notice of incompletion, applicants will have 10 days from the date of the notice to provide necessary documentation. If an applicant fails to provide the necessary documentation within 10 days, their application will be rejected.	Applications will be categorized upon submission and processed in the order received within their respective category group. Group 2 applications will be processed when there are no pending applications for group 1. Incomplete applications will be returned to applicants with detailed instructions for completion. Upon receiving notice of incompletion, applicants will have 10 days from the date of the notice to provide necessary documentation. If an applicant fails to provide the necessary documentation within 10 days, their application will be rejected.	Group 3 applications will only be processed if there are no applications pending review from Group 1 or Group 2. Incomplete applications will be returned to applicants with detailed instructions for completion. Upon receiving notice of incompletion, applicants will have 10 days from the date of the notice to provide necessary documentation. If an applicant fails to provide the necessary documentation within 10 days, their application will be rejected.

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General	Contact Information of Business/Non-Profit Owner Full Name Email Phone	Contact Information of Business/Non-Profit Owner Full Name Email Phone	Contact Information of Business/Non-Profit Owner Full Name Email Phone
Business Eligibility[1]	Business/Non-Profit Name (as registered) with: Texas Secretary of the state or As filed on US Income Tax Return Date of formation prior to 3/1/2019 Business/Non-Profit physical location/address within Brownsville City Limits Copy of income tax or 990 return for 2021 demonstrating less than $3m in gross revenue (Less than $5m in restaurant operations) Employee Roster showing 50 or fewer employees, part time equates to ½ full time employees. Unique Entity Identification through SAM.gov Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.	Business/Non-Profit Name (as registered) with: Texas Secretary of the state or As filed on US Income Tax Return Date of formation prior to 3/1/2019 Business/Non-Profit physical location/address within Brownsville City Limits Copy of income tax or 990 return for 2021 demonstrating less than $3m in gross revenue (Less than $5m in restaurant operations) Employee Roster showing 50 or fewer employees, part time equates to ½ full time employees. Documentation of Covid-19 assistance previously received. Unique Entity Identification through SAM.gov Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.	Business/Non-Profit Name (as registered) with: Texas Secretary of the state or As filed on US Income Tax Return Date of formation prior to 3/1/2019 Business/Non-Profit physical location/address within Brownsville City Limits Copy of income tax or 990 return for 2021 demonstrating less than $3m in gross revenue (Less than $5m in restaurant operations) Employee Roster showing 50 or fewer employees, part time equates to ½ full time employees. Documentation of Covid-19 assistance previously received Unique Entity Identification through SAM.gov Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.

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Demonstrated Economic Loss	No documented loss needed	No documented loss needed	Provide audits, Profit/Loss statement or tax returns or other documentation to show a documented loss and/or increase in expenses related to COVID-19 between the years 2019, 2020 and 2021. Losses may include loss of anticipated fund raisers and decreased donations for non-profit organizations. Award will be 100% of documented loss up to $10,000.
Preferences	Preference will be given to those businesses that have not received specific business/non-profit grant assistance from the federal, state or local government entity.		
Ineligible	Businesses/Non-Profits with more than $3m in gross revenue (More than $5m in restaurant operations), National franchises, K through 12 educational institutions, local government, adult video and novelty stores, gambling, sweepstakes, residential property owners/lessors, membership-only organizations, and social clubs, entities that are not open to the general public, and multi-family units are ineligible.		

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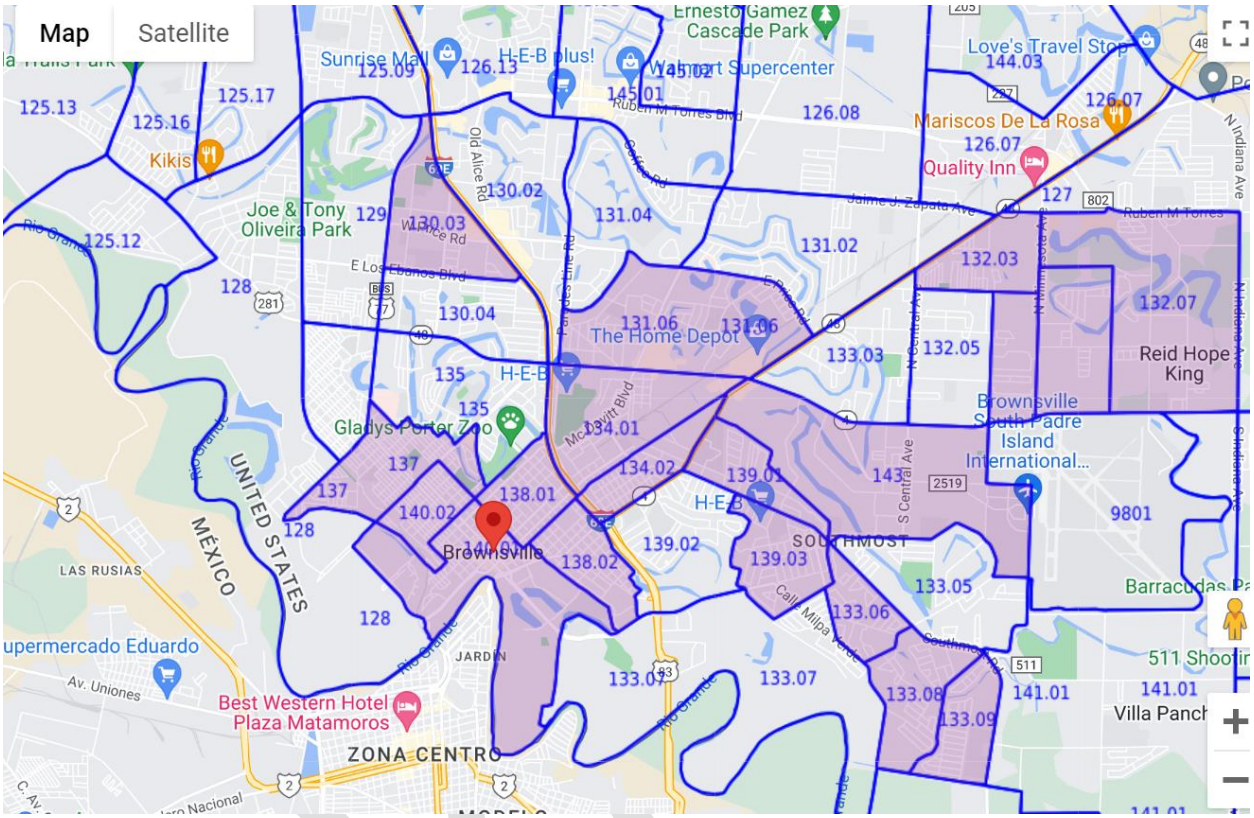
Qualified Census Tracts MAP:

2023 Qualified Census Tract (QTC): https://www.huduser.gov/portal/sadda/sadda_qct.html

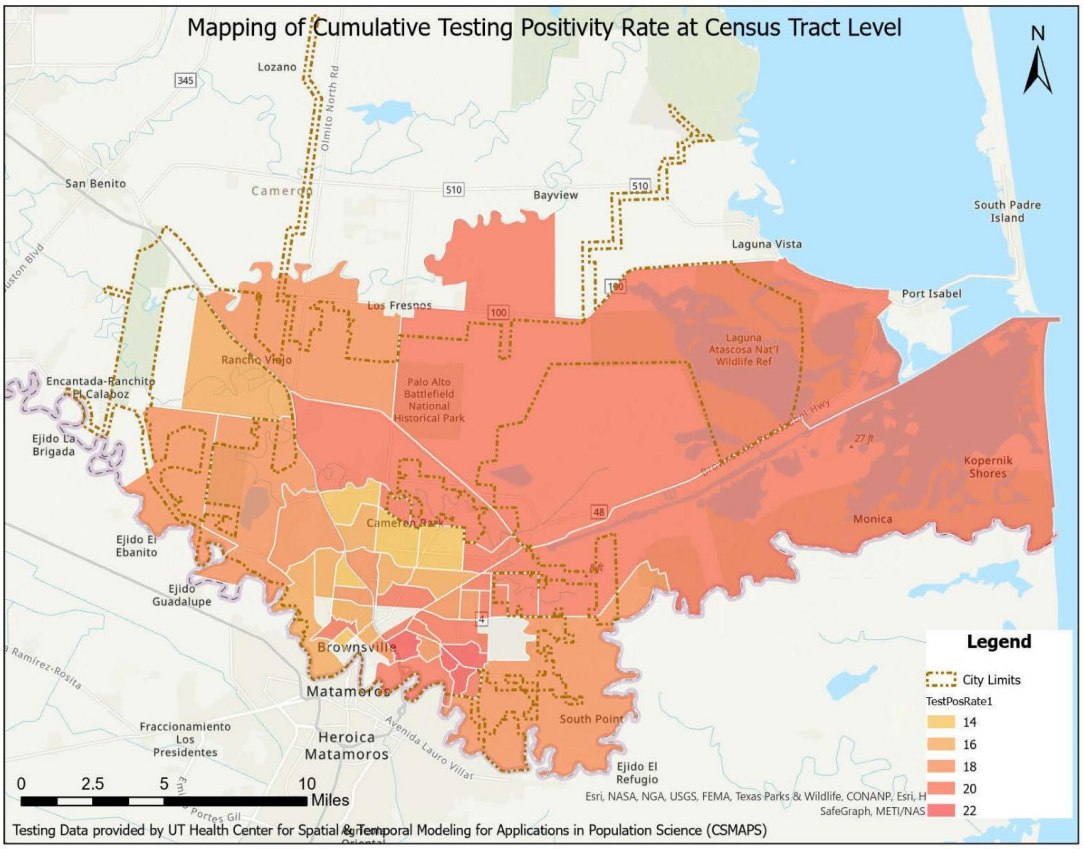


QTC 2023					
Census Tracts	137.00	138.01	139.03	132.04	133.09
	140.02	134.01	133.06	132.06	130.03
	140.01	134.02	131.06	132.07	143.00
	138.02	139.01	132.03	133.08	

COVID-19 High Infection Rate Zones:

The City of Brownsville Health Department identified significant impact at infection rates of 14% or higher as a disproportionately high rate of COVID-19 infection. The City Commission recognized and declared areas of the City with infection rates at or above 14% to be disproportionately impacted by COVID-19, thus businesses in these areas are deemed to have suffered negative economic impacts and are eligible for grant assistance. The following census tracts had infection rates of 14% or greater (see table below). While the country experienced business closures at a national level, the high rate of infection in the City of Brownsville meant that many businesses experienced heightened negative outcomes such as longer closures, concerns of proper socially distancing for employees and customers, lack of personal protective equipment (PPE), and resources to transition businesses/non-profits to offer curbside or contactless services.

COVID-19 High Infection Rate Zones (Map):



COVID-19 High Infection Rate Zones							
Census Tracts	0132.05	0133.05	0133.09	0136.00	0139.01	0140.02	0144.00
	0132.06	0133.06	0134.01	0137.00	0139.02	0141.00	0145.00
	0132.07	0133.07	0134.02	0138.01	0139.03	0142.00	
	0133.03	0133.08	0135.00	0138.02	0140.01	0143.00	

ESTIMATED BUDGET

It is the program's intent that all $460,117.12 allocated to this program be dedicated to small businesses/non-profits in Group 1, Group 2 and Group 3 as outlined in the eligibility criteria table above to the extent that there are eligible applications from these groups. The administrative needs of the program are addressed under separate ARPA budget line items.

ALLOWABLE USE OF GRANT FUNDS:

Each awarded applicant shall enter into an agreement outlining the terms of the award. The beneficiary agreement for each beneficiary shall comply with the following:

1. Funds may be used for any operational expense that the recipient deems to be necessary due to the COVID-19 pandemic for restart or continuation of the organization's activity, administration, or safely operated venue.

2. Beneficiaries must submit reports as identified in the beneficiary agreement.

APPLICATION INSTRUCTIONS.

Applicants will apply through the application portal provided by GrantWorks Inc., *GW 20/20 User Registration Portal.*

Approval Process:
GrantWorks Inc. will review applications with the Grants and Community Development Department staff and will make eligibility determinations based on the program eligibility criteria.

Policies and procedures are subject to change as the City of Brownsville responds to federal requirements, policy improvements and community needs.

DOCUMENT RETENTION POLICY

This policy section is intended to provide the general protocols, guidance and framework for the files, records, and reports used and stored by the City of Brownsville (and their ARPA representatives) for the purposes of carrying out the ARPA funded programs during the contractual period of performance and throughout the ARPA required retention period.

It is the policy of the City of Brownsville to follow Treasury's record retention requirements as it expense funds pursuant to the ARPA/SLFRF award. Accordingly, the City of Brownsville agrees to:

- Retain all financial and programmatic records related to the use and expenditure of SLFRF pursuant to the ARP/SLFRF award for a period of five (5) years after all SLFRF funds have been expended or returned to Treasury, whichever is later.
- Ensure that the financial and programmatic records retain sufficient evidence compliance with section 603(c) of the Social Security Act "ARPA," Treasury's regulations implementing that section, and guidance issued by Treasury regarding the foregoing.
- Allow the Treasury Office of Inspector General and the Government Accountability Office, or their authorized representatives, the right to timely and unrestricted access to any records for the purpose of audits or other investigations.
- If any litigation, claim, or audit is started before the expiration of the 5-year period, the records will be retained until all litigation, claims, or audit findings involving the records have been resolved.

Disposition of Document Records & Storage: The City of Brownsville's records must/will be stored in a safe, secure, and accessible manner. The GrantWorks GW20/20 Portal will maintain reliability to ensure records are accurate and available, preserve authenticity to protect against unauthorized access, and provide usability to staff so that records can be easily found and updated. Information shall be transferred to the City of Brownsville and designated ARPA project managers at key points throughout the project.

The City of Brownsville will carry out this plan in its entirety with a preference for digitally stored data, password protection and limited building/file access. All projects that involve personally identifiable information (PII) or any data deemed as sensitive or confidential in nature, shall be managed appropriately. PII Data is in reference to but not limited to individual/applicant name, address, driver's license number, income level, or other personal information for determining identity and/or project eligibility. The *Personally Identifiable Information (PII) Plan (below)* addresses specific steps to ensure potential PII data is handled and maintained in a secure and confidential manner. The City of Brownsville (and their representatives) agrees to comply with all local, state, and federal regulations regarding handling, release, or disclosure of such information.

Reporting Policy Violations: The City of Brownsville is committed to enforcing this policy as it applies to all forms of records. Any employee that suspects the terms of this policy have been violated shall report the incident immediately to that employee's supervisor. If an employee is not comfortable bringing the matter up with the supervisor, the employee may bring the matter to the attention of Efren Trujillo, Director of Grants and Community Development email efren.trujillo@brownsvilletx.gov . The City of Brownsville prohibits any form of discipline, reprisal, intimidation, or retaliation for reporting incidents of inappropriate conduct of any kind, pursuing any record destruction claim, or cooperating in related investigations.

Questions About the Policy: Any questions about this policy should be referred to Olga Moya, City of Brownsville Grant Manager email olga.moya@brownsvilletx.gov who oversees

administering, enforcing, and updating this policy. All revised policies should be clearly tracked and shared, and contingent on the nature of revisions, may also require additional approval.

Project Closeout: The City of Brownsville (and its representatives) will identify and collect applicable records for each project carried out with ARPA funding. The City of Brownsville will work with the designated ARPA Project Manager to ensure all records are transferred in a secure, efficient, and timely manner. The City of Brownsville will continue to update and improve upon this Document Management and Record Retention Policy as additional best practices are identified or should Treasure SLFRF provide new relevant information related to record keeping.

CONFLICT OF INTEREST POLICY

In compliance with the Texas Local Government Code 171, City of Brownsville officials are not involved in the selection and determination of eligibility for applicants to the Small Business Grant Program.

In accordance with the City of Brownsville's Code of Ordinances, Chapter 38 Article I Sec, 38-31; to avoid the appearance and risk of impropriety, a city official or employee shall not take an official action that he or she knows is likely to affect the economic interest of the employee either directly or indirectly.

Any business/non-profit entity, affiliated business/non-profit, or partner of a business/non-profit entity in which a substantial economic interest is held by an employee with direct oversight of the program or official of the City of Brownsville, his or her parent, child, spouse, domestic partner, or other family member within the first degree of consanguinity or affinity may not apply for this program. Application submittal and eligibility review will be done through the contracted services of GrantWorks via their GW 20/20 Application Portal. No City of Brownsville employee may advocate on behalf of or encourage a deviation from the set eligibility criteria on behalf of any small businesses or group of small businesses/non-profits after the launch of the program and start of any application cycle(s).

PERSONALLY IDENTIFIABLE INFORMATION (PII) PLAN

Introduction:

The City of Brownsville has received Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) from the U.S. Department of Treasury for covered costs and eligible expenses per the SLFRF Final Rule, and ARPA Sections 602(b) and 603(b) of the Social Security Act as added by section 9901 of the American Rescue Plan Act. These funds may be used to make awards to small business/non-profit beneficiaries. Some personally identifiable information (PII) may be

collected from applicants in order to determine eligibility or make payment on an award. This Personally Identifiable Information (PII) Policy provides guidance on determined collection needs, collect and store this sensitive information responsibly, respectfully and in compliance with the U.S. Privacy Act of 1974.

Use and collection of PII will be minimized as much as possible; and will be limited only to what is needed to ascertain the business' registration, assess eligibility, and award funds. Certain application information may need to be collected such as name, contact information and business/non-profit income and employee documentation. Information not explicitly needed (such as an owner's SSN or bank account numbers associated with income returns) should be redacted prior to filing (either electronically or physically).

Definition of PII:

PII is information that can be used to distinguish or trace an individual's identity, either alone or when combined with other personal or identifying information that is linked or linkable to a specific individual. Set forth below is a non-exclusive list of information that may constitute PII on its own or in combination with other information[1]:

- Age
- Alias
- Audio recordings
- Biometric identifiers (e.g., fingerprints, iris image)
- Certificates (e.g., birth, death, marriage)
- Credit card number
- Criminal records information
- Date of birth
- Device identifiers (e.g., mobile devices)
- Drivers' License / State ID Number
- Education Records
- Email address
- Employee identification number
- Employment status, history, or information (e.g., title, position)
- Fax number
- Financial information
- Foreign activities
- Full name
- Gender
- Geolocation information
- Home address
- Internet cookies containing PII
- Investigation report or database
- IP / MAC address
- Legal documents or records
- Marital status
- Military status or other information
- Mother's maiden name
- Passport information
- Phone numbers
- Photographic identifiers
- Place of birth
- Protected health information
- Race/ethnicity
- Religion
- Salary
- Sex
- Social security number (SSN)
- Taxpayer ID
- User ID
- Vehicle identifiers
- Web uniform resource locators
- Work address or other business contact information. (HUD does not engage with individuals in an entrepreneurial capacity, but business contact information may still constitute PII because it identifies individuals.)

Responsibility & Handling:

All City of Brownsville and GrantWorks employees handling PII must comply with PII requirements as outlined in this document.

[1] Definition from National Institute of Standards and Technology (NIST) Special Publication (SP) 800-122, "Guide to Protecting the Confidentiality of Personally Identifiable Information (PII)," and the "2021 HUD PII Handbook"

- Application documentation will be uploaded directly to the Small Business/Non-Profit Grant Program portal. The Portal is hosted by GrantWorks via the proprietary GW 20/20 project management system. This system is separated by password protected access per federal grant program and the City of Brownsville Application Portal being created for this specific program is only accessible by assigned GrantWorks IT staff, program managers and select City of Brownsville employees.
- The documents uploaded by applicants are stored on a separate SharePoint site accessible only by invitation and password to designated GrantWorks and City of Brownsville employees. It is not accessible to uninvolved GrantWorks employees, applicants (after submittal, except as indicated below), the general public or all City of Brownsville employees.
- No paper applications or documentation are anticipated to be collected.
- Documentation for this program will be stored with GrantWorks for five (5) years after all ARPA allocation of funds to the City of Brownsville have been expended or returned to Treasury, per the CLFRF/ARPA Terms & Conditions.

Transparency / Notification:

The City of Brownsville will be transparent about the use, storage and destruction of PII collected for the program. PII shall only be stored for long enough to complete analysis and then an alternative reference code (Alpha-Numeric identifier) used when referring to the beneficiary. At any time, an applicant providing PII data will be able to review these policies and procedures related to the data collection.

Specific to the City of Brownsville Small Business/Non-Profit Grant Program portal, upon collection of PII – the applicant providing the data will review and confirm receipt of the use of PII being requested and their specific purpose for being collected. A notification of this PII policy (and downloadable copy of the PII policy) will be provided at the beginning of the application process in the Portal.

Disclosure Request:

Applicants shall have access to their application and all information provided through the application portal and may access their information by logging in to the portal.

Privacy Act Exceptions to Conditions of Disclosure:

The City of Brownsville shall not provide an individual's PII without prior written consent, unless the disclosure is due to statutory exceptions as listed in The Privacy Act and exceptions for information that may be disclosed under the Texas Public Information Act.

PROGRAM APPLICATION / DATA POINTS TO BE COLLECTED

Info Category	
General	Contact Information of Business Owner

	● Business Name/Non-Profit (as registered) with: ○ State of Texas (Secretary of State) ● Name ● Email ● Phone
Business Eligibility	● Date of registration ● Business/Non-Profit physical location/address ● Employee Payroll Roster ● Business/Non-Profit tax return for 2019 ● Unique Entity Identification through SAM.gov ● Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.
Demonstrated Economic Loss	• Audits • Profit/Loss statement • Tax returns • Other documentation to show a documented loss and/or increase in expenses related to COVID-19 between the years 2019, 2020 and 2021.

DRAFT

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	
Date:	Tuesday, October 17, 2023
Agenda #:	City Manager's Update - Introducing Alan Guard, Deputy City Manager and Report on International City/County Management Association (ICMA), Texas Municipal League (TML) and YTexas Event.

Summary:

Project Scope and Analysis:

Funding:

Source:

Amount:

Local Contribution if Applicable:

Recommendation:

Commission Pillar:

Attachments:

None

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Yolanda Galarza, City Secretary
Date:	Tuesday, October 17, 2023
Agenda #:	Minutes of October 03, 2023, City Commission Regular Meeting

Summary:
This serves as the official record of the City Commission meeting.

Project Scope and Analysis:
Upon approval, the minutes will be executed and filed as a permanent record.

Funding:

Source:
Amount:
Local Contribution if Applicable:

Recommendation:

Commission Pillar:
Governance Pillar

Attachments:
1. DRAFT MINUTES-10-03-2023

THE STATE OF TEXAS §
CITY OF BROWNSVILLE§
COUNTY OF CAMERON §

MINUTES of a **Regular Meeting** of the City Commission of the City of Brownsville, Texas, held on **Tuesday, October 03, 2023,** at **5:00 P.M.** at the **City Commission Chambers,** located at **1001 East Elizabeth Street** and **via Webex Teleconference Meeting by logging on at:**

https://brownsvilletx.webex.com/brownsvilletx/j.php?MTID=me4e3965b53417fdd754cca6bdb9b5f34

The following members were present:

JOHN COWEN, JR.	**Mayor**
COMMISSIONERS:	
TINO VILLARREAL	**At-Large "A"**
ROSE GOWEN	**At-Large "B" (Virtual)**
BRYAN L. MARTINEZ	**District 1**
LINDA C. MACIAS	**District 2**
ROY DE LOS SANTOS	**District 3**
PEDRO CARDENAS	**District 4**
HELEN RAMIREZ	**City Manager**
ALAN GUARD	**Deputy City Manager**
ELIZABETH WALKER	**Assistant City Manager**
FELIX SAUCEDA	**Assistant City Manager/Police Chief**
WILL TREVINO	**City Attorney**
YOLANDA G. GOMEZ	**City Secretary**

CALL TO ORDER

a) ROLL CALL

A quorum being present, Yolanda G. Gomez, City Secretary, read the call to order to consider the matters as posted and filed for the record in the Office of the City Secretary on Friday, September 29, 2023.

Mayor John Cowen Jr. called the meeting to order at 5:02 p.m.

Mayor John Cowen Jr., Commissioner Tino Villarreal, Commissioner Rose Gowen, Commissioner Bryan L. Martinez, Commissioner Linda C. Macias, Commissioner Roy De los Santos, and Commissioner Pedro Cardenas attended the meeting in person.

b) INVOCATION

Pastor/Minister Lance Hostetter delivered the invocation.

PLEDGE OF ALLEGIANCE TO THE FLAGS OF THE UNITED STATES OF AMERICA AND STATE OF TEXAS

The Pledge of Allegiance to the United States Flag and the Texas Flag was led by Mayor John Cowen, Jr., and the City Commission.

PROCLAMATION(S)

Recognizing Municipal Court Week 2023 (Municipal Court) (Commissioner T. Villarreal / Commissioner B. L. Martinez)

The proclamation was read and presented by Commissioner Tino Villarreal.

Recognizing Head Start Awareness Month (Mayor J. Cowen, Jr. / Commissioner B. L. Martinez)

The proclamation was read and presented by Mayor John Cowen Jr.

PUBLIC COMMENT PERIOD

Commissioner Roy De los Santos moved to suspend the rules to allow the nine (9) public comments received to speak. The motion was seconded by Commissioner Pedro Cardenas and carried unanimously.

Yolanda Speece expressed concern regarding the City of Brownsville Police Department.

Enrique Melguizo extended an invite to the Mayor and Commissioners to the inauguration of two historical markers at the original location of St. Joseph Academy.

Adhlemy Sanchez expressed concern regarding environmental hazards in her residential area due to the Milwhite Inc.

Cesar Lugo was not present to address his concerns but did register his opinion on the public comment form that he submitted.

Rosy Reyes expressed concern regarding the health impact of Milwhite Inc. in her neighborhood.

Gloria Valdes was not present to address her concerns but did register her opinion on the public comment form that she submitted.

Griselda Hernandez was not present to address her concerns but did register her opinion on the public comment from that she submitted.

Genoveva Garza after voicing her concerns about the impact Milwhite Inc.

Jason Medina expressed concern regarding the bus shelters and asked the City Commission to use more local vendors for the City's needs.

PRESENTATION(S)

88th Legislative Session Recap (Intergovernmental Relations/City Manager's Office)

Rogelio Chanes introduced Ms. Louann Martinez from Martinez and Associates, who provided a summarized presentation of the 88th Texas Legislative Session. Ms. Martinez noted that Helen Ramirez, City Manager, and former Mayor Trey Mendez had the opportunity to testify before the Texas Legislature. Ms. Martinez further noted that what is next is two special sessions to address

property tax reform and border security. A third session may be called in October to address school vouchers, education savings accounts, or education tax credits. Governor Abbott has indicated that he may consider adding bills he vetoed during the regular session to a future special session. This could include the following bills opposed by the City of Brownsville: SB 1998 (Bettencourt) and SB 2035 (Bettencourt).

After-Hours Establishments Presentation (Police Department)

Commander James Paschall delivered the After-Hours Establishments presentation. Commander Paschall noted that the After-hours businesses are not licensed by the Texas Alcohol Beverage Commission (TABC) to sell alcohol, and therefore not subject to state laws that regulate businesses that sell alcohol. Commander Paschall further noted currently, there are three establishments that collectively have increased the Brownsville Police Department's call volume. The Police Department is proposing to establish an ordinance to regulate businesses not licensed by the TABC which allows patrons to bring their own alcoholic beverages onto the premises for consumption. The purpose of the ordinance is to provide the City of Brownsville with a tool for directly addressing public safety concerns.

Commissioner Roy De los Santos noted that the department should consider the exterior lighting of the establishments to have more visibility. Commissioner De los Santos also suggested that a town hall meeting be held and invite local businesses to express their concerns.

Update on Fiscal Year 2024 Unified Transportation Program (UTP) (Rio Grande Valley Metropolitan Planning Organization RGVMPO)

Andrew Canon, RGVMPO Executive Director, provided a brief update to the Commission regarding the 10-year Unified Transportation Program that was adopted by the Texas Department of Transportation (TxDOT) on August 16, 2023. Mr. Canon stated that TxDOT approved $142 billion dollars for transportation and that 54% of the UTP was state funded.

CONSENT AGENDA ITEM(S)

Upon motion by Commissioner Roy De los Santos, seconded by Commissioner Rose Gowen and carried unanimously, Consent Agenda Items 1 through 7 and 9 through 15 were approved and Consent Agenda 8 was moved out of sequence for discussion and action.

8) Consideration and ACTION to award a term contract for multifunction copier service to the City of Brownsville Police Department in the amount of $34,988.64, as budgeted. (Brownsville Police Department)

Commissioner Roy De los Santos noted for the record that the contract is a three-year term contract with the total amount $104,965.92.

Upon motion by Commissioner Roy De los Santos, seconded by Commissioner Rose Gowen and carried unanimously, the contract for multifunction copier service to the City of Brownsville Police Department was approved with clarification.

1) Approval of the Minutes:

a. Minutes of September 19, 2023, City Commission Regular Meeting

2) Consideration and **ACTION** on **Resolution Number 2023-118** to adopt new remote, short and long-term parking rates for Brownsville South Padre Island International Airport (Airport Department)

3) Consideration and **ACTION** for the execution of a contract with Public Consulting Group LLC for reimbursement services pertaining to the Ambulance Services Supplemental Payment program (ASSPP). #ASC-118-0823. (Fire Department)

4) Consideration and **ACTON** for the City of Brownsville to renew the contract with the Town of Rancho Viejo to furnish Fire Services. (Fire Department)

5) Consideration and **ACTION** to reimburse the Brownsville Public Utilities Board (BPUB) for the Wastewater Improvement Project related the Cannery Public Market Project in the amount of $248,658.85, as budgeted. (Internal Services Department)

6) Consideration and **ACTION** to accept FAA Grant 3-48-059-2023 for the Aircraft Rescue and Firefighting (ARFF) Vehicle Acquisition and Runway 13-31 Preservation projects in the amount of $1,405,716. (Airport Department)

7) Consideration and **ACTION** to award a subcontract agreement to Raba Kistner, Inc., for Environmental Information Document (EID) for the Culverts and Drainage Improvement Project at Various Locations throughout the City of Brownsville's Resacas, Brownsville, Cameron County, Texas. Funded by the Texas Water Development Board (TWDB) in the amount of $74,842.52 (#010-24-EPW). (Engineering & Public Works Department)

9) **APPROVAL on SECOND and FINAL READING on Ordinance Number 235-2023-020**, to rezone from Residential Transition (R-3) and Light Industrial (LI) to Commercial Corridor (CC) to allow a commercial plaza and multi-family development for Lots 2 and 3, Block 2, Dana Eight-O-Two Subdivision, Section 2, Cameron County, Texas, located at 3271 Ruben M. Torres, Brownsville, Texas 78526, as shown in Exhibit "A". (District 2) (Planning & Redevelopment Department)

10) **APPROVAL on SECOND and FINAL READING on Ordinance Number 235-2023-021-S**, to request a Specific Use Permit to allow a freight terminal in Agricultural (AG) zoning designation for 6.8 acres out of Lot 4, Block "A", Barreda Gardens Subdivision, Cameron County, Texas, located at 554 Runnels Road, Olmito, Texas 78575, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

11) **APPROVAL on SECOND and FINAL READING on Ordinance Number 235-2023-022-S**, to request a Specific Use Permit to allow a used car lot in a Traditional Neighborhood-Corridor (TN-C) zoning designation for Lots 6, 7, 22, & 23, Block 64, Harden's Addition to the City of Brownsville, Cameron County, Texas, located at 1236 South Expressway, Brownsville, Texas 78520, as shown in Exhibit "A". (District 3) (Planning & Redevelopment Department)

12) **APPROVAL on SECOND and FINAL READING on Ordinance Number 235-2023-023**, to rezone from Agricultural (AG) to Residential Transition (R-3) and Commercial Corridor (CC) to allow a multi-family development and commercial plaza for 18.62 acres out of El Jardin Resubdivision, Lots 17 to 32, Block 116, Share 29, Espiritu Santo Grant, Cameron County, Texas, located on FM 511, Brownsville, Texas 78526, as shown in Exhibit "A". (District 3) (Planning & Redevelopment Department)

13) **APPROVAL on SECOND and FINAL READING on Ordinance Number 235-2023-025**, to rezone from Residential Suburban (R-2) to Commercial Corridor (CC) to allow a general retail store for Lots 1, 2, & 3, Block 1, Palmetto Grove Subdivision, Cameron County, Texas, located

DRAFT

at 7954 Southmost Road, Brownsville, Texas 78521, as shown in Exhibit "A". (District 1) (Planning & Redevelopment Department)

14) Consideration and **ACTION to RESCIND** an award of a contract, WDI-37-0123, with Mor-Wil LLC in the amount of $1,399,405.03 for the West Brownsville Drainage Improvement Projects. (Engineering & Public Works Department)

15) Consideration and **ACTION** to approve a cooperative purchase from SHI Government Solutions, Inc. to strengthen our Cyber Defense with CrowdStrike for three years in the amount of Year 1: $288,453.50; Year 2: $266,151.90; Year 3: $266,151.90, #702-241-776, as budgeted. (Enterprise Applications Department)

PUBLIC HEARING(S)

1) **Public Hearing and ACTION on Ordinance Number 2023-1582-A, supplementing and amending Ordinance Number 2013-1582 relating to the issuance of the City of Brownsville, Texas Utilities System Commercial Paper Notes, Series A; authorizing replacement of the dealer for such notes, including execution and delivery of a dealer agreement, and approving an offering memorandum in connection therewith; and resolving other matters related thereto. (Brownsville Public Utilities Board BPUB)**

Mike Perez, Brownsville Public Utilities Board (BPUB) Chief Financial Officer, noted that in connection with the establishment and authorization of the BPUB Commercial Paper Notes Program, the City Commission previously authorized the execution of a Dealer Agreement dated November 15, 2013, with Citigroup Global Markets Inc. Since the term of the Dealer Agreement with Citigroup ends on November 21, 2023, the BPUB Board has determined that it is in the best interest to enter into a replacement dealer agreement for the Commercial Paper Notes with J.P. Morgan Securities LLC.

Upon motion by Commissioner Bryan L. Martinez, seconded by Commissioner Roy De los Santos and carried unanimously, the public hearing was closed.

Commissioner Roy De los Santos moved that Ordinance Number 2023-1582-A be adopted at first reading. The motion was seconded by Commissioner Bryan L. Martinez and carried unanimously.

2) **Public Hearing and ACTION on FIRST READING on Ordinance Number 235-2023-024, to rezone from Agricultural (AG) to Residential Single-Family (R-1) to allow a single-family development for a 32.43-acre tract consisting of 32.41 acres out of Block 9, J.C. Bennett Subdivision; and 0.02 acres being all out of Reserve #1, Abelardo Estates Subdivision, Cameron County, Texas, located at Abrego Road, Brownsville, Texas 78520, as shown in Exhibit "A". (District 3) (Planning & Redevelopment Department)**

Martin Vega, Planning & Redevelopment Assistant Director, noted that the proposed rezoning of the property is to allow a single-family development for a 32.43-acre tract. The predominant land use in the surrounding area is undeveloped land. The property is located within the Central Emerging District. There was verbal opposition at the Planning and Zoning Commission meeting on September 7, 2023. Neighboring property owners expressed concerns regarding traffic generated by the proposed subdivision and the use of Abelardo Drive for through traffic. The Planning and Zoning Commission denied this rezoning from Agricultural (AG) to Residential Single Family (R-1). The applicant submitted a formal request to appeal the denial of the case on September 14, 2023.

Maricela Garcia, Maribel Martinez, April Harter, Chris Harter, Lina Romero, Jose Luis Martinez, Olga Longoria, Samuel Luna, and Ruby Gacia, residents of Abelardo Drive, expressed their concern

regarding how traffic will impact the neighborhood area. Olga Longoria delivered a petition form against the approval of Ordinance Number 235-2023-024 to the Office of the City Secretary, opposing the ordinance as follows: no street lighting on Abelardo Estates, no pedestrian walkways, the entrance and exit to Abelardo Dr. does not allow a high volume of traffic and the street does not have proper drainage. The residents further expressed that the commission should consider their concerns before approving any additional development projects.

Jorge De Pau, developer of Raluz Properties, agreed with concerns of the property owners but noted that the property was purchased with full compliance with any existing city ordinances necessary for accessing Aberlardo Drive and the proposed rezoning should proceed with the guidelines. Mr. De Pau asked that the Commission consider allowing him to move forward with the proposed ordinance and as a developer he would try to address any concerns from the property owners.

Commissioner Roy De los Santos noted that there is no legal obligation for the developer to do anything and there is also nothing that would prohibit the developer from doing something to improve Abelardo Drive for the neighbors. Since the area has always been intended for development, it is about ensuring the infrastructure to meet the needs of the future and currently the area does not have the necessary infrastructure to cover the needs of the development, he does not support the rezoning of the proposed ordinance.

Commissioner Rose Gowen thanked the residents of Abelardo Drive for coming forward to express their concerns and informed the residents that there are three (3) Commissioners, besides Commissioner Roy De los Santos, District 3, Commissioner Tino Villarreal, At-large "A" and herself as Commissioner At-large "B". Commissioner Gowen noted that she would always advocate for residents to be able to walk, ride bikes, or jog on their streets in front of their houses safely.

Commissioner Tino Villarreal noted that his commitment is to assist the residents of Brownsville in any capacity possible.

Upon motion by Commissioner Roy De los Santos, seconded by Commissioner Linda C. Macias and carried unanimously, the public hearing was closed.

Commissioner Roy De los Santos moved that Ordinance Number 235-2023-024 be denied. The motion was seconded by Commissioner Bryan L. Martinez and carried unanimously.

ITEMS FOR INDIVIDUAL CONSIDERATION(S)

1) **Consideration and ACTION on Resolution Number 2023-115 to adopt BTX Mobility Plan to help guide efficient, safe, and effective transportation for the health, safety, and welfare of the City of Brownsville. (Multimodal Transportation).**

Ed Elum, Representative of Alliance Transportation Group, noted that the BTX Mobility Plan encapsulates emerging mobility, smart city programs, transit plans, the Capital Improvement Plan, the thoroughfare plan, and policy recommendations with the aim of improving mobility for the City of Brownsville. ATG Alliance collaborated with Brownsville's Multimodal Transportation Department, Public Works, Traffic, and other departments to gather City insight on current infrastructure. This plan developed with input from stakeholders and citizens, outlines strategies for future transportation modes, including roadways, transit, rail, bicycles, pedestrians, and aviation infrastructure, along with a substantial capital improvement plan exceeding $1 billion. This capital plan includes specific

projects that may lead to the adoption of a capital recovery fee program and allows for future amendments based on evolving conditions and technologies.

Joel Garza, Multimodal Transportation Director, in response to Commissioners Gowen's inquiry, noted that this plan was an addition to the current sidewalk trail master plan, which has a more robust protected bike lane improvement. Helen Ramirez, City Manager, noted that a modification needed to be made to reflect the protected bike lanes.

Commissioner Roy De los Santos moved to adopt Resolution Number 2023-115. The motion was seconded by Commissioner Pedro Cardenas and carried unanimously.

Commissioner Tino Villarreal stepped away during the discussion of the agenda item and did not vote on Item #1 for Individual Consideration.

2) **Consideration and ACTION on Resolution Number 2023-120, adopting procedures for review of Billboard applications. (Planning & Redevelopment Department)**

Prior to presenting the item, Commissioner Roy De los Santos stated that after reviewing the resolution and its supporting materials, he had some points that raised concern that he would like to visit with Legal Counsel for further discussion. Commissioner Pedro Cardenas requested the policy standardize the process to start with the City or TxDOT as appropriate.

Upon motion by Commissioner Roy De los Santos, seconded by Commissioner Linda C. Macias and carried unanimously, the agenda item was tabled for the next commission meeting on October 17, 2023.

EXECUTIVE SESSION

Upon motion by Commissioner Roy De los Santos, seconded by Commissioner Bryan L. Martinez and carried unanimously, the Executive Session convened at 6:38 p.m. to discuss the following items:

1) **Closed session pursuant to Tex. Gov't Code Sections 551.071 (Consultation with Attorney) and 551.087 (Economic Deliberation) regarding Project First. (Office of the City Attorney/Office of the City Manager)**
2) **Closed session pursuant to Tex. Gov't Code Sections 551.071 (Consultation with Attorney, including discussion of anticipated or pending litigation) regarding the Death Star Bill (HB 2127) and ETJ OPT-OUT BILL (SB 2038) (Office of the City Attorney)**

All items listed in Executive Session were discussed during the Executive Session and a certified agenda was kept.

Upon conclusion of Executive Session, Mayor John Cowen, Jr. convened the Regular meeting at 7:36 p.m. There was no action taken in the Executive Session.

POSSIBLE ACTION ON ANY ITEM(S) AS DISCUSSED IN EXECUTIVE SESSION

NOTE: The City Commission of the City of Brownsville reserves the right to discuss any items in Executive Session whenever authorized under the Texas Open Meetings Act, Chapter 551 of the Texas Government Code.

1) **Consideration and ACTION, if any, related to Project First. (Office of the City Attorney/Office of the City Manager)**

Commissioner Roy De los Santos moved to proceed as discussed in Executive Session. The motion was seconded by Commissioner Linda C. Macias and carried unanimously.

2) Consideration and ACTION, if any, related to Death Star Bill (HB 2127) and ETJ OPT-OUT BILL (SB 2038) (Office of the City Attorney)

Commissioner Roy De los Santos moved to proceed as discussed in Executive Session. The motion was seconded by Commissioner Bryan L. Martinez and carried unanimously.

ADJOURNMENT

There being no further business to come before the Commission, upon duly made motion the meeting adjourned at 7:38 p.m.

Approved this _____day of _____, 2023.

_____
John Cowen, Jr.
Mayor

Attest:

_____
Yolanda Galarza Gomez, TRMC
City Secretary

Respectfully submitted by:
Blanca E. Gonzalez, Administrative Specialist
Office of the City Secretary

DRAFT

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Damaris McGlone, Parks & Recreation Director
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** for the purchase and delivery of one (1) John Deere 5105M Utility Tractor and (1) John Deere FC15M Flex Wing from Deere & Company Tellus Equipment Solutions of Brownsville, Texas, through BuyBoard #706-23 in the amount of $107,553.28, as budgeted. (Parks and Recreation Department)

Summary:
The Parks and Trail staff seek approval for the purchase of Deere & Company Tellus Equipment for replacement of one (1) John Deere 5105M Utility Tractor and one (1) JOHN DEERE FC15M Flex Wing for mowing the trails and parks. The requisition is from a BuyBoard vendor which has been verified by BuyBoard and funding for this purchase is coming from 01-512-749-10 for a total of $107,553.28.

Project Scope and Analysis:
On August 31, 2023, PARD staff solicited a BuyBoard quote from John Deere & Company for the purchase of one (1) John Deere 5105M Utility Tractor and one (1) JOHN DEERE FC15M Flex Wing. The list price of the John Deere 5105M Utility Tractor is $80,743.76 and the list price of the John Deere FC15M Flex Wing is $26,809.52 for the total combined cost of $107,553.28. This tractor and shredder is designed for productivity and can cover large areas quickly throughout the trails. The tractor will have an enclosed cab which allows the operator to work in inclement weather and a shredder that can mow a path of 15ft feet wide.

Funding:

Source: 01-512-749-10

Amount: $107,553.28

Local Contribution if Applicable: $107,553.28

Recommendation:
PARD & King George (preventative maintenance provider) recommends replacement.

Commission Pillar:
Quality of Life.

Attachments:
1. CIQ Form 9.8.23
2. Unit 512-485 John Deere 5325 tractor
3. Memo Tellus Equipment Utility Tractor (new)
4. Procurement Analysis John Deere Tractor

CONFLICT OF INTEREST QUESTIONNAIRE

FORM CIQ

For vendor doing business with local governmental entity

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. *See* Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY

Date Received

1 **Name of vendor who has a business relationship with local governmental entity.**

2 ☐ **Check this box if you are filing an update to a previously filed questionnaire.** (The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 **Name of local government officer about whom the information is being disclosed.**

Name of Officer

4 **Describe each employment or other business relationship with the local government officer, or a family member of the officer, as described by Section 176.003(a)(2)(A). Also describe any family relationship with the local government officer. Complete subparts A and B for each employment or business relationship described. Attach additional pages to this Form CIQ as necessary.**

A. Is the local government officer or a family member of the officer receiving or likely to receive taxable income, other than investment income, from the vendor?

☐ Yes ☒ No

B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer or a family member of the officer AND the taxable income is not received from the local governmental entity?

☐ Yes ☒ No

5 **Describe each employment or business relationship that the vendor named in Section 1 maintains with a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more.**

6 ☐ Check this box if the vendor has given the local government officer or a family member of the officer one or more gifts as described in Section 176.003(a)(2)(B), excluding gifts described in Section 176.003(a-1).

7

Signature of vendor doing business with the governmental entity

8-6-23

Date

Delete Archive Reply Reply all Forward Read / Unread Categorize Fla

FW: Unit 512-485 John Deere 5325 tractor General\All Employees (unrestricted)

Retention: General (10 years) Expires: Mon 9/5/2033 4:51 PM

DS **Daniel Salinas**
To: Jessica Salazar

Fri 9/8/2023 4:51 PM

Daniel Salinas
Parks Operations Manager

City of Brownsville | Parks & Recreation Department
1338 E. 8th St. | Brownsville, TX 78520
Tel: 956-547-6873 | Fax: 956-982-1049
daniel.salinas@brownsvilletx.gov | www.brownsvilletx.gov

From: Jose Torres <Jose.Torres@kgfleet.us>
Sent: Friday, September 8, 2023 4:45 PM
To: Daniel Salinas <Daniel.Salinas@brownsvilletx.gov>
Subject: Unit 512-485 John Deere 5325 tractor

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Danny,

This is to inform you that unit 512-485 was brought into the shop with a serious issue that will render unsafe to operate. Given the current condition and age of said unit, it is the recommendation of King George to retire this unit.

Please contact me if further information is needed.

Respectfully,

Joe Torres
Fleet Maintenance Project Manager
King George Fleet Services
Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

Confidential: This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender by reply email and destroy or delete all copies of the message, including any attachments.

Reply Forward

TO:	Lupe Granado, Finance Director
FROM:	Damaris McGlone, PARD Director DAMARIS MCGLONE Digitally signed by DAMARIS MCGLONE Date: 2023.09.27 10:37:38 -05'00'
SUBJECT:	DEERE & COMPANY TELLUS EQUIPMENT SOLUTIO
DATE:	9/27/2023
THROUGH:	

AGENDA ITEM COMMISSION MEETING DATE

Executive Session *(City Attorney Only)*	Select	**Agenda**	**Ordinance**
Time Needed: Action Item:	Time Needed:	☐ Public Hearing ☐ Contract ☐ Grant ☐ Action ☐ Consent	☐ First Reading ☐ Second Reading

Information: Please include additional information/request.

PARD staff seeks your assistance in reviewing the attached information for Deere & Company Tellus Equipment Solutions. This is a purchase for the replacement of one (1) John Deere 5105M Utility Tractor and one (1)JOHN DEERE FC15M Flex Wing . This requisition is from a Buy Board vendor which has been verified through Buy Board and funding for this purchase is coming from Machinery & Heavy Equipment specifically 01-512-942 for a total of $107,553.28. Please advise if any additional information should be needed.

Reviewing Departments: Please review and forward to the next reviewing department in a timely manner.

City Attorney	**Date Reviewed:**	**By:**
Comments:		
OD&HR Department	**Date Reviewed:**	**By:**
Comments:		
Finance Department	**Date Reviewed:**	**By:**
Comments:		

City Commission	**Assistant City Manager**	**Deputy City Manager**
Approved: ☐ Yes ☐ No	Approved: ☐ Yes ☐ No	Approved: ☐ Yes ☐ No
Date:	Initials: Date:	Initials: Date:

City Manager's Approval

Signature:	**Date:**

The Local Government Purchasing Cooperative

For the Period 06/01/2023 to 05/31/2024

Final Catalog Award Report for Grounds Maintenance Equipment, Parts, and Supplies No. 706-23

7. Discount (%) Off Catalog /price list for **Golf and Turf Carts and Equipment, Supplies, and Accessories.**

Vendor Name	Vendor Catalog Information	Percent Discount	Award
Tiger Mowers, LLC	Tiger Mowers price list	10%	No
Professional Turf Products, LP	Toro Commercial price list	21%	No

8. Discount (%) Off Catalog /price list for **All (Utility) Terrain Vehicles, Equipment, Supplies, and Accessories.**

Vendor Name	Vendor Catalog Information	Percent Discount	Award
American Golf Cars	Advance EV price list	30%	Yes
Ariens Company	Ariens & Gravely price list	12%	Yes
Clark Equipment Company dba Bobcat Company	Bobcat UTVs price list	20%	Yes
Aggieland Golf Cars	Club Car OMNIA price list	15%	Yes
E-Z-GO Division of Textron Inc.	Cushman price list	10%	Yes
E-Z-GO Division of Textron Inc.	EZGO price list	10%	Yes
Four Brothers Outdoor Power	Ferris price list	20%	No
Four Brothers Outdoor Power	Grasshopper price list	20%	No
Taplin Yard, Pump and Power Equipment	Gravely Mowers price list	5%	No
DeWinne Equipment Company Inc.	Gravely Mowers price list	5%	No
United Ag & Turf	Greenworks Utility Vehicles price list	3%	Yes
Husqvarna Professional Products, Inc.	Husqvana Group price list	20%	Yes
John Deere Company	John Deere Company price list (13% - 16%)	13%	Yes
Southern Star Tractor	Kioti price list	15%	Yes
Kubota Tractor Corporation	Kubota Tractor Corporation - All Utility Terrain Vehicles price list	22%	Yes
MasterTurf Products and Services, Inc.	MasterTurf Products price list	1%	No
Metro Golf Cars, Inc.	Metro Golf Cars price list	10%	Yes
Mission Golf Cars	Mission Golf Cars - Commercial and Utility Vehicle price list	11%	Yes
Mission Golf Cars	Mission Golf Cars - Industrial Vehicles price list	4%	Yes
Brazos Tractor & Equipment LLC	Polaris price list	7%	Yes
Quality Turf Renovation, LLC	Quality Turf Renovation price list	0%	No

JOHN DEERE

Customer:

Quotes are valid for 30 days from the creation date or upon contract expiration, whichever occurs first.

A Purchase Order (PO) or Letter of Intent (LOI) including the below information is required to proceed with this sale. The PO or LOI will be returned if information is missing.

☐ Vendor: Deere & Company
2000 John Deere Run
Cary, NC 27513

For any questions, please contact:

Ricardo Garcia

Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520

Tel: 956-350-9865
Fax: 956-350-3895
Email: rigarcia@tellusequip.com

- ☐ Signature on all LOIs and POs with a signature line
- ☐ Contract name or number; or JD Quote ID
- ☐ Sold to street address
- ☐ Ship to street address (no PO box)
- ☐ Bill to contact name and phone number
- ☐ Bill to address
- ☐ Bill to email address (required to send the invoice and/or to obtain the tax exemption certificate
- ☐ Membership number if required by the contract

Quotes of equipment offered through contracts between Deere & Company, its divisions and subsidiaries (collectively "Deere") and government agencies are subject to audit and access by Deere's Strategic Accounts Business Division to ensure compliance with the terms and conditions of the contracts.

Quote Id: 29682395

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Prepared For:

CITY OF BROWNSVILLE PARKS AND RECREATION

Proposal For:

Delivering Dealer:
Ricardo Garcia

Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520

ssanchez@tellusequip.com

Quote Prepared By:
Ricardo Garcia
rigarcia@tellusequip.com

Date: 26 September 2023

Offer Expires: 31 October 2023

JOHN DEERE

TELLUS

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

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Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Quote Summary

Prepared For:
CITY OF BROWNSVILLE PARKS AND RECREATION
1338 E TYLER ST
BROWNSVILLE, TX 78520

Delivering Dealer:
Tellus Equipment Solutions
Ricardo Garcia
3555 W Alton Gloor Blvd
Brownsville, TX 78520
Phone: 956-350-9865
rigarcia@tellusequip.com

USED EQUIPMENT SOLD AS IS WHERE IS. NO WARRANTY IS WRITTEN OR IMPLIED UNLESS REMAINING FACTORY WARRANTY IS TRANSFERABLE. CONSULT YOUR SALES TEAM FOR DETAILS.

Quote ID: 29682395
Created On: 26 September 2023
Last Modified On: 26 September 2023
Expiration Date: 31 October 2023

Equipment Summary	Suggested List	Selling Price		Qty		Extended
JOHN DEERE 5105M Utility Tractor	$ 101,072.50	$ 80,743.76	X	1	=	$ 80,743.76
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70) **Price Effective Date:** September 25, 2023						
JOHN DEERE FC15M Flex Wing Rotary Cutter	$ 34,371.00	$ 26,809.52	X	1	=	$ 26,809.52
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70) **Price Effective Date:** September 25, 2023						
Equipment Total						**$ 107,553.28**

Quote Summary

Equipment Total	$ 107,553.28
Trade In	
SubTotal	**$ 107,553.28**
Est. Service Agreement Tax	$ 0.00
Total	$ 107,553.28
Balance Due	**$ 107,553.28**

Salesperson : X _____ **Accepted By : X** _____

JOHN DEERE

TELLUS

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Salesperson : X _____

Accepted By : X _____

JOHN DEERE

Selling Equipment

TELLUS

Quote Id: 29682395 **Customer Name:** CITY OF BROWNSVILLE PARKS AND RECREATION

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

JOHN DEERE 5105M Utility Tractor

Hours:
Stock Number:
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70)
Price Effective Date: September 25, 2023

Suggested List *
$ 101,072.50
Selling Price *
$ 80,743.76

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
19BGPY	5105M Utility Tractor	1	$ 79,345.00	21.00	$ 16,662.45	$ 62,682.55	$ 62,682.55
	Standard Options - Per Unit						
182A	Less AutoTrac™/Less ISOBUS	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
183N	JDLink™ Modem	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
0202	United States	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
0409	English Operators Manual	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
0500	Less Package	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1380	PowrReverser™ 16F/16R 40 km/h	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1799	Less Loader Prep Package	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1950	Less Application	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
2055	Standard Cab	1	$ 14,681.00	21.00	$ 3,083.01	$ 11,597.99	$ 11,597.99
2120	Air Suspension seat	1	$ 1,037.00	21.00	$ 217.77	$ 819.23	$ 819.23
2400	Less Instructional Seat	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
2511	Mirror Telescopic LH & RH	1	$ 373.00	21.00	$ 78.33	$ 294.67	$ 294.67
3025	Corner Post Deluxe Exhaust	1	$ 737.00	21.00	$ 154.77	$ 582.23	$ 582.23
3326	3 Mechanical Stackable Rear SCV	1	$ 1,083.00	21.00	$ 227.43	$ 855.57	$ 855.57
3400	Less Mid SCVs	1	$ -1,147.00	21.00	$ -240.87	$ -906.13	$ -906.13
3820	Two Speed PTO - 540/540E	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4000	Less Front Hitch	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4010	Mechanical Rear Hitch Control	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4110	Telescoping Draft Links with Ball End - Category 2	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4160	LH Only Adjustment Lift Link	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00

JOHN DEERE

Selling Equipment

TELLUS

Quote Id: 29682395 **Customer Name:** CITY OF BROWNSVILLE PARKS AND RECREATION

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

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3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

4210	Mechanical Center Link with Ball Ends - Category 2	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4313	Drawbar with Hammerstrap	1	$ 159.00	21.00	$ 33.39	$ 125.61	$ 125.61
4420	LH & RH Stabilizer Bar	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5010	Flange Axle	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5090	Steel Rear Wheels	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5133	460/85R30 (18.4R30) R1W Radial	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5999	No Tire Brand Preference	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
6040	MFWD Front Axle	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
6203	320/85R24 (12.4R24) R1W Radial	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
8727	LED Beacon Light	1	$ 332.00	21.00	$ 69.72	$ 262.28	$ 262.28
	Standard Options Total		**$ 17,255.00**		**$ 3,623.55**	**$ 13,631.45**	**$ 13,631.45**
	Technology Options/Non-Contract/Open Market						
1900	Less Display	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1880	Less Receiver	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
	Technology Options Total		**$ 0.00**		**$ 0.00**	**$ 0.00**	**$ 0.00**
	Dealer Attachments/Non-Contract/Open Market						
BSJ10442	Backup Alarm Kit	1	$ 203.50	21.00	$ 42.74	$ 160.76	$ 160.76
001	NON -CONTRACT REAR HYDRO VALVE KIT	1	$ 1,995.00	0.00	$ 0.00	$ 1,995.00	$ 1,995.00
002	NON CONTRACT FRONT HOOD GUARD	1	$ 1,375.00	0.00	$ 0.00	$ 1,375.00	$ 1,375.00
003	NON CONTRACT CAB RADIO	1	$ 899.00	0.00	$ 0.00	$ 899.00	$ 899.00
	Dealer Attachments Total		**$ 4,472.50**		**$ 42.74**	**$ 4,429.76**	**$ 4,429.76**
	Value Added Services Total		**$ 0.00**			**$ 0.00**	**$ 0.00**
Total Selling Price			$ 101,072.50		$ 20,328.74	$ 80,743.76	$ 80,743.76

JOHN DEERE FC15M Flex Wing Rotary Cutter

JOHN DEERE

Selling Equipment

TELLUS

Quote Id: 29682395 **Customer Name:** CITY OF BROWNSVILLE PARKS AND RECREATION

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Equipment Notes:
Hours:
Stock Number:
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70)
Price Effective Date: September 25, 2023

Suggested List *
$ 34,371.00
Selling Price *
$ 26,809.52

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
22C0P	FC15M Flex Wing Rotary Cutter	1	$ 31,038.00	23.00	$ 7,138.74	$ 23,899.26	$ 23,899.26
	Standard Options - Per Unit						
0202	United States	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
1200	Spring Suspension	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
2500	Blade Pan	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
2541	Inward Rotation	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
3335	8 Foam-Filled Tires - (Double tires on center and wings) - Severe duty ag tires	1	$ 1,838.00	23.00	$ 422.74	$ 1,415.26	$ 1,415.26
3510	540 RPM Driveline	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
3601	540 RPM - 100 HP Gearbox - Inward rotation	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
5110	Clevis Hitch	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
5280	Rigid Casting Tongue	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
	Standard Options Total		**$ 1,838.00**		**$ 422.74**	**$ 1,415.26**	**$ 1,415.26**
	Dealer Attachments/Non-Contract/Open Market						
001	NON CONTRACT HD PTO SHIELD	1	$ 1,495.00	0.00	$ 0.00	$ 1,495.00	$ 1,495.00
	Dealer Attachments Total		**$ 1,495.00**		**$ 0.00**	**$ 1,495.00**	**$ 1,495.00**
Total Selling Price			$ 34,371.00		$ 7,561.48	$ 26,809.52	$ 26,809.52

PURCHASING & CONTRACT SERVICES
PROCUREMENT ANALYSIS

Date: Tuesday, October 17, 2023
To: Mrs. Helen Ramirez, City Manager
From: Mr. Lupe Granado III, Financial Services Director
CC: Mr. Damian Espinoza, Procurement and Contract Manager
Mr. Alan Guard, Interim Parks and Recreation Director

Subject: Agenda Item for the City Commission meeting of Tuesday, October 17, 2023 "Consideration and Action" to authorize the purchase of (1) John Deere 5105M Utility Tractor and one (1) John Deere FC15M Flex Wing for **$107,553.28** for the Parks and Recreation Department

---

At the request of Mr. Alan Guard, Interim Parks and Recreation Director, the Procurement Division requested to invoke the "Interlocal contract for cooperative purchasing" clause under Local Government Code Section §791.025 (C) **BUYBOARD Contract 706-23.** (Exhibit B).

Sec. 791.025. CONTRACTS FOR PURCHASES. (c) A local government that purchases goods and services under this section satisfies the requirement of the local government to seek competitive bids for the purchase of the goods and services.

PROCUREMENT SUMMARY: Deere & Company (John Deere), is eligible under this procurement for the purchase of (1) John Deere 5105M Utility Tractor and one (1) John Deere FC15M Flex Wing for **$107,553.28** for the Parks and Recreation Department. (Exhibit A)

Customer:

Quotes are valid for 30 days from the creation date or upon contract expiration, whichever occurs first.

A Purchase Order (PO) or Letter of Intent (LOI) including the below information is required to proceed with this sale. The PO or LOI will be returned if information is missing.

Vendor: Deere & Company
☐ 2000 John Deere Run
Cary, NC 27513

For any questions, please contact:

Ricardo Garcia

Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520

Tel: 956-350-9865
Fax: 956-350-3895
Email: rigarcia@tellusequip.com

- ☐ Signature on all LOIs and POs with a signature line
- ☐ Contract name or number; or JD Quote ID
- ☐ Sold to street address
- ☐ Ship to street address (no PO box)
- ☐ Bill to contact name and phone number
- ☐ Bill to address
- ☐ Bill to email address (required to send the invoice and/or to obtain the tax exemption certificate
- ☐ Membership number if required by the contract

Quotes of equipment offered through contracts between Deere & Company, its divisions and subsidiaries (collectively "Deere") and government agencies are subject to audit and access by Deere's Strategic Accounts Business Division to ensure compliance with the terms and conditions of the contracts.

Quote Id: 29682395

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Prepared For:

CITY OF BROWNSVILLE PARKS AND RECREATION

Proposal For:

Delivering Dealer:
Ricardo Garcia

Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520

ssanchez@tellusequip.com

Quote Prepared By:
Ricardo Garcia
rigarcia@tellusequip.com

Date: 26 September 2023

Offer Expires: 31 October 2023

JOHN DEERE

TELLUS

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
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Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Quote Summary

Prepared For:
CITY OF BROWNSVILLE PARKS AND RECREATION
1338 E TYLER ST
BROWNSVILLE, TX 78520

Delivering Dealer:
Tellus Equipment Solutions
Ricardo Garcia
3555 W Alton Gloor Blvd
Brownsville, TX 78520
Phone: 956-350-9865
rigarcia@tellusequip.com

USED EQUIPMENT SOLD AS IS WHERE IS. NO WARRANTY IS WRITTEN OR IMPLIED UNLESS REMAINING FACTORY WARRANTY IS TRANSFERABLE.
CONSULT YOUR SALES TEAM FOR DETAILS.

Quote ID: 29682395
Created On: 26 September 2023
Last Modified On: 26 September 2023
Expiration Date: 31 October 2023

Equipment Summary	Suggested List	Selling Price		Qty		Extended
JOHN DEERE 5105M Utility Tractor	$ 101,072.50	$ 80,743.76	X	1	=	$ 80,743.76
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70) **Price Effective Date:** September 25, 2023						
JOHN DEERE FC15M Flex Wing Rotary Cutter	$ 34,371.00	$ 26,809.52	X	1	=	$ 26,809.52
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70) **Price Effective Date:** September 25, 2023						
Equipment Total						**$ 107,553.28**

Quote Summary

Equipment Total	$ 107,553.28
Trade In	
SubTotal	**$ 107,553.28**
Est. Service Agreement Tax	$ 0.00
Total	$ 107,553.28
Balance Due	**$ 107,553.28**

Salesperson : X _____

Accepted By : X _____

JOHN DEERE

TELLUS

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Salesperson : X _____

Accepted By : X _____

JOHN DEERE

Selling Equipment

TELLUS

Quote Id: 29682395 **Customer Name:** CITY OF BROWNSVILLE PARKS AND RECREATION

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
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Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

JOHN DEERE 5105M Utility Tractor

Hours:
Stock Number:
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70)
Price Effective Date: September 25, 2023

Suggested List *
$ 101,072.50
Selling Price *
$ 80,743.76

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
19BGPY	5105M Utility Tractor	1	$ 79,345.00	21.00	$ 16,662.45	$ 62,682.55	$ 62,682.55
	Standard Options - Per Unit						
182A	Less AutoTrac™/Less ISOBUS	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
183N	JDLink™ Modem	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
0202	United States	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
0409	English Operators Manual	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
0500	Less Package	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1380	PowrReverser™ 16F/16R 40 km/h	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1799	Less Loader Prep Package	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1950	Less Application	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
2055	Standard Cab	1	$ 14,681.00	21.00	$ 3,083.01	$ 11,597.99	$ 11,597.99
2120	Air Suspension seat	1	$ 1,037.00	21.00	$ 217.77	$ 819.23	$ 819.23
2400	Less Instructional Seat	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
2511	Mirror Telescopic LH & RH	1	$ 373.00	21.00	$ 78.33	$ 294.67	$ 294.67
3025	Corner Post Deluxe Exhaust	1	$ 737.00	21.00	$ 154.77	$ 582.23	$ 582.23
3326	3 Mechanical Stackable Rear SCV	1	$ 1,083.00	21.00	$ 227.43	$ 855.57	$ 855.57
3400	Less Mid SCVs	1	$ -1,147.00	21.00	$ -240.87	$ -906.13	$ -906.13
3820	Two Speed PTO - 540/540E	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4000	Less Front Hitch	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4010	Mechanical Rear Hitch Control	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4110	Telescoping Draft Links with Ball End - Category 2	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4160	LH Only Adjustment Lift Link	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00

JOHN DEERE

Selling Equipment

TELLUS

Quote Id: 29682395 **Customer Name:** CITY OF BROWNSVILLE PARKS AND RECREATION

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

4210	Mechanical Center Link with Ball Ends - Category 2	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
4313	Drawbar with Hammerstrap	1	$ 159.00	21.00	$ 33.39	$ 125.61	$ 125.61
4420	LH & RH Stabilizer Bar	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5010	Flange Axle	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5090	Steel Rear Wheels	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5133	460/85R30 (18.4R30) R1W Radial	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
5999	No Tire Brand Preference	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
6040	MFWD Front Axle	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
6203	320/85R24 (12.4R24) R1W Radial	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
8727	LED Beacon Light	1	$ 332.00	21.00	$ 69.72	$ 262.28	$ 262.28
	Standard Options Total		**$ 17,255.00**		**$ 3,623.55**	**$ 13,631.45**	**$ 13,631.45**
	Technology Options/Non-Contract/Open Market						
1900	Less Display	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
1880	Less Receiver	1	$ 0.00	21.00	$ 0.00	$ 0.00	$ 0.00
	Technology Options Total		**$ 0.00**		**$ 0.00**	**$ 0.00**	**$ 0.00**
	Dealer Attachments/Non-Contract/Open Market						
BSJ10442	Backup Alarm Kit	1	$ 203.50	21.00	$ 42.74	$ 160.76	$ 160.76
001	NON -CONTRACT REAR HYDRO VALVE KIT	1	$ 1,995.00	0.00	$ 0.00	$ 1,995.00	$ 1,995.00
002	NON CONTRACT FRONT HOOD GUARD	1	$ 1,375.00	0.00	$ 0.00	$ 1,375.00	$ 1,375.00
003	NON CONTRACT CAB RADIO	1	$ 899.00	0.00	$ 0.00	$ 899.00	$ 899.00
	Dealer Attachments Total		**$ 4,472.50**		**$ 42.74**	**$ 4,429.76**	**$ 4,429.76**
	Value Added Services Total		**$ 0.00**			**$ 0.00**	**$ 0.00**
Total Selling Price			$ 101,072.50		$ 20,328.74	$ 80,743.76	$ 80,743.76

JOHN DEERE FC15M Flex Wing Rotary Cutter

JOHN DEERE

Selling Equipment

TELLUS

Quote Id: 29682395 **Customer Name:** CITY OF BROWNSVILLE PARKS AND RECREATION

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580
UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Tellus Equipment Solutions
3555 W Alton Gloor Blvd
Brownsville, TX 78520
956-350-9865
ssanchez@tellusequip.com

Equipment Notes:
Hours:
Stock Number:
Contract: TX BuyBoard Grounds Mtnc Equip, Irrigation 706-23 (PG 67 CG 70)
Price Effective Date: September 25, 2023

Suggested List *
$ 34,371.00
Selling Price *
$ 26,809.52

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
22C0P	FC15M Flex Wing Rotary Cutter	1	$ 31,038.00	23.00	$ 7,138.74	$ 23,899.26	$ 23,899.26
	Standard Options - Per Unit						
0202	United States	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
1200	Spring Suspension	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
2500	Blade Pan	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
2541	Inward Rotation	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
3335	8 Foam-Filled Tires - (Double tires on center and wings) - Severe duty ag tires	1	$ 1,838.00	23.00	$ 422.74	$ 1,415.26	$ 1,415.26
3510	540 RPM Driveline	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
3601	540 RPM - 100 HP Gearbox - Inward rotation	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
5110	Clevis Hitch	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
5280	Rigid Casting Tongue	1	$ 0.00	23.00	$ 0.00	$ 0.00	$ 0.00
	Standard Options Total		**$ 1,838.00**		**$ 422.74**	**$ 1,415.26**	**$ 1,415.26**
	Dealer Attachments/Non-Contract/Open Market						
001	NON CONTRACT HD PTO SHIELD	1	$ 1,495.00	0.00	$ 0.00	$ 1,495.00	$ 1,495.00
	Dealer Attachments Total		**$ 1,495.00**		**$ 0.00**	**$ 1,495.00**	**$ 1,495.00**
Total Selling Price			$ 34,371.00		$ 7,561.48	$ 26,809.52	$ 26,809.52

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Joel Garza, Mobility Director
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** to approve **Resolution Number 2023-119** for the agreement between the Texas Department of Transportation (TxDOT) and the City of Brownsville to authorize the street closure(s) for the Southmost Veteran's Day Parade. (Multimodal Transportation Department)

Summary:
The City requests the approval from TXDOT to close Southmost Blvd. for the purpose of entertaining an annual parade.

Project Scope and Analysis:
Southmost Blvd road closure from International Blvd. to E. 30th Street.

Funding:

Source: N/A

Amount: $0.00

Local Contribution if Applicable:

Recommendation:
Staff recommends approval.

Commission Pillar:
Quality of Life

Attachments:
1. Application-Temporary Closure of State ROW- Veterans Parade
2. Resolution 2023-119 Street Closure (3)

Agreement No._____

STATE OF TEXAS §

COUNTY OF §

AGREEMENT FOR THE TEMPORARY CLOSURE OF STATE RIGHT-OF-WAY

THIS AGREEMENT is made by and between the State of Texas, acting by and through the Texas Department of Transportation, hereinafter called the "State," and the City of Brownsville, a municipal corporation, acting by and through its duly authorized officers, hereinafter called the "City."

W I T N E S S E T H

WHEREAS, the State owns and operates a system of highways for public use and benefit, including Brownsville, in Cameron, County; and

WHEREAS, the City has requested the temporary closure of Southmost Blvd. FM 1419 for the purpose of 23rd Annual Veterans Parade, as described in the attached "Exhibit A," hereinafter identified as the "Event;" and

WHEREAS, the Event will be located within the City's incorporated area; and

WHEREAS, the State, in recognition of the public purpose of the Event, wishes to cooperate with the City so long as the safety and convenience of the traveling public is ensured and that the closure of the State's right-of-way will be performed within the State's requirements; and

WHEREAS, on the 17th day of October, 2023, the Brownsville City Council passed Resolution / Ordinance No. 2023-119, attached hereto and identified as "Exhibit B," establishing that the Event serves a public purpose and authorizing the City to enter into this agreement with the State; and

WHEREAS, 43 TAC, Section 22.12 establishes the rules and procedures for the temporary closure of a segment of the State highway system; and

WHEREAS, this agreement has been developed in accordance with the rules and procedures of 43 TAC, Section 22.12;

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties hereto, to be by them respectively kept and performed as hereinafter set forth, it is agreed as follows:

A G R E E M E N T

Article 1. CONTRACT PERIOD

This agreement becomes effective upon final execution by the State and shall terminate upon completion of the Event or unless terminated or modified as hereinafter provided.

Article 2. EVENT DESCRIPTION

The description of the Event, including the proposed schedule of start and stop times, approximate number of people attending the Event, and equipment involved shall be attached hereto and identified as "Exhibit C."

Article 3. OPERATIONS OF THE EVENT

A. The City shall assume all costs for the operations associated with the Event, to include but not limited to, plan development, materials, labor, public notification, providing protective barriers and barricades, protection of highway traffic and highway facilities, and all traffic control and temporary signing.

B. The City shall submit to the State for review and approval the construction plans, if construction or modifications to the State's right-of-way is required, the traffic control and signing plans, traffic enforcement plans, and all other plans deemed necessary by the State.

C. The City will not initiate closure prior to 24 hours before the scheduled Event and all barriers and barricades will be removed and the highway reopened to traffic within 24 hours after the completion of the Event.

D. The City will provide adequate enforcement personnel to prevent vehicles from stopping and parking along the main lanes of highway right-of-way and otherwise prevent interference with the main lane traffic by both vehicles and pedestrians. The City will prepare a traffic enforcement plan, to be approved by the State in writing at least 48 hours prior to the scheduled Event. Additionally, the City shall provide to the State a letter of certification from the law enforcement agency that will be providing traffic control for the Event, certifying that they agree with the enforcement plan and will be able to meet its requirements.

E. The City hereby assures the State that there will be appropriate passage allowance for emergency vehicle travel and adequate access for abutting property owners during construction and closure of the highway facility. These allowances and accesses will be included in the City's traffic control plan.

F. The City will avoid or minimize damage, and will, at its own expense, restore or repair damage occurring outside the State's right-of-way and restore or repair the State's right-of-way, including roadway and drainage structures, signs, and pavement, etc. to a condition equal to that existing before the closure, and, to the extent practicable, restore the natural environment, including landscape features.

Article 4. OWNERSHIP OF DOCUMENTS

Upon completion or termination of this agreement, all documents prepared by the City will remain the property of the City. All data prepared under this agreement shall be made available to the State without restriction or limitation on their further use.

Article 5. TERMINATION

A. This agreement may be terminated by any of the following conditions:

(1) By mutual written agreement and consent of both parties.
(2) By the State upon determination that use of the State's right-of-way is not feasible or is not in the best interest of the State and the traveling public.
(3) By either party, upon the failure of the other party to fulfill the obligations as set forth herein.
(4) By satisfactory completion of all services and obligations as set forth herein.

B. The termination of this agreement shall extinguish all rights, duties, obligations and liabilities of the State and City under this agreement. If the potential termination of this agreement is due to the failure of the City to fulfill its contractual obligations as set forth herein, the State will notify the City that possible breach of contract has occurred. The City

must remedy the breach as outlined by the State within ten (10) days from receipt of the State's notification. In the event the City does not remedy the breach to the satisfaction of the State, the City shall be liable to the State for the costs of remedying the breach and any additional costs occasioned by the State.

Article 6. DISPUTES
Should disputes arise as to the parties' responsibilities or additional work under this agreement, the State's decision shall be final and binding.

Article 7. RESPONSIBILITIES OF THE PARTIES
The State and the Local Government agree that neither party is an agent, servant, or employee of the other party and each party agrees it is responsible for its individual acts and deeds as well as the acts and deeds of its contractors, employees, representatives, and agents.

Article 8. INSURANCE
A. Prior to beginning any work upon the State's right-of-way, the City and/or its contractors shall furnish to the State a completed "Certificate of Insurance" (TxDOT Form 1560, latest edition) and shall maintain the insurance in full force and effect during the period that the City and/or its contractors are encroaching upon the State right-of-way.
B. In the event the City is a self-insured entity, the City shall provide the State proof of its self-insurance. The City agrees to pay any and all claims and damages that may occur during the period of this closing of the highway in accordance with the terms of this agreement.

Article 9. AMENDMENTS
Any changes in the time frame, character, agreement provisions or obligations of the parties hereto shall be enacted by written amendment executed by both the City and the State.

Article 10. COMPLIANCE WITH LAWS
The City shall comply with all applicable federal, state and local environmental laws, regulations, ordinances and any conditions or restrictions required by the State to protect the natural environment and cultural resources of the State's right-of-way.

Article 11. LEGAL CONSTRUCTION
In case one or more of the provisions contained in this agreement shall for any reason be held invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions hereof and this agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

Article 12. NOTICES
All notices to either party by the other required under this agreement shall be delivered personally or sent by certified U.S. mail, postage prepaid, addressed to such party at the following respective addresses:

City:	State:
City of Brownsville	Texas Department of Transportation
1001 E. Elizabeth	
Brownsville, TX 78520	

All notices shall be deemed given on the date so delivered or so deposited in the mail, unless otherwise provided herein. Either party hereto may change the above address by sending written notice of such change to the other in the manner provided herein.

Article 13. SOLE AGREEMENT
This agreement constitutes the sole and only agreement between the parties hereto and supersedes any prior understandings or written or oral agreements respecting the within subject matter.

IN TESTIMONY WHEREOF, the parties hereto have caused these presents to be executed in duplicate counterparts.

THE CITY OF Brownsville
Executed on behalf of the City by:

By_____ Date_____
City Official

Typed or Printed Name and Title _____

_____

THE STATE OF TEXAS
Executed for the Executive Director and approved for the Texas Transportation Commission for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission.

By_____ Date_____
District Engineer

By _____ Date _____
Director of Maintenance

Southmost Veterans Day Parade

Committee

Established 2000

September 11, 2023

Re: 23rd Annual Veterans Day Parade

Dear Friends,

On behalf of the Southmost **Veterans Day Parade Committee** and **The City of Brownsville**, we would like to ask for your support and participation in our **23rd Annual Veterans Day Parade** to be held on Saturday, November 4, 2023 at 2pm.

The Parade is our way of honoring all the brave men and women who have served or are serving in the armed forces of the United States. On this day we pay tribute to the men and women who have served our country. Our Nation has remained strong and free because of their sacrifices.

We plan to begin the parade at Porter High School and proceed down Coolidge Street through Southmost Blvd. Then proceed from Southmost Road South to Cromack Elementary School, located at Southmost Road and 30th Street.

I would like to extend this opportunity to you to be a part of this historic celebration. Please join us in this patriotic endeavor and make this year's parade a huge success. We are counting on our community support. We extend a special thanks to you, schools, groups, business, and individuals that have supported us for the past 22 years.

For more information, please call Jesus Galvan (956)266-3355, Bobby Salazar (956)266-0138, Javier Gonzalez (956)410-8295, Evaristo Gamez (956)465-7909, Laura Ortiz (956)640-4457, Arnold Salinas (956)465-9687, Reyes Torres (956)442-9292, Virginia M Maxwell (956)459-7320, Gracie Villarreal (956)541-6557, and Rafael Ruiz (956)551-6672.

Best regard,

Cristi Henson, SVDPC Chair (956)459-5890

BROWNSVILLE POLICE DEPARTMENT

Felix Sauceda
Chief of Police

October 02, 2023

Texas Department of Transportation
600 W IH 2
Pharr, Texas 78577

Re: 23rd Annual Veterans Day Parade

To Whom It May Concern,

The City of Brownsville in partnership with the Southmost Veteran's Parade Committee will be hosting its annual parade. The event serves to acknowledge and honor our Veteran's and is very well received by our community.

We humbly request the authority to close Southmost Road from 19th street to 30th on November 4, from 2:00 p.m. to 4:00 p.m.

We kindly Thank you in advance for any and all consideration into this request.

Respectfully,

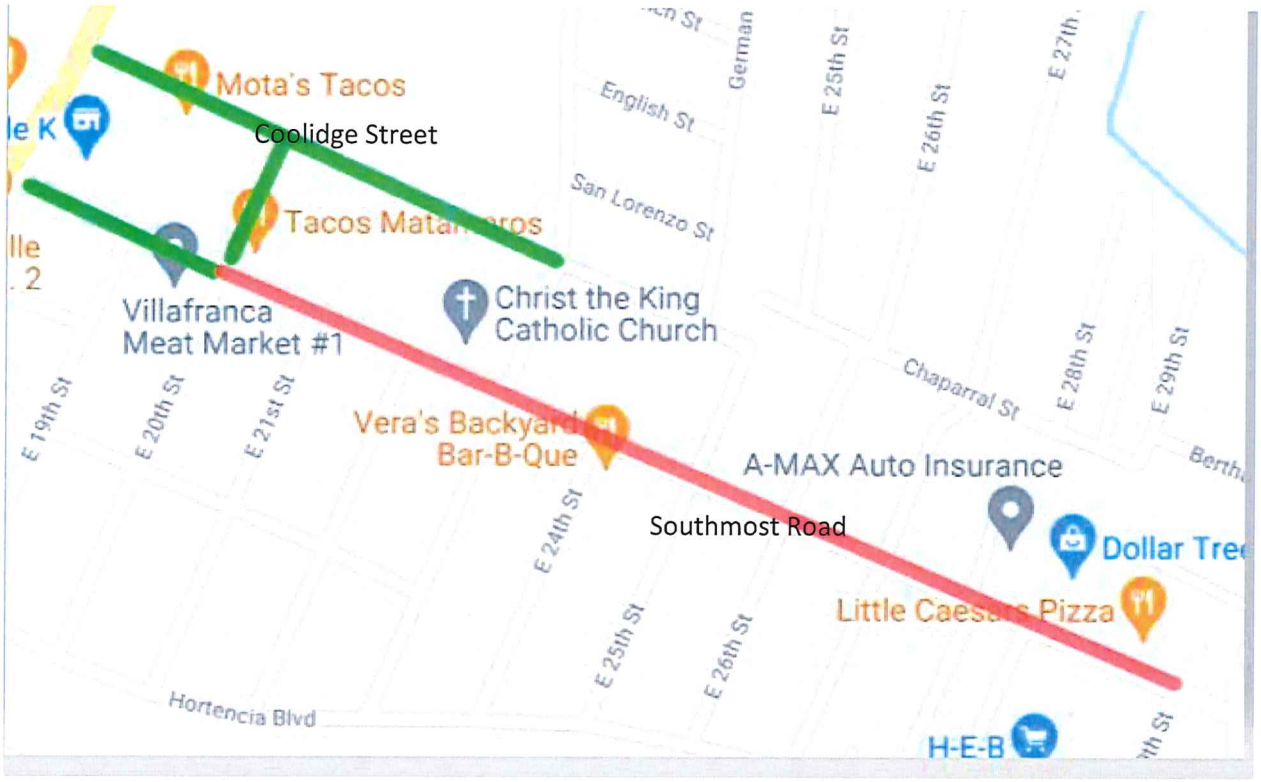
Felix Sauceda
ACM/Chief of Police

600 E. Jackson St.
Brownsville, Texas 78520

Phone: (956) 548-7050
Fax: (956) 548-7058

DocuSign Envelope ID: 9956A257-3387-4E78-85C5-A603743E1A3D

Veterans' Parade Map



Staging Area
Coolidge Street - International Blvd to E. 23rd St.

Parade Route
Southmost Road - E. 20th St to E. 30th St.

RESOLUTION NUMBER 2023-119

A RESOLUTION BY THE CITY COMMISSION OF THE CITY OF BROWNSVILLE, TEXAS, APPROVING AGREEMENT BETWEEN THE CITY OF BROWNSVILLE AND THE TEXAS DEPARTMENT OF TRANSPORTATION TEMPORARY CLOSURE OF A STATE RIGHT-OF-WAY FOR THE ANNUAL SOUTHMOST VETERAN'S DAY PARADE ON NOVEMBER 4, 2023.

WHEREAS, the state owns and operates a system of highways for public use and benefit including Brownsville, in Cameron County; and

WHEREAS, the City of Brownsville is sponsoring the annual Southmost Veteran's Day Parade on November 4, 2023; and

WHEREAS, the event will require the temporary closure of a portion of Southmost Blvd. from International Blvd to E. 30th Street.; and

WHEREAS, the State, in recognition of the public purpose of the event, wishes to cooperate with the City so long as the safety and convenience of the traveling public is ensured and that the closure of the State's right-of-way will be performed within the State's requirement, and in connection therewith, the State requires an agreement between the City and the State in regard thereto; and

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Brownsville, Texas, approves the execution of the Agreement with the Texas Department of Transportation.

PASSED AND **APPROVED** this 17th day of October 2023.

City of Brownsville, Texas

_____
John Cowen
Mayor

ATTEST:

_____
Yolanda Galarza-Gomez, TRMC
City Secretary

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Doro Garcia, Public Works/Engineer Director
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** to execute a license agreement between the City of Brownsville and Penco RGV Enterprises, LLC., to allow a portion of a parking area to encroach within City property in exchange for construction of a 10' concrete bike trail. (Engineering and Public Works Department)

Summary:
Penco RGV Enterprises, LLC., is requesting from the City of Brownsville permission to use a part of real property, consisting of fee-owned property held by the City, which lies adjacent to the proposed Central Plumbing & Electric Construction Project. Penco RGV Enterprises, LLC, seeks permission to build and maintain an asphalt area that would run along, aside, or across City property. In exchange, Penco RGV Enterprises, LLC., agrees to construct and install, at their sole expense, a 10' wide concrete bike and hike trail.

Project Scope and Analysis:

Funding:

Source: No Funding is Required

Amount:

Local Contribution if Applicable:

Recommendation:
The City of Brownsville Engineering and Public Works Department recommends approval.

Commission Pillar:
Infrastructure

Attachments:

1. Agreement and City Comission Exhibits

LICENSE AGREEMENT

PARKING LOT & BIKE AND HIKE TRAIL (10' CONCRETE SIDEWALK)

This Agreement is made and executed effective this _____ day of _____2023, by and between the **City of Brownsville** (hereafter called "City") whose mailing address is 1001 E. Elizabeth Street, Brownsville, Cameron County, Texas 78520, and **Penco RGV Enterprises, LLC**, (hereafter called "Licensee") whose mailing address is 3805 International Boulevard, Brownsville, Cameron County, Texas 78521; and

WHEREAS, Licensee is in the process of developing a commercial project described as "Central Plumbing & Electric", which tract of real property is located in Cameron County, Texas; and

WHEREAS, Licensee has requested from City permission to use a part of real property, consisting of fee-owned property held by the City (City of Brownsville property), which lies adjacent to the foregoing-described Central Plumbing & Electric project. Licensee seeks permission to build and maintain an asphalt parking area which would run along, aside or across City property; and

WHEREAS, the City is in agreement that a license shall be granted to Licensee, pursuant to the following terms and conditions:

NOW, THEREFORE, in consideration of the promises, covenants and warranties hereafter made by Penco RGV Enterprises, LLC, the City does hereby agree to the following:

1. **Granting of License**. The City of Brownsville does hereby grant a license to Licensee for the exclusive purpose of establishing an asphalt parking area. The proposed licensed area and improvements is graphically depicted in the attached exhibits which are incorporated herein for all purposes. In consideration of the foregoing license, Licensee agrees to construct and install at Licensee's sole expense, a 10' wide concrete sidewalk (6" thick w#4 rebar at 12" o.c. e.w.) on or over City of Brownsville property in conformance with construction plans, including drainage plans, also part of attached exhibits, which must be approved by the proper authorities in the City of Brownsville. Licensee shall be solely responsible for the construction, operation and maintenance of the proposed parking area and any related improvements placed on City of Brownsville property on which it will be installed. City of Brownsville shall be responsible for maintenance of the proposed 10' concrete sidewalk. Such proposed improvements (hereafter called "the Improvements") shall not be designed or constructed in such a manner so as to interfere with the use by City of Brownsville of its own city property.

2. Licensee acknowledges that the City of Brownsville maintains its rights of ways, easements, drain ditches and city property in general, and that said city properties

might be maintained utilizing heavy equipment. The City of Brownsville shall not be held responsible to Penco RGV Enterprises, LLC for any damage caused to said parking area by the City of Brownsville's personnel or equipment during maintenance, construction, reconstruction or excavation activities with said heavy equipment on said right-of-way, easements and drain ditches.

3. That Licensee, its designated agents, its heirs, executors, administrators, successors and assigns hereby agree to indemnify and hold harmless the City of Brownsville, its officials, officers, agents and employees, from any and all liabilities, claims, demands, actions, losses, damages, and costs, including all costs of defense thereof, of any nature whatsoever, for injury to or death of persons or loss or damage of property, or for any other reason, in any manner arising out of or connected with the use of the licensed area.

4. Any failure or refusal by Licensee, its heirs or assigns, to keep the improvements (parking area) maintained in good condition, after reasonable request and notification by the City of Brownsville, shall terminate this License Agreement. The initial term of this license shall be five years, and thereafter the term of such license shall be on a one-year basis and shall automatically renew on an annual basis. In any event, either party may terminate this agreement by giving the other party hereto written notice at least (6) months prior to the termination date. Such termination shall be effective upon the written notice of termination and cancellation together with notice of termination and cancellation mailed or delivered to the other party, or any subsequent owner of the land affected hereby, at the last address of such owner found in the office of the Tax Assessor-Collector of Cameron County, Texas.

5. In the event that this License Agreement is terminated by either party, Licensee, its heirs or assigns acknowledge that alternate parking conditions must be in place to meet the commercial development's parking requirements prior to effective termination.

SIGNED this _____ day of _____, 2023

CITY OF BROWNSVILLE

By: _____
Helen Ramirez / City Manager

PENCO RGV ENTERPRISES, LLC

By: _____
Gene Pena – President

APPROVED AS TO FORM
AND LEGALITY

_____
Guillermo (Will) S. Trevino
City Attorney
City of Brownsville, Texas

ACKNOWLEDGMENTS

THE STATE OF TEXAS §

COUNTY OF CAMERON §

This document was acknowledged before me by Helen Ramirez, as City Manager of the City of Brownsville, Texas and on behalf of said entity, on the _____ day of _____, 2023

_____

Notary Public in for the State of Texas

My Commission expires: _____

ACKNOWLEDGMENTS

THE STATE OF TEXAS §

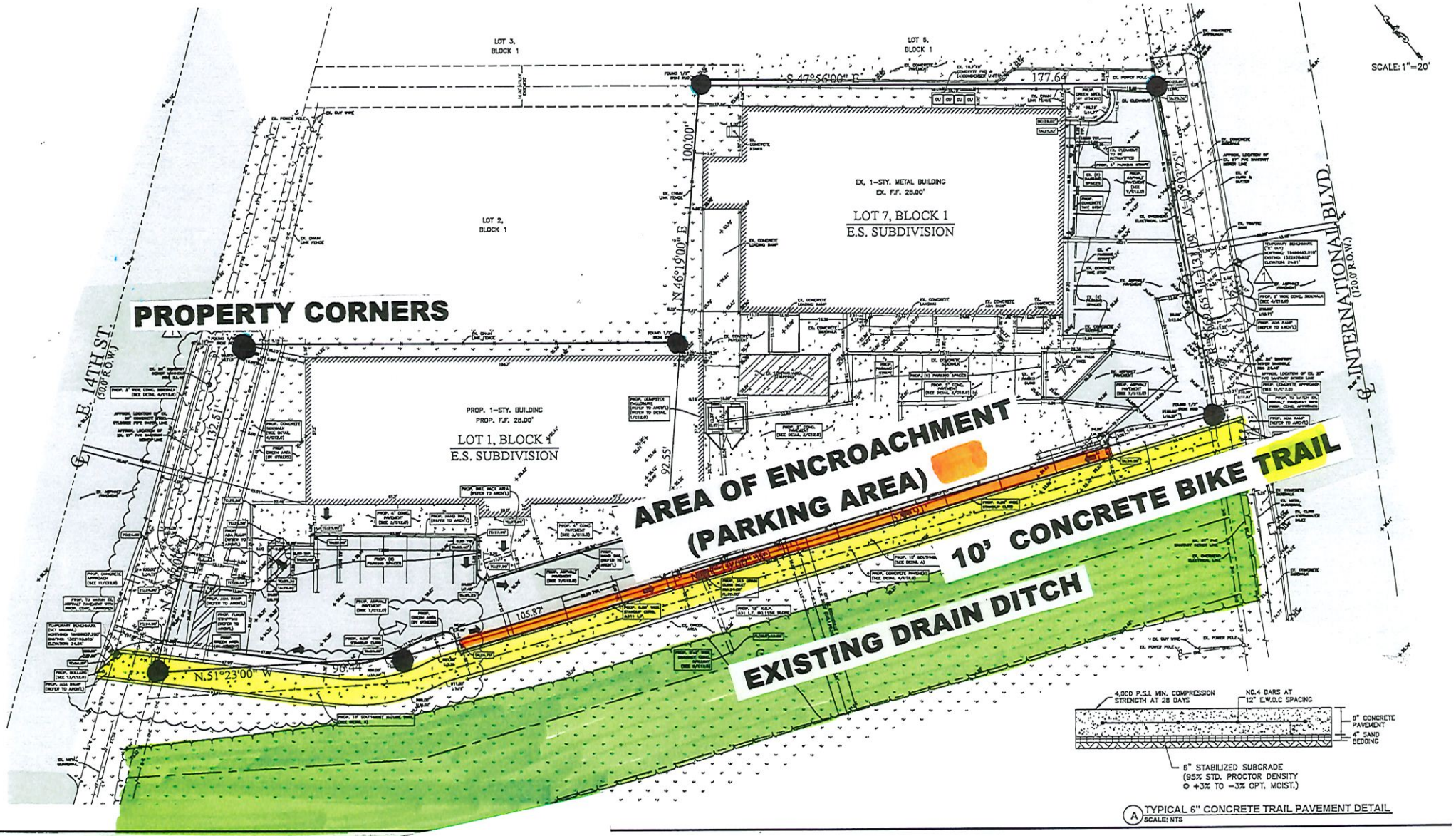
COUNTY OF CAMERON §

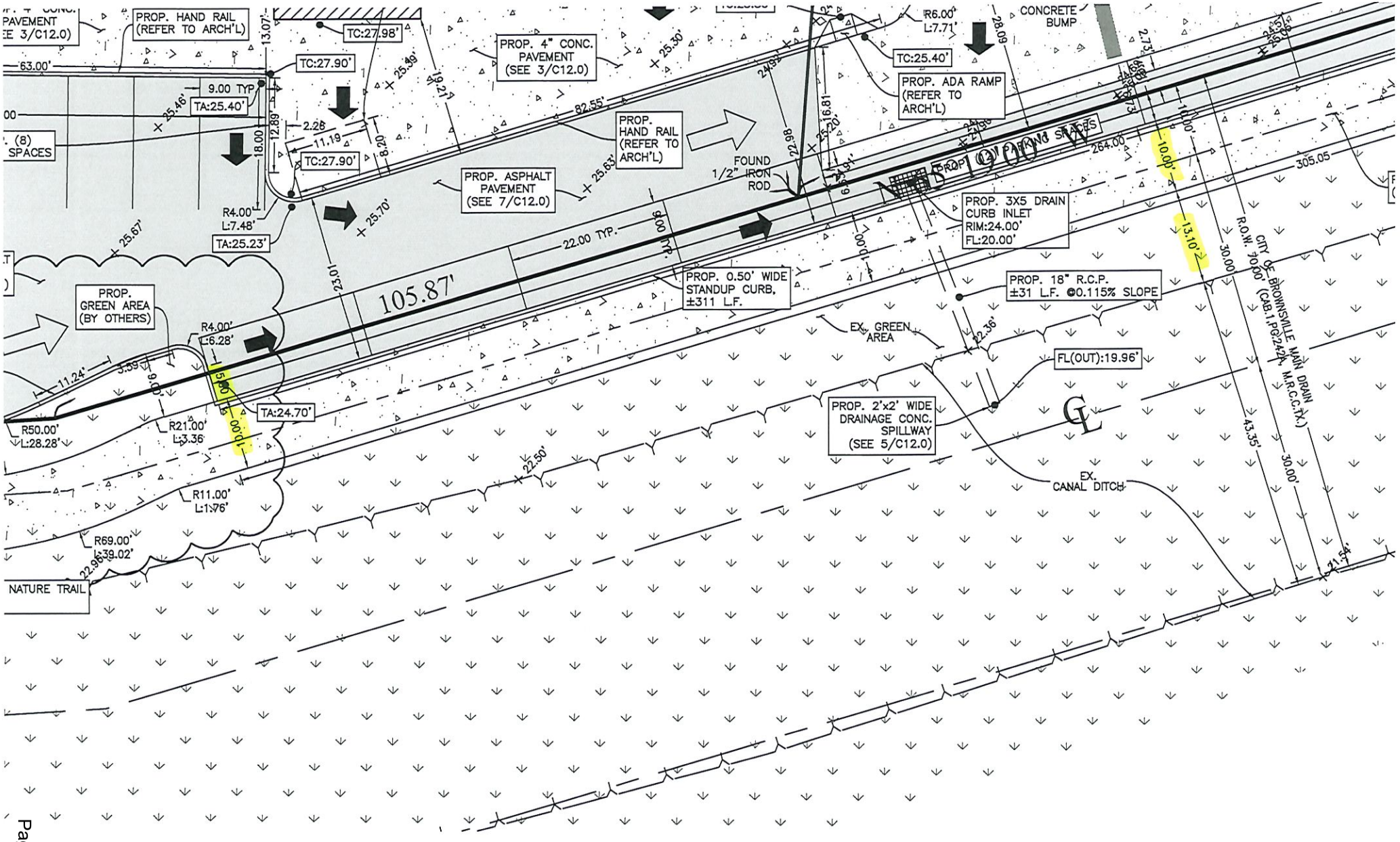
This document was acknowledged before me by Gene Pena, President of Penco RGV Enterprises LLC, on behalf of said company, on the _____ day of _____, 2023.

_____

Notary Public in for the State of Texas

My Commission expires: _____


PROPERTY CORNERS
AREA OF ENCROACHMENT
(PARKING AREA)
10' CONCRETE BIKE TRAIL
EXISTING DRAIN DITCH
E. 14TH ST.
(60.0' R.O.W.)
INTERNATIONAL BLVD.
(120.0' R.O.W.)
LOT 1, BLOCK 1
E.S. SUBDIVISION
LOT 2, BLOCK 1
LOT 7, BLOCK 1
E.S. SUBDIVISION
LOT 3, BLOCK 1
LOT 6, BLOCK 1
PROP. 1-STY. BUILDING
PROP. F.F. 28.00'
EX. 1-STY. METAL BUILDING
EX. F.F. 28.00'
S 47°56'00" E
177.64'
N 46°19'00" E
100.00'
N 51°23'00" W
90.44'
105.87'
92.55'
132.61'
SCALE: 1"=20'
4,000 P.S.I. MIN. COMPRESSION STRENGTH AT 28 DAYS
NO.4 BARS AT 12" E.W.O.C SPACING
6" CONCRETE PAVEMENT
4" SAND BEDDING
6" STABILIZED SUBGRADE
(95% STD. PROCTOR DENSITY
@ +3% TO -3% OPT. MOIST.)
A TYPICAL 6" CONCRETE TRAIL PAVEMENT DETAIL
SCALE: NTS


PROP. HAND RAIL (REFER TO ARCH'L)
TC:27.98'
TC:27.90'
PROP. 4" CONC. PAVEMENT (SEE 3/C12.0)
9.00 TYP
TA:25.40'
PROP. HAND RAIL (REFER TO ARCH'L)
TC:27.90'
PROP. ASPHALT PAVEMENT (SEE 7/C12.0)
FOUND 1/2" IRON ROD
R4.00' L:7.48'
TA:25.23'
22.00 TYP.
105.87'
PROP. 0.50' WIDE STANDUP CURB, ±311 L.F.
PROP. GREEN AREA (BY OTHERS)
R4.00' L:6.28'
TA:24.70'
R50.00' L:28.28'
R21.00' L:3.36'
R11.00' L:1.76'
R69.00' L:39.02'
NATURE TRAIL
R6.00' L:7.71'
TC:25.40'
PROP. ADA RAMP (REFER TO ARCH'L)
CONCRETE BUMP
PROP. 3X5 DRAIN CURB INLET RIM:24.00' FL:20.00'
PROP. 18" R.C.P. ±31 L.F. @0.115% SLOPE
EX. GREEN AREA
FL(OUT):19.96'
PROP. 2'x2' WIDE DRAINAGE CONC. SPILLWAY (SEE 5/C12.0)
EX. CANAL DITCH
CITY OF BROWNSVILLE MAIN DRAIN R.O.W. 70.00' (CAB.1,PG.242A, M.R.C.C.TX.)
PROP. (2) PARKING SPACES
(8) SPACES

"CENTRAL PLUMBING & ELECTRIC"

LOT 1 & 7, BLOCK 1,
E.S. SUBDIVISION,
BROWNSVILLE, TEXAS

INDEX OF DRAWINGS

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	C11.0	SANITARY SEWER LINE DETAILS
⚠	C12.0	PAVING & GRADING DETAILS

VICINITY MAP
SCALE: 1"=500'

PREPARED FOR: DESIGN GROUP 692
C/O ROBERTO VALENCIA
3300 14 ST., SUITE "B"
BROWNSVILLE, TX 78521

PREPARED BY: CIVIL AND SURVEYING ASSOCIATES, INC.
P.O. BOX 532954
HARLINGEN, TX 78553

PREPARED DATE: AUGUST 2023

CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING
CIVIL AND SURVEYING ASSOCIATES, INC

9/15/23
JUAN V. GARCIA
111413
LICENSED
PROFESSIONAL ENGINEER

PERMIT ONLY

COVER SHEET

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	09/15/23

PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
SCANNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

COVER SHEET

SHEET NO.
C1.0

GENERAL NOTES

- PRIOR TO BEGINNING CONSTRUCTION, THE OWNER OR HIS AUTHORIZED REPRESENTATIVE SHALL SCHEDULE A PRECONSTRUCTION CONFERENCE BETWEEN THE OWNER & THE CONSULTING ENGINEER, CONTRACTOR, AND ALL OTHER AFFECTED PARTIES.

- CONTRACTOR TO KEEP PUBLIC ROADS OPEN AT ALL TIMES. AREA USED FOR CONTRACTOR'S PERSONNEL PARKING, MATERIAL STORAGE, STOCKPILE, MATERIAL FABRICATION, AND RELATED CONSTRUCTION USES ARE NOT TO INTERFERE WITH NORMAL TRAFFIC.

- CONTRACTOR TO GIVE NOTICE IN WRITING TO ALL AUTHORIZED INSPECTORS, SUPERINTENDENTS, OR PERSONS IN CHARGE OF PRIVATE AND PUBLIC UTILITIES AFFECTED BY HIS OPERATIONS PRIOR TO COMMENCEMENT OF WORK.

- CONTRACTOR TO ASSURE HIMSELF THAT ALL CONSTRUCTION PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK. REQUIRED PERMITS THAT CAN BE ISSUED ONLY TO CONTRACTOR TO BE OBTAINED AT NO EXPENSE TO THE OWNER.

- UTILITY NOTE: THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE BASED UPON RECORD INFORMATION ONLY, AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION, HORIZONTAL AND VERTICAL OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, EXISTING OR ABANDONED. NO SEPARATE PAY.

- THROUGHOUT THE CONSTRUCTION, AND AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR IS TO ASSURE THAT DRAINAGE OF STORM WATER RUNOFF IS NOT BLOCKED. MAINTAIN DRAINAGE OF SITE DURING ALL PHASES OF CONSTRUCTION. DO NOT BLOCK DRAINAGE FROM ADJACENT AREAS NOR ADD FLOW TO ADJACENT AREAS.

- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS PRIOR TO BEGINNING OF CONSTRUCTION IN A PARTICULAR AREA.

- DAMAGES DONE TO EXISTING UTILITIES, POWER POLES, FENCES, SIGNS, MAILBOXES, DRIVEWAYS, CULVERTS, PAVEMENT, DRAINAGE SYSTEMS, ETC., SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.

- THE CONTRACTOR SHALL HAVE A PERSON ON CALL 24 HOURS A DAY TO TAKE CARE OF MAINTENANCE ITEMS-CONSTRUCTION AREA, SIGNS ETC. THIS PERSON SHALL HAVE AUTHORITY TO ACT ON BEHALF OF THE CONTRACTOR IN EMERGENCY CONDITIONS. THE PERSON SHALL BE STATIONED CLOSE ENOUGH TO BE ON SITE WITHIN 1/2 HOUR OF NOTIFICATION. THE PERSON SHALL BE IDENTIFIED IN WRITING PRIOR TO THE START OF CONSTRUCTION. THE ON-SITE REPRESENTATIVE SHALL HAVE ACCESS TO ALL EQUIPMENT AND MATERIAL AND HAVE FULL AUTHORITY NECESSARY TO CORRECT ANY PROBLEMS, DEFICIENCIES, OR EMERGENCIES WHICH MAY ARISE DURING NON-WORKING HOURS, AND DURING THE ABSENCE OF THE SUPERINTENDENT.

- EXCESS SPOIL PRODUCED DURING PREPARATION OF THE SUB-GRADE SHALL BE PLACED SPREAD AND COMPACTED ON-SITE IN AREAS AS INSTRUCTED BY THE ENGINEER TO ACHIEVE ADEQUATE GRADING. ANY UNUSABLE MATERIAL WILL BECOME THE PROPERTY OF THE CONTRACTOR TO BE PROPERLY DISPOSED OF AT HIS EXPENSE OR TO HIS ADVANTAGE.

- THE CONTRACTOR WILL PROVIDE HIS OWN CONSTRUCTION STAKING.

- CONTRACTOR TO MATCH EXISTING PAVEMENT, SIDEWALK RAMPS AND CURB & GUTTER PAVEMENT OR ANY OTHER IMPROVEMENTS WHERE APPLICABLE.

- ALL CONCRETE AND ASPHALT DRIVEWAYS ADJUSTED, DAMAGED, OR REPLACED DURING CONSTRUCTION MUST BE SAW-CUT AT A STRAIGHT, NEAT LINE, BEFORE REPAIRING.

- ABANDONED LINES FOUND DURING CONSTRUCTION SHALL BE REMOVED. NO SEPARATE PAY. THIS WORK SHALL BE SUBSIDIARY OTHER WORK.

- THE CONTRACTOR SHALL PLACE BARRICADES, FLAG-MEN, ETC. ON THIS PROJECT IN COMPLIANCE WITH THE PROCEDURE OUTLINED IN THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS." (PART IV TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS, LATEST REVISION). UPON COMPLETION OF THE WORK, ALL SIGNS SHALL BE REMOVED BY THE CONTRACTOR.

- REFERENCE POINTS: THE OWNER WILL ESTABLISH HORIZONTAL AND VERTICAL CONTROLS ONLY (REFERENCE POINTS AND BENCHMARKS AS SHOWN ON THE CONSTRUCTION PLANS.) THE CONTRACTOR MUST NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO STARTING WORK ON ANY SECTION OR PART OF THE WORK WHERE CONTROLS HAVE NOT BEEN ESTABLISHED OR ARE NOT IDENTIFIABLE OR VISIBLE TO THE CONTRACTOR. THE ENGINEER WILL UPON SUCH ADVANCE NOTICE WILL REPLACE ANY CONTROLS POINTS THAT HAVE BEEN DESTROYED BY OTHERS PRIOR TO BEGINNING OF CONTRACTORS OPERATIONS. AFTER CONTROL POINTS ARE ESTABLISHED AND / OR IDENTIFIED AS OUTLINED ABOVE, MAINTENANCE OF SUCH CONTROL POINTS SHALL BE RESPONSIBILITY OF THE CONTRACTOR. ANY RE-STAKING REQUIRED FOR ANY REASON THEREAFTER SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR WILL PROVIDE ALL OTHER CONSTRUCTION STAKING (CUT STAKES, BLUE TOPPING, INTERMEDIATE STRING LINE CONTROL, ETC.) REQUIRED TO VERIFY GRADES, DEPTHS THICKNESSES, AND ALIGNMENT OF THE VARIOUS ITEMS OF CONSTRUCTION.

- AS BUILT DRAWINGS: THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SET OF AS-BUILT PLANS SHOWING NOTES TO ANY CHANGES TO THE DESIGN PLANS. THIS INFORMATION, SIGNED BY ALL INSPECTORS, WILL BE SUBMITTED TO THE ENGINEER AT THE END OF CONSTRUCTION. THE PROJECT'S FINAL ACCEPTANCE AND FINAL PAYMENT WILL NOT BE APPROVED UNTIL THE CONTRACTOR HAS SUBMITTED THE REQUIRED INFORMATION NEEDED BY THE ENGINEER FOR AS-BUILT DRAWINGS.

- CONCRETE CURB AND GUTTER, PIPE STRUCTURES, ETC. WHICH MUST BE REMOVED IN ORDER TO CONSTRUCT THE PROPOSED IMPROVEMENTS WILL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND PROPERLY DISPOSED OF AT HIS EXPENSE. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS IN THE CONTRACT.

- EXISTING UTILITIES: THE INFORMATION SHOWN CONCERNING TYPE AND LOCATIONS OF UNDERGROUND AND OVERHEAD UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITIES. THE CONTRACTORS INFORMATION SHALL BE CONDUCTED TO PREVENT UNNECESSARY INTERFERENCE WITH ANY EXISTING UTILITY SYSTEM. IF THE CONTRACTOR'S WORK REQUIRES INTERRUPTION, THE CONTRACTOR MUST COORDINATE WITH UTILITY COMPANIES EFFECTED 48 HOURS IN ADVANCE.

- MATERIALS CERTIFICATION AND TESTING: CONTRACTOR SHALL PROVIDE SUPPLIERS CERTIFICATION FOR ALL PROJECT MATERIALS CONCRETE, LIME, CALICHE BASE MATERIAL, PRE-CAST INLETS, PIPES, ETC. THAT SUCH MATERIALS DO MEET PROJECT SPECIFICATIONS PRIOR TO DELIVERY ON-SITE. CONTRACTOR SHALL PROVIDE HOT MIX ASPHALTIC CONCRETE DESIGN FROM A REPUTABLE COMMERCIAL TESTING LABORATORY.

- STANDARD WORK HOURS: THE STANDARD WORK HOURS FOR THE OWNER IS 8:00 AM TO 5:00 PM, MONDAY THROUGH FRIDAY. SHOULD THE CONTRACTOR ELECT TO WORK ON SATURDAY, SUNDAYS OR HOLIDAYS, HE SHALL BE RESPONSIBLE FOR PAYING OVERTIME CHARGES FOR THE OWNERS PERSONNEL INVOLVED. THESE CHARGES WILL BE AT COST AND WILL BE CALCULATED EITHER AT TIME AND A HALF OR DOUBLE TIME, AS APPLICABLE TO THE PARTICULAR DAY BEING WORKED. PRE-APPROVAL SHALL BE OBTAINED FROM THE ENGINEER OR ENGINEER'S REPRESENTATIVE BY COMPLETING AND SIGNING AN OWNER'S FORM ENTITLED "CONSTRUCTION INSPECTORS OVERTIME COMPENSATION AUTHORIZATION" 48 HRS. PRIOR TO COMMENCING ANY OVERTIME WORK.

ANY WORK DONE OUTSIDE THE STANDARD WORKDAY, WITHOUT PRIOR AUTHORIZATION, SHALL BE CONSIDERED UNDER UNAUTHORIZED WORK. THE CONTRACTOR IS REQUIRED TO PAY THE OVERTIME WAGES OF THE OWNER INSPECTORS THAT WORK OVERTIME MONDAYS THROUGH FRIDAYS AT TIME IN A HALF. THE CONTRACTOR IS RESPONSIBLE FOR THE OVERTIME WAGES OF THE OWNER INSPECTORS THAT WORK HOLIDAYS AT DOUBLE TIME. MINIMUM HOURS WILL BE BILLED TO CONTRACTOR FOR CALL OUTS OR FOR INSUFFICIENT NOTICE OF TWO (2) HOURS.

CONCRETE MIX DESIGN

- CLARIFICATION: ALL CONCRETE USED ON THIS PROJECT SHALL CONTAIN A MINIMUM 4.5 SACKS OF CEMENTITIOUS MATERIAL PER CUBIC YARD OF CONCRETE. THE CEMENTITIOUS MATERIAL SHALL BE PORTLAND CEMENT OR A BLEND OF PORTLAND CEMENT AND FLY ASH. THE PERCENTAGE OF FLY ASH IN THE CEMENTITIOUS MATERIAL SHALL NOT EXCEED 25%. ALL CONCRETE WORK SHALL CONTAIN 1.5 POUNDS OF FIBER MESH PER CUBIC YARD.

- ALL EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH CURING COMPOUND RESIN BASE ASTM C 309 TYPE 2 WITH PIGMENTED TINT OF FUGITIVE DYE.

- IN ADDITION TO THE ABOVE REQUIREMENTS, ALL CONCRETE SHALL TEST TO A MINIMUM 3000 PSI COMPRESSIVE STRENGTH AT 28 DAYS. (OR AS SHOWN ON PLANS).

- EXPANSION JOINTS WILL BE PLACED AT CURB RETURNS, INLETS AND AT THE END OF EACH POUR WITH INTERVALS NOT TO EXCEED 60 FT. JOINTS SHALL CONSIST OF 1/2" PRE-MOLDED EXPANSION JOINT MATERIAL WITH 3, 36" X 1/2" DOWELS, ONE END GREASED AND WRAPPED. CARE MUST BE TAKEN THAT DOWELS ARE STRAIGHT AND LAID PARALLEL WITH CURB AND NO CONCRETE PLUGS OR OTHER MATERIAL BE ALLOWED THROUGH THE DOWEL HOLES OR EXPANSION MATERIAL WHICH WOULD PREVENT THE JOINT FROM OPERATION AS AN EXPANSION JOINT. EXPANSION JOINT MATERIALS SHALL BE PRE-MOLDED ASPHALT IMPRECNATED EXPANSION JOINT MATERIAL CONFORMING WITH ASTM D 994 (NOT WOOD FIBER TYPE)

- DUMMY JOINTS (SAW CUT JOINTS) SHALL BE 2" DEEP AND PLACED AT MAXIMUM 15 FT. INTERVALS.

- WHEN CONNECTING TO EXISTING CURB AND GUTTER, THE CONTRACTOR SHALL DRILL AND DOWEL TWO, # 6 X 16" TIE BARS A MINIMUM OF 6" DEEP INTO EXISTING CURB AND GUTTER SECTION.

PAVING NOTES:

CRUSHED LIMESTONE:

THE CRUSHED LIMESTONE MATERIALS SHALL BE AS SPECIFIED BY "ITEM 247 FLEXIBLE BASE TYPE A GRADE 1," TEXAS DEPARTMENT OF TRANSPORTATION, 2004 STANDARD SPECIFICATION FOR CONSTRUCTION OF HIGHWAYS, STREETS, AND BRIDGES SHALL MEET THE REQUIREMENTS AS FOLLOWS:

- TYPE A MATERIAL SHALL BE CRUSHED STONE PRODUCED FROM OVERSIZE QUARRIED AGGREGATE, SIZED BY CRUSHING AND PRODUCED FROM A NATURALLY OCCURRING SINGLE SOURCE. CRUSHED GRAVEL OR UNCRUSHED GRAVEL SHALL NOT BE ACCEPTABLE FOR TYPE A MATERIAL. NO BLENDING OF SOURCES AND/OR ADDITIVE MATERIALS WILL BE ALLOWED IN TYPE A MATERIAL.

- TRIAXIAL CLASS 1: MINIMUM COMPRESSIVE STRENGTH, 45 AT 0 PSI LATERAL PRESSURE AND 175 AT 15 PSI LATERAL PRESSURE.

RETAINED ON SQUARE SIEVE NUMBER	PERCENT RETAINED
1-3/4" (44 MM)	0
7/8" (22.23 MM)	10-35
3/8" (9.5 MM)	30-50
NUMBER 4 (4.75 MM)	45-65
NUMBER 40 (0.425 MM)	70-85

MATERIAL PASSING THE NUMBER 40 SIEVE SHALL BE KNOWN AS "BINDER MATERIAL" AND SHALL MEET THE FOLLOWING REQUIREMENTS:

MAXIMUM LIQUID LIMIT (LL)	=	35
MAXIMUM PLASTICITY INDEX (PI)	=	10
WET BALL MILL (MAX)	=	40
CALIFORNIA BEARING RATIO (MIN)	=	100

ALL AGGREGATE RETAINED ON THE NUMBER 10 SIEVE SHALL BE COMPRISED OF ONLY CRUSHED LIMESTONE.

THE CONTRACTOR SHALL NOT PLACE CRUSHED LIMESTONE ON THE ASPHALT BED UNTIL THE ENGINEER HAS ACCEPTED THE SHAPED AND COMPACTED SUBGRADE.

THE CONTRACTOR MUST MAINTAIN THE ASPHALT BED FREE OF HOLES, RUTS AND DEPRESSIONS AND IN CONDITION TO RECEIVE THE CRUSHED LIMESTONE.

THE CONTRACTOR UPON REQUEST SHALL PROVIDE CERTIFICATION THAT THE MATERIAL SUPPLIED MEETS THE ABOVE REQUIREMENTS PRIOR TO DELIVERY TO THE JOB SITE. SAMPLES FOR TESTING OF THE MATERIAL MUST BE TAKEN PRIOR TO THE COMPACTION OPERATIONS.

CALICHE FLEXIBLE BASE:

CALICHE MATERIALS SHALL BE AS SPECIFIED BY "ITEM 247 FLEXIBLE BASE TYPE A GRADE 2". TEXAS DEPARTMENT OF TRANSPORTATION, 2004 STANDARD SPECIFICATION FOR CONSTRUCTION OF HIGHWAYS, STREETS, AND BRIDGES SHALL MEET THE REQUIREMENTS AS FOLLOWS:

- MINIMUM OF 50 CBR SHALL BE ACHIEVED.

- TRIAXIAL CLASS 1 TO 2.3 : MINIMUM COMPRESSIVE STRENGTH, 35 AT 0 PSI LATERAL PRESSURE AND 175 AT 15 PSI LATERAL PRESSURE.

RETAINED ON SQUARE SIEVE NUMBER	PERCENT RETAINED
1/2"	0
1 3/4"	0-10
NUMBER 4	45-75
NUMBER 40	60-85

MATERIAL PASSING THE NUMBER 40 SIEVE SHALL BE KNOWN AS "BINDER MATERIAL" AND SHALL MEET THE FOLLOWING REQUIREMENTS:

MAXIMUM LIQUID LIMIT (LL)	= 40
MAXIMUM PLASTICITY INDEX (PI)	= 12
WET BALL MILL (MAX)	= 40%
WET BALL MILL (INCREASE PASSING #40 SIEVE)	= 20%

ACCEPTANCE, SAMPLING, AND TESTING OF BITUMINOUS MIXTURE (COMPACTION)

- EXTRACTION AND GRADATION ANALYSIS: PER 500 TONS OR WHICHEVER IS GREATER.

- DENSITY AND DEPTH TESTING: PER 500 FEET OF PAVING REPAIR. MINIMUM DENSITY ACCEPTED: 92% OF AVERAGE MAXIMUM THEORETICAL DENSITY AS DETERMINED IN ACCORDANCE WITH ASTM D 2041.

CORES OR SAWED SAMPLES TAKEN FROM THE PAVEMENT SHALL BE USED TO DETERMINE THE FIELD DENSITY. DENSITY OF THE CORED OR SAWED SAMPLES SHALL BE DETERMINED IN ACCORDANCE WITH ASTM 2726. THE SAME SPECIMEN SHALL BE USED FOR DETERMINING BOTH THE MAXIMUM THEORETICAL DENSITY AND THE FIELD DENSITY.

SPECIMENS TO BE USED FOR FIELD DENSITY DETERMINATION SHALL BE DONE USING HEAT. IF HEATING IS NECESSARY, THE SPECIMEN SHOULD BE HEATED TO THE LOWEST TEMPERATURE REQUIRED FOR PROPER PREPARATION OF THE SAMPLE. THE USE OF NUCLEAR FIELD DENSITY DETERMINATION SHALL NOT BE USED AS A BASIS FOR ACCEPTANCE WITH RESPECT TO DENSITY :

- HVEEM STABILITY SHALL NOT BE LESS THAN 35% STABILITY TEST SHALL BE TAKEN TWICE DAILY.

- RETAINED STABILITY WHEN TESTED IN ACCORDANCE WITH ASTM D 1075 SHALL NOT BE <70%

- NO MORE THAN 2½" FINISHED THICKNESS HMAC PAVEMENT SHALL BE LAID AT ANY GIVEN TIME, UNLESS APPROVAL IS OBTAINED AHEAD BY THE OWNER / ENGINEER.

CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING
CIVIL AND SURVEYING ASSOCIATES, INC

JUAN V. GARCIA
111413
LICENSED
PROFESSIONAL ENGINEER
9/15/23

PERMIT ONLY

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JUAN V. GARCIA, P.E. 111413 ON 9/15/23. IT IS NOT TO BE USED FOR BIDDING OR CONSTRUCTION PURPOSES. IT SHALL REMAIN THE PROPERTY OF CASA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC. AND THE TEXAS ENGINEERING PRACTICE ACT.

GENERAL NOTES

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	08/15/23

PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE: GENERAL NOTES

SHEET NO.: C2.0

LEGEND:

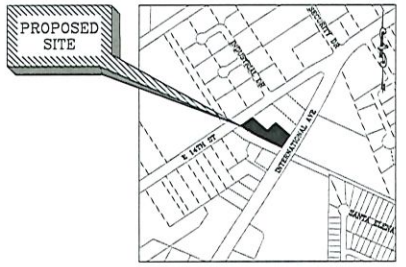
B-B	-BACK TO BACK
CAB.	-CABINET
℄	-RIGHT-OF-WAY CENTERLINE
CONC.	-CONCRETE
EX.	-EXISTING
INV.	-INVERT ELEVATION
PG.	-PAGE
PROP.	-PROPOSED
TYP.	-TYPICAL CONSTRUCTION
VOL.	-VOLUME
R.O.W.	-RIGHT-OF-WAY
SAN.	-SANITARY
x X.XX'	-EXISTING SPOT ELEVATION

-ASPHALT PAVEMENT
-CONCRETE PAVEMENT
-GREEN SURFACE
-WOOD FENCE LINE
-EXISTING PROPERTY LINE (SURVEYED)
-EXISTING PROPERTY LINE (NON-SURVEYED)
-OHC- -OVERHEAD POWER LINE
-SS- -SANITARY SEWER MAIN
-W- -WATER MAIN
-CBL- -UNDERGROUND CABLE LINE
-POWER POLE
-CLEANOUT
-WATER METER
-TRAFFIC SIGN
-DIRECTION FLOW

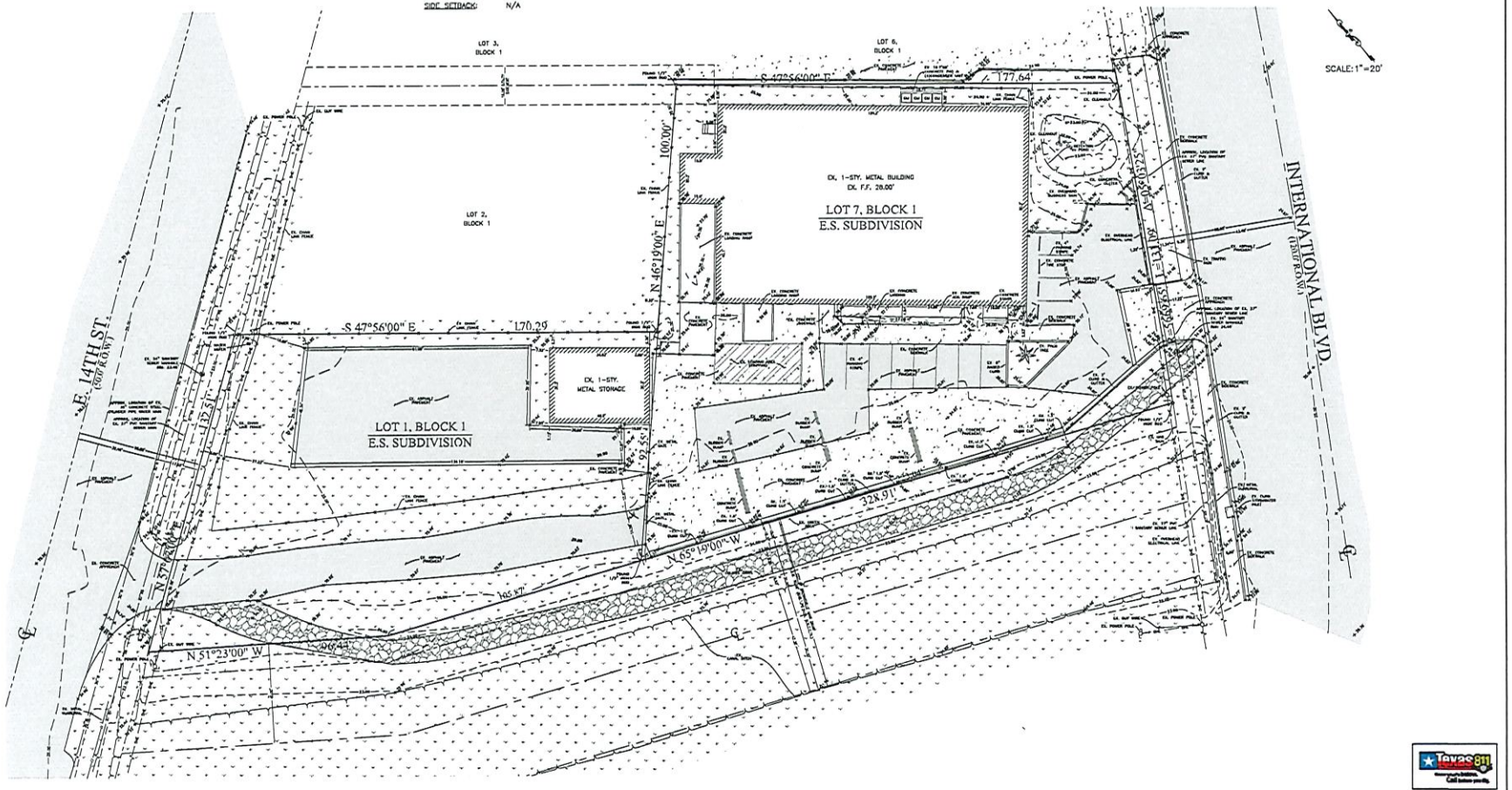
GENERAL NOTES:

1. THIS DOCUMENT IS NOT A SURVEY OF THE PROPERTY.
2. LEGAL DESCRIPTION:
   TRACT I: LOT NUMBER ONE (1), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, PAGE 242-A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
   TRACT II: LOT NUMBER SEVEN (7), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242-A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
3. FLOOD ZONE:
   THIS TRACT IS LOCATED FLOOD ZONE "AH" (EL=25'); ACCORDING TO THE INSURANCE RATE MAP NUMBER 48061C0590F; EFFECTIVE DATE: FEBRUARY 16, 2018.
4. EXISTING TOPOGRAPHIC PLAN IS DONE WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND IS SUBJECT TO ANY AND ALL EASEMENTS, RESTRICTIONS, DEDICATIONS OR EXCEPTIONS THAT MIGHT BE OF RECORD.
5. BEARING & DISTANCES SHOWN HEREON ARE BASED OFF "E.S. SUBDIVISION", ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242-A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
6. ELEVATIONS SHOWN HEREON IS BASED OFF THE NORTH AMERICAN VERTICAL DATUM 88 (NAVD88)
7. DIMENSION SHOWN HEREON IS BASED OFF THE NORTH AMERICAN DATUM 83 (NAD83).
8. SOME IMPROVEMENTS ALONG THE SITE LIMITS HAVE BEEN EXAGGERATED FOR CLARITY PURPOSES AND ARE NOT TO SCALE.
9. SUBSURFACE UTILITIES SHOWN ARE BASED OFF RECORD INFORMATION. CONTRACTOR SHALL FIELD VERIFY SUBSURFACE LOCATION & SIZE BEFORE COMMENCEMENT OF WORK.
10. BEFORE CONSTRUCTION CALL DIGTESS (1-800-344-8411) A NON-PROFIT UTILITY ORGANIZATION
11. BUILDING SETBACKS SHOWN ARE BASED OFF THE MEDIUM INDUSTRIAL "BC" ZONING DISTRICT AND "J" AREA DISTRICT OF THE CITY OF BROWNSVILLE ZONING RULES AND REGULATIONS, AND ARE AS FOLLOWS:

FRONT SETBACK:	N/A
REAR SETBACK:	N/A
SIDE SETBACK:	N/A



VICINITY MAP
SCALE: 1"=500'



CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING
CIVIL AND SURVEYING ASSOCIATES, INC.
JUAN V. GARCIA
111413
LICENSED PROFESSIONAL ENGINEER

PERMIT ONLY

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF JUAN V. GARCIA, P.E. 111413 ON 08/31/23. IT IS NOT TO BE USED FOR BIDDING OR CONSTRUCTION PURPOSES.

EXISTING TOPOGRAPHIC PLAN

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	09/11/23

PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE: EXISTING TOPOGRAPHIC PLAN

SHEET NO.: C3.0

Texas 811 — Call before you dig.

LEGEND:

B-B	-BACK TO BACK
CAB.	-CABINET
℄	-RIGHT-OF-WAY CENTERLINE
CONC.	-CONCRETE
EX.	-EXISTING
INV.	-INVERT ELEVATION
PG.	-PAGE
PROP.	-PROPOSED
TYP.	-TYPICAL CONSTRUCTION
VOL.	-VOLUME
R.O.W.	-RIGHT-OF-WAY
SAN.	-SANITARY
x X.XX'	-EXISTING SPOT ELEVATION
	-ASPHALT PAVEMENT
	-CONCRETE PAVEMENT
	-GREEN SURFACE
-□-□-	-WOOD FENCE LINE
	-EXISTING PROPERTY LINE (SURVEYED)
	-EXISTING PROPERTY LINE (NON-SURVEYED)
—OHC—	-OVERHEAD POWER LINE
—SS—	-SANITARY SEWER MAIN
—W—	-WATER MAIN
—CDL—	-UNDERGROUND CABLE LINE
	-POWER POLE
	-CLEANOUT
	-WATER METER
	-TRAFFIC SIGN
	-DIRECTION FLOW

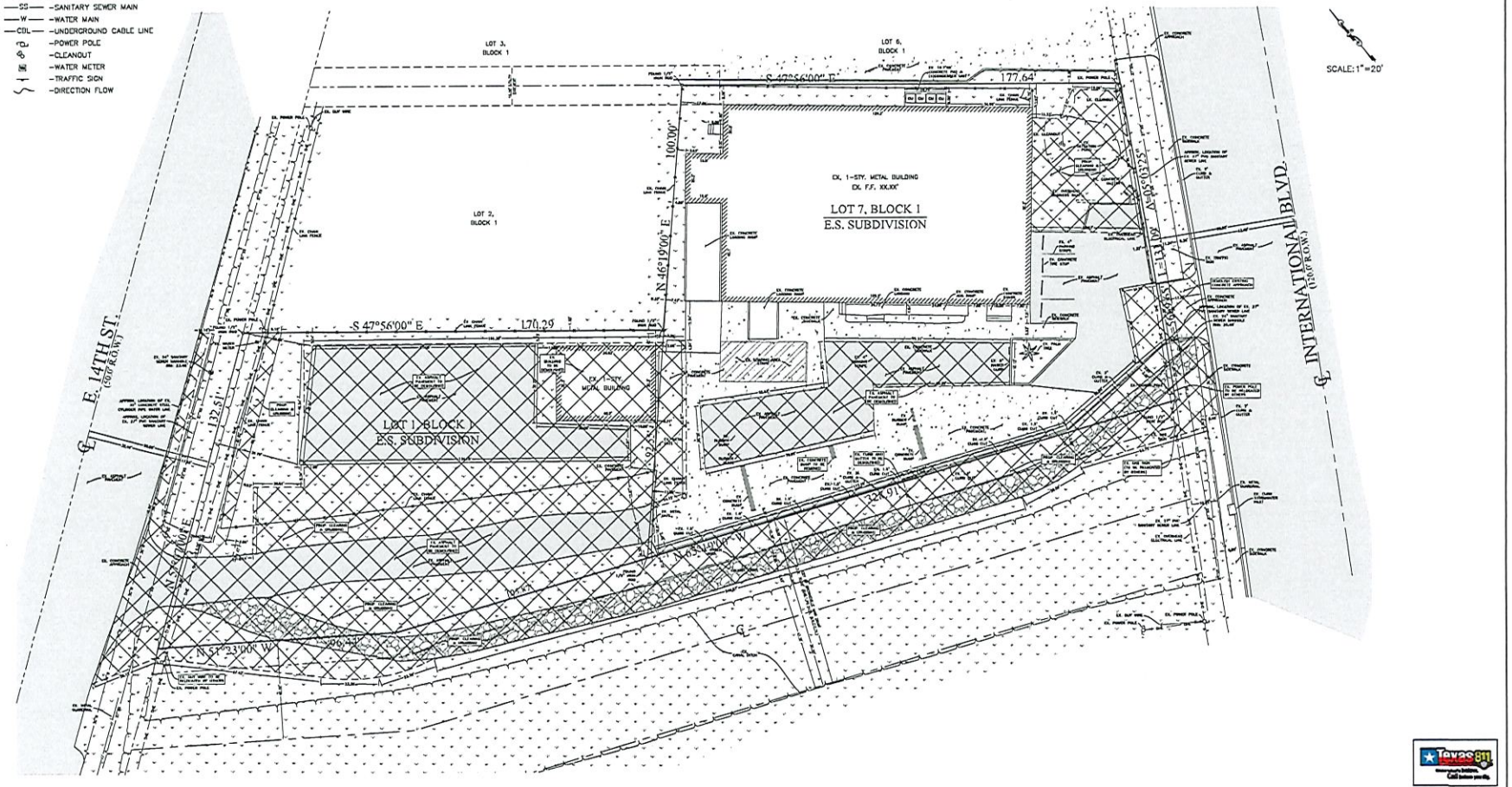
GENERAL NOTES:

1. THIS DOCUMENT IS NOT A SURVEY OF THE PROPERTY.
2. LEGAL DESCRIPTION:
   TRACT I: LOT NUMBER ONE (1), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, PAGE 242-A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
   TRACT II: LOT NUMBER SEVEN (7), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242-A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
3. FLOOD ZONE:
   THIS TRACT IS LOCATED FLOOD ZONE "AH" (EL:25'); ACCORDING TO THE INSURANCE RATE MAP NUMBER 48061C0590F; EFFECTIVE DATE: FEBRUARY 16, 2018
4. BEARING & DISTANCES SHOWN HEREON ARE BASED OFF "E.S. SUBDIVISION", ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242-A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
5. ELEVATIONS SHOWN HEREON IS BASED OFF THE NORTH AMERICAN VERTICAL DATUM 88 (NAVD88)
6. DIMENSION SHOWN HEREON IS BASED OFF THE NORTH AMERICAN DATUM 83 (NAD83).
7. SOME IMPROVEMENTS ALONG THE SITE LIMITS HAVE BEEN EXAGGERATED FOR CLARITY PURPOSES AND ARE NOT TO SCALE.
8. SUBSURFACE UTILITIES SHOWN ARE BASED OFF RECORD INFORMATION. CONTRACTOR SHALL FIELD VERIFY SUBSURFACE LOCATION & SIZE BEFORE COMMENCEMENT OF WORK.
9. BEFORE CONSTRUCTION CALL DIGTESS (1-800-344-8411) A NON-PROFIT UTILITY ORGANIZATION
10. BUILDING SETBACKS SHOWN ARE BASED OFF THE MEDIUM INDUSTRIAL "BC" ZONING DISTRICT AND "J" AREA DISTRICT OF THE CITY OF BROWNSVILLE ZONING RULES AND REGULATIONS, AND ARE AS FOLLOWS:
    FRONT SETBACK: N/A
    REAR SETBACK: N/A
    SIDE SETBACK: N/A

DEMOLITION NOTES:

1. CONTRACTOR SHALL OBTAIN A PERMIT FORM THE BUILDING INSPECTOR BEFORE REMOVING ANY OF THE MATERIALS RESULTING FROM DEMOLITION ON, OVER, ACROSS OR ALONG ANY STREET, ALLEY OR PUBLIC WAY IN THE CITY.
2. CONFORM TO APPLICABLE CODES FOR DISPOSAL OF DEBRIS.
3. COORDINATE REMOVAL WORK WITH UTILITY COMPANIES.
4. REFER TO UTILITY SHEET FOR ADDITIONAL DIMENSIONAL CONTROL OF THE PROPOSED SERVICE LATERALS DISTURBED AREA.
5. THE CONTRACTOR SHALL PROVIDE PROPER, SEGREGATED STORAGE FOR HAZARDOUS AND NON-HAZARDOUS MATERIALS TO BE USED IN THE WORK AREA IN ORDER TO ENSURE SAFE WORK CONDITIONS.
6. THE CONTRACTOR SHALL ARRANGE TO HAVE WASTES AND DEBRIS TRANSPORTED FROM THE SITE IN ACCORDANCE WITH ALL CITY ORDINANCES AND STATE AND FEDERAL LAWS. IF WASTES AND/OR DEBRIS IS DETERMINED TO BE HAZARDOUS, TRANSPORTING TO BE IN ACCORDANCE WITH TAC 30 CHAPTER 335 -INDUSTRIAL SOLID WASTE AND MUNICIPAL HAZARDOUS WASTE. 40CFR PART 263 - STANDARDS APPLICABLE TO TRANSPORTERS OF HAZARDOUS WASTE AND THE APPLICABLE SECTIONS OF 49 CFR PARTS 171 THROUGH 179.
7. ANY EXISTING PARKING LIGHT POLE FOUND TO BE IN CONFLICT WITH THE PROPOSED BUILDING IS TO BE REMOVED/RELOCATED BY OTHERS.
8. ALL SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR AT OPTIMUM MOISTURE PLUS OR -2% OR BY GEOTECH REPORT RECOMMENDATIONS.

PROPOSED DEMOLITION QUANTITIES	
CONCRETE PAVEMENT	±10 SQ.YD.
ASPHALT PAVEMENT	±3,907 SQ.YD.
CLEARING & GRUBBING	±3,628 SQ.YD.



CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC

JUAN V. GARCIA
111413
LICENSED PROFESSIONAL ENGINEER

PERMIT ONLY

THIS SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JUAN V. GARCIA, P.E. 111413 ON 08-30-2023. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE ENGINEER AND SPECIFIC PERMISSION OR ADAPTATION THEREOF BY THE ENGINEER UNDER THE TEXAS ENGINEERING PRACTICE ACT.

DEMOLITION PLAN

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	10/11/23

PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE: DEMOLITION PLAN

SHEET NO.: C4.0

Texas 811 Texas — Know what's below. Call before you dig.

LEGEND:

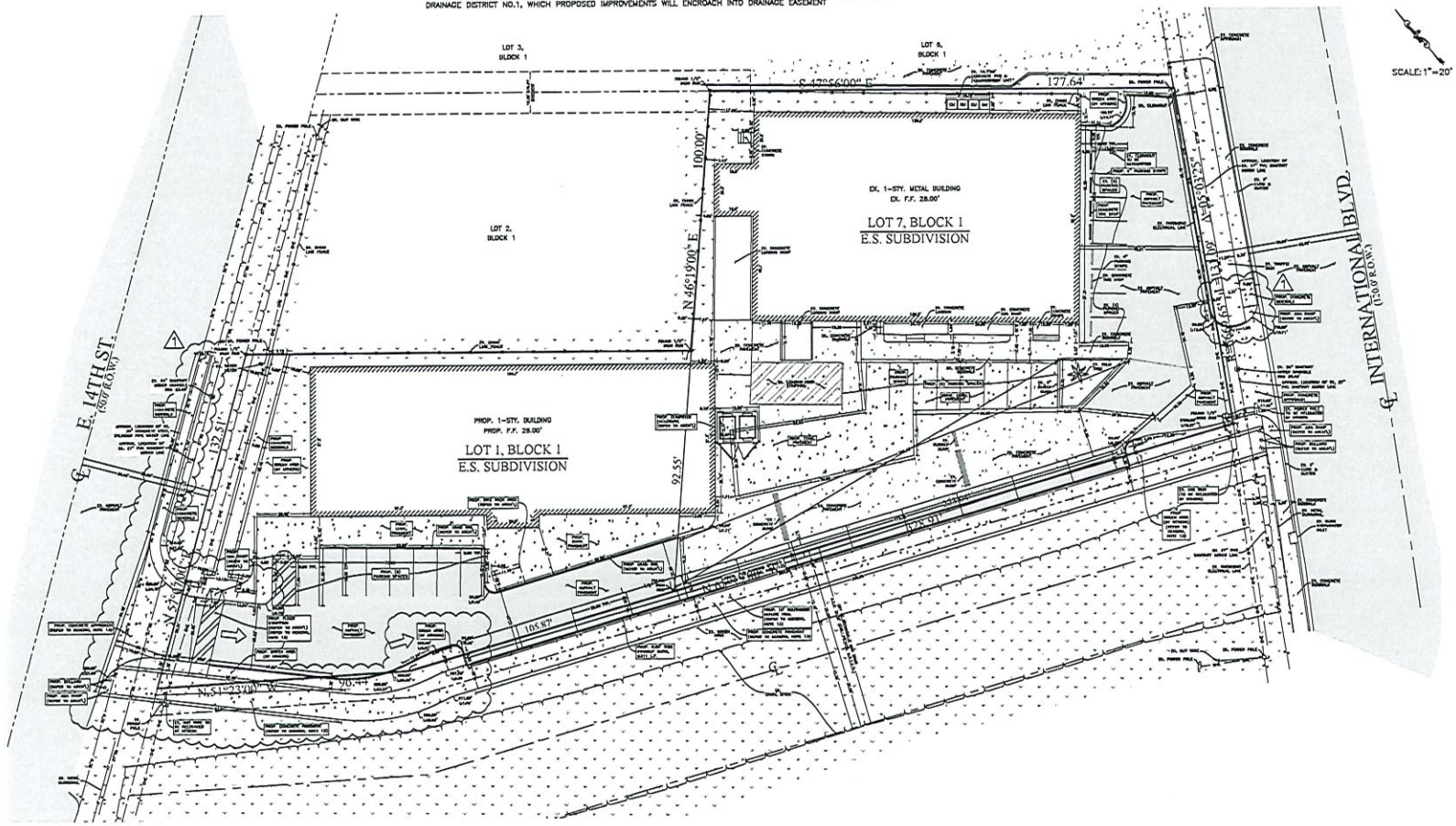
ARCH'L	–ARCHITECTURAL PLANS
B–B	–BACK TO BACK
CAB.	–CABINET
℄	–RIGHT–OF–WAY CENTERLINE
CONC.	–CONCRETE
EX.	–EXISTING
INV.	–INVERT ELEVATION
PC.	–PAGE
PROP.	–PROPOSED
TYP.	–TYPICAL CONSTRUCTION
VOL.	–VOLUME
R.O.W.	–RIGHT–OF–WAY
SAN.	–SANITARY
x XXX'	–EXISTING SPOT ELEVATION

–ASPHALT PAVEMENT
–CONCRETE PAVEMENT
–GREEN SURFACE
–WOOD FENCE LINE
–EXISTING PROPERTY LINE (SURVEYED)
–EXISTING PROPERTY LINE (NON–SURVEYED)
–OHE– –OVERHEAD POWER LINE
–SS– –SANITARY SEWER MAIN
–W– –WATER MAIN
–CBL– –UNDERGROUND CABLE LINE
–POWER POLE
–CLEANOUT
–WATER METER
–TRAFFIC SIGN

GENERAL NOTES:

1. THIS DOCUMENT IS NOT A SURVEY OF THE PROPERTY.
2. LEGAL DESCRIPTION:
   TRACT I: LOT NUMBER ONE (1), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, PAGE 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
   TRACT II: LOT NUMBER SEVEN (7), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
3. FLOOD ZONE:
4. THIS TRACT IS LOCATED FLOOD ZONE "AH" (EL:25'): ACCORDING TO THE INSURANCE RATE MAP NUMBER 48061C0590F; EFFECTIVE DATE: FEBRUARY 16, 2018BEARING & DISTANCES SHOWN HEREON ARE BASED OFF "E.S. SUBDIVISION", ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
5. ELEVATIONS SHOWN HEREON IS BASED OFF THE NORTH AMERICAN VERTICAL DATUM 88 (NAVD88)
6. DIMENSION SHOWN HEREON IS BASED OFF THE NORTH AMERICAN DATUM 83 (NAD83).
7. SOME IMPROVEMENTS ALONG THE SITE LIMITS HAVE BEEN EXAGGERATED FOR CLARITY PURPOSES AND ARE NOT TO SCALE.
8. SUBSURFACE UTILITIES SHOWN ARE BASED OFF RECORD INFORMATION. CONTRACTOR SHALL FIELD VERIFY SUBSURFACE LOCATION & SIZE BEFORE COMMENCEMENT OF WORK.
9. BEFORE CONSTRUCTION CALL DIGTESS (1–800–344–8411) A NON–PROFIT UTILITY ORGANIZATION
10. BUILDING SETBACKS SHOWN ARE BASED OFF THE MEDIUM INDUSTRIAL "IC" ZONING DISTRICT AND "J" AREA DISTRICT OF THE CITY OF BROWNSVILLE ZONING RULES AND REGULATIONS, AND ARE AS FOLLOWS:
    FRONT SETBACK: N/A
    REAR SETBACK: N/A
    SIDE SETBACK: N/A
11. REFER TO ARCHITECTURAL PLANS FOR STANDARD ADA PEDESTRIAN RAMP AND PARKING LOT STRIPING DETAILS AND SPECIFIFEATIONS.
12. HORIZONTAL CONTROL SHOWN IS PER ARCHITECTURAL SITE PLAN BY "DESIGN GROUP 892" DATED SEPTEMBER 12, 2023.
13. PROPOSED SITE PLAN IMPROVEMENTS ALONG THE COMMON LINE OF THE PROPOSED SITE & CITY OF BROWNSVILLE MAIN CANAL 70' RIGHT–OF–WAY ARE CONTINGENT FROM PENDING AGREEMENT WITH PROPERTY OWNER AND CAMERON COUNTY DRAINAGE DISTRICT NO.1, WHICH PROPOSED IMPROVEMENTS WILL ENCROACH INTO DRAINAGE EASEMENT

PROPOSED IMPROVEMENT QUANTITIES	
5" CONCRETE APPROACH	±147 SQ. YD.
4" CONCRETE TRAIL PAVEMENT	±510 SQ. YD.
5" CONCRETE PAVEMENT	±323 SQ. YD.
4" CONCRETE PAVEMENT	±1,090 SQ. YD.
ASPHALT PAVEMENT	±1,173 SQ. YD.
GREEN AREA (BY OTHERS)	±1,022 SQ. YD.
0.50' WIDE STANDUP CURB	±311 L.F.
16.8'X12.4' DUMPSTER ENCLOSURE (REFER ARCH'L)	1 TOTAL
11.2'X8.2' BIKE RACK AREA (REFER ARCH'L)	1 TOTAL
PARKING SPACES (REFER ARCH'L)	25 TOTAL
1–STORY METAL BUILDING (REFER ARCH'L)	1 TOTAL



CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CAGA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC.

JUAN V. GARCIA 111412 — 9/15/23

PERMIT ONLY

HORIZONTAL CONTROL PLAN

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

1	PER REVISED ARCHITECTURAL SITE PLAN	09/15/23
REVISION	DESCRIPTION	DATE

PROJECT NO.	H235018–01
DATE	08–30–2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE: HORIZONTAL CONTROL PLAN

SHEET NO.: C5.0

Texas 811 — Know what's below. Call before you dig.

LEGEND:

ARCH'L	–ARCHITECTURAL PLANS		–ASPHALT PAVEMENT
B–B	–BACK TO BACK		–CONCRETE PAVEMENT
CAB.	–CABINET		–GREEN SURFACE
℄	–EXISTING RIGHT–OF–WAY CENTERLINE	–O–O–	–WOOD FENCE LINE
CONC.	–CONCRETE	———	–EXISTING PROPERTY LINE (SURVEYED)
EX.	–EXISTING	– – – –	–EXISTING PROPERTY LINE (NON–SURVEYED)
INV.	–INVERT ELEVATION	<<<<	–YARD SWALE
PG.	–PAGE	OHE	–OVERHEAD POWER LINE
PROP.	–PROPOSED	CO	–CLEANOUT
TYP.	–TYPICAL CONSTRUCTION		–POWER POLE
VOL.	–VOLUME	WM	–WATER METER
R.O.W.	–RIGHT–OF–WAY	X.XX%	–PROPOSED FLOW GRADIENT
SAN.	–SANITARY		–PROPOSED FLOW DIRECTION
TA	–TOP OF ASPHALT ELEVATION		–TEMPORARY BENCHMARK
TC	–TOP OF CONCRETE ELEVATION		–GRADE BREAK
TS	–TOP OF SIDEWALK		
NG	–NATURAL GROUND ELEVATION		
HP	–HIGH POINT ELEVATION		
CST	–CENTER OF STREAM ELEVATION		
TOP	–TEMPORARY BENCHMARK		
x X.XX'	–EXISTING ELEVATION		
x X.XX'	–PROPOSED ELEVATIONS		

GENERAL NOTES:

1. THIS DOCUMENT IS NOT A SURVEY OF THE PROPERTY.
2. LEGAL DESCRIPTION:
   TRACT 1: LOT NUMBER ONE (1), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, PAGE 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
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3. FLOOD ZONE:
   THIS TRACT IS LOCATED FLOOD ZONE "AH" (EL.25'): ACCORDING TO THE INSURANCE RATE MAP NUMBER 48061C0590F; EFFECTIVE DATE: FEBRUARY 16, 2018
4. BEARING & DISTANCES SHOWN HEREON ARE BASED OFF "E.S. SUBDIVISION", ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
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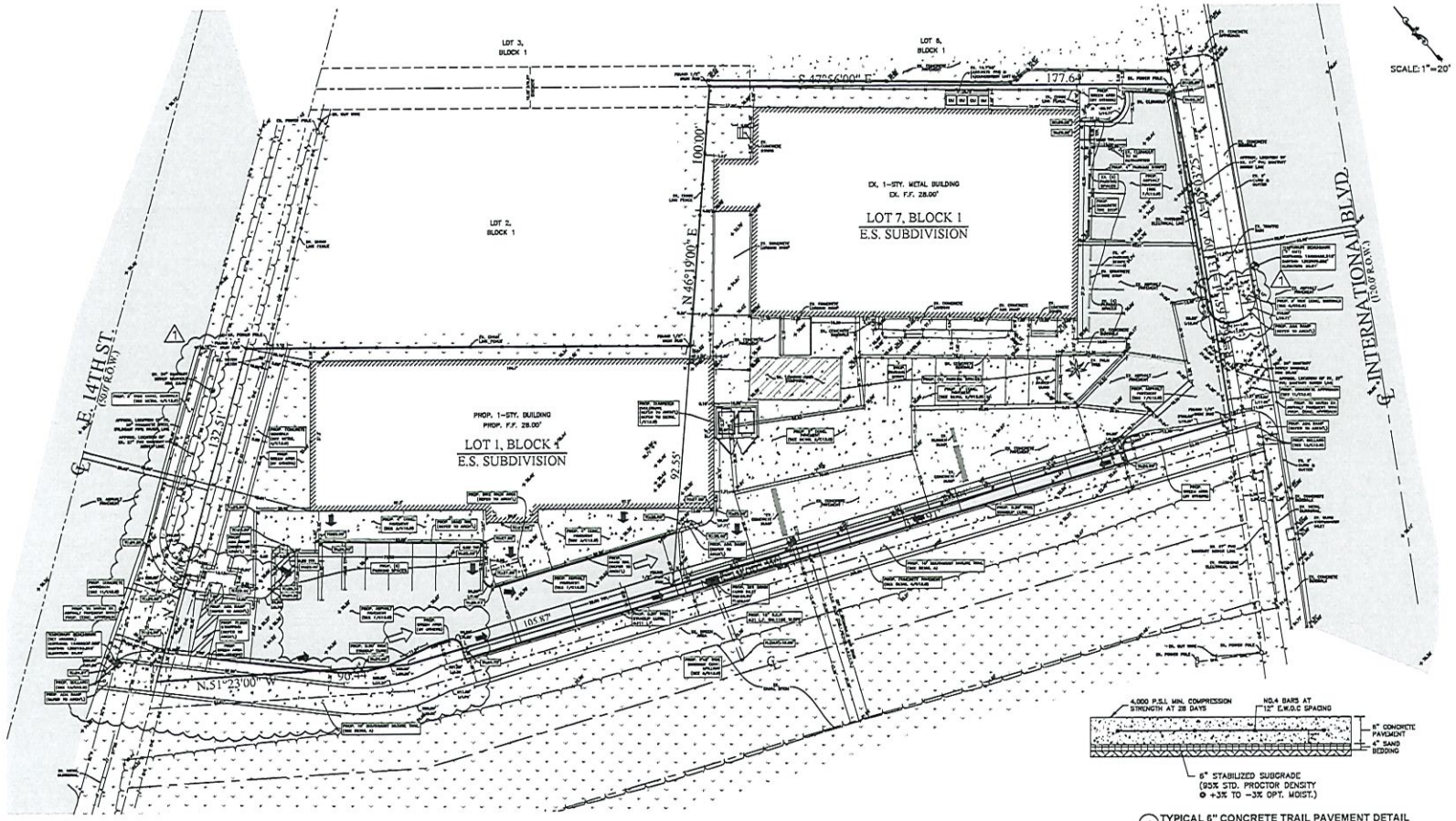
6. DIMENSION SHOWN HEREON IS BASED OFF THE NORTH AMERICAN DATUM 83 (NAD83).
7. SOME IMPROVEMENTS ALONG THE SITE LIMITS HAVE BEEN EXAGGERATED FOR CLARITY PURPOSES AND ARE NOT TO SCALE.
8. SUBSURFACE UTILITIES SHOWN ARE BASED OFF RECORD INFORMATION. CONTRACTOR SHALL FIELD VERIFY SUBSURFACE LOCATION & SIZE BEFORE COMMENCEMENT OF WORK.
9. BEFORE CONSTRUCTION CALL DIGTESS (1–800–344–8411) A NON–PROFIT UTILITY ORGANIZATION
10. BUILDING SETBACKS SHOWN ARE BASED OFF THE MEDIUM INDUSTRIAL "IM" ZONING DISTRICT AND "J" AREA DISTRICT OF THE CITY OF BROWNSVILLE ZONING RULES AND REGULATIONS, AND ARE AS FOLLOWS:
    FRONT SETBACK: N/A
    REAR SETBACK: N/A
    SIDE SETBACK: N/A
11. REFER TO ARCHITECTURAL PLANS FOR STANDARD ADA PEDESTRIAN RAMP AND PARKING LOT STRIPING DETAILS AND SPECIFICATIONS.
12. HORIZONTAL CONTROL SHOWN IS PER ARCHITECTURAL SITE PLAN BY "DESIGN GROUP 692" DATED SEPTEMBER 12, 2023.

PAVING & GRADING DESIGN NOTES:

1. GEOTECHNICAL ENGINEER SHALL BASE DEPTH OF SUBGRADE STABILIZATION (8–INCH MINIMUM THICKNESS) ON STRUCTURAL NUMBER (SN) IN CONJUNCTION WITH PAVEMENT THICKNESS DESIGN.
2. SUBGRADE SHALL BE STABILIZED WITH THE RECOMMENDED PERCENTAGE OF MATERIAL BY WEIGHT AS DETERMINED BY GEOTECHNICAL ENGINEER.
3. FOR SUBGRADE SOIL CONDITIONS WITH A PLASTICITY INDEX (PI) OF 20 OR MORE, THE SUBGRADE SHALL BE STABILIZED WITH LIME. ALL FINAL SOIL PI'S SHALL BE LESS THAN 20.
4. FOR SUBGRADE SOIL CONDITIONS CONTAINING A CLEAN SAND WITH NO CLAY CONTENT, THE SUBGRADE SHALL BE STABILIZED WITH CEMENT SLURRY.
5. FOR SUBGRADE SOIL CONDITIONS CONTAINING SILT, THE SUBGRADE SHALL BE STABILIZED WITH LIME–FLY ASH.
6. ALL SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR AT OPTIMUM MOISTURE PLUS OR MINUS 2 PERCENT.
7. ALL CONCRETE TO BE REMOVED SHALL BE REMOVED EITHER TO AN EXISTING JOIN OR A SAWED JOINT.
8. CONTRACTOR TO REMOVE EXISTING STAND–UP CURB & MATCH EXISTING GUTTER ELEVATION.
9. WHEN MEETING EXISTING CONCRETE PAVEMENT, HORIZONTAL DOWELS SHALL BE USED IF NO EXPOSED REINFORCING STEEL FOR INTERCONNECTION WITH NEW PAVEMENT EXISTS. HORIZONTAL DOWELS SHALL BE GRADE 60, #5 REBARS, 24–INCHES LONG, DRILLED AND EMBEDDED (WITH EPOXY) 9–INCHES MINIMUM INTO THE CENTER OF THE EXISTING SLAB. DOWELS SHALL BE 12–INCHES CENTER TO CENTER, UNLESS OTHERWISE SPECIFIED.
10. CONCRETE PAVEMENTS THICKNESS DESIGN SHALL BE BASED ON AASHTO DESIGN PROCEDURES FOR RIGID PAVEMENTS.
11. ADJUST MANHOLE FRAMES AND COVERS WITHIN THE LIMITS OF THE PAVEMENTS TO MEET THE PROPOSED FINAL TOP OF SLAB.
12. ADJUST MANHOLE FRAMES AND COVERS OUTSIDE THE LIMITS OF THE PAVEMENT TO CONFORM TO THE FINAL GRADING PLAN.
13. ALL GEOTECHNICAL WORK SHALL BE PERFORMED BY OR UNDER THE SUPERVISION OF A CURRENTLY LICENSED PROFESSIONAL ENGINEER OF THE STATE OF TEXAS DISCIPLINE IN THE SCIENCE OF SOIL ANALYSIS.
14. ALL REPORTS AND DOCUMENTS SHALL BE SEALED, DATED, AND SIGNED BY THE ENGINEER RESPONSIBLE FOR THE PREPARATION.
15. CONTRACTOR SHALL FOLLOW ALL PAVEMENT RECOMMENDATION PROVIDED BY A LICENSED GEOTECH ENGINEER AND ANY CONFLICTING RECOMMENDATION SHOWN IN THIS PLAN SET SHALL BE SUPERSEDED BY THE GEOTECH ENGINEERS RECOMMENDATIONS.
16. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE CITY STANDARDS AND SPECIFICATIONS AND THE SPECIFICATIONS OF THE ENGINEER.
17. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL PUBLIC UTILITIES IN THE CONSTRUCTION OF THE PROJECT. ALL MANHOLES, CLEANOUTS, VALVE BOXES, FIRE HYDRANTS, ETC. MUST BE ADJUSTED TO PROPER LINE AND GRADE BY THE CONTRACTOR PRIOR TO AND AFTER THE PLACING OF PERMANENT PAVING. UTILITIES MUST BE MAINTAINED TO PROPER LINE AND GRADING DURING CONSTRUCTION OF THIS PROJECT.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH ALL THE APPROPRIATE UTILITY COMPANIES FOR THE LOCATION OF ALL UTILITIES WITHIN THE CONSTRUCTION AREA.
19. THE PAVING CONTRACTOR SHALL COORDINATE WITH THE UTILITY CONTRACTOR TO INSURE ALL SLEEVING FOR IRRIGATION HAS BEEN INSTALLED PRIOR TO PLACEMENT OF PERMANENT PAVEMENT.
20. ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE RECOMMENDATIONS PER THE GEOTECHNICAL REPORT.
21. TRAFFIC BARRICADES WILL BE REQUIRED FOR PAVING AND STORM SEWER CONSTRUCTION WITHIN THE PUBLIC RIGHT–OF–WAY. BARRICADES SHALL CONFORM TO THE INSTALLATION SHOWN IN THE "1980 TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AS CURRENTLY AMENDED. TEXAS DEPARTMENT OF TRANSPORTATION.
22. CONTRACTOR TO REPAIR ALL EXISTING PAVEMENT ADJACENT TO NEW CONSTRUCTION.
23. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRENCH SAFETY REQUIREMENTS IN ACCORDANCE WITH CITY STANDARDS, TEXAS STATE LAW, AND O.S.H.A. STANDARDS FOR ALL EXCAVATION IN EXCESS OF FIVE FEET IN DEPTH.
24. CONTRACTOR SHALL PROTECT ALL PUBLIC UTILITIES IN THE CONSTRUCTION OF THIS PROJECT.



A TYPICAL 6" CONCRETE TRAIL PAVEMENT DETAIL
SCALE: NTS

CENTRAL PLUMBING & ELECTRIC
LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING
CIVIL AND SURVEYING ASSOCIATES, INC
TBPE FIRM REGISTRATION #: F-2151
TBPLS FIRM REGISTRATION #: 10124100

9/18/23
JUAN V. GARCIA
111413
LICENSED PROFESSIONAL ENGINEER

PERMIT ONLY
THIS DOCUMENT WAS RELEASED FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF J.V. GARCIA, P.E. 111413 ON 9/18/23. IT IS NOT TO BE USED FOR BIDDING, PERMITTING, OR CONSTRUCTION PURPOSES.

PAVING & GRADING PLAN

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

1	PER REVISED ARCHITECTURAL SITE PLAN	09/18/23
ISSUED	DESCRIPTION	DATE

PROJECT NO.	H235018–01
DATE	08–30–2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE: PAVING & GRADING PLAN

SHEET NO.: C6.0

LEGEND:

ARCH'L	–ARCHITECTURAL PLANS
B–B	–BACK TO BACK
CAB.	–CABINET
℄	–RIGHT–OF–WAY CENTERLINE
CONC.	–CONCRETE
EX.	–EXISTING
INV.	–INVERT ELEVATION
PC.	–PACE
PROP.	–PROPOSED
TYP.	–TYPICAL CONSTRUCTION
VOL.	–VOLUME
R.O.W.	–RIGHT–OF–WAY
SAN.	–SANITARY
x X.XX'	–EXISTING SPOT ELEVATION

–ASPHALT PAVEMENT
–CONCRETE PAVEMENT
–GREEN SURFACE
–WOOD FENCE LINE
–EXISTING PROPERTY LINE (SURVEYED)
–EXISTING PROPERTY LINE (NON–SURVEYED)
–OHC– –OVERHEAD POWER LINE
–SS– –SANITARY SEWER MAIN
–W– –WATER MAIN
–CBL– –UNDERGROUND CABLE LINE
–POWER POLE
–CLEANOUT
–WATER METER
–TRAFFIC SIGN

GENERAL NOTES

1. THIS DOCUMENT IS NOT A SURVEY OF THE PROPERTY.
2. LEGAL DESCRIPTION:
   TRACT I: LOT NUMBER ONE (1), E.S. SUBDIVISION, CITY OF BROWNSVILLE, CAMERON COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, PAGE 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
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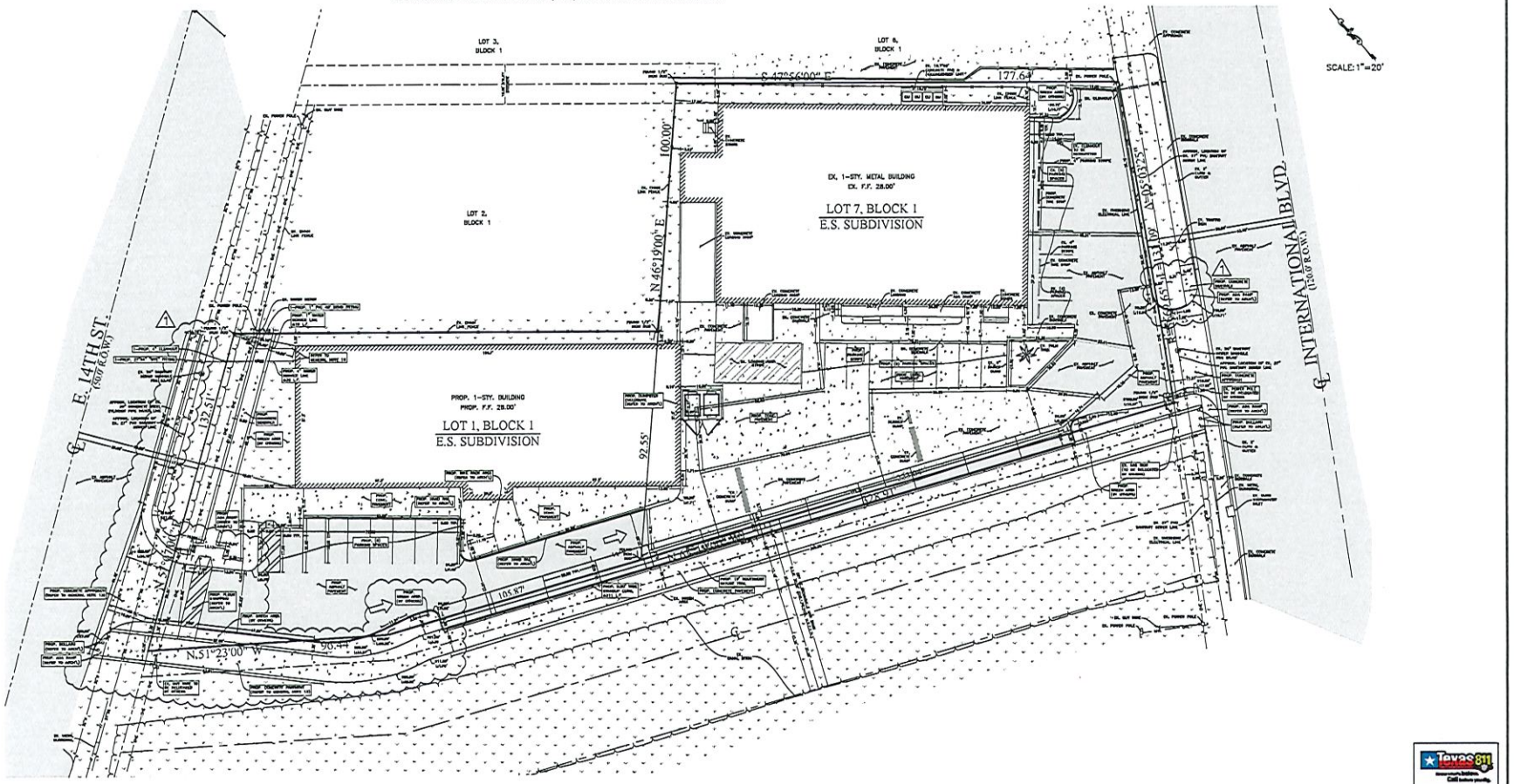
3. FLOOD ZONE:
   THIS TRACT IS LOCATED FLOOD ZONE "AH" (EL:25'): ACCORDING TO THE INSURANCE RATE MAP NUMBER 48061C0590F; EFFECTIVE DATE: FEBRUARY 16, 2018
4. BEARING & DISTANCES SHOWN HEREON ARE BASED OFF "E.S. SUBDIVISION", ACCORDING TO THE MAP THEREOF RECORDED IN CABINET 1, SLOT 242–A, MAP RECORDS OF CAMERON COUNTY, TEXAS.
5. ELEVATIONS SHOWN HEREON IS BASED OFF THE NORTH AMERICAN VERTICAL DATUM 88 (NAVD88)
6. DIMENSION SHOWN HEREON IS BASED OFF THE NORTH AMERICAN DATUM 83 (NAD83).
7. SOME IMPROVEMENTS ALONG THE SITE LIMITS HAVE BEEN EXAGGERATED FOR CLARITY PURPOSES AND ARE NOT TO SCALE.
8. SUBSURFACE UTILITIES SHOWN ARE BASED OFF RECORD INFORMATION. CONTRACTOR SHALL FIELD VERIFY SUBSURFACE LOCATION & SIZE BEFORE COMMENCEMENT OF WORK.
9. BEFORE CONSTRUCTION CALL DIGTESS (1–800–344–8411) A NON–PROFIT UTILITY ORGANIZATION
10. BUILDING SETBACKS SHOWN ARE BASED OFF THE MEDIUM INDUSTRIAL "BC" ZONING DISTRICT AND "J" AREA DISTRICT OF THE CITY OF BROWNSVILLE ZONING RULES AND REGULATIONS, AND ARE AS FOLLOWS:
    FRONT SETBACK: N/A
    REAR SETBACK: N/A
    SIDE SETBACK: N/A
11. REFER TO ARCHITECTURAL PLANS FOR STANDARD ADA PEDESTRIAN RAMP AND PARKING LOT STRIPING DETAILS AND SEPCIFICATIONS.
12. HORIZONTAL CONTROL SHOWN IS PER ARCHITECTURAL SITE PLAN BY "DESIGN GROUP 692" DATED SEPTEMBER 12, 2023.
13. BROWNSVILLE PUBLIC UTILITIES BOARD (BPUB) WILL DO ALL TAPS WITH APPLICATIONS.
14. ALL PROPOSED WATER & SEWER UTILITIES SHALL REMAIN PRIVATE.
15. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL PUBLIC UTILITIES IN THE CONSTRUCTION OF THIS PROJECT. ALL MANHOLES, CLEANOUTS, VALVE BOXES, FIRE HYDRANTS, ETC. MUST BE ADJUSTED TO PROPER LINE AND GRADE BY THE CONTRACTOR PRIOR TO AND AFTER THE PLACING OF PERMANENT PAVING. UTILITIES MUST BE MAINTAINED TO PROPER LINE AND GRADE DURING CONSTRUCTION OF THIS PROJECT.
16. FIELD VERIFY AND COORDINATE WITH MEP ENGINEER & MEP PLANS FOR TIE–IN LOCATIONS AS REQUIRED TO CONNECT TO PROPOSED BUILDING LINES. CONTRACTOR TO ADJUST FLOW LINE ELEVATION TO MEET POSITIVE FLOW REQUIREMENTS.
17. NO ELECTRICAL, WATER, OR SANITARY SEWER SERVICES IN SAME TRENCH.
18. NO PART OF PAVING SHALL BE DONE UNTIL ALL UTILITIES ARE IN PLACE, WHICH INCLUDE ALL ELECTRICAL CONDUITS.
19. MINIMUM 9' SEPARATION BETWEEN WATER & SANITARY SEWER MAIN LINES AND SERVICES.
20. CONTRACTOR TO ENSURE THAT WATERLINE HAS A MINIMUM COVER OF 4' TO TOP OF PIPE.
21. SEWER LINES WILL BE MANDREL AND AIR TESTED BEFORE BEING TIED INTO EXISTING LINE
22. CONTRACTOR TO INSTALL CLEAN–OUT AT SEWER SERVICES AS PER WASTEWATER UTILITY PROVIDER DESIGN STANDARDS AND SPECIFICATIONS.
23. METER BOX LIDS MUST BE TRAFFIC RATED PER WATER UTILITY PROVIDER STANDARDS AND SPECIFICATIONS.
24. ALL FITTINGS SHALL BE CEMENT LINED, GREASED AND WRAPPED IN CLEAR PLASTIC PER WATER AND WASTEWATER UTILITY PROVIDER STANDARDS.
25. FIELD COORDINATE WITH MEP ENGINEER FOR TIE–INS AND TAPS.

PROPOSED DOMESTIC WATER IMPROVEMENT QUANTITIES	
1" SCH–40 PVC LINE	±19 L.F.
1" 45° PVC BEND FITTING	1 TOTAL

PROPOSED SANITARY SEWER IMPROVEMENT QUANTITIES	
4" SCH–40 PVC LINE	±36 L.F.
4" PVC CLEANOUT	1 TOTAL
27"X4" PVC "WYE" FITTING	1 TOTAL



CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC
TBPE FIRM REGISTRATION #F-2931
TBPLS FIRM REGISTRATION #10071

JUAN V. GARCIA
111413
LICENSED
PROFESSIONAL ENGINEER
9/18/23

PERMIT ONLY

THIS DOCUMENT, RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF JUAN V. GARCIA, P.E. 111413 ON 9/18/23, IT IS NOT TO BE USED FOR BIDDING OR CONSTRUCTION PURPOSES.

WATER & WASTEWATER PLAN

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

1	PER SEWER ARCHITECTURAL SITE PLAN	09/18/23
REVISION	DESCRIPTION	DATE

PROJECT NO.	H235018–01
DATE	08–30–2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE
WATER & WASTEWATER PLAN

SHEET NO.
C7.0

Texas 811 Before You Dig. Call before you dig.

LEGEND

- SITE AREA FOR CONSTRUCTION EQUIPMENT AND MATERIALS
- STABILIZED CONSTRUCTION ENTRANCE. PROPOSED EGRESS AND INGRESS FOR CONSTRUCTION VEHICLES
- PROPOSED CONCRETE TRUCK WASHOUT LOCATION
- xSFx — PROPOSED SILT FENCE (SEE DETAILED THIS SHEET)
- PROPOSED AREA OF DISTURBANCE
- PROPOSED SEDIMENT TRAP REQUIRED

NATURE OF CONSTRUCTION ACTIVITY
* CONSTRUCTION OF SANITARY SEWER & POTABLE WATER SERVICE LINES
* CONSTRUCTION OF 2-STORY STUCCO RESIDENTIAL BUILDING
* CONSTRUCTION OF SIDEWALK, DRIVEWAY & APPROACH

SEQUENCE OF MAJOR ACTIVITIES
* CONSTRUCTION OF SANITARY SEWER & POTABLE WATER SERVICE LINES
* CONSTRUCTION OF 2-STORY STUCCO RESIDENTIAL BUILDING
* CONSTRUCTION OF SIDEWALK, DRIVEWAY & APPROACH

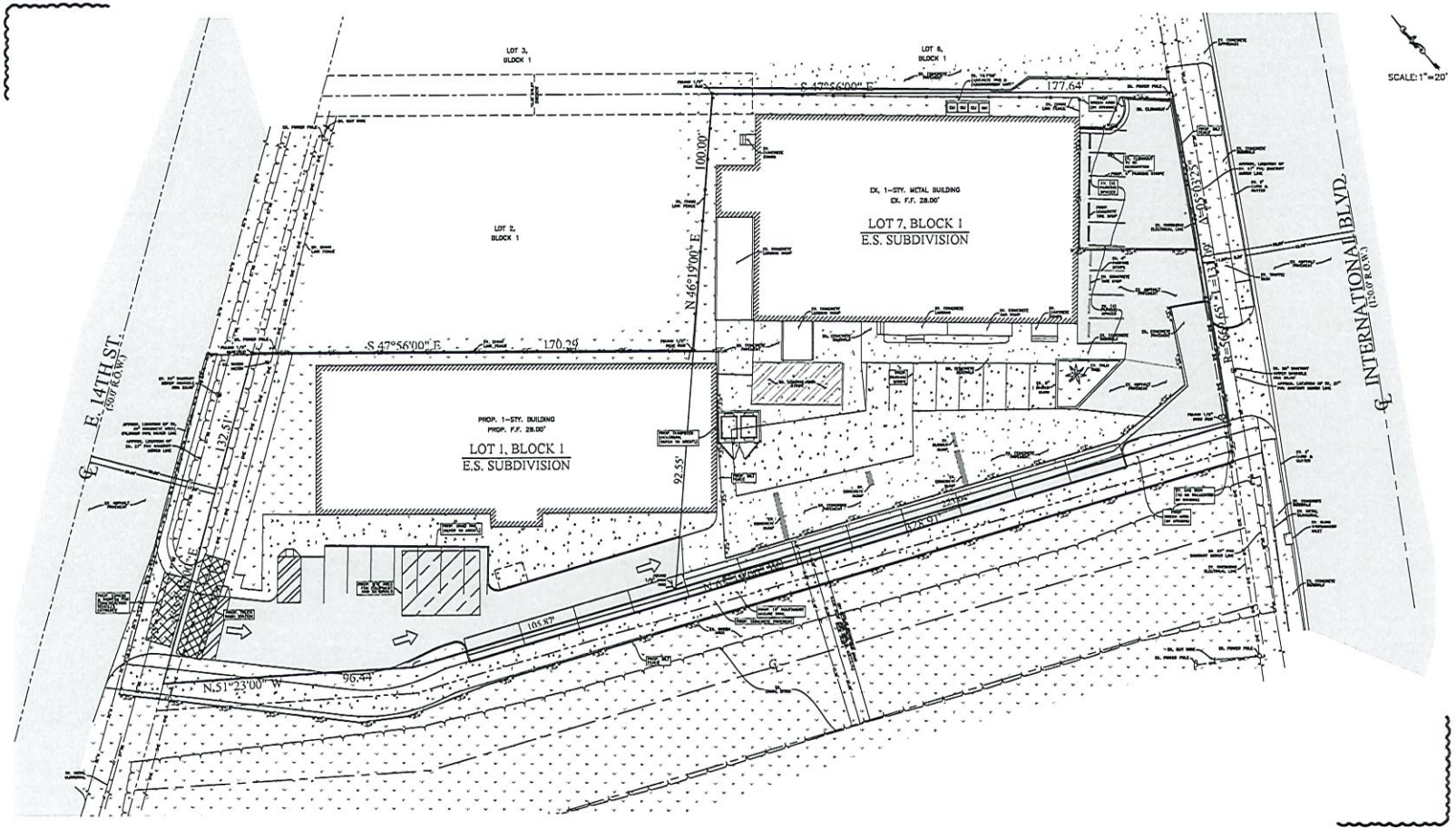
AREA OF SITE
* TOTAL AREA OF DISTURBANCE: 1.21 ACRES

ESTIMATED RUNOFF COEFFICIENT
* PRE-CONSTRUCTION "C" 0.88 (10 YEAR EVENT) RESIDENTIAL USE
* POST-CONSTRUCTION "C" 0.93 (50 YEAR EVENT) RESIDENTIAL USE

SOIL DESCRIPTION:
* HARLINGEN-URBAN LAND COMPLEX (HE)

SITE PLAN SHOWS THE FOLLOWING:
* AREAS OF SOIL DISTURBANCE
* LOCATIONS OF MAJOR STRUCTURAL / NON-STRUCTURAL CONTROLS
* LOCATIONS WHERE STABILIZATION PRACTICES ARE TO OCCUR

NAME OF RECEIVING WATERS
* GULF OF MEXICO
* LAGUNA MADRE



CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC

JUAN V. GARCIA 111413 LICENSED PROFESSIONAL ENGINEER 9/15/23

PERMIT ONLY

THIS SET, APPROVED ON THIS DATE, IS CONDITIONALLY APPROVED PENDING SUBSEQUENT REVIEW OF ANY REVISIONS MADE TO THESE PLANS. ALL WORK SHALL COMPLY WITH THE CITY OF BROWNSVILLE ENGINEERING PRACTICE ACT.

EROSION CONTROL PLAN

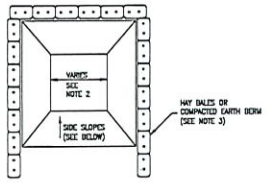
LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

EROSION CONTROL PLAN

SHEET NO. C8.0

Texas 811 Before you dig, Call before you dig.



CONCRETE WASHOUT AREA

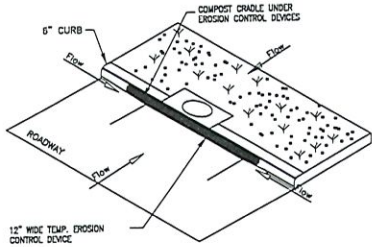
NTS

CONCRETE WASHOUT NOTES:

1. CONCRETE WASHOUT AREA(S) SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE. THE CONCRETE WASHOUT AREA SHALL BE ENTIRELY SELF-CONTAINED.
2. THE CONTRACTOR SHALL SUBMIT THE DESIGN, LOCATION AND SIZING OF THE CONCRETE WASHOUT AREA(S) WITH THE PROJECT'S EROSION AND SEDIMENTATION CONTROL PLAN AND SHALL BE APPROVED BY THE ENGINEER.

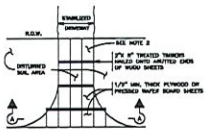
   LOCATION: WASHOUT AREA(S) ARE TO BE LOCATED AT LEAST 50 FEET FROM ANY STREAM, WETLAND, STORM DRAINS, OR OTHER SENSITIVE RESOURCE. THE FLOOD CONTINGENCY PLAN MUST ADDRESS THE CONCRETE WASHOUT IF THE WASHOUT IS TO BE LOCATED WITHIN THE FLOODPLAIN.

   SIZE/TYPE: WASHOUT MUST HAVE SUFFICIENT VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS INCLUDING, BUT NOT LIMITED TO, OPERATIONS ASSOCIATED WITH GROUT AND MORTAR.
3. SURFACE DISCHARGE IS UNACCEPTABLE. THEREFOR, HAY BALES OR OTHER CONTROL MEASURES, AS APPROVED BY THE ENGINEER, SHOULD BE USED AROUND THE PERIMETER OF THE CONCRETE WASHOUT AREA FOR CONTAINMENT.
4. SIGNS SHOULD BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CONCRETE AREA(S) AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS. WASHOUT AREA(S) SHOULD BE FLAGGED WITH SAFETY FENCING OR OTHER APPROVED METHOD.
5. WASHOUT AREA(S) ARE TO BE INSPECTED AT LEAST ONCE A WEEK FOR STRUCTURAL INTEGRITY, ADEQUATE HOLDING CAPACITY AND CHECKED FOR LEAKS, TEARS, OR OVERFLOWS. (AS REQUIRED BY THE CONSTRUCTION SITE ENVIRONMENTAL INSPECTION REPORT) WASHOUT AREA(S) SHOULD BE CHECKED AFTER HEAVY RAIN.
6. HARDENED CONCRETE WASTE SHOULD BE REMOVED AND DISPOSED OF WHEN THE WASTE HAS ACCUMULATED TO HALF OF THE CONCRETE WASHOUT'S HEIGHT. THE WASTE CAN BE STORED AT AN UPLAND LOCATION, AS APPROVED BY THE ENGINEER. ALL CONCRETE WASTE SHALL BE DISPOSED OF IN A MANNER CONSISTENT WITH ALL APPLICABLE LAWS, REGULATIONS, AND GUIDELINES.
7. PAYMENT FOR THIS ITEM IS TO BE INCLUDED UNDER THE GENERAL COST OF THE WORK FOR THE PROJECT, INCLUDING SITE RESTORATION.



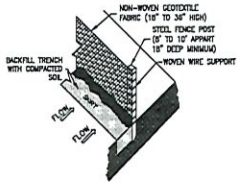
CURB INLET SEDIMENT TRAP

NTS



GENERAL NOTES TYPE 3:

1. THE LENGTH OF THE TYPE 3 CONSTRUCTION EXIT SHALL BE AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. THE TYPE 3 CONSTRUCTION EXIT MAY BE CONSTRUCTED FROM OPEN GRADED CRUSHED STONE WITH A SIZE OF TWO TO FOUR INCHES SPREAD A MIN. OF 4" THICK TO THE LIMITS SHOWN ON THE PLANS.
3. THE TREATED TIMBER PLANKS SHALL BE 2X DIMENSIONAL AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

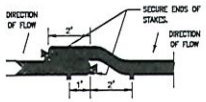


SILT FENCE DETAIL

NTS

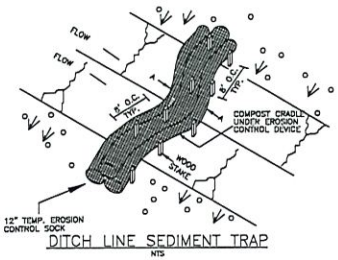
SILT FENCE NOTES:

1. WHERE JOINTS IN THE FABRIC ARE REQUIRED, THE FILTER CLOTH SHOULD BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6" OVERLAP AND SHALL BE SECURELY SEALED.
2. INSPECT FILTER FENCES DAILY DURING PERIODS OF PROLONGED RAINFALL IMMEDIATELY AFTER EACH RAINFALL EVENT, AND WEEKLY DURING PERIODS OF NO RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.



LAP DETAIL

NTS



DITCH LINE SEDIMENT TRAP

NTS

SEDIMENT BASIN & TRAP USAGE GUIDELINES

A SEDIMENT TRAP MAY BE USED TO PRECIPITATE SEDIMENT OUT OF RUNOFF DRAINING FROM AN UNSTABILIZED AREA.

TRAPS: THE DRAINAGE AREA FOR A SEDIMENT TRAP SHOULD NOT EXCEED 5 ACRES. THE TRAP CAPACITY SHOULD BE 1800 CF/ACRE (0.5" OVER THE DRAINAGE AREA).

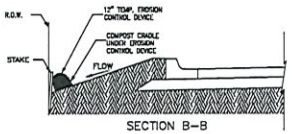
SEDIMENT TRAPS SHOULD BE PLACED IN THE FOLLOWING LOCATIONS:

1. IMMEDIATELY PRECEDING DRAIN INLETS
2. JUST BEFORE THE DRAINAGE ENTERS A WATER COURSE
3. JUST BEFORE THE DRAINAGE LEAVES THE RIGHT OF WAY
4. JUST BEFORE THE DRAINAGE LEAVES THE CONSTRUCTION LIMITS WHERE DRAINAGE FLOWS AWAY FROM THE PROJECT

THE TRAP SHOULD BE CLEANED WHEN THE CAPACITY HAS BEEN REDUCED BY ½ OR THE SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1', WHICHEVER IS LESS. CLEANING AND REMOVAL OF ACCUMULATED SEDIMENT DEPOSITS IS INCIDENTAL AND WILL NOT BE PAID FOR SEPERATELY.

GENERAL NOTES

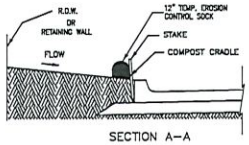
1. LENGTHS OF EROSION CONTROL SOCKS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED. MAXIMUM LENGTH OF SOCKS SHALL BE 30' FOR 12" DIAMETER SOCKS.
2. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE SOCK WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
3. STUFF SOCKS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE DENSITY THAT WILL HOLD SHAPE WITHOUT EXCESSIVE DEFORMATION.
4. STAKES SHALL BE 2" X 2" WOOD
   4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE SOCK.
5. COMPOST CRADLE MATERIAL IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.



SECTION B-B

RIGHT-OF-WAY SEDIMENT TRAP

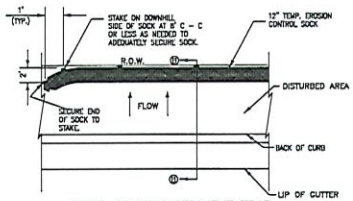
NTS



SECTION A-A

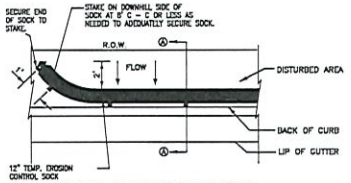
BACK OF CURB SEDIMENT TRAP

NTS



RIGHT-OF-WAY SEDIMENT TRAP PLAN VIEW

NTS



BACK OF CURB SEDIMENT TRAP PLAN VIEW

NTS

EROSION CONTROL GENERAL NOTES:

1. IT IS THE INTENT OF THE INFORMATION PROVIDED ON THIS SHEET AND WITHIN THE SPECIFICATIONS TO BE USED AS THE GENERAL GUIDELINES OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THIS PROJECT TO ESTABLISH A MINIMUM BASIS OF COMPLIANCE WITH STATE AND FEDERAL REGULATIONS. THE CONTRACTOR SHALL PREPARE THE STORM WATER POLLUTION PREVENTION PLAN AND BE SOLELY RESPONSIBLE FOR IT IMPLEMENTATION. THE STORM WATER POLLUTION PREVENTION PLAN SHALL MEET THE REQUIREMENTS SET FORTH IN THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ) TPDES GENERAL PERMITS FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITES PUBLISHED IN THE FEBRUARY 14, 1998 FEDERAL REGISTER.
2. THE STORM WATER POLLUTION PREVENTION PLAN SHOULD ADDRESS THE FOLLOWING:
   A) DEFINE THE CHARACTERISTICS OF THE SITE AND THE TYPE OF CONSTRUCTION WHICH WILL BE OCCURRING;
   B) DESCRIBE THE SITE PLAN FOR THE FACILITY TO BE CONSTRUCTED;
   C) DESCRIBE THE PRACTICES THAT WILL BE IMPLEMENTED TO CONTROL EROSION AND THE RELEASE OF POLLUTANTS IN STORM WATER;
   D) CREATE AN IMPLEMENTATION SCHEDULE;
   E) DESCRIBE THE FINAL STABILIZATION/TERMINATION DESIGN TO MINIMIZE EROSION AND PREVENT STORM WATER IMPACTS AFTER CONSTRUCTION IS COMPLETE.
3. CONTRACTOR SHALL MAKE THE STORM WATER POLLUTION PREVENTION PLAN AVAILABLE UPON REQUEST TO TCEQ.
4. THE CONTRACTOR MUST AMEND PLANS WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE PLAN, OR WHEN THE EXISTING PLAN PROVES INEFFECTIVE. MODIFICATIONS INCLUDING DESIGN AND ALL ADDITIONAL MATERIALS AND WORK SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
5. STABILIZATION MEASURES ARE TO BE INSPECTED AT A MINIMUM OF ONCE EVERY 7 DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN .5 INCHES. REPAIRS AND INADEQUACIES REVEALED BY THE INSPECTION MUST BE IMPLEMENTED WITHIN 7 CALENDAR DAYS FOLLOWING THE INSPECTION.
6. AN INSPECTION REPORT THAT SUMMARIZES INSPECTION ACTIVITIES AND IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE RETAINED AND MARE PART OF THE PLAN.
7. ALL CONTRACTORS AND SUBCONTRACTORS IDENTIFIED IN THE PLAN MUST CERTIFY AS TO AN UNDERSTANDING OF THE TPDES GENERAL PERMIT BEFORE CONDUCTING ANY ACTIVITY IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN.
8. THE CONTRACTOR SHALL ADOPT APPROPRIATE CONSTRUCTION SITE MANAGEMENT PRACTICES TO PREVENT THE DISCHARGE OF OILS, GREASE, PAINTS, GASOLINE, AND OTHER POLLUTANTS TO STORM WATER. APPROPRIATE PRACTICES CAN INCLUDE: DESIGNATING AREAS FOR EQUIPMENT MAINTENANCE AND REPAIR; REGULAR COLLECTION OF WASTE, CONVENIENTLY LOCATED WASTE RECEPTACLES; AND DESIGNATING AND CONTROLLING EQUIPMENT WASHDOWN.
9. THE CONTRACTOR SHALL AMEND OR MODIFY THIS PLAN AS REQUIRED BY CONSTRUCTION MEANS, METHODS AND SEQUENCE. MODIFICATIONS SHALL NOT COMPROMISE THE INTENT OF THE REQUIREMENTS OF LAW AND THIS PLAN. MODIFICATIONS SHALL NOT BE BASIS FOR ADDITIONAL COST TO THE OWNER.
10. AREAS OF CONSTRUCTION ELSEWHERE ON THE JOB SITE SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS.
11. BORROW AREAS, IF EXCAVATED, SHALL BE PROTECTED AND STABILIZED UTILIZING THE PLAN DETAILS. ALL WORK SHALL CONFORM TO GOVERNMENTAL REQUIREMENTS AND BECOME PART OF THE STORM WATER POLLUTION PREVENTION PLAN. THE WORK SHALL BE DONE BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER. IMMEDIATELY UPON COMPLETION OF FINAL GRADING, THIS INCLUDES ALL DITCHES AND EMBANKMENTS. THE CONTRACTOR SHALL MAINTAIN FINAL GRADING AND KEEP SEEDED AREAS WATERED UNTIL FULLY ESTABLISHED AND ACCEPTED BY THE OWNER.
12. THE CONTRACTOR SHALL CONSTRUCT A STABILIZED CONSTRUCTION EXIT AT ALL TRAFFIC EXIT POINTS PRIOR TO EXITING ONTO ANY PAVED ROADWAY.
13. THE CONTRACTOR SHALL CONSTRUCT A REINFORCED FILTER BARRIER AT ALL LOCATIONS SHOWN ON PLANS. THE REINFORCED BARRIER SHALL BE CONSTRUCTED.

CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING
CIVIL AND SURVEYING ASSOCIATES, INC
JUAN V. GARCIA
111413
PERMIT ONLY

EROSION CONTROL PLAN DETAILS

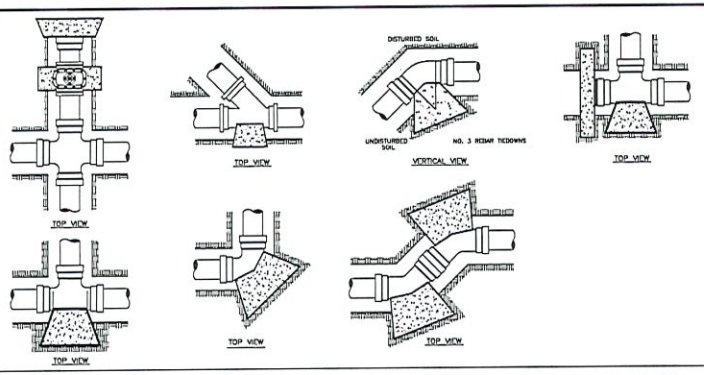
LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	08/16/23

PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
CHECKED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

DRAWING TITLE: EROSION CONTROL PLAN DETAILS

SHEET NO. C9.0



ALL MJ FITTINGS WILL REQUIRE RESTRAINERS (MEGA LUGS) WITH THRUST BLOCKS

NOTES ON THRUST BLOCKING

1. ALL BLOCKING SHALL BE AGAINST UNDISTURBED HAND DUG SOIL AND SHALL BE CONCRETE HAVING A MINIMUM 28 DAY STRENGTH OF 2000 LBS. PER SQUARE INCH.

2. THRUST CALCULATIONS TO BE BASED ON THRUST DUE TO WATER PRESSURE AT 100% OF TEST PRESSURE. THRUST = 2 AP SIN 1/2Θ WHERE A = AREA OF PIPE, P = WATER PRESSURE, Θ = DEFLECTION ANGLE.

3. VERTICAL UPLIFT BLOCKS SHALL BE DESIGNED ON THE BASIS OF 150 LBS. PER CU. FT. FOR CONCRETE AND SOIL AT 120 LBS. PER CU. FT. OVER THE AREA OF BLOCK.

4. VERTICAL DOWN THRUST BLOCKS SHALL BE DESIGNED ON THE BASIS OF 2000 LBS. PER SQ. FT. ALLOWABLE SOIL BEARING PRESSURE. DIMENSION MAY BE DECREASED WITH APPROVAL OF THE ENGINEER IF MEASURED SOIL CONDITIONS PERMIT. IN POOR SOIL CONDITIONS, BLOCK DIMENSIONS SHALL BE INCREASED IN PROPORTION TO ALLOWABLE BEARING VALUE.

5. THRUST BLOCKS ON HORIZONTAL BENDS, TEES, CROSSES, AND REDUCERS SHALL BE SIZED BASED ON 24000 LBS. PER SQ. FT. OF BLOCKING SURFACE AREA IN CONTACT WITH UNDISTURBED SOIL. BLOCK DIMENSIONS MAY BE DECREASED WITH APPROVAL OF THE ENGINEER IF MEASURED SOIL CONDITIONS PERMIT. IN POOR SOIL CONDITIONS, BLOCK DIMENSIONS SHALL BE INCREASED IN PROPORTION TO THE ALLOWABLE BEARING VALUE.

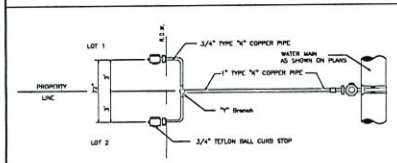
6. ALL BLOCKING SHALL HAVE A MINIMUM SOIL COVER OF 1 FT.

7. ADDITIONAL REINFORCING MAY BE REQUIRED FOR HORIZONTAL BLOCKING TO HANDLE UNUSUAL SHEAR LOADING CONDITIONS.

GENERAL DATA FOR BLOCKING STANDARD FITTING

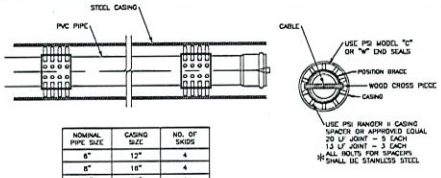
PIPE SIZE	THRUST IN TONS EXERTED AT PLUGS, TEES AND BENDS FOR EACH 100 LBS. PER SQ. IN. OF TEST PRESSURE.					
	PLUG	TEE	90° BEND	45° BEND	22-1/2° BEND	11-1/4° BEND
4"	0.63	0.63	0.89	0.48	0.25	0.12
6"	1.40	1.40	2.05	1.08	0.55	0.28
8"	2.50	2.50	3.55	1.92	0.98	0.49
10"	3.93	3.93	5.55	3.00	1.53	0.77
12"	5.65	5.65	8.00	4.33	2.21	1.11
14"	7.70	7.70	10.88	5.89	3.00	1.51
16"	10.05	10.05	14.21	7.69	3.95	1.97
18"	12.70	12.70	17.99	9.74	4.96	2.49
20"	15.71	15.71	22.22	12.02	6.13	3.08
24"	22.67	22.67	32.09	17.31	8.83	4.43
27"	28.63	28.63	40.48	21.91	11.17	5.61
30"	35.35	35.35	50.00	27.08	13.79	6.93
36"	50.90	50.90	72.98	38.95	19.89	9.98
42"	69.27	69.27	97.97	53.02	27.03	13.58
48"	90.48	90.48	127.96	69.25	35.30	17.74
54"	114.51	114.51	161.94	87.64	44.65	22.45

1 THRUST BLOCK DETAILS
NOT TO SCALE



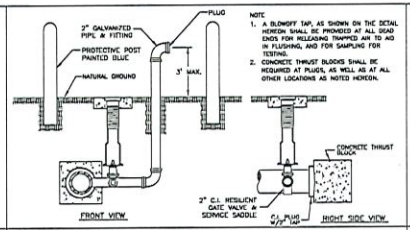
2 TYPICAL DOUBLE SERVICE CONNECTION
NOT TO SCALE

STEEL CASING WALL THICKNESS CHART	
MINIMUM THICKNESS	DIAMETER OF CASING PIPE
1/4"	12" OR LESS
5/16"	OVER 12"-18"
3/8"	OVER 18"-22"
7/16"	OVER 22"-28"
1/2"	OVER 28"-34"
9/16"	OVER 34"-42"
5/8"	OVER 42"-48"
OVER 48" MUST BE APPROVED BY THE WATER UTILITY PROVIDER NOTE: THIS CHART IS ONLY FOR SMOOTH STEEL CASING PIPES WITH MINIMUM YIELD STRENGTH OF 35,000 PSI	

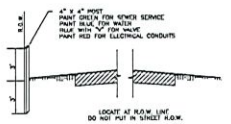


NOMINAL PIPE SIZE	CASING SIZE	NO. OF SKIDS
6"	12"	4
8"	16"	4
12"	20"	4
16"	24"	5

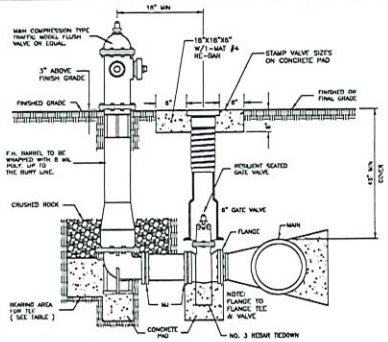
3 PVC PIPE CASING & SKIDS
NOT TO SCALE



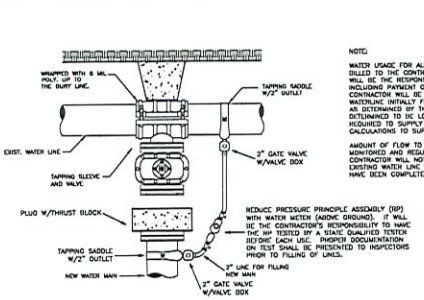
4 TEMP: DEAD END BLOWOFF
NOT TO SCALE



5 SERVICE MARKING FOR NO CURB
NOT TO SCALE



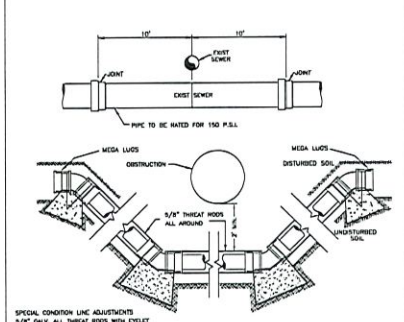
6 FIRE HYDRANT W/VALVE & BOX DETAIL
NOT TO SCALE



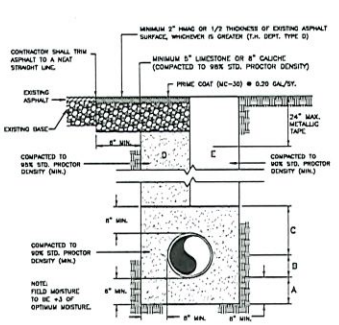
NOTE:
WATER USAGE FOR ALL INITIAL TESTING WILL NOT BE BILLED TO THE CONTRACTOR, ANY RE-TESTING NEEDED WILL BE THE RESPONSIBILITY OF THE CONTRACTOR INCLUDING PAYMENT OF ADDITIONAL WATER NEEDED. CONTRACTOR WILL BE ALLOWED TO FLUSH THE WATERLINE INITIALLY FOR A MAXIMUM OF 12-24 HRS. OR AS DETERMINED BY THE ENGINEER. IF FLUSHING IS DETERMINED TO BE LONGER, THE ENGINEER WILL BE REQUIRED TO SUPPLY THE PROPER DOCUMENTATION AND CALCULATIONS TO SUPPORT SUCH FINDINGS.

AMOUNT OF FLOW TO BE USED FOR FLUSHING WILL BE MONITORED AND REGULATED BY THE INSPECTORS. CONTRACTOR WILL NOT BE ALLOWED TO TIE-IN TO EXISTING WATER LINE UNTIL ALL TEST ON NEW LINES HAVE BEEN COMPLETED AND APPROVED.

7 METHOD FOR FILLING AND FLUSHING NEW WATER LINES
NOT TO SCALE



8 ADJUSTMENTS
NOT TO SCALE



A SAND BEDDING PLACED BEFORE PIPE IS LAID UP TO FLOW LINE OF PIPE (MIN. THICKNESS = 4").

B SAND BACKFILL PLACED AFTER PIPE IS LAID FROM BOTTOM OF PIPE TO SPRING LINE OF PIPE (4" LIFTS, HAND TAMPED).

C SAND BACKFILL PLACED FROM SPRING LINE OF PIPE TO 8" ABOVE TOP OF PIPE (8" LIFTS, HAND TAMPED).

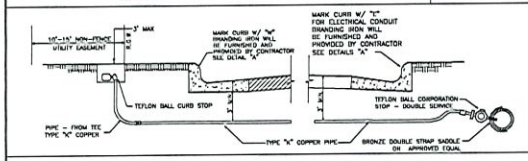
D SAND BACKFILL, CLASS "A" (8" LIFTS, MECHANICAL COMPACTION).

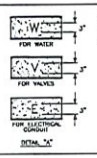
E EARTH BACKFILL, CLASS "B" (12" LIFTS, MECHANICAL COMPACTION).

FOUNDATION PREPARATION (WELLPOINTS, GRAVEL OR CEMENT STABILIZATION, OR APPROVED SUBSTITUTES) SHALL BE REQUIRED WHEN TRENCH BOTTOM IS UNSTABLE.

BACKFILLING AT STRUCTURES SHALL BE PLACED IN UNIFORM LAYERS, MOISTENED AS REQUIRED TO APPROXIMATE OPTIMUM MOISTURE CONTENT, AND COMPACTED TO 95% STD. PROCTOR DENSITY. THE THICKNESS OF EACH LOOSE LAYER SHALL NOT EXCEED 6". STRUCTURE BACKFILL MATERIAL SHALL BE SAND, APPROVED SITE SOIL, OR OTHER APPROVED SUBSTITUTE.

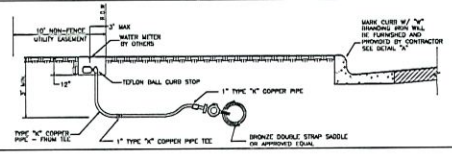
11 TYPICAL PIPE BEDDING AND TRENCH BACKFILL DETAIL
NOT TO SCALE



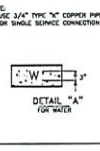


NOTE:
1. USE 3/4" TYPE "K" COPPER PIPE FOR SINGLE SERVICE CONNECTION.
2. 36" MIN. COVER FOR 3/4" THRU 2" SERVICES.
3. MARK CURB W/"V" AT WATER VALVE LOCATIONS. (RAISING IRON WILL BE FURNISHED AND PROVIDED BY CONTRACTOR)

9 TYPICAL LONG SERVICE
NOT TO SCALE



NOTE:
1. USE 3/4" TYPE "K" COPPER PIPE FOR SINGLE SERVICE CONNECTION



10 TYPICAL SHORT SERVICE
NOT TO SCALE

CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC.

JUAN V. GARCIA 111413 LICENSED PROFESSIONAL ENGINEER

PERMIT ONLY

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WATER LINE DETAILS

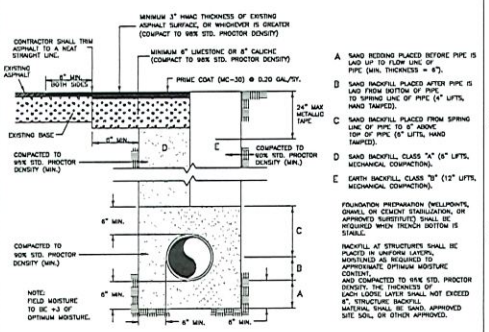
LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	09/15/23

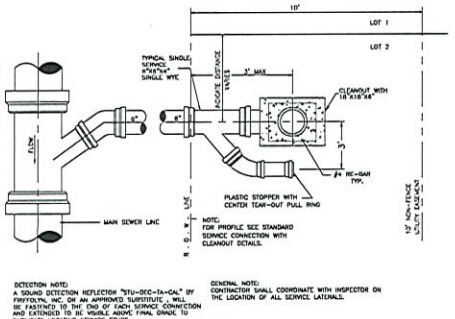
PROJECT NO. H235018-01
DATE 08-30-2023
DRAWN BY A. PERALTA
DESIGNED BY M. ARMENTA
APPROVED BY J.V. GARCIA

DRAWING TITLE
WATER LINE DETAILS

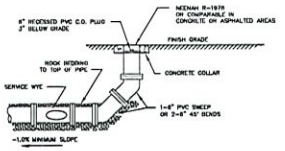
SHEET NO.
C10.0



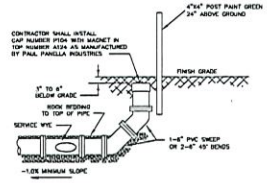
1 TYPICAL PIPE BEDDING AND TRENCH BACKFILL DETAIL
NOT TO SCALE



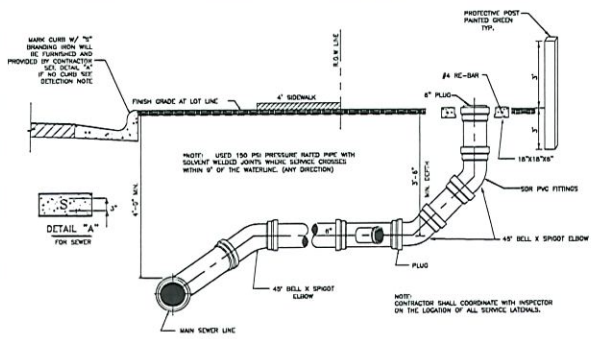
2 PLAN - SINGLE SERVICE
NOT TO SCALE



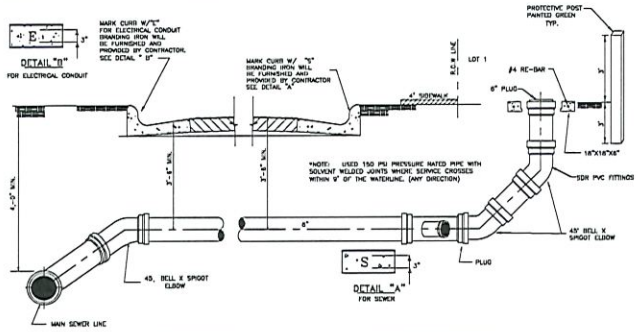
3 CLEANOUT IN PAVEMENT
NOT TO SCALE



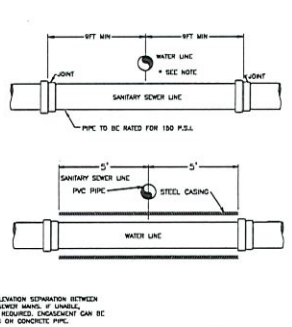
4 CLEANOUT IN LANDSCAPED AREA
NOT TO SCALE



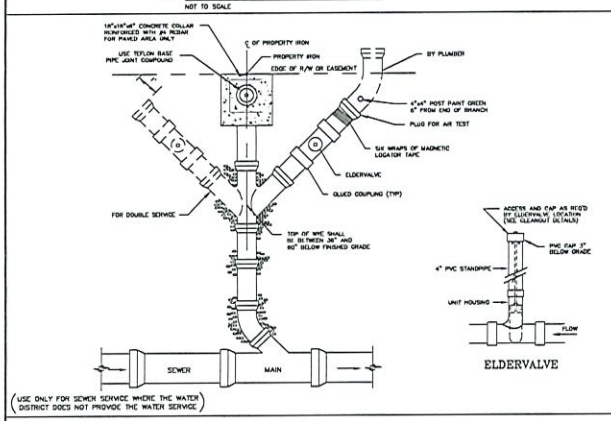
5 TYPICAL SHORT SERVICE CONNECTION WITH STANDARD CLEANOUT
NOT TO SCALE



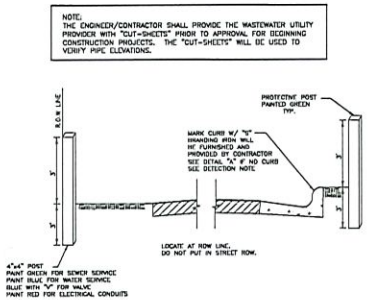
6 TYPICAL LONG SERVICE CONNECTION WITH STANDARD CLEANOUT
NOT TO SCALE



7 TYPICAL WATER & SEWER LINE CROSSING
NOT TO SCALE



8 SEWER SERVICE WITH ELDERVALVE
NOT TO SCALE



9 SERVICE MARKING FOR EXISTING CURB OR NO CURB
NOT TO SCALE

CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING CIVIL AND SURVEYING ASSOCIATES, INC.

JUAN V. GARCIA 111413 LICENSED PROFESSIONAL ENGINEER

PERMIT ONLY

WASTEWATER LINE DETAILS

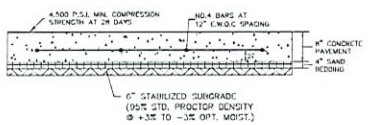
LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION BROWNSVILLE, TEXAS

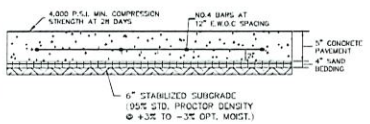
REVISION	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	08/15/23

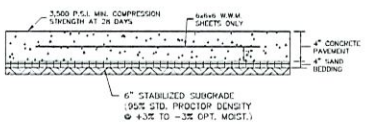
PROJECT NO.	H235018-01
DATE	08-30-2023
DRAWN BY	A. PERALTA
DESIGNED BY	M. ARMENTA
APPROVED BY	J.V. GARCIA

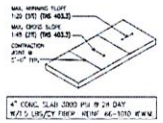
DRAWING TITLE: WASTEWATER LINE DETAILS

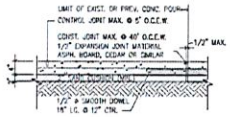
SHEET NO. C11.0



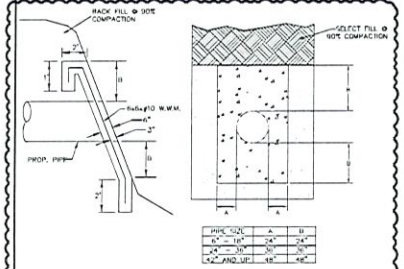




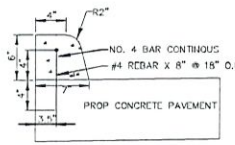




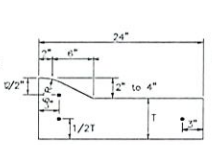
1 8" DUMPSTER PAD PAVEMENT DETAIL
SCALE: NTS



2 5" CONCRETE PAVEMENT DETAIL
SCALE: NTS

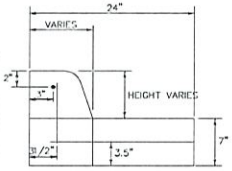


TYPE II (MONOLITHICALLY POURED CURB)



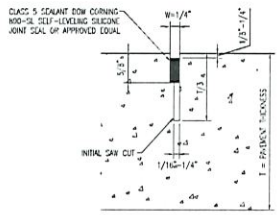
TYPE I (LAY DOWN CUPB)

3 TYPICAL 4" CONCRETE PAVEMENT DETAIL
SCALE: NTS

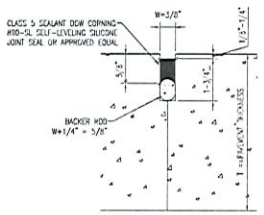


TYPE "A" (BARRIER)

4 TYPICAL SIDEWALK PLAN
SCALE: NTS

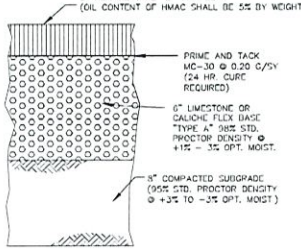


SAWED LONGITUDINAL JOINT

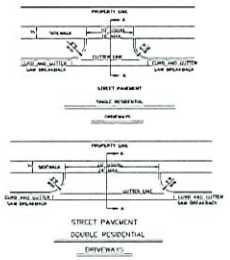


LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT

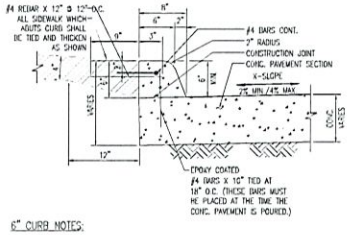
⚠1 5 DRAINAGE CONCRETE SPILLWAY DETAIL
SCALE: NTS



6 STANDARD CURB & GUTTER DETAILS
SCALE: NTS

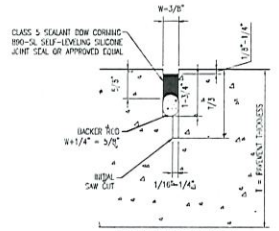


NOTE: REMOVE COMPLETELY THE EXISTING CURB AND GUTTER BACK TO END OF THE RADII FOUR NEW DRIVE APPROACH AND GUTTER MONOLITHICALLY. SIDEWALK IS OPTIONAL FULL RADIUS REQUIRE ON COMMERCIAL AND RESIDENTIAL DRIVEWAYS.

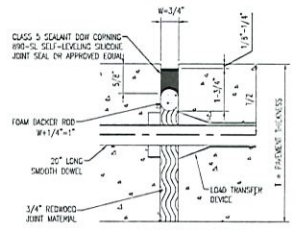


6" CURB NOTES:

1. EXPANSION AND CONSTRUCTION JOINTS OF THE 6" SEPARATE CURB SHALL MATCH THOSE OF THE TIED SIDEWALK AND/OR CONCRETE PAVEMENT, AND SHALL NOT EXCEED 39' O.C. (MAX) SPACING.
2. TRANSVERSE GROOVES 1/8" WIDE BY 1/2" DEEP SHALL BE MADE AT 10' O.C. (MAXIMUM).
3. WHERE NEW CURB JOINS EXISTING CURB AND GUTTER, TRANSITION THE LAST 10' OF THE NEW TO MATCH THE OLD IN SHAPE.
4. EXPANSION JOINTS ON ALL SIDEWALK AND CURB SHALL BE REDWOOD. ALL JOINTS IN 6" SEPARATE CURB SHALL BE SEALED WITH JOINT SEALANT.
5. TRANSVERSE CONTRACTION JOINTS 1/8" WIDE BY 1/2" DEEP SHALL BE CUT IN ALL SIDEWALKS AT 5'-0" INTERVALS (MAXIMUM).



TRANSVERSE SAWED CONSTRUCTION JOINT



EXPANSION JOINT

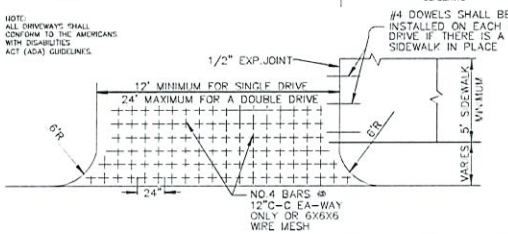
GENERAL NOTES:

1. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE DRAWINGS.
2. THE JOINT RESERVOIR FOR SEALANT SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION AND THE TWO SAWED JOINTS.
3. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE SEALANT MANUFACTURE'S RECOMMENDATION. PRIOR TO BEGINNING OPERATIONS, THE CONTRACTOR SHALL SUBMIT A STATEMENT FROM THE SEALANT MANUFACTURER SHOWING THE RECOMMENDED EQUIPMENT AND INSTALLATION PROCEDURES TO BE USED.
4. THE SAW CUT FOR THE LONGITUDINAL JOINT SHALL BE ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.

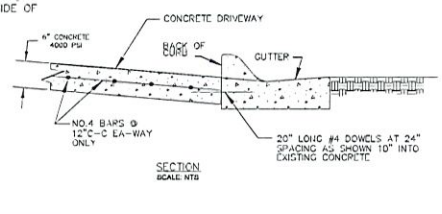
7 TYPICAL ASPHALT PAVEMENT DETAIL
SCALE: NTS

NOTE:
ALL DRIVEWAYS SHALL CONFORM TO THE AMERICANS WITH DISABILITIES ACT (ADA) GUIDELINES.

8 DRIVEWAY TYPICAL DRIVEWAY AND CURB CUT
SCALE: NTS

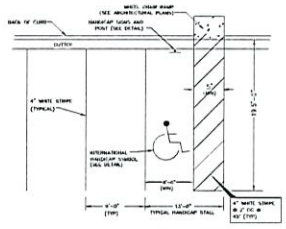


9 TYPICAL 6" CURB DETAIL
SCALE: NTS



SECTION
SCALE: NTS

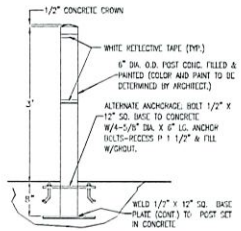
10 TYPICAL JOINT SEALANT COMPOUND DETAIL
SCALE: NTS



12 TYPICAL STRIPING FOR 90° PARKING
SCALE: NTS

NOTES:
1. ALL WALKWAYS, RAMPS, HANDICAP PARKING SIGNAGE, ETC. SHALL MEET APPROVED A.D.A. STANDARDS.
2. 2% MAX. SLOPE IN ALL DIRECTION IN AREAS OF HANDICAP PARKING SPACES

⚠1 13 TYPICAL BOLLARD DETAIL
SCALE: NTS



CENTRAL PLUMBING & ELECTRIC

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION, BROWNSVILLE, TEXAS

CASA ENGINEERING
CIVIL AND SURVEYING ASSOCIATES, INC.

9/15/23
JUAN J. GARCIA
111413
Engineer

PERMIT ONLY

PAVING & GRADING DETAILS

LOT 1 & 7, BLOCK 1, E.S. SUBDIVISION
BROWNSVILLE, TEXAS

NO.	DESCRIPTION	DATE
1	PER REVISED ARCHITECTURAL SITE PLAN	10/11/23

PROJECT NO:	H23501R-01
DATE:	08-30-2023
DRAWN BY:	A. PERALTA
DESIGNED BY:	M. ARMENTA
APPROVED BY:	J.V. GARCIA

DRAWING TITLE:
PAVING & GRADING DETAILS

SHEET NO:
C12.0

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Jarrett Sheldon, Fire Chief
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** to purchase two MTS Power Loads from Stryker Medical in the amount of $92,793.02 as budgeted.(Fire Department)

Summary:
The purchase of two Stryker PowerLoad units for our ambulance fleet is essential to enhance the safety and efficiency of patient loading and unloading processes. The PowerLoad units are innovative, motorized stretcher loading systems designed to reduce the physical strain on EMS personnel, minimize the risk of patient drops, and expedite the transfer of patients into and out of the ambulance.

Project Scope and Analysis:
The long term benefits in terms of reduced workplace injuries, improved patient care, and increased operational efficiency are expected to provide a strong return on investment. Investing in these units demonstrates our commitment to ensuring the safety and well-being of our EMS personnel and patients, aligning with industry standards and regulations.

Funding:

Source: 451-321-742

Amount: $92,793.02

Local Contribution if Applicable: N/A

Recommendation:
Staff recommends approval

Commission Pillar:
Public Safety

Attachments:

1. Procurement Analysis - Stryker

PROCUREMENT SERVICES
PROCUREMENT ANALYSIS

Date: Wednesday, October 11, 2023
To: Mr. John Cowen Jr., City Mayor
From: Mr. Lupe Granado III, Financial Services Director
CC: Mr. Damian Espinoza, Procurement and Contract Manager
Mr. Jarrett Sheldon, Fire Chief

Subject: Agenda Item for the City Commission meeting of Tuesday, October 17, 2023 "Consideration and Action to approve a purchase of two MTS Power Loads from Stryker Medical in the amount of $92,793.02"

Background:

At the request of Mr. Jarrett Sheldon, Fire Chief, the Procurement Division requested to invoke the *Texas Local Government Code Chapter 252 Subchapter (B) Competitive Bidding or Competitive Proposals Required* for the procurement of: two MTS Power Load from Stryker Medical.

Exemption language:

Stryker Medical has provided a sole source affidavit to support that they are the only company able to provide the product the City needs.

Sec. 252.022. GENERAL EXEMPTIONS. (a) This chapter does not apply to an expenditure for: (7) a procurement of items that are available from only one source

PROCUREMENT SUMMARY: Stryker Medical is eligible under this procurement for the purchase of two MTS Power Loads in the amount of $92,793.02 **(Exhibit A)**

stryker

2 PowerLoad

Quote Number: 10773154
Version: 1
Prepared For: BROWNSVILLE FIRE DEPT
Attn:

Rep: Chad Lewis
Email: chad.lewis@stryker.com
Phone Number:

Service Rep: David Cruz
Email: david.cruz@stryker.com

Quote Date: 09/28/2023
Expiration Date: 10/31/2023
Contract Start: 08/31/2023
Contract End: 08/30/2024

Delivery Address		**End User - Shipping**	
Name:	BROWNSVILLE FIRE DEPT	Name:	BROWNSVILLE FIRE DEPT
Account #:	20061413	Account #:	20061413
Address:	1150 E ADAMS ST FL 2	Address:	1150 E ADAMS ST FL 2
	BROWNSVILLE		BROWNSVILLE
	Texas 78520-5804		Texas 78520-5804

Equipment Products:

#	Product	Description	U/M	Qty	Sell Price	Total
1.0	639005550001	MTS POWER LOAD *INCLUDES FLOOR PLATE*	PCE	2	$31,680.60	$63,361.20

Equipment Total: $63,361.20

ProCare Products:

#	Product	Description	Months	Qty	Sell Price	Total
2.1	POWERLOAD-PROCARE	Power Load for MTS POWER LOAD *INCLUDES FLOOR PLATE* *08/31/2023 - 08/30/2030* √ Parts, Labor, Travel √ Preventative Maintenance √ Batteries Service	84	2	$14,319.90	$28,639.80

ProCare Total: $28,639.80

Price Totals:

Estimated Sales Tax (0.000%):	$0.00
Freight/Shipping:	$792.02
Grand Total:	$92,793.02

Prices: In effect for 30 days

Terms: Net 30 Days

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Will Trevino, First Assistant City Attorney
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** to adopt **Resolution Number 2023-123** denying Texas Gas Service Company, A Division of One Gas, Inc. ("Company"), statement of intent to increase rates filing; authorizing the hiring of Lloyd Gosselink Rochelle & Townsend; and requiring Company to reimburse the City's reasonable rate case expenses. (City Attorney's Office/City Manager's Office)

Summary:
On June 30, 2023, Texas Gas Service Company (TGS or Company) filed a Statement of Intent to Increase Rates application with each of the cities in their Rio Grande Valley service areas. In the filing, the Company asserted that it is entitled to a $9.81 million increase or a 25.94% increase over current adjusted revenues, excluding gas costs.

In June, the Cities Served by Texas Gas Service Company (Cities) engaged the services of consultants to review the Company's filing. The consultants identified numerous unreasonable expenses and proposed significant reductions to the Company's request. Accordingly, Cities' attorney recommends that all Cities members adopt the Resolution denying the rate change. Once the Resolution is adopted, TGS will have 30 days to appeal the decision to the Railroad Commission where the appeal will be consolidated with TGS' filing for the environs and those cities that have relinquished their jurisdiction (i.e. Gas Utility Docket 14399) currently pending at the Commission.

Under the law, cities with original jurisdiction over this matter have 125 days from the initial filing to take final action on the application. By the agreement of the parties, this deadline was suspended until December 1, 2023. As such, all cities with original jurisdiction will need to adopt the resolution no later than December 1.

Project Scope and Analysis:
Purpose of the Resolution:

The purpose of the Resolution is to deny the rate application and consolidation proposed by TGS.

Explanation of "Be It Ordained" Paragraphs:

1. This paragraph finds that the Company's application is unreasonable and should be denied.

2. This section states that the Company's current rates shall not be changed.

3. The Company will reimburse Cities for their reasonable rate case expenses. Legal counsel and consultants, approved by the Cities, will submit monthly invoices that will be forwarded to TGS for reimbursement.

4. This section merely recites that the Resolution was passed at a meeting that was open to the public and that the consideration of the Resolution was properly noticed.

5. This section provides TGS and counsel for the cities will be notified of the City's action by sending a copy of the approved and signed resolution to counsel.

Funding:

Source: Not Applicable

Amount:

Local Contribution if Applicable:

Recommendation:
Staff recommends approval.

Commission Pillar:
Governance

Attachments:
1. Denial Resolution TGS Rate Case 2023

RESOLUTION NO. 2023-123

A RESOLUTION OF THE CITY OF BROWNSVILLE, TEXAS FINDING THAT TEXAS GAS SERVICE COMPANY'S, A DIVISION OF ONE GAS, INC., STATEMENT OF INTENT TO INCREASE RATES FILING WITHIN THE CITY SHOULD BE DENIED; FINDING THAT THE CITY'S REASONABLE RATE CASE EXPENSES SHALL BE REIMBURSED BY THE COMPANY; FINDING THAT THE MEETING AT WHICH THIS RESOLUTION IS PASSED IS OPEN TO THE PUBLIC AS REQUIRED BY LAW; REQUIRING NOTICE OF THIS RESOLUTION TO THE COMPANY AND LEGAL COUNSEL.

WHEREAS, the City of Brownsville, Texas ("City") is a gas utility customer of Texas Gas Service Company, a Division of ONE Gas, Inc., ("TGS" or "Company") within the unincorporated areas of the Rio Grande Valley Service Area, and a regulatory authority with an interest in the rates and charges of TGS; and

WHEREAS, the City is a member of Cities Served by Texas Gas Service Company ("Cities") (such participating cities are referred to herein as "Cities"), a coalition of similarly situated cities served by TGS that have joined together to efficiently and cost effectively review and respond to natural gas issues affecting rates charged in the TGS' Rio Grande Valley Service Area; and

WHEREAS, on or about June 30, 2023, TGS filed with the City a Statement of Intent to Increase Rates seeking to increase natural gas rates by $9.81 million annually and to all customers residing in the City; and

WHEREAS, Cities is coordinating its review of TGS' Statement of Intent filing and designated attorneys and consultants to resolve issues in the Company's filing; and

WHEREAS, through review of the application, Cities' consultants determined that TGS' proposed rates are excessive; and

WHEREAS, the Cities' members and attorneys recommend that Cities members deny the Statement of Intent; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF BROWNSVILLE, TEXAS:

Section 1. That the rates proposed by TGS to be recovered through its gas rates charged to customers located within the City limits, are hereby found to be unreasonable and shall be denied.

Section 2. That the Company shall continue to charge its existing rates to customers within the City.

Section 3. That the City's reasonable rate case expenses shall be reimbursed in full by TGS within 30 days of the adoption of this Resolution.

Section 4. That it is hereby officially found and determined that the meeting at which this Resolution is passed is open to the public as required by law and the public notice of the time, place, and purpose of said meeting was given as required.

Section 5. That a copy of this Resolution shall be sent to TGS and to Thomas Brocato, General Counsel to the Cities Served by Texas Gas Service Company at Lloyd Gosselink Rochelle & Townsend, P.C., 816 Congress Avenue, Suite 1900, Austin, Texas 78701.

PASSED AND APPROVED this 17th day of October, 2023.

_____
John Cowen, Jr., Mayor

ATTEST:

_____
Yolanda (Yoli) Galarza-Gomez, TRMC
City Secretary

APPROVED AS TO FORM:

_____
Guillermo (Will) S. Trevino
City Attorney

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Joel Garza, Mobility Director
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on 2023 Brownsville Roadway Capital Recovery Fee and signed recommendation letter from the Capital Improvement Advisory Committee (CIAC) on specifications regarding Land Use Assumptions, Capital Improvement plans for roads and calculated cost per service area, and maximum collection rate per service unit. (Multimodal Transportation Department)

Summary:
The Public Hearing on 2023 Brownsville Roadway Capital Recovery Fee and signed recommendation letter from the Capital Improvement Advisory Committee (CIAC) on specifications regarding Land Use Assumptions, Capital Improvement plans for roads, calculated cost per service area, and maximum collection rate per service unit signifies the City of Brownsville's commitment to transparent and responsible fiscal planning for its roadway infrastructure. During this hearing, the public and stakeholders can learn about and provide input on the proposed 2023 Roadway Capital Recovery Fee, vital for funding road infrastructure projects. The CIAC's signed recommendation letter emphasizes the importance of community involvement and expert advice in decision-making, covering key aspects like Land Use Assumptions, Capital Improvement plans, cost estimates for various service areas, and maximum collection rates per service unit. This event fosters open dialogue, ensuring that transportation infrastructure policies align with community needs and benefit from expert insights while promoting transparency and equitable decision-making.

Project Scope and Analysis:
The City Commission of Brownsville, Texas, passed a resolution to establish a public hearing date for the consideration of adopting capital recovery fees for roadway facilities. This action follows an earlier authorization of a study to determine the feasibility of such fees in accordance with Texas Local Government Code Chapter 395. The resolution confirms the accuracy of the recitals and sets the public hearing for September 19, 2023, at 5:00 p.m. in the City Commission Chambers at Brownsville City Hall. Notice of this hearing will be published in local newspapers, and the City Secretary is tasked with ensuring that all necessary notifications are sent to interested parties. Furthermore, the Capital Recovery Fee Report was made available to the

public from August 11, 2023, onwards at City Hall. For further discussion and public awareness, the City is recommending continuation of the Public Hearing.

Funding:

Source: NA

Amount: 00.00

Local Contribution if Applicable: 0.00

Recommendation:

Multimodal Transportation Staff recommends leaving the public hearing open until January 16 of 2024 with the intent of providing more community engagement and transparency with the public. This will give the public more opportunities to express their ideas and comments on the CRF program.

Commission Pillar:

Economic Development; Planning, Zoning, and Development; Infrastructure; Government

Attachments:

1. CIAC recommendations
2. BTX - Capital Recovery Fee Revised Final Report_Rev8-18-2023
3. CRF Event Timeline

TO: **The Brownsville Mayor and City Commission**
FROM: **Juan Pequeno, Chairman, *Capital Improvements Advisory Committee (CIAC)***
DATE: **September 5, 2023**
SUBJECT: **CIAC Recommendation – Roadway Capital Recovery Fee Program and Collection Rate**

In accordance with Texas Local Government Code, the Brownsville Capital Improvements Advisory Committee (CIAC), which consists of members of the Brownsville community has been conducting meetings with City Staff and the City's consultants for the development of a capital recovery fee program for roads in Brownsville, Texas. Over the course of study, the CIAC has received data regarding Land Use Assumptions (2023-2033), roadway Capital Improvements Plan and associated costs, and the resultant cost per service unit calculations for determining capital recovery fees.

After review and comment of the information, the CIAC recommends the following:

- Approval of the Land Use Assumptions and associated population and employment growth forecasts over the ten-year planning period 2023-2033,
- Approval of the capital recovery fee Capital Improvement Plans for roads and the calculated cost per service unit for each service area, and
- Approval of the calculated maximum collection rate per service unit, as outlined in the table.

The CIAC believes that the implementation of road capital recovery fees would benefit the city in the development and implementation of specific road capital improvements over the long-term within the city. The CIAC came to these conclusions after deliberation that considered the cost of needed infrastructure to address continued growth of the city, cost impacts to Brownsville citizens, and that a fair share cost should be borne by new development. Even with the capital recovery fee program, Brownsville citizens would be contributing at least 50% of the cost of future infrastructure.

While the majority of the committee is in favor of the implementation of capital recovery fees, the committee is mindful of the potential impacts on the future of development in the City of Brownsville. While the committee believes that

CRF Cost per Service Unit Summary

Service Area	Full Cost per Service Unit (veh-mi)	Credited Cost per Service Unit (veh-mi)
1	$1,272	$636
2	$3,764	$1,182
3	$534	$267
4	$1,320	$660
5	$6,322	$3,161
6	$6,548	$3,274
7	$2,024	$1,012
8	$5,128	$2,564
9	$1,720	$860
10	$2,230	$1,115
11	$2,308	$1,154
12	$5,760	$2,880
13	$0	$0
14	$3,672	$1,836
15	$5,070	$2,535
16	$4,478	$2,239
17	$0	$0
18	$2,178	$1,089
19	$0	$0

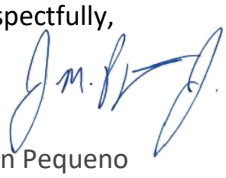
development should bear its fair share of the cost of capital improvements, especially those that will be a benefit to future developments, an overall consideration of the committee in its deliberations was that the committee does not want to stifle development, or dissuade future development due to high costs associated with capital improvement. With these considerations in mind, the committee believes the following to be the key policy considerations for the implementation of a road capital recovery program:

1. **Implementation**:
    - A 12-month delayed start from the approval of such program by the Commission to allow for systems implementation and internal staff training.
    - Initiate the program at a low rate and incrementally increase collections.
2. **Collection Rate:**
    - Residential Development: $2,000 fee per single-family residential dwelling unit, as applicable, with a 5% per year increase, where applicable, until the first programmatic update at which collection rates would then be re-considered.
    - Non-Residential Development: A collection rate of 25% of maximum allowable per service area, with 5% per year until the first programmatic update at which collection rates would then be re-considered.
3. **Exemptions:**
    - **Historic Downtown Brownsville (as defined by applicable City Ordinance):**
        - Exemption for <u>All Land Uses</u> within the Historic Downtown Brownsville to align with Commission Vision of the district as well as to promote development within the core of the community and reduce development sprawl.
    - **Residential Development:**
        - Single-family residential developments that are 80% complete at the time of program adoption, as evidenced through issuance of Certificates of Occupancy, the remaining 20% shall be exempt from road CRF. Further, any residential development that are 80% complete, within 5 years of plat approval, the remaining 20% shall be exempt.
        - Mixed-Use Developments with a residential component in which 25% is dedicated for workforce housing, shall receive a CRF reduction of 25% on the entire development.
        - **Business Development:** Businesses that have been operating within the city limits for at least five (5) years, as documented through city tax rolls, and are expanding their existing building, shall be exempt from additional CRF fees.

The development of the capital recovery program has been observed to be consistent with technical and administrative requirements as defined in TLGC Chapter 395, and a transparent engagement process undertaken that consisted of four CIAC Meetings, outreach by the Consultant Team to meet with City Commissioners, engagement as part of the Mobility Plan Town Hall Meeting, and required Public Resolutions, Noticing and Hearings with the City Commission.

As a funding mechanism for the city, the CIAC recommends that the Commission consider approval of the Capital Recovery Fee Program and the supporting components of Land Use Assumptions, Capital Improvements Plan, and policy/collection considerations as defined above.

Respectfully,



Juan Pequeno
Chairman, Capital Improvements Advisory Committee

Brownsville Capital Improvements Advisory Committee

Juan M. Pequeno, Jr., CIAC Chairman
Craig Grove, CIAC Vice-Chair
Mariana Chave
Alejandro Najera
Rick Canales
Victor Alvarez, ETJ Representative
Edward Saldivar

2023

BROWNSVILLE ROADWAY CAPITAL RECOVERY FEE FINAL REPORT

August 10, 2023

Revision 8-18-2023

City of BROWNSVILLE Texas
On the Border, By the Sea, and Beyond

FREESE AND NICHOLS

ATG

AECOM

BTX Mobility Plan

BROWNSVILLE ROADWAY

CAPITAL RECOVERY FEE

FINAL REPORT

8/18/2023

FREESE AND NICHOLS, INC.
TEXAS REGISTERED
ENGINEERING FIRM
F-2144

August 10, 2023

Revision 8-18-2023

City of BROWNSVILLE Texas
On the Border, By the Sea, and Beyond

FREESE AND NICHOLS

ATG DCCM

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Appendix G: Roadway Service Area Analysis Summary

Appendix H: Land Use Assumptions and Road Capital Recovery Fee Program Development Report, March 2023

Executive Summary

Capital recovery fee programs have assisted many communities across Texas with implementing transportation improvements to maintain pace with growth. Upon adoption of state enabling legislation in 1987, El Paso, Farmers Branch, and Arlington became some of first cities to adopt this funding mechanism. Since then, many communities across the state have implemented such programs. More recently, with changes promulgated by the state legislature limiting revenue sources by Texas cities, many are looking to capital recovery fees as a funding mechanism to address growth needs.

Unique to capital recovery programs, is that facilities identified in the capital improvement plan are considered "offsite" to new development. However, when considering the traffic implications created by new development on the roadway network, capital recovery fees provide a means to offset rising implementation costs. Further, such programs partially shift the burden of new facility construction from the existing taxpayers, the residents of Brownsville.

The purpose of this report is to document the methodology used in the development of road capital recovery fees in the City of Brownsville. The methodology used herein satisfies all requirements stipulated in state law for the establishment and implementation of road capital recovery fees.

Overview of Capital Recovery Fees

Codified in Chapter 395 of the Texas Local Government Code, capital recovery fees (CRF) are a one-time charge imposed to new development to fund specific capital improvements such as new roads or widenings necessitated and attributable to new development over a ten-year planning period. In Texas, capital recovery fees are limited to roads, water, wastewater, and drainage facilities (Texas State Statute, 1987-2023) defined in a specific capital improvements plan and further rooted in adopted City Master Plans.

For roads, capital recovery fees are restricted to facilities within city limits and further within defined service areas. Statutory requirements mandate that capital recovery fees be based on a specific list of improvements, which are also arterial and collector class roads from the City's official Thoroughfare Plan, be identified in the program and only the cost attributed (and necessitated) by new growth over a ten-year period may be considered. As projects in the program are completed, planned costs are updated with actual costs

to reflect the capital expenditure of the program more accurately. New capital improvement projects may also be added to the program as defined by the city. Roads in this capital recovery program stem from the newly developed BTX Mobility Plan.

Legislative Authority

State legislation enables local governments to implement and levy capital recovery fees on new development. The law further stipulates specific requirements for program development, administration, and fee assessment and collection. Capital recovery fees are required to be updated every five years but may be updated more frequently to address unanticipated changes in growth.

The requirements set forth in Chapter 395 address two rational nexus tests as defined by U.S. Supreme Court rulings. First, a reasonable connection between the need for additional capital facilities because of growth must be defined. Second, a reasonable connection between the expenditure of the funds collected and the benefit to the new development must be shown.

Procedurally, such programs require the appointment and comment of a capital improvements advisory committee, development of land use assuptions, capital improvements plan, technical calculations for the cost per service unit, public noticing and hearings, and an adoption of an ordinance imposing the capital recovery fee. For new programs, a two-step public hearing process is required. The first public hearing considers future city growth in the form of land use assumptions and the capital improvement program, and the second public hearing considers the final report calculations, recommendations from the Capital Improvements Advisory Committee (CIAC), public deliberation, and supporting ordinance of adoption (City of Brownsville, Texas, 2022).

Two public hearings have been held for the implementation of this program. The first public hearing, held in April 2023, adopted land use assumptions addressing growth for the planning period (TLGC Section 395.001(5)) 2023-2033 and the road capital improvements plan (CIP) aimed at addressing growth needs. The second public hearing, to be held in September 2023, will contemplate adoption of the Road CRF and collection rates.

Capital Recovery Fee History in Brownsville, TX

In 1990, the Brownsville Public Utilities Board undertook an extensive look at capital recovery fees for public utilities. In 2009, the City amended utility capital recovery fees to $2,133 per lot, but was rescinded within two months as City Commission members called for more studies into capital recovery fees. In 2016, the water and wastewater capital recovery fees were amended to $800 and $1,600

per lot for defined service areas. While the Brownsville Utility Disctrict currently levies water/wastewater fees, the City does not currently levy road capital recovery fees (Brownsville Public Utilities Board, 2016).

Technical Elements

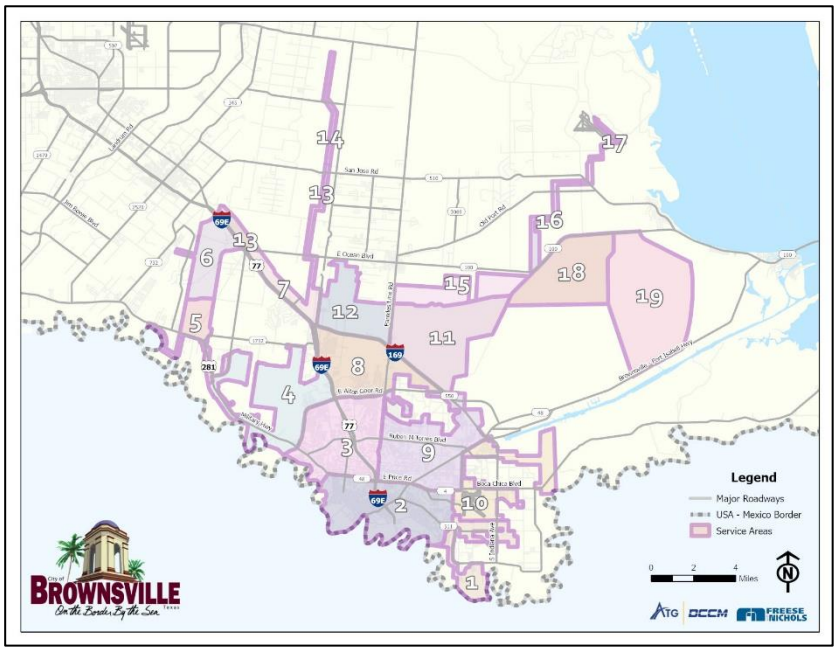
The following summarizes technical elements required per Chapter 395 (TLGC Section 395.001(1-10)) for the establishment and update of capital recovery programs.

Service Areas

Limited to six miles within the city limits, service areas ensure that roadway improvements are built near new development paying the fees. Nineteen (19) service areas were created for the road program in Brownsville.

Service Units

Vehicle-miles of travel in the PM peak hour is the most effective service unit for calculating and assessing CRFs. Vehicle-miles establish a relationship between the intensity of land development and the demand on the roadway system by new development. The PM peak hour is used as the period for assessment because typically the greatest demand for roadway capacity occurs during this hour. Additionally, roadways are sized to meet this demand and roadway



capacity can more accurately be defined on an hourly basis. With this service unit, it is possible to determine utilization of roads by existing development, quantify capacity made available by the capital improvements plan, and quantify the impact onto the road network by proposed development when coupled with a land use equivalency table by specific land use type through published trip generation data and average trip length.

Land Use Assumptions

A key component at the outset of the development of the capital recovery fees is the establishment of land use assumptions (LUA) that

address growth and development over a ten-year planning period (TLGC Section 395.001(5)) and were developed for the period 2023-2033. These land use assumptions, which include population and employment projections, became the basis for which a capital improvements plan (CIP) for roadway facilities was defined. The Land Use Assumptions and Road Capital Improvements Plan for Capital Recovery Fee Program Development Dated March 2023 were approved by the CIAC in January 2023, and adopted by the City Commission on April 18, 2023.

Population and Employment Growth 2023-2033

Year	Housing Units	Population	Employment			
			Basic	Service	Retail	Total
2023	61,018	211,162	13,197	40,552	18,606	72,355
2033	75,702	248,653	22,772	54,474	24,205	101,451
Growth	***10,671***	***37,491***	***9,575***	***13,922***	***5,599***	***29,096***
Growth Rate	*2.18%*	*1.65%*	*5.61%*	*3.00%*	*2.67%*	*3.44%*

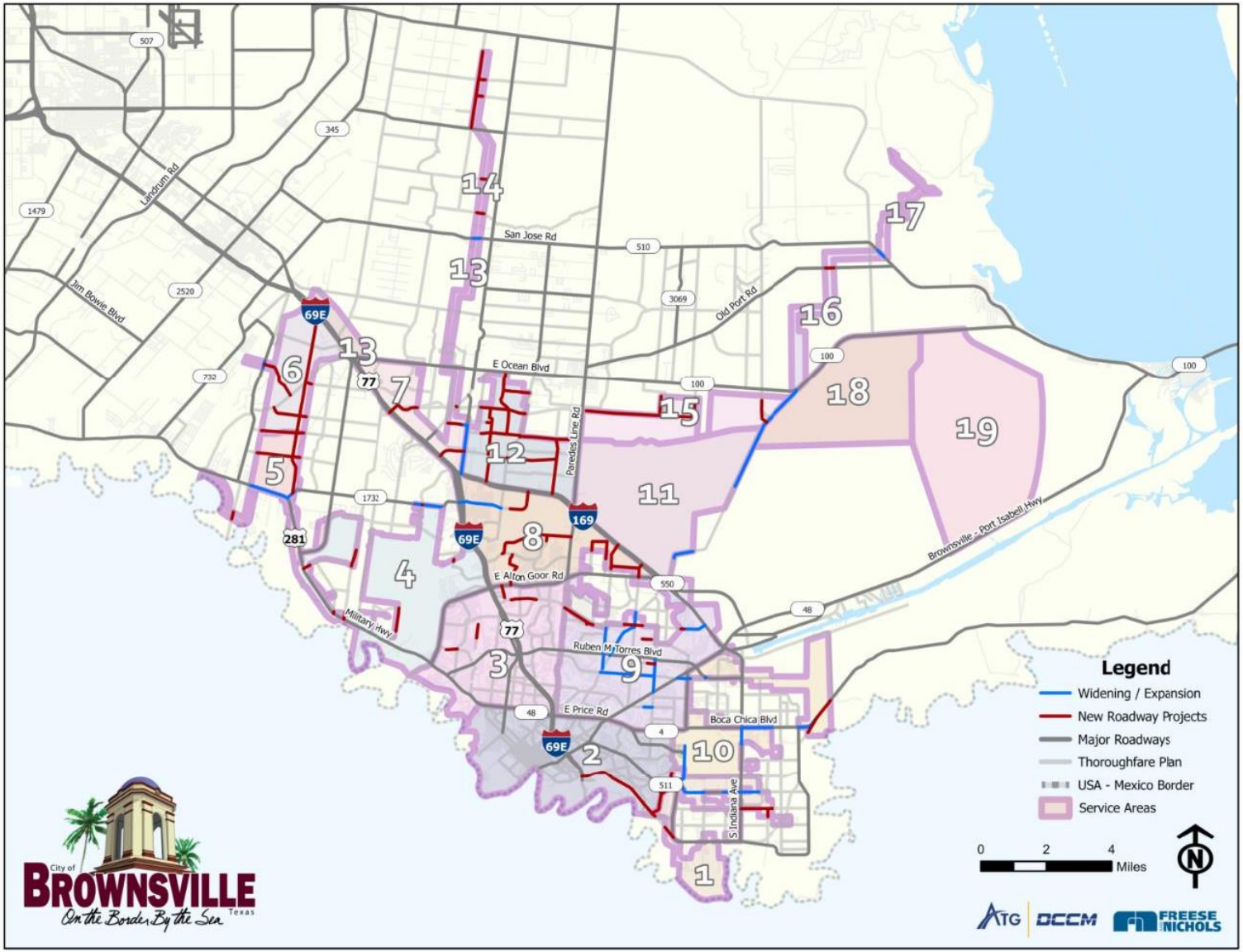
Projected Demand

Projected travel demands, based on ten-year growth, were forecasted to be 171,702 vehicle-miles. Service areas forecasted to experience the most growth include Service Areas 9 and 3, between Boca Chica Blvd. and Alton Gloor Blvd./Dr. Hugh Emerson Rd. (29,077 and 28,793 vehicle-miles, respectively), and Service Area 1, the Southmost area (21,011 vehicle-miles). Service Areas 19 (Laguna Atacosta Nature Preserve area) and 17 (east of the Port Isabel-Cameron County Airport) are forecasted to bring no growth over the ten-year planning period.

Capital Improvements Plan (CIP)

A road capital recovery fee CIP aimed at addressing growth, per the LUA, and necessitated by new development was identified and vetted through both the CIAC (January 2023) and the City Commission as part of the Public Hearing held in April 2023. Projects identified in the CIP include new roads or widenings to achieve standards set by street functional classification from the BTX Mobility Plan. Only arterial or collector roads adding new capacity are included in this initial program. No project recoupments or roads included as part of any TIRZ District are included.

One hundred thirty (130) projects segments, of which 90 are new roads and 40 are road widenings, comprise the CIP totaling $565.9 million. CIP provides 94,873 vehicle-miles of net new capacity throughout 18 road service areas. Based on a 50% credit and capacity necessitated by new growth, $197.1 million is attributable to new development in the 10-year period. Only costs to be incurred by the city are included and do not include other agency or county costs in CRF projects.



Brownsville Road Capital Recovery Capital Improvements Plan

Cost per Service Unit Calculation

The *full* cost per service unit was calculated based on the total cost attributable to new development and the projected 10-year demand. State legislation requires that a credit for the portion of ad-valorem tax revenues generated by improvements over the program period, or a credit equal to 50% of the total projected cost of implementing a roadway CRF capital improvements program be given. The credited cost per service unit was calculated using the total cost of the CRF program, less the 50% credit.

The determination of fees due from new development is based upon the size and type of development, its associated service unit generation (land use equivalency table), the service area in which the development is located, and the cost per service unit derived or adopted for each service area.

CRF Cost per Service Unit Summary

Service Area	Full Cost per Service Unit (veh-mi)	Credited Cost per Service Unit (veh-mi)
1	$1,272	$636
2	$3,764	$1,182
3	$534	$267
4	$1,320	$660
5	$6,322	$3,161
6	$6,548	$3,274
7	$2,024	$1,012
8	$5,128	$2,564
9	$1,720	$860
10	$2,230	$1,115
11	$2,308	$1,154
12	$5,760	$2,880
13	$0	$0
14	$3,672	$1,836
15	$5,070	$2,535
16	$4,478	$2,239
17	$0	$0
18	$2,178	$1,089
19	$0	$0
Avg.	$3.980	$1,990

Introduction

Shrinking funds available for roadway improvements on city thoroughfares have prohibited many cities from upgrading infrastructure to meet increasing travel demands resulting from new growth. To alleviate this issue, many cities collect "capital recovery fees" from new development to help fund roadway improvements necessitated by such development. What is unique and perhaps controversial about CRFs is that they often finance roadway improvements that are outside the development itself. However, when considering traffic implications created from a system standpoint, CRFs provide a structured means by which infrastructure may keep pace with new development.

Technical and administrative requirements for the development and implementation of capital recovery fees are set forth in Chapter 395, Texas Local Government Code. The requirements set forth in Chapter 395 address two rational nexus tests as defined by U.S. Supreme Court rulings. First, a reasonable connection between the need for additional capital facilities because of growth must be defined. Second, a reasonable connection between the expenditure of the funds collected and the benefit to the new development must be shown.

For roads, capital recovery fees are restricted to facilities within city limits and further within defined service areas. State law mandates that capital recovery fees be based on a specific list of improvements, rooted in the City's official Thoroughfare Plan, and only the cost attributed (and necessitated) by new growth over a ten-year period may be considered in the derivation of the CRF. As projects in the program are completed, planned costs are updated with actual costs to reflect the capital expenditure of the program more accurately. New projects may

Capital Recovery Fee Quick Facts

One-time charge assessed to new development for a portion of costs related to a specific capital improvement program.

A clear and equitable **funding mechanism** for implementing infrastructure necessary to accommodate ***new development***.

Facilitates "**growth paying for growth**".

Alleviates burden of new facilities on existing tax base (allows cities to recoup a portion of cost of providing improvements).

Provides a **systematic**, **structured** approach to assessment of fees.

Enables **upfront knowledge of fees** to be imposed to new development.

Credits for developer contributions towards CRF.

also be added to the program as defined by the city. Road projects identified in this CRF program stem from the newly developed BTX Mobility Plan. Capital recovery fees may pay for the following costs including:

- Construction contract price,
- Surveying and engineering fees,
- Land acquisition costs,
- Fees paid to the consultant preparing or updating the capital improvement plan (CIP), and
- Projected interest charges and other finance costs for projects identified in the CIP.

CRF fees cannot be used to pay for items such as:

- Construction, acquisition, or expansion of public facilities or assets other than those identified on the CRF capital improvement plan,
- Repair, operation, or maintenance of existing or new capital improvements,
- Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development to meet stricter safety, efficiency, environmental, or regulatory standards,
- Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development,
- Administrative and operating costs of the political subdivision, and
- Principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed above.

Two key components to the development of the CRF program are Land Use Assumptions containing a forecast of growth to occur over a ten-year planning period, and a Capital Improvements Plan identifying specific projects to be paid for by CRF from new development. Procedurally, a Capital Improvements Advisory Committee (CIAC) provides review and comment to these components as well as written comments on the proposed CRF to the City Commission prior to a public hearing on the (potential) imposition of CRFs in the city. For new CRF programs, an initial public hearing and adoption of Land Use Assumptions and Capital Improvements Plan by the City Commission is required.

Recognizing the need to provide safe and adequate facilities and desiring to have equitable funding of roadway improvements, the City of Brownsville retained Alliance Transportation Group/DCCM (ATG) for the update to the BTX Mobility Plan and Freese and Nichols, Inc. (FNI) for development of the CRF program. The purpose of this report is to document the methodology used in the development and calculation of the road CRF. The methodology used herein satisfies the requirements mandated by Chapter 395, Texas Local Government Code.

Methodology

Based upon approval of land use assumptions and road capital improvements plan by the City Commission in April 2023, a capital recovery program can be developed that fairly allocates growth related CIP costs to defined road service areas and can then assess new development equitably based upon their impact to the road system. The data in this report have been formulated using reasonable and generally accepted planning principles to meet legislative requirements for such programs in Texas.

For the formulation of the CRF, a series of work tasks were undertaken and are described below.

1. Meetings were held with City Staff to discuss CRF methodology, project criteria and cost eligibility for consideration in the program.

2. Roadway **service areas** spanning the current city limits were defined to ensure conformity with state law, including six-mile maximum zones. Consideration was also given to future (voluntary) annexation areas of the extra-territorial jurisdiction so that such areas fall logically into road service areas.

3. **Vehicle-miles of travel** (VMT) in the PM peak hour was identified as the **service unit** of measure for analyses and CRF calculations. This unit of measure and adequacy is standard for many capital recovery programs in Texas.

4. **Land Use Assumptions** were prepared forecasting population and employment for the ten-year planning period 2023-2033 for use in the development of a road CIP to address future growth. Demographics from the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) used for regional travel demand modeling for the BTX Mobility Plan, which served as a basis for the LUA (Rio Grande Valley Metropolitan Planning Organization, 2020). Tailored data of base year and ten-year growth and associated growth rates were summarized by service area and presented for City Staff approval, followed by the Capital

Improvements Advisory Committee (CIAC) approval in January 2023, and public hearing and approval with the City Commission in April 2023.

5. The RGVMPO travel demand model, using derived demographics of population and employment, was used to **forecast VMT growth over the ten-year planning period**. The resultant VMT forecasts for planning years 2023 and 2033, were summarized by trip type (residential, office, commercial and industrial) and road service area. Demographic and modeling data was prepared by ATG using the previously mentioned travel demand model input (ATG, January 2023). The travel demand model was also used to summarize 2023 **existing system capacity, utilization**, and deficiencies by CRF service area for the road network.
1. A **capital improvements plan** to address projected VMT growth was developed based on needs by service area identified in the BTX Mobility Plan and discussions with City Staff. Capacity enhancements, such as new roadways or road widenings that are functionally designated as Arterial or Collector class facilities in the BTX Mobility Plan, were considered for incorporation into the program. Roadways not within the city limits were excluded from consideration. The road CIP was approved by the CIAC in January 2023 and a public hearing with the City Commission was held in April 2023.
6. **Roadway cost** estimates were prepared by FNI for CIP projects and included construction, engineering, and right-of-way costs. Debt service for projects was defined by the City Finance Department. Costs for study updates are eligible for recovery and were included in the total project cost. Roadway cost data was compiled and tabulated by service area.

7. As defined in Chapter 395, a **50% ad valorem credit** was applied to determine the discount to be applied to the cost of the CIP in determining a cost per service unit for each service area in lieu of the finance credit analysis.

8. The cost of capacity supplied, cost attributable to new development and the **maximum cost per service unit** was calculated for each service area.

9. This report was prepared to document the procedures, findings, and conclusions of the study.

Roadway Service Areas

Capital recovery fee (CRF) legislation requires that service areas be defined for CRFs to ensure that facility improvements are near to the area generating needs by new development. Chapter 395 requires that roadway service areas be limited to a six-mile maximum and be located within the current city limits. Roadway service areas are different from other CRF service areas, which can include the city limits and Extra-Territorial Jurisdiction (ETJ). This is primarily because roadway systems are "open" to both local and regional use as opposed to a defined limit of service that is provided with water and wastewater systems. The result is that new development can only be assessed with a fee based on the cost of necessitated capital improvements within that service area.

A service area structure consisting of nineteen (19) zones was developed for Brownsville and correlates with the current corporate boundaries, as depicted in **Figure 1**. FNI met with City Staff to both review initial concepts and approve the proposed service area structure which was used in the development of the Land Use Assumptions Report, March 2023.

Land Use Assumptions

The Land Use Assumptions and Road Capital Improvements Plan for Capital Recovery Fee Program Development Report, approved by the City Commission on April 18, 2023, documents the full formulation of base year demographics, growth rate, and projected ten-year demographics which is detailed in **Appendix H**. The following summarizes the contents of this report for use in projecting future demand as required by Chapter 395.

2023 Population and Employment

Data for the land use assumptions were rooted in data from the Rio Grande Valley Travel Demand Model (RGV TDM). This data source, also used in the modeling process for development of the BTX Mobility Plan, contains data in small geographic zones known as traffic analysis zones (TAZs) which were originally formulated on the basis of homogenity and traffic generation potential using major roads, railroads, water features and other fixed physical boundaries for delineation. These TAZs were aggregated into larger areas that aligned with the defined road service area structure. Not all TAZs aligned with city limits, and in some locations, adjustments were made to demographics based on interpretation of current aerial imagery of existing land use and the percentage of each TAZ located within city limits.

Demographic data for 2023 population and employment were summarized by service area as shown in **Table 1**.

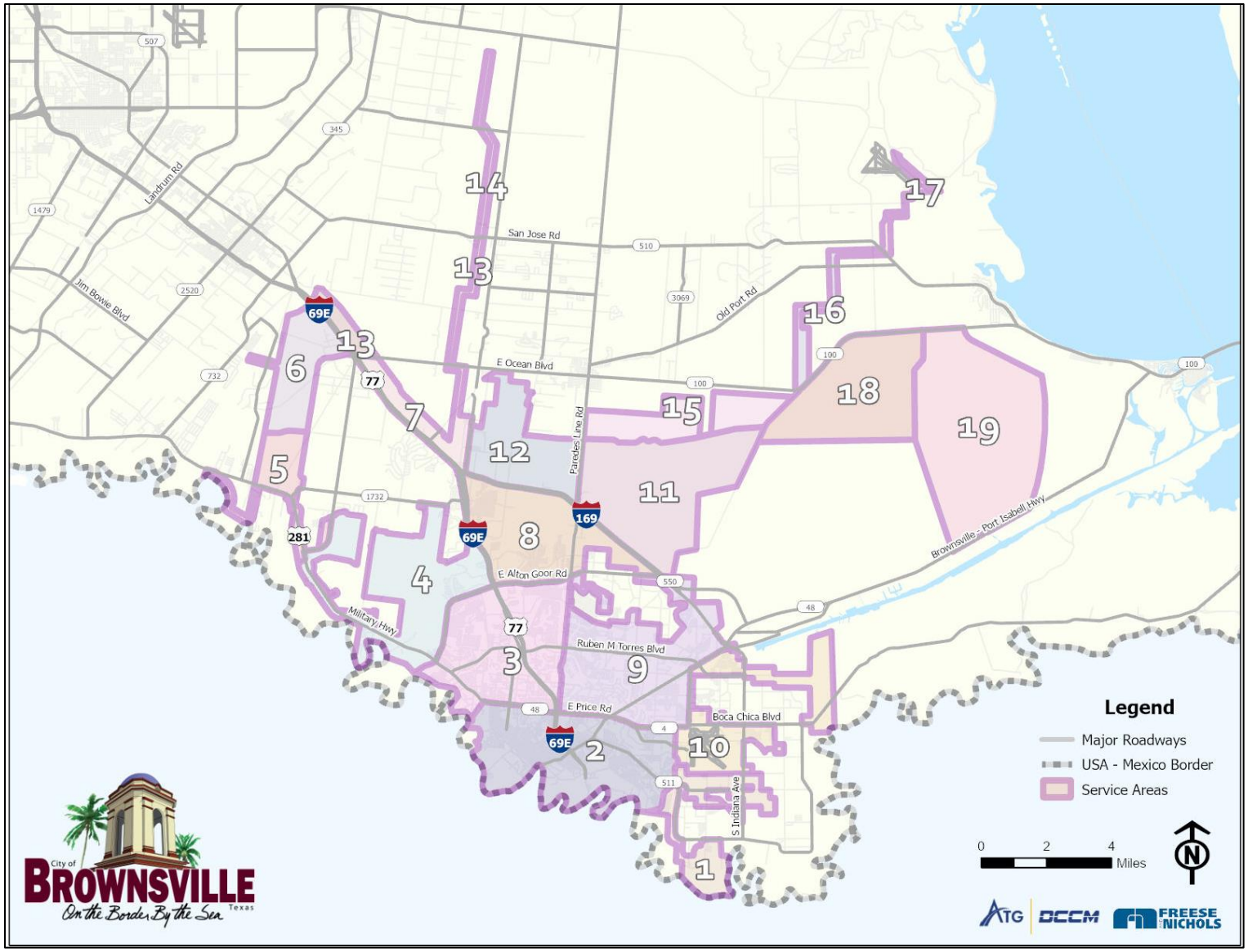


Figure 1: Roadway Service Areas

Table 1: Summary of Base Year (2023) Population and Employment

			Employment (Employees)			
Service Area	**Housing Units**	**Population**	**Basic**	**Retail**	**Service**	**Total**
1	1,917	8,593	134	298	837	1,269
2	15,780	56,887	2,550	4,369	11,412	18,329
3	15,937	53,440	865	6,266	10,025	17,160
4	2,345	2,000	148	1,046	1,253	2,444
5	323	1,306	69	133	233	435
6	287	933	49	78	214	340
7	683	1,720	207	599	1,291	2,198
8	3,502	19,940	837	1,387	3,344	5,581
9	15,543	52,709	5,400	2,613	7,246	15,259
10	2,458	10,110	2,769	1,105	3,686	7,565
11	6	20	19	2	7	31
12	1,102	3,278	104	646	871	1,622
13	137	85	20	15	35	70
14	63	20	9	11	20	40
15	569	100	10	30	60	100
16	9	10	2	1	7	10
17	21	1	1	1	1	3
18	65	10	4	6	10	20
19	0	0	0	0	0	0
Total	**61,018**	**211,162**	**13,197**	**18,606**	**40,552**	**72,355**

Ten-Year Growth Assumptions

Projected growth has been characterized in two forms: population and employment. A series of assumptions were made to arrive at reasonable growth rates for population and employment. The following assumptions were made as a basis from which ten-year projections could be initiated.

- Future land uses will occur based on similar trends of the past and consistent with the Future Land Use Plan,
- The City will be able to finance the necessary improvements to accommodate continued growth,
- School facilities will accommodate increases in population, and
- Densities will be like those as defined in the Imagine Brownsville Future Land Use Plan Map.

Compound annual growth rates for population and employment were calculated to be **1.65%** and **3.4%**, respectively. Several large-scale residential development in Service Areas 13, 17, 18, 19 included:

- Madeira Mixed Use Development (130 acres)
- Heights at River Bend (230 acreas)
- Master Planned Development (432 acres)

Several large-scale developments added in late 2022 containing significant forecasted employment levels include:

- I-169 N. Corridor Industrial Park (729 acres)
- Brownsville Air and Space Campus (414 acres)
- BTX Fiber Project

Year 2033 population and employment growth is summarized in **Table 2**.

Table 2: Population and Employment Projections (2033)

			Employment (Employees)			
Service Area	**Housing Units**	**Population**	**Basic**	**Retail**	**Service**	**Total**
1	2,530	10,764	246	548	1,597	2,391
2	17,550	60,630	2,667	4,725	12,606	19,998
3	18,091	58,234	946	6,638	11,224	18,808
4	3,896	3,047	248	1,834	2,278	4,360
5	447	1,692	125	214	464	803
6	482	1,436	75	120	329	524
7	1,790	5,213	289	1,093	2,405	6,232
8	5,043	29,205	1,647	2,728	6,578	10,979
9	17,926	57,511	5,837	3,315	9,413	18,565
10	2,943	11,300	3,380	1,785	5,688	10,856
11	834	3,064	19	6	13	38
12	2,003	6,292	174	1,138	1,632	2,944
13	184	91	23	18	41	82
14	93	21	9	12	21	42
15	1,123	128	13	38	77	128
16	16	11	2	1	7	10
17	43	1	1	1	1	3
18	137	13	5	8	13	26
19	0	0	0	0	0	0
Total	**75,702**	**248,653**	**22,772**	**54,474**	**24,205**	**101,451**

Summary of Growth

The following summarizes the findings of the land use assumptions forecast.

- The 2023 population for Brownsville is approximately 211,162 persons, and the 2023 employment is approximately 72,355 jobs.
- The 2033 population forecast for service areas that comprise the City is 248,653. The forecasted employment is 101,451 jobs in 2033.
- Ten-year growth of population and employment is forecasted to be 37,491 persons and 29,096 employees, respectively.

Appendix H contains the full Land Use Assumptions Report and the basis for the derivation of forecasted growth by service area for 2023 and 2033.

Table 3: Land Use Assumption Summary (2023-2033)

Year	Housing Units	Population	Employment			
			Basic	Service	Retail	Total
2023	61,018	211,162	13,197	40,552	18,606	72,355
2033	75,702	248,653	22,772	54,474	24,205	101,451
Growth	***10,671***	***37,491***	***9,575***	***13,922***	***5,599***	***29,096***
Growth Rate	*2.18%*	*1.65%*	*5.61%*	*3.00%*	*2.67%*	*3.44%*

Roadway Capital Recovery Fee Service Units

Service units establish a relationship between roadway projects and demand placed on the street system by development, as well as the ability to calculate and assess capital recovery fees (CRFs) for specific development proposals. As defined in Chapter 395, "Service unit means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions."

To determine the roadway CRF for a particular development, the service unit must accurately identify the impact that the development will have on the major roadway system (i.e., arterial and collector roads) serving the development. This impact is a combination of the number of new trips generated by the development, the peaking characteristics of the land-use(s) within the development, and the length of each new trip on the transportation system.

The service unit must also reflect the capacity, which is provided by the roadway system, and the demand placed on the system during the time in which peak, or design, conditions are present on the system. Transportation facilities are designed and constructed to accommodate volumes expected to occur during the peak hours (design hours). These volumes typically occur during the peak hours as motorists travel to and from work.

The vehicle-mile during the evening (PM) peak hour serves as the service unit for CRFs in Brownsville. This service unit establishes a more precise measure of capacity, utilization, and intensity of land development using published trip generation data. It also recognizes legislative requirements with regards to trip length. This service unit has been tested and validated since the inception of capital recovery fee legislation.

Service Units

Service units create a link between supply (roadway projects) and demand (development). Both can be expressed as a combination of the number of vehicles traveling during the peak hour and the distance traveled by these vehicles in miles.

Service Unit Supply

For roadway capital project improvements, the number of service units provided during the peak hour is simply the product of the capacity of the roadway in one hour and the length of the product. For example:

Given a four-lane divided roadway project with a 590 vehicle per hour per lane capacity and a length of two miles, the number of service units provided is:

- *590 vehicles per hour per lane x 4 lanes x 2 miles = 4,720 vehicles-miles*

Service Unit Demand

The demand placed on the system can be expressed in a similar manner. For example, a development generating 100 vehicle trips in the PM peak hour with an average trip length of two miles would generate:

- *100 vehicle-trips x 2 miles/trip = 200 vehicle-miles*

Similarly, demand placed on the existing roadway network is calculated in the same manner with the known traffic on a street and a given segment length.

Service Units for New Development

An important objective in the development of the CRF system is the development of a specific service unit equivalency for individual developments. The vehicle-miles generated by a new development are a function of the trip generation and average trip length characteristics of that development. The following describes the process used to develop the vehicle-equivalency table, which relates land use types and sizes to the resulting vehicle-miles of demand created by that development.

Trip Generation

Trip generation information for the PM peak hour was based on data published in the Eleventh Edition of *Trip Generation* by the Institute of Transportation Engineers (ITE). *Trip Generation* is a reference publication that contains travel characteristics of over 150 land uses across the nation and is based on empirical data gathered from over 3,200 studies that were reported to the Institute by public agencies, developers, and consulting firms.

Pass-by and Diverted Trips Adjustments

The actual "traffic impact" of a specific site for CRF purposes is based on the amount of traffic added to the street system. To accurately estimate new trips generated by a new development, adjustments must be made to trip generation rates and equations to account for pass-by and diverted trips. The added traffic is adjusted so that each development is assigned only a portion of trips associated with that specific development, reducing the possibility of over-counting by counting only primary trips generated.

Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way

home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of CRFs of a convenience store.

A diverted trip is a similar situation, except that a diversion is made from the regular route to make an interim stop. On a system-wide basis, this trip places a slightly additional burden on the street system but in many cases, this burden is minimal.

Trip generation rates were reduced by the percentages presented in **Table 4** to isolate the primary trip purpose. Adjustments were based on studies conducted by ITE and other published studies.

The resulting recommended trip rates are illustrated as part of the Land Use/Vehicle-Mile Equivalency Table illustrated later in this chapter. Rates were developed in lieu of equations to simplify the assessment of CRFs by the City and likewise, the estimation of CRFs by persons who may be required to pay a CRF in conjunction with a development project.

With approval by the City Engineer, a local study may also be conducted by an Applicant to confirm rates in *Trip Generation* or to change rates reflecting local conditions. In such cases, a minimum of three similar sites should be counted. Selected sites should be isolated in nature with driveways that specifically serve that development and no other land uses. The results should be plotted on the scatter diagram of the selected land use contained in *Trip Generation* for comparison purposes. It is recommended that no change be approved unless the results show a variation of at least fifteen percent across the range of the sample size surveyed.

Table 4: Trip Reduction Estimates (PM Peak Hour)

Land Use Category	ITE Code	Development Unit	Trip Gen Rate (PM Peak)	Pass-by Rate (%)	Diverted Rate (%)	Trip Rate w/ Reductions (PM Peak)
Intermodal						
Intermodal Truck Terminal	30	Acres	1.87	0.00	0.00	1.87
Light Industrial						
General Light Industrial	110	1,000 Sq Ft GFA	0.65	0.00	0.00	0.65
Industrial Park	130	1,000 Sq Ft GFA	0.34	0.00	0.00	0.34
Manufacturing	140	1,000 Sq Ft GFA	0.74	0.00	0.00	0.74
Warehousing	150	1,000 Sq Ft GFA	0.18	0.00	0.00	0.18
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	0.15	0.00	0.00	0.15
High-Cube Transload and Short-Term Storage Warehouse	154	1,000 Sq Ft GFA	0.10	0.00	0.00	0.10
High-Cube Fulfillment Center Warehouse	155	1,000 Sq Ft GFA	0.16	0.00	0.00	0.16
High-Cube Parcel Hub Warehouse	156	1,000 Sq Ft GFA	0.64	0.00	0.00	0.64
High-Cube Cold Storage Warehouse	157	1,000 Sq Ft GFA	0.12	0.00	0.00	0.12
Data Center	160	1,000 Sq Ft GFA	0.09	0.00	0.00	0.09
Utility	170	1,000 Sq Ft GFA	2.16	0.00	0.00	2.16
Residential						
Single-family detached housing	210	DU	0.94	0.00	0.00	0.94
Single-Family Attached Housing	215	DU	0.57	0.00	0.00	0.57
Multifamily Housing (Low-Rise, 1-3 floors)	220	DU	0.51	0.00	0.00	0.51
Multifamily Housing (Mid-Rise, 4-10 floors)	221	DU	0.39	0.00	0.00	0.39
Condominium / Townhouse	230	DU	0.36	0.00	0.00	0.36
Low-Rise Res. w/Ground Floor Commercial (,25k, 1-3 Floors)	230	DU	0.36	0.00	0.00	0.36
Mid-Rise Residential w/Ground Floor Commercial (4-10 Foors	231	DU	0.17	0.00	0.00	0.17
Senior Adult Housing - Single Family	251	DU	0.30	0.00	0.00	0.30
Senior Adult Housing - Multi-Family	252	DU	0.25	0.00	0.00	0.25
Assisted Living Center	254	Beds	0.24	0.00	0.00	0.24
Continuing Care Retirement Community	255	Unit	0.19	0.00	0.00	0.19
Residential Planned Unit Development	270	DU	0.69	0.00	0.00	0.69
Hotel						
Hotel	310	Rooms	0.59	0.00	0.00	0.59
All Suites Hotel	311	Rooms	0.36	0.00	0.00	0.36
Recreational						
Golf Course	430	Holes	2.91	0.00	0.00	2.91
Golf Driving Range	432	Driving Positions	1.25	0.00	0.00	1.25
Rock Climbing Gym	434	1,000 Sq Ft GFA	1.64	0.00	0.00	1.64
Movie Theater	445	Screens	13.96	0.15	0.00	11.87
Health/Fitness Club	492	1,000 Sq Ft GFA	3.45	0.00	0.00	3.45
Recreational Community Center	495	1,000 Sq Ft GFA	2.50	0.00	0.00	2.50
Institutional						
Private School (K-12)	532	Students	0.17	0.00	0.00	0.17
Charter Elementary School	536	Students	0.16	0.00	0.00	0.16
Jr. / Community College	540	Students	0.11	0.00	0.00	0.11
Place of Worship	560	1,000 Sq Ft GFA	0.49	0.00	0.00	0.49
Day Care Center	565	Students	0.79	0.44	0.32	0.19
Medical						
Hospital	610	Beds	0.86	0.00	0.00	0.86
Nursing Home	620	1,000 Sq Ft GFA	0.59	0.00	0.00	0.59
Clinic	630	1,000 Sq Ft GFA	3.69	0.00	0.00	3.69
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	3.53	0.00	0.00	3.53
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	1.52	0.00	0.00	1.52

Table 4 (Continued): Trip Reduction Estimates (PM Peak Hour)

Land Use Category	ITE Code	Development Unit	Trip Gen Rate (PM Peak)	Pass-by Rate (%)	Diverted Rate (%)	Trip Rate w/ Reductions (PM Peak)
Office						
General Office	710	1,000 Sq Ft GFA	1.44	0.00	0.00	1.44
Corporate Headquarters Bldg	714	1,000 Sq Ft GFA	1.30	0.00	0.00	1.30
Medical-Dental Office	720	1,000 Sq Ft GFA	3.93	0.00	0.00	3.93
Office Park	750	1,000 Sq Ft GFA	1.30	0.00	0.00	1.30
Research and Development Center	760	1,000 Sq Ft GFA	0.98	0.00	0.00	0.98
Business Park	770	1,000 Sq Ft GFA	1.22	0.00	0.00	1.22
Commercial / Retail						
Tractor Supply Store	810	1,000 Sq Ft GFA	1.40	0.00	0.00	1.40
Building Materials and Lumber Store	812	1,000 Sq Ft GFA	4.49	0.00	0.00	4.49
Hardware/Paint Store	816	1,000 Sq Ft GFA	2.98	0.26	0.28	1.37
Garden Center	817	1,000 Sq Ft GFA	6.94	0.00	0.00	6.94
Nursery (Wholesale)	818	1,000 Sq Ft GFA	5.24	0.00	0.00	5.24
Retail/Shopping Center	820	1,000 Sq Ft GFA	3.40	0.34	0.26	1.36
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	6.59	0.34	0.26	2.64
Factory Outlet Center	823	1,000 Sq Ft GFA	2.29	0.00	0.00	2.29
Automobile Sales (New)	840	1,000 Sq Ft GFA	2.42	0.00	0.00	2.42
Automobile Sales	841	1,000 Sq Ft GFA	3.75	0.00	0.00	3.75
Auto Parts Sales	843	1,000 Sq Ft GFA	4.90	0.43	0.13	2.16
Tire Superstore	849	1,000 Sq Ft GFA	2.11	0.25	0.10	1.38
Supermarket	850	1,000 Sq Ft GFA	8.95	0.24	0.28	4.30
Discount Club	857	1,000 Sq Ft GFA	4.19	0.34	0.00	2.77
Sporting Goods Superstore	861	1,000 Sq Ft GFA	2.14	0.34	0.26	0.86
Home Improvement Superstore	862	1,000 Sq Ft GFA	2.29	0.44	0.24	0.73
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	1.57	0.40	0.33	0.42
Apparel Store	876	1,000 Sq Ft GFA	4.12	0.00	0.00	4.12
Pharmacy without drive thru	880	1,000 Sq Ft GFA	8.51	0.53	0.14	2.81
Pharmacy with drive thru	881	1,000 Sq Ft GFA	10.25	0.49	0.13	3.90
Furniture Store	890	1,000 Sq Ft GFA	0.52	0.53	0.31	0.08
Liquor Store	899	1,000 Sq Ft GFA	16.62	0.36	0.38	4.34
Services						
Bank Walk-In	911	1,000 Sq Ft GFA	12.13	0.47	0.26	3.32
Bank Drive-In	912	1,000 Sq Ft GFA	21.01	0.35	0.19	9.66
Hair Salon	918	1,000 Sq Ft GFA	1.45	0.00	0.00	1.45
Drinking Place	975	1,000 Sq Ft GFA	11.36	0.00	0.00	11.36
Food Cart Pod	926	1,000 Sq Ft GFA	6.16	0.00	0.00	6.16
Fast Casual Restaurant	930	1,000 Sq Ft GFA	12.55	0.44	0.27	3.64
Quality Restaurant	931	1,000 Sq Ft GFA	7.80	0.44	0.32	1.87
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	9.05	0.43	0.26	2.85
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	33.21	0.50	0.23	8.87
Fast Food Restaurant w/ Drive-Thru	934	1,000 Sq Ft GFA	33.03	0.54	0.19	8.92
Fast-Food Rest. w/Drive-Thru Window & No Indoor Seating	935	Drive Thru Lanes	59.50	0.31	0.25	26.18
Coffee/Donut Shop w/ Drive-Thru Window	937	1,000 Sq Ft GFA	38.99	0.50	0.23	10.42
Quick Lubrication Vehicle Shop	941	Service Positions	8.70	0.00	0.00	8.70
Automotive Care Center	942	1,000 Sq Ft GFA	3.11	0.00	0.00	3.11
Automobile Parts Service Center	943	1,000 Sq Ft GFA	2.06	0.00	0.00	2.06
Gasoline/Service Station	944	Fueling Positions	13.91	0.56	0.31	1.78
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	18.42	0.56	0.31	2.35
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	22.76	0.76	0.00	5.47
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	26.90	0.76	0.00	6.47
Self-Service Car Wash	947	Wash Stalls	5.54	0.47	0.26	1.51
Car Wash and Detail Center	949	Wash Stalls	13.60	0.47	0.26	3.72

Trip Length

Trip lengths (in miles) are used in conjunction with site trip generation to estimate vehicle-miles of travel. Trip length data was based on information garnered from the RGV travel demand model and supplemented with data from the 2017 and 2020 National Household Travel Survey (NHTS) and tailored to Brownsville.

Table 5 summarizes the average trip lengths compiled from the forecast model. These trip lengths represent the average distance that a vehicle will travel between an origin and destination of which either the origin or destination contains the land-use category identified below. A localization adjustment was made to these to net out the portion of trip length on the federal highway system since the CRF system does not include federal facilities in the Chapter 395 legislation.

Origin and Destination Adjustments

The assessment of an individual development's CRF is based on the premise that each vehicle trip has an origin and a destination, and that the development end should pay for one-half of the cost necessary to complete each trip. To prevent the potential of double charging, trip lengths were divided by two to reflect half of the vehicle trip associated with development. **Table 5** illustrates the adjusted trip length.

Finally, as the service area structure was based on a six-mile limit, those land uses that exhibited trip lengths greater than six miles would be truncated to this threshold.

Service Unit Equivalency Table

The result of combining the trip generation and trip length information is an equivalency table which establishes the service unit rate for various land uses. These service unit rates are based on an appropriate development unit for each land use. For example, a dwelling unit is the basis for residential uses, while 1,000 gross square feet of floor area is the basis for office, commercial, and industrial uses. Other less common land uses use appropriate independent variables.

Separate rates have been established for specific land uses within the broader categories of residential, commercial, industrial, and institutional to reflect the differences between land uses within the categories. However, even with these specific land use types, information is not available for every conceivable land use; so engineering judgement must be used when needed. The equivalency table is illustrated in **Table 6**.

Table 5: Trip Lengths and Adjustments

Land Use Category	ITE Code	Development Unit	Average Trip Length (mi)	O-D Adjusted Trip Length (mi)
Intermodal				
Intermodal Truck Terminal	30	Acres	9.76	4.88
Light Industrial				
General Light Industrial	110	1,000 Sq Ft GFA	7.99	4.00
Industrial Park	130	1,000 Sq Ft GFA	7.99	4.00
Manufacturing	140	1,000 Sq Ft GFA	10.89	5.44
Warehousing	150	1,000 Sq Ft GFA	7.99	4.00
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	5.19	2.59
High-Cube Transload and Short-Term Storage Warehouse	154	1,000 Sq Ft GFA	7.99	4.00
High-Cube Fulfillment Center Warehouse	155	1,000 Sq Ft GFA	10.89	5.44
High-Cube Parcel Hub Warehouse	156	1,000 Sq Ft GFA	7.99	4.00
High-Cube Cold Storage Warehouse	157	1,000 Sq Ft GFA	7.99	4.00
Data Center	160	1,000 Sq Ft GFA	8.21	4.10
Utility	170	1,000 Sq Ft GFA	7.99	4.00
Residential				
Single-family detached housing	210	DU	6.43	3.22
Single-Family Attached Housing	215	DU	6.43	3.22
Multifamily Housing (Low-Rise, 1-3 floors)	220	DU	6.43	3.22
Multifamily Housing (Mid-Rise, 4-10 floors)	221	DU	6.43	3.22
Condominium / Townhouse	230	DU	6.43	3.22
Low-Rise Res. w/Ground Floor Commercial (,25k, 1-3 Floors)	230	DU	6.43	3.22
Mid-Rise Residential w/Ground Floor Commercial (4-10 Floors	231	DU	6.43	3.22
Senior Adult Housing - Single Family	251	DU	5.54	2.77
Senior Adult Housing - Multi-Family	252	DU	5.54	2.77
Assisted Living Center	254	Beds	5.54	2.77
Continuing Care Retirement Community	255	Unit	5.54	2.77
Residential Planned Unit Development	270	DU	6.43	3.22
Hotel				
Hotel	310	Rooms	4.15	2.08
All Suites Hotel	311	Rooms	4.15	2.07
Recreational				
Golf Course	430	Holes	6.35	3.18
Golf Driving Range	432	Driving Positions	6.35	3.18
Rock Climbing Gym	434	1,000 Sq Ft GFA	3.30	1.65
Movie Theater	445	Screens	3.30	1.65
Health/Fitness Club	492	1,000 Sq Ft GFA	3.30	1.65
Recreational Community Center	495	1,000 Sq Ft GFA	3.30	1.65
Institutional				
Private School (K-12)	532	Students	3.50	1.75
Charter Elementary School	536	Students	5.20	2.60
Jr. / Community College	540	Students	4.20	2.10
Place of Worship	560	1,000 Sq Ft GFA	3.49	1.75
Day Care Center	565	Students	1.64	0.82
Medical				
Hospital	610	Beds	5.18	2.59
Nursing Home	620	1,000 Sq Ft GFA	5.18	2.59
Clinic	630	1,000 Sq Ft GFA	5.18	2.59
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	4.00	2.00
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	5.18	2.59

Table 5 (Continued): Trip Lengths and Adjustments

Land Use Category	ITE Code	Development Unit	Average Trip Length (mi)	O-D Adjusted Trip Length (mi)
Office				
General Office	710	1,000 Sq Ft GFA	6.43	A
Corporate Headquarters Bldg	714	1,000 Sq Ft GFA	6.43	3.22
Medical-Dental Office	720	1,000 Sq Ft GFA	6.43	3.22
Office Park	750	1,000 Sq Ft GFA	6.43	3.22
Research and Development Center	760	1,000 Sq Ft GFA	6.43	3.22
Business Park	770	1,000 Sq Ft GFA	6.43	3.22
Commercial / Retail				
Tractor Supply Store	810	1,000 Sq Ft GFA	4.76	2.38
Building Materials and Lumber Store	812	1,000 Sq Ft GFA	4.76	2.38
Hardware/Paint Store	816	1,000 Sq Ft GFA	4.76	2.38
Garden Center	817	1,000 Sq Ft GFA	4.76	2.38
Nursery (Wholesale)	818	1,000 Sq Ft GFA	4.76	2.38
Retail/Shopping Center	820	1,000 Sq Ft GFA	4.76	2.38
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	4.76	2.38
Factory Outlet Center	823	1,000 Sq Ft GFA	5.54	2.77
Automobile Sales (New)	840	1,000 Sq Ft GFA	5.54	2.77
Automobile Sales	841	1,000 Sq Ft GFA	5.54	2.77
Auto Parts Sales	843	1,000 Sq Ft GFA	5.54	2.77
Tire Superstore	849	1,000 Sq Ft GFA	5.54	2.77
Supermarket	850	1,000 Sq Ft GFA	5.57	2.79
Discount Club	857	1,000 Sq Ft GFA	4.76	2.38
Sporting Goods Superstore	861	1,000 Sq Ft GFA	4.76	2.38
Home Improvement Superstore	862	1,000 Sq Ft GFA	4.76	2.38
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	4.76	2.38
Apparel Store	876	1,000 Sq Ft GFA	5.54	2.77
Pharmacy without drive thru	880	1,000 Sq Ft GFA	1.93	0.97
Pharmacy with drive thru	881	1,000 Sq Ft GFA	1.93	0.97
Furniture Store	890	1,000 Sq Ft GFA	5.54	2.77
Liquor Store	899	1,000 Sq Ft GFA	3.39	1.70
Services				
Bank Walk-In	911	1,000 Sq Ft GFA	3.39	1.70
Bank Drive-In	912	1,000 Sq Ft GFA	3.39	1.70
Hair Salon	918	1,000 Sq Ft GFA	3.39	1.70
Drinking Place	975	1,000 Sq Ft GFA	5.97	2.99
Food Cart Pod	926	1,000 Sq Ft GFA	3.89	1.95
Fast Casual Restaurant	930	1,000 Sq Ft GFA	3.75	1.88
Quality Restaurant	931	1,000 Sq Ft GFA	3.89	1.95
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	3.75	1.88
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	3.53	1.77
Fast Food Restaurant w/ Drive-Thru	934	1,000 Sq Ft GFA	3.53	1.77
Fast-Food Rest. w/Drive-Thru Window & No Indoor Seating	935	Drive Thru Lanes	3.53	1.77
Coffee/Donut Shop w/ Drive-Thru Window	937	1,000 Sq Ft GFA	3.53	1.77
Quick Lubrication Vehicle Shop	941	Service Positions	4.45	2.23
Automotive Care Center	942	1,000 Sq Ft GFA	4.45	2.23
Automobile Parts Service Center	943	1,000 Sq Ft GFA	4.45	2.23
Gasoline/Service Station	944	Fueling Positions	1.77	0.89
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	1.77	0.89
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	1.77	0.89
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	1.77	0.89
Self-Service Car Wash	947	Wash Stalls	2.63	1.32
Car Wash and Detail Center	949	Wash Stalls	2.63	1.32

Table 6: Land Use Vehicle-Mile Equivalency

Land Use Category	ITE Code	Development Unit	Trip Rate w/ Reductions (PM Peak)	O-D Adjusted Trip Length (mi)	Service Unit Equivalency
Intermodal					
Intermodal Truck Terminal	30	Acres	1.87	4.88	9.13
Light Industrial					
General Light Industrial	110	1,000 Sq Ft GFA	0.65	4.00	2.60
Industrial Park	130	1,000 Sq Ft GFA	0.34	4.00	1.36
Manufacturing	140	1,000 Sq Ft GFA	0.74	5.44	4.03
Warehousing	150	1,000 Sq Ft GFA	0.18	4.00	0.72
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	0.15	2.59	0.39
High-Cube Transload and Short-Term Storage Warehouse	154	1,000 Sq Ft GFA	0.10	4.00	0.40
High-Cube Fulfillment Center Warehouse	155	1,000 Sq Ft GFA	0.16	5.44	0.87
High-Cube Parcel Hub Warehouse	156	1,000 Sq Ft GFA	0.64	4.00	2.56
High-Cube Cold Storage Warehouse	157	1,000 Sq Ft GFA	0.12	4.00	0.48
Data Center	160	1,000 Sq Ft GFA	0.09	4.10	0.37
Utility	170	1,000 Sq Ft GFA	2.16	4.00	8.63
Residential					
Single-family detached housing	210	DU	0.94	3.22	3.02
Single-Family Attached Housing	215	DU	0.57	3.22	1.83
Multifamily Housing (Low-Rise, 1-3 floors)	220	DU	0.51	3.22	1.64
Multifamily Housing (Mid-Rise, 4-10 floors)	221	DU	0.39	3.22	1.25
Condominium / Townhouse	230	DU	0.36	3.22	1.16
Low-Rise Res. w/Ground Floor Commercial (,25k, 1-3 Floors)	230	DU	0.36	3.22	1.16
Mid-Rise Residential w/Ground Floor Commercial (4-10 Foors	231	DU	0.17	3.22	0.55
Senior Adult Housing - Single Family	251	DU	0.30	2.77	0.83
Senior Adult Housing - Multi-Family	252	DU	0.25	2.77	0.69
Assisted Living Center	254	Beds	0.24	2.77	0.67
Continuing Care Retirement Community	255	Unit	0.19	2.77	0.53
Residential Planned Unit Development	270	DU	0.69	3.22	2.22
Hotel					
Hotel	310	Rooms	0.59	2.08	1.22
All Suites Hotel	311	Rooms	0.36	2.07	0.75
Recreational					
Golf Course	430	Holes	2.91	3.18	9.24
Golf Driving Range	432	Driving Positions	1.25	3.18	3.97
Rock Climbing Gym	434	1,000 Sq Ft GFA	1.64	1.65	2.71
Movie Theater	445	Screens	11.87	1.65	19.58
Health/Fitness Club	492	1,000 Sq Ft GFA	3.45	1.65	5.69
Recreational Community Center	495	1,000 Sq Ft GFA	2.50	1.65	4.13
Institutional					
Private School (K-12)	532	Students	0.17	1.75	0.30
Charter Elementary School	536	Students	0.16	2.60	0.42
Jr. / Community College	540	Students	0.11	2.10	0.23
Place of Worship	560	1,000 Sq Ft GFA	0.49	1.75	0.86
Day Care Center	565	Students	0.19	0.82	0.16
Medical					
Hospital	610	Beds	0.86	2.59	2.23
Nursing Home	620	1,000 Sq Ft GFA	0.59	2.59	1.53
Clinic	630	1,000 Sq Ft GFA	3.69	2.59	9.56
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	3.53	2.00	7.06
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	1.52	2.59	3.94

Table 6 (Continued): Land Use Vehicle-Mile Equivalency

Land Use Category	ITE Code	Development Unit	Trip Rate w/ Reductions (PM Peak)	O-D Adjusted Trip Length (mi)	Service Unit Equivalency
Office					
General Office	710	1,000 Sq Ft GFA	1.44	3.22	4.63
Corporate Headquarters Bldg	714	1,000 Sq Ft GFA	1.30	3.22	4.18
Medical-Dental Office	720	1,000 Sq Ft GFA	3.93	3.22	12.63
Office Park	750	1,000 Sq Ft GFA	1.30	3.22	4.18
Research and Development Center	760	1,000 Sq Ft GFA	0.98	3.22	3.15
Business Park	770	1,000 Sq Ft GFA	1.22	3.22	3.92
Commercial / Retail					
Tractor Supply Store	810	1,000 Sq Ft GFA	1.40	2.38	3.33
Building Materials and Lumber Store	812	1,000 Sq Ft GFA	4.49	2.38	10.69
Hardware/Paint Store	816	1,000 Sq Ft GFA	1.37	2.38	3.26
Garden Center	817	1,000 Sq Ft GFA	6.94	2.38	16.52
Nursery (Wholesale)	818	1,000 Sq Ft GFA	5.24	2.38	12.47
Retail/Shopping Center	820	1,000 Sq Ft GFA	1.36	2.38	3.24
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	2.64	2.38	6.27
Factory Outlet Center	823	1,000 Sq Ft GFA	2.29	2.77	6.34
Automobile Sales (New)	840	1,000 Sq Ft GFA	2.42	2.77	6.70
Automobile Sales	841	1,000 Sq Ft GFA	3.75	2.77	10.39
Auto Parts Sales	843	1,000 Sq Ft GFA	2.16	2.77	5.97
Tire Superstore	849	1,000 Sq Ft GFA	1.38	2.77	3.83
Supermarket	850	1,000 Sq Ft GFA	4.30	2.79	11.96
Discount Club	857	1,000 Sq Ft GFA	2.77	2.38	6.58
Sporting Goods Superstore	861	1,000 Sq Ft GFA	0.86	2.38	2.04
Home Improvement Superstore	862	1,000 Sq Ft GFA	0.73	2.38	1.74
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	0.42	2.38	1.01
Apparel Store	876	1,000 Sq Ft GFA	4.12	2.77	11.41
Pharmacy without drive thru	880	1,000 Sq Ft GFA	2.81	0.97	2.71
Pharmacy with drive thru	881	1,000 Sq Ft GFA	3.90	0.97	3.76
Furniture Store	890	1,000 Sq Ft GFA	0.08	2.77	0.23
Liquor Store	899	1,000 Sq Ft GFA	4.34	1.70	7.36
Services					
Bank Walk-In	911	1,000 Sq Ft GFA	3.32	1.70	5.62
Bank Drive-In	912	1,000 Sq Ft GFA	9.66	1.70	16.38
Hair Salon	918	1,000 Sq Ft GFA	1.45	1.70	2.46
Drinking Place	975	1,000 Sq Ft GFA	11.36	2.99	33.91
Food Cart Pod	926	1,000 Sq Ft GFA	6.16	1.95	11.98
Fast Casual Restaurant	930	1,000 Sq Ft GFA	3.64	1.88	6.82
Quality Restaurant	931	1,000 Sq Ft GFA	1.87	1.95	3.64
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	2.85	1.88	5.35
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	8.87	1.77	15.66
Fast Food Restaurant w/ Drive-Thru	934	1,000 Sq Ft GFA	8.92	1.77	15.74
Fast-Food Rest. w/Drive-Thru Window & No Indoor Seating	935	Drive Thru Lanes	26.18	1.77	46.21
Coffee/Donut Shop w/ Drive-Thru Window	937	1,000 Sq Ft GFA	10.42	1.77	18.38
Quick Lubrication Vehicle Shop	941	Service Positions	8.70	2.23	19.36
Automotive Care Center	942	1,000 Sq Ft GFA	3.11	2.23	6.92
Automobile Parts Service Center	943	1,000 Sq Ft GFA	2.06	2.23	4.58
Gasoline/Service Station	944	Fueling Positions	1.78	0.89	1.57
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	2.35	0.89	2.08
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	5.47	0.89	4.84
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	6.47	0.89	5.72
Self-Service Car Wash	947	Wash Stalls	1.51	1.32	1.99
Car Wash and Detail Center	949	Wash Stalls	3.72	1.32	4.89

Existing Conditions Analysis

An inventory of major roadways that are designated as arterial or collector facilities on the Thoroughfare Plan element of the BTX Mobility Plan was conducted to determine: 1) capacity provided by the existing roadway system, 2) the demand currently placed on the system, and 3) the potential existence of deficiencies on the system. Any deficiencies found to occur will be carried over into the cost per service unit calculations (netting out capacity made available by the CIP). Data for the inventory were obtained from the concurrent BTX Mobility Plan effort, travel demand model output and reconnaissance of the existing road network.

The roadways were divided into segments based on changes in lane configuration, major intersections, city limits or service area boundaries that may influence roadway characteristics. For the assessment of individual segments, lane capacities were assigned to each segment based on roadway functional class defined by the BTX Mobility Plan and type of existing cross-section, as listed in **Table 7**. Roadway hourly volume capacities are defined by link-level carrying capacity values based upon generally accepted capacities defined by the RGV TDM modeling description for the suburban context (Rio Grande Valley Metropolitan Planning Organization, 2020). The RGV TDM modeling capacities describe a level-of-service (LOS) "E/F" operation which has been tailored for the City of Brownsville and reduced by a factor of 20% to reflect minimum acceptable traffic operational condition by the City of LOS "D/E" operation.

Table 7: Roadway Facility Vehicle-Mile Lane Capacities

Roadway Facility Functional Classification	Designation	Hourly Vehicle-mile Capacity per Lane Mile of Roadway Facility
Divided Arterial*	DA/SA*	590
Divided Collector*	DC/SC*	510
Undivided Arterial	UA	590
Undivided Collector	UC	510

*Facilities with a two-way left turn lane (TWLTL) treated as a divided facility and marked with a Special Arterial (SA) or Special Collector (SC) designation.

Existing Volumes

Traffic volume data was used to validate the RGV TDM. Link level directional volume for the PM peak hour was used in the evaluation of the existing road network. Directional volumes are used in the evaluation to ensure capacity exists in both directions as well as to address links that are split along service area boundaries.

This data was compiled for roadway segments throughout the City and entered into the database for use in calculations. A summary of

volumes by roadway segment is included in **Appendix B** as part of the existing capital improvements database.

Vehicle-Miles of Existing Capacity Supply

An analysis of the total capacity for each service area was performed. For each roadway segment, the existing vehicle-miles of capacity supplied were calculated using the following:

- ***Vehicle-Miles of Capacity*** **= Link capacity per peak hour per lane x No. of Lanes x Length of segment (miles)**

A summary of the current capacity available on the roadway system by service area is detailed in **Table 8**.

Vehicle-Miles of Existing Demand

The level of current usage in terms of vehicle-miles was calculated for each roadway segment. The vehicle-miles of existing demand were calculated by the following equation:

- ***Vehicle-Miles of Demand*** **= PM peak hour volume x Length of segment (miles)**

The total vehicle-miles of demand by service area is also listed in **Table 8**.

Vehicle-Miles of Existing Excess Capacity and Deficiencies

For each roadway segment, the existing vehicle-miles of excess capacity and/or deficiencies were calculated and are listed by service area in **Table 8**. Each direction was evaluated to determine if vehicle demands (volumes) exceeded the available capacity. If demand in either direction exceeded capacity, this deficiency in the roadway network was documented as the excess demand over available capacity in that segment. The total deficiency in the network is deducted from the capacity supply associated with the capital recovery fee capital improvement plan to account for excess demand in the network from existing development. Any deficiencies identified under current operations will be carried over to the capital recovery fee calculation. A detailed listing of existing excess capacity and deficiencies by roadway segment is also located in **Appendix B**.

Projected Conditions Analysis

Chapter 395 requires a description of all capital improvements or facility expansions and their costs necessitated by and attributable to new development within the service area. This section describes the projected growth, vehicle-miles of new demand, capital improvements program, vehicle-miles of new capacity supplied, and costs of the roadway improvements.

Table 8: Peak Hour Vehicle-Miles of Existing Capacity, Demand, Excess Capacity and Deficiencies

Service Area	Capacity	Demand	Excess Capacity	Existing Deficiencies
1	21,573	23,140	0	1,567
2	289,898	127,832	162,067	0
3	157,833	118,372	39,461	0
4	33,144	32,233	911	0
5	3,378	5,425	0	2,047
6	1,399	1,978	0	579
7	30,109	24,495	5,614	0
8	23,546	23,259	287	0
9	144,789	141,201	3,588	0
10	43,005	40,322	2,683	0
11	5,828	6,236	0	408
12	14,519	20,895	0	6,376
13	5,205	7,382	0	2,176
14	4,591	5,430	0	839
15	0	0	0	0
16	19,665	10,129	9,536	0
17	0	0	0	0
18	0	0	0	0
19	16,113	5,664	10,449	0
Total	814,596	593,992	220,604	13,992

Projected Growth

The projected growth for the roadway service areas is represented by the increase in the number of new vehicle-miles of demand generated over the 10-year planning period. The basis for the calculation of new demand is the previously discussed estimated population and employment (basic, service and retail) projections.

The RGV TDM model and land use assumptions as amended were used to forecast service units of growth over the ten-year planning period. A summary of the projected growth by service area is listed in **Table 9**.

Projected Vehicle-Miles of New Demand

Projected vehicle-miles of demand were calculated based on the net growth expected to occur over the 10-year planning period, and on the associated service unit generation for each of the population and employment data components (basic, service and retail). Separate calculations were performed for each data component and were then aggregated for each service area. Vehicle-miles of demand for population growth were based on dwelling units (residential). Vehicle-miles of demand for employment were based on the number of employees, and then converted to square footage of building space using estimates of square footage per employee for industrial, office and retail uses.

The 10-year projected vehicle-miles of demand by service area are summarized in **Table 9**. **Appendix C** details the derivation of the projected demand calculations.

Table 9: 10-Year Projected Service Units of Demand

Service Area	Projected 10-Year Growth (Vehicle-Miles)
1	21,011
2	11,055
3	29,077
4	13,828
5	1,331
6	1,171
7	12,722
8	14,729
9	28,793
10	13,075
11	1,963
12	8,783
13	3,470
14	2,352
15	0
16	4,943
17	0
18	0
19	3,399
Total	171,701

Capital Improvements Plan

The capital recovery fee CIP is aimed at facilitating long-term growth in the City of Brownsville. As part of the BTX Mobility Plan development process, roadway projects necessitated to address growth were identified. Identified roadway projects were categorized as part of a larger set of short-, mid-, and long-term multimodal projects aimed to address City goals and objectives. To maintain consistency with state law, only roadway capacity enhancing projects are considered. Project types incorporated include:

- New or road widening to achieve standards set by street functional classification from the BTX Mobility Plan,
- New capacity projects with targeted initial implementation over the ten-year planning period.

It is important to note that projects in the CIP do not include any projects included as part of any TIRZ District plan. Such projects are financed through different sources of funding consistent with appropriate legislative mandate.

The CIP was reviewed and vetted with City Staff, the CIAC in January 2023, and approved by the City Commission in April 2023.

Eligible Projects

Legislative mandate stipulates that for road capital improvement plans, only those roadways classified as Arterial or Collector class facilities and are included in the City's adopted Thoroughfare Plan may be considered. This may include both new (unbuilt) facilities, widenings, or recently constructed projects where the City desires to

recoup unused or excess capacity. State mandate requires that for projects to be recouped, only actual costs expended by the City may be considered. All projects identified in the road capital improvements plan must conform to the BTX Mobility Plan and for ultimate cost per service net calculations, will consider only costs incurred by the City for facility implementation. Standalone traffic signal projects were omitted from the CIP to focus on new roads and widenings and avoid potential "modernization" projects which are not allowed per law.

Eligible Costs

In general, those costs associated with the design, right-of-way acquisition, and construction and financing of all items necessary to implement the roadway projects identified in the capital improvements plan are eligible. These estimates are based on the ultimate roadway section identified by functional classification in the BTX Mobility Plan. It is important to note that upon completion of the capital improvements identified in the CIP, the city must recalculate the CRF using the *actual* costs and make refunds if the actual cost is less than the CRF paid by greater than 10 percent.

Chapter 395.012 identifies roadway costs eligible for CRF recovery. The law states that:

> "A capital recovery fee may be imposed only to pay the cost of constructing capital improvements for facility expansions, including and limited to the construction contract price, surveying and engineering fees, land acquisition costs, including land purchases, court awards and costs, attorney fees, and expert witness fees; and fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision."
>
> "Projected interest charges and other finance costs may be included in determining the amount of capital recovery fees only if the capital recovery fees are used for the payment of principal and interest on bonds, notes, or other obligations issued by or on behalf of the political subdivision to finance the capital improvements or facility expansions identified in the capital improvements plan and are not used to reimburse bond funds expended for facilities that are not identified in the capital improvements plan."

The following details the individual cost components of the capital recovery fee CIP.

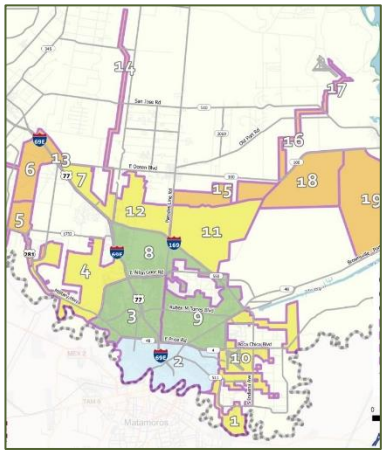
- **Construction**: Construction costs include those costs which are normally associated with construction, including: paving, dirt work (including sub-grade preparation, embankment fill and excavation), clearing and grubbing, retaining walls or other slope protection measures, and general drainage items which are necessary to build the roadway and allow the roadway to fulfill its vehicle carrying capability. Individual items may include bridges, culverts, inlets and storm sewers, junction boxes, manholes, curbs and/or gutters, and channel linings and other erosion protection appurtenances. Other items included in cost estimates may include sidewalks, traffic control devices at select locations (initial cost only), ancillary adjustments to existing utilities, and minimal sodding/landscaping.

- **Engineering**: These are the costs associated with the design and surveying necessary to construct the roadway. Because the law specifically references fees, it has generally been understood that in-house City design and surveying cannot be included. Only those services that are contracted can be included and it may be necessary to use outside design and surveying firms to perform the work. For planned projects, a percentage based on typical engineering contracts was used to estimate these fees.

- **Right-of-Way**: Any land acquisition cost estimated to be necessary to construct a roadway can be included in the cost estimate. For planning purposes, only the additional amount of land needed to bring a roadway right-of-way to thoroughfare standard was considered. For example, if a 120' right-of-way for an arterial road was needed and 80' of right-of-way currently existed, only 40' would be considered in the acquisition cost.

  An analysis of unit land prices for right-of-way from data in the Cameron County Appraisal District was undertaken to establish unit costs based on CIP project locations. Sample properties along arterial class roads were identified and averages developed for four categorical areas within the city and include Urban Core ($5.00/s.f.), Suburban Growth ($1.50/s.f.), Suburban Fringe ($0.50/s.f.), City Edge ($0.50/s.f.).

- **Debt Service**: Predicted interest charges and finance costs may be included in determining the amount of CRFs only if the CRFs are used for the payment of principal and interest on bonds, notes, or other



obligations issued by the city to finance capital improvements identified in the CIP. They cannot be used to reimburse bond funds for other facilities. The City Finance Department provided an interest rate for debt service use.

- **Previous Assessments**: The cost for any previous assessments collected by the City on projects identified on the capital recovery fee CIP must be removed from program consideration. As this is a new CRF program, there are no previous assessments to consider in the initial calculation.

- **Study Updates**: The fees paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision can be included in the CRFs.

Only the cost necessitated by new development is considered for CRF calculations. For example, if only 60% of the capacity provided by the capital recovery fee CIP is needed over the ten-year window, then only 60% of the cost associated with those facilities will be considered.

Capital Recovery Fee CIP

The proposed CIP consists of 130 project segments over the nineteen (19) service areas and advances the implementation of the BTX Mobility Plan network, as seen in **Figure 2**.

Project costs were developed based on unit cost estimates compiled by Freese and Nichols from both TxDOT 12-month averages by County and area bid tabs. Individual project costs were developed for engineering, right-of-way, and construction, and can be found in **Appendix E**. Each roadway segment uses the BTX Mobility Plan's defined functional classification to determine the ultimate roadway standard for each project segment. Additionally, CRF study update costs were included in project costing. For recently completed projects, actual costs must be input to meet legislative mandates. The total cost for projects in the CRF program totals $565.9 million. **Figure 2** and **Table 10** illustrate and list the capital improvement projects and their associated total cost for the CRF program. **Appendices E and F** provide a listing of project costs and the project cost worksheets for each project.

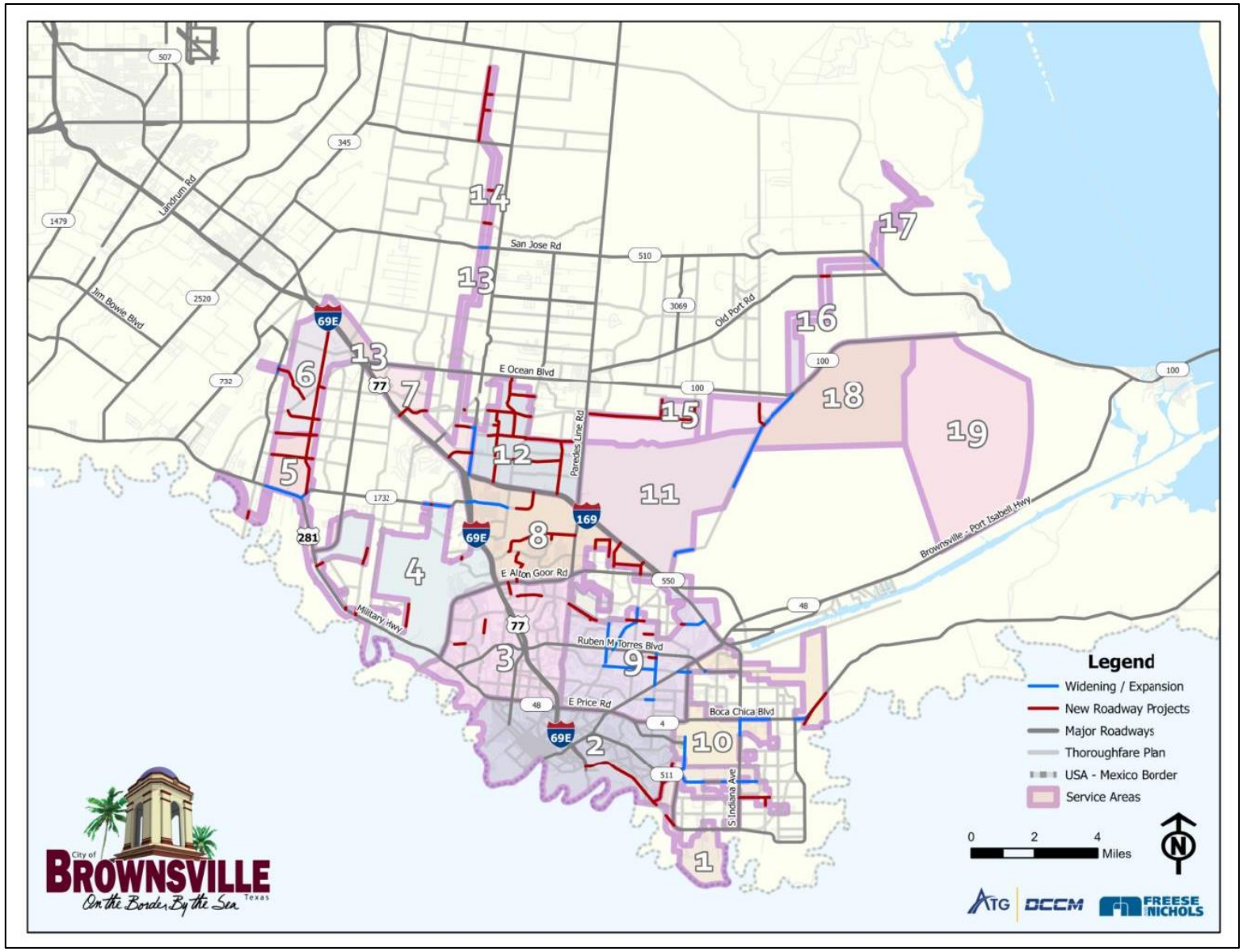


Figure 2: Capital Recovery Fee CIP

Table 10: Capital Recovery Fee CIP Listing

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	T. Plan Lanes	Pct. in Serv. Area	Total Project Cost
101	1	0	W	Minnesota Ave	SOUTHMOST RD.	CALIFORNIA RD.	0.57	2	4UC	100%	$ 3,205,627
104	1	0	W	DOCKBERRY ROAD	S ILLINOIS RD.	E CITY LIMITS	0.98	2	4DA	100%	$ 7,100,961
105	1	0	W	DOCKBERRY ROAD	SOUTHMOST RD.	S DAKOTA AVE.	0.91	2	4DA	100%	$ 6,607,257
103	1	99	N	ARIZONA ROAD	S INDIANA AVE	2587ft E of S INDIANA AVE	0.49	2	2UC	50%	$ 1,635,887
102	1	0	N	ARIZONA ROAD	2587ft E of S INDIANA AVE	City Limits (near S BROWN AVE)	0.40	2	2UC	100%	$ 2,663,984
404	1	2	N	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	4	4DA	50%	$ 3,573,267
107	1	0	N	EAST LOOP -1	DEL PRADO DR.	Monsees Rd	0.54	4	4DA	100%	$ 6,048,295
106	1	2	N	EAST LOOP -2	W City Limits	SOUTHMOST RD.	0.38	4	4DA	50%	$ 1,979,320
111	1	10	W	Minnesota Ave	CALIFORNIA RD.	Norton Dr.	0.27	2	4UC	50%	$ 751,638
110	1	0	N	SE COLLECTOR # 2	ARIZONA RD.	CITY LIMITS	0.25	2	2UC	100%	$ 1,779,736
						Sub-Total Service Area 1	**5.50**				**35,345,972**
402	2	1	N	EAST LOOP -3	W City Limits	SOUTHMOST RD.	0.38	4	4DA	50%	$ 2,680,444
409	2	0	N	S. IOWA AVE.	AMATISTA DR.	SOUTHMOST BLVD.	0.40	4	4DA	100%	$ 5,687,105
405	2	0	N	EAST LOOP 1-B1	SOUTHMOST BLVD.	EAST LOOP (Near SONNY DR.)	0.36	4	4DA	100%	$ 3,635,115
108	2	1	N	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	4	4D	50%	$ 3,573,267
411	2	0	N	EAST LOOP	SA Boundary	I 69 (US 77/83 Hwy)	2.44	4	4DA	100%	$ 24,506,763
407	2	0	W	McDAVITT BLVD	I 69E FRONTAGE	HAYES	0.18	2	4DA	100%	$ 1,522,724
						Sub-Total Service Area 2	**4.47**				**41,605,419**
507	3	0	N	LORENALY DR E. Extension (FID11)	LORENALY DR	MORRISON RD.	0.70	4	4UC	100%	$ 5,812,526
502/503	3	0	N	MERCEDES RD	MEMORIAL TRAIL	SIMMONS BLVD	0.41	4	4UC	100%	$ 3,779,659
504	3	0	N	OLD SPANISH TRAIL	SCHAEFER LN	LAREDO RD	0.30	4	4UC	100%	$ 2,511,300
506	3	0	N	New Road	E. Alton Goor Blvd	New Road B	0.37	4	4UC	100%	$ 3,429,542
						Sub-Total Service Area 3	**1.78**				**15,533,028**
707/708	4	99	W	FM 1732	City Limits	LAGO VIEJO	0.73	2	4DA	50%	$ 3,121,489
709	4	0	N	GROVE PARK ROAD 2	MILITARY HWY	CITY LIMIT (Next closest rd is Carmen Blvd)	0.18	4	4DA	100%	$ 1,889,460
714	4	0	N	NW COLLECTOR #1	MILITARY HWY	OLD MILITARY RD (not SAN PEDRO RD)	0.21	4	4UC	100%	$ 1,830,187
410	4	0	N	CARMEN AVE.	CITY LIMITS	VASQUEZ RANCH RD	0.70	2	2UC	100%	$ 4,717,698
715	4	0	N	NW COLLECTOR #2	MILITARY HWY	CITY LIMITS (BTW SAN PEDRO RD & CARMEN	0.07	4	4UC	100%	$ 627,907
710	4	0	N	GROVE PARK ROAD 1	CITY LIMITS	NW COLLECTOR #1 E Extension	0.51	4	4UA	100%	$ 5,305,087
718	4	7	W	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	4DA	50%	$ 336,369
706	4	0	N	FISH HATCHERY ROAD	FISH HATCHERY RD	RAILROAD ST (CITY LIMITS)	0.06	2	2UC	100%	$ 432,475
						Sub-Total Service Area 4	**2.55**				**18,260,671**
802	5	0	W	FM 1732	US 281 MILITARY HWY.	LOS ARBOLES AVE.	0.27	2	4DA	100%	$ 1,951,563
809	5	0	W	US 281 - MILITARY HWY.	MONTALVO ST.	FM 1732	1.07	2	4DA	100%	$ 6,963,933
803	5	0	N	GUAGOLOTA ROAD	NW COLLECTOR #7	REGO RD.	0.77	2	2UC	100%	$ 5,147,383
804	5	0	N	GUAGOLOTA ROAD	MILITARY HWY	NW COLLECTOR #7 (Future, near Roos Reserv	1.11	2	2UC	100%	$ 7,417,799
805	5	0	N	NW COLLECTOR #7	GUAGOLOTA RD (FUTURE)	CITY LIMITS	0.19	2	2UC	100%	$ 1,291,225
801	5	0	N	DOMANSKI DR.	DOMANSKI DR	CITY LIMITS (Near Mexico border)	0.22	2	2UC	100%	$ 1,563,735
806	5	0	N	NW COLLECTOR #7	CITY LIMITS (Near FM 1577)	GUAGOLOTA RD (FUTURE)	0.99	2	2UC	100%	$ 6,622,293
807	5	0	N	REGO RD	GUAGOLOTA RD	REDO RD (Existing and at City Limits)	0.19	2	2UC	100%	$ 1,291,225
808	5	6	N	REGO RD	GUAGOLOTA RD	ROOS RESERVOIR (W. BOUNDARY)	0.97	2	2UC	50%	$ 3,240,230
						Sub-Total Service Area 5	**5.78**				**35,489,385**
902	6	0	W	FM 1577	City Limits (near PALOMA DR.)	City Limits (near Poinciana Tree St)	0.18	2	4UA	100%	$ 1,354,931
903	6	0	N	GUAGOLOTA ROAD	NUNNELS RD	HWY77 FRONTAGE RD.	0.93	2	2UC	100%	$ 6,227,640
904	6	0	N	GUAGOLOTA ROAD	RICE TRACT RD	NUNNELS RD	1.17	2	2UC	100%	$ 7,813,072
905	6	0	N	GUAGOLOTA ROAD	NW COLLECTOR #8 (near Rice Tract Rd)	RICE TRACT RD	1.03	2	2UC	100%	$ 6,876,043
906	6	0	N	GUAGOLOTA ROAD	REGO RD	NW COLLECTOR #8 (FUTURE)	0.50	2	2UC	100%	$ 3,351,139
907	6	0	N	NW COLLECTOR # 8	GUAGOLOTA RD	CITY LIMITS	0.18	2	2UC	100%	$ 1,222,556
901	6	0	N	FAR WEST COLLECTOR # A	RICE TRACT RD/FM 1577	RICE TRACT RD (near Guagolota Rd)	1.33	2	2UC	100%	$ 8,892,864
908	6	0	N	NW COLLECTOR # 8	RICE TRACT RD	GUAGOLOTA RD	0.82	2	2UC	100%	$ 5,487,317
910	6	0	N	ROBERTA ROAD	GUAGOLOTA RD	CITY LIMITS (near Roberta Rd)	0.17	2	2UC	100%	$ 1,136,216
909	6	5	N	REGO ROAD	ROOS RESERVOIR (W. BOUNDARY)	GUAGOLOTA RD	0.97	2	2UC	50%	$ 3,240,230
						Sub-Total Service Area 6	**7.28**				**45,602,008**

Table 10 Continued - Capital Recovery Fee CIP Listing

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	T. Plan Lanes	Pct. in Serv. Area	Total Project Cost
1302	7	0	N	JUAN SEGUIN BLVD.(FAR NORTH AR	City Limits (near Hidalgo Ave)	I 69E	0.05	4	4UA	100%	$ 480,528
1307	7	0	N	MEYERS ROAD	Lomax Rd	OLMITO NORTH RD.	0.17	4	4UC	100%	$ 947,600
1305	7	0	N	MEYERS ROAD	FM 803 CITY LIMITS (near FM 803)	Lomax Rd	0.38	4	4UC	100%	$ 3,294,738
1301	7	0	N	ARKANSAS ROAD	I 69E N FRONTAGE RD.	OLMITO NORTH RD.	0.71	4	4UC	100%	$ 6,112,434
1303	7	0	N	JUAN SEGUIN BLVD.(FAR NORTH AR	I 69E	CITY LIMITS (btw FM 803 and Roberta Rd)	0.89	4	4DA	100%	$ 10,479,122
1308	7	12	W	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	2UC	50%	$ 4,093,674
1401	7	4	W	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	4DA	50%	$ 336,369
						Sub-Total Service Area 7	**3.74**				**25,744,467**
1508	8	0	W	NARANJO ROAD	I 69 E. (TEXAS TROPICAL TRL.)	OLD ALICE RD.	1.09	2	4DA	100%	$ 6,354,128
1511	8	0	N	ROBINDALE ROAD	DR HUGH EMERSON RD.	FM 511	0.39	4	4UA	100%	$ 4,414,994
1505	8	0	N	DANA AVE.	City Limits (near Dr Hugh Emerson Rd)	FM 511	0.78	4	4UA	100%	$ 7,769,669
1502	8	0	N	CADDELL RD	E ALTON GLOOR BLVD.	DENNETT RD.	1.10	4	4UC	100%	$ 10,141,792
1513	8	0	N	New Roadway G (FID0)	CARRIZALES RUCKER RD NARANJO ROAD	I 169	0.93	2	2UC	100%	$ 6,227,640
1514	8	0	N	New Roadway E	DENNETT RD/Stillman RD	PAREDES LINE RD.	2.21	4	4DA	100%	$ 24,933,670
1512	8	0	N	STAGECOACH TRAIL	STAGECOACH TRL/MYSTIC GROVE ST	New Roadway E	0.18	4	4UC	100%	$ 1,662,916
1509	8	0	N	NE COLLECTOR #1	DANA AVE (FUTURE, near Cavazos Rd)	ROBINDALE RD (FUTURE, near FM 511)	0.77	2	2UC	100%	$ 6,014,722
1503	8	0	N	CAVAZOS RD	CITY LIMITS (near Mesquite Wood Ct)	FM 511	0.30	2	2UC	100%	$ 2,355,953
1501	8	0	N	BARCELONA RD	CITY LIMITS (Calle Barcellona)	NE COLLECTOR #2 (near GBIC Cir and FM 511	0.27	2	2UC	100%	$ 2,125,078
1510	8	0	N	NE COLLECTOR #2	BARCELONA RD (FUTURE, near GBIC Cir)	CAVAZON RD (FUTURE, near FM 511)	0.40	2	2UC	100%	$ 3,129,851
1515	8	0	N	New Roadway F	Stillman RD	New Roadway E	0.04	4	4UC	100%	$ 389,893
1504	8	0	N	CAVAZOS RD	Existing CAVAZOS RD/TOLEDO DR	CITY LIMITS (near CAVAZOS RD and FM 511)	0.22	4	4UC	100%	$ 2,036,859
						Sub-Total Service Area 8	**8.68**				**77,557,165**
1705	9	0	W	COFFEE PORT ROAD	SH 48 (E. 14TH ST.)	FM 313 (N. MINNESOTA AVE.)	0.28	2	4DA	100%	$ 2,148,993
1701	9	0	W	COFFEE PORT ROAD	ROBINDALE RD.	N. CENTRAL AVE.	0.65	2	4DA	100%	$ 3,977,145
1703	9	0	W	DANA AVE.	FM 802 (RUEBEN M TORRES)	PALM LN.	0.79	2	4D	100%	$ 6,256,323
1702	9	0	W	COFFEE PORT ROAD	OLD PORT ISABEL RD.	ROBINDALE RD.	0.83	2	4DA	100%	$ 5,041,377
1710	9	0	W	N CENTRAL AVE.	SH 48 (E. 14TH ST.)	FM 802 (RUEBEN M TORRES)	1.00	2	4DA	100%	$ 7,913,165
1711	9	99	W	ROBINDALE ROAD	MORRISON RD.	ROBINDALE ROAD	0.50	2	4UC	50%	$ 1,377,332
1708	9	0	W	MCKENZIE RD	TIMBER DR.	N. CENTRAL AVE.	0.23	2	4UC	100%	$ 1,291,380
1704	9	0	N	DANA AVE.	OLD PORT ISABEL RD.	FM 802 (RUEBEN M TORRES)	0.45	2	4UC	100%	$ 2,576,333
1707	9	0	N	HUDSON BLVD	HERITAGE TRL	City Limits (MORRISON RD. E Extension)	0.06	4	4UC	100%	$ 528,116
1706	9	0	N	HIDDEN ACRES BLVD.	ESPINOSA LN	431ft E of ROBINDALE RD	0.25	4	4UC	100%	$ 2,324,857
1709	9	0	N	MORRISON RD	CITY LIMITS/Resaca del Rancho Viejo	Existing MORRISON RD	0.08	4	4DA	100%	$ 913,748
1712	9	0	N	TED HUNT DRIVE	TED HUNT BLVD (near Oscar Dancy St)	N CENTRAL AVE	0.21	4	4UC	100%	$ 1,956,355
911	9	0	W	PORT ISABEL RD	ROBINDALE RD	FM 802	1.14	2	4DA	100%	$ 8,283,726
912	9	0	N	MORRISON RD	PAREDES LINE RD	CANAL	0.92	4	4UC	100%	$ 2,357,407
913	9	0	N	MORRISON RD	W of Old Port Isabel	OLD PORT ISABEL RD.	0.28	4	4UC	100%	$ 1,796,922
914	9	0	W	MORRISON RD	RANCHO VIEJO DR	FM 511	0.61	2	4UC	100%	$ 772,528
						Sub-Total Service Area 9	**8.28**				**49,515,706**
403	10	0	N	EAST LOOP - 4	I 69E	DEL PRADO DR	1.15	4	2D	100%	$ 11,701,967
1602	10	0	W	Coffee Rd/Coffeeport Rd	FM 313 (N. MINNESOTA AVE.)	431ft E of FM 313	0.08	2	4DA	100%	$ 599,885
1607	10	0	W	Coffee Rd/Coffeeport Rd	City Limits	Ruben M Torres Blvd	0.03	2	4DA	100%	$ 258,710
1601	10	1	W	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	NORTON DR.	0.27	2	4UC	50%	$ 751,638
1606	10	0	W	SH 4 (Boca Chica Blvd.)	OKLAHOMA AVE.	0.5 mile east of OKLAHOMA AVE.	0.69	2	4UA	100%	$ 4,070,262
1605	10	99	W	SH 4 (Boca Chica Blvd.)	FM 511 (N. INDIANA AVE.)	City Limits (near NARANJAL DR.)	0.85	2	4DA	50%	$ 2,553,439
1604	10	0	W	FM 511 (S Indiana Ave.)	UTAH RD.	SH 4 (BOCA CHICA BLVD.)	0.50	2	4DA	100%	$ 3,767,254
1003	10	0	W	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	LES MAULDIN RD	0.76	2	4DA	100%	$ 5,451,045
						Sub-Total Service Area 10	**4.33**				**29,154,200**
1901	11	18	W	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	4UA	50%	$ 1,474,250
1902	11	99	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	1.73	2	4UA	50%	$ 5,094,832
						Sub-Total Service Area 11	**2.23**				**6,569,082**

Table 10 Continued - Capital Recovery Fee CIP Listing

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	T. Plan Lanes	Pct. in Serv. Area	Project Cost
1805	12	0	N	E:W COLLECTOR	OLD ALICE RD.	PAREDES LINE RD.	1.35	2	2UC	100%	$ 9,515,712
1801	12	0	N	ABREGO ROAD	OLD ALICE RD.	PAREDES LINE RD.	1.36	2	2UC	100%	$ 11,125,326
1811	12	0	N	ABELARDO DR	I 169	APRIL LN/ABREGO RD	0.54	2	2UC	100%	$ 3,819,855
1806	12	0	N	FAR NORTH COLLECTOR # 2	ABREGO RD	JUAN SEGUIN BLVD (FUTURE, near California	1.46	2	2UC	100%	$ 10,300,073
1807	12	0	N	FAR NORTH COLLECTOR # 3	I 169	CITY LIMITS (near Lemon Dr)	1.65	2	2UC	100%	$ 11,640,915
1804	12	0	N	COLLECTOR #2 DELTA	WEST LEMON ST (near Old Alice Rd)	JUAN SEGUIN BLVD (FUTURE, near Old Alice F	0.65	2	2UC	100%	$ 4,595,909
1802	12	0	N	COLLECTOR #1 DELTA	SECONDARY ARTERIAL DELTA (FUTURE)	845FT W of OLD ALICE RD.	0.49	2	2UC	100%	$ 3,455,723
1810	12	0	N	WEST LEMON ST.	CAJUN BLVD	OLD ALICE RD.	1.07	4	4UA	100%	$ 11,114,622
1808	12	0	N	JUAN SEGUIN BLVD. (FAR NORTH	CALIFORNIA RD.	OLD ALICE RD.	1.27	4	4DA	100%	$ 14,889,110
1809	12	0	N	SECONDARY ARTERIAL DELTA	JUAN SEGUIN BLVD (FUTURE)	City Limits (near SH 100)	1.30	4	2UA	100%	$ 13,508,310
1812	12	0	N	New Road D (FID78)	CALIFORNIA RD.	FAR NORTH COLLECTOR #2 (FUTURE)	0.14	2	2UC	100%	$ 998,566
1803	12	0	N	COLLECTOR #1 DELTA	845FT W of OLD ALICE RD.	OLD ALICE RD.	0.16	4	4UC	100%	$ 1,390,755
1306	12	7	W	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	4UC	50%	$ 4,093,674
						Sub-Total Service Area 12	**12.88**				**100,448,551**
1001	13	14	W	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	4UA	50%	$ 732,242
						Sub-Total Service Area 13	**0.20**				**732,242**
1101	14	13	W	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	4UA	50%	$ 732,242
1102	14	0	N	LINE 12 RD.	CITY LIMITS (near Line G RD)	CITY LIMITS (near FM 803/Olmito North Rd)	0.20	2	2UC	100%	$ 1,421,185
1105	14	99	N	PARKER RD.	FRESNAL RD/Union Pacific Rail line	CITY LIMITS (near Ortega Rd)	1.84	2	2UC	50%	$ 6,483,050
1106	14	99	N	PARKER RD.	FRESNAL RD	CITY LIMITS (near Villa Franco Rd)	0.49	2	2UC	50%	$ 1,727,861
1104	14	0	N	LUGO RD.	CITY LIMITS (near CR 528)	CITY LIMITS (near FM 803)	0.19	2	2UC	100%	$ 1,362,543
1108	14	0	N	New Road C	CITY LIMITS (near Parker Rd and CR 526)	CITY LIMITS (near FM 803)	0.18	2	2UC	100%	$ 1,290,106
1107	14	0	N	VAZQUEZ RD.	CITY LIMITS (near exist. Vazquez Rd & CR307	CITY LIMITS (near FM 803)	0.20	2	2UC	100%	$ 1,411,677
						Sub-Total Service Area 14	**3.29**				**14,428,664**
2202	15	0	N	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	3.49	4	4DA	100%	$ 40,856,508
2204	15	0	N	SAN ROMAN BLVD. ROAD	CITY LIMITS (TEXAS TROPICAL TRL)	OLD PORT ISABEL RD.	0.72	4	4DA	100%	$ 8,458,083
2203	15	18	W	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	4D	50%	$ 1,033,725
2210	15	18	W	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	4UA	50%	$ 2,541,327
2211	15	18	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	4UA	50%	$ 1,474,250
2201	15	0	N	FAR NORTH EAST COLLECTOR #1	JUAN SEGUIN BLVD (FUTURE)	CITY LIMITS	0.59	2	2UC	100%	$ 4,175,751
						Sub-Total Service Area 15	**6.51**				**58,539,644**
2001	16	17	W	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	4UA	50%	$ 681,984
2002	16	0	N	Old Port Rd	CITY LIMITS (Along CR 350/Old Port Rd)	CITY LIMITS (Along CR 350/Old Port Rd)	0.23	4	4UA	100%	$ 2,367,010
						Sub-Total Service Area 16	**0.48**				**3,048,994**
2101	17	16	W	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	4UA	50%	$ 681,984
						Sub-Total Service Area 17	**0.25**				**681,984**
2205	18	99	W	OLD PORT ISABEL ROAD -1 (FID27)	4553 N of SAN ROMAN BLVD. ROAD	FM 100 (TEXAS TROPICAL TRL.)	0.30	2	4UA	50%	$ 879,661
2206	18	15	W	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	4DA	50%	$ 1,033,725
2208	18	15	W	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	4UA	50%	$ 2,541,327
2207	18	15	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	4UA	50%	$ 1,474,250
2209	18	11	W	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	4UA	50%	$ 1,474,250
						Sub-Total Service Area 18	**2.51**				**7,403,213**
Totals:											$565,660,395

Notes:

DA - Divided Arterial
UA - Undivided Arterial
DC - Divided collector
UC - Undivided Collector
SA - Special Arterial with two-way left turn lane (TWLTL)
SC - Special Collector with two-way left turn lane (TWLTL)
Shared Service Area: Code 99 indicates outside city limits.
Project Type: New Roadway (N), Road Widening (W).

Project Costing:

- Construction costs per Project Planning Level Cost Estimate Worksheets.
- Engineering Cost assumptions: 9% of construction cost.
- Right-of-Way cost assumptions for needed ROW to achieve thoroughfare standard.
  - Urban Core: $5.00/sf (Service Area 2)
  - Suburban Growth: $1.50/sf (Service Areas 3, 9, 8)
  - City Edge : $0.50/sf (Service Areas 1, 4, 7, 10, 12)
  - City Edge: $0.50/sf (Service Areas 5, 6, 11, 15, 16, 17, 18)
- Debt Service cost assumptions: 4.5% over 10-years.

Projected Vehicle-Miles Capacity Available for New Growth

The vehicle-miles of new capacity supply were calculated similar to the vehicle-miles of existing capacity supplied. The equation used was:

> *Vehicle-Miles of New Capacity* = Link capacity per peak hour per lane x No. of Lanes x Length of segment (miles)

Vehicle-miles of new supply provided by the CIP are listed in **Table 11**. While projects listed in the CIP have not been built, the existing utilization on CIP roadways and system deficiencies on the current network (by service area) have been removed from the total supply to properly account for new "net" capacity available for consumption by new growth. **Table 11**, Column E, depicts net availability of supply by the CIP. **Appendix D** details capacity calculations provided by the CIP program.

A comparison of net capacity provided by the proposed CIP relative to 10-year needs is listed in **Table 12**. An analysis reveals an adequately matched overall capital recovery fee CIP program to address growth attributable to new development.

Table 11: Capacity and Net Capacity Provided by the Proposed CIP

	A	B	C = A – B	D	E = C – D
Service Area	**Capacity Supplied by CIP (veh-mi)**	**Existing Utilization on CIP Roadways (veh-mi)**	**Excess Capacity (veh-mi)**	**Current Network Deficiencies* (veh-mi)**	**Net Capacity Supplied by CIP (veh-mi)**
1	6,412	0	6,412	1,567	4,845
2	9,050	0	9,050	0	9,050
3	3,633	0	3,633	0	3,633
4	3,464	0	3,464	0	3,464
5	5,615	0	5,615	2,047	3,568
6	6,965	0	6,965	579	6,386
7	5,579	0	5,579	0	5,579
8	15,124	0	15,124	0	15,124
9	10,800	0	10,800	0	10,800
10	5,335	0	5,335	0	5,335
11	1,315	0	1,315	408	907
12	17,445	0	17,445	6,376	11,069
13	117	0	117	2,176	0
14	2,089	0	2,089	839	1,250
15	11,546	0	11,546	0	11,546
16	681	0	681	0	681
17	148	0	148	0	148
18	1,479	0	1,479	0	1,479
19	0	0	0	0	0
Total	106,801	0	106,801	13,992	94,873

*All current network deficiencies (Table 8).

Table 12: Projected Demand and Net Capacity Provided by the Proposed CIP

	A	B	B / A (Max 100%)
Service Area	**Net Capacity Supplied by CIP (veh-mi)**	**Projected 10-Year Growth (Vehicle-Miles)**	**Pcnt. Of CIP Attributable to New Dev. (10-Yr.)**
1	4,854	21,011	100.0
2	9,050	11,055	100.0
3	3,633	29,077	100.0
4	3,464	13,828	100.0
5	3,568	1,331	37.3
6	6,386	1,171	18.3
7	5,579	12,722	100.0
8	15,124	14,729	97.4
9	10,800	28,793	100.0
10	5,335	13,075	100.0
11	907	1,963	100.0
12	11,069	8,783	79.3
13	0	3,470	100.0
14	1,250	2,352	100.0
15	11,546	4,449	38.5
16	681	494	72.6
17	148	0	0.0
18	1,479	3,399	100.0
19	0	0	100.0
Total	94,873	171,702	100.0

Cost of Roadway Improvements

The total CRFCIP cost, including study update costs, and cost of net capacity supplied to implement the roadway improvements plan projects by service area is shown in **Table 13**. If traffic exists on proposed CIP project roadways or there are any deficiencies present on the current network in each respective service area (existing utilization), the total system cost is adjusted to reflect the net capacity being made available by the capital recovery fee program. In other words, only the unused portion of the CIP and its associated costs are considered eligible. A detailed listing by project segment in each service area can be found in **Appendix E**. **Appendix G** details system costs by service area.

Per Chapter 395, the cost of the CIP must be credited for ad-valorem tax generated through new development either through a credit analysis or a flat 50% credit. The City has opted to reduce the CIP by 50%, as shown in the last column of Table 13.

Table 13: Summary of Roadway Improvements Plan Cost Analysis

Service Area	Total Cost of Proposed IFCIP Projects (Including CRF Study Update Cost)	Credited Cost of Proposed IFCIP Projects (Including CRF Study Update Cost)	Cost to Meet Existing Utilization on CIP Roadways	Credited Cost of Net Capacity Supplied by CIP
1	$35,357,997	$17,678,998	$4,314,435	$13,364,563
2	$41,622,365	$20,811,183	$0	$20,811,183
3	$15,539,831	$7,769,915	$0	$7,769,915
4	$18,267,157	$9,133,579	$0	$9,133,579
5	$35,499,899	$17,749,949	$6,469,903	$11,280,046
6	$45,615,050	$22,807,525	$1,894,487	$20,913,038
7	$25,754,913	$12,877,457	$0	$12,877,457
8	$77,585,487	$38,792,744	$0	$38,792,744
9	$49,535,930	$24,767,965	$0	$24,767,965
10	$29,164,191	$14,582,095	$0	$14,582,095
11	$6,571,545	$3,285,772	$1,019,464	$2,266,308
12	$100,481,218	$50,240,609	$18,361,604	$31,879,005
13	$732,462	$366,231	$366,231	$0
14	$14,432,575	$7,216,288	$2,897,226	$4,319,061
15	$58,561,265	$29,280,632	$0	$29,280,632
16	$3,050,268	$1,525,134	$0	$1,525,134
17	$682,260	$341,130	$0	$341,130
18	$7,405,983	$3,702,991	$0	$3,702,991
19	$0	$0	$0	$0
Total	$565,860,395	$282,930,197	$35,323,351	$247,606,847

Calculation of Capital Recovery Fees

This chapter discusses the calculation of the cost per service unit and the calculation of roadway capital recovery fees (CRFs). The roadway CRF will vary based on specific development proposal, service area, and size of the development. Examples are included to better illustrate the method by which the roadway CRFs are calculated.

Cost per Service Unit

The cost per service unit is calculated by dividing the cost of the CIP necessitated and attributable to new demand (net cost) by the projected service units of growth over the 10-year planning period.

Cost Attributable to New Development

Generally, the cost per service unit varies by service area because of the net capacity being provided by the proposed projects, variations in cost of CIP and the number of service units necessitated by new growth in each CRF service area. Where net capacity supplied is greater than demand, the cost per service unit is simply the cost of the net capacity divided by the service units of growth. If net capacity supplied is *less* than projected new demand, then the result is generally a decrease in the cost per service unit, because such cost is spread over the larger number of service units of growth. This is shown in **Table 14** in Columns A through C calculating the cost attributable to new development through the percent of CIP capacity attributable calculated in Table 12.

Maximum Cost per Service Unit Calculation

Table 15 lists the results of the cost per service unit calculation by service area. The base cost per service unit reflects the true burden to the City for the implementation of the roadway capital improvements program. As per state law, a credit for the portion of ad-valorem tax revenues generated by improvements over the program period must be given. Based on the credit analysis the maximum collection rate after credit reflects the maximum amount per service unit that can be charged to be following the state statute. **Appendix G** details the maximum fee per service unit calculation for each service area.

Table 14: Roadway Improvements Plan Cost Attributable to New Development

	A	B	C = A x B
Service Area	**Credited Cost of Net Capacity Supplied by CIP (Table 14)**	**Pcnt. Of CIP Attributable to New Development (Table 13)**	**Credited Cost Attributable to New Development**
1	$13,364,563	100.0	$13,364,563
2	$20,811,183	100.0	$20,811,183
3	$7,769,915	100.0	$7,769,915
4	$9,133,579	100.0	$9,133,579
5	$11,280,046	37.3	$4,207,887
6	$20,913,038	18.3	$3,834,821
7	$12,877,457	100.0	$12,877,457
8	$38,792,744	97.4	$37,779,577
9	$24,767,965	100.0	$24,767,965
10	$14,582,095	100.0	$14,582,095
11	$2,266,308	100.0	$2,266,308
12	$31,879,005	79.3	$25,295,266
13	$0	100.0	$0
14	$4,319,061	100.0	$4,319,061
15	$29,280,632	38.5	$11,282,655
16	$1,525,134	72.6	$1,107,010
17	$341,130	0.0	$0
18	$3,702,991	100.0	$3,702,991
19	$0	100.0	$0
Total	$247,606,847	100.0	$197,102,333

Table 15: Cost per Service Unit Summary

	A	B	C	D = B / A	E = C / A
Service Area	**Projected 10-Year Growth (Vehicle-Miles)**	**Full Cost Attributable to New Development**	**Credited Cost Attributable to New Development**	**Full Cost per Service Unit**	**Credited Cost per Service Unit (After Credit)**
1	21,011	$26,729,126	$13,364,563	$1,272.00	$636.00
2	11,055	$41,622,365	$20,811,183	$3,764.00	$1,882.00
3	29,077	$15,539,831	$7,769,915	$534.00	$267.00
4	13,828	$18,267,157	$9,133,579	$1,320.00	$660.00
5	1,331	$8,415,774	$4,207,887	$6,322.00	$3,161.00
6	1,171	$7,669,642	$3,834,821	$6,548.00	$3,274.00
7	12,722	$25,754,913	$12,877,457	$2,024.00	$1,012.00
8	14,729	$75,559,154	$37,779,577	$5,128.00	$2,564.00
9	28,793	$49,535,930	$24,767,965	$1,720.00	$860.00
10	13,075	$29,164,191	$14,582,095	$2,230.00	$1,115.00
11	1,963	$4,532,617	$2,266,308	$2,308.00	$1,154.00
12	8,783	$50,590,532	$25,295,266	$5,760.00	$2,880.00
13	3,470	$0	$0	$0.00	$0.00
14	2,352	$8,638,123	$4,319,061	$3,672.00	$1,836.00
15	4,449	$22,565,310	$11,282,655	$5,070.00	$2,535.00
16	494	$2,214,020	$1,107,010	$4,478.00	$2,239.00
17	0	$0	$0	$0.00	$0.00
18	3,399	$7,405,983	$3,702,991	$2,178.00	$1,089.00
19	0	$0	$0	$0.00	$0.00
Total	171,702	$394,204,667	$197,102,333	$3,980.00	$1,990.00

Calculation of Roadway Capital Recovery Fees

The calculation of roadway capital recovery fees for new development involves a two-step process. *Step One* is the calculation of the total number of service units that will be generated by the development. *Step Two* is the calculation of the capital recovery fee due to the new development.

Step 1: Determine number of service units (vehicle-miles) generated by the development using the equivalency table.

No. of Development Unit x Vehicle-miles per development unit = Development's Vehicle-miles

Step 2: Calculate the CRF based on the fee per service unit for the service area where the development is located.

Development's Vehicle-miles x Fee per vehicle-mile = CRF due from Development

Examples: *The following fees would be assessed to new developments in Brownsville in Service Area 9 if the cost per service unit were $860.00*

Single-Family Dwelling

1 dwelling unit x 3.02 vehicle-miles/dwelling unit = 3.02 vehicle-miles

3.02 vehicle-miles x $860.00/vehicle-mile = $2,597.20

20,000 square foot (s.f.) Office Building

20 (1,000 s.f. units) x 4.63 vehicle-miles/1,000 s.f. units = 92.60 vehicle-miles

92.60 vehicle-miles x $860.00/vehicle-mile = $79,636.00

50,000 s.f. Shopping Center

50 (1,000 s.f. units) x 3.24 vehicle-miles/1,000 s.f. units = 162.00 vehicle-miles

162.00 vehicle-miles x $860.00/vehicle-mile = $139,320.00

100,000 s.f. Light Industrial

100 (1,000 s.f. units) x 2.60 vehicle-miles/1,000 s.f. units = 260.00 vehicle-miles

260.00 vehicle-miles x $860.00/vehicle-mile = $223,600.00

References

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APPENDICES

Appendix A:

Roadway Capital Recovery Fee Definitions

ROADWAY CAPITAL RECOVERY FEE DEFINITIONS

Average Trip Length - the average actual travel distance between two points. The average trip length by specific land use varies.

Diverted Trip - like pass-by trip, but a diversion is made from the regular route to make an interim stop.

Capital recovery fee (Capital Recovery Fee) - a charge or assessment imposed by a city against new development to generate revenue for funding or recouping roadway improvements necessitated and attributable to new development.

Maximum Fee Per Service Unit - the highest capital recovery fee that may be collected by the City per vehicle-mile of supply. Calculated by dividing the costs of the capital improvements by the total number of vehicle-miles of demand expected in the 10-year planning period.

Pass-by Trip - a trip made as an intermediate stop on the way from an origin to a primary trip destination. For example, a stop at a convenience store on the way to office from home.

PM Peak Hour - the hour when the highest volume of traffic typically occurs. Data collection revealed the peak hour of travel to be between 5:00 and 6:00 pm.

PM Peak Hour Traffic Counts - the number of vehicles passing a certain point during the peak hours of travel. Traffic counts are conducted during the PM peak hour because the greatest demand for roadway capacity occurs during this hour.

Primary Trip - a trip made for the specific purpose of visiting a destination, for example, from home to office.

Roadway Demand - the demand placed on the roadway network because of development. Determined by multiplying the trip generation of a specific land use by the average trip length.

Roadway Supply (or Capacity) - the number of service units provided by a segment of roadway over a period of time. Determined by multiplying the lane capacity by the roadway length.

Service Area - the area within the city boundaries to be served by capital improvements. Criteria for developing the service area structure include: 1) restricted to six-mile limit by legislation (to ensure proximity of roadway improvements to development), 2) conforms to census or forecast model boundaries, 3) projects on CIP as boundaries, 4) effort to match roadway supply with projected demand, and 5) city limit boundaries.

Service Unit - a measure of use or generation attributable to new development for roadway improvements. Also used to measure supply provided by existing and proposed roadway improvements.

Trip - a single, one-direction vehicle movement from an origin to a destination.

Trip Generation - the total trip ends for land use over a given period or the total of all trips entering and exiting a site during that designated time. Used in the development of 10-year traffic demand projections and the equivalency table. Based primarily on data prepared by the Institute of Transportation Engineers (ITE).

Vehicle - for capital recovery fee purposes, any motorized appurtenance that carries passengers and/or goods on the roadway system during peak periods of travel.

Vehicle-mile - a unit used to express both supply and demand provided by, and placed on, the roadway system. A combination of several vehicles traveling during a given period and the distance which those vehicles travel in miles

Appendix B:

Existing Conditions Analysis

DEFINITIONS

LANES	The total number of lanes in both directions available for travel.
TYPE	The type of roadway (used in determining capacity): DA = divided arterial UA = undivided arterial DC = divided collector UC = undivided collector SC = special collector (roadway with continuous left turn) SA = special arterial (roadway with continuous left turn)
PK-HR VOLUME	The existing volume of cars on the roadway segment traveling during the afternoon (P.M.) peak hour of travel. A and B indicate the two directions of travel. Direction A is a northbound or eastbound and direction B is southbound or westbound. If only one half of the roadway is located within the service area (see % in service area), the opposing direction will have no volume in the service area.
% IN SERVICE AREA	If the roadway is located on the boundary of the service area (with the city limits running along the centerline of the roadway), then half of the roadway is inventoried in the service area and the other half is not. This value is either 50% or 100%.
VEH-MI SUPPLY TOTAL	The number of total service units (vehicle-miles) supplied within the service area, based on the length, and established capacity of the roadway type.
VEH-MI TOTAL DEMAND PK-HR	The total service unit (vehicle-mile) demand created by existing traffic on the roadway segment in the afternoon peak hour.
EXCESS CAPACITY PK-HR VEH-MI	The number of service units supplied but unused by existing traffic in the afternoon peak hour.
EXISTING DEFICIENCIES PK-HR VEH-MI	The number of service units of demand more than the service units supplied.

NOTE: RGV Travel Demand Model Output. Excess capacity and existing deficiencies are calculated separately for each direction. It is possible to have excess capacity in one direction and an existing deficiency in the other. When both directions have excess capacity or deficiencies, the total for both directions are presented.

Service Area	Capacity	Demand	Excess Capacity	Existing Deficiencies
1	21,573	23,140	0	1,567
2	289,898	127,832	162,067	0
3	157,833	118,372	39,461	0
4	33,144	32,233	911	0
5	3,378	5,425	0	2,047
6	1,399	1,978	0	579
7	30,109	24,495	5,614	0
8	23,546	23,259	287	0
9	144,789	141,201	3,588	0
10	43,005	40,322	2,683	0
11	5,828	6,236	0	408
12	14,519	20,895	0	6,376
13	5,205	7,382	0	2,176
14	4,591	5,430	0	839
15	0	0	0	0
16	19,665	10,129	9,536	0
17	0	0	0	0
18	0	0	0	0
19	16,113	5,664	10,449	0
Total	**814,596**	**593,992**	**220,604**	**13,992**

Appendix C:

Projected 10-Year Growth

(Vehicle-Miles of New Demand)

Service Area	Projected 10-Year Growth (Vehicle-Miles)
1	21,011
2	11,055
3	29,077
4	13,828
5	1,331
6	1,171
7	12,722
8	14,729
9	28,793
10	13,075
11	1,963
12	8,783
13	3,470
14	2,352
15	4,449
16	494
17	0
18	3,399
19	0
Total	171,702

Note: RGV Travel Demand Model output.

Appendix D:

Roadway Capital Improvements Plan

Definitions

LANES	The total number of lanes in both directions available for travel.
TYPE	The type of roadway (used in determining capacity):
	DA = divided arterial
	UA = undivided arterial
	SA = special arterial (arterial with continuous left turn)
	DC = divided collector
	UC = undivided collector
	SC = special collector (arterial with continuous left turn)
PK-HR VOLUME	The existing volumes of cars on the roadway segment traveling during the afternoon (P.M.) peak hour of travel.
% IN SERVICE AREA	If the roadway is located on the boundary of the service area (with the city limits running along the centerline of the roadway), then half of the roadway is inventoried in the service area and the other half is not. This value is either 50% or 100%.
VEH-MI SUPPLY	The number of total service units (vehicle-miles) supplied within
PK-HR TOTAL	the service area, based on the length and established capacity of the roadway type.
VEH-MI TOTAL	The total service unit (vehicle-mile) demand created by
DEMAND PK-HR	existing traffic on the roadway segment in the afternoon peak hour.
EXCESS CAPACITY	The number of service units supplied but unused by
PK-HR VEH-MI	existing traffic in the afternoon peak hour.
CIP VEH-MI	The number of service units used by existing traffic more than
DEFICIENCY	the available service units supplied by the roadway in the afternoon peak hour.

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Exist. Lanes	Added Lanes	T. Plan Lanes	Lane Capacity	Pct. in Serv. Area	Peak Hour Volume N/E A	Peak Hour Volume S/W B	Peak Hour Volume Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
101	1	0	W	Minnesota Ave	SOUTHMOST RD.	CALIFORNIA RD.	0.57	2	2	4UC	510	100%	0	0	0	586	0	586	0
104	1	0	W	DOCKBERRY ROAD	S ILLINOIS RD.	E CITY LIMITS	0.98	2	2	4DA	590	100%	0	0	0	1,152	0	1,152	0
105	1	0	W	DOCKBERRY ROAD	SOUTHMOST RD.	S DAKOTA AVE.	0.91	2	2	4DA	590	100%	0	0	0	1,074	0	1,074	0
103	1	99	N	ARIZONA ROAD	S INDIANA AVE	2587ft E of S INDIANA AVE	0.49	0	2	2UC	510	50%	0	0	0	250	0	250	0
102	1	0	N	ARIZONA ROAD	2587ft E of S INDIANA AVE	City Limits (near S BROWN AVE)	0.40	0	2	2UC	510	100%	0	0	0	406	0	406	0
404	1	2	N	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	0	4	4DA	590	50%	0	0	0	838	0	838	0
107	1	0	N	EAST LOOP -1	DEL PRADO DR.	Monsees Rd	0.54	0	4	4DA	590	100%	0	0	0	1,277	0	1,277	0
106	1	2	N	EAST LOOP -2	W City Limits	SOUTHMOST RD.	0.38	0	4	4DA	590	50%	0	0	0	445	0	445	0
111	1	10	W	Minnesota Ave	CALIFORNIA RD.	Norton Dr.	0.27	2	2	4UC	510	50%	0	0	0	138	0	138	0
110	1	0	N	SE COLLECTOR # 2	ARIZONA RD.	CITY LIMITS	0.25	0	2	2UC	510	100%	0	0	0	255	0	255	0
						Sub-Total Service Area 1	**5.50**									**6,421**	**0**	**6,420**	**0**
402	2	1	N	EAST LOOP -3	W City Limits	SOUTHMOST RD.	0.38	0	4	4DA	590	50%	0	0	0	449	0	448	0
409	2	0	N	S. IOWA AVE.	AMATISTA DR.	SOUTHMOST BLVD.	0.40	0	4	4DA	590	100%	0	0	0	944	0	944	0
405	2	0	N	EAST LOOP 1-B1	SOUTHMOST BLVD.	EAST LOOP (Near SONNY DR.)	0.36	0	4	4DA	590	100%	0	0	0	850	0	850	0
108	2	1	N	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	0	4	4D	590	50%	0	0	0	838	0	838	0
411	2	0	N	EAST LOOP	SA Boundary	I 69 (US 77/83 Hwy)	2.44	0	4	4DA	590	100%	0	0	0	5,758	0	5,758	0
407	2	0	W	McDAVITT BLVD	I 69E FRONTAGE	HAYES	0.18	2	2	4DA	590	100%	0	0	0	211	0	211	0
						Sub-Total Service Area 2	**4.47**									**9,050**	**0**	**9,049**	**0**
507	3	0	N	LORENALY DR E. Extension (FID11)	LORENALY DR	MORRISON RD.	0.70	0	4	4UC	510	100%	0	0	0	1,428	0	1,428	0
502/503	3	0	N	MERCEDES RD	MEMORIAL TRAIL	SIMMONS BLVD	0.41	0	4	4UC	510	100%	0	0	0	836	0	836	0
504	3	0	N	OLD SPANISH TRAIL	SCHAEFER LN	LAREDO RD	0.30	0	4	4UC	510	100%	0	0	0	612	0	612	0
506	3	0	N	New Road	E. Alton Goor Blvd	New Road B	0.37	0	4	4UC	510	100%	0	0	0	757	0	757	0
						Sub-Total Service Area 3	**1.78**									**3,633**	**0**	**3,634**	**0**
707/708	4	99	W	FM 1732	City Limits	LAGO VIEJO	0.73	2	2	4DA	590	50%	0	0	0	431	0	431	0
709	4	0	N	GROVE PARK ROAD 2	MILITARY HWY	CITY LIMIT (Next closest rd is Carmen Blvd)	0.18	0	4	4DA	590	100%	0	0	0	425	0	425	0
714	4	0	N	NW COLLECTOR #1	MILITARY HWY	OLD MILITARY RD (not SAN PEDRO RD)	0.21	0	4	4UC	510	100%	0	0	0	428	0	428	0
410	4	0	N	CARMEN AVE.	CITY LIMITS	VASQUEZ RANCH RD	0.70	0	2	2UC	510	100%	0	0	0	719	0	719	0
715	4	0	N	NW COLLECTOR #2	MILITARY HWY	CITY LIMITS (BTW SAN PEDRO RD & CARMEN	0.07	0	4	4UC	510	100%	0	0	0	143	0	143	0
710	4	0	N	GROVE PARK ROAD 1	CITY LIMITS	NW COLLECTOR #1 E Extension	0.51	0	4	4UA	590	100%	0	0	0	1,204	0	1,204	0
718	4	7	W	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	2	4DA	590	50%	0	0	0	53	0	53	0
706	4	0	N	FISH HATCHERY ROAD	FISH HATCHERY RD	RAILROAD ST (CITY LIMITS)	0.06	0	2	2UC	510	100%	0	0	0	61	0	61	0
						Sub-Total Service Area 4	**2.55**									**3,464**	**0**	**3,463**	**0**
802	5	0	W	FM 1732	US 281 MILITARY HWY.	LOS ARBOLES AVE.	0.27	2	2	4DA	590	100%	0	0	0	315	0	315	0
809	5	0	W	US 281 - MILITARY HWY.	MONTALVO ST.	FM 1732	1.07	2	2	4DA	590	100%	0	0	0	1,266	0	1,266	0
803	5	0	N	GUAGOLOTA ROAD	NW COLLECTOR #7	REGO RD.	0.77	0	2	2UC	510	100%	0	0	0	785	0	785	0
804	5	0	N	GUAGOLOTA ROAD	MILITARY HWY	NW COLLECTOR #7 (Future, near Roos Reserv	1.11	0	2	2UC	510	100%	0	0	0	1,132	0	1,132	0
805	5	0	N	NW COLLECTOR #7	GUAGOLOTA RD (FUTURE)	CITY LIMITS	0.19	0	2	2UC	510	100%	0	0	0	194	0	194	0
801	5	0	N	DOMANSKI DR.	DOMANSKI DR	CITY LIMITS (Near Mexico border)	0.22	0	2	2UC	510	100%	0	0	0	224	0	224	0
806	5	0	N	NW COLLECTOR #7	CITY LIMITS (Near FM 1577)	GUAGOLOTA RD (FUTURE)	0.99	0	2	2UC	510	100%	0	0	0	1,010	0	1,010	0
807	5	0	N	REGO RD	GUAGOLOTA RD	REDO RD (Existing and at City Limits)	0.19	0	2	2UC	510	100%	0	0	0	194	0	194	0
808	5	6	N	REGO RD	GUAGOLOTA RD	ROOS RESERVOIR (W. BOUNDARY)	0.97	0	2	2UC	510	50%	0	0	0	495	0	495	0
						Sub-Total Service Area 5	**5.78**									**5,615**	**0**	**5,616**	**0**

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Exist. Lanes	Added Lanes	T. Plan Lanes	Lane Capacity	Pct. in Serv. Area	Peak Hour Volume N/E A	Peak Hour Volume S/W B	Peak Hour Volume Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
902	6	0	W	FM 1577	City Limits (near PALOMA DR.)	City Limits (near Poinciana Tree St)	0.18	2	2	4UA	590	100%	0	0	0	217	0	217	0
903	6	0	N	GUAGOLOTA ROAD	NUNNELS RD	HWY77 FRONTAGE RD.	0.93	0	2	2UC	510	100%	0	0	0	949	0	949	0
904	6	0	N	GUAGOLOTA ROAD	RICE TRACT RD	NUNNELS RD	1.17	0	2	2UC	510	100%	0	0	0	1,193	0	1,193	0
905	6	0	N	GUAGOLOTA ROAD	NW COLLECTOR #8 (near Rice Tract Rd)	RICE TRACT RD	1.03	0	2	2UC	510	100%	0	0	0	1,051	0	1,051	0
906	6	0	N	GUAGOLOTA ROAD	REGO RD	NW COLLECTOR #8 (FUTURE)	0.50	0	2	2UC	510	100%	0	0	0	510	0	510	0
907	6	0	N	NW COLLECTOR # 8	GUAGOLOTA RD	CITY LIMITS	0.18	0	2	2UC	510	100%	0	0	0	184	0	184	0
901	6	0	N	FAR WEST COLLECTOR # A	RICE TRACT RD/FM 1577	RICE TRACT RD (near Guagolota Rd)	1.33	0	2	2UC	510	100%	0	0	0	1,357	0	1,357	0
908	6	0	N	NW COLLECTOR # 8	RICE TRACT RD	GUAGOLOTA RD	0.82	0	2	2UC	510	100%	0	0	0	836	0	836	0
910	6	0	N	ROBERTA ROAD	GUAGOLOTA RD	CITY LIMITS (near Roberta Rd)	0.17	0	2	2UC	510	100%	0	0	0	173	0	173	0
909	6	5	N	REGO ROAD	ROOS RESERVOIR (W. BOUNDARY)	GUAGOLOTA RD	0.97	0	2	2UC	510	50%	0	0	0	495	0	495	0
						Sub-Total Service Area 6	**7.28**									**6,965**	**0**	**6,964**	**0**
1302	7	0	N	JUAN SEGUIN BLVD.(FAR NORTH AR	City Limits (near Hidalgo Ave)	I 69E	0.05	0	4	4UA	590	100%	0	0	0	112	0	112	0
1307	7	0	N	MEYERS ROAD	Lomax Rd	OLMITO NORTH RD.	0.17	0	4	4UC	510	100%	0	0	0	342	0	342	0
1305	7	0	N	MEYERS ROAD	FM 803 CITY LIMITS (near FM 803)	Lomax Rd	0.38	0	4	4UC	510	100%	0	0	0	775	0	775	0
1301	7	0	N	ARKANSAS ROAD	I 69E N FRONTAGE RD.	OLMITO NORTH RD.	0.71	0	4	4UC	510	100%	0	0	0	1,448	0	1,448	0
1303	7	0	N	JUAN SEGUIN BLVD.(FAR NORTH AR	I 69E	CITY LIMITS (btw FM 803 and Roberta Rd)	0.89	0	4	4DA	590	100%	0	0	0	2,109	0	2,109	0
1308	7	12	W	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	2	2UC	510	50%	0	0	0	740	0	740	0
1401	7	4	W	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	2	4DA	590	50%	0	0	0	53	0	53	0
						Sub-Total Service Area 7	**3.74**									**5,579**	**0**	**5,579**	**0**
1508	8	0	W	NARANJO ROAD	I 69 E. (TEXAS TROPICAL TRL.)	OLD ALICE RD.	1.09	2	2	4DA	590	100%	0	0	0	1,282	0	1,282	0
1511	8	0	N	ROBINDALE ROAD	DR HUGH EMERSON RD.	FM 511	0.39	0	4	4UA	590	100%	0	0	0	920	0	920	0
1505	8	0	N	DANA AVE.	City Limits (near Dr Hugh Emerson Rd)	FM 511	0.78	0	4	4UA	590	100%	0	0	0	1,841	0	1,841	0
1502	8	0	N	CADDELL RD	E ALTON GLOOR BLVD.	DENNETT RD.	1.10	0	4	4UC	510	100%	0	0	0	2,244	0	2,244	0
1513	8	0	N	New Roadway G (FID0)	CARRIZALES RUCKER RD NARANJO ROAD	I 169	0.93	0	2	2UC	510	100%	0	0	0	949	0	949	0
1514	8	0	N	New Roadway E	DENNETT RD/Stillman RD	PAREDES LINE RD.	2.21	0	4	4DA	590	100%	0	0	0	5,216	0	5,216	0
1512	8	0	N	STAGECOACH TRAIL	STAGECOACH TRL/MYSTIC GROVE ST	New Roadway E	0.18	0	4	4UC	510	100%	0	0	0	367	0	367	0
1509	8	0	N	NE COLLECTOR #1	DANA AVE (FUTURE, near Cavazos Rd)	ROBINDALE RD (FUTURE, near FM 511)	0.77	0	2	2UC	510	100%	0	0	0	785	0	785	0
1503	8	0	N	CAVAZOS RD	CITY LIMITS (near Mesquite Wood Ct)	FM 511	0.30	0	2	2UC	510	100%	0	0	0	306	0	306	0
1501	8	0	N	BARCELONA RD	CITY LIMITS (Calle Barcellona)	NE COLLECTOR #2 (near GBIC Cir and FM 511	0.27	0	2	2UC	510	100%	0	0	0	275	0	275	0
1510	8	0	N	NE COLLECTOR #2	BARCELONA RD (FUTURE, near GBIC Cir)	CAVAZON RD (FUTURE, near FM 511)	0.40	0	2	2UC	510	100%	0	0	0	408	0	408	0
1515	8	0	N	New Roadway F	Stillman RD	New Roadway E	0.04	0	4	4UC	510	100%	0	0	0	82	0	82	0
1504	8	0	N	CAVAZOS RD	Existing CAVAZOS RD/TOLEDO DR	CITY LIMITS (near CAVAZOS RD and FM 511)	0.22	0	4	4UC	510	100%	0	0	0	449	0	449	0
						Sub-Total Service Area 8	**8.68**									**15,124**	**0**	**15,123**	**0**

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Exist. Lanes	Added Lanes	T. Plan Lanes	Lane Capacity	Pct. in Serv. Area	Peak Hour Volume N/E A	Peak Hour Volume S/W B	Peak Hour Volume Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
1705	9	0	W	COFFEE PORT ROAD	SH 48 (E. 14TH ST.)	FM 313 (N. MINNESOTA AVE.)	0.28	2	2	4DA	590	100%	0	0	0	336	0	336	0
1701	9	0	W	COFFEE PORT ROAD	ROBINDALE RD.	N. CENTRAL AVE.	0.65	2	2	4DA	590	100%	0	0	0	769	0	769	0
1703	9	0	W	DANA AVE.	FM 802 (RUEBEN M TORRES)	PALM LN.	0.79	2	2	4D	590	100%	0	0	0	929	0	929	0
1702	9	0	W	COFFEE PORT ROAD	OLD PORT ISABEL RD.	ROBINDALE RD.	0.83	2	2	4DA	590	100%	0	0	0	978	0	978	0
1710	9	0	W	N CENTRAL AVE.	SH 48 (E. 14TH ST.)	FM 802 (RUEBEN M TORRES)	1.00	2	2	4DA	590	100%	0	0	0	1,177	0	1,177	0
1711	9	99	W	ROBINDALE ROAD	MORRISON RD.	ROBINDALE ROAD	0.50	2	2	4UC	510	50%	0	0	0	255	0	255	0
1708	9	0	W	MCKENZIE RD	TIMBER DR.	N. CENTRAL AVE.	0.23	2	2	4UC	510	100%	0	0	0	236	0	236	0
1704	9	0	N	DANA AVE.	OLD PORT ISABEL RD.	FM 802 (RUEBEN M TORRES)	0.45	2	2	4UC	510	100%	0	0	0	456	0	456	0
1707	9	0	N	HUDSON BLVD	HERITAGE TRL	City Limits (MORRISON RD. E Extension)	0.06	0	4	4UC	510	100%	0	0	0	122	0	122	0
1706	9	0	N	HIDDEN ACRES BLVD.	ESPINOSA LN	431ft E of ROBINDALE RD	0.25	0	4	4UC	510	100%	0	0	0	510	0	510	0
1709	9	0	N	MORRISON RD	CITY LIMITS/Resaca del Rancho Viejo	Existing MORRISON RD	0.08	0	4	4DA	590	100%	0	0	0	189	0	189	0
1712	9	0	N	TED HUNT DRIVE	TED HUNT BLVD (near Oscar Dancy St)	N CENTRAL AVE	0.21	0	4	4UC	510	100%	0	0	0	428	0	428	0
911	9	0	W	PORT ISABEL RD	ROBINDALE RD	FM 802	1.14	2	2	4DA	590	100%	0	0	0	1,345	0	1,345	0
912	9	0	N	MORRISON RD	PAREDES LINE RD	CANAL	0.92	0	4	4UC	510	100%	0	0	0	1,877	0	1,877	0
913	9	0	N	MORRISON RD	W of Old Port Isabel	OLD PORT ISABEL RD.	0.28	0	4	4UC	510	100%	0	0	0	571	0	571	0
914	9	0	W	MORRISON RD	RANCHO VIEJO DR	FM 511	0.61	2	2	4UC	510	100%	0	0	0	622	0	622	0
						Sub-Total Service Area 9	**8.28**									**10,800**	**0**	**10,801**	**0**
403	10	0	N	EAST LOOP - 4	I 69E	DEL PRADO DR	1.15	0	4	2D	590	100%	0	0	0	2,707	0	2,707	0
1602	10	0	W	Coffee Rd/Coffeeport Rd	FM 313 (N. MINNESOTA AVE.)	431ft E of FM 313	0.08	2	2	4DA	590	100%	0	0	0	94	0	94	0
1607	10	0	W	Coffee Rd/Coffeeport Rd	City Limits	Ruben M Torres Blvd	0.03	2	2	4DA	590	100%	0	0	0	39	0	39	0
1601	10	1	W	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	NORTON DR.	0.27	2	2	4UC	510	50%	0	0	0	138	0	138	0
1606	10	0	W	SH 4 (Boca Chica Blvd.)	OKLAHOMA AVE.	0.5 mile east of OKLAHOMA AVE.	0.69	2	2	4UA	590	100%	0	0	0	812	0	812	0
1605	10	99	W	SH 4 (Boca Chica Blvd.)	FM 511 (N. INDIANA AVE.)	City Limits (near NARANJAL DR.)	0.85	2	2	4DA	590	50%	0	0	0	503	0	503	0
1604	10	0	W	FM 511 (S Indiana Ave.)	UTAH RD.	SH 4 (BOCA CHICA BLVD.)	0.50	2	2	4DA	590	100%	0	0	0	593	0	593	0
1003	10	0	W	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	LES MAULDIN RD	0.76	2	2	4DA	590	100%	0	0	0	449	0	449	0
						Sub-Total Service Area 10	**4.33**									**5,335**	**0**	**5,335**	**0**
1901	11	18	W	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	2	4UA	590	50%	0	0	0	295	0	294	0
1902	11	99	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	1.73	2	2	4UA	590	50%	0	0	0	1,021	0	1,021	0
						Sub-Total Service Area 11	**2.23**									**1,315**	**0**	**1,315**	**0**
1805	12	0	N	E:W COLLECTOR	OLD ALICE RD.	PAREDES LINE RD.	1.35	0	2	2UC	510	100%	0	0	0	1,375	0	1,375	0
1801	12	0	N	ABREGO ROAD	OLD ALICE RD.	PAREDES LINE RD.	1.36	0	2	2UC	510	100%	0	0	0	1,387	0	1,387	0
1811	12	0	N	ABELARDO DR	I 169	APRIL LN/ABREGO RD	0.54	0	2	2UC	510	100%	0	0	0	551	0	551	0
1806	12	0	N	FAR NORTH COLLECTOR # 2	ABREGO RD	JUAN SEGUIN BLVD (FUTURE, near California	1.46	0	2	2UC	510	100%	0	0	0	1,489	0	1,489	0
1807	12	0	N	FAR NORTH COLLECTOR # 3	I 169	CITY LIMITS (near Lemon Dr)	1.65	0	2	2UC	510	100%	0	0	0	1,683	0	1,683	0
1804	12	0	N	COLLECTOR #2 DELTA	WEST LEMON ST (near Old Alice Rd)	JUAN SEGUIN BLVD (FUTURE, near Old Alice F	0.65	0	2	2UC	510	100%	0	0	0	663	0	663	0
1802	12	0	N	COLLECTOR #1 DELTA	SECONDARY ARTERIAL DELTA (FUTURE)	845FT W of OLD ALICE RD.	0.49	0	2	2UC	510	100%	0	0	0	500	0	500	0
1810	12	0	N	WEST LEMON ST.	CAJUN BLVD	OLD ALICE RD.	1.07	0	4	4UA	590	100%	0	0	0	2,525	0	2,525	0
1808	12	0	N	JUAN SEGUIN BLVD. (FAR NORTH	CALIFORNIA RD.	OLD ALICE RD.	1.27	0	4	4DA	590	100%	0	0	0	2,997	0	2,997	0
1809	12	0	N	SECONDARY ARTERIAL DELTA	JUAN SEGUIN BLVD (FUTURE)	City Limits (near SH 100)	1.30	0	4	2UA	590	100%	0	0	0	3,068	0	3,068	0
1812	12	0	N	New Road D (FID78)	CALIFORNIA RD.	FAR NORTH COLLECTOR #2 (FUTURE)	0.14	0	2	2UC	510	100%	0	0	0	143	0	143	0
1803	12	0	N	COLLECTOR #1 DELTA	845FT W of OLD ALICE RD.	OLD ALICE RD.	0.16	0	4	4UC	510	100%	0	0	0	326	0	326	0
1306	12	7	W	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	2	4UC	510	50%	0	0	0	738	0	737	0
						Sub-Total Service Area 12	**12.88**									**17,445**	**0**	**17,445**	**0**

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Exist. Lanes	Added Lanes	T. Plan Lanes	Lane Capacity	Pct. in Serv. Area	Peak Hour Volume N/E A	Peak Hour Volume S/W B	Peak Hour Volume Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
1001	13	14	W	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	2	4UA	590	50%	0	0	0	117	0	117	0
						Sub-Total Service Area 13	**0.20**									**117**	**0**	**117**	**0**
1101	14	13	W	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	2	4UA	590	50%	0	0	0	117	0	117	0
1102	14	0	N	LINE 12 RD.	CITY LIMITS (near Line G RD)	CITY LIMITS (near FM 803/Olmito North Rd)	0.20	0	2	2UC	510	100%	0	0	0	204	0	204	0
1105	14	99	N	PARKER RD.	FRESNAL RD/Union Pacific Rail line	CITY LIMITS (near Ortega Rd)	1.84	0	2	2UC	510	50%	0	0	0	939	0	938	0
1106	14	99	N	PARKER RD.	FRESNAL RD	CITY LIMITS (near Villa Franco Rd)	0.49	0	2	2UC	510	50%	0	0	0	250	0	250	0
1104	14	0	N	LUGO RD.	CITY LIMITS (near CR 528)	CITY LIMITS (near FM 803)	0.19	0	2	2UC	510	100%	0	0	0	194	0	194	0
1108	14	0	N	New Road C	CITY LIMITS (near Parker Rd and CR 526)	CITY LIMITS (near FM 803)	0.18	0	2	2UC	510	100%	0	0	0	184	0	184	0
1107	14	0	N	VAZQUEZ RD.	CITY LIMITS (near exist. Vazquez Rd & CR307	CITY LIMITS (near FM 803)	0.20	0	2	2UC	510	100%	0	0	0	201	0	201	0
						Sub-Total Service Area 14	**3.29**									**2,089**	**0**	**2,087**	**0**
2202	15	0	N	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	3.49	0	4	4DA	590	100%	0	0	0	8,236	0	8,236	0
2204	15	0	N	SAN ROMAN BLVD. ROAD	CITY LIMITS (TEXAS TROPICAL TRL)	OLD PORT ISABEL RD.	0.72	0	4	4DA	590	100%	0	0	0	1,701	0	1,701	0
2203	15	18	W	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	2	4D	590	50%	0	0	0	206	0	206	0
2210	15	18	W	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	2	4UA	590	50%	0	0	0	509	0	509	0
2211	15	18	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	2	4UA	590	50%	0	0	0	295	0	294	0
2201	15	0	N	FAR NORTH EAST COLLECTOR #1	JUAN SEGUIN BLVD (FUTURE)	CITY LIMITS	0.59	0	2	2UC	510	100%	0	0	0	600	0	600	0
						Sub-Total Service Area 15	**6.51**									**11,546**	**0**	**11,546**	**0**
2001	16	17	W	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	2	4UA	590	50%	0	0	0	148	0	148	0
2002	16	0	N	Old Port Rd	CITY LIMITS (Along CR 350/Old Port Rd)	CITY LIMITS (Along CR 350/Old Port Rd)	0.23	0	4	4UA	590	100%	0	0	0	533	0	533	0
						Sub-Total Service Area 16	**0.48**									**681**	**0**	**681**	**0**
2101	17	16	W	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	2	4UA	590	50%	0	0	0	148	0	148	0
						Sub-Total Service Area 17	**0.25**									**148**	**0**	**148**	**0**
2205	18	99	W	OLD PORT ISABEL ROAD -1 (FID27)	4553 N of SAN ROMAN BLVD. ROAD	FM 100 (TEXAS TROPICAL TRL.)	0.30	2	2	4UA	590	50%	0	0	0	176	0	176	0
2206	18	15	W	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	2	4DA	590	50%	0	0	0	206	0	206	0
2208	18	15	W	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	2	4UA	590	50%	0	0	0	509	0	509	0
2207	18	15	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	2	4UA	590	50%	0	0	0	295	0	294	0
2209	18	11	W	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	2	4UA	590	50%	0	0	0	295	0	294	0
						Sub-Total Service Area 18	**2.51**									**1,479**	**0**	**1,479**	**0**
	Totals:															**106,801**	**0**	**106,802**	**0**

Notes:

DA - Divided Arterial
UA - Undivided Arterial
DC - Divided collector
UC - Undivided Collector
SA - Special Arterial with two-way left turn lane (TWLTL)
SC - Special Collector with two-way left turn lane (TWLTL)
Shared Service Area: Code 99 indicates outside city limits.
Project Type: New Roadway (N), Road Widening (W).

Project Costing:

- Construction costs per Project Planning Level Cost Estimate Worksheets.
- Engineering Cost assumptions: 9% of construction cost.
- Right-of-Way cost assumptions for needed ROW to achieve thoroughfare standard.
  - Urban Core: $5.00/sf (Service Area 2)
  - Suburban Growth: $1.50/sf (Service Areas 3, 9, 8)
  - Suburban Fringe: $0.50/sf (Service Areas 1, 4, 7, 10, 12)
  - City Edge: $0.50/sf (Service Areas 5, 6, 11, 15, 16, 17, 18)
- Debt Service cost assumptions: 4.5% over 10-years.

Appendix E:

Roadway Improvement Plan Cost Analysis

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	Roadway Costs				Project Cost	Study Update Cost	Total Project Cost
									Engineering	*ROW*	*Construction*	*Finance*			
101	1	0	W	Minnesota Ave	SOUTHMOST RD.	CALIFORNIA RD.	0.57	2	$ 184,869	$ 15,180	$ 2,054,100	$ 951,478	$ 3,205,627	$1,097	$3,206,724
104	1	0	W	DOCKBERRY ROAD	S ILLINOIS RD.	E CITY LIMITS	0.98	2	$ 412,290	$ -	$ 4,581,000	$ 2,107,671	$ 7,100,961	$2,157	$7,103,118
105	1	0	W	DOCKBERRY ROAD	SOUTHMOST RD.	S DAKOTA AVE.	0.91	2	$ 383,625	$ -	$ 4,262,500	$ 1,961,132	$ 6,607,257	$2,011	$6,609,268
103	1	99	N	ARIZONA ROAD	S INDIANA AVE	2587ft E of S INDIANA AVE	0.49	2	$ 94,982	$ -	$ 1,055,350	$ 485,556	$ 1,635,887	$468	$1,636,355
102	1	0	N	ARIZONA ROAD	2587ft E of S INDIANA AVE	City Limits (near S BROWN AVE)	0.40	2	$ 154,674	$ -	$ 1,718,600	$ 790,710	$ 2,663,984	$760	$2,664,744
404	1	2	N	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	4	$ 207,468	$ -	$ 2,305,200	$ 1,060,599	$ 3,573,267	$1,569	$3,574,836
107	1	0	N	EAST LOOP -1	DEL PRADO DR.	Monsees Rd	0.54	4	$ 351,171	$ -	$ 3,901,900	$ 1,795,224	$ 6,048,295	$2,391	$6,050,686
106	1	2	N	EAST LOOP -2	W City Limits	SOUTHMOST RD.	0.38	4	$ 110,399	$ 54,780	$ 1,226,650	$ 587,492	$ 1,979,320	$833	$1,980,153
111	1	10	W	Minnesota Ave	CALIFORNIA RD.	Norton Dr.	0.27	2	$ 43,641	$ -	$ 484,900	$ 223,097	$ 751,638	$258	$751,897
110	1	0	N	SE COLLECTOR # 2	ARIZONA RD.	CITY LIMITS	0.25	2	$ 97,884	$ 66,000	$ 1,087,600	$ 528,252	$ 1,779,736	$478	$1,780,214
						Sub-Total Service Area 1	**5.50**		**2,041,002**	**135,960**	**22,677,800**	**10,491,210**	**35,345,972**	**12,024**	**35,357,997**
402	2	1	N	EAST LOOP -3	W City Limits	SOUTHMOST RD.	0.38	4	$ 110,399	$ 547,800	$ 1,226,650	$ 795,596	$ 2,680,444	$840	$2,681,284
409	2	0	N	S. IOWA AVE.	AMATISTA DR.	SOUTHMOST BLVD.	0.40	4	$ 234,288	$ 1,161,600	$ 2,603,200	$ 1,688,017	$ 5,687,105	$1,768	$5,688,873
405	2	0	N	EAST LOOP 1-B1	SOUTHMOST BLVD.	EAST LOOP (Near SONNY DR.)	0.36	4	$ 211,059	$ -	$ 2,345,100	$ 1,078,956	$ 3,635,115	$1,592	$3,636,707
108	2	1	N	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	4	$ 207,468	$ -	$ 2,305,200	$ 1,060,599	$ 3,573,267	$1,569	$3,574,836
411	2	0	N	EAST LOOP	SA Boundary	I 69 (US 77/83 Hwy)	2.44	4	$ 1,422,891	$ -	$ 15,809,900	$ 7,273,972	$ 24,506,763	$10,783	$24,517,545
407	2	0	W	McDAVITT BLVD	I 69E FRONTAGE	HAYES	0.18	2	$ 76,707	$ 141,750	$ 852,300	$ 451,967	$ 1,522,724	$395	$1,523,119
						Sub-Total Service Area 2	**4.47**		**2,262,812**	**1,851,150**	**25,142,350**	**12,349,107**	**41,605,419**	**16,947**	**41,622,365**
507	3	0	N	LORENALY DR E. Extension (FID11)	LORENALY DR	MORRISON RD.	0.70	4	$ 337,482	$ -	$ 3,749,800	$ 1,725,244	$ 5,812,526	$2,674	$5,815,200
502/503	3	0	N	MERCEDES RD	MEMORIAL TRAIL	SIMMONS BLVD	0.41	4	$ 198,000	$ 259,800	$ 2,200,000	$ 1,121,859	$ 3,779,659	$1,566	$3,781,225
504	3	0	N	OLD SPANISH TRAIL	SCHAEFER LN	LAREDO RD	0.30	4	$ 145,809	$ -	$ 1,620,100	$ 745,391	$ 2,511,300	$1,146	$2,512,446
506	3	0	N	New Road	E. Alton Goor Blvd	New Road B	0.37	4	$ 179,703	$ 235,200	$ 1,996,700	$ 1,017,939	$ 3,429,542	$1,418	$3,430,960
						Sub-Total Service Area 3	**1.78**		**860,994**	**495,000**	**9,566,600**	**4,610,434**	**15,533,028**	**6,803**	**15,539,831**
707/708	4	99	W	FM 1732	City Limits	LAGO VIEJO	0.73	2	$ 177,260	$ 48,175	$ 1,969,550	$ 926,504	$ 3,121,489	$806	$3,122,295
709	4	0	N	GROVE PARK ROAD 2	MILITARY HWY	CITY LIMIT (Next closest rd is Carmen Blvd)	0.18	4	$ 105,390	$ 52,250	$ 1,171,000	$ 560,820	$ 1,889,460	$796	$1,890,256
714	4	0	N	NW COLLECTOR #1	MILITARY HWY	OLD MILITARY RD (not SAN PEDRO RD)	0.21	4	$ 102,600	$ 44,360	$ 1,140,000	$ 543,227	$ 1,830,187	$801	$1,830,988
410	4	0	N	CARMEN AVE.	CITY LIMITS	VASQUEZ RANCH RD	0.70	2	$ 273,915	$ -	$ 3,043,500	$ 1,400,283	$ 4,717,698	$1,346	$4,719,044
715	4	0	N	NW COLLECTOR #2	MILITARY HWY	CITY LIMITS (BTW SAN PEDRO RD & CARMEN	0.07	4	$ 35,235	$ 14,800	$ 391,500	$ 186,372	$ 627,907	$268	$628,175
710	4	0	N	GROVE PARK ROAD 1	CITY LIMITS	NW COLLECTOR #1 E Extension	0.51	4	$ 294,678	$ 161,580	$ 3,274,200	$ 1,574,629	$ 5,305,087	$2,255	$5,307,341
718	4	7	W	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	$ 19,530	$ -	$ 217,000	$ 99,839	$ 336,369	$99	$336,469
706	4	0	N	FISH HATCHERY ROAD	FISH HATCHERY RD	RAILROAD ST (CITY LIMITS)	0.06	2	$ 25,110	$ -	$ 279,000	$ 128,365	$ 432,475	$114	$432,589
						Sub-Total Service Area 4	**2.55**		**1,033,718**	**321,165**	**11,485,750**	**5,420,039**	**18,260,671**	**6,486**	**18,267,157**
802	5	0	W	FM 1732	US 281 MILITARY HWY.	LOS ARBOLES AVE.	0.27	2	$ 113,310	$ -	$ 1,259,000	$ 579,253	$ 1,951,563	$590	$1,952,153
809	5	0	W	US 281 - MILITARY HWY.	MONTALVO ST.	FM 1732	1.07	2	$ 404,334	$ -	$ 4,492,600	$ 2,066,999	$ 6,963,933	$2,371	$6,966,304
803	5	0	N	GUAGOLOTA ROAD	NW COLLECTOR #7	REGO RD.	0.77	2	$ 298,863	$ -	$ 3,320,700	$ 1,527,820	$ 5,147,383	$1,470	$5,148,853
804	5	0	N	GUAGOLOTA ROAD	MILITARY HWY	NW COLLECTOR #7 (Future, near Roos Reser	1.11	2	$ 430,686	$ -	$ 4,785,400	$ 2,201,713	$ 7,417,799	$2,120	$7,419,919
805	5	0	N	NW COLLECTOR #7	GUAGOLOTA RD (FUTURE)	CITY LIMITS	0.19	2	$ 74,970	$ -	$ 833,000	$ 383,255	$ 1,291,225	$363	$1,291,588
801	5	0	N	DOMANSKI DR.	DOMANSKI DR	CITY LIMITS (Near Mexico border)	0.22	2	$ 85,995	$ 58,100	$ 955,500	$ 464,140	$ 1,563,735	$419	$1,564,154
806	5	0	N	NW COLLECTOR #7	CITY LIMITS (Near FM 1577)	GUAGOLOTA RD (FUTURE)	0.99	2	$ 384,498	$ -	$ 4,272,200	$ 1,965,595	$ 6,622,293	$1,891	$6,624,184
807	5	0	N	REGO RD	GUAGOLOTA RD	REDO RD (Existing and at City Limits)	0.19	2	$ 74,970	$ -	$ 833,000	$ 383,255	$ 1,291,225	$363	$1,291,588
808	5	6	N	REGO RD	GUAGOLOTA RD	ROOS RESERVOIR (W. BOUNDARY)	0.97	2	$ 188,132	$ -	$ 2,090,350	$ 961,748	$ 3,240,230	$926	$3,241,156
						Sub-Total Service Area 5	**5.78**		**2,055,758**	**58,100**	**22,841,750**	**10,533,777**	**35,489,385**	**10,514**	**35,499,899**

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	Roadway Costs				Project Cost	Study Update Cost	Total Project Cost
									Engineering	*ROW*	*Construction*	*Finance*			
902	6	0	W	FM 1577	City Limits (near PALOMA DR.)	City Limits (near Poinciana Tree St)	0.18	2	$ 77,067	$ 19,400	$ 856,300	$ 402,164	$ 1,354,931	$406	$1,355,337
903	6	0	N	GUAGOLOTA ROAD	NUNNELS RD	HWY77 FRONTAGE RD.	0.93	2	$ 361,584	$ -	$ 4,017,600	$ 1,848,456	$ 6,227,640	$1,777	$6,229,417
904	6	0	N	GUAGOLOTA ROAD	RICE TRACT RD	NUNNELS RD	1.17	2	$ 453,636	$ -	$ 5,040,400	$ 2,319,036	$ 7,813,072	$2,234	$7,815,306
905	6	0	N	GUAGOLOTA ROAD	NW COLLECTOR #8 (near Rice Tract Rd)	RICE TRACT RD	1.03	2	$ 399,231	$ -	$ 4,435,900	$ 2,040,912	$ 6,876,043	$1,968	$6,878,011
906	6	0	N	GUAGOLOTA ROAD	REGO RD	NW COLLECTOR #8 (FUTURE)	0.50	2	$ 194,571	$ -	$ 2,161,900	$ 994,668	$ 3,351,139	$955	$3,352,094
907	6	0	N	NW COLLECTOR # 8	GUAGOLOTA RD	CITY LIMITS	0.18	2	$ 70,983	$ -	$ 788,700	$ 362,873	$ 1,222,556	$345	$1,222,900
901	6	0	N	FAR WEST COLLECTOR # A	RICE TRACT RD/FM 1577	RICE TRACT RD (near Guagolota Rd)	1.33	2	$ 516,330	$ -	$ 5,737,000	$ 2,639,534	$ 8,892,864	$2,541	$8,895,406
908	6	0	N	NW COLLECTOR # 8	RICE TRACT RD	GUAGOLOTA RD	0.82	2	$ 318,600	$ -	$ 3,540,000	$ 1,628,717	$ 5,487,317	$1,566	$5,488,883
910	6	0	N	ROBERTA ROAD	GUAGOLOTA RD	CITY LIMITS (near Roberta Rd)	0.17	2	$ 65,970	$ -	$ 733,000	$ 337,246	$ 1,136,216	$324	$1,136,540
909	6	5	N	REGO ROAD	ROOS RESERVOIR (W. BOUNDARY)	GUAGOLOTA RD	0.97	2	$ 188,132	$ -	$ 2,090,350	$ 961,748	$ 3,240,230	$926	$3,241,156
						Sub-Total Service Area 6	**7.28**		**2,646,104**	**19,400**	**29,401,150**	**13,535,354**	**45,602,008**	**13,042**	**45,615,050**
1302	7	0	N	JUAN SEGUIN BLVD.(FAR NORTH AR	City Limits (near Hidalgo Ave)	I 69E	0.05	4	$ 27,900	$ -	$ 310,000	$ 142,628	$ 480,528	$210	$480,738
1307	7	0	N	MEYERS ROAD	Lomax Rd	OLMITO NORTH RD.	0.17	4	$ 54,288	$ 8,850	$ 603,200	$ 281,262	$ 947,600	$640	$948,240
1305	7	0	N	MEYERS ROAD	FM 803 CITY LIMITS (near FM 803)	Lomax Rd	0.38	4	$ 184,671	$ 80,240	$ 2,051,900	$ 977,927	$ 3,294,738	$1,451	$3,296,190
1301	7	0	N	ARKANSAS ROAD	I 69E N FRONTAGE RD.	OLMITO NORTH RD.	0.71	4	$ 342,513	$ 149,960	$ 3,805,700	$ 1,814,261	$ 6,112,434	$2,712	$6,115,146
1303	7	0	N	JUAN SEGUIN BLVD.(FAR NORTH AR	I 69E	CITY LIMITS (btw FM 803 and Roberta Rd)	0.89	4	$ 579,213	$ 353,850	$ 6,435,700	$ 3,110,359	$ 10,479,122	$3,949	$10,483,072
1308	7	12	W	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	$ 231,381	$ 76,330	$ 2,570,900	$ 1,215,063	$ 4,093,674	$1,385	$4,095,059
1401	7	4	W	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	$ 19,530	$ -	$ 217,000	$ 99,839	$ 336,369	$99	$336,469
						Sub-Total Service Area 7	**3.74**		**1,439,496**	**669,230**	**15,994,400**	**7,641,341**	**25,744,467**	**10,447**	**25,754,913**
1508	8	0	W	NARANJO ROAD	I 69 E. (TEXAS TROPICAL TRL.)	OLD ALICE RD.	1.09	2	$ 368,928	$ -	$ 4,099,200	$ 1,886,000	$ 6,354,128	$2,401	$6,356,528
1511	8	0	N	ROBINDALE ROAD	DR HUGH EMERSON RD.	FM 511	0.39	4	$ 225,738	$ 370,620	$ 2,508,200	$ 1,310,436	$ 4,414,994	$1,723	$4,416,717
1505	8	0	N	DANA AVE.	City Limits (near Dr Hugh Emerson Rd)	FM 511	0.78	4	$ 451,116	$ -	$ 5,012,400	$ 2,306,153	$ 7,769,669	$3,448	$7,773,117
1502	8	0	N	CADDELL RD	E ALTON GLOOR BLVD.	DENNETT RD.	1.10	4	$ 531,297	$ 696,960	$ 5,903,300	$ 3,010,235	$ 10,141,792	$4,202	$10,145,994
1513	8	0	N	New Roadway G (FID0)	CARRIZALES RUCKER RD NARANJO ROAD	I 169	0.93	2	$ 361,584	$ -	$ 4,017,600	$ 1,848,456	$ 6,227,640	$1,777	$6,229,417
1514	8	0	N	New Roadway E	DENNETT RD/Stillman RD	PAREDES LINE RD.	2.21	4	$ 1,288,701	$ 1,925,385	$ 14,318,900	$ 7,400,684	$ 24,933,670	$9,768	$24,943,438
1512	8	0	N	STAGECOACH TRAIL	STAGECOACH TRL/MYSTIC GROVE ST	New Roadway E	0.18	4	$ 87,138	$ 114,000	$ 968,200	$ 493,578	$ 1,662,916	$687	$1,663,604
1509	8	0	N	NE COLLECTOR #1	DANA AVE (FUTURE, near Cavazos Rd)	ROBINDALE RD (FUTURE, near FM 511)	0.77	2	$ 298,863	$ 609,900	$ 3,320,700	$ 1,785,259	$ 6,014,722	$1,470	$6,016,192
1503	8	0	N	CAVAZOS RD	CITY LIMITS (near Mesquite Wood Ct)	FM 511	0.30	2	$ 117,171	$ 237,600	$ 1,301,900	$ 699,282	$ 2,355,953	$573	$2,356,526
1501	8	0	N	BARCELONA RD	CITY LIMITS (Calle Barcellona)	NE COLLECTOR #2 (near GBIC Cir and FM 511	0.27	2	$ 105,723	$ 213,900	$ 1,174,700	$ 630,755	$ 2,125,078	$515	$2,125,593
1510	8	0	N	NE COLLECTOR #2	BARCELONA RD (FUTURE, near GBIC Cir)	CAVAZON RD (FUTURE, near FM 511)	0.40	2	$ 155,565	$ 316,800	$ 1,728,500	$ 928,986	$ 3,129,851	$764	$3,130,616
1515	8	0	N	New Roadway F	Stillman RD	New Roadway E	0.04	4	$ 20,547	$ 25,320	$ 228,300	$ 115,726	$ 389,893	$154	$390,047
1504	8	0	N	CAVAZOS RD	Existing CAVAZOS RD/TOLEDO DR	CITY LIMITS (near CAVAZOS RD and FM 511)	0.22	4	$ 106,749	$ 139,440	$ 1,186,100	$ 604,570	$ 2,036,859	$841	$2,037,700
						Sub-Total Service Area 8	**8.68**		**4,119,120**	**4,649,925**	**45,768,000**	**23,020,120**	**77,557,165**	**28,322**	**77,585,487**

Brownsville Roadway Capital Recovery Fee Study

Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	Roadway Costs				Project Cost	Study Update Cost	Total Project Cost
									Engineering	*ROW*	*Construction*	*Finance*			
1705	9	0	W	COFFEE PORT ROAD	SH 48 (E. 14TH ST.)	FM 313 (N. MINNESOTA AVE.)	0.28	2	$ 121,050	$ 45,090	$ 1,345,000	$ 637,853	$ 2,148,993	$629	$2,149,622
1701	9	0	W	COFFEE PORT ROAD	ROBINDALE RD.	N. CENTRAL AVE.	0.65	2	$ 222,399	$ 103,170	$ 2,471,100	$ 1,180,476	$ 3,977,145	$1,440	$3,978,585
1703	9	0	W	DANA AVE.	FM 802 (RUEBEN M TORRES)	PALM LN.	0.79	2	$ 332,343	$ 374,310	$ 3,692,700	$ 1,856,970	$ 6,256,323	$1,740	$6,258,062
1702	9	0	W	COFFEE PORT ROAD	OLD PORT ISABEL RD.	ROBINDALE RD.	0.83	2	$ 281,871	$ 131,250	$ 3,131,900	$ 1,496,356	$ 5,041,377	$1,831	$5,043,208
1710	9	0	W	N CENTRAL AVE.	SH 48 (E. 14TH ST.)	FM 802 (RUEBEN M TORRES)	1.00	2	$ 420,300	$ 474,120	$ 4,670,000	$ 2,348,745	$ 7,913,165	$2,204	$7,915,369
1711	9	99	W	ROBINDALE ROAD	MORRISON RD.	ROBINDALE ROAD	0.50	2	$ 79,970	$ -	$ 888,550	$ 408,813	$ 1,377,332	$477	$1,377,809
1708	9	0	W	MCKENZIE RD	TIMBER DR.	N. CENTRAL AVE.	0.23	2	$ 74,979	$ -	$ 833,100	$ 383,301	$ 1,291,380	$442	$1,291,822
1704	9	0	N	DANA AVE.	OLD PORT ISABEL RD.	FM 802 (RUEBEN M TORRES)	0.45	2	$ 143,739	$ 70,800	$ 1,597,100	$ 764,694	$ 2,576,333	$854	$2,577,187
1707	9	0	N	HUDSON BLVD	HERITAGE TRL	City Limits (MORRISON RD. E Extension)	0.06	4	$ 30,663	$ -	$ 340,700	$ 156,753	$ 528,116	$228	$528,344
1706	9	0	N	HIDDEN ACRES BLVD.	ESPINOSA LN	431ft E of ROBINDALE RD	0.25	4	$ 121,905	$ 158,400	$ 1,354,500	$ 690,052	$ 2,324,857	$955	$2,325,812
1709	9	0	N	MORRISON RD	CITY LIMITS/Resaca del Rancho Viejo	Existing MORRISON RD	0.08	4	$ 47,304	$ 69,630	$ 525,600	$ 271,214	$ 913,748	$354	$914,102
1712	9	0	N	TED HUNT DRIVE	TED HUNT BLVD (near Oscar Dancy St)	N CENTRAL AVE	0.21	4	$ 102,600	$ 133,080	$ 1,140,000	$ 580,675	$ 1,956,355	$801	$1,957,157
911	9	0	W	PORT ISABEL RD	ROBINDALE RD	FM 802	1.14	2	$ 473,508	$ 90,285	$ 5,261,200	$ 2,458,733	$ 8,283,726	$2,519	$8,286,245
912	9	0	N	MORRISON RD	PAREDES LINE RD	CANAL	0.92	4	$ 138,573	$ -	$ 1,519,120	$ 699,713	$ 2,357,407	$3,515	$2,360,921
913	9	0	N	MORRISON RD	W of Old Port Isabel	OLD PORT ISABEL RD.	0.28	4	$ 96,516	$ -	$ 1,167,053	$ 533,353	$ 1,796,922	$1,069	$1,797,991
914	9	0	W	MORRISON RD	RANCHO VIEJO DR	FM 511	0.61	2	$ 39,428	$ 47,985	$ 455,818	$ 229,298	$ 772,528	$1,165	$773,693
						Sub-Total Service Area 9	**8.28**		**2,727,148**	**1,698,120**	**30,393,440**	**14,696,998**	**49,515,706**	**20,224**	**49,535,930**
403	10	0	N	EAST LOOP - 4	I 69E	DEL PRADO DR	1.15	4	$ 669,429	$ 121,120	$ 7,438,100	$ 3,473,318	$ 11,701,967	$5,069	$11,707,036
1602	10	0	W	Coffee Rd/Coffeeport Rd	FM 313 (N. MINNESOTA AVE.)	431ft E of FM 313	0.08	2	$ 34,830	$ -	$ 387,000	$ 178,055	$ 599,885	$176	$600,061
1607	10	0	W	Coffee Rd/Coffeeport Rd	City Limits	Ruben M Torres Blvd	0.03	2	$ 15,021	$ -	$ 166,900	$ 76,789	$ 258,710	$73	$258,783
1601	10	1	W	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	NORTON DR.	0.27	2	$ 43,641	$ -	$ 484,900	$ 223,097	$ 751,638	$258	$751,897
1606	10	0	W	SH 4 (Boca Chica Blvd.)	OKLAHOMA AVE.	0.5 mile east of OKLAHOMA AVE.	0.69	2	$ 230,328	$ 72,620	$ 2,559,200	$ 1,208,114	$ 4,070,262	$1,521	$4,071,783
1605	10	99	W	SH 4 (Boca Chica Blvd.)	FM 511 (N. INDIANA AVE.)	City Limits (near NARANJAL DR.)	0.85	2	$ 144,540	$ 45,000	$ 1,606,000	$ 757,899	$ 2,553,439	$942	$2,554,380
1604	10	0	W	FM 511 (S Indiana Ave.)	UTAH RD.	SH 4 (BOCA CHICA BLVD.)	0.50	2	$ 212,157	$ 79,620	$ 2,357,300	$ 1,118,177	$ 3,767,254	$1,110	$3,768,365
1003	10	0	W	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	LES MAULDIN RD	0.76	2	$ 316,494	$ -	$ 3,516,600	$ 1,617,951	$ 5,451,045	$841	$5,451,886
						Sub-Total Service Area 10	**4.33**		**1,666,440**	**318,360**	**18,516,000**	**8,653,400**	**29,154,200**	**9,991**	**29,164,191**
1901	11	18	W	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	$ 83,421	$ 26,350	$ 926,900	$ 437,579	$ 1,474,250	$551	$1,474,802
1902	11	99	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	1.73	2	$ 288,270	$ 91,340	$ 3,203,000	$ 1,512,222	$ 5,094,832	$1,911	$5,096,743
						Sub-Total Service Area 11	**2.23**		**371,691**	**117,690**	**4,129,900**	**1,949,801**	**6,569,082**	**2,463**	**6,571,545**
1805	12	0	N	E:W COLLECTOR	OLD ALICE RD.	PAREDES LINE RD.	1.35	2	$ 523,107	$ 355,900	$ 5,812,300	$ 2,824,405	$ 9,515,712	$2,575	$9,518,287
1801	12	0	N	ABREGO ROAD	OLD ALICE RD.	PAREDES LINE RD.	1.36	2	$ 527,364	$ 1,436,200	$ 5,859,600	$ 3,302,162	$ 11,125,326	$2,597	$11,127,924
1811	12	0	N	ABELARDO DR	I 169	APRIL LN/ABREGO RD	0.54	2	$ 210,015	$ 142,550	$ 2,333,500	$ 1,133,790	$ 3,819,855	$1,032	$3,820,887
1806	12	0	N	FAR NORTH COLLECTOR # 2	ABREGO RD	JUAN SEGUIN BLVD (FUTURE, near California	1.46	2	$ 566,208	$ 385,450	$ 6,291,200	$ 3,057,215	$ 10,300,073	$2,788	$10,302,861
1807	12	0	N	FAR NORTH COLLECTOR # 3	I 169	CITY LIMITS (near Lemon Dr)	1.65	2	$ 639,918	$ 435,600	$ 7,110,200	$ 3,455,197	$ 11,640,915	$3,152	$11,644,066
1804	12	0	N	COLLECTOR #2 DELTA	WEST LEMON ST (near Old Alice Rd)	JUAN SEGUIN BLVD (FUTURE, near Old Alice I	0.65	2	$ 252,675	$ 171,600	$ 2,807,500	$ 1,364,134	$ 4,595,909	$1,242	$4,597,151
1802	12	0	N	COLLECTOR #1 DELTA	SECONDARY ARTERIAL DELTA (FUTURE)	845FT W of OLD ALICE RD.	0.49	2	$ 189,963	$ 129,350	$ 2,110,700	$ 1,025,710	$ 3,455,723	$936	$3,456,659
1810	12	0	N	WEST LEMON ST.	CAJUN BLVD	OLD ALICE RD.	1.07	4	$ 617,337	$ 339,000	$ 6,859,300	$ 3,298,985	$ 11,114,622	$4,728	$11,119,351
1808	12	0	N	JUAN SEGUIN BLVD. (FAR NORTH	CALIFORNIA RD.	OLD ALICE RD.	1.27	4	$ 822,951	$ 502,950	$ 9,143,900	$ 4,419,309	$ 14,889,110	$5,612	$14,894,723
1809	12	0	N	SECONDARY ARTERIAL DELTA	JUAN SEGUIN BLVD (FUTURE)	City Limits (near SH 100)	1.30	4	$ 750,303	$ 411,840	$ 8,336,700	$ 4,009,467	$ 13,508,310	$5,745	$13,514,056
1812	12	0	N	New Road D (FID78)	CALIFORNIA RD.	FAR NORTH COLLECTOR #2 (FUTURE)	0.14	2	$ 54,927	$ 36,950	$ 610,300	$ 296,389	$ 998,566	$268	$998,834
1803	12	0	N	COLLECTOR #1 DELTA	845FT W of OLD ALICE RD.	OLD ALICE RD.	0.16	4	$ 77,958	$ 33,800	$ 866,200	$ 412,797	$ 1,390,755	$610	$1,391,365
1306	12	7	W	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	$ 231,381	$ 76,330	$ 2,570,900	$ 1,215,063	$ 4,093,674	$1,381	$4,095,056
						Sub-Total Service Area 12	**12.88**		**5,464,107**	**4,457,520**	**60,712,300**	**29,814,624**	**100,448,551**	**32,667**	**100,481,218**

Brownsville Roadway Capital Recovery Fee Study
Capital Recovery Fee Capital Improvements Plan

Project ID	Serv. Area	Shared Svc Area	Project Type	Roadway	From	To	Length (mi)	Added Lanes	Roadway Costs: Engineering	ROW	Construction	Finance	Project Cost	Study Update Cost	Total Project Cost
1001	13	14	W	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	$ 41,652	$ 10,450	$ 462,800	$ 217,340	$ 732,242	$219	$732,462
				Sub-Total Service Area 13			**0.20**		**41,652**	**10,450**	**462,800**	**217,340**	**732,242**	**219**	**732,462**
1101	14	13	W	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	$ 41,652	$ 10,450	$ 462,800	$ 217,340	$ 732,242	$219	$732,462
1102	14	0	N	LINE 12 RD.	CITY LIMITS (near Line G RD)	CITY LIMITS (near FM 803/Olmito North Rd)	0.20	2	$ 78,156	$ 52,800	$ 868,400	$ 421,829	$ 1,421,185	$382	$1,421,567
1105	14	99	N	PARKER RD.	FRESNAL RD/Union Pacific Rail line	CITY LIMITS (near Ortega Rd)	1.84	2	$ 356,360	$ 242,875	$ 3,959,550	$ 1,924,266	$ 6,483,050	$1,757	$6,484,808
1106	14	99	N	PARKER RD.	FRESNAL RD	CITY LIMITS (near Villa Franco Rd)	0.49	2	$ 94,982	$ 64,675	$ 1,055,350	$ 512,855	$ 1,727,861	$468	$1,728,330
1104	14	0	N	LUGO RD.	CITY LIMITS (near CR 528)	CITY LIMITS (near FM 803)	0.19	2	$ 74,970	$ 50,150	$ 833,000	$ 404,423	$ 1,362,543	$363	$1,362,906
1108	14	0	N	New Road C	CITY LIMITS (near Parker Rd and CR 526)	CITY LIMITS (near FM 803)	0.18	2	$ 70,983	$ 47,500	$ 788,700	$ 382,923	$ 1,290,106	$345	$1,290,450
1107	14	0	N	VAZQUEZ RD.	CITY LIMITS (near exist. Vazquez Rd & CR307	CITY LIMITS (near FM 803)	0.20	2	$ 77,670	$ 52,000	$ 863,000	$ 419,007	$ 1,411,677	$376	$1,412,053
				Sub-Total Service Area 14			**3.29**		**794,772**	**520,450**	**8,830,800**	**4,282,642**	**14,428,664**	**3,911**	**14,432,575**
2202	15	0	N	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	3.49	4	$ 2,258,064	$ 1,382,025	$ 25,089,600	$ 12,126,819	$ 40,856,508	$15,423	$40,871,931
2204	15	0	N	SAN ROMAN BLVD. ROAD	CITY LIMITS (TEXAS TROPICAL TRL)	OLD PORT ISABEL RD.	0.72	4	$ 467,523	$ 285,375	$ 5,194,700	$ 2,510,485	$ 8,458,083	$3,185	$8,461,268
2203	15	18	W	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	$ 58,500	$ 18,400	$ 650,000	$ 306,825	$ 1,033,725	$385	$1,034,110
2210	15	18	W	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	$ 143,793	$ 45,530	$ 1,597,700	$ 754,304	$ 2,541,327	$952	$2,542,279
2211	15	18	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	$ 83,421	$ 26,350	$ 926,900	$ 437,579	$ 1,474,250	$551	$1,474,802
2201	15	0	N	FAR NORTH EAST COLLECTOR #1	JUAN SEGUIN BLVD (FUTURE)	CITY LIMITS	0.59	2	$ 229,626	$ 155,300	$ 2,551,400	$ 1,239,425	$ 4,175,751	$1,124	$4,176,875
				Sub-Total Service Area 15			**6.51**		**3,240,927**	**1,912,980**	**36,010,300**	**17,375,437**	**58,539,644**	**21,621**	**58,561,265**
2001	16	17	W	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	$ 39,051	$ 6,610	$ 433,900	$ 202,423	$ 681,984	$276	$682,260
2002	16	0	N	Old Port Rd	CITY LIMITS (Along CR 350/Old Port Rd)	CITY LIMITS (Along CR 350/Old Port Rd)	0.23	4	$ 131,526	$ 71,520	$ 1,461,400	$ 702,564	$ 2,367,010	$998	$2,368,008
				Sub-Total Service Area 16			**0.48**		**170,577**	**78,130**	**1,895,300**	**904,987**	**3,048,994**	**1,274**	**3,050,268**
2101	17	16	W	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	$ 39,051	$ 6,610	$ 433,900	$ 202,423	$ 681,984	$276	$682,260
				Sub-Total Service Area 17			**0.25**		**39,051**	**6,610**	**433,900**	**202,423**	**681,984**	**276**	**682,260**
2205	18	99	W	OLD PORT ISABEL ROAD -1 (FID27)	4553 N of SAN ROMAN BLVD. ROAD	FM 100 (TEXAS TROPICAL TRL.)	0.30	2	$ 49,775	$ 15,740	$ 553,050	$ 261,096	$ 879,661	$330	$879,991
2206	18	15	W	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	$ 58,500	$ 18,400	$ 650,000	$ 306,825	$ 1,033,725	$385	$1,034,110
2208	18	15	W	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	$ 143,793	$ 45,530	$ 1,597,700	$ 754,304	$ 2,541,327	$952	$2,542,279
2207	18	15	W	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	$ 83,421	$ 26,350	$ 926,900	$ 437,579	$ 1,474,250	$551	$1,474,802
2209	18	11	W	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	$ 83,421	$ 26,350	$ 926,900	$ 437,579	$ 1,474,250	$551	$1,474,802
				Sub-Total Service Area 18			**2.51**		**418,910**	**132,370**	**4,654,550**	**2,197,384**	**7,403,213**	**2,770**	**7,405,983**
				Totals:					$31,394,276	$17,452,610	$348,917,090	$167,896,418	$565,660,395	$200,000	$565,860,395

Notes:

DA - Divided Arterial
UA - Undivided Arterial
DC - Divided collector
UC - Undivided Collector
SA - Special Arterial with two-way left turn lane (TWLTL)
SC - Special Collector with two-way left turn lane (TWLTL)
Shared Service Area: Code 99 indicates outside city limits.
Project Type: New Roadway (N), Road Widening (W).

Project Costing:

- Construction costs per Project Planning Level Cost Estimate Worksheets.
- Engineering Cost assumptions: 9% of construction cost.
- Right-of-Way cost assumptions for needed ROW to achieve thoroughfare standard.
  - Urban Core: $5.00/sf (Service Area 2)
  - Suburban Growth: $1.50/sf (Service Areas 3, 9, 8)
  - Suburban Fringe: $0.50/sf (Service Areas 1, 4, 7, 10, 12)
  - City Edge: $0.50/sf (Service Areas 5, 6, 11, 15, 16, 17, 18)
- Debt Service cost assumptions: 4.5% over 10-years.

Appendix F:

Roadway Project Cost Estimates

Capital Recovery Fee Project Costs
Planning Level Cost Estimates

4/28/2023

Item No.	Item Description	Freese and Nichols April 2023	
		Quantity	Unit Cost
1	Right of Way Preparation	STA	$3,000.00
2	Unclassified Street Excavation	CY	$28.00
3	9" Crushed Limestone Base	SY	$28.00
4	Tensar Triax-Tx Geogrid Type II	SY	$6.00
5	3" Type D HMAC	SY	$28.00
6	Concrete 5' Sidewalk	SF	$7.50
7	Curb and Gutter	LF	$20.00
8	Furnishing and Placing Topsoil (Median)	SY	$4.50

Notes*: 1. Planning level cost approach that considers unit cost of general road items, length of project, and needed pavement width. Road section based on Thoroughfare Plan roadway design standards derived by ATG. For Capital Recovery Fee purposes, planning level costs are aimed to be "conservative" and on the "low-side" of project costing. These planning level costs should not be used for design or construction purposes of any kind.

2. Unit costs based on data from City of Brownsville Road Bid Tabs dated 2021 and 2022 and review of TxDOT Bid Item averages (Last 3 years, Pharr District, average price).

3. "New Project" planning level cost estimates based on individual unit costing, length of project and width of design standard pavement. Engineering cost is a percentage of construction cost. Needed ROW based on Thoroughfare Standard less a cursory assessment of existing ROW from County Appraisal District website data.

4. Project widenings are based on a unit cost approach less cost of existing pavement.

TxDOT Bid Item Averages Source:

https://tableau.txdot.gov/views/BidItemAverageCost/BidItemAvgCostDashboard?%3Aembed=y&%3AisGuestRedirectFromVizportal=y&%3Aorigin=card_share_link

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Minnesota Ave - 1

Southmost Rd to California Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	3,036
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	31	STA	$ 3,000.00	$ 93,000
2	Unclassified Street Excavation	5,100	CY	$ 28.00	$ 142,800
3	9'' Crushed Limestone Base	10,200	SY	$ 28.00	$ 285,600
4	Tensar Triax-Tx Geogrid Type II	10,200	SY	$ 6.00	$ 61,200
5	3'' Type D HMAC	10,200	SY	$ 28.00	$ 285,600
6	Concrete 5' Sidewalk	30,360	SF	$ 7.50	$ 227,700
7	Curb and Gutter	6,100	LF	$ 20.00	$ 122,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,217,900**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 24,400
10	Traffic Control	5%	$ 60,900
11	Erosion Control	3%	$ 36,600
12	Landscaping	5%	$ 60,900
13	Illumination	6%	$ 73,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 304,500
		Other Components Estimate Subtotal:	**$ 560,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,778,300
Mobilization	5%	$ 89,000
Contingency	10%	$ 186,800
Construction Cost Estimate Total:		**$ 2,054,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,054,100
Engineering/Survey/Testing		9%	$ 184,869
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 15,180	$ 15,180
		Project Estimate Total Cost:	**$ 2,254,149**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 2,254,149**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Arizona Rd - 1

2587 ft E of S Indiana Ave to California Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,099
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	21	STA	$ 3,000.00	$ 63,000
2	Unclassified Street Excavation	4,700	CY	$ 28.00	$ 131,600
3	9'' Crushed Limestone Base	9,400	SY	$ 28.00	$ 263,200
4	Tensar Triax-Tx Geogrid Type II	9,400	SY	$ 6.00	$ 56,400
5	3'' Type D HMAC	9,400	SY	$ 28.00	$ 263,200
6	Concrete 5' Sidewalk	20,990	SF	$ 7.50	$ 157,425
7	Curb and Gutter	4,200	LF	$ 20.00	$ 84,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,018,825**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 20,400
10	Traffic Control	5%	$ 51,000
11	Erosion Control	3%	$ 30,600
12	Landscaping	5%	$ 51,000
13	Illumination	6%	$ 61,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 254,800
		Other Components Estimate Subtotal:	**$ 469,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,487,825
Mobilization	5%	$ 74,400
Contingency	10%	$ 156,300
Construction Cost Estimate Total:		**$ 1,718,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,718,600
Engineering/Survey/Testing		9%	$ 154,674
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 1,873,274**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,873,274**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Arizona Rd - 2

S Indiana Ave to 2587 ft E of S Indiana Ave

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,587
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	26	STA	$ 3,000.00	$ 78,000
2	Unclassified Street Excavation	5,800	CY	$ 28.00	$ 162,400
3	9'' Crushed Limestone Base	11,500	SY	$ 28.00	$ 322,000
4	Tensar Triax-Tx Geogrid Type II	11,500	SY	$ 6.00	$ 69,000
5	3'' Type D HMAC	11,500	SY	$ 28.00	$ 322,000
6	Concrete 5' Sidewalk	25,870	SF	$ 7.50	$ 194,025
7	Curb and Gutter	5,200	LF	$ 20.00	$ 104,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,251,425**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 25,100
10	Traffic Control	5%	$ 62,600
11	Erosion Control	3%	$ 37,600
12	Landscaping	5%	$ 62,600
13	Illumination	6%	$ 75,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 312,900
		Other Components Estimate Subtotal:	**$ 575,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,827,325
Mobilization	5%	$ 91,400
Contingency	10%	$ 191,900
Construction Cost Estimate Total:		**$ 2,110,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,110,700
Engineering/Survey/Testing		9%	$ 189,963
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 2,300,663**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,150,332**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Dockberry Rd - 1

E City Limits to S Illinois Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	5,156
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	52	STA	$ 3,000.00	$ 156,000
2	Unclassified Street Excavation	12,700	CY	$ 28.00	$ 355,600
3	9'' Crushed Limestone Base	25,300	SY	$ 28.00	$ 708,400
4	Tensar Triax-Tx Geogrid Type II	25,300	SY	$ 6.00	$ 151,800
5	3'' Type D HMAC	25,300	SY	$ 28.00	$ 708,400
6	Concrete 5' Sidewalk	51,560	SF	$ 7.50	$ 386,700
7	Curb and Gutter	10,400	LF	$ 20.00	$ 208,000
8	Furnishing and Placing Topsoil (Median)	9,200	SY	$ 4.50	$ 41,400
				Paving Estimate Subtotal:	**$ 2,716,300**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 54,400
10	Traffic Control	5%	$ 135,900
11	Erosion Control	3%	$ 81,500
12	Landscaping	5%	$ 135,900
13	Illumination	6%	$ 163,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 679,100
		Other Components Estimate Subtotal:	**$ 1,249,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,966,100
Mobilization	5%	$ 198,400
Contingency	10%	$ 416,500
Construction Cost Estimate Total:		**$ 4,581,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,581,000
Engineering/Survey/Testing		9%	$ 412,290
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,993,290**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,993,290**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Dockberry Rd - 2

S Dakota Ave to Southmost Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	4,805
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	49	STA	$ 3,000.00	$ 147,000
2	Unclassified Street Excavation	11,800	CY	$ 28.00	$ 330,400
3	9'' Crushed Limestone Base	23,500	SY	$ 28.00	$ 658,000
4	Tensar Triax-Tx Geogrid Type II	23,500	SY	$ 6.00	$ 141,000
5	3'' Type D HMAC	23,500	SY	$ 28.00	$ 658,000
6	Concrete 5' Sidewalk	48,050	SF	$ 7.50	$ 360,375
7	Curb and Gutter	9,700	LF	$ 20.00	$ 194,000
8	Furnishing and Placing Topsoil (Median)	8,600	SY	$ 4.50	$ 38,700
				Paving Estimate Subtotal:	**$ 2,527,475**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 50,600
10	Traffic Control	5%	$ 126,400
11	Erosion Control	3%	$ 75,900
12	Landscaping	5%	$ 126,400
13	Illumination	6%	$ 151,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 631,900
		Other Components Estimate Subtotal:	**$ 1,162,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,690,375
Mobilization	5%	$ 184,600
Contingency	10%	$ 387,500
Construction Cost Estimate Total:		**$ 4,262,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,262,500
Engineering/Survey/Testing		9%	$ 383,625
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,646,125**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,646,125**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop - 2

W City Limits to Southmost Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	1,992
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	20	STA	$ 3,000.00	$ 60,000
2	Unclassified Street Excavation	7,600	CY	$ 28.00	$ 212,800
3	9'' Crushed Limestone Base	15,100	SY	$ 28.00	$ 422,800
4	Tensar Triax-Tx Geogrid Type II	15,100	SY	$ 6.00	$ 90,600
5	3'' Type D HMAC	15,100	SY	$ 28.00	$ 422,800
6	Concrete 5' Sidewalk	19,920	SF	$ 7.50	$ 149,400
7	Curb and Gutter	4,000	LF	$ 20.00	$ 80,000
8	Furnishing and Placing Topsoil (Median)	3,600	SY	$ 4.50	$ 16,200
				Paving Estimate Subtotal:	**$ 1,454,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 29,100
10	Traffic Control	5%	$ 72,800
11	Erosion Control	3%	$ 43,700
12	Landscaping	5%	$ 72,800
13	Illumination	6%	$ 87,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 363,700
		Other Components Estimate Subtotal:	**$ 669,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,124,000
Mobilization	5%	$ 106,200
Contingency	10%	$ 223,100
Construction Cost Estimate Total:		**$ 2,453,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,453,300
Engineering/Survey/Testing		9%	$ 220,797
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 109,560	$ 109,560
	Project Estimate Total Cost:		**$ 2,783,657**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,391,829**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop - 3

W City Limits to Southmost Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	1,992
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	20	STA	$ 3,000.00	$ 60,000
2	Unclassified Street Excavation	7,600	CY	$ 28.00	$ 212,800
3	9'' Crushed Limestone Base	15,100	SY	$ 28.00	$ 422,800
4	Tensar Triax-Tx Geogrid Type II	15,100	SY	$ 6.00	$ 90,600
5	3'' Type D HMAC	15,100	SY	$ 28.00	$ 422,800
6	Concrete 5' Sidewalk	19,920	SF	$ 7.50	$ 149,400
7	Curb and Gutter	4,000	LF	$ 20.00	$ 80,000
8	Furnishing and Placing Topsoil (Median)	3,600	SY	$ 4.50	$ 16,200
				Paving Estimate Subtotal:	**$ 1,454,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 29,100
10	Traffic Control	5%	$ 72,800
11	Erosion Control	3%	$ 43,700
12	Landscaping	5%	$ 72,800
13	Illumination	6%	$ 87,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 363,700
		Other Components Estimate Subtotal:	**$ 669,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,124,000
Mobilization	5%	$ 106,200
Contingency	10%	$ 223,100
Construction Cost Estimate Total:		**$ 2,453,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,453,300
Engineering/Survey/Testing		9%	$ 220,797
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ 1,095,600	$ 1,095,600
	Project Estimate Total Cost:		**$ 3,769,697**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,884,849**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop - 1

Del Prado Dr to Monsees Rd

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	2,856
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	76
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	29	STA	$ 3,000.00	$ 87,000
2	Unclassified Street Excavation	12,100	CY	$ 28.00	$ 338,800
3	9'' Crushed Limestone Base	24,200	SY	$ 28.00	$ 677,600
4	Tensar Triax-Tx Geogrid Type II	24,200	SY	$ 6.00	$ 145,200
5	3'' Type D HMAC	24,200	SY	$ 28.00	$ 677,600
6	Concrete 5' Sidewalk	28,560	SF	$ 7.50	$ 214,200
7	Curb and Gutter	5,800	LF	$ 20.00	$ 116,000
8	Furnishing and Placing Topsoil (Median)	12,700	SY	$ 4.50	$ 57,150
				Paving Estimate Subtotal:	**$ 2,313,550**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 46,300
10	Traffic Control	5%	$ 115,700
11	Erosion Control	3%	$ 69,500
12	Landscaping	5%	$ 115,700
13	Illumination	6%	$ 138,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 578,400
		Other Components Estimate Subtotal:	**$ 1,064,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
			Special Components Estimate Subtotal:	**$ -**

I, II, & III Construction Subtotal:		$ 3,378,050
Mobilization	5%	$ 169,000
Contingency	10%	$ 354,800
Construction Cost Estimate Total:		**$ 3,901,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,901,900
Engineering/Survey/Testing		9%	$ 351,171
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
		Project Estimate Total Cost:	**$ 4,253,071**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 4,253,071**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop 1-B2

East Loop - 1 to East Loop (near Cottage Dr)

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	3,749
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	38	STA	$ 3,000.00	$ 114,000
2	Unclassified Street Excavation	14,200	CY	$ 28.00	$ 397,600
3	9'' Crushed Limestone Base	28,400	SY	$ 28.00	$ 795,200
4	Tensar Triax-Tx Geogrid Type II	28,400	SY	$ 6.00	$ 170,400
5	3'' Type D HMAC	28,400	SY	$ 28.00	$ 795,200
6	Concrete 5' Sidewalk	37,490	SF	$ 7.50	$ 281,175
7	Curb and Gutter	7,500	LF	$ 20.00	$ 150,000
8	Furnishing and Placing Topsoil (Median)	6,700	SY	$ 4.50	$ 30,150
				Paving Estimate Subtotal:	**$ 2,733,725**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 54,700
10	Traffic Control	5%	$ 136,700
11	Erosion Control	3%	$ 82,100
12	Landscaping	5%	$ 136,700
13	Illumination	6%	$ 164,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 683,500
		Other Components Estimate Subtotal:	**$ 1,257,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,991,525
Mobilization	5%	$ 199,600
Contingency	10%	$ 419,200
Construction Cost Estimate Total:		**$ 4,610,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,610,400
Engineering/Survey/Testing		9%	$ 414,936
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ -	$ -
	Project Estimate Total Cost:		**$ 5,025,336**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,512,668**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop 1-B2

East Loop - 1 to East Loop (near Cottage Dr)

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	3,749
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	38	STA	$ 3,000.00	$ 114,000
2	Unclassified Street Excavation	14,200	CY	$ 28.00	$ 397,600
3	9'' Crushed Limestone Base	28,400	SY	$ 28.00	$ 795,200
4	Tensar Triax-Tx Geogrid Type II	28,400	SY	$ 6.00	$ 170,400
5	3'' Type D HMAC	28,400	SY	$ 28.00	$ 795,200
6	Concrete 5' Sidewalk	37,490	SF	$ 7.50	$ 281,175
7	Curb and Gutter	7,500	LF	$ 20.00	$ 150,000
8	Furnishing and Placing Topsoil (Median)	6,700	SY	$ 4.50	$ 30,150
				Paving Estimate Subtotal:	**$ 2,733,725**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 54,700
10	Traffic Control	5%	$ 136,700
11	Erosion Control	3%	$ 82,100
12	Landscaping	5%	$ 136,700
13	Illumination	6%	$ 164,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 683,500
		Other Components Estimate Subtotal:	**$ 1,257,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,991,525
Mobilization	5%	$ 199,600
Contingency	10%	$ 419,200
Construction Cost Estimate Total:		**$ 4,610,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,610,400
Engineering/Survey/Testing		9%	$ 414,936
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ -	$ -
	Project Estimate Total Cost:		**$ 5,025,336**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,512,668**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

SE Collector # 2

Arizona Rd to S City Limits

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,320
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	14	STA	$ 3,000.00	$ 42,000
2	Unclassified Street Excavation	3,000	CY	$ 28.00	$ 84,000
3	9'' Crushed Limestone Base	5,900	SY	$ 28.00	$ 165,200
4	Tensar Triax-Tx Geogrid Type II	5,900	SY	$ 6.00	$ 35,400
5	3'' Type D HMAC	5,900	SY	$ 28.00	$ 165,200
6	Concrete 5' Sidewalk	13,200	SF	$ 7.50	$ 99,000
7	Curb and Gutter	2,700	LF	$ 20.00	$ 54,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 644,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 12,900
10	Traffic Control	5%	$ 32,300
11	Erosion Control	3%	$ 19,400
12	Landscaping	5%	$ 32,300
13	Illumination	6%	$ 38,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 161,200
		Other Components Estimate Subtotal:	**$ 296,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 941,600
Mobilization	5%	$ 47,100
Contingency	10%	$ 98,900
Construction Cost Estimate Total:		**$ 1,087,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,087,600
Engineering/Survey/Testing		9%	$ 97,884
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 66,000	$ 66,000
	Project Estimate Total Cost:		**$ 1,251,484**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,251,484**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Minnesota Ave - 2

California Rd to Norton Dr

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,427
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	15	STA	$ 3,000.00	$ 45,000
2	Unclassified Street Excavation	2,400	CY	$ 28.00	$ 67,200
3	9'' Crushed Limestone Base	4,800	SY	$ 28.00	$ 134,400
4	Tensar Triax-Tx Geogrid Type II	4,800	SY	$ 6.00	$ 28,800
5	3'' Type D HMAC	4,800	SY	$ 28.00	$ 134,400
6	Concrete 5' Sidewalk	14,270	SF	$ 7.50	$ 107,025
7	Curb and Gutter	2,900	LF	$ 20.00	$ 58,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 574,825**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 11,500
10	Traffic Control	5%	$ 28,800
11	Erosion Control	3%	$ 17,300
12	Landscaping	5%	$ 28,800
13	Illumination	6%	$ 34,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 143,800
		Other Components Estimate Subtotal:	**$ 264,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 839,525
Mobilization	5%	$ 42,000
Contingency	10%	$ 88,200
Construction Cost Estimate Total:		**$ 969,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 969,800
Engineering/Survey/Testing		9%	$ 87,282
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 1,057,082**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 528,541**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Minnesota Ave - 2

California Rd to Norton Dr

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,427
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	15	STA	$ 3,000.00	$ 45,000
2	Unclassified Street Excavation	2,400	CY	$ 28.00	$ 67,200
3	9'' Crushed Limestone Base	4,800	SY	$ 28.00	$ 134,400
4	Tensar Triax-Tx Geogrid Type II	4,800	SY	$ 6.00	$ 28,800
5	3'' Type D HMAC	4,800	SY	$ 28.00	$ 134,400
6	Concrete 5' Sidewalk	14,270	SF	$ 7.50	$ 107,025
7	Curb and Gutter	2,900	LF	$ 20.00	$ 58,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 574,825**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 11,500
10	Traffic Control	5%	$ 28,800
11	Erosion Control	3%	$ 17,300
12	Landscaping	5%	$ 28,800
13	Illumination	6%	$ 34,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 143,800
		Other Components Estimate Subtotal:	**$ 264,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 839,525
Mobilization	5%	$ 42,000
Contingency	10%	$ 88,200
Construction Cost Estimate Total:		**$ 969,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 969,800
Engineering/Survey/Testing		9%	$ 87,282
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 1,057,082**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 528,541**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Mc Davitt Blvd

Hayes St to I 69e N Frontage Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	945
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	10	STA	$ 3,000.00	$ 30,000
2	Unclassified Street Excavation	2,400	CY	$ 28.00	$ 67,200
3	9'' Crushed Limestone Base	4,700	SY	$ 28.00	$ 131,600
4	Tensar Triax-Tx Geogrid Type II	4,700	SY	$ 6.00	$ 28,200
5	3'' Type D HMAC	4,700	SY	$ 28.00	$ 131,600
6	Concrete 5' Sidewalk	9,450	SF	$ 7.50	$ 70,875
7	Curb and Gutter	1,900	LF	$ 20.00	$ 38,000
8	Furnishing and Placing Topsoil (Median)	1,700	SY	$ 4.50	$ 7,650
				Paving Estimate Subtotal:	**$ 505,125**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,200
10	Traffic Control	5%	$ 25,300
11	Erosion Control	3%	$ 15,200
12	Landscaping	5%	$ 25,300
13	Illumination	6%	$ 30,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 126,300
		Other Components Estimate Subtotal:	**$ 232,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 737,825
Mobilization	5%	$ 36,900
Contingency	10%	$ 77,500
Construction Cost Estimate Total:		**$ 852,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 852,300
Engineering/Survey/Testing		9%	$ 76,707
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ 141,750	$ 141,750
	Project Estimate Total Cost:		**$ 1,070,757**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,070,757**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop - 4

I 69E to Del Prado Dr

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	6,056
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	61	STA	$ 3,000.00	$ 183,000
2	Unclassified Street Excavation	22,900	CY	$ 28.00	$ 641,200
3	9'' Crushed Limestone Base	45,800	SY	$ 28.00	$ 1,282,400
4	Tensar Triax-Tx Geogrid Type II	45,800	SY	$ 6.00	$ 274,800
5	3'' Type D HMAC	45,800	SY	$ 28.00	$ 1,282,400
6	Concrete 5' Sidewalk	60,560	SF	$ 7.50	$ 454,200
7	Curb and Gutter	12,200	LF	$ 20.00	$ 244,000
8	Furnishing and Placing Topsoil (Median)	10,800	SY	$ 4.50	$ 48,600
				Paving Estimate Subtotal:	**$ 4,410,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 88,300
10	Traffic Control	5%	$ 220,600
11	Erosion Control	3%	$ 132,400
12	Landscaping	5%	$ 220,600
13	Illumination	6%	$ 264,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 1,102,700
		Other Components Estimate Subtotal:	**$ 2,029,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 6,439,900
Mobilization	5%	$ 322,000
Contingency	10%	$ 676,200
Construction Cost Estimate Total:		**$ 7,438,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 7,438,100
Engineering/Survey/Testing		9%	$ 669,429
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 121,120	$ 121,120
		Project Estimate Total Cost:	**$ 8,228,649**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 8,228,649**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop 1-B1

East Loop (near Cottage Dr) to Southmost Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	1,901
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	20	STA	$ 3,000.00	$ 60,000
2	Unclassified Street Excavation	7,200	CY	$ 28.00	$ 201,600
3	9'' Crushed Limestone Base	14,400	SY	$ 28.00	$ 403,200
4	Tensar Triax-Tx Geogrid Type II	14,400	SY	$ 6.00	$ 86,400
5	3'' Type D HMAC	14,400	SY	$ 28.00	$ 403,200
6	Concrete 5' Sidewalk	19,010	SF	$ 7.50	$ 142,575
7	Curb and Gutter	3,900	LF	$ 20.00	$ 78,000
8	Furnishing and Placing Topsoil (Median)	3,400	SY	$ 4.50	$ 15,300
				Paving Estimate Subtotal:	**$ 1,390,275**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 27,900
10	Traffic Control	5%	$ 69,600
11	Erosion Control	3%	$ 41,800
12	Landscaping	5%	$ 69,600
13	Illumination	6%	$ 83,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 347,600
		Other Components Estimate Subtotal:	**$ 640,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,030,275
Mobilization	5%	$ 101,600
Contingency	10%	$ 213,200
Construction Cost Estimate Total:		**$ 2,345,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,345,100
Engineering/Survey/Testing		9%	$ 211,059
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ -	$ -
	Project Estimate Total Cost:		**$ 2,556,159**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,556,159**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

S Iowa Ave

Amatista Dr to Southmost Blvd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	2,112
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	22	STA	$ 3,000.00	$ 66,000
2	Unclassified Street Excavation	8,000	CY	$ 28.00	$ 224,000
3	9'' Crushed Limestone Base	16,000	SY	$ 28.00	$ 448,000
4	Tensar Triax-Tx Geogrid Type II	16,000	SY	$ 6.00	$ 96,000
5	3'' Type D HMAC	16,000	SY	$ 28.00	$ 448,000
6	Concrete 5' Sidewalk	21,120	SF	$ 7.50	$ 158,400
7	Curb and Gutter	4,300	LF	$ 20.00	$ 86,000
8	Furnishing and Placing Topsoil (Median)	3,800	SY	$ 4.50	$ 17,100
				Paving Estimate Subtotal:	**$ 1,543,500**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 30,900
10	Traffic Control	5%	$ 77,200
11	Erosion Control	3%	$ 46,400
12	Landscaping	5%	$ 77,200
13	Illumination	6%	$ 92,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 385,900
		Other Components Estimate Subtotal:	**$ 710,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,253,800
Mobilization	5%	$ 112,700
Contingency	10%	$ 236,700
Construction Cost Estimate Total:		**$ 2,603,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,603,200
Engineering/Survey/Testing		9%	$ 234,288
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ 1,161,600	$ 1,161,600
	Project Estimate Total Cost:		**$ 3,999,088**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,999,088**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Carmen Ave

City Limits to Vasquez Ranch Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	3,720
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	38	STA	$ 3,000.00	$ 114,000
2	Unclassified Street Excavation	8,300	CY	$ 28.00	$ 232,400
3	9'' Crushed Limestone Base	16,600	SY	$ 28.00	$ 464,800
4	Tensar Triax-Tx Geogrid Type II	16,600	SY	$ 6.00	$ 99,600
5	3'' Type D HMAC	16,600	SY	$ 28.00	$ 464,800
6	Concrete 5' Sidewalk	37,200	SF	$ 7.50	$ 279,000
7	Curb and Gutter	7,500	LF	$ 20.00	$ 150,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,804,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 36,100
10	Traffic Control	5%	$ 90,300
11	Erosion Control	3%	$ 54,200
12	Landscaping	5%	$ 90,300
13	Illumination	6%	$ 108,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 451,200
		Other Components Estimate Subtotal:	**$ 830,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,635,000
Mobilization	5%	$ 131,800
Contingency	10%	$ 276,700
Construction Cost Estimate Total:		**$ 3,043,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,043,500
Engineering/Survey/Testing		9%	$ 273,915
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 3,317,415**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,317,415**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

East Loop - 5

SA Boundary to I 69

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	12,883
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	129	STA	$ 3,000.00	$ 387,000
2	Unclassified Street Excavation	48,700	CY	$ 28.00	$ 1,363,600
3	9'' Crushed Limestone Base	97,400	SY	$ 28.00	$ 2,727,200
4	Tensar Triax-Tx Geogrid Type II	97,400	SY	$ 6.00	$ 584,400
5	3'' Type D HMAC	97,400	SY	$ 28.00	$ 2,727,200
6	Concrete 5' Sidewalk	128,830	SF	$ 7.50	$ 966,225
7	Curb and Gutter	25,800	LF	$ 20.00	$ 516,000
8	Furnishing and Placing Topsoil (Median)	23,000	SY	$ 4.50	$ 103,500
				Paving Estimate Subtotal:	**$ 9,375,125**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 187,600
10	Traffic Control	5%	$ 468,800
11	Erosion Control	3%	$ 281,300
12	Landscaping	5%	$ 468,800
13	Illumination	6%	$ 562,600
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 2,343,800
		Other Components Estimate Subtotal:	**$ 4,312,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
			Special Components Estimate Subtotal:	**$ -**

I, II, & III Construction Subtotal:		$ 13,688,025
Mobilization	5%	$ 684,500
Contingency	10%	$ 1,437,300
Construction Cost Estimate Total:		**$ 15,809,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 15,809,900
Engineering/Survey/Testing		9%	$ 1,422,891
Right-of-Way Acquisition	Cost per sq. ft.: $ 5.00	$ -	$ -
		Project Estimate Total Cost:	**$ 17,232,791**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 17,232,791**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Mercedes Rd

Memorial Trail to Simmons Blvd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	2,165
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	22	STA	$ 3,000.00	$ 66,000
2	Unclassified Street Excavation	6,500	CY	$ 28.00	$ 182,000
3	9'' Crushed Limestone Base	13,000	SY	$ 28.00	$ 364,000
4	Tensar Triax-Tx Geogrid Type II	13,000	SY	$ 6.00	$ 78,000
5	3'' Type D HMAC	13,000	SY	$ 28.00	$ 364,000
6	Concrete 5' Sidewalk	21,650	SF	$ 7.50	$ 162,375
7	Curb and Gutter	4,400	LF	$ 20.00	$ 88,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,304,375**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 26,100
10	Traffic Control	5%	$ 65,300
11	Erosion Control	3%	$ 39,200
12	Landscaping	5%	$ 65,300
13	Illumination	6%	$ 78,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 326,100
		Other Components Estimate Subtotal:	**$ 600,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,904,675
Mobilization	5%	$ 95,300
Contingency	10%	$ 200,000
Construction Cost Estimate Total:		**$ 2,200,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,200,000
Engineering/Survey/Testing		9%	$ 198,000
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 259,800	$ 259,800
		Project Estimate Total Cost:	**$ 2,657,800**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 2,657,800**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Spanish Trail

Schaefer Ln to Laredo Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,584
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	16	STA	$ 3,000.00	$ 48,000
2	Unclassified Street Excavation	4,800	CY	$ 28.00	$ 134,400
3	9'' Crushed Limestone Base	9,600	SY	$ 28.00	$ 268,800
4	Tensar Triax-Tx Geogrid Type II	9,600	SY	$ 6.00	$ 57,600
5	3'' Type D HMAC	9,600	SY	$ 28.00	$ 268,800
6	Concrete 5' Sidewalk	15,840	SF	$ 7.50	$ 118,800
7	Curb and Gutter	3,200	LF	$ 20.00	$ 64,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 960,400**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 19,300
10	Traffic Control	5%	$ 48,100
11	Erosion Control	3%	$ 28,900
12	Landscaping	5%	$ 48,100
13	Illumination	6%	$ 57,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 240,100
		Other Components Estimate Subtotal:	**$ 442,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,402,600
Mobilization	5%	$ 70,200
Contingency	10%	$ 147,300
Construction Cost Estimate Total:		**$ 1,620,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,620,100
Engineering/Survey/Testing		9%	$ 145,809
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 1,765,909**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,765,909**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

New Road

E. Alton Goor Blvd to New Road B

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,960
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	20	STA	$ 3,000.00	$ 60,000
2	Unclassified Street Excavation	5,900	CY	$ 28.00	$ 165,200
3	9'' Crushed Limestone Base	11,800	SY	$ 28.00	$ 330,400
4	Tensar Triax-Tx Geogrid Type II	11,800	SY	$ 6.00	$ 70,800
5	3'' Type D HMAC	11,800	SY	$ 28.00	$ 330,400
6	Concrete 5' Sidewalk	19,600	SF	$ 7.50	$ 147,000
7	Curb and Gutter	4,000	LF	$ 20.00	$ 80,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,183,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 23,700
10	Traffic Control	5%	$ 59,200
11	Erosion Control	3%	$ 35,600
12	Landscaping	5%	$ 59,200
13	Illumination	6%	$ 71,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 296,000
		Other Components Estimate Subtotal:	**$ 544,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,728,600
Mobilization	5%	$ 86,500
Contingency	10%	$ 181,600
Construction Cost Estimate Total:		**$ 1,996,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,996,700
Engineering/Survey/Testing		9%	$ 179,703
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 235,200	$ 235,200
		Project Estimate Total Cost:	**$ 2,411,603**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 2,411,603**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Lorenaly Dr E. Extension

Lorenaly Dr to Morrison Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	3,696
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	37	STA	$ 3,000.00	$ 111,000
2	Unclassified Street Excavation	11,100	CY	$ 28.00	$ 310,800
3	9'' Crushed Limestone Base	22,200	SY	$ 28.00	$ 621,600
4	Tensar Triax-Tx Geogrid Type II	22,200	SY	$ 6.00	$ 133,200
5	3'' Type D HMAC	22,200	SY	$ 28.00	$ 621,600
6	Concrete 5' Sidewalk	36,960	SF	$ 7.50	$ 277,200
7	Curb and Gutter	7,400	LF	$ 20.00	$ 148,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,223,400**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 44,500
10	Traffic Control	5%	$ 111,200
11	Erosion Control	3%	$ 66,800
12	Landscaping	5%	$ 111,200
13	Illumination	6%	$ 133,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 555,900
		Other Components Estimate Subtotal:	**$ 1,023,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,246,500
Mobilization	5%	$ 162,400
Contingency	10%	$ 340,900
Construction Cost Estimate Total:		**$ 3,749,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,749,800
Engineering/Survey/Testing		9%	$ 337,482
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,087,282**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,087,282**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Fish Hatchery Rd

Fish Hatchery Rd to Railroad St (City Limits)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	317
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	4	STA	$ 3,000.00	$ 12,000
2	Unclassified Street Excavation	800	CY	$ 28.00	$ 22,400
3	9'' Crushed Limestone Base	1,500	SY	$ 28.00	$ 42,000
4	Tensar Triax-Tx Geogrid Type II	1,500	SY	$ 6.00	$ 9,000
5	3'' Type D HMAC	1,500	SY	$ 28.00	$ 42,000
6	Concrete 5' Sidewalk	3,170	SF	$ 7.50	$ 23,775
7	Curb and Gutter	700	LF	$ 20.00	$ 14,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 165,175**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 3,400
10	Traffic Control	5%	$ 8,300
11	Erosion Control	3%	$ 5,000
12	Landscaping	5%	$ 8,300
13	Illumination	6%	$ 10,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 41,300
		Other Components Estimate Subtotal:	**$ 76,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 241,475
Mobilization	5%	$ 12,100
Contingency	10%	$ 25,400
Construction Cost Estimate Total:		**$ 279,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 279,000
Engineering/Survey/Testing		9%	$ 25,110
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 304,110**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 304,110**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 1732 - 1

Summerhill Blvd to Carmen Ave

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	3,854
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	52
Description:	Widening from 2 to 4 Lanes with center median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	39	STA	$ 3,000.00	$ 117,000
2	Unclassified Street Excavation	11,200	CY	$ 28.00	$ 313,600
3	9'' Crushed Limestone Base	22,300	SY	$ 28.00	$ 624,400
4	Tensar Triax-Tx Geogrid Type II	22,300	SY	$ 6.00	$ 133,800
5	3'' Type D HMAC	22,300	SY	$ 28.00	$ 624,400
6	Concrete 5' Sidewalk	38,540	SF	$ 7.50	$ 289,050
7	Curb and Gutter	7,800	LF	$ 20.00	$ 156,000
8	Furnishing and Placing Topsoil (Median)	17,200	SY	$ 4.50	$ 77,400
				Paving Estimate Subtotal:	**$ 2,335,650**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 46,800
10	Traffic Control	5%	$ 116,800
11	Erosion Control	3%	$ 70,100
12	Landscaping	5%	$ 116,800
13	Illumination	6%	$ 140,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 584,000
		Other Components Estimate Subtotal:	**$ 1,074,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,410,350
Mobilization	5%	$ 170,600
Contingency	10%	$ 358,100
Construction Cost Estimate Total:		**$ 3,939,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,939,100
Engineering/Survey/Testing		9%	$ 354,519
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 96,350	$ 96,350
	Project Estimate Total Cost:		**$ 4,389,969**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,194,985**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Grove Park Rd - 2

Military Hwy to City Limit (near Carmen Blvd)

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	950
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	10	STA	$ 3,000.00	$ 30,000
2	Unclassified Street Excavation	3,600	CY	$ 28.00	$ 100,800
3	9'' Crushed Limestone Base	7,200	SY	$ 28.00	$ 201,600
4	Tensar Triax-Tx Geogrid Type II	7,200	SY	$ 6.00	$ 43,200
5	3'' Type D HMAC	7,200	SY	$ 28.00	$ 201,600
6	Concrete 5' Sidewalk	9,500	SF	$ 7.50	$ 71,250
7	Curb and Gutter	1,900	LF	$ 20.00	$ 38,000
8	Furnishing and Placing Topsoil (Median)	1,700	SY	$ 4.50	$ 7,650
				Paving Estimate Subtotal:	**$ 694,100**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 13,900
10	Traffic Control	5%	$ 34,800
11	Erosion Control	3%	$ 20,900
12	Landscaping	5%	$ 34,800
13	Illumination	6%	$ 41,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 173,600
		Other Components Estimate Subtotal:	**$ 319,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,013,800
Mobilization	5%	$ 50,700
Contingency	10%	$ 106,500
Construction Cost Estimate Total:		**$ 1,171,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,171,000
Engineering/Survey/Testing		9%	$ 105,390
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,250	$ 52,250
	Project Estimate Total Cost:		**$ 1,328,640**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,328,640**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Grove Park Rd - 1

City Limits to NW Collector -1 E Extension

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	2,693
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	10,200	CY	$ 28.00	$ 285,600
3	9'' Crushed Limestone Base	20,400	SY	$ 28.00	$ 571,200
4	Tensar Triax-Tx Geogrid Type II	20,400	SY	$ 6.00	$ 122,400
5	3'' Type D HMAC	20,400	SY	$ 28.00	$ 571,200
6	Concrete 5' Sidewalk	26,930	SF	$ 7.50	$ 201,975
7	Curb and Gutter	5,400	LF	$ 20.00	$ 108,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,941,375**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 38,900
10	Traffic Control	5%	$ 97,100
11	Erosion Control	3%	$ 58,300
12	Landscaping	5%	$ 97,100
13	Illumination	6%	$ 116,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 485,400
		Other Components Estimate Subtotal:	**$ 893,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,834,675
Mobilization	5%	$ 141,800
Contingency	10%	$ 297,700
Construction Cost Estimate Total:		**$ 3,274,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,274,200
Engineering/Survey/Testing		9%	$ 294,678
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 161,580	$ 161,580
	Project Estimate Total Cost:		**$ 3,730,458**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,730,458**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NW Collector - 1

old Military Hwy to Military Hwy

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,109
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	12	STA	$ 3,000.00	$ 36,000
2	Unclassified Street Excavation	3,400	CY	$ 28.00	$ 95,200
3	9'' Crushed Limestone Base	6,700	SY	$ 28.00	$ 187,600
4	Tensar Triax-Tx Geogrid Type II	6,700	SY	$ 6.00	$ 40,200
5	3'' Type D HMAC	6,700	SY	$ 28.00	$ 187,600
6	Concrete 5' Sidewalk	11,090	SF	$ 7.50	$ 83,175
7	Curb and Gutter	2,300	LF	$ 20.00	$ 46,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 675,775**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 13,600
10	Traffic Control	5%	$ 33,800
11	Erosion Control	3%	$ 20,300
12	Landscaping	5%	$ 33,800
13	Illumination	6%	$ 40,600
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 169,000
		Other Components Estimate Subtotal:	**$ 311,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 986,875
Mobilization	5%	$ 49,400
Contingency	10%	$ 103,700
Construction Cost Estimate Total:		**$ 1,140,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,140,000
Engineering/Survey/Testing		9%	$ 102,600
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 44,360	$ 44,360
		Project Estimate Total Cost:	**$ 1,286,960**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 1,286,960**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NW Collector - 2

City Limits (Between San Pedro Rd And Carmen Blvd) to Military Hwy

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	370
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	4	STA	$ 3,000.00	$ 12,000
2	Unclassified Street Excavation	1,200	CY	$ 28.00	$ 33,600
3	9'' Crushed Limestone Base	2,300	SY	$ 28.00	$ 64,400
4	Tensar Triax-Tx Geogrid Type II	2,300	SY	$ 6.00	$ 13,800
5	3'' Type D HMAC	2,300	SY	$ 28.00	$ 64,400
6	Concrete 5' Sidewalk	3,700	SF	$ 7.50	$ 27,750
7	Curb and Gutter	800	LF	$ 20.00	$ 16,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 231,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 4,700
10	Traffic Control	5%	$ 11,600
11	Erosion Control	3%	$ 7,000
12	Landscaping	5%	$ 11,600
13	Illumination	6%	$ 14,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 58,000
		Other Components Estimate Subtotal:	**$ 106,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 338,850
Mobilization	5%	$ 17,000
Contingency	10%	$ 35,600
Construction Cost Estimate Total:		**$ 391,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 391,500
Engineering/Survey/Testing		9%	$ 35,235
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 14,800	$ 14,800
	Project Estimate Total Cost:		**$ 441,535**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 441,535**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 1732 - 2

Old Hwy 77 to Hwy 77/I 69E

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	475
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	5	STA	$ 3,000.00	$ 15,000
2	Unclassified Street Excavation	1,200	CY	$ 28.00	$ 33,600
3	9'' Crushed Limestone Base	2,400	SY	$ 28.00	$ 67,200
4	Tensar Triax-Tx Geogrid Type II	2,400	SY	$ 6.00	$ 14,400
5	3'' Type D HMAC	2,400	SY	$ 28.00	$ 67,200
6	Concrete 5' Sidewalk	4,750	SF	$ 7.50	$ 35,625
7	Curb and Gutter	1,000	LF	$ 20.00	$ 20,000
8	Furnishing and Placing Topsoil (Median)	900	SY	$ 4.50	$ 4,050
				Paving Estimate Subtotal:	**$ 257,075**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 5,200
10	Traffic Control	5%	$ 12,900
11	Erosion Control	3%	$ 7,800
12	Landscaping	5%	$ 12,900
13	Illumination	6%	$ 15,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 64,300
		Other Components Estimate Subtotal:	**$ 118,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 375,675
Mobilization	5%	$ 18,800
Contingency	10%	$ 39,500
Construction Cost Estimate Total:		**$ 434,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 434,000
Engineering/Survey/Testing		9%	$ 39,060
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 473,060**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 236,530**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 1732 - 2

Old Hwy 77 to Hwy 77/I 69E

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	475
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	5	STA	$ 3,000.00	$ 15,000
2	Unclassified Street Excavation	1,200	CY	$ 28.00	$ 33,600
3	9'' Crushed Limestone Base	2,400	SY	$ 28.00	$ 67,200
4	Tensar Triax-Tx Geogrid Type II	2,400	SY	$ 6.00	$ 14,400
5	3'' Type D HMAC	2,400	SY	$ 28.00	$ 67,200
6	Concrete 5' Sidewalk	4,750	SF	$ 7.50	$ 35,625
7	Curb and Gutter	1,000	LF	$ 20.00	$ 20,000
8	Furnishing and Placing Topsoil (Median)	900	SY	$ 4.50	$ 4,050
				Paving Estimate Subtotal:	**$ 257,075**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 5,200
10	Traffic Control	5%	$ 12,900
11	Erosion Control	3%	$ 7,800
12	Landscaping	5%	$ 12,900
13	Illumination	6%	$ 15,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 64,300
		Other Components Estimate Subtotal:	**$ 118,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 375,675
Mobilization	5%	$ 18,800
Contingency	10%	$ 39,500
Construction Cost Estimate Total:		**$ 434,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 434,000
Engineering/Survey/Testing		9%	$ 39,060
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 473,060**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 236,530**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Domanski Dr

Domanski Dr to City Limits (Near Mexico border)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,162
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	12	STA	$ 3,000.00	$ 36,000
2	Unclassified Street Excavation	2,600	CY	$ 28.00	$ 72,800
3	9'' Crushed Limestone Base	5,200	SY	$ 28.00	$ 145,600
4	Tensar Triax-Tx Geogrid Type II	5,200	SY	$ 6.00	$ 31,200
5	3'' Type D HMAC	5,200	SY	$ 28.00	$ 145,600
6	Concrete 5' Sidewalk	11,620	SF	$ 7.50	$ 87,150
7	Curb and Gutter	2,400	LF	$ 20.00	$ 48,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 566,350**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 11,400
10	Traffic Control	5%	$ 28,400
11	Erosion Control	3%	$ 17,000
12	Landscaping	5%	$ 28,400
13	Illumination	6%	$ 34,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 141,600
		Other Components Estimate Subtotal:	**$ 260,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 827,150
Mobilization	5%	$ 41,400
Contingency	10%	$ 86,900
Construction Cost Estimate Total:		**$ 955,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 955,500
Engineering/Survey/Testing		9%	$ 85,995
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 58,100	$ 58,100
	Project Estimate Total Cost:		**$ 1,099,595**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,099,595**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 1732 - 1

Los Arboles Ave to US 281 Military Hwy

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	1,411
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	15	STA	$ 3,000.00	$ 45,000
2	Unclassified Street Excavation	3,500	CY	$ 28.00	$ 98,000
3	9'' Crushed Limestone Base	6,900	SY	$ 28.00	$ 193,200
4	Tensar Triax-Tx Geogrid Type II	6,900	SY	$ 6.00	$ 41,400
5	3'' Type D HMAC	6,900	SY	$ 28.00	$ 193,200
6	Concrete 5' Sidewalk	14,110	SF	$ 7.50	$ 105,825
7	Curb and Gutter	2,900	LF	$ 20.00	$ 58,000
8	Furnishing and Placing Topsoil (Median)	2,600	SY	$ 4.50	$ 11,700
				Paving Estimate Subtotal:	**$ 746,325**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 15,000
10	Traffic Control	5%	$ 37,400
11	Erosion Control	3%	$ 22,400
12	Landscaping	5%	$ 37,400
13	Illumination	6%	$ 44,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 186,600
		Other Components Estimate Subtotal:	**$ 343,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,089,925
Mobilization	5%	$ 54,500
Contingency	10%	$ 114,500
Construction Cost Estimate Total:		**$ 1,259,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,259,000
Engineering/Survey/Testing		9%	$ 113,310
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 1,372,310**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,372,310**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Guagolota Rd - 1

NW Collector -7 to Rego Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	4,066
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	41	STA	$ 3,000.00	$ 123,000
2	Unclassified Street Excavation	9,100	CY	$ 28.00	$ 254,800
3	9'' Crushed Limestone Base	18,100	SY	$ 28.00	$ 506,800
4	Tensar Triax-Tx Geogrid Type II	18,100	SY	$ 6.00	$ 108,600
5	3'' Type D HMAC	18,100	SY	$ 28.00	$ 506,800
6	Concrete 5' Sidewalk	40,660	SF	$ 7.50	$ 304,950
7	Curb and Gutter	8,200	LF	$ 20.00	$ 164,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,968,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 39,400
10	Traffic Control	5%	$ 98,500
11	Erosion Control	3%	$ 59,100
12	Landscaping	5%	$ 98,500
13	Illumination	6%	$ 118,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 492,300
		Other Components Estimate Subtotal:	**$ 906,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,874,950
Mobilization	5%	$ 143,800
Contingency	10%	$ 301,900
Construction Cost Estimate Total:		**$ 3,320,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,320,700
Engineering/Survey/Testing		9%	$ 298,863
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 3,619,563**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,619,563**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Guagolota Rd - 2

NW Collector -7 to NW Collector #7 (near Roos Reservoir C)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	5,861
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	59	STA	$ 3,000.00	$ 177,000
2	Unclassified Street Excavation	13,100	CY	$ 28.00	$ 366,800
3	9'' Crushed Limestone Base	26,100	SY	$ 28.00	$ 730,800
4	Tensar Triax-Tx Geogrid Type II	26,100	SY	$ 6.00	$ 156,600
5	3'' Type D HMAC	26,100	SY	$ 28.00	$ 730,800
6	Concrete 5' Sidewalk	58,610	SF	$ 7.50	$ 439,575
7	Curb and Gutter	11,800	LF	$ 20.00	$ 236,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,837,575**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 56,800
10	Traffic Control	5%	$ 141,900
11	Erosion Control	3%	$ 85,200
12	Landscaping	5%	$ 141,900
13	Illumination	6%	$ 170,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 709,400
		Other Components Estimate Subtotal:	**$ 1,305,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,143,075
Mobilization	5%	$ 207,200
Contingency	10%	$ 435,100
Construction Cost Estimate Total:		**$ 4,785,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,785,400
Engineering/Survey/Testing		9%	$ 430,686
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 5,216,086**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 5,216,086**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NW Collector - 7 A

Guagolota Rd (Future) to City Limits

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,003
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,300	CY	$ 28.00	$ 64,400
3	9'' Crushed Limestone Base	4,500	SY	$ 28.00	$ 126,000
4	Tensar Triax-Tx Geogrid Type II	4,500	SY	$ 6.00	$ 27,000
5	3'' Type D HMAC	4,500	SY	$ 28.00	$ 126,000
6	Concrete 5' Sidewalk	10,030	SF	$ 7.50	$ 75,225
7	Curb and Gutter	2,100	LF	$ 20.00	$ 42,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 493,625**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 9,900
10	Traffic Control	5%	$ 24,700
11	Erosion Control	3%	$ 14,900
12	Landscaping	5%	$ 24,700
13	Illumination	6%	$ 29,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 123,500
		Other Components Estimate Subtotal:	**$ 227,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 721,025
Mobilization	5%	$ 36,100
Contingency	10%	$ 75,800
Construction Cost Estimate Total:		**$ 833,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 833,000
Engineering/Survey/Testing		9%	$ 74,970
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 907,970**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 907,970**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NW Collector - 7 B

City Limits (Near Fm 1577) to Guagolota Rd (Future)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	5,227
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	53	STA	$ 3,000.00	$ 159,000
2	Unclassified Street Excavation	11,700	CY	$ 28.00	$ 327,600
3	9'' Crushed Limestone Base	23,300	SY	$ 28.00	$ 652,400
4	Tensar Triax-Tx Geogrid Type II	23,300	SY	$ 6.00	$ 139,800
5	3'' Type D HMAC	23,300	SY	$ 28.00	$ 652,400
6	Concrete 5' Sidewalk	52,270	SF	$ 7.50	$ 392,025
7	Curb and Gutter	10,500	LF	$ 20.00	$ 210,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,533,225**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 50,700
10	Traffic Control	5%	$ 126,700
11	Erosion Control	3%	$ 76,000
12	Landscaping	5%	$ 126,700
13	Illumination	6%	$ 152,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 633,400
		Other Components Estimate Subtotal:	**$ 1,165,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,698,725
Mobilization	5%	$ 185,000
Contingency	10%	$ 388,400
Construction Cost Estimate Total:		**$ 4,272,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,272,200
Engineering/Survey/Testing		9%	$ 384,498
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,656,698**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,656,698**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Rego Rd - 1

Redo Rd to Guagolota Rd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,003
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,300	CY	$ 28.00	$ 64,400
3	9'' Crushed Limestone Base	4,500	SY	$ 28.00	$ 126,000
4	Tensar Triax-Tx Geogrid Type II	4,500	SY	$ 6.00	$ 27,000
5	3'' Type D HMAC	4,500	SY	$ 28.00	$ 126,000
6	Concrete 5' Sidewalk	10,030	SF	$ 7.50	$ 75,225
7	Curb and Gutter	2,100	LF	$ 20.00	$ 42,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 493,625**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 9,900
10	Traffic Control	5%	$ 24,700
11	Erosion Control	3%	$ 14,900
12	Landscaping	5%	$ 24,700
13	Illumination	6%	$ 29,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 123,500
		Other Components Estimate Subtotal:	**$ 227,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 721,025
Mobilization	5%	$ 36,100
Contingency	10%	$ 75,800
Construction Cost Estimate Total:		**$ 833,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 833,000
Engineering/Survey/Testing		9%	$ 74,970
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 907,970**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 907,970**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Rego Rd - 2

Guagolota Rd to FM 1577

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	5,122
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	52	STA	$ 3,000.00	$ 156,000
2	Unclassified Street Excavation	11,400	CY	$ 28.00	$ 319,200
3	9'' Crushed Limestone Base	22,800	SY	$ 28.00	$ 638,400
4	Tensar Triax-Tx Geogrid Type II	22,800	SY	$ 6.00	$ 136,800
5	3'' Type D HMAC	22,800	SY	$ 28.00	$ 638,400
6	Concrete 5' Sidewalk	51,220	SF	$ 7.50	$ 384,150
7	Curb and Gutter	10,300	LF	$ 20.00	$ 206,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,478,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 49,600
10	Traffic Control	5%	$ 124,000
11	Erosion Control	3%	$ 74,400
12	Landscaping	5%	$ 124,000
13	Illumination	6%	$ 148,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 619,800
		Other Components Estimate Subtotal:	**$ 1,140,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,619,550
Mobilization	5%	$ 181,000
Contingency	10%	$ 380,100
Construction Cost Estimate Total:		**$ 4,180,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,180,700
Engineering/Survey/Testing		9%	$ 376,263
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,556,963**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,278,482**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Rego Rd - 2

Guagolota Rd to FM 1577

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	5,122
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	52	STA	$ 3,000.00	$ 156,000
2	Unclassified Street Excavation	11,400	CY	$ 28.00	$ 319,200
3	9'' Crushed Limestone Base	22,800	SY	$ 28.00	$ 638,400
4	Tensar Triax-Tx Geogrid Type II	22,800	SY	$ 6.00	$ 136,800
5	3'' Type D HMAC	22,800	SY	$ 28.00	$ 638,400
6	Concrete 5' Sidewalk	51,220	SF	$ 7.50	$ 384,150
7	Curb and Gutter	10,300	LF	$ 20.00	$ 206,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,478,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 49,600
10	Traffic Control	5%	$ 124,000
11	Erosion Control	3%	$ 74,400
12	Landscaping	5%	$ 124,000
13	Illumination	6%	$ 148,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 619,800
		Other Components Estimate Subtotal:	**$ 1,140,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,619,550
Mobilization	5%	$ 181,000
Contingency	10%	$ 380,100
Construction Cost Estimate Total:		**$ 4,180,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,180,700
Engineering/Survey/Testing		9%	$ 376,263
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,556,963**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,278,482**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

US 281 (Military Hwy)

FM 1732 to Montalvo St

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	5,666
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	36
Description:	Widening from 2 to 4 Lanes with center median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	57	STA	$ 3,000.00	$ 171,000
2	Unclassified Street Excavation	11,400	CY	$ 28.00	$ 319,200
3	9'' Crushed Limestone Base	22,700	SY	$ 28.00	$ 635,600
4	Tensar Triax-Tx Geogrid Type II	22,700	SY	$ 6.00	$ 136,200
5	3'' Type D HMAC	22,700	SY	$ 28.00	$ 635,600
6	Concrete 5' Sidewalk	56,660	SF	$ 7.50	$ 424,950
7	Curb and Gutter	11,400	LF	$ 20.00	$ 228,000
8	Furnishing and Placing Topsoil (Median)	25,200	SY	$ 4.50	$ 113,400
				Paving Estimate Subtotal:	**$ 2,663,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 53,300
10	Traffic Control	5%	$ 133,200
11	Erosion Control	3%	$ 80,000
12	Landscaping	5%	$ 133,200
13	Illumination	6%	$ 159,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 666,000
		Other Components Estimate Subtotal:	**$ 1,225,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,889,550
Mobilization	5%	$ 194,500
Contingency	10%	$ 408,500
Construction Cost Estimate Total:		**$ 4,492,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,492,600
Engineering/Survey/Testing		9%	$ 404,334
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,896,934**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,896,934**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Far West Collector A

Rice Tract Rd/Fm 1577 to Rice Tract Rd (Near Guagolota Rd)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	7,022
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	71	STA	$ 3,000.00	$ 213,000
2	Unclassified Street Excavation	15,700	CY	$ 28.00	$ 439,600
3	9'' Crushed Limestone Base	31,300	SY	$ 28.00	$ 876,400
4	Tensar Triax-Tx Geogrid Type II	31,300	SY	$ 6.00	$ 187,800
5	3'' Type D HMAC	31,300	SY	$ 28.00	$ 876,400
6	Concrete 5' Sidewalk	70,220	SF	$ 7.50	$ 526,650
7	Curb and Gutter	14,100	LF	$ 20.00	$ 282,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,401,850**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 68,100
10	Traffic Control	5%	$ 170,100
11	Erosion Control	3%	$ 102,100
12	Landscaping	5%	$ 170,100
13	Illumination	6%	$ 204,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 850,500
		Other Components Estimate Subtotal:	**$ 1,565,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,966,950
Mobilization	5%	$ 248,400
Contingency	10%	$ 521,600
Construction Cost Estimate Total:		**$ 5,737,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,737,000
Engineering/Survey/Testing		9%	$ 516,330
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 6,253,330**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 6,253,330**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 1577

City Limits (near Paloma Dr) to City Limits (near Poinciana Tree St)

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	970
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	10	STA	$ 3,000.00	$ 30,000
2	Unclassified Street Excavation	2,400	CY	$ 28.00	$ 67,200
3	9'' Crushed Limestone Base	4,800	SY	$ 28.00	$ 134,400
4	Tensar Triax-Tx Geogrid Type II	4,800	SY	$ 6.00	$ 28,800
5	3'' Type D HMAC	4,800	SY	$ 28.00	$ 134,400
6	Concrete 5' Sidewalk	9,700	SF	$ 7.50	$ 72,750
7	Curb and Gutter	2,000	LF	$ 20.00	$ 40,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 507,550**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,200
10	Traffic Control	5%	$ 25,400
11	Erosion Control	3%	$ 15,300
12	Landscaping	5%	$ 25,400
13	Illumination	6%	$ 30,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 126,900
		Other Components Estimate Subtotal:	**$ 233,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 741,250
Mobilization	5%	$ 37,100
Contingency	10%	$ 77,900
Construction Cost Estimate Total:		**$ 856,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 856,300
Engineering/Survey/Testing		9%	$ 77,067
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 19,400	$ 19,400
		Project Estimate Total Cost:	**$ 952,767**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 952,767**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Guagolota Rd - 3

Nunnels Rd to Hwy77 Frontage Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	4,910
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	50	STA	$ 3,000.00	$ 150,000
2	Unclassified Street Excavation	11,000	CY	$ 28.00	$ 308,000
3	9'' Crushed Limestone Base	21,900	SY	$ 28.00	$ 613,200
4	Tensar Triax-Tx Geogrid Type II	21,900	SY	$ 6.00	$ 131,400
5	3'' Type D HMAC	21,900	SY	$ 28.00	$ 613,200
6	Concrete 5' Sidewalk	49,100	SF	$ 7.50	$ 368,250
7	Curb and Gutter	9,900	LF	$ 20.00	$ 198,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,382,050**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 47,700
10	Traffic Control	5%	$ 119,200
11	Erosion Control	3%	$ 71,500
12	Landscaping	5%	$ 119,200
13	Illumination	6%	$ 143,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 595,600
		Other Components Estimate Subtotal:	**$ 1,096,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,478,250
Mobilization	5%	$ 174,000
Contingency	10%	$ 365,300
Construction Cost Estimate Total:		**$ 4,017,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,017,600
Engineering/Survey/Testing		9%	$ 361,584
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,379,184**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,379,184**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Guagolota Rd - 4

Rice Tract Rd to Nunnels Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	6,178
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	62	STA	$ 3,000.00	$ 186,000
2	Unclassified Street Excavation	13,800	CY	$ 28.00	$ 386,400
3	9'' Crushed Limestone Base	27,500	SY	$ 28.00	$ 770,000
4	Tensar Triax-Tx Geogrid Type II	27,500	SY	$ 6.00	$ 165,000
5	3'' Type D HMAC	27,500	SY	$ 28.00	$ 770,000
6	Concrete 5' Sidewalk	61,780	SF	$ 7.50	$ 463,350
7	Curb and Gutter	12,400	LF	$ 20.00	$ 248,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,988,750**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 59,800
10	Traffic Control	5%	$ 149,500
11	Erosion Control	3%	$ 89,700
12	Landscaping	5%	$ 149,500
13	Illumination	6%	$ 179,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 747,200
		Other Components Estimate Subtotal:	**$ 1,375,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,363,850
Mobilization	5%	$ 218,200
Contingency	10%	$ 458,300
Construction Cost Estimate Total:		**$ 5,040,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,040,400
Engineering/Survey/Testing		9%	$ 453,636
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 5,494,036**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 5,494,036**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Guagolota Rd - 5

Nw Collector #8 (Near Rice Tract Rd) to Rice Tract Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	5,438
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	55	STA	$ 3,000.00	$ 165,000
2	Unclassified Street Excavation	12,100	CY	$ 28.00	$ 338,800
3	9'' Crushed Limestone Base	24,200	SY	$ 28.00	$ 677,600
4	Tensar Triax-Tx Geogrid Type II	24,200	SY	$ 6.00	$ 145,200
5	3'' Type D HMAC	24,200	SY	$ 28.00	$ 677,600
6	Concrete 5' Sidewalk	54,380	SF	$ 7.50	$ 407,850
7	Curb and Gutter	10,900	LF	$ 20.00	$ 218,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,630,050**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 52,700
10	Traffic Control	5%	$ 131,600
11	Erosion Control	3%	$ 79,000
12	Landscaping	5%	$ 131,600
13	Illumination	6%	$ 157,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 657,600
		Other Components Estimate Subtotal:	**$ 1,210,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,840,450
Mobilization	5%	$ 192,100
Contingency	10%	$ 403,300
Construction Cost Estimate Total:		**$ 4,435,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,435,900
Engineering/Survey/Testing		9%	$ 399,231
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,835,131**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,835,131**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Guagolota Rd - 6

Rego Rd to NW Collector -8

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,640
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	5,900	CY	$ 28.00	$ 165,200
3	9'' Crushed Limestone Base	11,800	SY	$ 28.00	$ 330,400
4	Tensar Triax-Tx Geogrid Type II	11,800	SY	$ 6.00	$ 70,800
5	3'' Type D HMAC	11,800	SY	$ 28.00	$ 330,400
6	Concrete 5' Sidewalk	26,400	SF	$ 7.50	$ 198,000
7	Curb and Gutter	5,300	LF	$ 20.00	$ 106,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,281,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 25,700
10	Traffic Control	5%	$ 64,100
11	Erosion Control	3%	$ 38,500
12	Landscaping	5%	$ 64,100
13	Illumination	6%	$ 77,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 320,500
		Other Components Estimate Subtotal:	**$ 589,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,871,700
Mobilization	5%	$ 93,600
Contingency	10%	$ 196,600
Construction Cost Estimate Total:		**$ 2,161,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,161,900
Engineering/Survey/Testing		9%	$ 194,571
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 2,356,471**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,356,471**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NW Collector - 8 A

City Limits (Barreda Gardens/Espinoza St) to Guagolota Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	950
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	10	STA	$ 3,000.00	$ 30,000
2	Unclassified Street Excavation	2,200	CY	$ 28.00	$ 61,600
3	9'' Crushed Limestone Base	4,300	SY	$ 28.00	$ 120,400
4	Tensar Triax-Tx Geogrid Type II	4,300	SY	$ 6.00	$ 25,800
5	3'' Type D HMAC	4,300	SY	$ 28.00	$ 120,400
6	Concrete 5' Sidewalk	9,500	SF	$ 7.50	$ 71,250
7	Curb and Gutter	1,900	LF	$ 20.00	$ 38,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 467,450**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 9,400
10	Traffic Control	5%	$ 23,400
11	Erosion Control	3%	$ 14,100
12	Landscaping	5%	$ 23,400
13	Illumination	6%	$ 28,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 116,900
		Other Components Estimate Subtotal:	**$ 215,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 682,750
Mobilization	5%	$ 34,200
Contingency	10%	$ 71,700
Construction Cost Estimate Total:		**$ 788,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 788,700
Engineering/Survey/Testing		9%	$ 70,983
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 859,683**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 859,683**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NW Collector - 8 B

Guagolota Rd to Rice Tract Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	4,330
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	44	STA	$ 3,000.00	$ 132,000
2	Unclassified Street Excavation	9,700	CY	$ 28.00	$ 271,600
3	9'' Crushed Limestone Base	19,300	SY	$ 28.00	$ 540,400
4	Tensar Triax-Tx Geogrid Type II	19,300	SY	$ 6.00	$ 115,800
5	3'' Type D HMAC	19,300	SY	$ 28.00	$ 540,400
6	Concrete 5' Sidewalk	43,300	SF	$ 7.50	$ 324,750
7	Curb and Gutter	8,700	LF	$ 20.00	$ 174,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,098,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 42,000
10	Traffic Control	5%	$ 105,000
11	Erosion Control	3%	$ 63,000
12	Landscaping	5%	$ 105,000
13	Illumination	6%	$ 126,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 524,800
		Other Components Estimate Subtotal:	**$ 965,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,064,750
Mobilization	5%	$ 153,300
Contingency	10%	$ 321,900
Construction Cost Estimate Total:		**$ 3,540,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,540,000
Engineering/Survey/Testing		9%	$ 318,600
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 3,858,600**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,858,600**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Roberta Rd

Guagolota Rd to City Limits (near Roberta Rd)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	898
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	9	STA	$ 3,000.00	$ 27,000
2	Unclassified Street Excavation	2,000	CY	$ 28.00	$ 56,000
3	9'' Crushed Limestone Base	4,000	SY	$ 28.00	$ 112,000
4	Tensar Triax-Tx Geogrid Type II	4,000	SY	$ 6.00	$ 24,000
5	3'' Type D HMAC	4,000	SY	$ 28.00	$ 112,000
6	Concrete 5' Sidewalk	8,980	SF	$ 7.50	$ 67,350
7	Curb and Gutter	1,800	LF	$ 20.00	$ 36,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 434,350**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 8,700
10	Traffic Control	5%	$ 21,800
11	Erosion Control	3%	$ 13,100
12	Landscaping	5%	$ 21,800
13	Illumination	6%	$ 26,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 108,600
		Other Components Estimate Subtotal:	**$ 200,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 634,450
Mobilization	5%	$ 31,800
Contingency	10%	$ 66,700
Construction Cost Estimate Total:		**$ 733,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 733,000
Engineering/Survey/Testing		9%	$ 65,970
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 798,970**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 798,970**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 510 -1 (San Jose Rd)

City Limits (near Resaca View Cir) to City Limits/FM 1018

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,045
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,600	CY	$ 28.00	$ 72,800
3	9'' Crushed Limestone Base	5,200	SY	$ 28.00	$ 145,600
4	Tensar Triax-Tx Geogrid Type II	5,200	SY	$ 6.00	$ 31,200
5	3'' Type D HMAC	5,200	SY	$ 28.00	$ 145,600
6	Concrete 5' Sidewalk	10,450	SF	$ 7.50	$ 78,375
7	Curb and Gutter	2,100	LF	$ 20.00	$ 42,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 548,575**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 11,000
10	Traffic Control	5%	$ 27,500
11	Erosion Control	3%	$ 16,500
12	Landscaping	5%	$ 27,500
13	Illumination	6%	$ 33,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 137,200
		Other Components Estimate Subtotal:	**$ 252,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 801,275
Mobilization	5%	$ 40,100
Contingency	10%	$ 84,200
Construction Cost Estimate Total:		**$ 925,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 925,600
Engineering/Survey/Testing		9%	$ 83,304
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 20,900	$ 20,900
	Project Estimate Total Cost:		**$ 1,029,804**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 514,902**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 510 -1 (San Jose Rd)

City Limits (near Resaca View Cir) to City Limits/FM 1018

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,045
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,600	CY	$ 28.00	$ 72,800
3	9'' Crushed Limestone Base	5,200	SY	$ 28.00	$ 145,600
4	Tensar Triax-Tx Geogrid Type II	5,200	SY	$ 6.00	$ 31,200
5	3'' Type D HMAC	5,200	SY	$ 28.00	$ 145,600
6	Concrete 5' Sidewalk	10,450	SF	$ 7.50	$ 78,375
7	Curb and Gutter	2,100	LF	$ 20.00	$ 42,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 548,575**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 11,000
10	Traffic Control	5%	$ 27,500
11	Erosion Control	3%	$ 16,500
12	Landscaping	5%	$ 27,500
13	Illumination	6%	$ 33,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 137,200
		Other Components Estimate Subtotal:	**$ 252,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 801,275
Mobilization	5%	$ 40,100
Contingency	10%	$ 84,200
Construction Cost Estimate Total:		**$ 925,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 925,600
Engineering/Survey/Testing		9%	$ 83,304
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 20,900	$ 20,900
	Project Estimate Total Cost:		**$ 1,029,804**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 514,902**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Amelia Earhart Dr

California Rd to Les Mauldin Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	4,020
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	41	STA	$ 3,000.00	$ 123,000
2	Unclassified Street Excavation	9,900	CY	$ 28.00	$ 277,200
3	9'' Crushed Limestone Base	19,700	SY	$ 28.00	$ 551,600
4	Tensar Triax-Tx Geogrid Type II	19,700	SY	$ 6.00	$ 118,200
5	3'' Type D HMAC	19,700	SY	$ 28.00	$ 551,600
6	Concrete 5' Sidewalk	40,200	SF	$ 7.50	$ 301,500
7	Curb and Gutter	8,100	LF	$ 20.00	$ 162,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,085,100**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 41,800
10	Traffic Control	5%	$ 104,300
11	Erosion Control	3%	$ 62,600
12	Landscaping	5%	$ 104,300
13	Illumination	6%	$ 125,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 521,300
		Other Components Estimate Subtotal:	**$ 959,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,044,600
Mobilization	5%	$ 152,300
Contingency	10%	$ 319,700
Construction Cost Estimate Total:		**$ 3,516,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,516,600
Engineering/Survey/Testing		9%	$ 316,494
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 3,833,094**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,833,094**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Line 12 Rd

City Limits (Near Line G Rd)to City Limits (near FM 803/Olmito North Rd)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,056
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,400	CY	$ 28.00	$ 67,200
3	9'' Crushed Limestone Base	4,700	SY	$ 28.00	$ 131,600
4	Tensar Triax-Tx Geogrid Type II	4,700	SY	$ 6.00	$ 28,200
5	3'' Type D HMAC	4,700	SY	$ 28.00	$ 131,600
6	Concrete 5' Sidewalk	10,560	SF	$ 7.50	$ 79,200
7	Curb and Gutter	2,200	LF	$ 20.00	$ 44,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 514,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,300
10	Traffic Control	5%	$ 25,800
11	Erosion Control	3%	$ 15,500
12	Landscaping	5%	$ 25,800
13	Illumination	6%	$ 30,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 128,700
		Other Components Estimate Subtotal:	**$ 237,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 751,800
Mobilization	5%	$ 37,600
Contingency	10%	$ 79,000
Construction Cost Estimate Total:		**$ 868,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 868,400
Engineering/Survey/Testing		9%	$ 78,156
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,800	$ 52,800
	Project Estimate Total Cost:		**$ 999,356**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 999,356**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Lugo Rd

City Limits (Near Fm 803) to City Limits (Near Cr 528)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,003
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,300	CY	$ 28.00	$ 64,400
3	9'' Crushed Limestone Base	4,500	SY	$ 28.00	$ 126,000
4	Tensar Triax-Tx Geogrid Type II	4,500	SY	$ 6.00	$ 27,000
5	3'' Type D HMAC	4,500	SY	$ 28.00	$ 126,000
6	Concrete 5' Sidewalk	10,030	SF	$ 7.50	$ 75,225
7	Curb and Gutter	2,100	LF	$ 20.00	$ 42,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 493,625**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 9,900
10	Traffic Control	5%	$ 24,700
11	Erosion Control	3%	$ 14,900
12	Landscaping	5%	$ 24,700
13	Illumination	6%	$ 29,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 123,500
		Other Components Estimate Subtotal:	**$ 227,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 721,025
Mobilization	5%	$ 36,100
Contingency	10%	$ 75,800
Construction Cost Estimate Total:		**$ 833,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 833,000
Engineering/Survey/Testing		9%	$ 74,970
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 50,150	$ 50,150
	Project Estimate Total Cost:		**$ 958,120**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 958,120**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Parker Rd - 1

City Limits (Near Ortega Rd) to Fresnal Rd/Union Pacific Rail Line

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	9,715
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	98	STA	$ 3,000.00	$ 294,000
2	Unclassified Street Excavation	21,600	CY	$ 28.00	$ 604,800
3	9'' Crushed Limestone Base	43,200	SY	$ 28.00	$ 1,209,600
4	Tensar Triax-Tx Geogrid Type II	43,200	SY	$ 6.00	$ 259,200
5	3'' Type D HMAC	43,200	SY	$ 28.00	$ 1,209,600
6	Concrete 5' Sidewalk	97,150	SF	$ 7.50	$ 728,625
7	Curb and Gutter	19,500	LF	$ 20.00	$ 390,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 4,695,825**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 94,000
10	Traffic Control	5%	$ 234,800
11	Erosion Control	3%	$ 140,900
12	Landscaping	5%	$ 234,800
13	Illumination	6%	$ 281,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 1,174,000
		Other Components Estimate Subtotal:	**$ 2,160,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 6,856,125
Mobilization	5%	$ 342,900
Contingency	10%	$ 720,000
Construction Cost Estimate Total:		**$ 7,919,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 7,919,100
Engineering/Survey/Testing		9%	$ 712,719
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 485,750	$ 485,750
	Project Estimate Total Cost:		**$ 9,117,569**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 4,558,785**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Parker Rd - 2

City Limits (Near Villa Franco Rd) to Fresnal Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,587
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	26	STA	$ 3,000.00	$ 78,000
2	Unclassified Street Excavation	5,800	CY	$ 28.00	$ 162,400
3	9'' Crushed Limestone Base	11,500	SY	$ 28.00	$ 322,000
4	Tensar Triax-Tx Geogrid Type II	11,500	SY	$ 6.00	$ 69,000
5	3'' Type D HMAC	11,500	SY	$ 28.00	$ 322,000
6	Concrete 5' Sidewalk	25,870	SF	$ 7.50	$ 194,025
7	Curb and Gutter	5,200	LF	$ 20.00	$ 104,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,251,425**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 25,100
10	Traffic Control	5%	$ 62,600
11	Erosion Control	3%	$ 37,600
12	Landscaping	5%	$ 62,600
13	Illumination	6%	$ 75,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 312,900
		Other Components Estimate Subtotal:	**$ 575,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,827,325
Mobilization	5%	$ 91,400
Contingency	10%	$ 191,900
Construction Cost Estimate Total:		**$ 2,110,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,110,700
Engineering/Survey/Testing		9%	$ 189,963
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 129,350	$ 129,350
		Project Estimate Total Cost:	**$ 2,430,013**
		Capital Recovery Fee Eligible Project Cost: 50%	**$ 1,215,007**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Vazquez Rd

City Limits (Near Fm 803 And Kempner Cir) to City Limits (North Of Fm 510 Near Line G Rd)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,040
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	11	STA	$ 3,000.00	$ 33,000
2	Unclassified Street Excavation	2,400	CY	$ 28.00	$ 67,200
3	9'' Crushed Limestone Base	4,700	SY	$ 28.00	$ 131,600
4	Tensar Triax-Tx Geogrid Type II	4,700	SY	$ 6.00	$ 28,200
5	3'' Type D HMAC	4,700	SY	$ 28.00	$ 131,600
6	Concrete 5' Sidewalk	10,400	SF	$ 7.50	$ 78,000
7	Curb and Gutter	2,100	LF	$ 20.00	$ 42,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 511,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,300
10	Traffic Control	5%	$ 25,600
11	Erosion Control	3%	$ 15,400
12	Landscaping	5%	$ 25,600
13	Illumination	6%	$ 30,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 127,900
		Other Components Estimate Subtotal:	**$ 235,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 747,100
Mobilization	5%	$ 37,400
Contingency	10%	$ 78,500
Construction Cost Estimate Total:		**$ 863,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 863,000
Engineering/Survey/Testing		9%	$ 77,670
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,000	$ 52,000
	Project Estimate Total Cost:		**$ 992,670**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 992,670**

1108

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

New Road C

City Limits (Near Fm 803) to City Limits (near Parker Rd and CR 526)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	950
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	10	STA	$ 3,000.00	$ 30,000
2	Unclassified Street Excavation	2,200	CY	$ 28.00	$ 61,600
3	9'' Crushed Limestone Base	4,300	SY	$ 28.00	$ 120,400
4	Tensar Triax-Tx Geogrid Type II	4,300	SY	$ 6.00	$ 25,800
5	3'' Type D HMAC	4,300	SY	$ 28.00	$ 120,400
6	Concrete 5' Sidewalk	9,500	SF	$ 7.50	$ 71,250
7	Curb and Gutter	1,900	LF	$ 20.00	$ 38,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 467,450**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 9,400
10	Traffic Control	5%	$ 23,400
11	Erosion Control	3%	$ 14,100
12	Landscaping	5%	$ 23,400
13	Illumination	6%	$ 28,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 116,900
		Other Components Estimate Subtotal:	**$ 215,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 682,750
Mobilization	5%	$ 34,200
Contingency	10%	$ 71,700
Construction Cost Estimate Total:		**$ 788,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 788,700
Engineering/Survey/Testing		9%	$ 70,983
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 47,500	$ 47,500
		Project Estimate Total Cost:	**$ 907,183**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 907,183**

1301

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Arkansas Rd

Olmito North Rd to I 69E N Frontage Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	3,749
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	38	STA	$ 3,000.00	$ 114,000
2	Unclassified Street Excavation	11,300	CY	$ 28.00	$ 316,400
3	9'' Crushed Limestone Base	22,500	SY	$ 28.00	$ 630,000
4	Tensar Triax-Tx Geogrid Type II	22,500	SY	$ 6.00	$ 135,000
5	3'' Type D HMAC	22,500	SY	$ 28.00	$ 630,000
6	Concrete 5' Sidewalk	37,490	SF	$ 7.50	$ 281,175
7	Curb and Gutter	7,500	LF	$ 20.00	$ 150,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,256,575**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 45,200
10	Traffic Control	5%	$ 112,900
11	Erosion Control	3%	$ 67,700
12	Landscaping	5%	$ 112,900
13	Illumination	6%	$ 135,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 564,200
		Other Components Estimate Subtotal:	**$ 1,038,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,294,875
Mobilization	5%	$ 164,800
Contingency	10%	$ 346,000
Construction Cost Estimate Total:		**$ 3,805,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,805,700
Engineering/Survey/Testing		9%	$ 342,513
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 149,960	$ 149,960
		Project Estimate Total Cost:	**$ 4,298,173**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 4,298,173**

1302

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Juan Seguin Blvd - 1

City Limits (near Hidalgo Ave) to I 69E

Roadway Information:	
Roadway Type:	Rural Secodary Arterial
Length (lf):	250
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	3	STA	$ 3,000.00	$ 9,000
2	Unclassified Street Excavation	1,000	CY	$ 28.00	$ 28,000
3	9'' Crushed Limestone Base	1,900	SY	$ 28.00	$ 53,200
4	Tensar Triax-Tx Geogrid Type II	1,900	SY	$ 6.00	$ 11,400
5	3'' Type D HMAC	1,900	SY	$ 28.00	$ 53,200
6	Concrete 5' Sidewalk	2,500	SF	$ 7.50	$ 18,750
7	Curb and Gutter	500	LF	$ 20.00	$ 10,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 183,550**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 3,700
10	Traffic Control	5%	$ 9,200
11	Erosion Control	3%	$ 5,600
12	Landscaping	5%	$ 9,200
13	Illumination	6%	$ 11,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 45,900
		Other Components Estimate Subtotal:	**$ 84,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 268,250
Mobilization	5%	$ 13,500
Contingency	10%	$ 28,200
Construction Cost Estimate Total:		**$ 310,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 310,000
Engineering/Survey/Testing		9%	$ 27,900
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 337,900**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 337,900**

1303

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Juan Seguin Blvd - 1

City Limits (between FM 803 and Roberta Rd) to I 69E

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	4,718
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	76
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	48	STA	$ 3,000.00	$ 144,000
2	Unclassified Street Excavation	20,000	CY	$ 28.00	$ 560,000
3	9'' Crushed Limestone Base	39,900	SY	$ 28.00	$ 1,117,200
4	Tensar Triax-Tx Geogrid Type II	39,900	SY	$ 6.00	$ 239,400
5	3'' Type D HMAC	39,900	SY	$ 28.00	$ 1,117,200
6	Concrete 5' Sidewalk	47,180	SF	$ 7.50	$ 353,850
7	Curb and Gutter	9,500	LF	$ 20.00	$ 190,000
8	Furnishing and Placing Topsoil (Median)	21,000	SY	$ 4.50	$ 94,500
				Paving Estimate Subtotal:	**$ 3,816,150**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 76,400
10	Traffic Control	5%	$ 190,900
11	Erosion Control	3%	$ 114,500
12	Landscaping	5%	$ 190,900
13	Illumination	6%	$ 229,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 954,100
		Other Components Estimate Subtotal:	**$ 1,755,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,571,950
Mobilization	5%	$ 278,600
Contingency	10%	$ 585,100
Construction Cost Estimate Total:		**$ 6,435,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 6,435,700
Engineering/Survey/Testing		9%	$ 579,213
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 353,850	$ 353,850
	Project Estimate Total Cost:		**$ 7,368,763**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 7,368,763**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Meyers Rd - 1

City Limits (near FM 803) to Lomax Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	2,006
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	21	STA	$ 3,000.00	$ 63,000
2	Unclassified Street Excavation	6,100	CY	$ 28.00	$ 170,800
3	9'' Crushed Limestone Base	12,100	SY	$ 28.00	$ 338,800
4	Tensar Triax-Tx Geogrid Type II	12,100	SY	$ 6.00	$ 72,600
5	3'' Type D HMAC	12,100	SY	$ 28.00	$ 338,800
6	Concrete 5' Sidewalk	20,060	SF	$ 7.50	$ 150,450
7	Curb and Gutter	4,100	LF	$ 20.00	$ 82,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,216,450**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 24,400
10	Traffic Control	5%	$ 60,900
11	Erosion Control	3%	$ 36,500
12	Landscaping	5%	$ 60,900
13	Illumination	6%	$ 73,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 304,200
		Other Components Estimate Subtotal:	**$ 559,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,776,350
Mobilization	5%	$ 88,900
Contingency	10%	$ 186,600
Construction Cost Estimate Total:		**$ 2,051,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,051,900
Engineering/Survey/Testing		9%	$ 184,671
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 80,240	$ 80,240
		Project Estimate Total Cost:	**$ 2,316,811**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 2,316,811**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Olmito North Rd - 1

I 169 to Meyers Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	7,633
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	77	STA	$ 3,000.00	$ 231,000
2	Unclassified Street Excavation	12,800	CY	$ 28.00	$ 358,400
3	9'' Crushed Limestone Base	25,500	SY	$ 28.00	$ 714,000
4	Tensar Triax-Tx Geogrid Type II	25,500	SY	$ 6.00	$ 153,000
5	3'' Type D HMAC	25,500	SY	$ 28.00	$ 714,000
6	Concrete 5' Sidewalk	76,330	SF	$ 7.50	$ 572,475
7	Curb and Gutter	15,300	LF	$ 20.00	$ 306,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,048,875**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 61,000
10	Traffic Control	5%	$ 152,500
11	Erosion Control	3%	$ 91,500
12	Landscaping	5%	$ 152,500
13	Illumination	6%	$ 183,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 762,300
		Other Components Estimate Subtotal:	**$ 1,402,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,451,675
Mobilization	5%	$ 222,600
Contingency	10%	$ 467,500
Construction Cost Estimate Total:		**$ 5,141,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,141,800
Engineering/Survey/Testing		9%	$ 462,762
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 152,660	$ 152,660
	Project Estimate Total Cost:		**$ 5,757,222**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,878,611**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Olmito North Rd - 1

I 169 to Meyers Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	7,633
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	77	STA	$ 3,000.00	$ 231,000
2	Unclassified Street Excavation	12,800	CY	$ 28.00	$ 358,400
3	9'' Crushed Limestone Base	25,500	SY	$ 28.00	$ 714,000
4	Tensar Triax-Tx Geogrid Type II	25,500	SY	$ 6.00	$ 153,000
5	3'' Type D HMAC	25,500	SY	$ 28.00	$ 714,000
6	Concrete 5' Sidewalk	76,330	SF	$ 7.50	$ 572,475
7	Curb and Gutter	15,300	LF	$ 20.00	$ 306,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,048,875**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 61,000
10	Traffic Control	5%	$ 152,500
11	Erosion Control	3%	$ 91,500
12	Landscaping	5%	$ 152,500
13	Illumination	6%	$ 183,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 762,300
		Other Components Estimate Subtotal:	**$ 1,402,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,451,675
Mobilization	5%	$ 222,600
Contingency	10%	$ 467,500
Construction Cost Estimate Total:		**$ 5,141,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,141,800
Engineering/Survey/Testing		9%	$ 462,762
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 152,660	$ 152,660
	Project Estimate Total Cost:		**$ 5,757,222**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 2,878,611**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Meyers Rd - 2

Olmito North Rd to Lomax Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	885
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	9	STA	$ 3,000.00	$ 27,000
2	Unclassified Street Excavation	1,500	CY	$ 28.00	$ 42,000
3	9'' Crushed Limestone Base	3,000	SY	$ 28.00	$ 84,000
4	Tensar Triax-Tx Geogrid Type II	3,000	SY	$ 6.00	$ 18,000
5	3'' Type D HMAC	3,000	SY	$ 28.00	$ 84,000
6	Concrete 5' Sidewalk	8,850	SF	$ 7.50	$ 66,375
7	Curb and Gutter	1,800	LF	$ 20.00	$ 36,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 357,375**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 7,200
10	Traffic Control	5%	$ 17,900
11	Erosion Control	3%	$ 10,800
12	Landscaping	5%	$ 17,900
13	Illumination	6%	$ 21,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 89,400
		Other Components Estimate Subtotal:	**$ 164,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 522,075
Mobilization	5%	$ 26,200
Contingency	10%	$ 54,900
Construction Cost Estimate Total:		**$ 603,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 603,200
Engineering/Survey/Testing		9%	$ 54,288
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 8,850	$ 8,850
	Project Estimate Total Cost:		**$ 666,338**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 666,338**

1501

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Barcelona Rd

City Limits (Calle Barcellona) to NE Collector - 2 (near GBIC Cir and FM 511)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,426
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	15	STA	$ 3,000.00	$ 45,000
2	Unclassified Street Excavation	3,200	CY	$ 28.00	$ 89,600
3	9'' Crushed Limestone Base	6,400	SY	$ 28.00	$ 179,200
4	Tensar Triax-Tx Geogrid Type II	6,400	SY	$ 6.00	$ 38,400
5	3'' Type D HMAC	6,400	SY	$ 28.00	$ 179,200
6	Concrete 5' Sidewalk	14,260	SF	$ 7.50	$ 106,950
7	Curb and Gutter	2,900	LF	$ 20.00	$ 58,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 696,350**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 14,000
10	Traffic Control	5%	$ 34,900
11	Erosion Control	3%	$ 20,900
12	Landscaping	5%	$ 34,900
13	Illumination	6%	$ 41,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 174,100
		Other Components Estimate Subtotal:	**$ 320,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,016,950
Mobilization	5%	$ 50,900
Contingency	10%	$ 106,800
Construction Cost Estimate Total:		**$ 1,174,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,174,700
Engineering/Survey/Testing		9%	$ 105,723
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 213,900	$ 213,900
	Project Estimate Total Cost:		**$ 1,494,323**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,494,323**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Caddell Rd

E Alton Gloor Blvd to Dennett Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	5,808
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	59	STA	$ 3,000.00	$ 177,000
2	Unclassified Street Excavation	17,500	CY	$ 28.00	$ 490,000
3	9'' Crushed Limestone Base	34,900	SY	$ 28.00	$ 977,200
4	Tensar Triax-Tx Geogrid Type II	34,900	SY	$ 6.00	$ 209,400
5	3'' Type D HMAC	34,900	SY	$ 28.00	$ 977,200
6	Concrete 5' Sidewalk	58,080	SF	$ 7.50	$ 435,600
7	Curb and Gutter	11,700	LF	$ 20.00	$ 234,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,500,400**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 70,100
10	Traffic Control	5%	$ 175,100
11	Erosion Control	3%	$ 105,100
12	Landscaping	5%	$ 175,100
13	Illumination	6%	$ 210,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 875,100
		Other Components Estimate Subtotal:	**$ 1,610,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,111,000
Mobilization	5%	$ 255,600
Contingency	10%	$ 536,700
Construction Cost Estimate Total:		**$ 5,903,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,903,300
Engineering/Survey/Testing		9%	$ 531,297
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 696,960	$ 696,960
	Project Estimate Total Cost:		**$ 7,131,557**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 7,131,557**

1503

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Cavazos Rd

City Limits (near Mesquite Wood Ct) to FM 511

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	1,584
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	16	STA	$ 3,000.00	$ 48,000
2	Unclassified Street Excavation	3,600	CY	$ 28.00	$ 100,800
3	9'' Crushed Limestone Base	7,100	SY	$ 28.00	$ 198,800
4	Tensar Triax-Tx Geogrid Type II	7,100	SY	$ 6.00	$ 42,600
5	3'' Type D HMAC	7,100	SY	$ 28.00	$ 198,800
6	Concrete 5' Sidewalk	15,840	SF	$ 7.50	$ 118,800
7	Curb and Gutter	3,200	LF	$ 20.00	$ 64,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 771,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 15,500
10	Traffic Control	5%	$ 38,600
11	Erosion Control	3%	$ 23,200
12	Landscaping	5%	$ 38,600
13	Illumination	6%	$ 46,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 193,000
		Other Components Estimate Subtotal:	**$ 355,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,127,100
Mobilization	5%	$ 56,400
Contingency	10%	$ 118,400
Construction Cost Estimate Total:		**$ 1,301,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,301,900
Engineering/Survey/Testing		9%	$ 117,171
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 237,600	$ 237,600
	Project Estimate Total Cost:		**$ 1,656,671**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,656,671**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Cavazos Rd

Existing Cavazos Rd/Toledo Dr to City Limits (Near Cavazos Rd)

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,162
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	12	STA	$ 3,000.00	$ 36,000
2	Unclassified Street Excavation	3,500	CY	$ 28.00	$ 98,000
3	9'' Crushed Limestone Base	7,000	SY	$ 28.00	$ 196,000
4	Tensar Triax-Tx Geogrid Type II	7,000	SY	$ 6.00	$ 42,000
5	3'' Type D HMAC	7,000	SY	$ 28.00	$ 196,000
6	Concrete 5' Sidewalk	11,620	SF	$ 7.50	$ 87,150
7	Curb and Gutter	2,400	LF	$ 20.00	$ 48,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 703,150**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 14,100
10	Traffic Control	5%	$ 35,200
11	Erosion Control	3%	$ 21,100
12	Landscaping	5%	$ 35,200
13	Illumination	6%	$ 42,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 175,800
		Other Components Estimate Subtotal:	**$ 323,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,026,750
Mobilization	5%	$ 51,400
Contingency	10%	$ 107,900
Construction Cost Estimate Total:		**$ 1,186,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,186,100
Engineering/Survey/Testing		9%	$ 106,749
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 139,440	$ 139,440
	Project Estimate Total Cost:		**$ 1,432,289**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,432,289**

1505

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Dana Ave - 1

FM 511 to Dr Hugh Emerson Rd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	4,118
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	42	STA	$ 3,000.00	$ 126,000
2	Unclassified Street Excavation	15,600	CY	$ 28.00	$ 436,800
3	9'' Crushed Limestone Base	31,200	SY	$ 28.00	$ 873,600
4	Tensar Triax-Tx Geogrid Type II	31,200	SY	$ 6.00	$ 187,200
5	3'' Type D HMAC	31,200	SY	$ 28.00	$ 873,600
6	Concrete 5' Sidewalk	41,180	SF	$ 7.50	$ 308,850
7	Curb and Gutter	8,300	LF	$ 20.00	$ 166,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,972,050**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 59,500
10	Traffic Control	5%	$ 148,700
11	Erosion Control	3%	$ 89,200
12	Landscaping	5%	$ 148,700
13	Illumination	6%	$ 178,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 743,100
		Other Components Estimate Subtotal:	**$ 1,367,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,339,650
Mobilization	5%	$ 217,000
Contingency	10%	$ 455,700
Construction Cost Estimate Total:		**$ 5,012,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,012,400
Engineering/Survey/Testing		9%	$ 451,116
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 5,463,516**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 5,463,516**

1508

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Naranjo Rd

Old Alice Rd to I 69 E (Texas Tropical Trl)

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	5,735
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	58	STA	$ 3,000.00	$ 174,000
2	Unclassified Street Excavation	10,200	CY	$ 28.00	$ 285,600
3	9'' Crushed Limestone Base	20,400	SY	$ 28.00	$ 571,200
4	Tensar Triax-Tx Geogrid Type II	20,400	SY	$ 6.00	$ 122,400
5	3'' Type D HMAC	20,400	SY	$ 28.00	$ 571,200
6	Concrete 5' Sidewalk	57,350	SF	$ 7.50	$ 430,125
7	Curb and Gutter	11,500	LF	$ 20.00	$ 230,000
8	Furnishing and Placing Topsoil (Median)	10,200	SY	$ 4.50	$ 45,900
				Paving Estimate Subtotal:	**$ 2,430,425**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 48,700
10	Traffic Control	5%	$ 121,600
11	Erosion Control	3%	$ 73,000
12	Landscaping	5%	$ 121,600
13	Illumination	6%	$ 145,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 607,700
		Other Components Estimate Subtotal:	**$ 1,118,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,548,925
Mobilization	5%	$ 177,500
Contingency	10%	$ 372,700
Construction Cost Estimate Total:		**$ 4,099,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,099,200
Engineering/Survey/Testing		9%	$ 368,928
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,468,128**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,468,128**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NE Collector - 1

Robindale Rd (Near FM 511) to Dana Ave (Near Cavazos Rd)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	4,066
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	41	STA	$ 3,000.00	$ 123,000
2	Unclassified Street Excavation	9,100	CY	$ 28.00	$ 254,800
3	9'' Crushed Limestone Base	18,100	SY	$ 28.00	$ 506,800
4	Tensar Triax-Tx Geogrid Type II	18,100	SY	$ 6.00	$ 108,600
5	3'' Type D HMAC	18,100	SY	$ 28.00	$ 506,800
6	Concrete 5' Sidewalk	40,660	SF	$ 7.50	$ 304,950
7	Curb and Gutter	8,200	LF	$ 20.00	$ 164,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,968,950**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 39,400
10	Traffic Control	5%	$ 98,500
11	Erosion Control	3%	$ 59,100
12	Landscaping	5%	$ 98,500
13	Illumination	6%	$ 118,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 492,300
		Other Components Estimate Subtotal:	**$ 906,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,874,950
Mobilization	5%	$ 143,800
Contingency	10%	$ 301,900
Construction Cost Estimate Total:		**$ 3,320,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,320,700
Engineering/Survey/Testing		9%	$ 298,863
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 609,900	$ 609,900
	Project Estimate Total Cost:		**$ 4,229,463**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,229,463**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

NE Collector - 2

Cavazon Rd (Near FM 511)Barcelon Rd (Near GBIC Cir)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,112
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	22	STA	$ 3,000.00	$ 66,000
2	Unclassified Street Excavation	4,700	CY	$ 28.00	$ 131,600
3	9'' Crushed Limestone Base	9,400	SY	$ 28.00	$ 263,200
4	Tensar Triax-Tx Geogrid Type II	9,400	SY	$ 6.00	$ 56,400
5	3'' Type D HMAC	9,400	SY	$ 28.00	$ 263,200
6	Concrete 5' Sidewalk	21,120	SF	$ 7.50	$ 158,400
7	Curb and Gutter	4,300	LF	$ 20.00	$ 86,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,024,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 20,500
10	Traffic Control	5%	$ 51,300
11	Erosion Control	3%	$ 30,800
12	Landscaping	5%	$ 51,300
13	Illumination	6%	$ 61,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 256,200
		Other Components Estimate Subtotal:	**$ 471,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,496,400
Mobilization	5%	$ 74,900
Contingency	10%	$ 157,200
Construction Cost Estimate Total:		**$ 1,728,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,728,500
Engineering/Survey/Testing		9%	$ 155,565
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 316,800	$ 316,800
	Project Estimate Total Cost:		**$ 2,200,865**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,200,865**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Robindale Rd - 1

FM 511 to Dr Hugh Emerson Rd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	2,059
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	21	STA	$ 3,000.00	$ 63,000
2	Unclassified Street Excavation	7,800	CY	$ 28.00	$ 218,400
3	9'' Crushed Limestone Base	15,600	SY	$ 28.00	$ 436,800
4	Tensar Triax-Tx Geogrid Type II	15,600	SY	$ 6.00	$ 93,600
5	3'' Type D HMAC	15,600	SY	$ 28.00	$ 436,800
6	Concrete 5' Sidewalk	20,590	SF	$ 7.50	$ 154,425
7	Curb and Gutter	4,200	LF	$ 20.00	$ 84,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,487,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 29,800
10	Traffic Control	5%	$ 74,400
11	Erosion Control	3%	$ 44,700
12	Landscaping	5%	$ 74,400
13	Illumination	6%	$ 89,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 371,800
		Other Components Estimate Subtotal:	**$ 684,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,171,425
Mobilization	5%	$ 108,600
Contingency	10%	$ 228,100
Construction Cost Estimate Total:		**$ 2,508,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,508,200
Engineering/Survey/Testing		9%	$ 225,738
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 370,620	$ 370,620
	Project Estimate Total Cost:		**$ 3,104,558**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,104,558**

1512

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Stagecoach Trail

New Road E to Stagecoach Trl/Mystic Grove St

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	950
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	10	STA	$ 3,000.00	$ 30,000
2	Unclassified Street Excavation	2,900	CY	$ 28.00	$ 81,200
3	9'' Crushed Limestone Base	5,700	SY	$ 28.00	$ 159,600
4	Tensar Triax-Tx Geogrid Type II	5,700	SY	$ 6.00	$ 34,200
5	3'' Type D HMAC	5,700	SY	$ 28.00	$ 159,600
6	Concrete 5' Sidewalk	9,500	SF	$ 7.50	$ 71,250
7	Curb and Gutter	1,900	LF	$ 20.00	$ 38,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 573,850**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 11,500
10	Traffic Control	5%	$ 28,700
11	Erosion Control	3%	$ 17,300
12	Landscaping	5%	$ 28,700
13	Illumination	6%	$ 34,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 143,500
		Other Components Estimate Subtotal:	**$ 264,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 838,050
Mobilization	5%	$ 42,000
Contingency	10%	$ 88,100
Construction Cost Estimate Total:		**$ 968,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 968,200
Engineering/Survey/Testing		9%	$ 87,138
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 114,000	$ 114,000
	Project Estimate Total Cost:		**$ 1,169,338**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,169,338**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

New Road G

I 169 to Naranjo Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	4,910
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	50	STA	$ 3,000.00	$ 150,000
2	Unclassified Street Excavation	11,000	CY	$ 28.00	$ 308,000
3	9'' Crushed Limestone Base	21,900	SY	$ 28.00	$ 613,200
4	Tensar Triax-Tx Geogrid Type II	21,900	SY	$ 6.00	$ 131,400
5	3'' Type D HMAC	21,900	SY	$ 28.00	$ 613,200
6	Concrete 5' Sidewalk	49,100	SF	$ 7.50	$ 368,250
7	Curb and Gutter	9,900	LF	$ 20.00	$ 198,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 2,382,050**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 47,700
10	Traffic Control	5%	$ 119,200
11	Erosion Control	3%	$ 71,500
12	Landscaping	5%	$ 119,200
13	Illumination	6%	$ 143,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 595,600
		Other Components Estimate Subtotal:	**$ 1,096,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,478,250
Mobilization	5%	$ 174,000
Contingency	10%	$ 365,300
Construction Cost Estimate Total:		**$ 4,017,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,017,600
Engineering/Survey/Testing		9%	$ 361,584
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 4,379,184**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,379,184**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

New Road E

Dennett Rd/Stillman Rd to Paredes Line Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	11,669
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	117	STA	$ 3,000.00	$ 351,000
2	Unclassified Street Excavation	44,100	CY	$ 28.00	$ 1,234,800
3	9'' Crushed Limestone Base	88,200	SY	$ 28.00	$ 2,469,600
4	Tensar Triax-Tx Geogrid Type II	88,200	SY	$ 6.00	$ 529,200
5	3'' Type D HMAC	88,200	SY	$ 28.00	$ 2,469,600
6	Concrete 5' Sidewalk	116,690	SF	$ 7.50	$ 875,175
7	Curb and Gutter	23,400	LF	$ 20.00	$ 468,000
8	Furnishing and Placing Topsoil (Median)	20,800	SY	$ 4.50	$ 93,600
				Paving Estimate Subtotal:	**$ 8,490,975**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 169,900
10	Traffic Control	5%	$ 424,600
11	Erosion Control	3%	$ 254,800
12	Landscaping	5%	$ 424,600
13	Illumination	6%	$ 509,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 2,122,800
		Other Components Estimate Subtotal:	**$ 3,906,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 12,397,175
Mobilization	5%	$ 619,900
Contingency	10%	$ 1,301,800
Construction Cost Estimate Total:		**$ 14,318,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 14,318,900
Engineering/Survey/Testing		9%	$ 1,288,701
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 1,925,385	$ 1,925,385
		Project Estimate Total Cost:	**$ 17,532,986**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 17,532,986**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

New Road F

Stillman Rd to New Road E

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	211
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	3	STA	$ 3,000.00	$ 9,000
2	Unclassified Street Excavation	700	CY	$ 28.00	$ 19,600
3	9'' Crushed Limestone Base	1,300	SY	$ 28.00	$ 36,400
4	Tensar Triax-Tx Geogrid Type II	1,300	SY	$ 6.00	$ 7,800
5	3'' Type D HMAC	1,300	SY	$ 28.00	$ 36,400
6	Concrete 5' Sidewalk	2,110	SF	$ 7.50	$ 15,825
7	Curb and Gutter	500	LF	$ 20.00	$ 10,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 135,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 2,800
10	Traffic Control	5%	$ 6,800
11	Erosion Control	3%	$ 4,100
12	Landscaping	5%	$ 6,800
13	Illumination	6%	$ 8,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 33,800
		Other Components Estimate Subtotal:	**$ 62,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 197,525
Mobilization	5%	$ 9,900
Contingency	10%	$ 20,800
Construction Cost Estimate Total:		**$ 228,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 228,300
Engineering/Survey/Testing		9%	$ 20,547
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 25,320	$ 25,320
	Project Estimate Total Cost:		**$ 274,167**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 274,167**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Coffee Port Rd - 1

FM 313 (N Minnesota Ave) to 422 ft E of FM 313

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	422
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	5	STA	$ 3,000.00	$ 15,000
2	Unclassified Street Excavation	1,100	CY	$ 28.00	$ 30,800
3	9'' Crushed Limestone Base	2,100	SY	$ 28.00	$ 58,800
4	Tensar Triax-Tx Geogrid Type II	2,100	SY	$ 6.00	$ 12,600
5	3'' Type D HMAC	2,100	SY	$ 28.00	$ 58,800
6	Concrete 5' Sidewalk	4,220	SF	$ 7.50	$ 31,650
7	Curb and Gutter	900	LF	$ 20.00	$ 18,000
8	Furnishing and Placing Topsoil (Median)	800	SY	$ 4.50	$ 3,600
				Paving Estimate Subtotal:	**$ 229,250**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 4,600
10	Traffic Control	5%	$ 11,500
11	Erosion Control	3%	$ 6,900
12	Landscaping	5%	$ 11,500
13	Illumination	6%	$ 13,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 57,400
		Other Components Estimate Subtotal:	**$ 105,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 334,950
Mobilization	5%	$ 16,800
Contingency	10%	$ 35,200
Construction Cost Estimate Total:		**$ 387,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 387,000
Engineering/Survey/Testing		9%	$ 34,830
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
	Project Estimate Total Cost:		**$ 421,830**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 421,830**

1604

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 511 (S Indiana Ave)

Boca Chica Blvd to Utah Rd

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	2,654
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	6,500	CY	$ 28.00	$ 182,000
3	9'' Crushed Limestone Base	13,000	SY	$ 28.00	$ 364,000
4	Tensar Triax-Tx Geogrid Type II	13,000	SY	$ 6.00	$ 78,000
5	3'' Type D HMAC	13,000	SY	$ 28.00	$ 364,000
6	Concrete 5' Sidewalk	26,540	SF	$ 7.50	$ 199,050
7	Curb and Gutter	5,400	LF	$ 20.00	$ 108,000
8	Furnishing and Placing Topsoil (Median)	4,800	SY	$ 4.50	$ 21,600
				Paving Estimate Subtotal:	**$ 1,397,650**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 28,000
10	Traffic Control	5%	$ 69,900
11	Erosion Control	3%	$ 42,000
12	Landscaping	5%	$ 69,900
13	Illumination	6%	$ 83,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 349,500
		Other Components Estimate Subtotal:	**$ 643,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,040,850
Mobilization	5%	$ 102,100
Contingency	10%	$ 214,300
Construction Cost Estimate Total:		**$ 2,357,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,357,300
Engineering/Survey/Testing		9%	$ 212,157
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 79,620	$ 79,620
	Project Estimate Total Cost:		**$ 2,649,077**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,649,077**

1605

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

SH 4 (Boca Chica Blvd) - 1

SH 4 (Boca Chica Blvd) to FM 511 (N. Indiana Ave)

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	4,500
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	45	STA	$ 3,000.00	$ 135,000
2	Unclassified Street Excavation	8,000	CY	$ 28.00	$ 224,000
3	9'' Crushed Limestone Base	16,000	SY	$ 28.00	$ 448,000
4	Tensar Triax-Tx Geogrid Type II	16,000	SY	$ 6.00	$ 96,000
5	3'' Type D HMAC	16,000	SY	$ 28.00	$ 448,000
6	Concrete 5' Sidewalk	45,000	SF	$ 7.50	$ 337,500
7	Curb and Gutter	9,000	LF	$ 20.00	$ 180,000
8	Furnishing and Placing Topsoil (Median)	8,000	SY	$ 4.50	$ 36,000
				Paving Estimate Subtotal:	**$ 1,904,500**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 38,100
10	Traffic Control	5%	$ 95,300
11	Erosion Control	3%	$ 57,200
12	Landscaping	5%	$ 95,300
13	Illumination	6%	$ 114,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 476,200
		Other Components Estimate Subtotal:	**$ 876,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,780,900
Mobilization	5%	$ 139,100
Contingency	10%	$ 292,000
Construction Cost Estimate Total:		**$ 3,212,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,212,000
Engineering/Survey/Testing		9%	$ 289,080
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 90,000	$ 90,000
	Project Estimate Total Cost:		**$ 3,591,080**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,795,540**

1606

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

SH 4 (Boca Chica Blvd) - 2

City Limits (near Resaca View Cir) to City Limits/FM 1018

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	3,631
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	37	STA	$ 3,000.00	$ 111,000
2	Unclassified Street Excavation	6,500	CY	$ 28.00	$ 182,000
3	9'' Crushed Limestone Base	13,000	SY	$ 28.00	$ 364,000
4	Tensar Triax-Tx Geogrid Type II	13,000	SY	$ 6.00	$ 78,000
5	3'' Type D HMAC	13,000	SY	$ 28.00	$ 364,000
6	Concrete 5' Sidewalk	36,310	SF	$ 7.50	$ 272,325
7	Curb and Gutter	7,300	LF	$ 20.00	$ 146,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,517,325**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 30,400
10	Traffic Control	5%	$ 75,900
11	Erosion Control	3%	$ 45,600
12	Landscaping	5%	$ 75,900
13	Illumination	6%	$ 91,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 379,400
		Other Components Estimate Subtotal:	**$ 698,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,215,625
Mobilization	5%	$ 110,800
Contingency	10%	$ 232,700
Construction Cost Estimate Total:		**$ 2,559,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,559,200
Engineering/Survey/Testing		9%	$ 230,328
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 72,620	$ 72,620
	Project Estimate Total Cost:		**$ 2,862,148**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,862,148**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Coffee Port Rd - 2

City Limits to Ruben M Torres Blvd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	174
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	2	STA	$ 3,000.00	$ 6,000
2	Unclassified Street Excavation	500	CY	$ 28.00	$ 14,000
3	9'' Crushed Limestone Base	900	SY	$ 28.00	$ 25,200
4	Tensar Triax-Tx Geogrid Type II	900	SY	$ 6.00	$ 5,400
5	3'' Type D HMAC	900	SY	$ 28.00	$ 25,200
6	Concrete 5' Sidewalk	1,740	SF	$ 7.50	$ 13,050
7	Curb and Gutter	400	LF	$ 20.00	$ 8,000
8	Furnishing and Placing Topsoil (Median)	400	SY	$ 4.50	$ 1,800
				Paving Estimate Subtotal:	**$ 98,650**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 2,000
10	Traffic Control	5%	$ 5,000
11	Erosion Control	3%	$ 3,000
12	Landscaping	5%	$ 5,000
13	Illumination	6%	$ 6,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 24,700
		Other Components Estimate Subtotal:	**$ 45,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
			Special Components Estimate Subtotal:	**$ -**

I, II, & III Construction Subtotal:		$ 144,350
Mobilization	5%	$ 7,300
Contingency	10%	$ 15,200
Construction Cost Estimate Total:		**$ 166,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 166,900
Engineering/Survey/Testing		9%	$ 15,021
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ -	$ -
		Project Estimate Total Cost:	**$ 181,921**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 181,921**

1701

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Coffee Port Rd - 3

N. Central Ave to Robindale Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	3,439
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	35	STA	$ 3,000.00	$ 105,000
2	Unclassified Street Excavation	6,200	CY	$ 28.00	$ 173,600
3	9'' Crushed Limestone Base	12,300	SY	$ 28.00	$ 344,400
4	Tensar Triax-Tx Geogrid Type II	12,300	SY	$ 6.00	$ 73,800
5	3'' Type D HMAC	12,300	SY	$ 28.00	$ 344,400
6	Concrete 5' Sidewalk	34,390	SF	$ 7.50	$ 257,925
7	Curb and Gutter	6,900	LF	$ 20.00	$ 138,000
8	Furnishing and Placing Topsoil (Median)	6,200	SY	$ 4.50	$ 27,900
				Paving Estimate Subtotal:	**$ 1,465,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 29,400
10	Traffic Control	5%	$ 73,300
11	Erosion Control	3%	$ 44,000
12	Landscaping	5%	$ 73,300
13	Illumination	6%	$ 88,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 366,300
		Other Components Estimate Subtotal:	**$ 674,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,139,325
Mobilization	5%	$ 107,000
Contingency	10%	$ 224,700
Construction Cost Estimate Total:		**$ 2,471,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,471,100
Engineering/Survey/Testing		9%	$ 222,399
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 103,170	$ 103,170
	Project Estimate Total Cost:		**$ 2,796,669**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,796,669**

1702

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Coffee Port Rd - 4

Old Port Isabel Rd to Robindale Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	4,375
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	44	STA	$ 3,000.00	$ 132,000
2	Unclassified Street Excavation	7,800	CY	$ 28.00	$ 218,400
3	9'' Crushed Limestone Base	15,600	SY	$ 28.00	$ 436,800
4	Tensar Triax-Tx Geogrid Type II	15,600	SY	$ 6.00	$ 93,600
5	3'' Type D HMAC	15,600	SY	$ 28.00	$ 436,800
6	Concrete 5' Sidewalk	43,750	SF	$ 7.50	$ 328,125
7	Curb and Gutter	8,800	LF	$ 20.00	$ 176,000
8	Furnishing and Placing Topsoil (Median)	7,800	SY	$ 4.50	$ 35,100
				Paving Estimate Subtotal:	**$ 1,856,825**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 37,200
10	Traffic Control	5%	$ 92,900
11	Erosion Control	3%	$ 55,800
12	Landscaping	5%	$ 92,900
13	Illumination	6%	$ 111,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 464,300
		Other Components Estimate Subtotal:	**$ 854,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,711,425
Mobilization	5%	$ 135,600
Contingency	10%	$ 284,800
Construction Cost Estimate Total:		**$ 3,131,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,131,900
Engineering/Survey/Testing		9%	$ 281,871
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 131,250	$ 131,250
	Project Estimate Total Cost:		**$ 3,545,021**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,545,021**

1703

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Dana Ave - 2

Palm Ln to FM 802 (Rueben M Torres)

Roadway Information:	
Roadway Type:	Urban Primary Arterial
Length (lf):	4,159
Right-of-Way Width (ft.):	120
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	42	STA	$ 3,000.00	$ 126,000
2	Unclassified Street Excavation	10,200	CY	$ 28.00	$ 285,600
3	9'' Crushed Limestone Base	20,400	SY	$ 28.00	$ 571,200
4	Tensar Triax-Tx Geogrid Type II	20,400	SY	$ 6.00	$ 122,400
5	3'' Type D HMAC	20,400	SY	$ 28.00	$ 571,200
6	Concrete 5' Sidewalk	41,590	SF	$ 7.50	$ 311,925
7	Curb and Gutter	8,400	LF	$ 20.00	$ 168,000
8	Furnishing and Placing Topsoil (Median)	7,400	SY	$ 4.50	$ 33,300
				Paving Estimate Subtotal:	**$ 2,189,625**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 43,800
10	Traffic Control	5%	$ 109,500
11	Erosion Control	3%	$ 65,700
12	Landscaping	5%	$ 109,500
13	Illumination	6%	$ 131,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 547,500
		Other Components Estimate Subtotal:	**$ 1,007,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 3,197,025
Mobilization	5%	$ 159,900
Contingency	10%	$ 335,700
Construction Cost Estimate Total:		**$ 3,692,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,692,700
Engineering/Survey/Testing		9%	$ 332,343
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 374,310	$ 374,310
	Project Estimate Total Cost:		**$ 4,399,353**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 4,399,353**

1704

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Dana Ave - 3

FM 802 to Old Port Isabel Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	2,360
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	24	STA	$ 3,000.00	$ 72,000
2	Unclassified Street Excavation	4,000	CY	$ 28.00	$ 112,000
3	9'' Crushed Limestone Base	7,900	SY	$ 28.00	$ 221,200
4	Tensar Triax-Tx Geogrid Type II	7,900	SY	$ 6.00	$ 47,400
5	3'' Type D HMAC	7,900	SY	$ 28.00	$ 221,200
6	Concrete 5' Sidewalk	23,600	SF	$ 7.50	$ 177,000
7	Curb and Gutter	4,800	LF	$ 20.00	$ 96,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 946,800**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 19,000
10	Traffic Control	5%	$ 47,400
11	Erosion Control	3%	$ 28,500
12	Landscaping	5%	$ 47,400
13	Illumination	6%	$ 56,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 236,700
		Other Components Estimate Subtotal:	**$ 435,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,382,700
Mobilization	5%	$ 69,200
Contingency	10%	$ 145,200
Construction Cost Estimate Total:		**$ 1,597,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,597,100
Engineering/Survey/Testing		9%	$ 143,739
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 70,800	$ 70,800
	Project Estimate Total Cost:		**$ 1,811,639**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,811,639**

1705

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Coffee Port Rd - 5

FM 313 (N Minnesota Ave) to SH 48 (E 14th St)

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	1,503
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	16	STA	$ 3,000.00	$ 48,000
2	Unclassified Street Excavation	3,700	CY	$ 28.00	$ 103,600
3	9'' Crushed Limestone Base	7,400	SY	$ 28.00	$ 207,200
4	Tensar Triax-Tx Geogrid Type II	7,400	SY	$ 6.00	$ 44,400
5	3'' Type D HMAC	7,400	SY	$ 28.00	$ 207,200
6	Concrete 5' Sidewalk	15,030	SF	$ 7.50	$ 112,725
7	Curb and Gutter	3,100	LF	$ 20.00	$ 62,000
8	Furnishing and Placing Topsoil (Median)	2,700	SY	$ 4.50	$ 12,150
				Paving Estimate Subtotal:	**$ 797,275**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 16,000
10	Traffic Control	5%	$ 39,900
11	Erosion Control	3%	$ 24,000
12	Landscaping	5%	$ 39,900
13	Illumination	6%	$ 47,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 199,400
		Other Components Estimate Subtotal:	**$ 367,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,164,375
Mobilization	5%	$ 58,300
Contingency	10%	$ 122,300
Construction Cost Estimate Total:		**$ 1,345,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,345,000
Engineering/Survey/Testing		9%	$ 121,050
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 45,090	$ 45,090
	Project Estimate Total Cost:		**$ 1,511,140**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,511,140**

1706

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Hidden Acres Blvd

Robindale Rd to Espinosa Ln

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,320
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	14	STA	$ 3,000.00	$ 42,000
2	Unclassified Street Excavation	4,000	CY	$ 28.00	$ 112,000
3	9'' Crushed Limestone Base	8,000	SY	$ 28.00	$ 224,000
4	Tensar Triax-Tx Geogrid Type II	8,000	SY	$ 6.00	$ 48,000
5	3'' Type D HMAC	8,000	SY	$ 28.00	$ 224,000
6	Concrete 5' Sidewalk	13,200	SF	$ 7.50	$ 99,000
7	Curb and Gutter	2,700	LF	$ 20.00	$ 54,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 803,000**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 16,100
10	Traffic Control	5%	$ 40,200
11	Erosion Control	3%	$ 24,100
12	Landscaping	5%	$ 40,200
13	Illumination	6%	$ 48,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 200,800
		Other Components Estimate Subtotal:	**$ 369,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,172,600
Mobilization	5%	$ 58,700
Contingency	10%	$ 123,200
Construction Cost Estimate Total:		**$ 1,354,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,354,500
Engineering/Survey/Testing		9%	$ 121,905
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 158,400	$ 158,400
	Project Estimate Total Cost:		**$ 1,634,805**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,634,805**

1707

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Hudson Blvd

City Limits (Morrison Rd E Extension) to Heritage Trl

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	317
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	4	STA	$ 3,000.00	$ 12,000
2	Unclassified Street Excavation	1,000	CY	$ 28.00	$ 28,000
3	9'' Crushed Limestone Base	2,000	SY	$ 28.00	$ 56,000
4	Tensar Triax-Tx Geogrid Type II	2,000	SY	$ 6.00	$ 12,000
5	3'' Type D HMAC	2,000	SY	$ 28.00	$ 56,000
6	Concrete 5' Sidewalk	3,170	SF	$ 7.50	$ 23,775
7	Curb and Gutter	700	LF	$ 20.00	$ 14,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 201,775**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 4,100
10	Traffic Control	5%	$ 10,100
11	Erosion Control	3%	$ 6,100
12	Landscaping	5%	$ 10,100
13	Illumination	6%	$ 12,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 50,500
		Other Components Estimate Subtotal:	**$ 93,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 294,875
Mobilization	5%	$ 14,800
Contingency	10%	$ 31,000
Construction Cost Estimate Total:		**$ 340,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 340,700
Engineering/Survey/Testing		9%	$ 30,663
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 371,363**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 371,363**

1708

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Mckenzie Rd

N. Central Ave to Timber Dr

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,223
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	13	STA	$ 3,000.00	$ 39,000
2	Unclassified Street Excavation	2,100	CY	$ 28.00	$ 58,800
3	9'' Crushed Limestone Base	4,100	SY	$ 28.00	$ 114,800
4	Tensar Triax-Tx Geogrid Type II	4,100	SY	$ 6.00	$ 24,600
5	3'' Type D HMAC	4,100	SY	$ 28.00	$ 114,800
6	Concrete 5' Sidewalk	12,230	SF	$ 7.50	$ 91,725
7	Curb and Gutter	2,500	LF	$ 20.00	$ 50,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 493,725**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 9,900
10	Traffic Control	5%	$ 24,700
11	Erosion Control	3%	$ 14,900
12	Landscaping	5%	$ 24,700
13	Illumination	6%	$ 29,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 123,500
		Other Components Estimate Subtotal:	**$ 227,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 721,125
Mobilization	5%	$ 36,100
Contingency	10%	$ 75,800
Construction Cost Estimate Total:		**$ 833,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 833,100
Engineering/Survey/Testing		9%	$ 74,979
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 908,079**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 908,079**

1709

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Morrison Rd

City Limits/Resaca del Rancho Viejo to Existing Morrison Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	422
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	5	STA	$ 3,000.00	$ 15,000
2	Unclassified Street Excavation	1,600	CY	$ 28.00	$ 44,800
3	9'' Crushed Limestone Base	3,200	SY	$ 28.00	$ 89,600
4	Tensar Triax-Tx Geogrid Type II	3,200	SY	$ 6.00	$ 19,200
5	3'' Type D HMAC	3,200	SY	$ 28.00	$ 89,600
6	Concrete 5' Sidewalk	4,220	SF	$ 7.50	$ 31,650
7	Curb and Gutter	900	LF	$ 20.00	$ 18,000
8	Furnishing and Placing Topsoil (Median)	800	SY	$ 4.50	$ 3,600
				Paving Estimate Subtotal:	**$ 311,450**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 6,300
10	Traffic Control	5%	$ 15,600
11	Erosion Control	3%	$ 9,400
12	Landscaping	5%	$ 15,600
13	Illumination	6%	$ 18,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 77,900
		Other Components Estimate Subtotal:	**$ 143,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 454,950
Mobilization	5%	$ 22,800
Contingency	10%	$ 47,800
Construction Cost Estimate Total:		**$ 525,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 525,600
Engineering/Survey/Testing		9%	$ 47,304
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 69,630	$ 69,630
	Project Estimate Total Cost:		**$ 642,534**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 642,534**

1710

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

N Central Ave

FM 802 (Rueben M Torres)to SH 48 (E 14th St)

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	5,268
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes with Center Median

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	53	STA	$ 3,000.00	$ 159,000
2	Unclassified Street Excavation	12,900	CY	$ 28.00	$ 361,200
3	9'' Crushed Limestone Base	25,800	SY	$ 28.00	$ 722,400
4	Tensar Triax-Tx Geogrid Type II	25,800	SY	$ 6.00	$ 154,800
5	3'' Type D HMAC	25,800	SY	$ 28.00	$ 722,400
6	Concrete 5' Sidewalk	52,680	SF	$ 7.50	$ 395,100
7	Curb and Gutter	10,600	LF	$ 20.00	$ 212,000
8	Furnishing and Placing Topsoil (Median)	9,400	SY	$ 4.50	$ 42,300
				Paving Estimate Subtotal:	**$ 2,769,200**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 55,400
10	Traffic Control	5%	$ 138,500
11	Erosion Control	3%	$ 83,100
12	Landscaping	5%	$ 138,500
13	Illumination	6%	$ 166,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 692,300
		Other Components Estimate Subtotal:	**$ 1,274,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,043,200
Mobilization	5%	$ 202,200
Contingency	10%	$ 424,600
Construction Cost Estimate Total:		**$ 4,670,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 4,670,000
Engineering/Survey/Testing		9%	$ 420,300
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 474,120	$ 474,120
	Project Estimate Total Cost:		**$ 5,564,420**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 5,564,420**

1711

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Robindale Rd - 2

Robindale Rd to Morrison Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	2,637
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	30
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	4,400	CY	$ 28.00	$ 123,200
3	9'' Crushed Limestone Base	8,800	SY	$ 28.00	$ 246,400
4	Tensar Triax-Tx Geogrid Type II	8,800	SY	$ 6.00	$ 52,800
5	3'' Type D HMAC	8,800	SY	$ 28.00	$ 246,400
6	Concrete 5' Sidewalk	26,370	SF	$ 7.50	$ 197,775
7	Curb and Gutter	5,300	LF	$ 20.00	$ 106,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,053,575**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 21,100
10	Traffic Control	5%	$ 52,700
11	Erosion Control	3%	$ 31,700
12	Landscaping	5%	$ 52,700
13	Illumination	6%	$ 63,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 263,400
		Other Components Estimate Subtotal:	**$ 484,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,538,475
Mobilization	5%	$ 77,000
Contingency	10%	$ 161,600
Construction Cost Estimate Total:		**$ 1,777,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,777,100
Engineering/Survey/Testing		9%	$ 159,939
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ -	$ -
	Project Estimate Total Cost:		**$ 1,937,039**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,937,039**

1712

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Ted Hunt Dr

Ted Hunt Blvd (Near Oscar Dancy St) to N Central Ave

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	1,109
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	12	STA	$ 3,000.00	$ 36,000
2	Unclassified Street Excavation	3,400	CY	$ 28.00	$ 95,200
3	9'' Crushed Limestone Base	6,700	SY	$ 28.00	$ 187,600
4	Tensar Triax-Tx Geogrid Type II	6,700	SY	$ 6.00	$ 40,200
5	3'' Type D HMAC	6,700	SY	$ 28.00	$ 187,600
6	Concrete 5' Sidewalk	11,090	SF	$ 7.50	$ 83,175
7	Curb and Gutter	2,300	LF	$ 20.00	$ 46,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 675,775**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 13,600
10	Traffic Control	5%	$ 33,800
11	Erosion Control	3%	$ 20,300
12	Landscaping	5%	$ 33,800
13	Illumination	6%	$ 40,600
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 169,000
		Other Components Estimate Subtotal:	**$ 311,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 986,875
Mobilization	5%	$ 49,400
Contingency	10%	$ 103,700
Construction Cost Estimate Total:		**$ 1,140,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,140,000
Engineering/Survey/Testing		9%	$ 102,600
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 133,080	$ 133,080
	Project Estimate Total Cost:		**$ 1,375,680**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 1,375,680**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 1

FM 802 to Robindale Rd

Roadway Information:	
Roadway Type:	Urban Secondary Arterial
Length (lf):	6,019
Right-of-Way Width (ft.):	110
Median Type:	Raised
Pavement Width (BOC - BOC):	44
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	61	STA	$ 3,000.00	$ 183,000
2	Unclassified Street Excavation	14,800	CY	$ 28.00	$ 414,400
3	9'' Crushed Limestone Base	29,500	SY	$ 28.00	$ 826,000
4	Tensar Triax-Tx Geogrid Type II	29,500	SY	$ 6.00	$ 177,000
5	3'' Type D HMAC	29,500	SY	$ 28.00	$ 826,000
6	Concrete 5' Sidewalk	60,190	SF	$ 7.50	$ 451,425
7	Curb and Gutter	12,100	LF	$ 20.00	$ 242,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,119,825**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 62,400
10	Traffic Control	5%	$ 156,000
11	Erosion Control	3%	$ 93,600
12	Landscaping	5%	$ 156,000
13	Illumination	6%	$ 187,200
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 780,000
		Other Components Estimate Subtotal:	**$ 1,435,200**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,555,025
Mobilization	5%	$ 227,800
Contingency	10%	$ 478,300
Construction Cost Estimate Total:		**$ 5,261,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,261,200
Engineering/Survey/Testing		9%	$ 473,508
Right-of-Way Acquisition	Cost per sq. ft.: $ 1.50	$ 90,285	$ 90,285
	Project Estimate Total Cost:		**$ 5,824,993**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 5,824,993**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Abrego Rd

Paredes Line Rd to Old Alice Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	7,181
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	72	STA	$ 3,000.00	$ 216,000
2	Unclassified Street Excavation	16,000	CY	$ 28.00	$ 448,000
3	9'' Crushed Limestone Base	32,000	SY	$ 28.00	$ 896,000
4	Tensar Triax-Tx Geogrid Type II	32,000	SY	$ 6.00	$ 192,000
5	3'' Type D HMAC	32,000	SY	$ 28.00	$ 896,000
6	Concrete 5' Sidewalk	71,810	SF	$ 7.50	$ 538,575
7	Curb and Gutter	14,400	LF	$ 20.00	$ 288,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,474,575**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 69,500
10	Traffic Control	5%	$ 173,800
11	Erosion Control	3%	$ 104,300
12	Landscaping	5%	$ 173,800
13	Illumination	6%	$ 208,500
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 868,700
		Other Components Estimate Subtotal:	**$ 1,598,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,073,175
Mobilization	5%	$ 253,700
Contingency	10%	$ 532,700
Construction Cost Estimate Total:		**$ 5,859,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,859,600
Engineering/Survey/Testing		9%	$ 527,364
Right-of-Way Acquisition	Cost per sq. ft.: $ 2.00	$ 1,436,200	$ 1,436,200
		Project Estimate Total Cost:	**$ 7,823,164**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 7,823,164**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Collector - 1 Delta - 1

Secondary Arterial Delta to 845 ft W Of Old Alice Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,587
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	26	STA	$ 3,000.00	$ 78,000
2	Unclassified Street Excavation	5,800	CY	$ 28.00	$ 162,400
3	9'' Crushed Limestone Base	11,500	SY	$ 28.00	$ 322,000
4	Tensar Triax-Tx Geogrid Type II	11,500	SY	$ 6.00	$ 69,000
5	3'' Type D HMAC	11,500	SY	$ 28.00	$ 322,000
6	Concrete 5' Sidewalk	25,870	SF	$ 7.50	$ 194,025
7	Curb and Gutter	5,200	LF	$ 20.00	$ 104,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,251,425**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 25,100
10	Traffic Control	5%	$ 62,600
11	Erosion Control	3%	$ 37,600
12	Landscaping	5%	$ 62,600
13	Illumination	6%	$ 75,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 312,900
		Other Components Estimate Subtotal:	**$ 575,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,827,325
Mobilization	5%	$ 91,400
Contingency	10%	$ 191,900
Construction Cost Estimate Total:		**$ 2,110,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,110,700
Engineering/Survey/Testing		9%	$ 189,963
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 129,350	$ 129,350
	Project Estimate Total Cost:		**$ 2,430,013**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,430,013**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Collector - 1 Delta - 2

845 ft W of Old Alice Rd to Old Alice Rd

Roadway Information:	
Roadway Type:	Urban Undivided Collector
Length (lf):	845
Right-of-Way Width (ft.):	80
Median Type:	None
Pavement Width (BOC - BOC):	54
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	9	STA	$ 3,000.00	$ 27,000
2	Unclassified Street Excavation	2,600	CY	$ 28.00	$ 72,800
3	9'' Crushed Limestone Base	5,100	SY	$ 28.00	$ 142,800
4	Tensar Triax-Tx Geogrid Type II	5,100	SY	$ 6.00	$ 30,600
5	3'' Type D HMAC	5,100	SY	$ 28.00	$ 142,800
6	Concrete 5' Sidewalk	8,450	SF	$ 7.50	$ 63,375
7	Curb and Gutter	1,700	LF	$ 20.00	$ 34,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 513,375**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,300
10	Traffic Control	5%	$ 25,700
11	Erosion Control	3%	$ 15,500
12	Landscaping	5%	$ 25,700
13	Illumination	6%	$ 30,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 128,400
		Other Components Estimate Subtotal:	**$ 236,500**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 749,875
Mobilization	5%	$ 37,500
Contingency	10%	$ 78,800
Construction Cost Estimate Total:		**$ 866,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 866,200
Engineering/Survey/Testing		9%	$ 77,958
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 33,800	$ 33,800
	Project Estimate Total Cost:		**$ 977,958**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 977,958**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Collector - 2 Delta

Juan Seguin Blvd (Near Old Alice Rd) to West Lemon St (Near Old Alice Rd)

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	3,432
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	35	STA	$ 3,000.00	$ 105,000
2	Unclassified Street Excavation	7,700	CY	$ 28.00	$ 215,600
3	9'' Crushed Limestone Base	15,300	SY	$ 28.00	$ 428,400
4	Tensar Triax-Tx Geogrid Type II	15,300	SY	$ 6.00	$ 91,800
5	3'' Type D HMAC	15,300	SY	$ 28.00	$ 428,400
6	Concrete 5' Sidewalk	34,320	SF	$ 7.50	$ 257,400
7	Curb and Gutter	6,900	LF	$ 20.00	$ 138,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,664,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 33,300
10	Traffic Control	5%	$ 83,300
11	Erosion Control	3%	$ 50,000
12	Landscaping	5%	$ 83,300
13	Illumination	6%	$ 99,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 416,200
		Other Components Estimate Subtotal:	**$ 766,000**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,430,600
Mobilization	5%	$ 121,600
Contingency	10%	$ 255,300
Construction Cost Estimate Total:		**$ 2,807,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,807,500
Engineering/Survey/Testing		9%	$ 252,675
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 171,600	$ 171,600
	Project Estimate Total Cost:		**$ 3,231,775**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 3,231,775**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

EW Collector

Paredes Line Rd to Old Alice Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	7,118
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	72	STA	$ 3,000.00	$ 216,000
2	Unclassified Street Excavation	15,900	CY	$ 28.00	$ 445,200
3	9'' Crushed Limestone Base	31,700	SY	$ 28.00	$ 887,600
4	Tensar Triax-Tx Geogrid Type II	31,700	SY	$ 6.00	$ 190,200
5	3'' Type D HMAC	31,700	SY	$ 28.00	$ 887,600
6	Concrete 5' Sidewalk	71,180	SF	$ 7.50	$ 533,850
7	Curb and Gutter	14,300	LF	$ 20.00	$ 286,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,446,450**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 69,000
10	Traffic Control	5%	$ 172,400
11	Erosion Control	3%	$ 103,400
12	Landscaping	5%	$ 172,400
13	Illumination	6%	$ 206,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 861,700
		Other Components Estimate Subtotal:	**$ 1,585,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,032,150
Mobilization	5%	$ 251,700
Contingency	10%	$ 528,400
Construction Cost Estimate Total:		**$ 5,812,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,812,300
Engineering/Survey/Testing		9%	$ 523,107
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 355,900	$ 355,900
	Project Estimate Total Cost:		**$ 6,691,307**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 6,691,307**

1806

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Far North Collector - 2

Juan Seguin Blvd (Near California Rd) to Abrego Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	7,709
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	78	STA	$ 3,000.00	$ 234,000
2	Unclassified Street Excavation	17,200	CY	$ 28.00	$ 481,600
3	9'' Crushed Limestone Base	34,300	SY	$ 28.00	$ 960,400
4	Tensar Triax-Tx Geogrid Type II	34,300	SY	$ 6.00	$ 205,800
5	3'' Type D HMAC	34,300	SY	$ 28.00	$ 960,400
6	Concrete 5' Sidewalk	77,090	SF	$ 7.50	$ 578,175
7	Curb and Gutter	15,500	LF	$ 20.00	$ 310,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,730,375**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 74,700
10	Traffic Control	5%	$ 186,600
11	Erosion Control	3%	$ 112,000
12	Landscaping	5%	$ 186,600
13	Illumination	6%	$ 223,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 932,600
		Other Components Estimate Subtotal:	**$ 1,716,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,446,775
Mobilization	5%	$ 272,400
Contingency	10%	$ 572,000
Construction Cost Estimate Total:		**$ 6,291,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 6,291,200
Engineering/Survey/Testing		9%	$ 566,208
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 385,450	$ 385,450
		Project Estimate Total Cost:	**$ 7,242,858**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 7,242,858**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Far North Collector - 3

City Limits (Near Lemon Dr) to I 169

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	8,712
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	88	STA	$ 3,000.00	$ 264,000
2	Unclassified Street Excavation	19,400	CY	$ 28.00	$ 543,200
3	9'' Crushed Limestone Base	38,800	SY	$ 28.00	$ 1,086,400
4	Tensar Triax-Tx Geogrid Type II	38,800	SY	$ 6.00	$ 232,800
5	3'' Type D HMAC	38,800	SY	$ 28.00	$ 1,086,400
6	Concrete 5' Sidewalk	87,120	SF	$ 7.50	$ 653,400
7	Curb and Gutter	17,500	LF	$ 20.00	$ 350,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 4,216,200**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 84,400
10	Traffic Control	5%	$ 210,900
11	Erosion Control	3%	$ 126,500
12	Landscaping	5%	$ 210,900
13	Illumination	6%	$ 253,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 1,054,100
		Other Components Estimate Subtotal:	**$ 1,939,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 6,156,000
Mobilization	5%	$ 307,800
Contingency	10%	$ 646,400
Construction Cost Estimate Total:		**$ 7,110,200**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 7,110,200
Engineering/Survey/Testing		9%	$ 639,918
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 435,600	$ 435,600
		Project Estimate Total Cost:	**$ 8,185,718**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 8,185,718**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Juan Seguin Blvd - 3

California Rd to Old Alice Rd

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	6,706
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	76
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	68	STA	$ 3,000.00	$ 204,000
2	Unclassified Street Excavation	28,400	CY	$ 28.00	$ 795,200
3	9'' Crushed Limestone Base	56,700	SY	$ 28.00	$ 1,587,600
4	Tensar Triax-Tx Geogrid Type II	56,700	SY	$ 6.00	$ 340,200
5	3'' Type D HMAC	56,700	SY	$ 28.00	$ 1,587,600
6	Concrete 5' Sidewalk	67,060	SF	$ 7.50	$ 502,950
7	Curb and Gutter	13,500	LF	$ 20.00	$ 270,000
8	Furnishing and Placing Topsoil (Median)	29,900	SY	$ 4.50	$ 134,550
				Paving Estimate Subtotal:	**$ 5,422,100**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 108,500
10	Traffic Control	5%	$ 271,200
11	Erosion Control	3%	$ 162,700
12	Landscaping	5%	$ 271,200
13	Illumination	6%	$ 325,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 1,355,600
		Other Components Estimate Subtotal:	**$ 2,494,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 7,916,700
Mobilization	5%	$ 395,900
Contingency	10%	$ 831,300
Construction Cost Estimate Total:		**$ 9,143,900**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 9,143,900
Engineering/Survey/Testing		9%	$ 822,951
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 502,950	$ 502,950
	Project Estimate Total Cost:		**$ 10,469,801**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 10,469,801**

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Secondary Arterial Delta

City Limits (near SH 100) to Juan Seguin Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	6,864
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	69	STA	$ 3,000.00	$ 207,000
2	Unclassified Street Excavation	26,000	CY	$ 28.00	$ 728,000
3	9'' Crushed Limestone Base	51,900	SY	$ 28.00	$ 1,453,200
4	Tensar Triax-Tx Geogrid Type II	51,900	SY	$ 6.00	$ 311,400
5	3'' Type D HMAC	51,900	SY	$ 28.00	$ 1,453,200
6	Concrete 5' Sidewalk	68,640	SF	$ 7.50	$ 514,800
7	Curb and Gutter	13,800	LF	$ 20.00	$ 276,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 4,943,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 98,900
10	Traffic Control	5%	$ 247,200
11	Erosion Control	3%	$ 148,400
12	Landscaping	5%	$ 247,200
13	Illumination	6%	$ 296,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 1,235,900
		Other Components Estimate Subtotal:	**$ 2,274,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 7,217,900
Mobilization	5%	$ 360,900
Contingency	10%	$ 757,900
Construction Cost Estimate Total:		**$ 8,336,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 8,336,700
Engineering/Survey/Testing		9%	$ 750,303
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 411,840	$ 411,840
	Project Estimate Total Cost:		**$ 9,498,843**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 9,498,843**

1810

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

West Lemon St

Old Alice Rd to Cajun Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	5,650
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	57	STA	$ 3,000.00	$ 171,000
2	Unclassified Street Excavation	21,400	CY	$ 28.00	$ 599,200
3	9'' Crushed Limestone Base	42,700	SY	$ 28.00	$ 1,195,600
4	Tensar Triax-Tx Geogrid Type II	42,700	SY	$ 6.00	$ 256,200
5	3'' Type D HMAC	42,700	SY	$ 28.00	$ 1,195,600
6	Concrete 5' Sidewalk	56,500	SF	$ 7.50	$ 423,750
7	Curb and Gutter	11,300	LF	$ 20.00	$ 226,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 4,067,350**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 81,400
10	Traffic Control	5%	$ 203,400
11	Erosion Control	3%	$ 122,100
12	Landscaping	5%	$ 203,400
13	Illumination	6%	$ 244,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 1,016,900
		Other Components Estimate Subtotal:	**$ 1,871,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,938,650
Mobilization	5%	$ 297,000
Contingency	10%	$ 623,600
Construction Cost Estimate Total:		**$ 6,859,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 6,859,300
Engineering/Survey/Testing		9%	$ 617,337
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 339,000	$ 339,000
	Project Estimate Total Cost:		**$ 7,815,637**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 7,815,637**

1811

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Abelardo Dr

I 169 to April Ln/Abrego Rd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	2,851
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	29	STA	$ 3,000.00	$ 87,000
2	Unclassified Street Excavation	6,400	CY	$ 28.00	$ 179,200
3	9'' Crushed Limestone Base	12,700	SY	$ 28.00	$ 355,600
4	Tensar Triax-Tx Geogrid Type II	12,700	SY	$ 6.00	$ 76,200
5	3'' Type D HMAC	12,700	SY	$ 28.00	$ 355,600
6	Concrete 5' Sidewalk	28,510	SF	$ 7.50	$ 213,825
7	Curb and Gutter	5,800	LF	$ 20.00	$ 116,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,383,425**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 27,700
10	Traffic Control	5%	$ 69,200
11	Erosion Control	3%	$ 41,600
12	Landscaping	5%	$ 69,200
13	Illumination	6%	$ 83,100
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 345,900
		Other Components Estimate Subtotal:	**$ 636,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,020,125
Mobilization	5%	$ 101,100
Contingency	10%	$ 212,200
Construction Cost Estimate Total:		**$ 2,333,500**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,333,500
Engineering/Survey/Testing		9%	$ 210,015
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 142,550	$ 142,550
	Project Estimate Total Cost:		**$ 2,686,065**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,686,065**

1812

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

New Road D

California Rd.Far North Collector -2

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	739
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	8	STA	$ 3,000.00	$ 24,000
2	Unclassified Street Excavation	1,700	CY	$ 28.00	$ 47,600
3	9'' Crushed Limestone Base	3,300	SY	$ 28.00	$ 92,400
4	Tensar Triax-Tx Geogrid Type II	3,300	SY	$ 6.00	$ 19,800
5	3'' Type D HMAC	3,300	SY	$ 28.00	$ 92,400
6	Concrete 5' Sidewalk	7,390	SF	$ 7.50	$ 55,425
7	Curb and Gutter	1,500	LF	$ 20.00	$ 30,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 361,625**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 7,300
10	Traffic Control	5%	$ 18,100
11	Erosion Control	3%	$ 10,900
12	Landscaping	5%	$ 18,100
13	Illumination	6%	$ 21,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 90,500
		Other Components Estimate Subtotal:	**$ 166,600**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 528,225
Mobilization	5%	$ 26,500
Contingency	10%	$ 55,500
Construction Cost Estimate Total:		**$ 610,300**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 610,300
Engineering/Survey/Testing		9%	$ 54,927
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 36,950	$ 36,950
	Project Estimate Total Cost:		**$ 702,177**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 702,177**

1901

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 2

City Limits to 2635 ft N Of City Limits

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	2,635
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	4,700	CY	$ 28.00	$ 131,600
3	9'' Crushed Limestone Base	9,400	SY	$ 28.00	$ 263,200
4	Tensar Triax-Tx Geogrid Type II	9,400	SY	$ 6.00	$ 56,400
5	3'' Type D HMAC	9,400	SY	$ 28.00	$ 263,200
6	Concrete 5' Sidewalk	26,350	SF	$ 7.50	$ 197,625
7	Curb and Gutter	5,300	LF	$ 20.00	$ 106,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,099,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 22,000
10	Traffic Control	5%	$ 55,000
11	Erosion Control	3%	$ 33,000
12	Landscaping	5%	$ 55,000
13	Illumination	6%	$ 66,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 274,800
		Other Components Estimate Subtotal:	**$ 505,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,604,825
Mobilization	5%	$ 80,300
Contingency	10%	$ 168,600
Construction Cost Estimate Total:		**$ 1,853,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,853,800
Engineering/Survey/Testing		9%	$ 166,842
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,700	$ 52,700
	Project Estimate Total Cost:		**$ 2,073,342**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,036,671**

2209

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 2

City Limits to 2635 ft N Of City Limits

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	2,635
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	4,700	CY	$ 28.00	$ 131,600
3	9'' Crushed Limestone Base	9,400	SY	$ 28.00	$ 263,200
4	Tensar Triax-Tx Geogrid Type II	9,400	SY	$ 6.00	$ 56,400
5	3'' Type D HMAC	9,400	SY	$ 28.00	$ 263,200
6	Concrete 5' Sidewalk	26,350	SF	$ 7.50	$ 197,625
7	Curb and Gutter	5,300	LF	$ 20.00	$ 106,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,099,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 22,000
10	Traffic Control	5%	$ 55,000
11	Erosion Control	3%	$ 33,000
12	Landscaping	5%	$ 55,000
13	Illumination	6%	$ 66,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 274,800
		Other Components Estimate Subtotal:	**$ 505,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,604,825
Mobilization	5%	$ 80,300
Contingency	10%	$ 168,600
Construction Cost Estimate Total:		**$ 1,853,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,853,800
Engineering/Survey/Testing		9%	$ 166,842
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,700	$ 52,700
	Project Estimate Total Cost:		**$ 2,073,342**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,036,671**

1902

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 3

1840 ft S of San Roman Blvd to 4475 ft S of San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	9,134
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	92	STA	$ 3,000.00	$ 276,000
2	Unclassified Street Excavation	16,300	CY	$ 28.00	$ 456,400
3	9'' Crushed Limestone Base	32,500	SY	$ 28.00	$ 910,000
4	Tensar Triax-Tx Geogrid Type II	32,500	SY	$ 6.00	$ 195,000
5	3'' Type D HMAC	32,500	SY	$ 28.00	$ 910,000
6	Concrete 5' Sidewalk	91,340	SF	$ 7.50	$ 685,050
7	Curb and Gutter	18,300	LF	$ 20.00	$ 366,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 3,798,450**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 76,000
10	Traffic Control	5%	$ 190,000
11	Erosion Control	3%	$ 114,000
12	Landscaping	5%	$ 190,000
13	Illumination	6%	$ 228,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 949,700
		Other Components Estimate Subtotal:	**$ 1,747,700**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 5,546,150
Mobilization	5%	$ 277,400
Contingency	10%	$ 582,400
Construction Cost Estimate Total:		**$ 6,406,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 6,406,000
Engineering/Survey/Testing		9%	$ 576,540
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 182,680	$ 182,680
		Project Estimate Total Cost:	**$ 7,165,220**
		Capital Recovery Fee Eligible Project Cost: 50%	**$ 3,582,610**

2001

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 510 - 2

City Limits (near Buena Vista Blvd) to City Limits (Old Port Rd)

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,322
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	28
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	14	STA	$ 3,000.00	$ 42,000
2	Unclassified Street Excavation	2,100	CY	$ 28.00	$ 58,800
3	9'' Crushed Limestone Base	4,200	SY	$ 28.00	$ 117,600
4	Tensar Triax-Tx Geogrid Type II	4,200	SY	$ 6.00	$ 25,200
5	3'' Type D HMAC	4,200	SY	$ 28.00	$ 117,600
6	Concrete 5' Sidewalk	13,220	SF	$ 7.50	$ 99,150
7	Curb and Gutter	2,700	LF	$ 20.00	$ 54,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 514,350**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,300
10	Traffic Control	5%	$ 25,800
11	Erosion Control	3%	$ 15,500
12	Landscaping	5%	$ 25,800
13	Illumination	6%	$ 30,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 128,600
		Other Components Estimate Subtotal:	**$ 236,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 751,250
Mobilization	5%	$ 37,600
Contingency	10%	$ 78,900
Construction Cost Estimate Total:		**$ 867,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 867,800
Engineering/Survey/Testing		9%	$ 78,102
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 13,220	$ 13,220
	Project Estimate Total Cost:		**$ 959,122**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 479,561**

2101

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

FM 510 - 2

City Limits (near Buena Vista Blvd) to City Limits (Old Port Rd)

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,322
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	28
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	14	STA	$ 3,000.00	$ 42,000
2	Unclassified Street Excavation	2,100	CY	$ 28.00	$ 58,800
3	9'' Crushed Limestone Base	4,200	SY	$ 28.00	$ 117,600
4	Tensar Triax-Tx Geogrid Type II	4,200	SY	$ 6.00	$ 25,200
5	3'' Type D HMAC	4,200	SY	$ 28.00	$ 117,600
6	Concrete 5' Sidewalk	13,220	SF	$ 7.50	$ 99,150
7	Curb and Gutter	2,700	LF	$ 20.00	$ 54,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 514,350**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 10,300
10	Traffic Control	5%	$ 25,800
11	Erosion Control	3%	$ 15,500
12	Landscaping	5%	$ 25,800
13	Illumination	6%	$ 30,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 128,600
		Other Components Estimate Subtotal:	**$ 236,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 751,250
Mobilization	5%	$ 37,600
Contingency	10%	$ 78,900
Construction Cost Estimate Total:		**$ 867,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 867,800
Engineering/Survey/Testing		9%	$ 78,102
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 13,220	$ 13,220
	Project Estimate Total Cost:		**$ 959,122**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 479,561**

2002

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Rd

City Limits (Along Cr 350/Old Port Rd) to City Limits (Along Cr 350/Old Port Rd)

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,192
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	68
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	12	STA	$ 3,000.00	$ 36,000
2	Unclassified Street Excavation	4,600	CY	$ 28.00	$ 128,800
3	9'' Crushed Limestone Base	9,100	SY	$ 28.00	$ 254,800
4	Tensar Triax-Tx Geogrid Type II	9,100	SY	$ 6.00	$ 54,600
5	3'' Type D HMAC	9,100	SY	$ 28.00	$ 254,800
6	Concrete 5' Sidewalk	11,920	SF	$ 7.50	$ 89,400
7	Curb and Gutter	2,400	LF	$ 20.00	$ 48,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 866,400**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 17,400
10	Traffic Control	5%	$ 43,400
11	Erosion Control	3%	$ 26,000
12	Landscaping	5%	$ 43,400
13	Illumination	6%	$ 52,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 216,600
		Other Components Estimate Subtotal:	**$ 398,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,265,200
Mobilization	5%	$ 63,300
Contingency	10%	$ 132,900
Construction Cost Estimate Total:		**$ 1,461,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,461,400
Engineering/Survey/Testing		9%	$ 131,526
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 71,520	$ 71,520
		Project Estimate Total Cost:	**$ 1,664,446**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 1,664,446**

2201

City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Far North East Collector - 1

City Limits to Juan Seguin Blvd

Roadway Information:	
Roadway Type:	Rural Undivided Collector
Length (lf):	3,106
Right-of-Way Width (ft.):	100
Median Type:	None
Pavement Width (BOC - BOC):	40
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	32	STA	$ 3,000.00	$ 96,000
2	Unclassified Street Excavation	7,000	CY	$ 28.00	$ 196,000
3	9'' Crushed Limestone Base	13,900	SY	$ 28.00	$ 389,200
4	Tensar Triax-Tx Geogrid Type II	13,900	SY	$ 6.00	$ 83,400
5	3'' Type D HMAC	13,900	SY	$ 28.00	$ 389,200
6	Concrete 5' Sidewalk	31,060	SF	$ 7.50	$ 232,950
7	Curb and Gutter	6,300	LF	$ 20.00	$ 126,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,512,750**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 30,300
10	Traffic Control	5%	$ 75,700
11	Erosion Control	3%	$ 45,400
12	Landscaping	5%	$ 75,700
13	Illumination	6%	$ 90,800
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 378,200
		Other Components Estimate Subtotal:	**$ 696,100**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,208,850
Mobilization	5%	$ 110,500
Contingency	10%	$ 232,000
Construction Cost Estimate Total:		**$ 2,551,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 2,551,400
Engineering/Survey/Testing		9%	$ 229,626
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 155,300	$ 155,300
	Project Estimate Total Cost:		**$ 2,936,326**
	Capital Recovery Fee Eligible Project Cost:	**100%**	**$ 2,936,326**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - A

18,427 ft S of San Roman Blvd to San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	18,427
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	76
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	185	STA	$ 3,000.00	$ 555,000
2	Unclassified Street Excavation	77,900	CY	$ 28.00	$ 2,181,200
3	9'' Crushed Limestone Base	155,700	SY	$ 28.00	$ 4,359,600
4	Tensar Triax-Tx Geogrid Type II	155,700	SY	$ 6.00	$ 934,200
5	3'' Type D HMAC	155,700	SY	$ 28.00	$ 4,359,600
6	Concrete 5' Sidewalk	184,270	SF	$ 7.50	$ 1,382,025
7	Curb and Gutter	36,900	LF	$ 20.00	$ 738,000
8	Furnishing and Placing Topsoil (Median)	81,900	SY	$ 4.50	$ 368,550
				Paving Estimate Subtotal:	**$ 14,878,175**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 297,600
10	Traffic Control	5%	$ 744,000
11	Erosion Control	3%	$ 446,400
12	Landscaping	5%	$ 744,000
13	Illumination	6%	$ 892,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 3,719,600
		Other Components Estimate Subtotal:	**$ 6,844,300**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 21,722,475
Mobilization	5%	$ 1,086,200
Contingency	10%	$ 2,280,900
Construction Cost Estimate Total:		**$ 25,089,600**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 25,089,600
Engineering/Survey/Testing		9%	$ 2,258,064
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 1,382,025	$ 1,382,025
		Project Estimate Total Cost:	**$ 28,729,689**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 28,729,689**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 3

1840 S of San Roman Blvd to San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,840
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	19	STA	$ 3,000.00	$ 57,000
2	Unclassified Street Excavation	3,300	CY	$ 28.00	$ 92,400
3	9'' Crushed Limestone Base	6,600	SY	$ 28.00	$ 184,800
4	Tensar Triax-Tx Geogrid Type II	6,600	SY	$ 6.00	$ 39,600
5	3'' Type D HMAC	6,600	SY	$ 28.00	$ 184,800
6	Concrete 5' Sidewalk	18,400	SF	$ 7.50	$ 138,000
7	Curb and Gutter	3,700	LF	$ 20.00	$ 74,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 770,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 15,500
10	Traffic Control	5%	$ 38,600
11	Erosion Control	3%	$ 23,200
12	Landscaping	5%	$ 38,600
13	Illumination	6%	$ 46,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 192,700
		Other Components Estimate Subtotal:	**$ 354,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,125,500
Mobilization	5%	$ 56,300
Contingency	10%	$ 118,200
Construction Cost Estimate Total:		**$ 1,300,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,300,000
Engineering/Survey/Testing		9%	$ 117,000
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 36,800	$ 36,800
	Project Estimate Total Cost:		**$ 1,453,800**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 726,900**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 3

1840 S of San Roman Blvd to San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,840
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	19	STA	$ 3,000.00	$ 57,000
2	Unclassified Street Excavation	3,300	CY	$ 28.00	$ 92,400
3	9'' Crushed Limestone Base	6,600	SY	$ 28.00	$ 184,800
4	Tensar Triax-Tx Geogrid Type II	6,600	SY	$ 6.00	$ 39,600
5	3'' Type D HMAC	6,600	SY	$ 28.00	$ 184,800
6	Concrete 5' Sidewalk	18,400	SF	$ 7.50	$ 138,000
7	Curb and Gutter	3,700	LF	$ 20.00	$ 74,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 770,600**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 15,500
10	Traffic Control	5%	$ 38,600
11	Erosion Control	3%	$ 23,200
12	Landscaping	5%	$ 38,600
13	Illumination	6%	$ 46,300
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 192,700
		Other Components Estimate Subtotal:	**$ 354,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,125,500
Mobilization	5%	$ 56,300
Contingency	10%	$ 118,200
Construction Cost Estimate Total:		**$ 1,300,000**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,300,000
Engineering/Survey/Testing		9%	$ 117,000
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 36,800	$ 36,800
	Project Estimate Total Cost:		**$ 1,453,800**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 726,900**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

San Roman Blvd

Old Port Isabel Rd to City Limits (Texas Tropical Trl)

Roadway Information:	
Roadway Type:	Rural Primary Arterial
Length (lf):	3,805
Right-of-Way Width (ft.):	150
Median Type:	Raised
Pavement Width (BOC - BOC):	76
Description:	New Construction

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	39	STA	$ 3,000.00	$ 117,000
2	Unclassified Street Excavation	16,100	CY	$ 28.00	$ 450,800
3	9'' Crushed Limestone Base	32,200	SY	$ 28.00	$ 901,600
4	Tensar Triax-Tx Geogrid Type II	32,200	SY	$ 6.00	$ 193,200
5	3'' Type D HMAC	32,200	SY	$ 28.00	$ 901,600
6	Concrete 5' Sidewalk	38,050	SF	$ 7.50	$ 285,375
7	Curb and Gutter	7,700	LF	$ 20.00	$ 154,000
8	Furnishing and Placing Topsoil (Median)	17,000	SY	$ 4.50	$ 76,500
				Paving Estimate Subtotal:	**$ 3,080,075**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 61,700
10	Traffic Control	5%	$ 154,100
11	Erosion Control	3%	$ 92,500
12	Landscaping	5%	$ 154,100
13	Illumination	6%	$ 184,900
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 770,100
		Other Components Estimate Subtotal:	**$ 1,417,400**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 4,497,475
Mobilization	5%	$ 224,900
Contingency	10%	$ 472,300
Construction Cost Estimate Total:		**$ 5,194,700**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 5,194,700
Engineering/Survey/Testing		9%	$ 467,523
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 285,375	$ 285,375
		Project Estimate Total Cost:	**$ 5,947,598**
		Capital Recovery Fee Eligible Project Cost: 100%	**$ 5,947,598**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 5

4553 N of San Roman Blvd to M 100 (Texas Tropical Trl.)

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	1,574
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	16	STA	$ 3,000.00	$ 48,000
2	Unclassified Street Excavation	2,800	CY	$ 28.00	$ 78,400
3	9'' Crushed Limestone Base	5,600	SY	$ 28.00	$ 156,800
4	Tensar Triax-Tx Geogrid Type II	5,600	SY	$ 6.00	$ 33,600
5	3'' Type D HMAC	5,600	SY	$ 28.00	$ 156,800
6	Concrete 5' Sidewalk	15,740	SF	$ 7.50	$ 118,050
7	Curb and Gutter	3,200	LF	$ 20.00	$ 64,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 655,650**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 13,200
10	Traffic Control	5%	$ 32,800
11	Erosion Control	3%	$ 19,700
12	Landscaping	5%	$ 32,800
13	Illumination	6%	$ 39,400
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 164,000
		Other Components Estimate Subtotal:	**$ 301,900**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 957,550
Mobilization	5%	$ 47,900
Contingency	10%	$ 100,600
Construction Cost Estimate Total:		**$ 1,106,100**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,106,100
Engineering/Survey/Testing		9%	$ 99,549
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 31,480	$ 31,480
	Project Estimate Total Cost:		**$ 1,237,129**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 618,565**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 7

1840 S of San Roman Blvd to 4475 S of San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	2,635
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	4,700	CY	$ 28.00	$ 131,600
3	9'' Crushed Limestone Base	9,400	SY	$ 28.00	$ 263,200
4	Tensar Triax-Tx Geogrid Type II	9,400	SY	$ 6.00	$ 56,400
5	3'' Type D HMAC	9,400	SY	$ 28.00	$ 263,200
6	Concrete 5' Sidewalk	26,350	SF	$ 7.50	$ 197,625
7	Curb and Gutter	5,300	LF	$ 20.00	$ 106,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,099,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 22,000
10	Traffic Control	5%	$ 55,000
11	Erosion Control	3%	$ 33,000
12	Landscaping	5%	$ 55,000
13	Illumination	6%	$ 66,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 274,800
		Other Components Estimate Subtotal:	**$ 505,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,604,825
Mobilization	5%	$ 80,300
Contingency	10%	$ 168,600
Construction Cost Estimate Total:		**$ 1,853,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,853,800
Engineering/Survey/Testing		9%	$ 166,842
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,700	$ 52,700
	Project Estimate Total Cost:		**$ 2,073,342**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,036,671**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 7

1840 S of San Roman Blvd to 4475 S of San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	2,635
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	27	STA	$ 3,000.00	$ 81,000
2	Unclassified Street Excavation	4,700	CY	$ 28.00	$ 131,600
3	9'' Crushed Limestone Base	9,400	SY	$ 28.00	$ 263,200
4	Tensar Triax-Tx Geogrid Type II	9,400	SY	$ 6.00	$ 56,400
5	3'' Type D HMAC	9,400	SY	$ 28.00	$ 263,200
6	Concrete 5' Sidewalk	26,350	SF	$ 7.50	$ 197,625
7	Curb and Gutter	5,300	LF	$ 20.00	$ 106,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,099,025**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 22,000
10	Traffic Control	5%	$ 55,000
11	Erosion Control	3%	$ 33,000
12	Landscaping	5%	$ 55,000
13	Illumination	6%	$ 66,000
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 274,800
		Other Components Estimate Subtotal:	**$ 505,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 1,604,825
Mobilization	5%	$ 80,300
Contingency	10%	$ 168,600
Construction Cost Estimate Total:		**$ 1,853,800**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 1,853,800
Engineering/Survey/Testing		9%	$ 166,842
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 52,700	$ 52,700
	Project Estimate Total Cost:		**$ 2,073,342**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,036,671**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 8

San Roman Blvd to 4553 N of San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	4,553
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	46	STA	$ 3,000.00	$ 138,000
2	Unclassified Street Excavation	8,100	CY	$ 28.00	$ 226,800
3	9'' Crushed Limestone Base	16,200	SY	$ 28.00	$ 453,600
4	Tensar Triax-Tx Geogrid Type II	16,200	SY	$ 6.00	$ 97,200
5	3'' Type D HMAC	16,200	SY	$ 28.00	$ 453,600
6	Concrete 5' Sidewalk	45,530	SF	$ 7.50	$ 341,475
7	Curb and Gutter	9,200	LF	$ 20.00	$ 184,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,894,675**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 37,900
10	Traffic Control	5%	$ 94,800
11	Erosion Control	3%	$ 56,900
12	Landscaping	5%	$ 94,800
13	Illumination	6%	$ 113,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 473,700
		Other Components Estimate Subtotal:	**$ 871,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,766,475
Mobilization	5%	$ 138,400
Contingency	10%	$ 290,500
Construction Cost Estimate Total:		**$ 3,195,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,195,400
Engineering/Survey/Testing		9%	$ 287,586
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 91,060	$ 91,060
	Project Estimate Total Cost:		**$ 3,574,046**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,787,023**

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City of Brownsville, Texas

Capital Recovery Fee Planning Level Cost Estimates

Old Port Isabel Rd - 8

San Roman Blvd to 4553 N of San Roman Blvd

Roadway Information:	
Roadway Type:	Rural Secondary Arterial
Length (lf):	4,553
Right-of-Way Width (ft.):	120
Median Type:	None
Pavement Width (BOC - BOC):	32
Description:	Widening from 2 to 4 Lanes

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	46	STA	$ 3,000.00	$ 138,000
2	Unclassified Street Excavation	8,100	CY	$ 28.00	$ 226,800
3	9'' Crushed Limestone Base	16,200	SY	$ 28.00	$ 453,600
4	Tensar Triax-Tx Geogrid Type II	16,200	SY	$ 6.00	$ 97,200
5	3'' Type D HMAC	16,200	SY	$ 28.00	$ 453,600
6	Concrete 5' Sidewalk	45,530	SF	$ 7.50	$ 341,475
7	Curb and Gutter	9,200	LF	$ 20.00	$ 184,000
8	Furnishing and Placing Topsoil (Median)	-	SY	$ 4.50	$ -
				Paving Estimate Subtotal:	**$ 1,894,675**

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
9	Pavement Markings & Signage	2%	$ 37,900
10	Traffic Control	5%	$ 94,800
11	Erosion Control	3%	$ 56,900
12	Landscaping	5%	$ 94,800
13	Illumination	6%	$ 113,700
14	Drainage Inlets (MH, Catch Basin, and RCP)	25%	$ 473,700
		Other Components Estimate Subtotal:	**$ 871,800**

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	$ -	$ -
16	Bridge Structures	None	$ -	$ -
17	Traffic Signals	None	$ -	$ -
18	Other	None	$ -	$ -
		Special Components Estimate Subtotal:		**$ -**

I, II, & III Construction Subtotal:		$ 2,766,475
Mobilization	5%	$ 138,400
Contingency	10%	$ 290,500
Construction Cost Estimate Total:		**$ 3,195,400**

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	$ 3,195,400
Engineering/Survey/Testing		9%	$ 287,586
Right-of-Way Acquisition	Cost per sq. ft.: $ 0.50	$ 91,060	$ 91,060
	Project Estimate Total Cost:		**$ 3,574,046**
	Capital Recovery Fee Eligible Project Cost:	**50%**	**$ 1,787,023**

Appendix G:

Roadway Service Area Analysis Summary

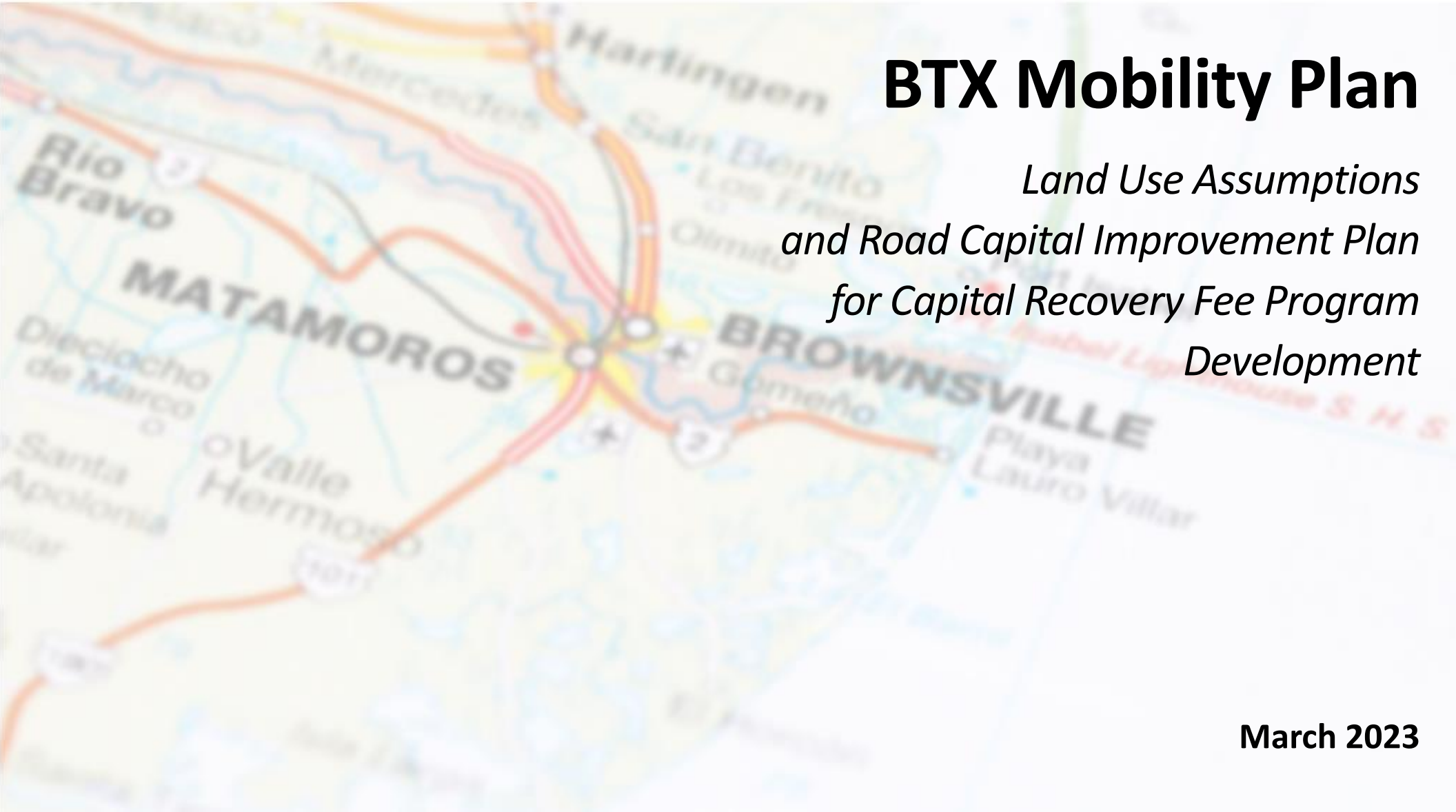
Brownsville Roadway Capital Recovery Fee Study

Service Area Analysis Summary

Service Area	Capacity Supplied by CIP	Existing Utilization	Existing Deficiencies	Net Capacity Supplied by CIP	Total Project Cost of CIP	Credited Project Cost of CIP	Cost of Net Capacity	Cost to Meet Existing Utilization	Projected New Development (10-Yr Demand)	Percent of CIP Attributable to New Dev.	Credited Cost Attributable to New Dev.	Credited Cost per Service Unit (Maximum Allowable)	Actual Cost per Service Unit
	(veh-mi)	(veh-mi)	(veh-mi)			(50% Credit)	(50% Credit)	(50% Credit)	(veh-miles)		(50% Credit)	(50% Credit)	(Full Cost)
1	6,421	0	1,567	4,854	$35,357,997	$17,678,998	$13,364,563	$4,314,435	21,011	100.0	$13,364,563	$636.00	$1,272.00
2	9,050	0	0	9,050	$41,622,365	$20,811,183	$20,811,183	$0	11,055	100.0	$20,811,183	$1,882.00	$3,764.00
3	3,633	0	0	3,633	$15,539,831	$7,769,915	$7,769,915	$0	29,077	100.0	$7,769,915	$267.00	$534.00
4	3,464	0	0	3,464	$18,267,157	$9,133,579	$9,133,579	$0	13,828	100.0	$9,133,579	$660.00	$1,320.00
5	5,615	0	2,047	3,568	$35,499,899	$17,749,949	$11,280,046	$6,469,903	1,331	37.3	$4,207,887	$3,161.00	$6,322.00
6	6,965	0	579	6,386	$45,615,050	$22,807,525	$20,913,038	$1,894,487	1,171	18.3	$3,834,821	$3,274.00	$6,548.00
7	5,579	0	0	5,579	$25,754,913	$12,877,457	$12,877,457	$0	12,722	100.0	$12,877,457	$1,012.00	$2,024.00
8	15,124	0	0	15,124	$77,585,487	$38,792,744	$38,792,744	$0	14,729	97.4	$37,779,577	$2,564.00	$5,128.00
9	10,800	0	0	10,800	$49,535,930	$24,767,965	$24,767,965	$0	28,793	100.0	$24,767,965	$860.00	$1,720.00
10	5,335	0	0	5,335	$29,164,191	$14,582,095	$14,582,095	$0	13,075	100.0	$14,582,095	$1,115.00	$2,230.00
11	1,315	0	408	907	$6,571,545	$3,285,772	$2,266,308	$1,019,464	1,963	100.0	$2,266,308	$1,154.00	$2,308.00
12	17,445	0	6,376	11,069	$100,481,218	$50,240,609	$31,879,005	$18,361,604	8,783	79.3	$25,295,266	$2,880.00	$5,760.00
13	117	0	2,176	0	$732,462	$366,231	$0	$366,231	3,470	100.0	$0	$0.00	$0.00
14	2,089	0	839	1,250	$14,432,575	$7,216,288	$4,319,061	$2,897,226	2,352	100.0	$4,319,061	$1,836.00	$3,672.00
15	11,546	0	0	11,546	$58,561,265	$29,280,632	$29,280,632	$0	4,449	38.5	$11,282,655	$2,535.00	$5,070.00
16	681	0	0	681	$3,050,268	$1,525,134	$1,525,134	$0	494	72.6	$1,107,010	$2,239.00	$4,478.00
17	148	0	0	148	$682,260	$341,130	$341,130	$0	0	0.0	$0	$0.00	$0.00
18	1,479	0	0	1,479	$7,405,983	$3,702,991	$3,702,991	$0	3,399	100.0	$3,702,991	$1,089.00	$2,178.00
19	0	0	0	0	$0	$0	$0	$0	0	100.0	$0	$0.00	$0.00
Totals	106,801	0	13,992	94,873	$565,860,395	$282,930,197	$247,606,847	$35,323,351	171,702	100.0	$197,102,333	$1,990.00	$3,980.00
												Average	

Appendix H:

Land Use Assumptions and Road Capital Recovery Fee Program Development Report, March 2023



BTX Mobility Plan

Land Use Assumptions and Road Capital Improvement Plan for Capital Recovery Fee Program Development

March 2023

City of BROWNSVILLE Texas
On the Border, By the Sea, and Beyond

FREESE AND NICHOLS

ATG DCCM

BTX Mobility Plan

Land Use Assumptions
and Road Capital Improvement Plan
for Capital Recovery Fee Program
Development

3/15/2023

FREESE AND NICHOLS, INC.
TEXAS REGISTERED
ENGINEERING FIRM
F-2144

March 2023

City of BROWNSVILLE Texas
On the Border, By the Sea, and Beyond

FREESE AND NICHOLS

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Introduction

Shrinking transportation improvement funds restrict many cities from upgrading infrastructure to meet increasing travel demands. As a result, many cities collect capital recovery fees to help fund transportation improvements necessitated by such development. Capital recovery fees finance roadway improvements that are considered "offsite" to new development. However, when considering the traffic implications created by new development on the roadway system, capital recovery fees provide a means by which infrastructure may keep pace with new growth. The purpose of this report is to document the development of land use assumptions and road capital improvements plan, which serves as the initial step in the consideration of capital recovery fee program implementation.

Overview of Capital Recovery Fees

A capital recovery fee is a one-time charge imposed to new development in order to fund specific capital improvements such as new roads or widening necessitated by and attributable to new development. In accordance with state law, codified in Chapter 395 of the Texas Local Government Codes, capital recovery fees are limited to water, wastewater, roadways, and drainage facilities (Texas State Statute, 2023). For roads, capital recovery fees are restricted to facilities within city limits and shift responsibility for the costs of infrastructure growth from existing taxpayers to new developments.

This report describes proposed roadway capital improvements, necessitated by growth, that could be recovered to serve future development. Identified projects are based on regional transportation demand models and forecasted growth and may consider arterial and collector status roads from the City's official Thoroughfare Plan. Statutory requirements mandate that capital recovery fees be based on a specific list of improvements identified in the program and only the cost attributed (and necessitated) by new growth over a ten-year period may be considered. As projects in the program are completed, planned costs are updated with actual costs to reflect the capital expenditure of the program more accurately. New capital improvement projects may also be added to the program as desired by the local jurisdictional authority.

Legislative Authority

Enacted in 1987, state legislation enables local governments to implement and levy capital recovery fees on new development. Chapter 395 also provides specific requirements for program development, administration, and fee calculation. Capital recovery fees are required to be updated every five years but may updated more frequently to address unanticipated

changes in growth. The statute requires a detailed procedure for the adoption of capital recovery fees. This procedure generally contains the appointment and comment of a capital improvements advisory committee, technical calculations, public noticing and hearings, and an adoption of an ordinance imposing capital recovery fees. For new programs, a two-step public hearing process is required. The first public hearing considers future city growth in the form of land use assumptions and the capital improvement program, and the second public hearing considers the final report calculations, recommendations from the Capital Improvements Advisory Committee (CIAC), and a summary of public deliberation (City of Brownsville, Texas, 2022).

As mentioned, an initial step in the capital recovery fee development process is the establishment of land use assumptions that address growth and development over a ten-year planning period (TLGC Section 395.001(5)) for the years 2023-2033. These land use assumptions (LUA), which include population and employment projections, become the basis for the development of a capital improvements plan (CIP) for roadway facilities. Legislative mandates require that the LUA and CIP be prepared to address long-term growth and that such a plan be approved by the governing body prior to a public hearing for the consideration of imposing a capital recovery fee.

Capital Recovery Fee History in Brownsville, TX

In 1990, the Brownsville Public Utilities Board undertook an extensive look at capital recovery fees for public utilities. In 2009, the City amended utility capital recovery fees to $2,133 per lot, but was rescinded within two months as City Commission members called for more studies into capital recovery fees. In 2016, the water and wastewater capital recovery fees were amended to $800 and $1,600 per lot for Service Areas 1 and 2/3, respectively. While the City of Brownsville currently levies utility infrastructure capital recovery fees, the city does not currently levy roadway capital recovery fees (Brownsville Public Utilities Board, 2016).

Methodology

Based upon projected growth assumptions and the capital improvements needed to support growth, a capital recovery program can be developed that fairly allocates improvement costs to growth areas in relationship to their impact upon the entire infrastructure system. The data in this report have been formulated using reasonable and generally accepted planning principles to meet legislative requirements for such programs in Texas.

For the formulation of the LUA and road CIP, a series of work tasks were undertaken and are described below.

1. A kickoff meeting was held to describe the general methodological approach of the study and sources of data for derivation of the land use assumptions.
2. Roadway service areas were developed spanning the city limits and conforming with legislative mandate. Several concepts were developed at the outset of the study and with City Staff input, a zonal structure was identified.
3. Vehicle-miles of travel (VMT) in the PM peak hour was identified as the service unit of measure for analyses of the CIP. This unit of measure and adequacy is standard for many programs in Texas.
4. Current and projected data of population, housing and employment were developed for a ten-year planning period for use in the development of land use assumptions and CIP to address future growth. Demographics from the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) used for regional travel demand modeling for the BTX Mobility Plan served as a basis for the LUA (Rio Grande Valley Metropolitan Planning Organization, 2020). Tailored data of base year and ten-year growth and associated growth rates were summarized by service area and presented for City Staff review and comment, followed by presentation to the Capital Improvements Advisory Committee (CIAC) on August 10, 2022. Adjustments to growth forecasts based on new development plans received by the City were incorporated, presented and approved by the CIAC on January 18, 2023 (Brownsville Capital Improvements Advisory Committee, January 2023).
5. The travel demand model, using derived demographics of population and employment, was used to forecast VMT growth over the ten-year planning period. The resultant VMT forecasts for planning years 2023 and 2033, were summarized by trip type (residential, office, commercial and industrial) and road service area. Demographic and modeling data was prepared by Alliance Transportation Group (ATG) using the previously mentioned travel demand model input (Alliance Transportation Group, January 2023).
6. A capital improvements plan to address projected VMT growth was developed based on needs by service area identified in the Mobility Plan and discussions with City Staff. Capacity enhancements, such as new roadways or road widenings that have been functionally designated as Arterial or Collector Class facilities in the updated Mobility Plan, were considered for incorporation into the program. Roadways not within the city limits were excluded from consideration. The road CIP was presented initially to the CIAC on November 3, 2022 and finalized and approved by the CIAC on January 18, 2023.
7. Documentation was prepared to report the development of land use assumptions and road capital improvements plan for consideration as part of the potential capital recovery fee program.

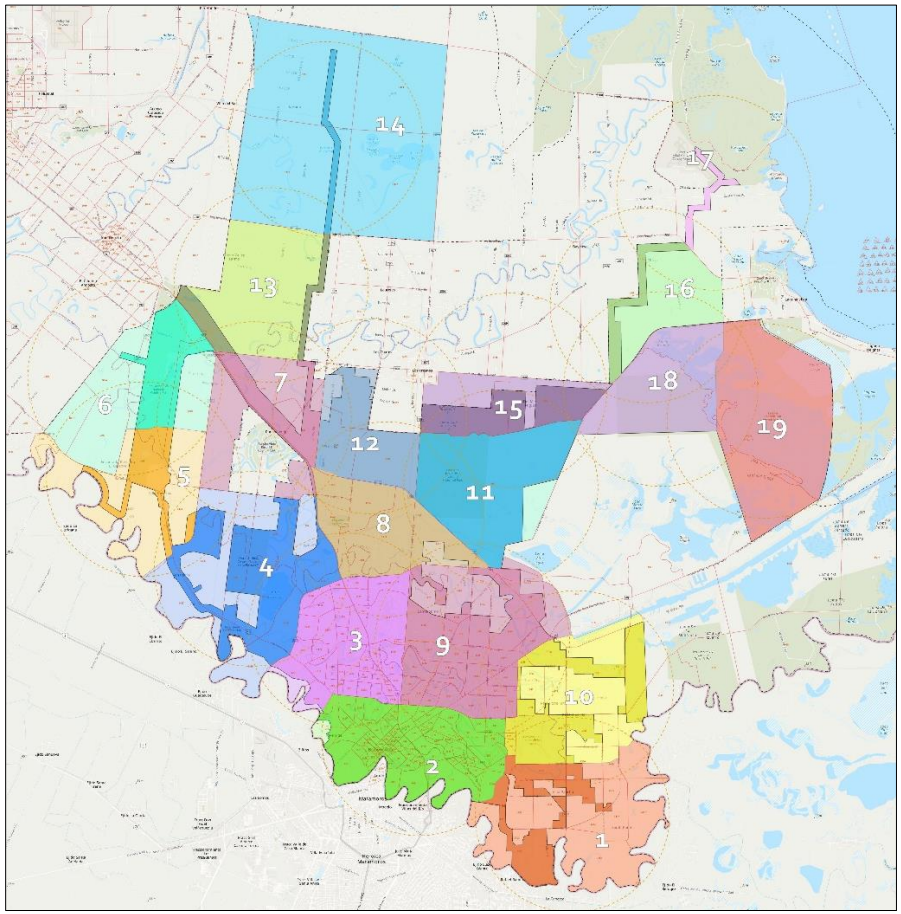
Land Use Assumptions

Study Area Analysis

Roadway Service Areas

Chapter 395 requires that service areas for capital recovery fees be defined so that roadway improvements are near areas generating needs. Legislative requirements stipulate that roadway service areas be limited to six miles maximum and must be located within the current city limits. Roadway service areas are different from water and wastewater systems, which can include the city limits and its extra-territorial jurisdiction (ETJ) or other defined service area. This is primarily because roadway systems are open to both local and regional (non-city) use as opposed to a defined level of utilization from residents within a water and wastewater system. The result is that new development can only be assessed an capital recovery fee based on the cost of necessary capital improvements within that service area.

Several zonal concepts were developed at the outset of the study and vetted with City Staff. Zonal concepts contemplated current extra-territorial jurisdictional areas so that as city expansion occurs in the future, annexations will fall into the defined service area structure. Nineteen service areas were established within the Brownsville city limits and by law may not exceed six miles, as shown in **Figure 1,** and are used to reflect these land use assumptions. This same zonal structure will be used throughout the developmet of the capital recovery fee program process.



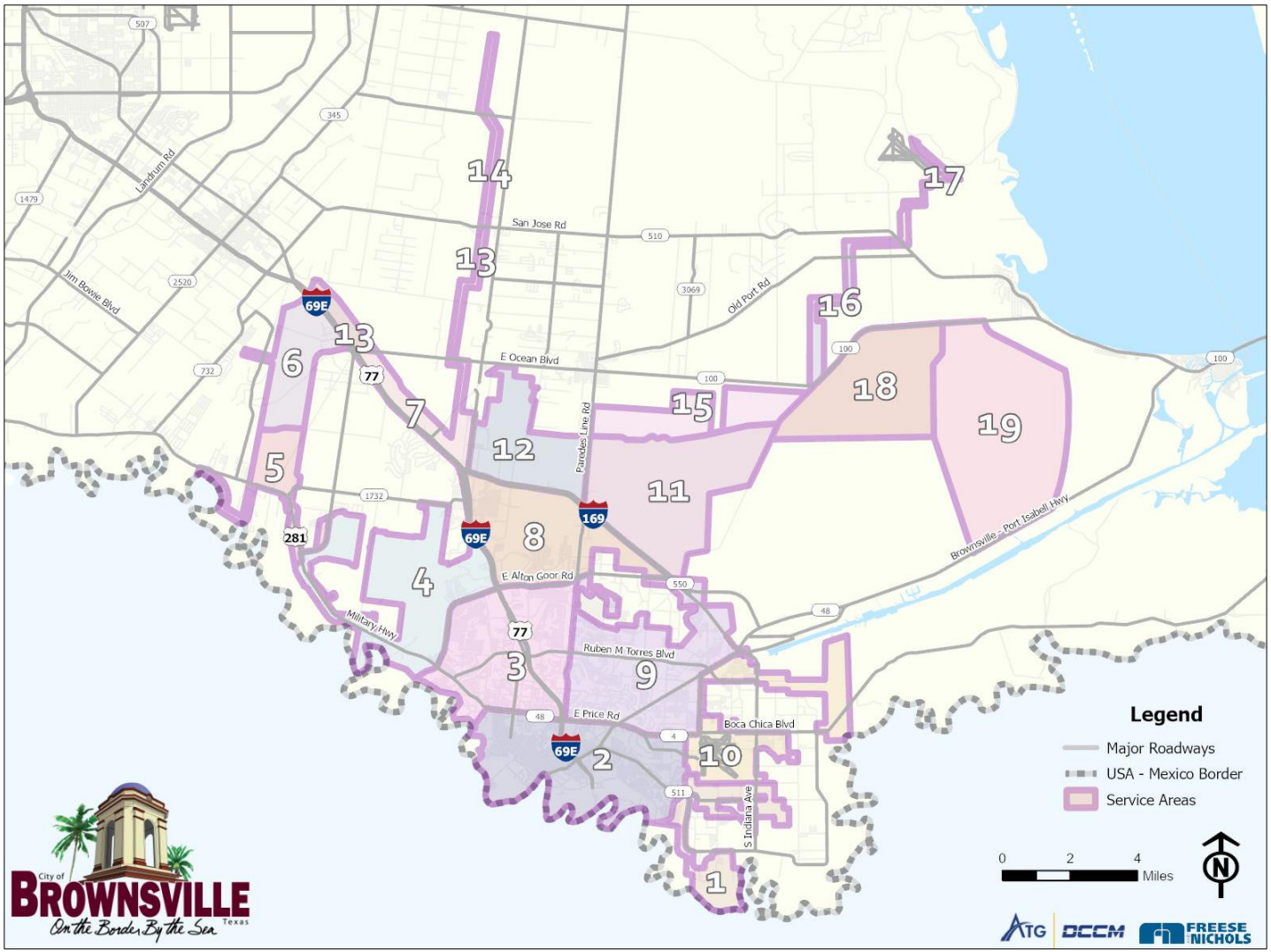


Figure 1: Roadway Capital Recovery Fee Service Areas

Data Format

Demographics compiled for the land use assumptions have been formulated by road service area according to the following format and categories derived from the regional travel demand model.

Housing Units (2023)

All living units including single-family, duplex, multifamily, and group quarters for the base year (2023).

Housing Units (2033)

Projected housing units by service zone for 2033 (ten-year growth projections).

Population (2023)

Existing population for the base year (2023).

Population (2033)

Projected population by service zone for the year 2033 (ten-year growth projections).

Employment (2023 and 2033) Employment data is aggregated to three employment sectors and include Basic, Service and Retail. These service sectors serve as the basis for nonresidential trip generation and align with the travel demand modeling process. The following details the types of businesses which fall within each of the three sectors.

Basic (Industrial) -- Land use activities that produce goods and services such as those that are exported outside the local economy: manufacturing, construction, transportation, wholesale trade, warehousing and other industrial uses.

Service (Office) -- Land use activities which provide personal and professional services such as financial, insurance, government, and other professional and administrative offices.

Retail -- Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector such as grocery stores, restaurants, etc.

Basis for Land Use Assumptions

Data for the these land use assumptions are rooted in data obtained from the Rio Grande Valley Travel Demand Model (RGV TDM). This data source, also used in the modeling process for development of the BTX Mobility Plan, contains data in small geographic zones known as traffic analysis zones (TAZs) which were originally formulated on the basis of homogenity and traffic generation potential using major roads, railroads, water features and other

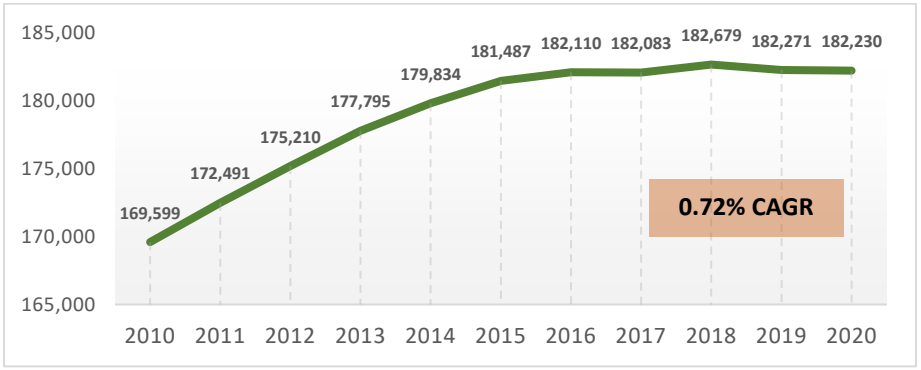
fixed physical boundaries for delineation. These TAZs were aggregated into larger areas that formed the road service areas. It is important to note that not all TAZs aligned with city limits, and in some locations demographic adjustments were made based on interpretation of current aerial imagery for existing land use and upon the percentage of each TAZ located within city limits.

Historic Growth Trends

Founded in 1848, the City of Brownsville experienced modest growth until 1920, when the population grew from just under 12,000 to over 52,000 by 1970. From 1970 to 2020, the City of Brownsville's population dramatically increased at an annual growth rate of 2.57%, adding over 130,000 people in 50 years (Texas Almanac, 2022). Between 2010 and 2020, Brownsville grew at a rate of 0.72% adding over 12,600 persons from 169,599 to 182,230. The annual growth between 2010-2015 was 1.28% but slowed to 0.02% between 2015-2020 (U.S. Census Bureau, American Community Survey, 2022). **Figure 2** illustrates Brownsville's population growth over the past 10 years.

Demographic Sources

Demographics from the RGV TDM included datasets for population, households and employment for year 2019 and forecast year 2045. This benchmark information provided a starting from which data for the ten-year growth rates were derived.



Source: U.S. Census, American Community Survey.

Figure 2: Brownsville Population Growth

Growth Rate Application

Year 2023 and 2033 demographics were developed from benchmark data by ATG through determination of compound annual growth rates derived from the 2019 and 2045 datasets and then a reallocation process for the ten-year data by road service areas. ArcGIS Pro was used for the growth rate analysis and reallocation process using the formlua below.

$$CAGR = \left\{\frac{\text{Ending Balance}}{\text{Beginning Balance}}\right\}^{\left(\frac{1}{\text{number of years}}\right)} - 1$$

$$\underset{\text{(Ending Balance)}}{\text{Future Year Population}} = \underset{\text{(Beginning Balance)}}{\text{Present year Population}} \times (CAGR + 1)^{n}$$

Population and employment data was then distributed in each service area based on the share of physical geography, existing land use composition, and density of development. In the reallocation process, anticipated growth for year 2033 included the shifting of population and employment within service areas based on a variety of physical factors including:

- Proximity to utility infrastructure
- Environmentally sensitive or protected area geographic barriers
- Density/available land
- Infill potential
- Growth and development trends (including building permit trends)

Figure 3 depicts the results of the growth rate analysis for population and indicate stable increases in population in the core of the city and higher growth in the northern portions of the city north of Alton Gloor Boulevard in Service Areas 4, 6, 8 and 12. The highest growth is forecasted generally along IH-69 and IH-169 corridors in Service Areas 7 and 11. Service Area 1, generally around Southmost Road, is forecasted to experience nominal growth. Areas between Boca Chica Blvd. and Alton Gloor Blvd./Dr. Hugh Emerson Rd. and the airport (Service Areas 3, 9 and 10) are forecasted to receive moderate growth.

The growth rates depicted include adjustments made to the land use assumptions as a result of recent development activity received by the City in late 2022. Recent large-scale residential development in Service Areas 13, 17, 18, 19 included:

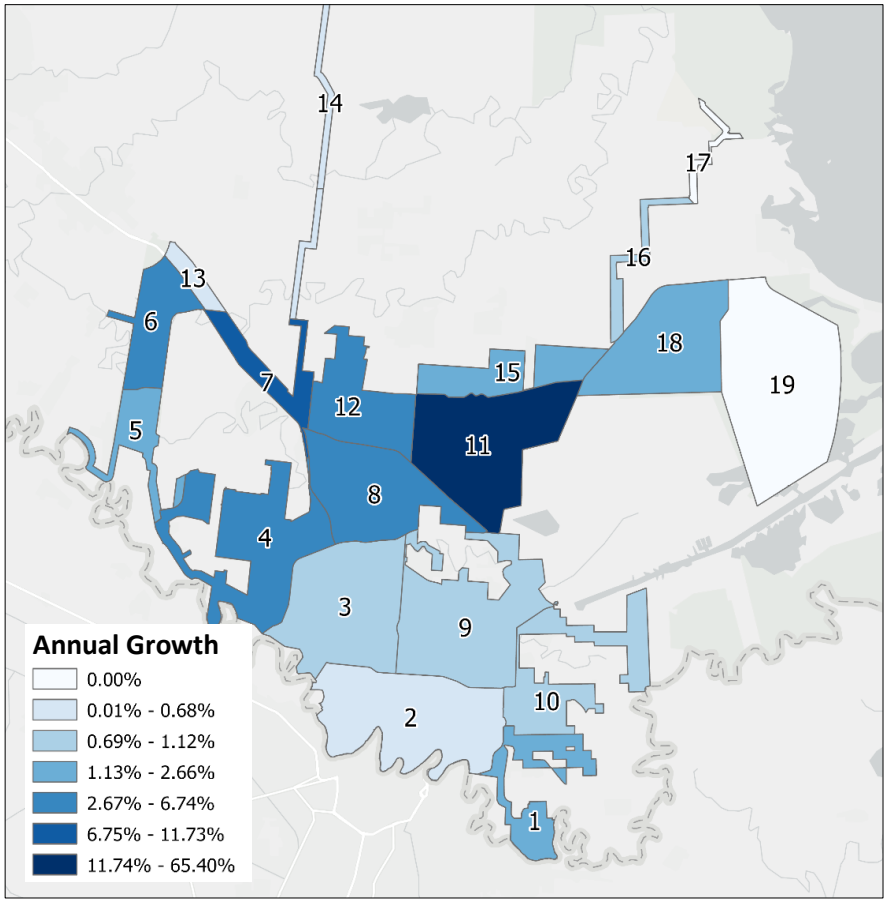


Figure 3: Population Growth Rates (2023-2033)

- Madeira Mixed Use Development (130 acres)
- Heights at River Bend (230 acreas)

- Master Planned Development (432 acres)

The ten-year compound annual growth rate is forecasted to be 1.65%.

Employment growth, in **Figure 4**, is also forecasted to be strong along the IH-69 and IH-169 corridors generally north of Alton Gloor Blvd. and Dr. Hugh Emerson Rd. Areas around the airport and southeastern portions of the City are forecasted for robust growth. The core of the City is forecasted to receive stable growth. Several large-scale developments added in late 2022 containing significant forecasted employment levels include:

- I-169 N. Corridor Industrial Park (729 acres)
- Brownsville Air and Space Campus (414 acres)
- BTX Fiber Project

Ten-Year Growth Projections

Including the growth rates analysis for population and employment described above, several assumptions were made with regard to the physical growth of the City:

- Future land uses will occur based on similar trends of the past and consistent with the Image Brownsville Comprehensive Plan
- The City will be able to finance the necessary improvements to accommodate growth
- School facilities will accommodate increases in population
- Densities will be similar to those as defined in the Imagine Brownsville Future Land Use Plan Map

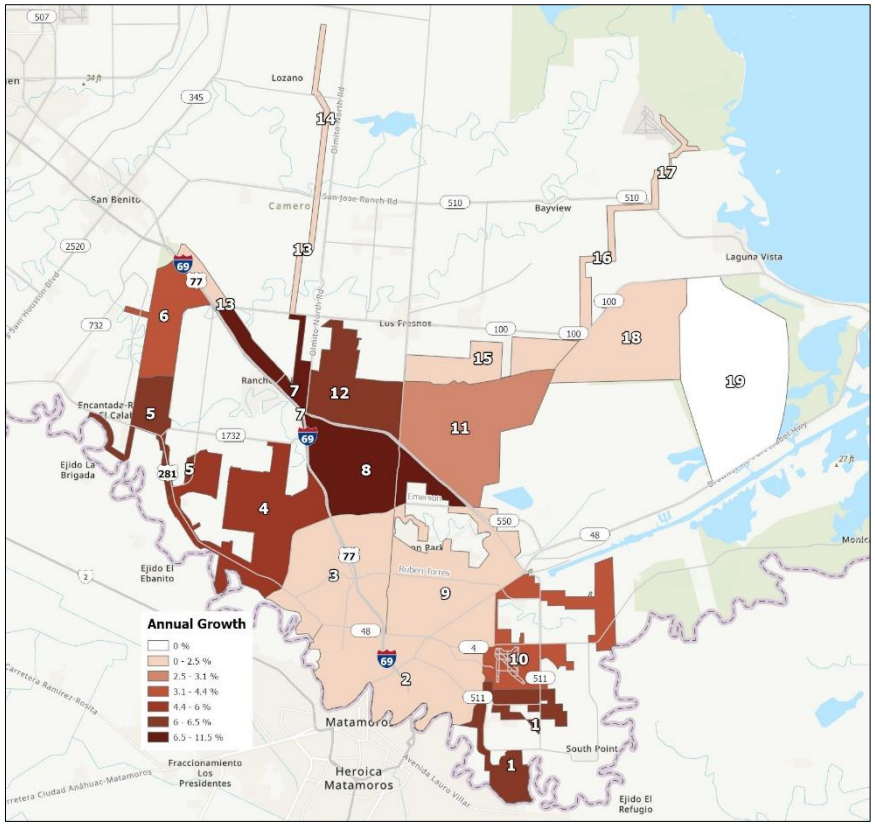


Figure 4: Employment Growth Rates (2023-2033)

By 2033, Brownsville is forecasted to a net growth of 37,041 persons and 29,096 employees (**Table 1**) for a total population and employment of 248,653 and 101,451, respectively.

Table 1: Brownsville Total Population and Employment Growth

Year	Housing Units	Population	Employment			
			Basic	Service	Retail	Total
2023	61,018	211,162	13,197	40,552	18,606	72,355
2033	75,702	248,653	22,772	54,474	24,205	101,451
Growth	***10,671***	***37,491***	***9,575***	***13,922***	***5,599***	***29,096***
Growth Rate	*2.18%*	*1.65%*	*5.61%*	*3.00%*	*2.67%*	*3.44%*

Population Projection

Forecasted population growth shown in **Table 2** is expected to vary by service area as a function of growth rate and available land for development. The service areas that experience the largest net population change include Areas 3, 8 and 9.

Service Areas 2, 11, and 12 are also projected to experience greater net population gain compared to the rest of the City. Service areas with the largest projected population compound annual growth rates include zones in the north and northwest areas of the City (Areas 4, 6, 7, 8 and 12). These areas all have 10-year annual growth rates of 3.20% (Service Area 8) or greater.

Table 2: Population Growth by Service Area

Service Area	Population				
	2023	2033	CAGR	Total Increase	Pct. Total Growth
1	8,593	10,764	2.28%	2,171	25.3%
2	56,887	60,630	0.64%	3,743	6.6%
3	53,440	58,234	0.86%	4,794	9.0%
4	2,000	3,047	4.30%	1,047	52.4%
5	1,306	1,692	2.62%	386	29.6%
6	933	1,436	4.41%	503	53.9%
7	1,720	5,213	4.81%	3,493	60.0%
8	19,940	29,205	3.20%	9,265	37.0%
9	52,709	57,511	0.88%	4,802	9.1%
10	10,110	11,300	1.12%	1,190	11.8%
11	20	3,064	0.96%	3,044	10.0%
12	3,278	6,292	6.74%	3,014	92.0%
13	85	91	0.68%	6	7.1%
14	20	21	0.49%	1	5.0%
15	100	128	2.50%	28	28.0%
16	10	11	0.96%	1	10.0%
17	1	1	0.00%	0	0.0%
18	10	13	2.66%	3	30.0%
19	0	0	0.00%	0	0.0%
Total	**211,162**	**248,653**	**1.65%**	**37,491**	**17.8%**

While growth rates may be higher in the northwestern sector of Brownsville by service area, the greatest concentration of population is projected to still exist in Areas 2, 3 and 9.

Employment Projection

The 2019 and 2045 employment estimates for Brownsville included three categories: basic, retail and service employment. The overall employment compound annual growth rate was determined by adding all jobs together to calculate a total employment amount for each service area. The city-wide ten-year annual growth rate is projected to be 3.44% from 2023 to 2033. Overall employment is expected to grow by 40% over that time period, from 72,355 jobs to 101,451 jobs.

Service areas that are projected to have the largest total increase in employment include areas 8, 7, 9 and 10 with job growth ranging from 3,300 to 10,000. Of note is Area 8, which is forecasted to increase tremendously as a result of the I-169 N. Corridor Industrial Park development. From a growth rate perspective, Areas 7 and 8 are forecasted to experience the highest compound annual growth at 11.5 and 10.9%, respectively. Other areas with high growth rates include Areas 1, 4, 5, and 12. **Table 3** lists total employment by service area.

Table 3: Employment Growth by Service Area

Service Area	Employment				
	2023	2033	CAGR	Total Increase	Pct. Total Growth
1	1,269	2,391	6.54%	1,122	88.42%
2	18,331	19,998	0.87%	1,667	9.09%
3	17,156	18,808	0.92%	1,652	9.63%
4	2,447	4,360	5.95%	1,913	78.18%
5	435	803	6.32%	368	84.60%
6	341	524	4.39%	183	53.67%
7	2,097	6,232	11.51%	4,135	197.19%
8	5,568	15,644	10.88%	10,076	180.96%
9	15,259	18,565	1.98%	3,306	21.67%
10	7,560	10,853	3.68%	3,293	43.56%
11	28	38	3.10%	10	35.71%
12	1,621	2,944	6.15%	1,323	81.62%
13	70	82	1.59%	12	17.14%
14	40	42	0.49%	2	5.00%
15	100	128	2.50%	28	28.00%
16	10	10	0.50%	1	10.00%
17	3	3	0.50%	0	0.00%
18	20	26	2.50%	6	30.00%
19	0	0	0.00%	0	0.00%
Total	**72,355**	**101,451**	**3.44%**	**29,097**	**40.21%**

Growth Summary

In addition to serving growth, the preparation of land use assumptions is an important initial step in the development of capital improvements planning. The following summarizes the findings of forecasted growth contemplated for the development of an capital recovery fee program in Brownsville. The Compound Annual Growth Rate (CAGR) used for the derivation of 10-year land use assumptions was 1.65% for population and 3.44% for employment.

- The 2023 population for Brownsville is approximately 211,162 persons, and the 2023 employment is approximately 72,355 jobs.
- The 2033 population forecast for service areas that comprise the City is 248,653. The forecasted employment is 101,451 jobs in 2033.
- Ten-year growth of population and employment is forecasted to be 37,491 persons and 29,096 employees, respectively.

The Appendix contains a full listing of population and employment by service area for 2023 and 2033.

Capital Improvement Plan

In defining projects to support growth, state law mandates an enumeration of existing road system utilization and forecasted demands because of future growth to serve as a basis for defining capital projects. The following sections detail the derivation of capital improvements plan for the roadway system.

Service Units

Service units establish a relationship between capacity provided by roadway projects and demand placed on the street system by traffic. As defined in TLGC Chapter 395, "service unit means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions."

Roadway facilities are typically designed and constructed to accommodate volumes expected to occur during the peak hours (design hours) of travel. These volumes typically occur during the peak hours as motorists travel to and from work. The number of service units provided by a road segment during the peak hour is simply the product of the peak hour carrying capacity of the road and its length. To determine roadway demand, the service unit is the amount of traffic present on the road during the peak hour by the length of the roadway segment.

Existing Conditions Analysis

An inventory of major roadways that are designated as arterial or collector facilities on the Thoroughfare Plan element of the BTX Mobility Plan was conducted to determine: 1) capacity provided by the existing roadway system, 2) the demand currently placed on the system, and 3) the potential existence of deficiencies on the system. Any deficiencies found to occur will be carried over into the cost per service unit calculations (netting out capacity made available by the CIP). Data for the inventory were obtained from the concurrent BTX Mobility Plan effort, travel demand model output and reconnaissance of the existing road network.

The roadways were divided into segments based on changes in lane configuration, major intersections, city limits or service area boundaries that may influence roadway characteristics. For the assessment of individual segments, lane capacities were assigned to each segment based on roadway functional class defined by the City's Master Mobility Plan and type of existing cross-section, as listed in **Table 4**. Roadway hourly volume capacities are defined by link-level carrying capacity values based upon generally accepted capacities defined by the RGV TDM modeling description for the suburban context (Rio Grande Valley Metropolitan Planning Organization, 2020). The RGV TDM modeling capacities describe a level-of-service (LOS) "E/F" operation which has been tailored for the City of Brownsville and reduced by

a factor of 20% to reflect minimum acceptable traffic operational condition by the City of LOS "D/E" operation.

Table 4: Roadway Facility Vehicle-Mile Lane Capacities

Roadway Facility Functional Classification	Designation	Hourly Vehicle-mile Capacity per Lane Mile of Roadway Facility
Primary Arterial*	DA/SA*	590
Divided Collector*	DC/SC*	510
Secondary Arterial	UA	590
Undivided Collector	UC	510
**Facilities with a two-way left turn lane (TWLTL) treated as a divided facility and marked with a Special Arterial (SA) or Special Collector (SC) designation.*		

Existing Volumes

Traffic volume data was used to validate the RGV TDM. Link level directional volume for the PM peak hour was used in the evaluation of the existing road network. Directional volumes are used in the evaluation to ensure capacity exists in both directions as well as to address links that are split along service area boundaries.

These data were compiled for roadway segments throughout the City and compiled by service area. A summary of volumes by roadway segment is included in **Appendix A** as part of the existing capital improvements database.

Vehicle-Miles of Existing Capacity

An analysis of the total capacity for each service area was performed. For each roadway segment, the existing vehicle-miles of capacity supplied were calculated using the following:

Vehicle-Miles of Capacity = Link capacity per peak hour per lane x No. of Lanes x Length of segment (miles)

A summary of the current capacity available on the roadway system by service area is detailed in **Table 5**.

Vehicle-Miles of Existing Demand

The level of current usage in terms of vehicle-miles was calculated for each roadway segment. The vehicle-miles of existing demand were calculated by the following equation:

Vehicle-Miles of Demand = PM peak hour volume x Length of segment (miles)

The total vehicle-miles of demand by service area are listed in **Table 5**.

Vehicle-Miles of Existing Excess Capacity and Deficiencies

For each roadway segment, the existing vehicle-miles of excess capacity and/or deficiencies were calculated and are listed by service area in **Table 5**. Each direction was evaluated to determine if vehicle demands (volumes) exceeded the available capacity. If demand in either direction exceeded capacity, this deficiency in the roadway network was documented as the excess demand over available capacity in that segment. The total deficiency

in the network is deducted from the capacity supply associated with the capital recovery fee capital improvement plan to account for excess demand in the network from existing development. Any deficiencies identified under current operations will be carried over to the capital recovery fee calculation. A detailed listing of existing excess capacity and deficiencies by roadway segment is also located in **Appendix A**.

Growth Projections

The projected growth for the roadway service areas is represented by the increase in the number of new vehicle-miles of demand generated over the 10-year planning period. The basis for the calculation of new demand is the previously discussed estimated population and employment (basic, service and retail) projections.

The RGV TDM model and land use assumptions as amended were used to forecast service units of growth over the ten-year planning period.

Projected Vehicle-Miles of New Demand

The population and employment demographics, developed as part of the land use assumptions, were used in the travel forecast modeling process to determine vehicle-miles of growth from the net increase in ten-year growth. The ten-year projected vehicle-miles of demand by service area are summarized in **Table 6**.

Table 5: Peak Hour Vehicle-Miles of Existing Network Capacity, Demand, Excess Capacity, and Deficiencies

Service Area	Capacity	Demand	Excess Capacity	Existing Deficiencies
1	21,573	23,140	0	1,567
2	289,898	127,832	162,067	0
3	157,833	118,372	39,461	0
4	33,144	32,233	911	0
5	3,378	5,425	0	2,047
6	1,399	1,978	0	579
7	30,109	24,495	5,614	0
8	23,546	23,259	287	0
9	144,789	141,201	3,588	0
10	43,005	40,322	2,683	0
11	5,828	6,236	0	408
12	14,519	20,895	0	6,376
13	5,205	7,382	0	2,176
14	4,591	5,430	0	839
15	0	0	0	0
16	19,665	10,129	9,536	0
17	0	0	0	0
18	0	0	0	0
19	16,113	5,664	10,449	0
Total	**814,596**	**593,992**	**220,604**	**13,992**

Table 6: Ten-Year Projected Service Units of Demand

Service Area	Projected 10-Year Growth (Vehicle-Miles)
1	21,011
2	11,055
3	29,077
4	13,828
5	1,331
6	1,171
7	12,722
8	14,729
9	28,793
10	13,075
11	1,963
12	8,783
13	3,470
14	2,352
15	0
16	4,943
17	0
18	0
19	3,399
Total	**171,701**

Capital Improvements Plan

The capital recovery fee CIP is aimed at facilitating long-term growth in the City of Brownsville. As part of the BTX Mobility Plan development process, roadway projects necessitated to address growth were identified. Identified roadway projects were categorized as part of a larger set of short-, mid-, and long-term multimodal projects aimed to address City goals and objectives. To maintain consistency with state law, only roadway capacity enhancing projects are considered. Project types incorporated include:

- New or road widening to achieve standards set by street functional classification from the BTX Mobility Plan,
- New capacity projects with targeted initial implementation over the ten-year planning period.

It is important to note that projects in the CIP do not include any projects included as part of any TIRZ District plan. Such projects are financed through different sources of funding consistent with appropriate legislative mandate.

The initial CIP was reviewed and vetted with City Staff prior to discussion and comment by the CIAC. The initial set of road improvements were discussed with the CIAC in November 2022. The road capital improvements plan (CIP) was discussed in greater detail, commented upon, and recommended for approval by the CIAC on January 18, 2023.

Eligible Projects

Legislative mandate stipulates that for road capital improvement plans, only those roadways classified as Arterial or Collector class facilities and are included in the City's adopted Thoroughfare Plan may be considered. This

may include both new (unbuilt) facilities, widenings, or recently constructed projects where the City desires to recoup unused or excess capacity. State mandate requires that for projects to be recouped, only actual costs expended by the City may be considered. All projects identified in the road capital improvements plan must conform to the BTX Mobility Plan and for ultimate cost per service net calculations, will consider only costs incurred by the City for facility implementation. Standalone traffic signal projects were omitted from the CIP to focus on new roads and widenings and avoid potential "modernization" projects which are not allowed per law.

Capital recovery Fee CIP

The proposed CIP consists of 127 projects over the 19 service areas and advances the implementation of the BTX Mobility Plan road network, as shown in **Figure 5**. The capacity and net capacity provided by the proposed CIP is summarized in **Table 7**. Net capacity provided by the proposed CIP takes into consideration current traffic on CIP roads or any deficiencies from the existing conditions analysis. A detailed listing by project of capacity supplied can be found in **Appendix C**.

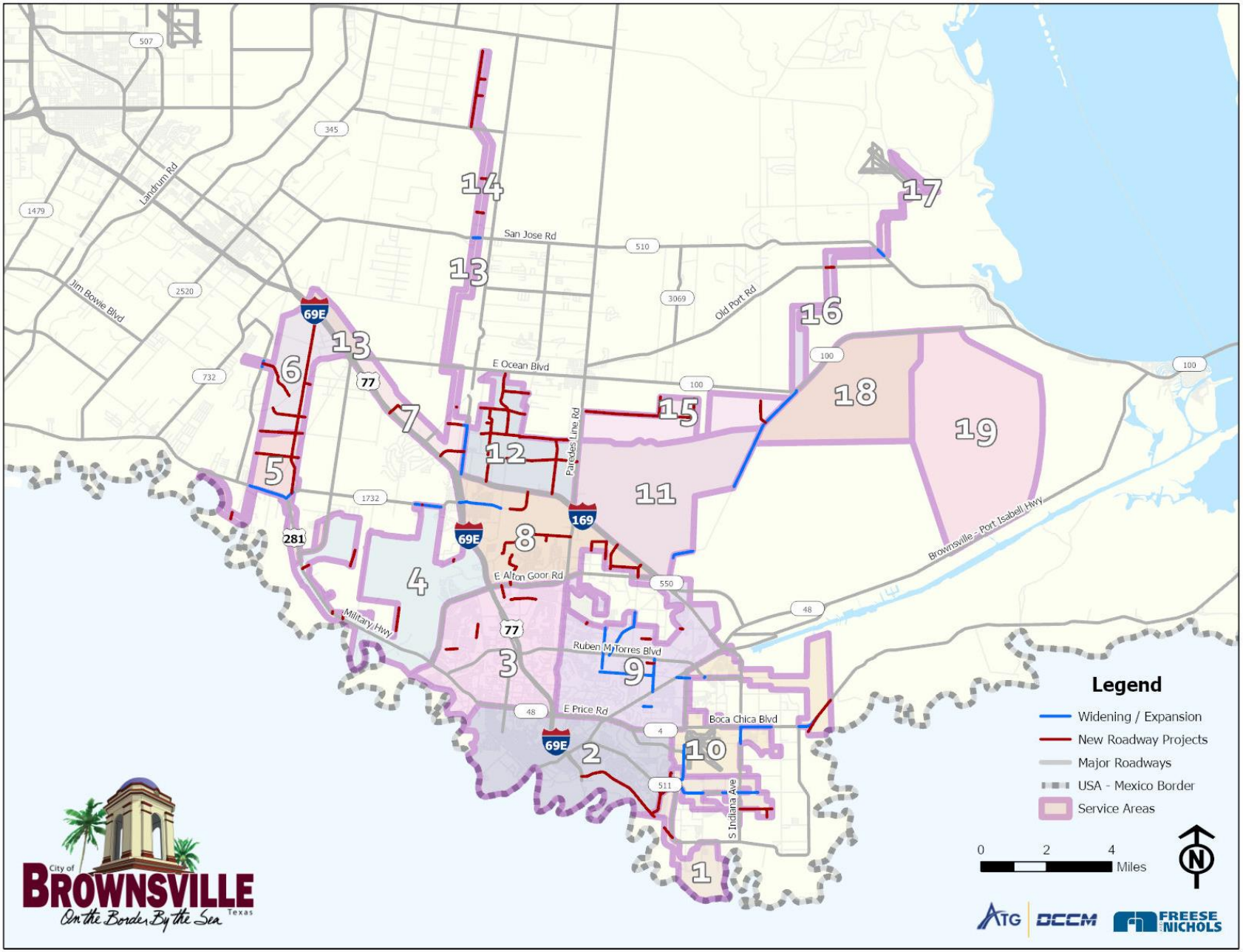


Figure 5: Brownsville Road Capital Improvements Plan (CIP)

Table 7: Capacity and Net Capacity Provided by the Proposed CIP

	A	B	C = A – B	D	E = C – D
Service Area	Capacity Supplied by CIP (veh-mi)	Existing Utilization (veh-mi)	Excess Capacity (veh-mi)	Existing Deficiencies (veh-mi)	Net Capacity Supplied by CIP (veh-mi)
1	6,412	0	6,412	1,567	4,845
2	9,050	0	9,050	0	9,050
3	3,633	0	3,633	0	3,633
4	3,464	0	3,464	0	3,464
5	5,615	0	5,615	2,047	3,568
6	6,965	0	6,965	579	6,386
7	5,579	0	5,579	0	5,579
8	15,124	0	15,124	0	15,124
9	7,730	0	7,730	0	7,730
10	5,335	0	5,335	0	5,335
11	1,315	0	1,315	408	907
12	18,054	0	18,054	6,376	11,678
13	117	0	117	2,176	0
14	2,089	0	2,089	839	1,250
15	11,546	0	11,546	0	11,546
16	681	0	681	0	681
17	148	0	148	0	148
18	1,479	0	1,479	0	1,479
19	0	0	0	0	0
Total	**104,340**	**0**	**104,340**	**13,992**	**92,403**

A comparison of net capacity provided by the proposed CIP relative to ten-year needs is listed in **Table 8**. The percent attributable to new growth is a direct result of the land use assumptions described earlier in the report. Based on the defined capital improvements plan, some service areas have projected growth exceeding the capacity supplied by the CIP. This will ultimately have an effect when CIP costs are considered in that, only the cost *necessitated and attributable to growth* are allowed for consideration. In other words, only the cost of road projects that are needed will be considered. If there is not enough capacity provided by CIP projects to cover growth, the cost of the projects is spread out over service units of growth and hence, the cost per service unit will be lower. Within these areas there may be insufficient land for right-of-way to accommodate widenings or new roads.

Figure 5 and **Table 8** illustrate and summarize the capital improvement projects aimed at addressing ten-year growth in Brownsville.

Table 8: Projected Demand and Net Capacity Provided by the Proposed CIP

Service Area	Net Capacity Supplied by CIP (Vehicle-Miles)	Projected 10-Year Growth (Vehicle-Miles)	Percent of CIP Attributable to New Dev. (10-Yr.)
1	6,421	21,011	100.0%
2	9,050	11,055	100.0%
3	3,633	29,077	100.0%
4	3,464	13,828	100.0%
5	5,615	1,331	23.7%
6	6,965	1,171	16.8%
7	5,579	12,722	100.0%
8	15,124	14,729	97.4%
9	7,730	28,793	100.0%
10	5,335	13,075	100.0%
11	1,315	1,963	100.0%
12	18,054	8,783	48.6%
13	117	3,470	100.0%
14	2,049	2,352	100.0%
15	11,546	0	0.0%
16	681	4,943	100.0%
17	148	0	0.0%
18	1,479	0	0.0%
19	0	3,399	100.0%
Total	**104,340**	**171,701**	**100.0%**

Conclusion

Chapter 395 of the Texas Local Government Codes prescribes the methodological requirements for land use assumptions and capital improvements plan in the consideration and development of an capital recovery fee program. These Land Use Assumptions and Road Capital Improvements Plan meets statutory mandate.

Land use assumptions were developed to be consistent with statutory mandate for ten-year growth of Brownsville and are rooted in demographics developed by the RGVMPO and tailored by Alliance Transportation Group for use in travel demand modeling in the development of the thoroughfare plan component of the BTX Mobility Plan. Ten-year demographics of the years 2023 and 2033 were extracted from the regional datasets and compiled by defined road service areas within the current city limits. Demographics were updated to incorporate recent large-scale development applications received by the City and growth rates of population and employment were reviewed to ensure consistency in current development trend of the City.

Brownsville is forecasted to grow by 37,491 persons and 29,906 jobs to a population of 248,653 and employment level of 101,451 jobs by 2033. The associated annual growth rate for the ten-year planning period is 1.65% for population and 3.44% for employment.

A capital improvements plan for roads to address ten-year growth was identified from multimodal planning as part of the BTX Mobility Plan development process. New roads and roadway widenings, consistent with the Thoroughfare Plan component of the plan and city vision for mobility improvements, were identified throughout the city and summarized by service area in terms of capacity provided by proposed improvements. The proposed road CIP consists of projects distributed throughout the city to address growth and development.

This Land Use Assumptions and Road Capital Improvements Plan document serve as an initial component to the development of an capital recovery fee program and does not constitute adoption of an capital recovery fee ordinance. The associated data and CIP were presented to the Brownsville Capital Improvements Advisory Committee and received approval in January 2023. Per Chapter 395, a public hearing will be held with the City Commission to consider these land use assumptions and road capital improvements plan.

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7. Alliance Transportation Group. (January 2023.) Ten-Year (2023-2033) Demographic Dataset. January 2023.

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10. Rio Grande Valley Metropolitan Planning Organization. (2020.) 2045 Regional Travel Demand Model.

Appendix A: 2023 Roadway Network Summary by Service Area

Service Area	2023 VMT Supply	2023 VMT Demand	023 VMT Excess Capacit	2023 Deficiencies
1	21,573	23,140	0	1,567
2	289,898	127,832	162,067	0
3	157,833	118,372	39,461	0
4	33,144	32,233	911	0
5	3,378	5,425	0	2,047
6	1,399	1,978	0	579
7	30,109	24,495	5,614	0
8	23,546	23,259	287	0
9	144,789	141,201	3,588	0
10	43,005	40,322	2,683	0
11	5,828	6,236	0	408
12	14,519	20,895	0	6,376
13	5,205	7,382	0	2,176
14	4,591	5,430	0	839
15	0	0	0	0
16	19,665	10,129	9,536	0
17	0	0	0	0
18	0	0	0	0
19	16,113	5,664	10,449	0
Total	**814,596**	**593,992**	**220,604**	**13,992**

Appendix B: Projected 10-Year Growth (Vehicle-Miles of New Demand)

Service Area	Projected 10-Year Growth (Vehicle-Miles)
1	21,011
2	11,055
3	29,077
4	13,828
5	1,331
6	1,171
7	12,722
8	14,729
9	28,793
10	13,075
11	1,963
12	8,783
13	3,470
14	2,352
15	0
16	4,943
17	0
18	0
19	3,399
Total	**171,701**

Appendix C: Roadway Capital Improvements Plan

Service Area	Shared Service Area	Project ID	Roadway Name	From	To	Length (Miles)	Lanes Added	Total Lanes	Rdwy Type	Pct. In Serv. Area	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	Exist. VMT Deficiency
1	0	101	Minnesota Ave	SOUTHMOST RD.	CALIFORNIA RD.	0.57	2	4	UC	100%	586	0	586	0
1	0	102	ARIZONA ROAD	2587ft E of S INDIANA AVE	City Limits (near S BROWN AVE)	0.40	2	4	UC	100%	406	0	406	0
1	99	103	ARIZONA ROAD	S INDIANA AVE	2587ft E of S INDIANA AVE	0.49	2	4	UC	50%	250	0	250	0
1	0	104	DOCKBERRY ROAD	S ILLINOIS RD.	E CITY LIMITS	0.98	2	4	DA	100%	1,152	0	1,152	0
1	0	105	DOCKBERRY ROAD	SOUTHMOST RD.	S DAKOTA AVE.	0.91	2	4	DA	100%	1,074	0	1,074	0
1	2	106	EAST LOOP -2	W City Limits	SOUTHMOST RD.	0.38	4	4	DA	50%	445	0	445	0
1	0	107	EAST LOOP -1	DEL PRADO DR.	Monsees Rd	0.54	4	4	DA	100%	1,277	0	1,277	0
1	0	110	SE COLLECTOR # 2	ARIZONA RD.	CITY LIMITS	0.25	2	4	UC	100%	255	0	255	0
1	10	111	Minnesota Ave	CALIFORNIA RD.	Norton Dr.	0.27	2	4	UC	50%	138	0	138	0
1	2	404	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	4	2	DA	50%	838	0	838	0
		Sub-Total Service Area 1				**5.50**					6,421	0	6,420	0
2	1	108	EAST LOOP 1-B2	EAST LOOP - 1	EAST LOOP - 3 (Near COTTAGE DR.)	0.71	4	4	DA	50%	838	0	838	0
2	1	402	EAST LOOP -3	EAST LOOP 1-B2 (near SONNY DR.)	SOUTHMOST RD.	0.38	4	4	DA	50%	449	0	448	0
2	0	405	EAST LOOP 1-B1	SOUTHMOST BLVD.	EAST LOOP (Near SONNY DR.)	0.36	4	4	DA	100%	850	0	850	0
2	0	407	McDAVITT BLVD	I 69E FRONTAGE	HAYES	0.18	2	2	DA	100%	211	0	211	0
2	0	409	S. IOWA AVE.	AMATISTA DR.	SOUTHMOST BLVD.	0.40	4	4	DA	100%	944	0	944	0
2	0	411	EAST LOOP	SA Boundary	I 69 (US 77/83 Hwy)	2.44	4	4	DA	100%	5,758	0	5,758	0
		Sub-Total Service Area 2				**4.47**					9,050	0	9,049	0
3	0	502/503	MERCEDES RD	MEMORIAL TRAIL	SIMMONS BLVD	0.41	4	4	UC	100%	836	0	836	0
3	0	504	OLD SPANISH TRAIL	SCHAEFER LN	LAREDO RD	0.30	4	4	UC	100%	612	0	612	0
3	0	506	New Road	E. Alton Goor Blvd	New Road B	0.37	4	4	UC	100%	757	0	757	0
3	0	507	LORENALY DR E. Extension (FID11)	LORENALY DR	MORRISON RD.	0.70	4	4	UC	100%	1,428	0	1,428	0
		Sub-Total Service Area 3				**1.78**					3,633	0	3,634	0
4	0	410	CARMEN AVE.	CITY LIMITS	VASQUEZ RANCH RD	0.70	2	2	UC	100%	719	0	719	0
4	0	706	FISH HATCHERY ROAD	FISH HATCHERY RD	RAILROAD ST (CITY LIMITS)	0.06	2	2	UC	100%	61	0	61	0
4	99	707/708	FM 1732	City Limits	LAGO VIEJO	0.73	2	2	DA	50%	431	0	431	0
4	0	709	GROVE PARK ROAD 2	MILITARY HWY	CITY LIMIT (Next closest rd is Carmen Blvd)	0.18	4	4	DA	100%	425	0	425	0
4	0	710	GROVE PARK ROAD 1	CITY LIMITS	NW COLLECTOR #1 E Extension	0.51	4	4	UA	100%	1,204	0	1,204	0
4	0	714	NW COLLECTOR #1	MILITARY HWY	OLD MILITARY RD (not SAN PEDRO RD)	0.21	4	4	UC	100%	428	0	428	0
4	0	715	NW COLLECTOR #2	MILITARY HWY	CITY LIMITS (BETWEEN SAN PEDRO RD AND CARMEN BLVD)	0.07	4	4	UC	100%	143	0	143	0
4	0	717	NW COLLECTOR #4	FM 1732	CITY LIMITS (Near SUMMERHILL BLVD)	0.00	2	2	UC	100%	0	0	0	0
4	7	718	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	2	DA	50%	53	0	53	0
		Sub-Total Service Area 4				**2.55**					3,464	0	3,463	0
5	0	801	DOMANSKI DR.	DOMANSKI DR	CITY LIMITS (Near Mexico border)	0.22	2	2	UC	100%	224	0	224	0
5	0	802	FM 1732	US 281 MILITARY HWY.	LOS ARBOLES AVE.	0.27	2	2	DA	100%	315	0	315	0
5	0	803	GUAGOLOTA ROAD	NW COLLECTOR #7	REGO RD.	0.77	2	2	UC	100%	785	0	785	0
5	0	804	GUAGOLOTA ROAD	MILITARY HWY	NW COLLECTOR #7 (FUTURE, near Roos Reservoir C)	1.11	2	2	UC	100%	1,132	0	1,132	0
5	0	805	NW COLLECTOR #7	GUAGOLOTA RD (FUTURE)	CITY LIMITS	0.19	2	2	UC	100%	194	0	194	0
5	0	806	NW COLLECTOR #7	CITY LIMITS (Near FM 1577)	GUAGOLOTA RD (FUTURE)	0.99	2	2	UC	100%	1,010	0	1,010	0
5	0	807	REGO RD	GUAGOLOTA RD	REDO RD (Existing and at City Limits)	0.19	2	2	UC	100%	194	0	194	0
5	6	808	REGO RD	GUAGOLOTA RD	ROOS RESERVOIR (W. BOUNDARY)	0.97	2	2	UC	50%	495	0	495	0
5	0	809	US 281 - MILITARY HWY.	MONTALVO ST.	FM 1732	1.07	2	2	DA	100%	1,266	0	1,266	0
		Sub-Total Service Area 5				**5.78**					5,615	0	5,616	0
6	0	901	FAR WEST COLLECTOR # A	RICE TRACT RD/FM 1577	RICE TRACT RD (near Guagolota Rd)	1.33	2	2	UC	100%	1,357	0	1,357	0
6	0	902	FM 1577	City Limits (near PALOMA DR.)	City Limits (near Poinciana Tree St)	0.18	2	2	UA	100%	217	0	217	0
6	0	903	GUAGOLOTA ROAD	NUNNELS RD	HWY77 FRONTAGE RD.	0.93	2	2	UC	100%	949	0	949	0
6	0	904	GUAGOLOTA ROAD	RICE TRACT RD	NUNNELS RD	1.17	2	2	UC	100%	1,193	0	1,193	0
6	0	905	GUAGOLOTA ROAD	NW COLLECTOR #8 (near Rice Tract Rd)	RICE TRACT RD	1.03	2	2	UC	100%	1,051	0	1,051	0
6	0	906	GUAGOLOTA ROAD	REGO RD	NW COLLECTOR #8 (FUTURE)	0.50	2	2	UC	100%	510	0	510	0
6	0	907	NW COLLECTOR # 8	GUAGOLOTA RD	CITY LIMITS	0.18	2	2	UC	100%	184	0	184	0
6	0	908	NW COLLECTOR # 8	RICE TRACT RD	GUAGOLOTA RD	0.82	2	2	UC	100%	836	0	836	0
6	5	909	REGO ROAD	ROOS RESERVOIR (W. BOUNDARY)	GUAGOLOTA RD	0.97	2	2	UC	50%	495	0	495	0
6	0	910	ROBERTA ROAD	GUAGOLOTA RD	CITY LIMITS (near Roberta Rd)	0.17	2	2	UC	100%	173	0	173	0
		Sub-Total Service Area 6				**7.28**					6,965	0	6,964	0
7	0	1302	JUAN SEGUIN BLVD.(FAR NORTH AR	City Limits (near Hidalgo Ave)	I 69E	0.05	4	4	UA	100%	112	0	112	0
7	0	1307	MEYERS ROAD	Lomax Rd	OLMITO NORTH RD.	0.17	4	4	UC	100%	342	0	342	0
7	0	1305	MEYERS ROAD	FM 803 CITY LIMITS (near FM 803)	Lomax Rd	0.38	4	4	UC	100%	775	0	775	0
7	0	1301	ARKANSAS ROAD	I 69E N FRONTAGE RD.	OLMITO NORTH RD.	0.71	4	4	UC	100%	1,448	0	1,448	0
7	0	1303	JUAN SEGUIN BLVD.(FAR NORTH AR	I 69E	CITY LIMITS (between FM 803 and Roberta Rd)	0.89	4	4	DA	100%	2,109	0	2,109	0
7	12	1308	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	2	UC	50%	740	0	740	0
7	4	1401	FM 1732 -2	Old Hwy 77	Hwy 77/I 69E	0.09	2	2	DA	50%	53	0	53	0
		Sub-Total Service Area 7				**3.74**					5,579	0	5,579	0

Service Area	Shared Service Area	Project ID	Roadway Name	From	To	Length (Miles)	Lanes Added	Total Lanes	Rdwy Type	Pct. In Serv. Area	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	Exist. VMT Deficiency
8	0	1508	NARANJO ROAD	I 69 E. (TEXAS TROPICAL TRL.)	OLD ALICE RD.	1.09	2	2	DA	100%	1,282	0	1,282	0
8	0	1511	ROBINDALE ROAD	DR HUGH EMERSON RD.	FM 511	0.39	4	4	UA	100%	920	0	920	0
8	0	1505	DANA AVE.	City Limits (near Dr Hugh Emerson Rd)	FM 511	0.78	4	4	UA	100%	1,841	0	1,841	0
8	0	1502	CADDELL RD	E ALTON GLOOR BLVD.	DENNETT RD.	1.10	4	4	UC	100%	2,244	0	2,244	0
8	0	1513	New Roadway G (FID0)	CARRIZALES RUCKER RD NARANJO ROAD	I 169	0.93	2	2	UC	100%	949	0	949	0
8	0	1514	New Roadway E	DENNETT RD/Stillman RD	PAREDES LINE RD.	2.21	4	4	DA	100%	5,216	0	5,216	0
8	0	1512	STAGECOACH TRAIL	STAGECOACH TRL/MYSTIC GROVE ST	New Roadway E	0.18	4	4	UC	100%	367	0	367	0
8	0	1509	NE COLLECTOR #1	DANA AVE (FUTURE, near Cavazos Rd)	ROBINDALE RD (FUTURE, near FM 511)	0.77	2	2	UC	100%	785	0	785	0
8	0	1503	CAVAZOS RD	CITY LIMITS (near Mesquite Wood Ct)	FM 511	0.30	2	2	UC	100%	306	0	306	0
8	0	1501	BARCELONA RD	CITY LIMITS (Calle Barcellona)	NE COLLECTOR #2 (near GBIC Cir and FM 511)	0.27	2	2	UC	100%	275	0	275	0
8	0	1510	NE COLLECTOR #2	BARCELONA RD (FUTURE, near GBIC Cir)	CAVAZON RD (FUTURE, near FM 511)	0.40	2	2	UC	100%	408	0	408	0
8	0	1515	New Roadway F	Stillman RD	New Roadway E	0.04	4	4	UC	100%	82	0	82	0
8	0	1504	CAVAZOS RD	Existing CAVAZOS RD/TOLEDO DR	CITY LIMITS (near CAVAZOS RD and FM 511)	0.22	4	4	UC	100%	449	0	449	0
		Sub-Total Service Area 8				**8.68**					15,124	0	15,123	0
9	0	911	PORT ISABEL RD	ROBINDALE RD	FM 802	1.14	2	2	DA	100%	1,345	0	1,345	0
9	0	1701	COFFEE PORT ROAD	ROBINDALE RD.	N. CENTRAL AVE.	0.65	2	2	DA	100%	769	0	769	0
9	0	1702	COFFEE PORT ROAD	OLD PORT ISABEL RD.	ROBINDALE RD.	0.83	2	2	DA	100%	978	0	978	0
9	0	1703	DANA AVE.	FM 802 (RUEBEN M TORRES)	PALM LN.	0.79	2	2	DA	100%	929	0	929	0
9	0	1704	DANA AVE.	OLD PORT ISABEL RD.	FM 802 (RUEBEN M TORRES)	0.45	2	2	UC	100%	456	0	456	0
9	0	1705	COFFEE PORT ROAD	SH 48 (E. 14TH ST.)	FM 313 (N. MINNESOTA AVE.)	0.28	2	2	DA	100%	336	0	336	0
9	0	1706	HIDDEN ACRES BLVD.	ESPINOSA LN	431ft E of ROBINDALE RD	0.25	4	4	UC	100%	510	0	510	0
9	0	1707	HUDSON BLVD	HERITAGE TRL	City Limits (MORRISON RD. E Extension)	0.06	4	4	UC	100%	122	0	122	0
9	0	1708	MCKENZIE RD	TIMBER DR.	N. CENTRAL AVE.	0.23	2	2	UC	100%	236	0	236	0
9	0	1709	MORRISON RD	CITY LIMITS/Resaca del Rancho Viejo	Existing MORRISON RD	0.08	4	4	DA	100%	189	0	189	0
9	0	1710	N CENTRAL AVE.	SH 48 (E. 14TH ST.)	FM 802 (RUEBEN M TORRES)	1.00	2	2	DA	100%	1,177	0	1,177	0
9	99	1711	ROBINDALE ROAD	MORRISON RD.	ROBINDALE ROAD	0.50	2	2	UC	50%	255	0	255	0
9	0	1712	TED HUNT DRIVE	TED HUNT BLVD (near Oscar Dancy St)	N CENTRAL AVE	0.21	4	4	UC	100%	428	0	428	0
		Sub-Total Service Area 9				**6.47**					7,730	0	7,731	0
10	10	111	Minnesota Ave	CALIFORNIA RD.	Norton Dr.	0.27	2	4	UC	50%	138	0	138	0
10	0	403	EAST LOOP - 4	I 69E	DEL PRADO DR	1.15	4	4	DA	100%	2,707	0	2,707	0
10	1	1003	Minnesota Ave/AMELIA EARHART DR	CALIFORNIA RD.	LES MAULDIN RD	0.76	2	2	SA	100%	449	0	449	0
10	0	1602	Coffee Rd/Coffeeport Rd	FM 313 (N. MINNESOTA AVE.)	431ft E of FM 313	0.08	2	2	DA	100%	94	0	94	0
10	0	1604	FM 511 (S Indiana Ave.)	UTAH RD.	SH 4 (BOCA CHICA BLVD.)	0.50	2	2	DA	100%	593	0	593	0
10	99	1605	SH 4 (Boca Chica Blvd.)	FM 511 (N. INDIANA AVE.)	City Limits (near NARANJAL DR.)	0.85	2	2	DA	50%	503	0	503	0
10	0	1606	SH 4 (Boca Chica Blvd.)	OKLAHOMA AVE.	0.5 mile east of OKLAHOMA AVE.	0.69	2	2	UA	100%	812	0	812	0
10	0	1607	Coffee Rd/Coffeeport Rd	City Limits	Ruben M Torres Blvd	0.03	2	2	DA	100%	39	0	39	0
		Sub-Total Service Area 10				**4.33**					5,335	0	5,335	0
11	18	1901	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	2	UA	50%	295	0	294	0
11	99	1902	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	1.73	2	2	UA	50%	1,021	0	1,021	0
		Sub-Total Service Area 11				**2.23**					1,315	0	1,315	0
12	13	1306	OLMITO NORTH ROAD	I 169	MEYERS RD.	1.45	2	2	UC	50%	738	0	737	0
12	0	1801	ABREGO ROAD	OLD ALICE RD.	PAREDES LINE RD.	1.96	2	2	UC	100%	1,996	0	1,996	0
12	0	1802	COLLECTOR #1 DELTA	SECONDARY ARTERIAL DELTA (FUTURE)	845FT W of OLD ALICE RD.	0.49	2	2	UC	100%	500	0	500	0
12	0	1803	COLLECTOR #1 DELTA	845FT W of OLD ALICE RD.	OLD ALICE RD.	0.16	4	4	UC	100%	326	0	326	0
12	0	1804	COLLECTOR #2 DELTA	WEST LEMON ST (near Old Alice Rd)	JUAN SEGUIN BLVD (FUTURE, near Old Alice Rd)	0.65	2	2	UC	100%	663	0	663	0
12	0	1805	E:W COLLECTOR	OLD ALICE RD.	PAREDES LINE RD.	1.35	2	2	UC	100%	1,375	0	1,375	0
12	0	1806	FAR NORTH COLLECTOR # 2	ABREGO RD	JUAN SEGUIN BLVD (FUTURE, near California Rd)	1.46	2	2	UC	100%	1,489	0	1,489	0
12	0	1807	FAR NORTH COLLECTOR # 3	I 169	CITY LIMITS (near Lemon Dr)	1.65	2	2	UC	100%	1,683	0	1,683	0
12	0	1808	JUAN SEGUIN BLVD. (FAR NORTH	CALIFORNIA RD.	OLD ALICE RD.	1.27	4	4	DA	100%	2,997	0	2,997	0
12	0	1809	SECONDARY ARTERIAL DELTA	JUAN SEGUIN BLVD (FUTURE)	City Limits (near SH 100)	1.30	4	4	UA	100%	3,068	0	3,068	0
12	0	1810	WEST LEMON ST.	CAJUN BLVD	OLD ALICE RD.	1.07	4	4	UA	100%	2,525	0	2,525	0
12	0	1811	ABELARDO DR	I 169	APRIL LN/ABREGO RD	0.54	2	2	UC	100%	551	0	551	0
12	0	1812	New Road D (FID78)	CALIFORNIA RD.	FAR NORTH COLLECTOR #2 (FUTURE)	0.14	2	2	UC	100%	143	0	143	0
		Sub-Total Service Area 12				**13.48**					18,054	0	18,053	0
13	14	1001	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	2	UA	50%	117	0	117	0
		Sub-Total Service Area 13				**0.20**					117	0	117	0

Service Area	Shared Service Area	Project ID	Roadway Name	From	To	Length (Miles)	Lanes Added	Total Lanes	Rdwy Type	Pct. In Serv. Area	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	Exist. VMT Deficiency
14	13	1101	FM 510 / SAN JOSE RD.	City Limits (near RESACA VIEW CIR.)	City Limits/FM 1018	0.20	2	2	UA	50%	117	0	117	0
14	0	1102	LINE 12 RD.	CITY LIMITS (near Line G RD)	CITY LIMITS (near FM 803/Olmito North Rd)	0.20	2	2	UC	100%	204	0	204	0
14	0	1104	LUGO RD.	CITY LIMITS (near CR 528)	CITY LIMITS (near FM 803)	0.19	2	2	UC	100%	194	0	194	0
14	99	1105	PARKER RD.	FRESNAL RD/Union Pacific Rail line	CITY LIMITS (near Ortega Rd)	1.84	2	2	UC	50%	939	0	938	0
14	99	1106	PARKER RD.	FRESNAL RD	CITY LIMITS (near Villa Franco Rd)	0.49	2	2	UC	50%	250	0	250	0
14	0	1107	VAZQUEZ RD.	CITY LIMITS (near existing Vazquez Rd and CR307)	CITY LIMITS (near FM 803)	0.20	2	2	UC	100%	201	0	201	0
14	0	1108	New Road C	CITY LIMITS (near Parker Rd and CR 526)	CITY LIMITS (near FM 803)	0.18	2	2	UC	100%	184	0	184	0
		Sub-Total Service Area 14				**3.29**					2,089	0	2,087	0
15	0	2201	FAR NORTH EAST COLLECTOR #1	JUAN SEGUIN BLVD (FUTURE)	CITY LIMITS	0.59	2	2	UC	100%	600	0	600	0
15	0	2202	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	3.49	4	4	DA	100%	8,236	0	8,236	0
15	18	2203	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	2	DA	50%	206	0	206	0
15	0	2204	SAN ROMAN BLVD. ROAD	CITY LIMITS (TEXAS TROPICAL TRL)	OLD PORT ISABEL RD.	0.72	4	4	DA	100%	1,701	0	1,701	0
15	18	2210	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	2	UA	50%	509	0	509	0
15	18	2211	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	2	UA	50%	295	0	294	0
		Sub-Total Service Area 15				**6.51**					11,546	0	11,546	0
16	17	2001	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	2	UA	50%	148	0	148	0
16	0	2002	Old Port Rd	CITY LIMITS (Along CR 350/Old Port Rd)	CITY LIMITS (Along CR 350/Old Port Rd)	0.23	4	4	UA	100%	533	0	533	0
		Sub-Total Service Area 16				**0.48**					681	0	681	0
17	16	2101	FM 510	City Limits (near BUENA VISTA BLVD.)	City Limits (OLD PORT RD.)	0.25	2	2	UA	50%	148	0	148	0
		Sub-Total Service Area 17				**0.25**					148	0	148	0
18	99	2205	OLD PORT ISABEL ROAD -1 (FID27)	4553 N of SAN ROMAN BLVD. ROAD	FM 100 (TEXAS TROPICAL TRL.)	0.30	2	2	UA	50%	176	0	176	0
18	15	2206	OLD PORT ISABEL ROAD -3 (FID28/36)	1840 S of SAN ROMAN BLVD. ROAD	SAN ROMAN BLVD. ROAD	0.35	2	2	DA	50%	206	0	206	0
18	15	2207	OLD PORT ISABEL ROAD - 4 (FID29/38)	1840 S of SAN ROMAN BLVD. ROAD	4475 S of SAN ROMAN BLVD. ROAD	0.50	2	2	UA	50%	295	0	294	0
18	15	2208	OLD PORT ISABEL ROAD -2 (FID19)	SAN ROMAN BLVD. ROAD	4553 N of SAN ROMAN BLVD. ROAD	0.86	2	2	UA	50%	509	0	509	0
18	11	2209	OLD PORT ISABEL ROAD-5 FID20	City Limits	2656ft N of City Limits	0.50	2	2	UA	50%	295	0	294	0
		Sub-Total Service Area 18				**2.51**					1,479	0	1,479	0

Notes:
DA - Divided Arterial
UA - Undivided Arterial
DC - Divided collector
UC - Undivided Collector
SA - Special Arterial with two-way left turn lane (TWLTL)
Service Area Code 99 is in the county outside service area boundaries.

Appendix D: Land Use Assumptions

Population Growth (2023-2033)

	2023	2033	Annual Growth Rate	Total Increase	Percent Total Growth
City of Brownsville	211,612	241,270	1.34%	30,108	14.26%
Service Area 1	8593	10764	2.28%	2171	25.26%
Service Area 2	56887	60630	0.64%	3743	6.58%
Service Area 3	53440	58234	0.86%	4794	8.97%
Service Area 4	2000	3047	4.30%	1047	52.35%
Service Area 5	1306	1692	2.62%	386	29.56%
Service Area 6	933	1436	4.41%	503	53.91%
Service Area 7	1720	2752	4.81%	1032	60.00%
Service Area 8	19940	27325	3.20%	7385	37.04%
Service Area 9	52709	57511	0.88%	4802	9.11%
Service Area 10	10110	11300	1.12%	1190	11.77%
Service Area 11	20	22	0.96%	2	10.00%
Service Area 12	3278	6292	6.74%	3014	91.95%
Service Area 13	85	91	0.68%	6	7.06%
Service Area 14	20	21	0.49%	1	5.00%
Service Area 15	100	128	2.50%	28	28.00%
Service Area 16	10	11	0.96%	1	10.00%
Service Area 17	1	1	0.00%	0	0.00%
Service Area 18	10	13	2.66%	3	30.00%
Service Area 19	0	0	0.00%	0	0.00%

**Growth rates calculated through projected population change, and analysis of surrounding development patterns.*

Original Data Source: RGV TDM, 2019 and 2045.

Employment Growth by Sector (2023-2033)

	2023	2033	Annual Growth Rate	Total Increase	Percent Total Growth
City of Brownsville	**72,469**	**94,336**	**2.67%**	**21,867**	**30%**
Service Area 1	1269	2379	6.49%	1110	87.4%
Basic	134	246	6.26%	112	83.5%
Retail	298	548	6.28%	250	83.6%
Service	837	1,597	6.67%	750	90.8%
Service Area 2	18,329	19,996	0.87%	1,667	9.1%
Basic	2,550	2,667	0.45%	117	4.6%
Retail	4,369	4,725	0.79%	356	8.1%
Service	11,412	12,606	1.00%	1,194	10.5%
Service Area 3	17,160	18,810	0.92%	1,650	9.6%
Basic	865	946	0.90%	81	9.4%
Retail	6,266	6,638	0.58%	372	5.9%
Service	10,025	11,224	1.14%	1,199	12.0%
Service Area 4	2,444	4,363	5.97%	1,919	78.5%
Basic	148	248	5.30%	100	67.6%
Retail	1,046	1,834	5.78%	788	75.3%
Service	1,253	2,278	6.16%	1025	81.8%
Service Area 5	435	802	6.31%	367	84.3%
Basic	69	125	6.12%	56	81.1%
Retail	133	214	4.87%	81	60.9%
Service	233	464	7.13%	231	99.1%
Service Area 6	340	523	4.41%	183	53.8%
Basic	49	75	4.41%	26	53.1%
Retail	78	120	4.41%	42	53.8%
Service	214	329	4.41%	115	53.7%
Service Area 7	2,198	3,789	5.60%	1,591	72.3%
Basic	207	289	3.39%	82	39.6%
Retail	599	1,093	6.20%	494	82.4%
Service	1291	2,405	5.63%	1014	72.9%

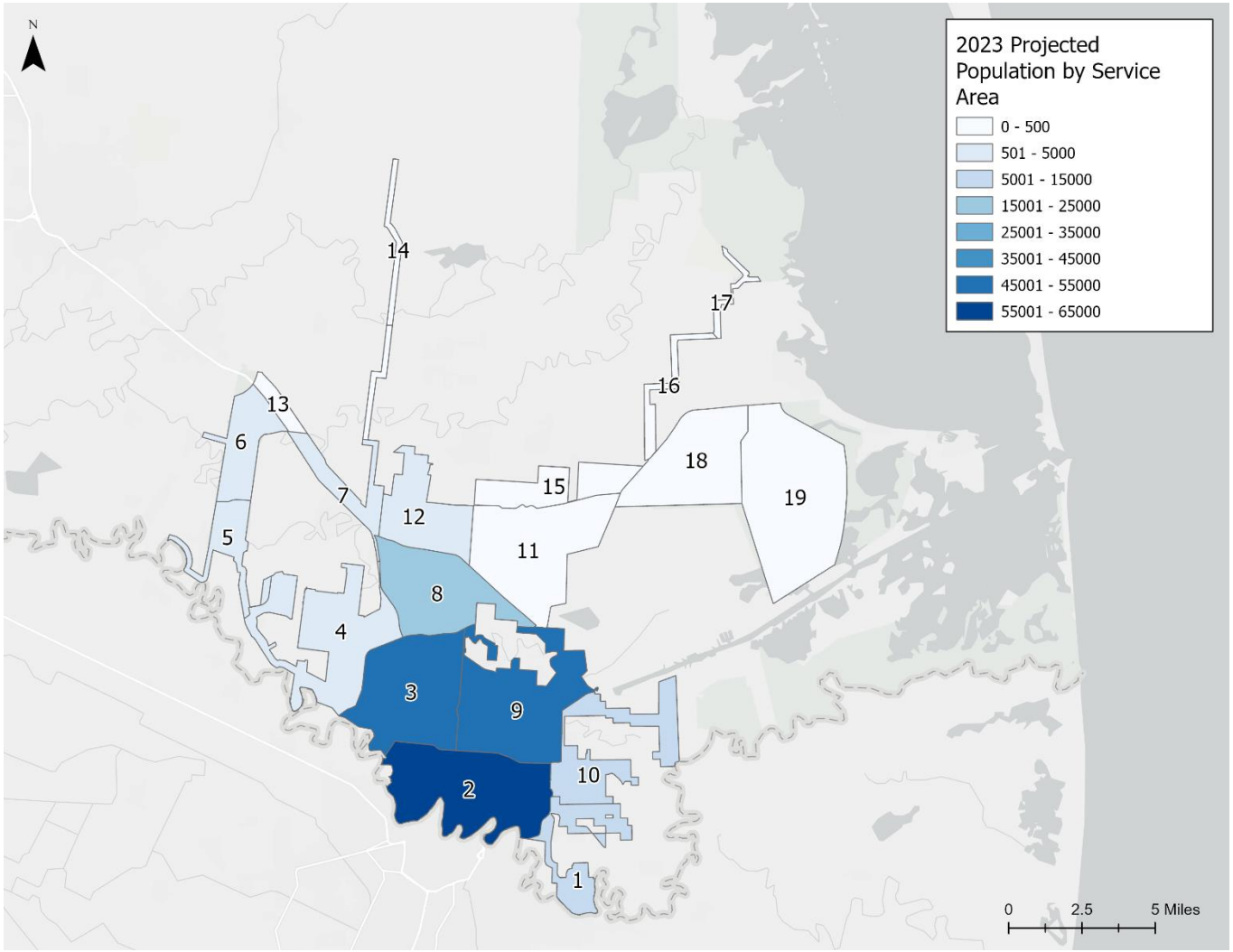
Service Area 8	5,581	10,979	7.0%	5,398	96.7%
Basic	837	1,647	7.0%	810	96.8%
Retail	1,387	2,728	7.0%	1,341	96.7%
Service	3,344	6,578	7.0%	3,234	96.7%
Service Area 9	15,252	18,562	1.98%	3,310	21.7%
Basic	5,400	5,837	0.78%	437	8.1%
Retail	2,613	3,315	2.41%	702	26.9%
Service	7,246	9,413	2.65%	1,897	26.2%
Service Area 10	7,565	10,856	3.68%	3,291	43.5%
Basic	2,769	3,380	2.01%	611	22.1%
Retail	1,105	1,785	4.91%	680	61.5%
Service	3,686	5,688	4.43%	2,002	54.3%
Service Area 11	31	39	2.32%	8	25.8%
Basic	19	19	0.0%	0	0.0%
Retail	2	6	11.61%	4	100.0%
Service	7	13	6.39%	6	85.7%
Service Area 12	1,622	2,945	6.15%	1,323	81.6%
Basic	104	174	5.28%	70	67.3%
Retail	646	1,138	5.83%	492	76.2%
Service	871	1,632	6.48%	761	87.4%
Service Area 13	70	83	1.72%	13	25.8%
Basic	20	23	1.41%	3	0.0%
Retail	15	18	1.84%	6	200%
Service	35	41	1.59%	13	85.7%
Service Area 14	40	42	0.49%	2	5.0%
Basic	9	9	0.0%	0	0.0%
Retail	11	12	0.87%	1	9.09%
Service	20	21	0.49%	1	5.00%
Service Area 15	100	128	2.50%	28	28.0%
Basic	10	13	2.50%	3	30.0%
Retail	30	38	2.50%	8	2.7%

Service	60	77	2.50%	17	28.3%
Service Area 16	10	11	0.50%	1	10.0%
Basic	2	2	0.50%	0	0.0%
Retail	1	1	0.50%	0	0.0%
Service	7	7	0.50%	0	0.0%
Service Area 17	3	3	0.50%	0	0.0%
Basic	1	1	0.50%	0	0.0%
Retail	1	1	0.50%	0	0.0%
Service	1	1	0.50%	0	0.0%
Service Area 18	20	26	2.50%	6	30.0%
Basic	4	5	2.50%	1	25.0%
Retail	6	8	2.50%	2	33.3%
Service	10	13	2.50%	3	30.0%
Service Area 19	0	0	0%	0	0%
Basic	-	-	-	-	-
Retail	-	-	-	-	-
Service	-	-	-	-	-

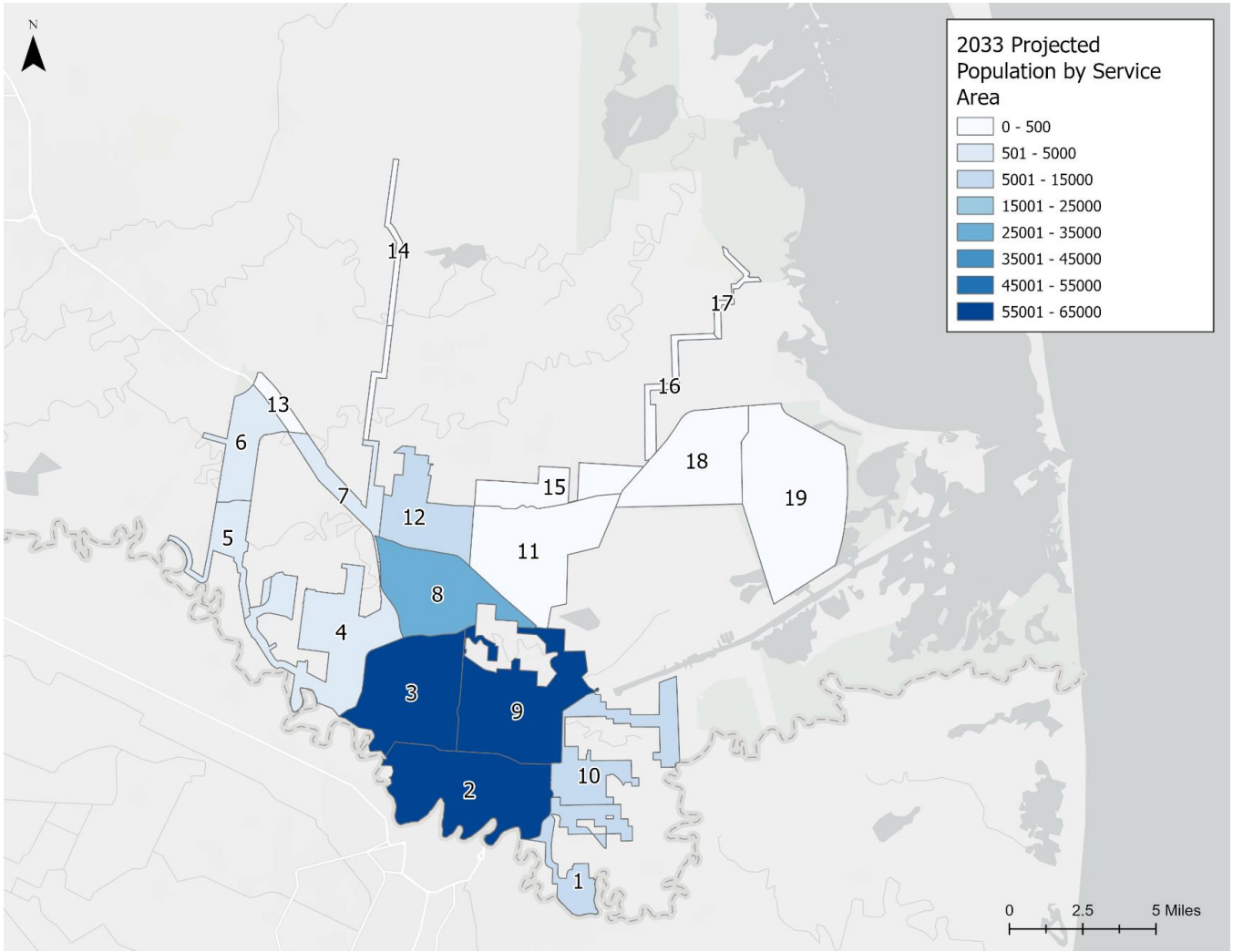
Population and Employment Projections Summary by Service Area, 2033

Employment					
	Housing Units	Population	2033 Basic	2033 Retail	2033 Service
Service Area 1	3872	10,764	246	548	1,597
Service Area 2	21,809	60,630	2,667	4,725	12,606
Service Area 3	20,947	58,234	946	6,638	11,224
Service Area 4	1,096	3,047	248	1,834	2,278
Service Area 5	605	1,692	125	214	464
Service Area 6	517	1,436	75	120	329
Service Area 7	990	2,752	289	1,093	2,405
Service Area 8	9,829	27,325	1,647	2,728	6,578
Service Area 9	20,687	57,511	5,837	3,315	9,413
Service Area 10	4,065	11,300	3,380	1,785	5,688
Service Area 11	8	22	19	6	13
Service Area 12	2,263	6,292	174	1,138	1,632
Service Area 13	32	91	23	18	41
Service Area 14	8	21	9	12	21
Service Area 15	46	128	13	38	77
Service Area 16	4	11	2	1	7
Service Area 17	0	1	1	1	1
Service Area 18	5	13	5	8	13
Service Area 19	0	0	0	0	0
City of Brownsville	**86,783**	**241,270**	**15,706**	**24,222**	**54,377**

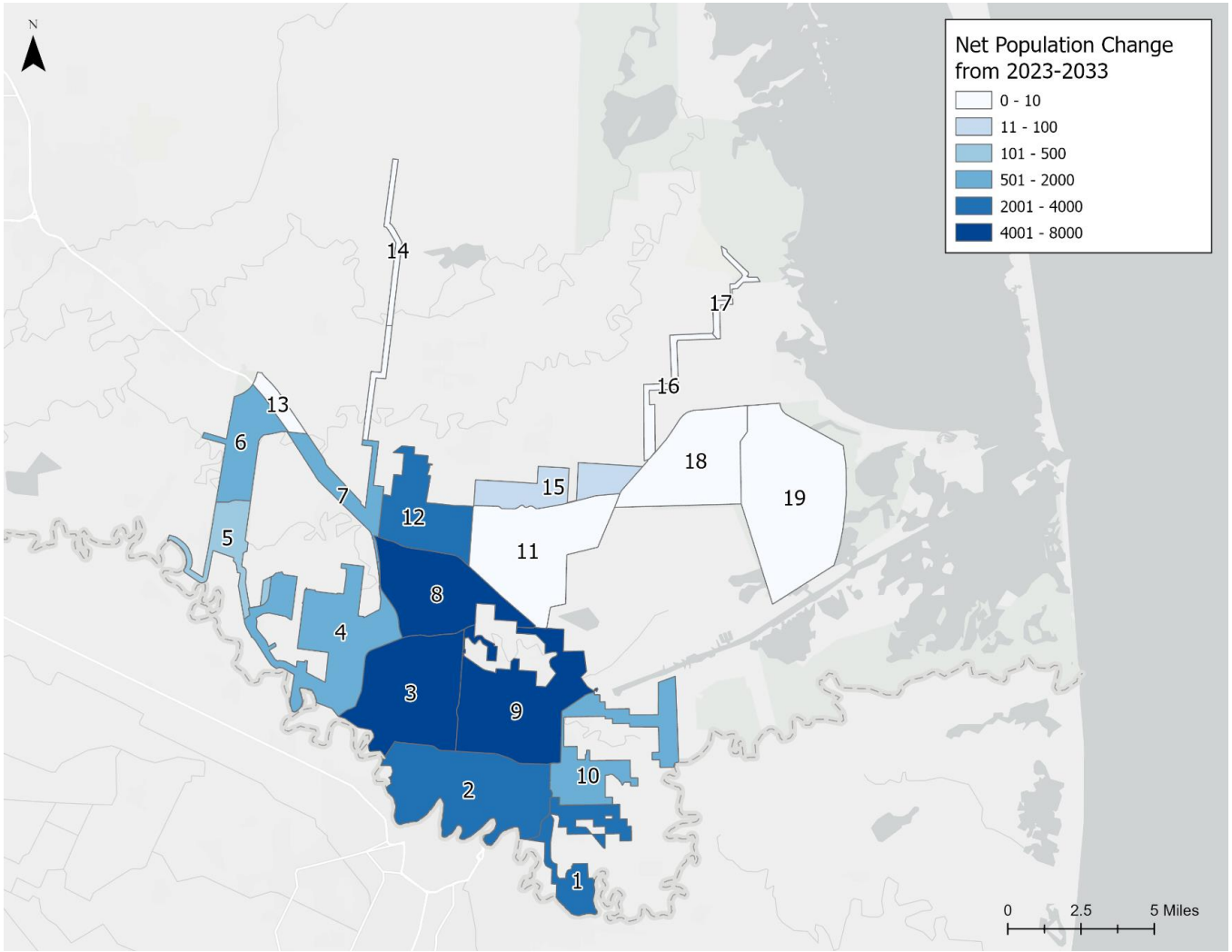
Population Estimates for 2023 by Service Area



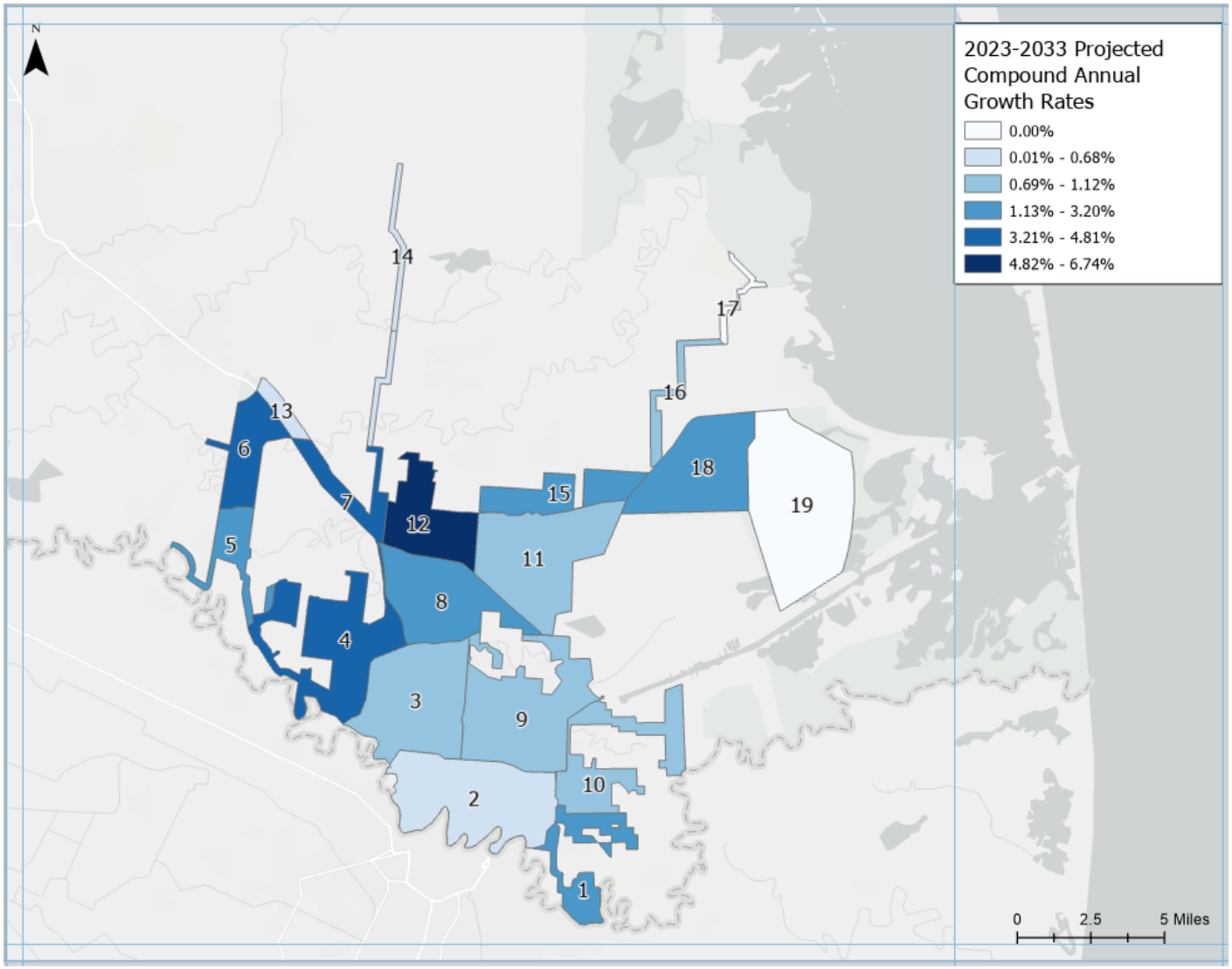
Projected Population Estimates for 2033 by Service Area



Net Population Growth by Service Area from 2023-2033



Projected Population CAGR 2023-2033



Project Milestones

DATE	MILESTONE	Location
1/27/2022	CRF Kick-Off	
5/3/2022	Resolution to consider CRF and CIAC members	City Commission
2/27/2023	Established Public Hearing Date for Land Use Assumptions	City Commission
3/16/2023	Published Notice of Public Hearing for LUA & Potential imposition of a CRF	Brownsville Herald
4/6/2023	Public Open House on CRF, Land Use Assumptions, BTX Mobility Plan	Brownsville Event Center
4/18/2023	Public Hearing for Land Use Assumptions for potential imposition of a CRF	City Commission
8/1/2023	Established Public Hearing Date for CRF	City Commission
8/15/2023	CRF Workshop	City Commission
8/16/2023	Published Notice of Public Hearing for CRF	Brownsville Herald
9/19/2023	Public Hearing for CRF	City Commission
10/3/2023	BTX Mobility Plan & Thoroughfare	City Commission
10/4/2023	Open House Event for Public Comments	Brownsville Event Center
1/16/2024	Public Hearing First Hearing on Ordinance	City Commission

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Martin Vega, Senior Planner
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-026**, to rezone from Residential Transition (R-3) to Commercial Corridor (CC) to allow a commercial plaza for 0.7487 acres of Lot 3, Block 1, Diamond Point II Subdivision, Cameron County, Texas, located at 3201 West Alton Gloor Boulevard, Brownsville, Texas 78526, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

Summary:

Property owner, Syed Q. Jalil, proposes to change the Zoning Designation for 0.7487 acres of Lot 3, Block 1, Diamond Point II Subdivision, Cameron County, Texas, located at 3201 West Alton Gloor Boulevard, Brownsville, Texas 78526. The applicant requests to rezone the subject property from Residential Transition (R-3) to Commercial Corridor (CC) for the purpose of establishing a commercial plaza.

The predominant land uses in the surrounding area are single-family dwelling and commercial development. Additional uses, such as undeveloped land and multi-family development are also present within proximity of the subject property.

The property is located within the Town Corridor. The proposed zoning/use is not consistent with the Future Land Use Map.

Project Scope and Analysis:

The subject property consists of an approximate area of 0.7487 acre and is currently vacant with frontage to West Alton Gloor Boulevard. It is important to point out the proposed use will share a boundary with 4 properties harboring single-family homes. Under UDC regulations, residential adjacency requirements are triggered when a commercial use shares a property line with single-family residences (40’ setback, 6’ masonry wall, and maximum structure height of 20’). The purpose of these provisions is to protect the privacy and welfare of single-family property owners. The applicant is requesting a zoning reclassification due to the current zoning (R-3) only allowing residential uses (single-family, duplex, and multi-family). The requested (CC) zoning designation would accommodate the proposed use.

Staff finds that the proposed zoning designation and use would not be appropriate for the area due to the adjacency with single-family homes.

Funding:

Source: Fiscal Dept. Approval Not Required

Amount: N/A

Local Contribution if Applicable: N/A

Recommendation:

There was verbal opposition at the Planning and Zoning Commission meeting on October 5, 2023. Neighboring property owners had concerns related to the generated traffic, maintaining the residential character of the area, and flood mitigation. The Planning and Zoning Commission approved this rezoning from Residential Transition (R-3) to Commercial Corridor (CC).

Commission Pillar:

Planning & Redevelopment

Attachments:

1. First Reading Zoning Cases 101723
2. Binder 235-2023-026

Planning and Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

First Reading Zoning Cases

CITY COMMISSION HEARING DATE: OCTOBER 17, 2023

Case Number	*Electoral District*	*Application Type*	*Property Address*	*Applicant/ Representative Name*	*Zoning Change*	*Reason for Request*	*Opposition*
235-2023-026	4	Rezone	3201 West Alton Gloor Boulevard	Syed Q. Jalil	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	**Verbal Opposition:** -Generated Traffic -Flood mitigation -Residential character
235-2023-027	2	Rezone	2921 Boca Chica Boulevard	B-Y Strawberry Square LTD. /Jimmy Barnard	To rezone from Commercial Corridor (CC) to Regional Center (RC)	To allow a plasma center	**Verbal Opposition:** -Predatory business model -Increase in crime -Negative image -Loitering problems
235-2023-028	2	Rezone	North Minnesota Avenue	Valley Apartments & Homes LLC./Jose Hernandez	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	No verbal or written opposition
235-2023-029	4	Rezone	221 Wild Rose Lane	Zonia C. Pullen	To rezone from Residential Estate (RE) to Residential Transition (R-3)	To allow a multi-family development	No verbal or written opposition
235-2023-030	4	Rezone	1420 West Alton Gloor Boulevard	Jesus Lopez	To rezone from Residential Estate (RE) to Commercial Corridor (CC).	To allow an administrative office for electrical business (use of existing building)	**Verbal Opposition:** -Flood mitigation
235-2023-031	4	Rezone	Summerhill Boulevard	Olmito Development LLC.	To rezone from Agricultural (AG) to Residential Single-Family (R-1)	To allow a single-family development	No verbal or written opposition

STAFF REPORT

Planning & Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

APPLICATION DETAILS

Applicant/Representative: Syed Q. Jalil
Property Address: 3201 West Alton Gloor Boulevard
Application Type: Rezone
Current Zoning: Residential Transition (R-3)
Application Date: August 16, 2023
CC Meeting Dates: 1st – October 17, 2023/ 2nd – November 7, 2023
Overlay(s): N/A
No. of Mail-outs: 18

Geo ID: 79-1247-0010-0030-00
Case No.: 235-2023-026
Proposed Use: Retail Plaza
Proposed Zoning: Commercial Corridor (CC)
P&Z Date: October 5, 2023
Electoral District: 4
Annexation Year: 1995
Opposition: No Verbal or Written Opposition

PROPERTY DETAILS

Legal Description: 0.7487 acres of Lot 3, Block 1, Diamond Point II Subdivision, Cameron County, Texas, 3201 West Alton Gloor Boulevard, Brownsville, Texas 78526.
Roadway Frontage: The subject property is fronting West Alton Gloor Boulevard, a Primary Arterial.
Predominant Land Use: The predominant land use within the area is Single-Family Dwelling and Commercial.

ABUTTING LAND USES (*SEE ATTACHED AERIAL VIEW MAP)*

North: Undeveloped Land and Single-Family Dwelling
East: Undeveloped Land and Commercial Business
South: Single-Family Dwelling and Commercial Business
West: Undeveloped Land, Single-Family Dwelling, and Commercial Business

EXISTING ZONING DESIGNATIONS (*SEE ATTACHED ZONING MAP)*

North: Residential Estate (RE) and Residential Single-Family Dwelling (R-1)
East: Residential Estate (RE) and Residential Transition (R-3)
South: Residential Single-Family (R-1) and Commercial Corridor (CC)
West: Residential Estate (RE), Residential Transition (R-3), and Commercial Corridor (CC)

FUTURE LAND USE PLAN (*SEE ATTACHED FUTURE LAND USE MAP)*

The City of Brownsville Future Land Use Plan indicates that the subject land is located within the Town Corridor. Land uses in the Town Corridor are primarily residential, with small clusters of commercial land uses. Residential land uses should be primarily single-family with attached townhomes and some larger lots with an average density of 3 dwelling units per acre. It is the opinion of staff that the request is not consistent with the Future Land Use Plan.

REVIEW CRITERIA

After an analysis of the subject property and surrounding area, it is the opinion of staff that the proposed zoning/use would generally not be compatible with surrounding uses and would create significant or burdensome demands on public facilities such as water, wastewater, and transportation. In general, the proposed zoning/use would not fit into the character of the neighborhood without having adverse impacts on the area.

STAFF RECOMMENDATION

Based upon the analysis presented in this report and based on observations from the Planning and Redevelopment Department, staff recommends denial of the zoning request from Residential Transition (R-3) to Commercial Corridor (CC).

ORDINANCE NUMBER 235-2023-026

AN ORDINANCE AMENDING THE "CITY ZONING ORDINANCE" BY AMENDING THE OFFICIAL ZONING ATLAS; AND DEALING WITH RELATED MATTERS INCLUDING $2000 PENALTIES.

WHEREAS, this ordinance is in accordance with the City's comprehensive plan; is consistent with the existing zoning surrounding the area to be rezoned; and bears a substantial relationship to the public health, safety, morals or general welfare; and all procedural requirements for the passage hereof have been met;

Be It Ordained by the City of Brownsville:

Section 1. That the City Commission of the City of Brownsville, Texas, hereby amends the "City Zoning Ordinance" by amending the Official Zoning Atlas so to rezone from Residential Transition (R-3) to Commercial Corridor (CC) to allow a commercial plaza for 0.7487 acres of Lot 3, Block 1, Diamond Point II Subdivision, Cameron County, Texas, located at 3201 West Alton Gloor Boulevard, Brownsville, Texas 78526, as shown in Exhibit "A"; the area rezoned by this amendment being situated entirely within the corporate limits of Brownsville, Cameron County, Texas. .

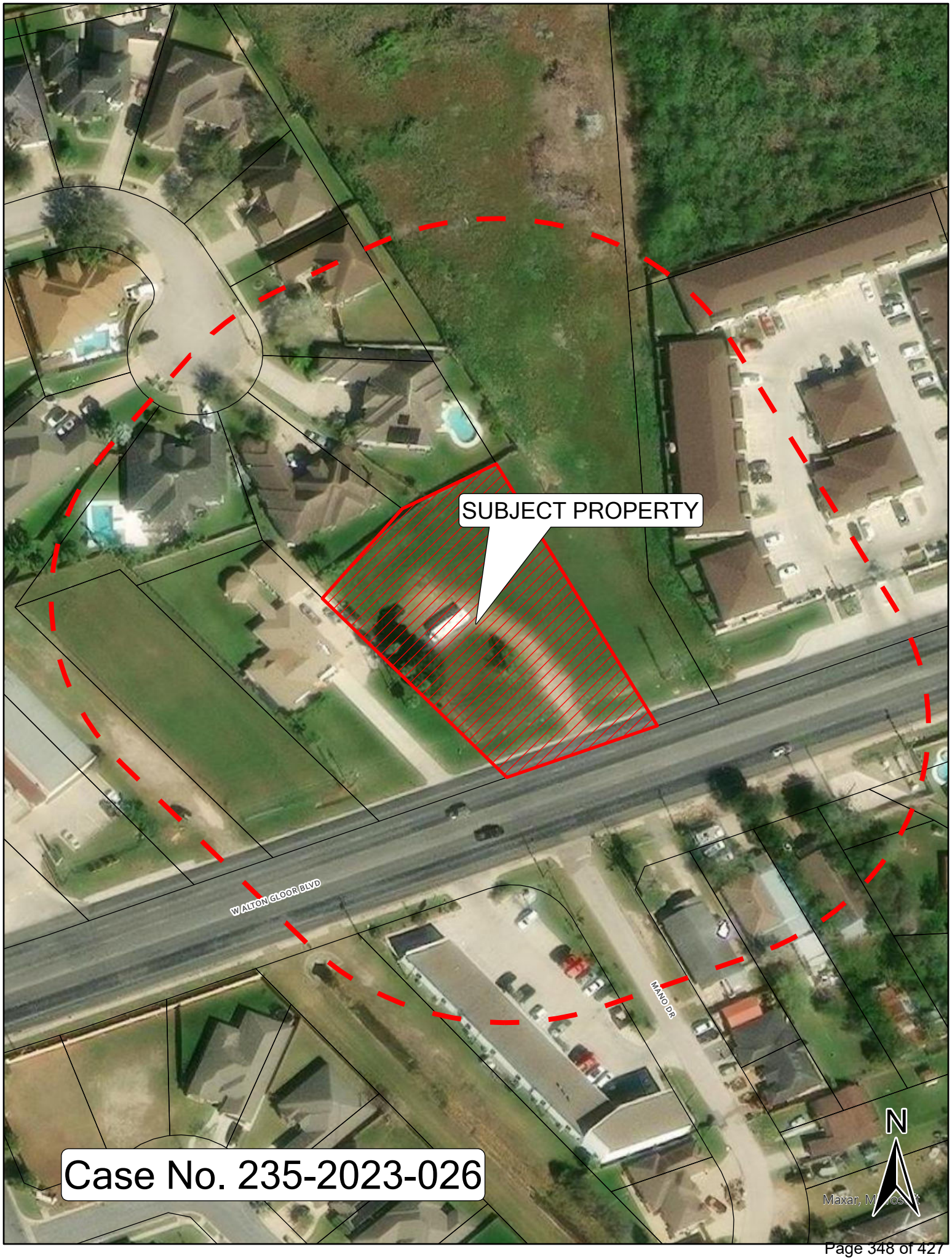
Section 2. That all provisions of the City of Brownsville Unified Development Code are incorporated herein by reference and declared to be a part hereof; and that this ordinance shall become effective on the earliest date allowed by law.

INTRODUCED at a public hearing on **October 17, 2023**. Passed at First Reading on **October 17, 2023**. PASSED at Second and Final Reading and ADOPTED, APPROVED, and ENACTED on **November 7**, **2023**.

(SEAL)

BY: _____
John Cowen Jr.
Mayor

ATTEST: _____
Yolanda Galarza-Gomez
City Secretary


SUBJECT PROPERTY
W ALTON GLOOR BLVD
MANO DR
N
Case No. 235-2023-026

City of Brownsville Zoning Map

Zoning Districts

- AG - Agricultural
- RE - Residential Estate
- R-1 - Residential Single Family
- R-2 - Residential Suburban
- R-3 - Residential Transition
- TN - Traditional Neighborhood
- TN-MU - Traditional Neighborhood Mixed Use
- TN-C - Traditional Neighborhood Corridor
- DE - Downtown Edge
- DG - Downtown General
- DC - Downtown Core
- CC - Corridor Commercial
- RC - Reginal Center
- LI - Ligtht Industrial
- HI - Heavy Industrial

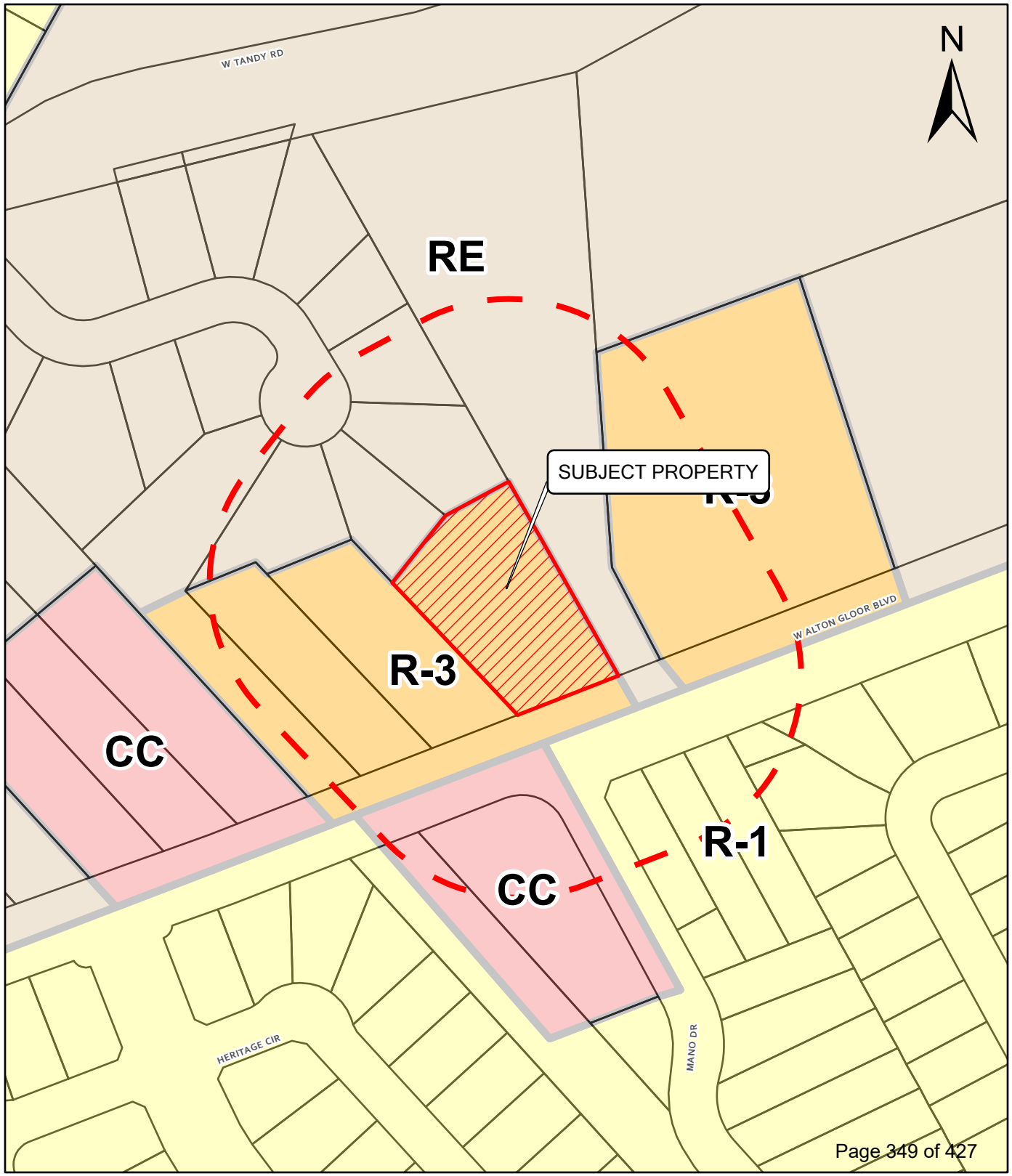
EXHIBIT "A"

Rezoning request:
Case # 235-2023-026

Current Zoning:
R-3, Residential Transition

Proposed Zoning:
CC, Commercial Corridor

Brownsville Electoral District #4



FUTURE LAND USE PLAN

DISTRICTS

- Core Central
- Core East
- Core West
- Downtown Enterprise
- Downtown Riverside
- Emerging City Central
- Emerging City East
- Emerging City West
- Employment Hub
- Future Employment Hub
- Reserve Future City
- Transition Central
- Transition East
- Transition West
- Water Management

NODES

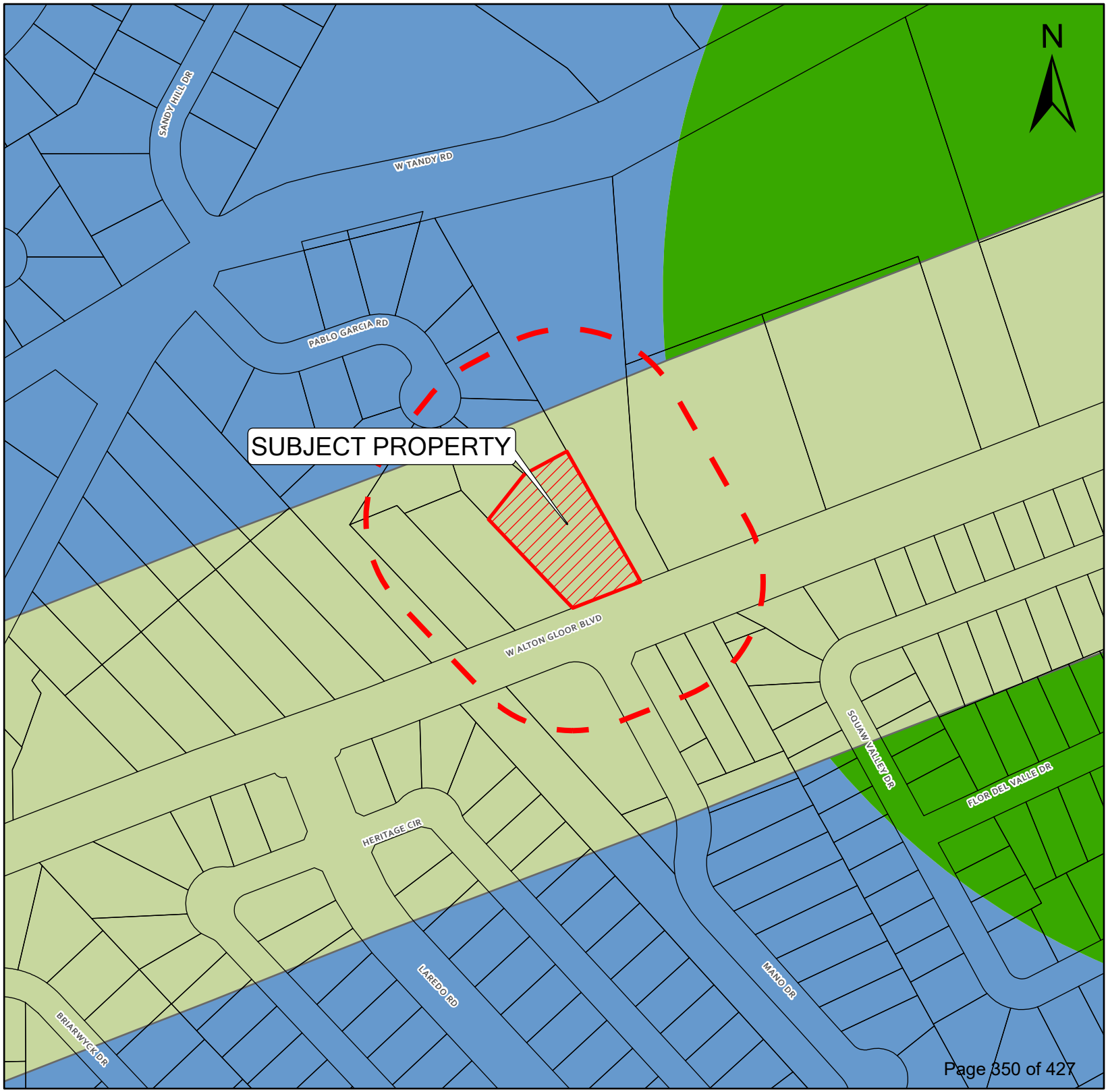
- Downtown Node
- Primary Regional Node
- Secondary Regional Node
- Sub Regional Node

CORRIDORS

- Gateway Corridor
- Linkage Corridor
- Loop Corridor
- Town Corridor

- Brownsville City Limits

Zoning Case No.
235-2023-026



To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Martin Vega, Senior Planner
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-027**, to rezone from Commercial Corridor (CC) to Regional Center (RC) to allow a plasma center for Lot 3, Block 1, Re-plat of Lots 1, 3 and 5, Strawberry Square Subdivision, Cameron County, Texas, located at 2921 Boca Chica Boulevard, Brownsville, Texas 78521, as shown in Exhibit "A". (District 2) (Planning & Redevelopment Department)

Summary:
Property owner, B-Y Strawberry Square, LTD., proposes to change the Zoning Designation for Lot 3, Block 1, Replat of Lots 1, 3, and 5, Strawberry Square Subdivision, Cameron County, Texas, located at 2921 Boca Chica Boulevard, Brownsville, Texas 78521. The applicant requests to rezone the subject property from Commercial Corridor (CC) to Regional Center (RC) for the purpose of establishing a plasma center on the subject property.

The predominant land use in the surrounding area is commercial business. Additional uses, such as undeveloped land and single-family dwelling are also present within proximity of the subject property.

The property is located within the Core Central District and Town Corridor. The request is not consistent with the Future Land Use Map.

Project Scope and Analysis:
The subject property is currently site to an existing commercial plaza which primarily houses retail stores and restaurants. The proposed plasma center will occupy a vacant suite which will be repurposed to accommodate the use. Under the Unified Development Code, additional requirements were created for uses, such as plasma centers, that are cause of frequent complaints. In order to provide additional protection to abutting uses, and to better control the amount of plasma centers within the City, the UDC requires that a minimum distance of 1-mile exists between these types of establishments. Additionally, a minimum zoning designation of Regional Center (RC) is required to open a plasma center.

Staff would like to point out that based on the analysis of surrounding commercial uses and predominant zoning within proximity to the property, the proposed use is not adequate for the area nor is it in line with the City's Comprehensive Plan. It is important to note, that this same request has been previously presented and was denied by City Commission on August 3, 2021, due to opposition and concerns related to loitering caused by this type of business, the low-income demographics targeted by the business model, and in general, the negative impact to the character of existing businesses within the commercial plaza.

Funding:

Source: Fiscal Dept. Approval Not Required

Amount: N/A

Local Contribution if Applicable: N/A

Recommendation:

Neighboring property owner(s) were present at the Planning and Zoning Commission meeting on October 5, 2023, expressing the same concerns mentioned above. The Planning and Zoning Commission approved this rezoning from Commercial Corridor (CC) to Regional Center (RC).

Commission Pillar:

Planning & Redevelopment

Attachments:

1. First Reading Zoning Cases 101723
2. Binder 235-2023-027

Planning and Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

First Reading Zoning Cases

CITY COMMISSION HEARING DATE: OCTOBER 17, 2023

Case Number	*Electoral District*	*Application Type*	*Property Address*	*Applicant/ Representative Name*	*Zoning Change*	*Reason for Request*	*Opposition*
235-2023-026	4	Rezone	3201 West Alton Gloor Boulevard	Syed Q. Jalil	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	**Verbal Opposition:** -Generated Traffic -Flood mitigation -Residential character
235-2023-027	2	Rezone	2921 Boca Chica Boulevard	B-Y Strawberry Square LTD. /Jimmy Barnard	To rezone from Commercial Corridor (CC) to Regional Center (RC)	To allow a plasma center	**Verbal Opposition:** -Predatory business model -Increase in crime -Negative image -Loitering problems
235-2023-028	2	Rezone	North Minnesota Avenue	Valley Apartments & Homes LLC./Jose Hernandez	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	No verbal or written opposition
235-2023-029	4	Rezone	221 Wild Rose Lane	Zonia C. Pullen	To rezone from Residential Estate (RE) to Residential Transition (R-3)	To allow a multi-family development	No verbal or written opposition
235-2023-030	4	Rezone	1420 West Alton Gloor Boulevard	Jesus Lopez	To rezone from Residential Estate (RE) to Commercial Corridor (CC).	To allow an administrative office for electrical business (use of existing building)	**Verbal Opposition:** -Flood mitigation
235-2023-031	4	Rezone	Summerhill Boulevard	Olmito Development LLC.	To rezone from Agricultural (AG) to Residential Single-Family (R-1)	To allow a single-family development	No verbal or written opposition

STAFF REPORT

Planning & Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

APPLICATION DETAILS

Applicant/Representative: B-Y Strawberry Square LTD/Jimmy Barnard
Property Address: 2921 Boca Chica Boulevard
Application Type: Rezone
Current Zoning: Commercial Corridor (CC)
Application Date: September 7, 2023
CC Meeting Dates: 1st – October 17, 2023/ 2nd – November 7, 2023
Overlay(s): N/A
No. of Mail-outs: 18

Geo ID: 06-8400-0000-0030-00
Case No.: 235-2023-027
Proposed Use: Plasma Center
Proposed Zoning: Regional Center (RC)
P&Z Date: October 5, 2023
Electoral District: 2
Annexation Year: 1930 - 1964
Opposition: No Verbal or Written Opposition

PROPERTY DETAILS

Legal Description: Lot 3, Block 1, Re-plat of Lots 1, 3 and 5, Strawberry Square Subdivision, Cameron County, Texas, Brownsville, Texas 78521.
Roadway Frontage: The subject property is fronting Boca Chica Boulevard a Primary Arterial.
Predominant Land Use: The predominant land use within the area is Commercial Business.

ABUTTING LAND USES (*SEE ATTACHED AERIAL VIEW MAP)*

North: Undeveloped Land and Commercial Business
East: Undeveloped Land and Commercial Business
South: Single-Family Dwelling and Commercial Business
West: Single-Family Dwelling and Commercial Business

EXISTING ZONING DESIGNATIONS (*SEE ATTACHED ZONING MAP)*

North: Commercial Corridor (CC)
East: Commercial Corridor (CC)
South: Traditional Neighborhood (TN), Commercial Corridor (CC), and Light Industrial (LI)
West: Commercial Corridor (CC)

FUTURE LAND USE PLAN (*SEE ATTACHED FUTURE LAND USE MAP)*

The City of Brownsville Future Land Use Plan indicates that the subject land is located within the Town Corridor / Core Central District. Land uses in the Town Corridor primarily residential, with small clusters of commercial land uses. Residential land uses should be primarily single-family with attached townhomes and some larger lots with an average density of 3 dwelling units per acre. Uses within the Core Central District should be primarily commercial, neighborhood and service oriented. Some light industrial uses that are compatible with surrounding residential areas are permitted. Residential uses should be primarily single-family homes and have an average density of 3 dwelling units per acre. It is the opinion of staff that the request is not consistent with the Future Land Use Plan.

REVIEW CRITERIA

After an analysis of the subject property and surrounding area, it is the opinion of staff that the proposed zoning/use would generally not be compatible with surrounding uses and would create significant or burdensome demands on public facilities such as water, wastewater, and transportation. In general, the proposed zoning/use would not fit into the character of the neighborhood without having adverse impacts on the area.

STAFF RECOMMENDATION

Based upon the analysis presented in this report and based on observations from the Planning and Redevelopment Department, staff recommends denial of the zoning request from Commercial Corridor (CC) to Regional Center (RC).

ORDINANCE NUMBER 235-2023-027

AN ORDINANCE AMENDING THE "CITY ZONING ORDINANCE" BY AMENDING THE OFFICIAL ZONING ATLAS; AND DEALING WITH RELATED MATTERS INCLUDING $2000 PENALTIES.

WHEREAS, this ordinance is in accordance with the City's comprehensive plan; is consistent with the existing zoning surrounding the area to be rezoned; and bears a substantial relationship to the public health, safety, morals or general welfare; and all procedural requirements for the passage hereof have been met;

Be It Ordained by the City of Brownsville:

Section 1. That the City Commission of the City of Brownsville, Texas, hereby amends the "City Zoning Ordinance" by amending the Official Zoning Atlas so to rezone from Commercial Corridor (CC) to Regional Center (RC) zoning to allow a plasma center for Lot 3, Block 1, Re-plat of Lots 1, 3 and 5, Strawberry Square Subdivision, Cameron County, Texas, located at 2921 Boca Chica Boulevard, Brownsville, Texas 78521, as shown in Exhibit "A"; the area rezoned by this amendment being situated entirely within the corporate limits of Brownsville, Cameron County, Texas.

Section 2. That all provisions of the City of Brownsville Unified Development Code are incorporated herein by reference and declared to be a part hereof; and that this ordinance shall become effective on the earliest date allowed by law.

INTRODUCED at a public hearing on **October 17, 2023**. Passed at First Reading on **October 17, 2023**. PASSED at Second and Final Reading and ADOPTED, APPROVED, and ENACTED on **November 7**, **2023**.

(SEAL)

BY: _____
John Cowen Jr.
Mayor

ATTEST: _____
Yolanda Galarza-Gomez
City Secretary

SUBJECT PROPERTY
BOCA CHICA BLVD
TEXAS AVE
N
Case No. 235-2023-027

City of Brownsville Zoning Map

Zoning Districts

- AG - Agricultural
- RE - Residential Estate
- R-1 - Residential Single Family
- R-2 - Residential Suburban
- R-3 - Residential Transition
- TN - Traditional Neighborhood
- TN-MU - Traditional Neighborhood Mixed Use
- TN-C - Traditional Neighborhood Corridor
- DE - Downtown Edge
- DG - Downtown General
- DC - Downtown Core
- CC - Corridor Commercial
- RC - Reginal Center
- LI - Ligtht Industrial
- HI - Heavy Industrial
- Brownsville City Limits

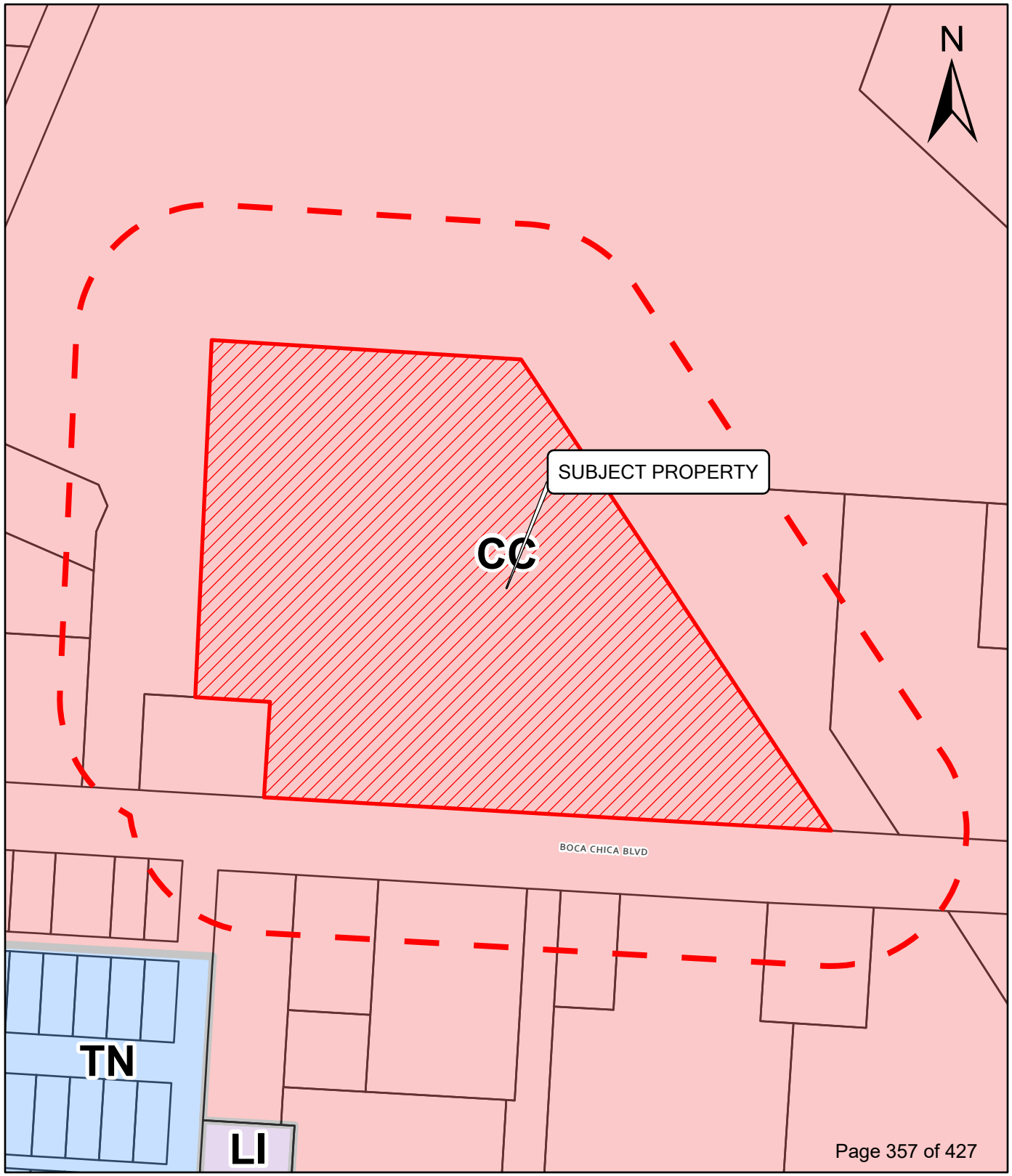
EXHIBIT "A"

Rezoning request:
Case # 235-2023-027

Current Zoning:
CC, Commercial Corridor

Proposed Zoning:
RC, Regional Center

Brownsville Electoral District #2



FUTURE LAND USE PLAN

DISTRICTS

- Core Central
- Core East
- Core West
- Downtown Enterprise
- Downtown Riverside
- Emerging City Central
- Emerging City East
- Emerging City West
- Employment Hub
- Future Employment Hub
- Reserve Future City
- Transition Central
- Transition East
- Transition West
- Water Management

NODES

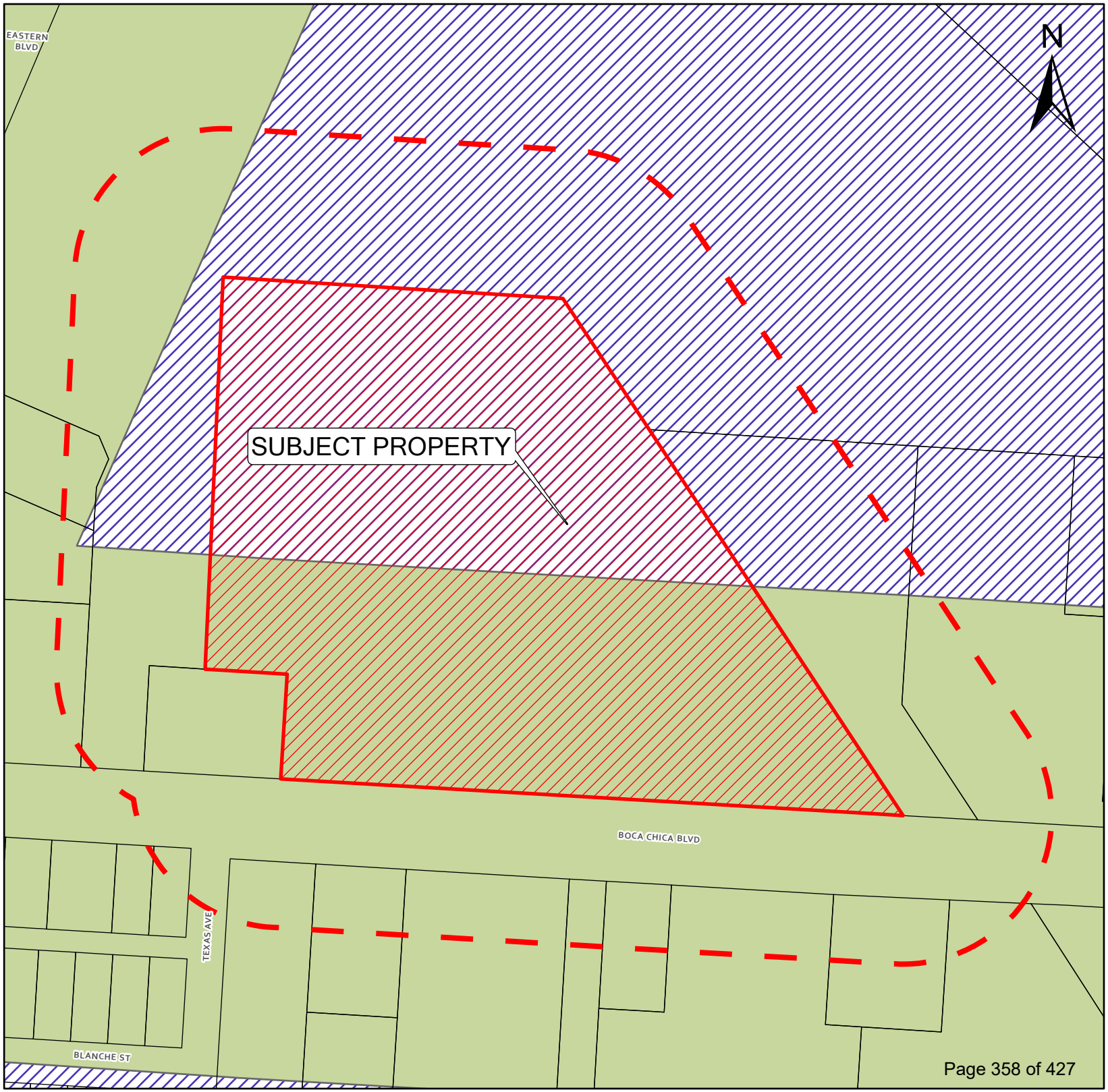
- Downtown Node
- Primary Regional Node
- Secondary Regional Node
- Sub Regional Node

CORRIDORS

- Gateway Corridor
- Linkage Corridor
- Loop Corridor
- Town Corridor

- Brownsville City Limits

Zoning Case No.
235-2023-027



To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Martin Vega, Senior Planner
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-028**, to rezone from Residential Transition (R-3) to Commercial Corridor (CC) to allow a commercial plaza for 2.01 acres out of Lot 32, containing 18.34 acres, more or less, of the El Jardin Subdivision of the Brownell Tract Subdivision, Share 28, Espiritu Santo Grant, Cameron County, Texas, located on North Minnesota Avenue, Brownsville, Texas 78521, as shown in Exhibit "A". (District 2) (Planning & Redevelopment Department)

Summary:

Property owner, Valley Apartments & Homes, LLC., proposes to change the Zoning Designation for 2.01 acres out of Lot 32, containing 18.34 acres, more or less, of the El Jardin Subdivision of the Brownell Tract Subdivision, Share 28, Espiritu Santo Grant, Cameron County, Texas, located on North Minnesota Avenue, Brownsville, Texas 78521. The applicant requests to rezone the subject property from Residential Transition (R-3) to Commercial Corridor (CC) for the purpose of establishing a commercial plaza.

The predominant land uses in the surrounding area are single-family dwelling and commercial development. Additional uses, such as undeveloped land and multi-family development are also present within proximity of the subject property.

The property is located within the Town Corridor. The proposed zoning/use is consistent with the Future Land Use Map.

Project Scope and Analysis:

To provide some background information, the 2.01 acres that are to be rezoned are part of an 18.34-acre tract that will be developed into a duplex subdivision. Overall, the development will consist of 4 commercial lots, 2.01 acres of commercial plaza with frontage on Minnesota Avenue, and 62 duplex lots on the remaining 16.33 acres. The current zoning of the entire property (R-3) only permits residential uses (single-family, duplex, and multi-family). The requested (CC) zoning designation would allow the proposed use. It is important to point out that residential adjacency requirements will apply to the proposed commercial development

given that it will be abutting residential use (40’ setback, 6’ masonry wall, and maximum structure height of 20’). The developer has designed the subdivision to comply with these requirements.

Funding:

Source: Fiscal Dept. Approval Not Required

Amount: N/A

Local Contribution if Applicable: N/A

Recommendation:

There was no written or verbal opposition at the Planning and Zoning Commission meeting on October 5, 2023. The Planning and Zoning Commission approved this rezoning from Residential Transition (R-3) to Commercial Corridor (CC).

Commission Pillar:

Planning & Redevelopment

Attachments:

1. First Reading Zoning Cases 101723
2. Binder 235-2023-028

Planning and Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

First Reading Zoning Cases

CITY COMMISSION HEARING DATE: OCTOBER 17, 2023

Case Number	*Electoral District*	*Application Type*	*Property Address*	*Applicant/ Representative Name*	*Zoning Change*	*Reason for Request*	*Opposition*
235-2023-026	4	Rezone	3201 West Alton Gloor Boulevard	Syed Q. Jalil	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	**Verbal Opposition:** -Generated Traffic -Flood mitigation -Residential character
235-2023-027	2	Rezone	2921 Boca Chica Boulevard	B-Y Strawberry Square LTD. /Jimmy Barnard	To rezone from Commercial Corridor (CC) to Regional Center (RC)	To allow a plasma center	**Verbal Opposition:** -Predatory business model -Increase in crime -Negative image -Loitering problems
235-2023-028	2	Rezone	North Minnesota Avenue	Valley Apartments & Homes LLC./Jose Hernandez	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	No verbal or written opposition
235-2023-029	4	Rezone	221 Wild Rose Lane	Zonia C. Pullen	To rezone from Residential Estate (RE) to Residential Transition (R-3)	To allow a multi-family development	No verbal or written opposition
235-2023-030	4	Rezone	1420 West Alton Gloor Boulevard	Jesus Lopez	To rezone from Residential Estate (RE) to Commercial Corridor (CC).	To allow an administrative office for electrical business (use of existing building)	**Verbal Opposition:** -Flood mitigation
235-2023-031	4	Rezone	Summerhill Boulevard	Olmito Development LLC.	To rezone from Agricultural (AG) to Residential Single-Family (R-1)	To allow a single-family development	No verbal or written opposition

STAFF REPORT

Planning & Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

APPLICATION DETAILS

Applicant/Representative: Valley Apartments & Homes LLC.
Property Address: North Minnesota Avenue
Application Type: Rezone
Current Zoning: Residential Transition (R-3)
Application Date: September 7, 2023
CC Meeting Dates: 1st – October 17, 2023/ 2nd – November 7, 2023
Overlay(s): N/A
No. of Mail-outs: 12

Geo ID: 73-8670-0320-0000-00
Case No.: 235-2023-028
Proposed Use: Commercial Plaza
Proposed Zoning: Commercial Corridor (CC)
P&Z Date: October 5, 2023
Electoral District: 2
Annexation Year: 1991
Opposition: No Verbal or Written Opposition

PROPERTY DETAILS

Legal Description: 2.01 acres out of Lot 32, containing 18.34 acres, more or less, of the El Jardin Subdivision of the Brownell Tract Subdivision, Share 28, Espiritu Santo Grant, Cameron County, Texas, located on North Minnesota Avenue, Brownsville, Texas 78521.
Roadway Frontage: The subject property is fronting North Minnesota Avenue, a Secondary Arterial.
Predominant Land Use: The predominant land use within the area is Single-Family Dwelling and Commercial.

ABUTTING LAND USES (*SEE ATTACHED AERIAL VIEW MAP)*

North: Undeveloped Land and Multifamily Development
East: Undeveloped Land, Single-Family Dwelling, and Commercial Business
South: Undeveloped Land, Single-Family Dwelling, Multifamily Development, and Commercial Business
West: Undeveloped Land

EXISTING ZONING DESIGNATIONS (*SEE ATTACHED ZONING MAP)*

North: Residential Estate (RE), Residential Transition (R-3), Commercial Corridor (CC), and Light Industrial (LI)
East: Residential Estate (RE) and Commercial Corridor (CC)
South: Agricultural (AG), Residential Estate (RE), Residential Transition (R-3), and Commercial Corridor (CC)
West: Agricultural (AG) and Residential Transition (R-3)

FUTURE LAND USE PLAN (*SEE ATTACHED FUTURE LAND USE MAP)*

The City of Brownsville Future Land Use Plan indicates that the subject land is located within the Town Corridor. Land uses in the Town Corridor are primarily residential, with small clusters of commercial land uses. Residential land uses should be primarily single-family with attached townhomes and some larger lots with an average density of 3 dwelling units per acre. It is the opinion of staff that the request is consistent with the Future Land Use Plan.

REVIEW CRITERIA

After an analysis of the subject property and surrounding area, it is the opinion of staff that the proposed zoning/use would generally be compatible with surrounding uses and would not create significant or burdensome demands on public facilities such as water, wastewater, and transportation. In general, the proposed zoning/use would fit into the character of the neighborhood without having adverse impacts on the area.

STAFF RECOMMENDATION

Based upon the analysis presented in this report and based on observations from the Planning and Redevelopment Department, staff recommends approval of the zoning request from Residential Transition (R-3) to Commercial Corridor (CC).

ORDINANCE NUMBER 235-2023-028

AN ORDINANCE AMENDING THE "CITY ZONING ORDINANCE" BY AMENDING THE OFFICIAL ZONING ATLAS; AND DEALING WITH RELATED MATTERS INCLUDING $2000 PENALTIES.

WHEREAS, this ordinance is in accordance with the City's comprehensive plan; is consistent with the existing zoning surrounding the area to be rezoned; and bears a substantial relationship to the public health, safety, morals or general welfare; and all procedural requirements for the passage hereof have been met;

Be It Ordained by the City of Brownsville:

Section 1. That the City Commission of the City of Brownsville, Texas, hereby amends the "City Zoning Ordinance" by amending the Official Zoning Atlas so to rezone from Residential Transition (R-3) to Commercial Corridor (CC) to allow a commercial plaza for 2.01 acres out of Lot 32, containing 18.34 acres, more or less, of the El Jardin Subdivision of the Brownell Tract Subdivision, Share 28, Espiritu Santo Grant, Cameron County, Texas, located on North Minnesota Avenue, Brownsville, Texas 78521, as shown in Exhibit "A"; the area rezoned by this amendment being situated entirely within the corporate limits of Brownsville, Cameron County, Texas.

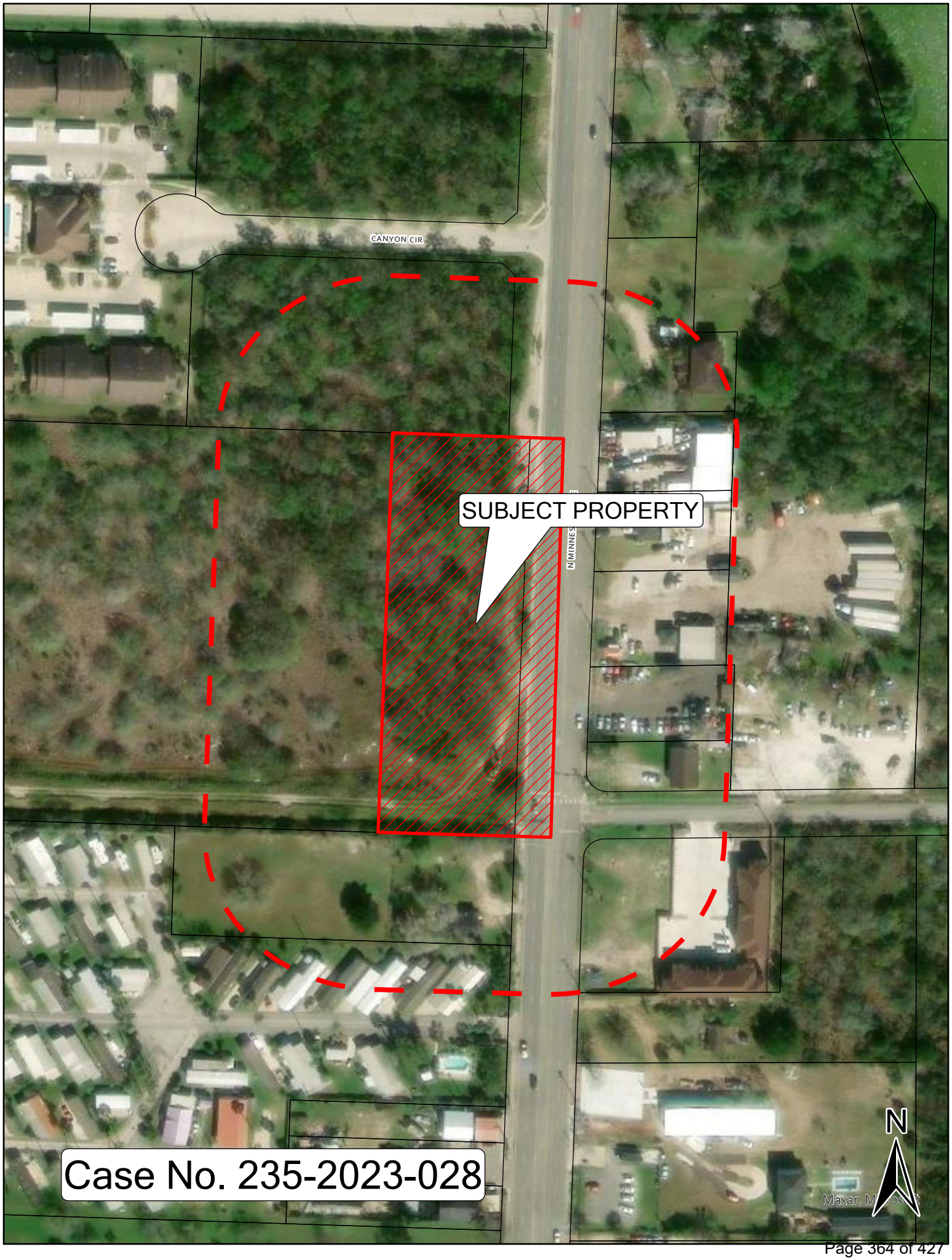
Section 2. That all provisions of the City of Brownsville Unified Development Code are incorporated herein by reference and declared to be a part hereof; and that this ordinance shall become effective on the earliest date allowed by law.

INTRODUCED at a public hearing on **October 17, 2023**. Passed at First Reading on **October 17, 2023**. PASSED at Second and Final Reading and ADOPTED, APPROVED, and ENACTED on **November 7**, **2023**.

(SEAL)

BY: _____
John Cowen Jr.
Mayor

ATTEST: _____
Yolanda Galarza-Gomez
City Secretary


CANYON CIR
SUBJECT PROPERTY
N MINNESOTA
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Case No. 235-2023-028
Maxar, Microsoft

City of Brownsville Zoning Map

Zoning Districts

- AG - Agricultural
- RE - Residential Estate
- R-1 - Residential Single Family
- R-2 - Residential Suburban
- R-3 - Residential Transition
- TN - Traditional Neighborhood
- TN-MU - Traditional Neighborhood Mixed Use
- TN-C - Traditional Neighborhood Corridor
- DE - Downtown Edge
- DG - Downtown General
- DC - Downtown Core
- CC - Corridor Commercial
- RC - Reginal Center
- LI - Ligtht Industrial
- HI - Heavy Industrial
- Brownsville City Limits

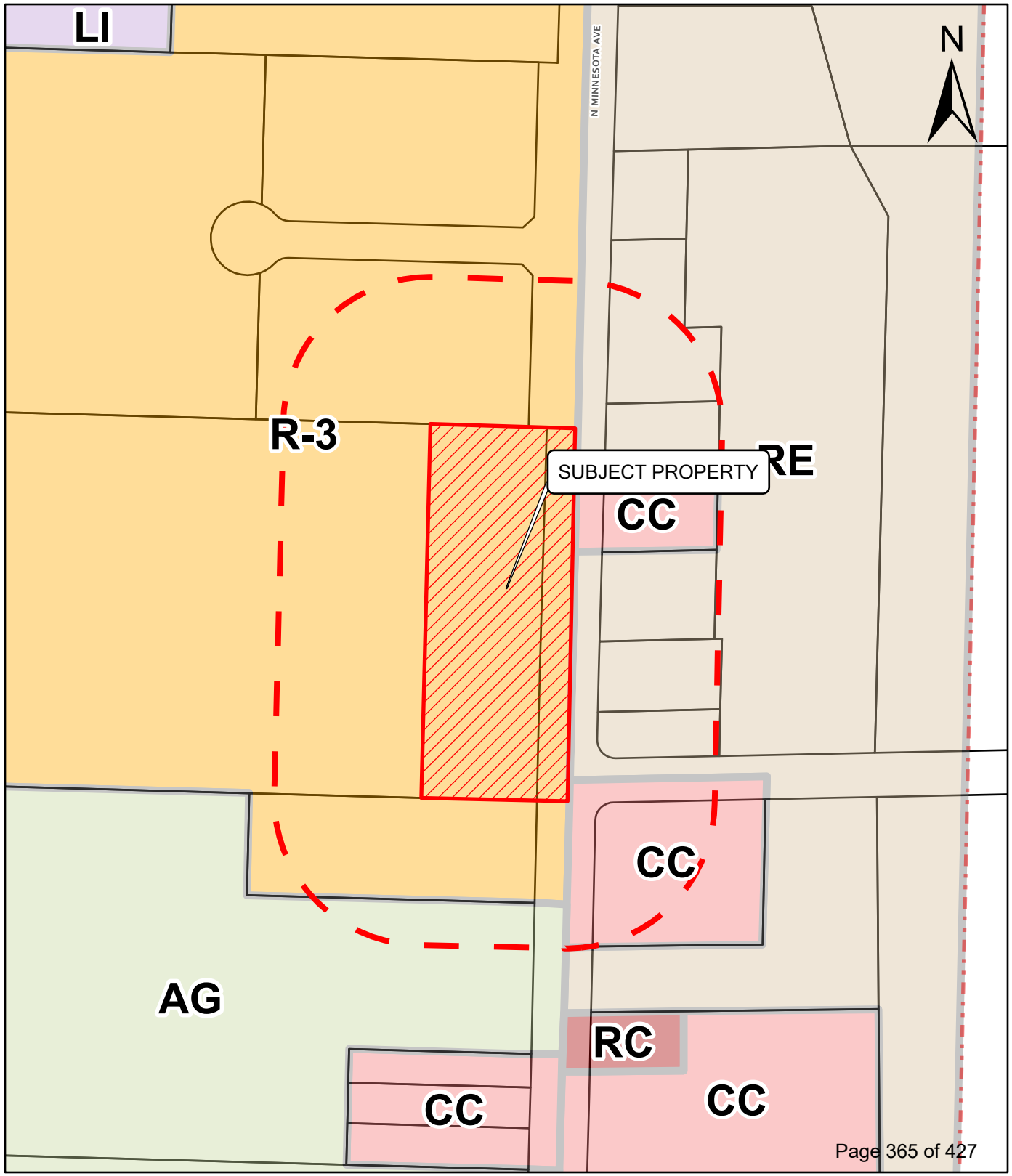
EXHIBIT "A"

Rezoning request:
Case # 235-2023-028

Current Zoning:
R-3, Residential Transition

Proposed Zoning:
CC, Commercial Corridor

Brownsville Electoral District #2



FUTURE LAND USE PLAN

DISTRICTS

- Core Central
- Core East
- Core West
- Downtown Enterprise
- Downtown Riverside
- Emerging City Central
- Emerging City East
- Emerging City West
- Employment Hub
- Future Employment Hub
- Reserve Future City
- Transition Central
- Transition East
- Transition West
- Water Management

NODES

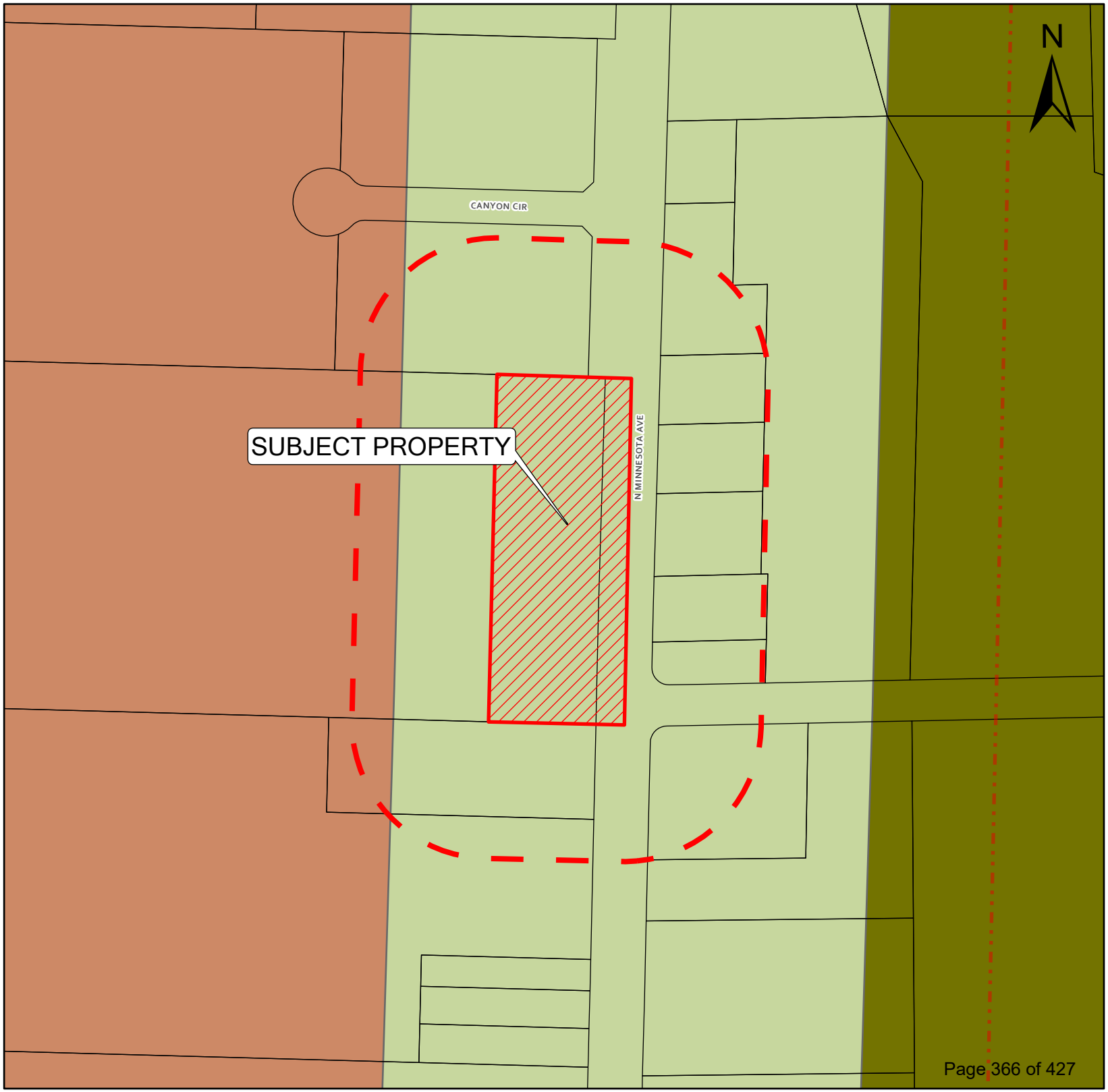
- Downtown Node
- Primary Regional Node
- Secondary Regional Node
- Sub Regional Node

CORRIDORS

- Gateway Corridor
- Linkage Corridor
- Loop Corridor
- Town Corridor

- Brownsville City Limits

Zoning Case No.
235-2023-028



G:\3672 - Carlos Garza - Feasibility Study for 18 AC Tract\Dwg Survey\3672 Survey 2.01 Acres.dwg

15 FT WIDE UTILITY AND DRAINAGE EASEMENT AS PER CHAMPION HOMES AT CREEK CANYON SUBDIVISION CAB. I, SLOT 3087-B, C.C.M.R.

LOT 3
CHAMPION HOMES AT CREEK CANYON SUBDIVISION
CAB. I, SLOT 3087-B, C.C.M.R.

(S 87°30' E - PLAT)
S 88°24'15" E - 175.00'

BLOCK 32

6.53

OE

SANITARY MANHOLE

CURB INLET

18" RCP

GRATE INLET

GRATE INLET

40.00'

40.00'

40 FT WIDE RIGHT-OF-WAY EASEMENT
J. B. KEE AND WIFE, CARLA M. KEE
TO
COUNTY OF CAMERON
VOL. 524, PG. 494, C.C.D.R.

REMAINDER OF AN 18.57 ACRE TRACT
JC AFFINITY HOLDINGS, LLC
TO
VALLEY APARTMENTS AND HOMES, LLC
DOCUMENT NO. 2022-23724, C.C.O.R.

2.01 ACRES

N 01°35'45" E - 500.00'

S 01°35'45" W - 500.00'
(S 02°30' W - PLAT)

MINNESOTA AVENUE
(EXISTING 80 FT WIDE ROAD RIGHT-OF-WAY)

RAMP

CURB & GUTTER

BRUSH LINE

SANITARY MANHOLE

6.36

TOE OF BERM

BERM

TOE OF BERM

PEDESTRIAN CROSSWALK

RAMP

BLOCK 32

BLOCK 31

TRAVIS ROAD

DRAIN DITCH

36" RCP

GRATE INLET

36" RCP

RAMP

GRATE INLET

CURB INLET

CURB INLET

CALICHE DRIVE

N 88°24'15" W - 175.00'
(N 87°30' W - PLAT)

1.50 ACRES
SONIA HILSENBECK
TO
JUAN M. BOJORQUEZ QUINTERO
VOL. I, PG. 190, C.C.O.R.

N

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 feet

LEGEND

C.C.D.R.	CAMERON COUNTY DEED RECORDS
C.C.O.R.	CAMERON COUNTY OFFICIAL RECORDS
CAB.	CABINET
VOL.	VOLUME
PG.	PAGE
PP	DISTRIBUTION POWER POLE
PP	STREET LIGHT POLE
	TRAFFIC SIGNAL POLE
	SIGN
	FOUND CONCRETE MONUMENT
	SET "X" CHISELED IN CONCRETE
	1/2" IRON PIN SET WITH YELLOW PLASTIC CAP STAMPED "AMBIOTEC RPLS 5914"
WV	WATER VALVE
	FIRE HYDRANT
	ASPHALT
	CONCRETE
OE	OVERHEAD ELECTRIC DISTRIBUTION LINE
OT	OVERHEAD ELECTRIC TRANSMISSION LINE
	BANK LINE

NOTES:

1) *THIS TRACT LIES FLOOD ZONE "X" (AREAS OF MINIMAL FLOOD HAZARD) AS PER F.I.A. FLOOD INSURANCE RATE MAP NUMBER 48061C0595F, EFFECTIVE FEBRUARY 16, 2018.*
2) *MONUMENTATION FOUND ALONG MINNESOTA AVENUE WAS USED FOR BASIS OF BEARING.*
3) *MERIDIAN IS REFERENCED TO THE TEXAS STATE-PLANE COORDINATE SYSTEM (4205-SOUTH ZONE).*

THE UNDERSIGNED HEREBY STATES THAT THIS SURVEY WAS MADE ON THE GROUND ON 8/10/2022, THAT THE IMPROVEMENTS ON THE GROUND ARE AS SHOWN HEREON, THAT THERE ARE NO VISIBLE ENCROACHMENTS, NO VISIBLE OVERLAPPINGS, NO APPARENT CONFLICTS OR VISIBLE EASEMENTS, EXCEPT AS SHOWN HEREON. THIS SURVEY CONFORMS TO OR EXCEEDS THE CURRENT MINIMUM STANDARDS AS ADOPTED BY THE TEXAS BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS.

STATE OF TEXAS REGISTERED GUADALUPE B. NUNEZ, JR. 5914 PROFESSIONAL LAND SURVEYOR

Guadalupe B. Nunez Jr.

GUADALUPE B. NUÑEZ JR.
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 5914

8-10-23

SURVEY

OF A 2.01 ACRE TRACT OF LAND, MORE OR LESS, OUT OF AN 18.57 ACRE TRACT OUT OF BLOCK 32 OUT OF EL JARDIN SUBDIVISION OF BROWNELL TRACT IN SHARE 28, ESPIRITU SANTO GRANT, AS RECORDED IN VOLUME 5, PAGE 36 OF THE MAP RECORDS OF CAMERON COUNTY, TEXAS. SAID 18.57 ACRES BEING CONVEYED TO VALLEY APARTMENTS AND HOMES, LLC AS RECORDED IN DOCUMENT NUMBER 2022-23724 OF THE OFFICIAL RECORDS OF CAMERON COUNTY, TEXAS.

PREPARED FOR:

CARLOS GARZA

AMBIOTEC
CIVIL ENGINEERING GROUP, INC.
5420 Paredes Line Road (956)548-9333
Brownsville, Texas 78526 Fax (956)548-9399
TBPE FIRM No. F-4126
TBPLS REG No. 10005300
PROJ. # 3672
Drawn by: G.N., O.S.

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Martin Vega, Senior Planner
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-029**, to rezone from Residential Estate (RE) to Residential Transition (R-3) to allow a multi-family development for a 2.389-acre tract out of Lots 122, 121, and part of Boulevard Lot 120, a portion of abandoned Guerra Boulevard, and a portion of the Resaca de la Guerra, Brownsville Land and Improvement Company Subdivision, Cameron County, Texas, located at 221 Wild Rose Lane, Brownsville, Texas 78520, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

Summary:

Property owner, Zonia C. Pullen, proposes to change the Zoning Designation for a 2.389-acre tract out of Lots 122, 121, and part of Boulevard Lot 120, a portion of abandoned Guerra Boulevard, and a portion of the Resaca de la Guerra, Brownsville Land and Improvement Company Subdivision, Cameron County, Texas, located at 221 Wild Rose Lane, Brownsville, Texas 78520. The applicant requests to rezone the subject property from Residential Estate (RE) to Residential Transition (R-3) for the purpose of establishing a multi-family development.

The predominant land use in the surrounding area is single-family dwelling. Additional uses, such as undeveloped land and multi-family development are also present within proximity of the subject property.

The property is located within the Core West District. The proposed zoning/use is consistent with the Future Land Use Map.

Project Scope and Analysis:

The subject property has an area of 2.389 acres and is currently site to a single-family residence. The applicant is requesting a zoning reclassification due to the current zoning (RE) only allowing large single-family estates. A development consisting of 3 units, or more, is categorized as multi-family and requires a minimum zoning designation of (R-3). It is important to point out that the proposed zoning designation (R-3) may allow a density of up to 30 dwelling units per acre if all zoning and commercial requirements are met. A development proposal has

not yet been submitted to staff to determine the final density. It is the intention of the applicant to subdivide her property to separate the single-family use from the multi-family development.

Staff finds that the proposed development compliments the surrounding commercial, residential, and public facility uses. It is important to point out that several multi-family uses already exist within close proximity of this area. In general, the use would be compatible and would fit within the character of the neighborhood.

Funding:

Source: Fiscal Dept. Approval Not Required

Amount: N/A

Local Contribution if Applicable: N/A

Recommendation:

There was no written or verbal opposition at the Planning and Zoning Commission meeting on October 5, 2023. Planning and Zoning Commission approves this rezoning from Residential Estate (RE) to Residential Transition (R-3).

Commission Pillar:

Planning & Redevelopment

Attachments:

1. First Reading Zoning Cases 101723
2. Binder 235-2023-029

Planning and Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

First Reading Zoning Cases

CITY COMMISSION HEARING DATE: OCTOBER 17, 2023

Case Number	*Electoral District*	*Application Type*	*Property Address*	*Applicant/ Representative Name*	*Zoning Change*	*Reason for Request*	*Opposition*
235-2023-026	4	Rezone	3201 West Alton Gloor Boulevard	Syed Q. Jalil	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	**Verbal Opposition:** -Generated Traffic -Flood mitigation -Residential character
235-2023-027	2	Rezone	2921 Boca Chica Boulevard	B-Y Strawberry Square LTD. /Jimmy Barnard	To rezone from Commercial Corridor (CC) to Regional Center (RC)	To allow a plasma center	**Verbal Opposition:** -Predatory business model -Increase in crime -Negative image -Loitering problems
235-2023-028	2	Rezone	North Minnesota Avenue	Valley Apartments & Homes LLC./Jose Hernandez	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	No verbal or written opposition
235-2023-029	4	Rezone	221 Wild Rose Lane	Zonia C. Pullen	To rezone from Residential Estate (RE) to Residential Transition (R-3)	To allow a multi-family development	No verbal or written opposition
235-2023-030	4	Rezone	1420 West Alton Gloor Boulevard	Jesus Lopez	To rezone from Residential Estate (RE) to Commercial Corridor (CC).	To allow an administrative office for electrical business (use of existing building)	**Verbal Opposition:** -Flood mitigation
235-2023-031	4	Rezone	Summerhill Boulevard	Olmito Development LLC.	To rezone from Agricultural (AG) to Residential Single-Family (R-1)	To allow a single-family development	No verbal or written opposition

STAFF REPORT

Planning & Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

APPLICATION DETAILS

Applicant/Representative: Zonia C. Pullen
Property Address: 221 Wild Rose Lane
Application Type: Rezone
Current Zoning: Residential Estate (RE)
Application Date: September 8, 2023
CC Meeting Dates: 1st – October 17, 2023/ 2nd – November 7, 2023
Overlay(s): N/A
No. of Mail-outs: 13

Geo ID: 01-9330-2010-1200-00
Case No.: 235-2023-029
Proposed Use: Multi-family Development
Proposed Zoning: Residential Transition (R-3)
P&Z Date: October 5, 2023
Electoral District: 4
Annexation Year: 1930 - 1964
Opposition: No Verbal or Written Opposition

PROPERTY DETAILS

Legal Description: 2.389-acre tract out of Lots 122, 121, and part of Boulevard Lot 120, a portion of abandoned Guerra Boulevard, and a portion of the Resaca de la Guerra, Brownsville Land and Improvement Company Subdivision, Cameron County, Texas, located at 221 Wild Rose Lane, Brownsville, Texas 78520.
Roadway Frontage: The subject property is fronting Wild Rose Lane, a Collector.
Predominant Land Use: The predominant land use within the area is Single-Family Dwelling.

ABUTTING LAND USES (*SEE ATTACHED AERIAL VIEW MAP)*

North: Undeveloped Land and Single-Family Dwelling
East: Undeveloped Land and Single-Family Dwelling
South: Undeveloped Land and Single-Family Dwelling
West: Undeveloped Land, Single-Family Dwelling, and Multi-Family Development

EXISTING ZONING DESIGNATIONS (*SEE ATTACHED ZONING MAP)*

North: Residential Suburban (R-2)
East: Residential Estate (RE) and Residential Single-Family (R-1)
South: Residential Single-Family (R-1)
West: Residential Suburban (R-2) and Residential Transition (R-3)

FUTURE LAND USE PLAN (*SEE ATTACHED FUTURE LAND USE MAP)*

The City of Brownsville Future Land Use Plan indicates that the subject land is located within the Core West District. Uses within the Core West District are predominantly residential, with substantial allotments of community facilities and institutional uses. Residential uses should have an average density of 3 dwelling units per acre and should consist of mostly single family homes. It is the opinion of staff that the request is consistent with the Future Land Use Plan.

REVIEW CRITERIA

After an analysis of the subject property and surrounding area, it is the opinion of staff that the proposed zoning/use would generally be compatible with surrounding uses and would not create significant or burdensome demands on public facilities such as water, wastewater, and transportation. In general, the proposed zoning/use would fit into the character of the neighborhood without having adverse impacts on the area.

STAFF RECOMMENDATION

Based upon the analysis presented in this report and based on observations from the Planning and Redevelopment Department, staff recommends approval of the zoning request from Residential Estate (RE) to Residential Transition (R-3)

ORDINANCE NUMBER 235-2023-029

AN ORDINANCE AMENDING THE "CITY ZONING ORDINANCE" BY AMENDING THE OFFICIAL ZONING ATLAS; AND DEALING WITH RELATED MATTERS INCLUDING $2000 PENALTIES.

WHEREAS, this ordinance is in accordance with the City's comprehensive plan; is consistent with the existing zoning surrounding the area to be rezoned; and bears a substantial relationship to the public health, safety, morals or general welfare; and all procedural requirements for the passage hereof have been met;

Be It Ordained by the City of Brownsville:

Section 1. That the City Commission of the City of Brownsville, Texas, hereby amends the "City Zoning Ordinance" by amending the Official Zoning Atlas so to rezone from Residential Estate (RE) to Residential Transition (R-3) to allow a multi-family development for a 2.389-acre tract out of Lots 122, 121, and part of Boulevard Lot 120, a portion of abandoned Guerra Boulevard, and a portion of the Resaca de la Guerra, Brownsville Land and Improvement Company Subdivision, Cameron County, Texas, located at 221 Wild Rose Lane, Brownsville, Texas 78520, as shown in Exhibit "A"; the area rezoned by this amendment being situated entirely within the corporate limits of Brownsville, Cameron County, Texas.

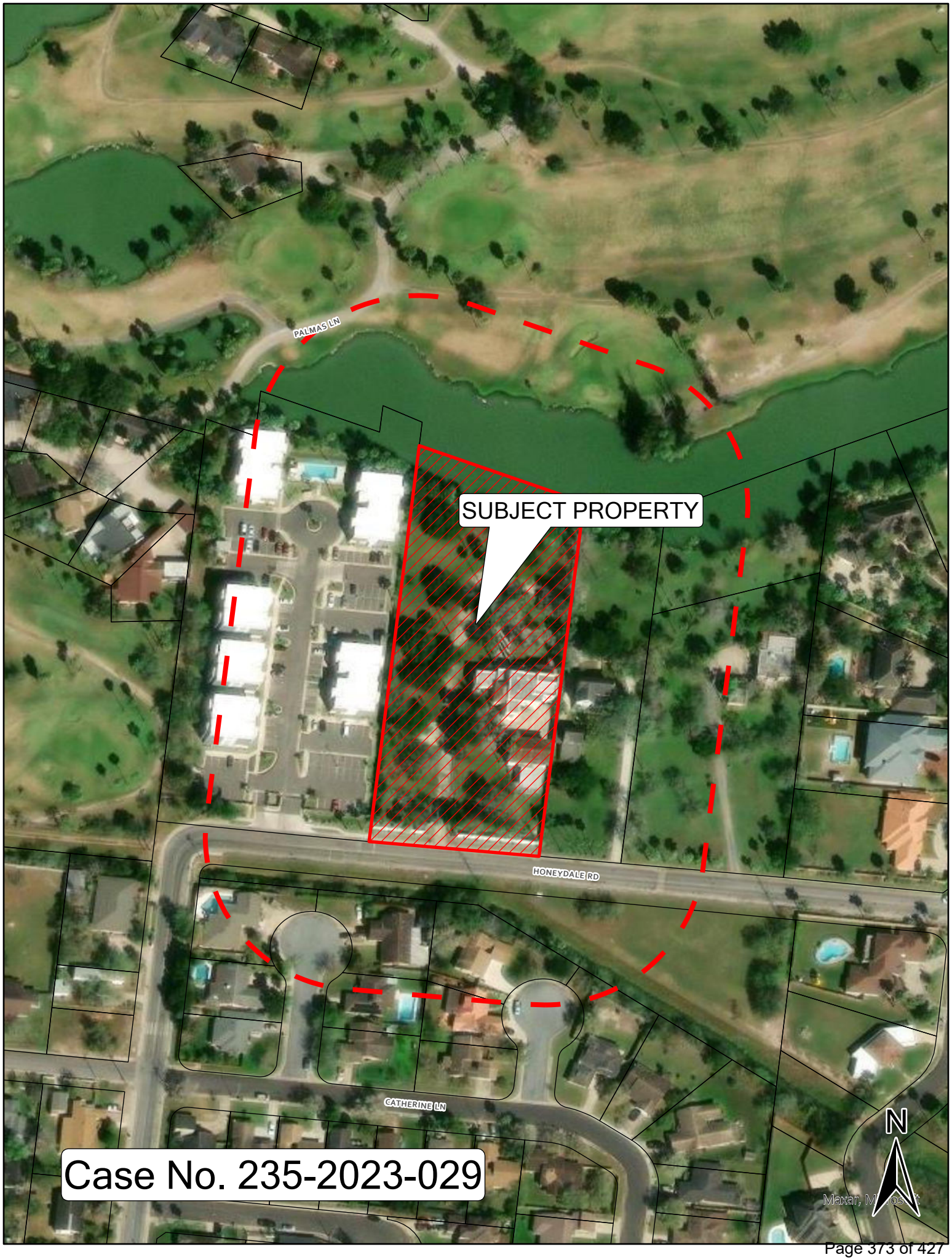
Section 2. That all provisions of the City of Brownsville Unified Development Code are incorporated herein by reference and declared to be a part hereof; and that this ordinance shall become effective on the earliest date allowed by law.

INTRODUCED at a public hearing on **October 17, 2023**. Passed at First Reading on **October 17, 2023**. PASSED at Second and Final Reading and ADOPTED, APPROVED, and ENACTED on **November 7**, **2023**.

(SEAL)

BY: _____
John Cowen Jr.
Mayor

ATTEST: _____
Yolanda Galarza-Gomez
City Secretary



Case No. 235-2023-029

City of Brownsville Zoning Map

Zoning Districts

- AG - Agricultural
- RE - Residential Estate
- R-1 - Residential Single Family
- R-2 - Residential Suburban
- R-3 - Residential Transition
- TN - Traditional Neighborhood
- TN-MU - Traditional Neighborhood Mixed Use
- TN-C - Traditional Neighborhood Corridor
- DE - Downtown Edge
- DG - Downtown General
- DC - Downtown Core
- CC - Corridor Commercial
- RC - Reginal Center
- LI - Ligtht Industrial
- HI - Heavy Industrial
- Brownsville City Limits

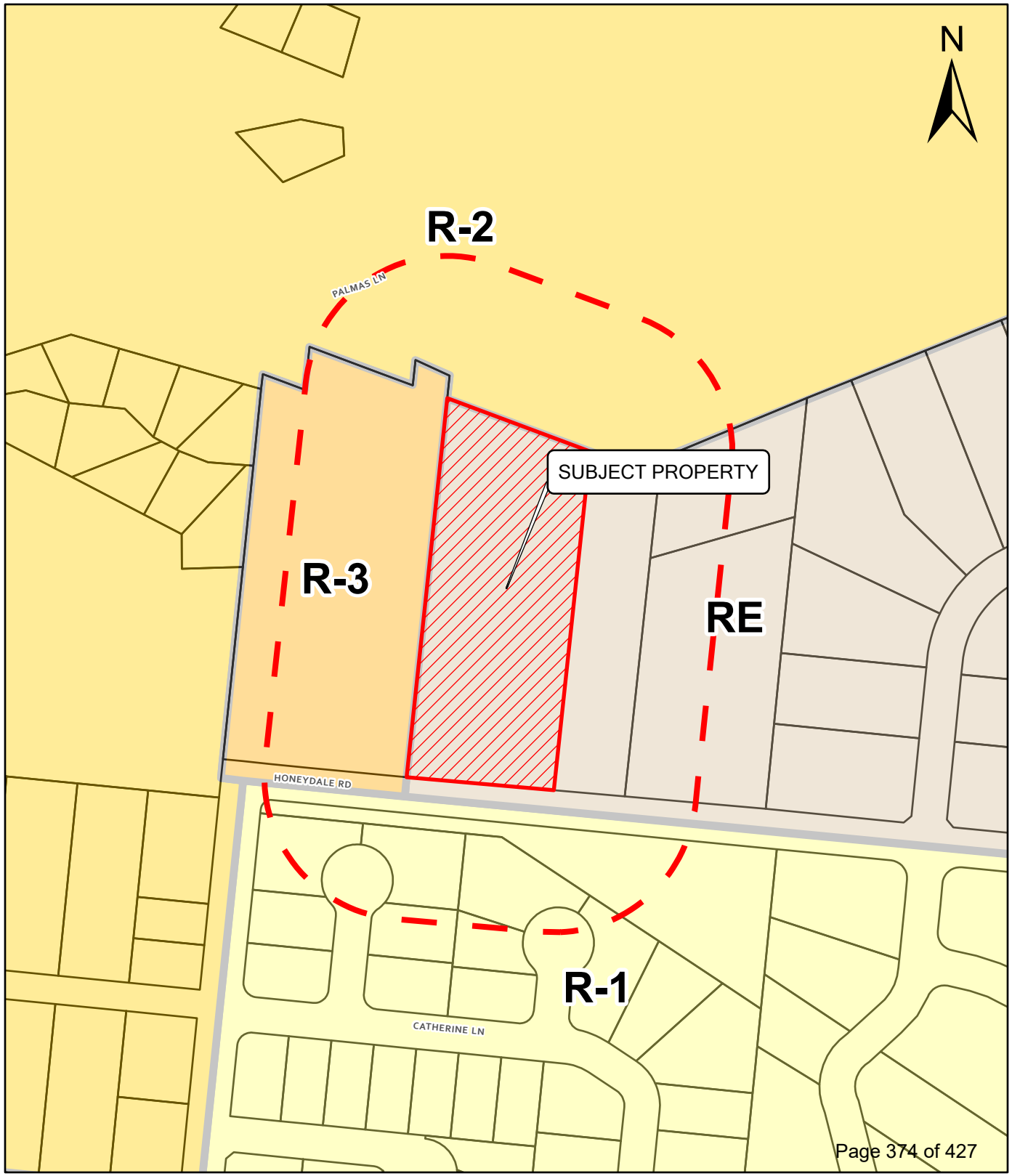
EXHIBIT "A"

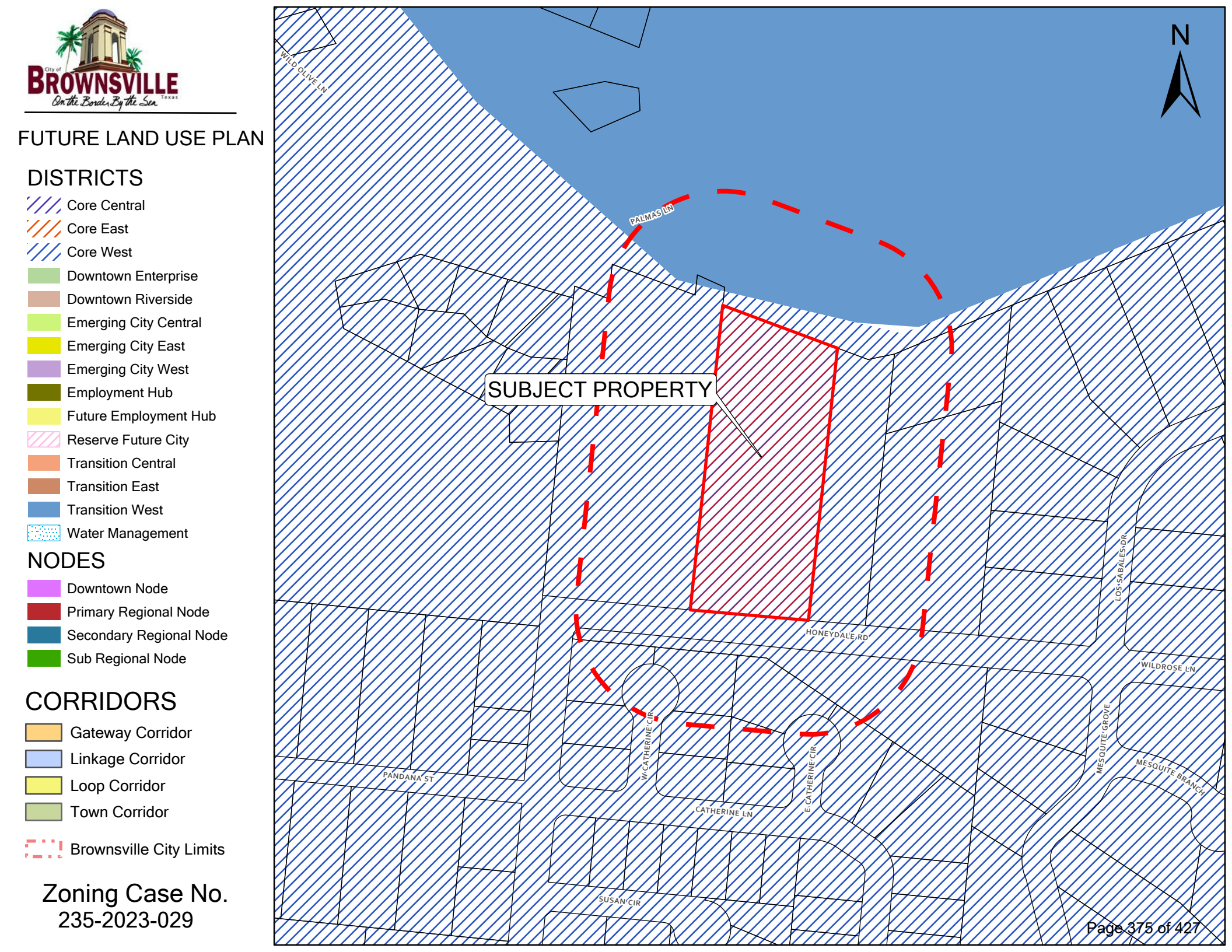
Rezoning request:
Case # 235-2023-029

Current Zoning:
RE, Residential Estate

Proposed Zoning:
R-3, Residential Transition

Brownsville Electoral District #4




FUTURE LAND USE PLAN
DISTRICTS
Core Central
Core East
Core West
Downtown Enterprise
Downtown Riverside
Emerging City Central
Emerging City East
Emerging City West
Employment Hub
Future Employment Hub
Reserve Future City
Transition Central
Transition East
Transition West
Water Management
NODES
Downtown Node
Primary Regional Node
Secondary Regional Node
Sub Regional Node
CORRIDORS
Gateway Corridor
Linkage Corridor
Loop Corridor
Town Corridor
Brownsville City Limits
Zoning Case No.
235-2023-029
N
SUBJECT PROPERTY
WILD OLIVE LN
PALMAS LN
HONEYDALE RD
LOS SABALES DR
WILDROSE LN
MESQUITE GROVE
MESQUITE BRANCH
W CATHERINE CIR
E CATHERINE CIR
CATHERINE LN
PANDANA ST
SUSAN CIR

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Martin Vega, Senior Planner
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-030**, to rezone Residential Estate (RE) to Commercial Corridor (CC) to allow an administrative office for an electric business, Lot 10, Jose Almaraz Subdivision, Cameron County, Texas, located at 1420 West Alton Gloor Boulevard, Brownsville, Texas 78520, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

Summary:
Property owner, Jesus Lopez, proposes to change the Zoning Designation for Lot 10, Jose Almaraz Subdivision, Cameron County, Texas, located at 1420 West Alton Gloor Boulevard, Brownsville, Texas 78520. The applicant requests to rezone the subject property from Residential Estate (RE) to Commercial Corridor (CC) for the purpose of using an existing structure as an administrative office for an electrical business.

The predominant land use in the surrounding area is single-family dwelling. Additional uses, such as undeveloped land and commercial business are also present within proximity of the subject property.

The property is located within the Town Corridor. The proposed use/zoning designation is consistent with the Future Land Use Map.

Project Scope and Analysis:
The subject property currently harbors an existing structure that used to operate as an electrical service business. After years of not operating, the owner wishes to reopen the administrative operations of the business on this property. At this time, the existing structure will be used as is without making alterations to the current footprint. It is important to point out that if an expansion were to ever be proposed, residential adjacency requirements would apply (40' setback, 6' masonry wall, and maximum structure height of 20'). In summary, to accommodate the proposed use, the property must be rezoned to Commercial Corridor (CC) due to the current zoning (RE) only permitting single-family residential uses on large lots.

Staff finds that the requested zoning reclassification is adequate and would fit into the character of surrounding development.

Funding:

Source: Fiscal Dept. Approval Not Required

Amount: N/A

Local Contribution if Applicable: N/A

Recommendation:

There was verbal opposition at the Planning and Zoning Commission meeting on October 5, 2023. Presented concerns were related to flood mitigation. The Planning and Zoning Commission approved this rezoning from Residential Estate (RE) to Commercial Corridor (CC).

Commission Pillar:

Planning & Redevelopment

Attachments:

1. First Reading Zoning Cases 101723
2. Binder 235-2023-030

Planning and Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

First Reading Zoning Cases

CITY COMMISSION HEARING DATE: OCTOBER 17, 2023

Case Number	*Electoral District*	*Application Type*	*Property Address*	*Applicant/ Representative Name*	*Zoning Change*	*Reason for Request*	*Opposition*
235-2023-026	4	Rezone	3201 West Alton Gloor Boulevard	Syed Q. Jalil	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	**Verbal Opposition:** -Generated Traffic -Flood mitigation -Residential character
235-2023-027	2	Rezone	2921 Boca Chica Boulevard	B-Y Strawberry Square LTD. /Jimmy Barnard	To rezone from Commercial Corridor (CC) to Regional Center (RC)	To allow a plasma center	**Verbal Opposition:** -Predatory business model -Increase in crime -Negative image -Loitering problems
235-2023-028	2	Rezone	North Minnesota Avenue	Valley Apartments & Homes LLC./Jose Hernandez	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	No verbal or written opposition
235-2023-029	4	Rezone	221 Wild Rose Lane	Zonia C. Pullen	To rezone from Residential Estate (RE) to Residential Transition (R-3)	To allow a multi-family development	No verbal or written opposition
235-2023-030	4	Rezone	1420 West Alton Gloor Boulevard	Jesus Lopez	To rezone from Residential Estate (RE) to Commercial Corridor (CC).	To allow an administrative office for electrical business (use of existing building)	**Verbal Opposition:** -Flood mitigation
235-2023-031	4	Rezone	Summerhill Boulevard	Olmito Development LLC.	To rezone from Agricultural (AG) to Residential Single-Family (R-1)	To allow a single-family development	No verbal or written opposition

STAFF REPORT

Planning & Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

APPLICATION DETAILS

Applicant/Representative: Jesus Lopez
Property Address: 1420 West Alton Gloor Boulevard
Application Type: Rezone
Current Zoning: Residential Estate (RE)
Application Date: September 8, 2023
CC Meeting Dates: 1st – October 17, 2023/ 2nd – November 7, 2023
Overlay(s): N/A
No. of Mail-outs: 18

Geo ID: 75-7985-0000-0100-00
Case No.: 235-2023-030
Proposed Use: Administrative Office for Electrical Business
Proposed Zoning: Commercial Corridor (CC)
P&Z Date: October 5, 2023
Electoral District: 4
Annexation Year: 1995
Opposition: No Verbal or Written Opposition

PROPERTY DETAILS

Legal Description: Lot 10, Jose Almaraz Subdivision, Cameron County, Texas, located at 1420 West Alton Gloor Boulevard, Brownsville, Texas 78520.
Roadway Frontage: The subject property is fronting West Alton Gloor, a Primary Arterial.
Predominant Land Use: The predominant land use within the area is Single-Family Dwelling.

ABUTTING LAND USES (*SEE ATTACHED AERIAL VIEW MAP)*

North: Undeveloped Land and Single-Family Dwelling
East: Commercial Business and Single-Family Dwelling
South: Undeveloped Land and Single-Family Dwelling
West: Single-Family Dwelling and Commercial Business

EXISTING ZONING DESIGNATIONS (*SEE ATTACHED ZONING MAP)*

North: Residential Estate (RE) and Residential Single-Family (R-1)
East: Residential Estate (RE), Residential Transition (R-3), and Commercial Corridor (CC)
South: Residential Single-Family (R-1)
West: Residential Estate (RE) and Commercial Corridor (CC)

FUTURE LAND USE PLAN (*SEE ATTACHED FUTURE LAND USE MAP)*

The City of Brownsville Future Land Use Plan indicates that the subject land is located within the Town Corridor. Land uses in the Town Corridor primarily residential, with small clusters of commercial land uses. Residential land uses should be primarily single-family with attached townhomes and some larger lots with an average density of 3 dwelling units per acre. It is the opinion of staff that the request is consistent with the Future Land Use Plan.

REVIEW CRITERIA

After an analysis of the subject property and surrounding area, it is the opinion of staff that the proposed zoning/use would generally be compatible with surrounding uses and would not create significant or burdensome demands on public facilities such as water, wastewater, and transportation. In general, the proposed zoning/use would fit into the character of the neighborhood without having adverse impacts on the area.

STAFF RECOMMENDATION

Based upon the analysis presented in this report and based on observations from the Planning and Redevelopment Department, staff recommends approval of the zoning request from Residential Estate (RE) to Commercial Corridor (CC).

ORDINANCE NUMBER 235-2023-030

AN ORDINANCE AMENDING THE "CITY ZONING ORDINANCE" BY AMENDING THE OFFICIAL ZONING ATLAS; AND DEALING WITH RELATED MATTERS INCLUDING $2000 PENALTIES.

WHEREAS, this ordinance is in accordance with the City's comprehensive plan; is consistent with the existing zoning surrounding the area to be rezoned; and bears a substantial relationship to the public health, safety, morals or general welfare; and all procedural requirements for the passage hereof have been met;

Be It Ordained by the City of Brownsville:

Section 1. That the City Commission of the City of Brownsville, Texas, hereby amends the "City Zoning Ordinance" by amending the Official Zoning Atlas so to rezone from Residential Estate (RE) to Commercial Corridor (CC) to allow an administrative office for an electric business, Lot 10, Jose Almaraz Subdivision, Cameron County, Texas, located at 1420 West Alton Gloor Boulevard, Brownsville, Texas 78520, as shown in Exhibit "A"; the area rezoned by this amendment being situated entirely within the corporate limits of Brownsville, Cameron County, Texas.

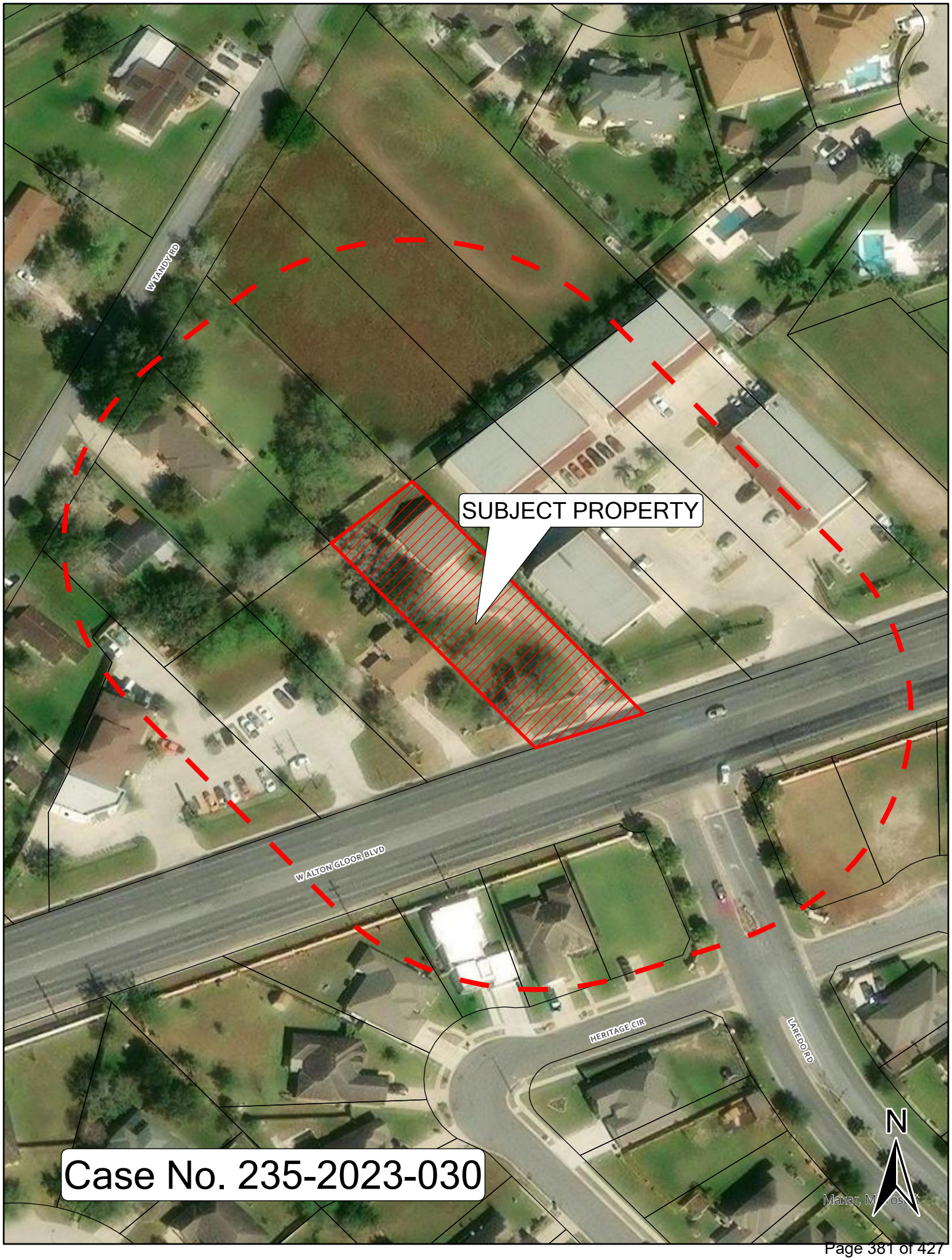
Section 2. That all provisions of the City of Brownsville Unified Development Code are incorporated herein by reference and declared to be a part hereof; and that this ordinance shall become effective on the earliest date allowed by law.

INTRODUCED at a public hearing on **October 17, 2023**. Passed at First Reading on **October 17, 2023**. PASSED at Second and Final Reading and ADOPTED, APPROVED, and ENACTED on **November 7**, **2023**.

(SEAL)

BY: _____
John Cowen Jr.
Mayor

ATTEST: _____
Yolanda Galarza-Gomez
City Secretary


SUBJECT PROPERTY
W TANDY RD
W ALTON GLOOR BLVD
HERITAGE CIR
LAREDO RD
N
Case No. 235-2023-030

City of Brownsville Zoning Map

Zoning Districts

- AG - Agricultural
- RE - Residential Estate
- R-1 - Residential Single Family
- R-2 - Residential Suburban
- R-3 - Residential Transition
- TN - Traditional Neighborhood
- TN-MU - Traditional Neighborhood Mixed Use
- TN-C - Traditional Neighborhood Corridor
- DE - Downtown Edge
- DG - Downtown General
- DC - Downtown Core
- CC - Corridor Commercial
- RC - Reginal Center
- LI - Ligtht Industrial
- HI - Heavy Industrial
- Brownsville City Limits

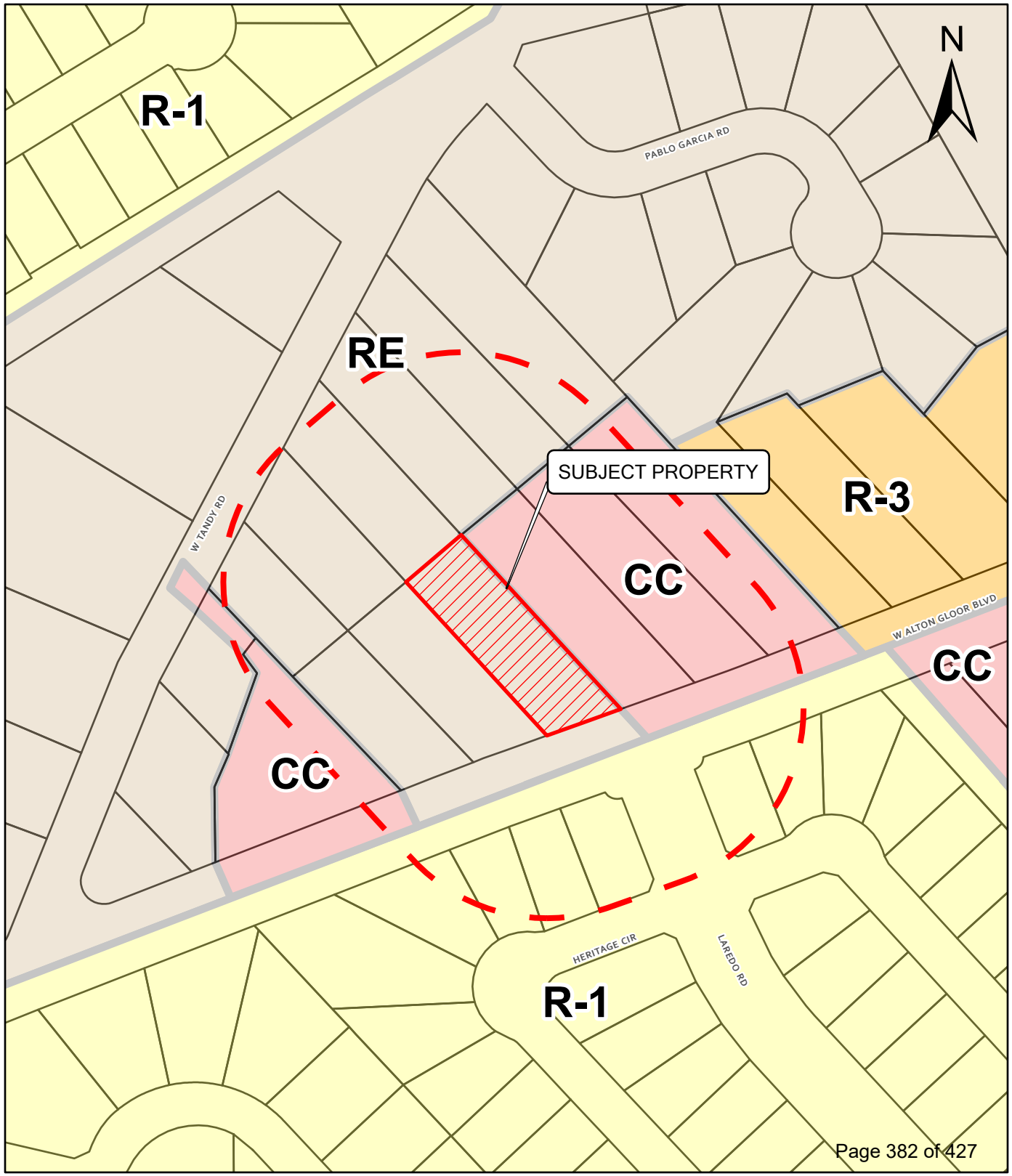
EXHIBIT "A"

Rezoning request:
Case # 235-2023-030

Current Zoning:
RE, Residential Estate

Proposed Zoning:
CC, Commercial Corridor

Brownsville Electoral District #4



FUTURE LAND USE PLAN

DISTRICTS

- Core Central
- Core East
- Core West
- Downtown Enterprise
- Downtown Riverside
- Emerging City Central
- Emerging City East
- Emerging City West
- Employment Hub
- Future Employment Hub
- Reserve Future City
- Transition Central
- Transition East
- Transition West
- Water Management

NODES

- Downtown Node
- Primary Regional Node
- Secondary Regional Node
- Sub Regional Node

CORRIDORS

- Gateway Corridor
- Linkage Corridor
- Loop Corridor
- Town Corridor

- Brownsville City Limits

Zoning Case No.
235-2023-030

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Martin Vega, Senior Planner
Date:	Tuesday, October 17, 2023
Agenda #:	Public Hearing and **ACTION** on **FIRST READING** on **Ordinance Number 235-2023-031**, to rezone from Agriculture (AG) to Residential Single-Family (R-1) to allow a Single-Family Development for a 21.64-acre tract, more or less, out of a 568.83-acre tract, Espiritu Santo Grant, Share 14, Cameron County, Texas, located at Summerhill Boulevard, Olmito, Texas 78575, as shown in Exhibit "A". (District 4) (Planning & Redevelopment Department)

Summary:
Property owner, Olmito Development, LLC., proposes to change the Zoning Designation for a 21.64-acre tract, more or less, out of a 568.83-acre tract, Espiritu Santo Grant, Share 14, Cameron County, Texas, located at Summerhill Boulevard, Olmito, Texas 78575. The applicant requests to rezone the subject property from Agricultural (AG) to Residential Single-Family (R-1) to allow a single-family residential development.

The predominant land use in the surrounding area is single-family dwelling. Additional uses, such as undeveloped land, are also present within the vicinity.

The property is located within the West Emerging District. The proposed use/zoning designation is consistent with the Future Land Use Map.

Project Scope and Analysis:
The subject property has an approximate area of 21.64 acres and will be site to Section 3 of Summer Lakes Subdivision. Within this residential development, the applicant is proposing 87 single-family lots ranging in size from 6,000 square feet to 20,000 square feet. To comply with the required minimum lot size, the property must be rezoned from Agriculture (AG), which requires a minimum lot size of 40,000 square feet, to Residential Single-Family (R-1), which requires a minimum lot size of 5,000 square feet.

Funding:
Source: Fiscal Dept. Approval Not Required

Amount: N/A

Local Contribution if Applicable: N/A

Recommendation:
There was no written or verbal opposition at the Planning and Zoning Commission meeting on October 5, 2023. The Planning and Zoning Commission approves this rezoning from Agriculture (AG) to Residential Single-Family (R-1).

Commission Pillar:
Planning & Redevelopment

Attachments:
1. First Reading Zoning Cases 101723
2. Binder 235-2023-031

Planning and Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

First Reading Zoning Cases

CITY COMMISSION HEARING DATE: OCTOBER 17, 2023

Case Number	*Electoral District*	*Application Type*	*Property Address*	*Applicant/ Representative Name*	*Zoning Change*	*Reason for Request*	*Opposition*
235-2023-026	4	Rezone	3201 West Alton Gloor Boulevard	Syed Q. Jalil	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	**Verbal Opposition:** -Generated Traffic -Flood mitigation -Residential character
235-2023-027	2	Rezone	2921 Boca Chica Boulevard	B-Y Strawberry Square LTD. /Jimmy Barnard	To rezone from Commercial Corridor (CC) to Regional Center (RC)	To allow a plasma center	**Verbal Opposition:** -Predatory business model -Increase in crime -Negative image -Loitering problems
235-2023-028	2	Rezone	North Minnesota Avenue	Valley Apartments & Homes LLC./Jose Hernandez	To rezone from Residential Transition (R-3) to Commercial Corridor (CC)	To allow a commercial plaza	No verbal or written opposition
235-2023-029	4	Rezone	221 Wild Rose Lane	Zonia C. Pullen	To rezone from Residential Estate (RE) to Residential Transition (R-3)	To allow a multi-family development	No verbal or written opposition
235-2023-030	4	Rezone	1420 West Alton Gloor Boulevard	Jesus Lopez	To rezone from Residential Estate (RE) to Commercial Corridor (CC).	To allow an administrative office for electrical business (use of existing building)	**Verbal Opposition:** -Flood mitigation
235-2023-031	4	Rezone	Summerhill Boulevard	Olmito Development LLC.	To rezone from Agricultural (AG) to Residential Single-Family (R-1)	To allow a single-family development	No verbal or written opposition

STAFF REPORT

Planning & Redevelopment Department
Zoning Division
1034 E. Levee St. 2nd Floor
Brownsville, TX 78520
(956) 548-6150

APPLICATION DETAILS

Applicant/Representative: Olmito Development LLC.
Property Address: Summerhill Boulevard
Application Type: Rezone
Current Zoning: Agricultural (AG)
Application Date: September 7, 2023
CC Meeting Dates: 1st – October 17, 2023/ 2nd – November 7, 2023
Overlay(s): N/A
No. of Mail-outs: 18

Geo ID: 79-1410-0060-0000-00
Case No.: 235-2023-031
Proposed Use: Single-Family Development
Proposed Zoning: Residential Single-Family (R-1)
P&Z Date: October 5, 2023
Electoral District: 4
Annexation Year: 2005
Opposition: No Verbal or Written Opposition

PROPERTY DETAILS

Legal Description: 21.64-acre tract, more or less, out of a 568.83-acre tract, Espiritu Santo Grant, Share 14, Cameron County, Texas, located at Summerhill Boulevard, Olmito, Texas 78575.
Roadway Frontage: The subject property is fronting Summerhill Boulevard, a Collector.
Predominant Land Use: The predominant land use within the area is Single-Family Dwelling.

ABUTTING LAND USES (*SEE ATTACHED AERIAL VIEW MAP)*

North: Undeveloped Land and Single-Family Dwelling
East: Undeveloped Land
South: Undeveloped Land
West: Undeveloped Land and Single-Family Dwelling

EXISTING ZONING DESIGNATIONS (*SEE ATTACHED ZONING MAP)*

North: Residential Single-Family Dwelling (R-1) and Extraterrestrial Jurisdiction (ETJ)
East: Residential Single-Family Dwelling (R-1)
South: Agricultural (AG)
West: Residential Single-Family Dwelling (R-1) and Extraterrestrial Jurisdiction (ETJ)

FUTURE LAND USE PLAN (*SEE ATTACHED FUTURE LAND USE MAP)*

The City of Brownsville Future Land Use Plan indicates that the subject land is located within the West Emerging District. The West Emerging District should be predominantly residential with supporting community facilities and institutional uses and small amounts of commercial and industrial uses. The average density of residential uses should be 1 dwelling unit per acre and consist of single-family homes on large lots and agricultural/ ranch properties. It is the opinion of staff that the request is consistent with the Future Land Use Plan.

REVIEW CRITERIA

After an analysis of the subject property and surrounding area, it is the opinion of staff that the proposed zoning/use would generally be compatible with surrounding uses and would not create significant or burdensome demands on public facilities such as water, wastewater, and transportation. In general, the proposed zoning/use would fit into the character of the neighborhood without having adverse impacts on the area.

STAFF RECOMMENDATION

Based upon the analysis presented in this report and based on observations from the Planning and Redevelopment Department, staff recommends approval of the zoning request from Agricultural (AG) to Residential Single-Family (R-1).

ORDINANCE NUMBER 235-2023-031

AN ORDINANCE AMENDING THE "CITY ZONING ORDINANCE" BY AMENDING THE OFFICIAL ZONING ATLAS; AND DEALING WITH RELATED MATTERS INCLUDING $2000 PENALTIES.

WHEREAS, this ordinance is in accordance with the City's comprehensive plan; is consistent with the existing zoning surrounding the area to be rezoned; and bears a substantial relationship to the public health, safety, morals or general welfare; and all procedural requirements for the passage hereof have been met;

Be It Ordained by the City of Brownsville:

Section 1. That the City Commission of the City of Brownsville, Texas, hereby amends the "City Zoning Ordinance" by amending the Official Zoning Atlas so to rezone from Agriculture (AG) to Residential Single-Family (R-1) to allow a Single-Family Development for a 21.64-acre tract, more or less, out of a 568.83 acre tract, Espiritu Santo Grant, Share 14, Cameron County, Texas, located at Summerhill Boulevard, Olmito, Texas 78575, as shown in Exhibit "A"; the area rezoned by this amendment being situated entirely within the corporate limits of Brownsville, Cameron County, Texas.

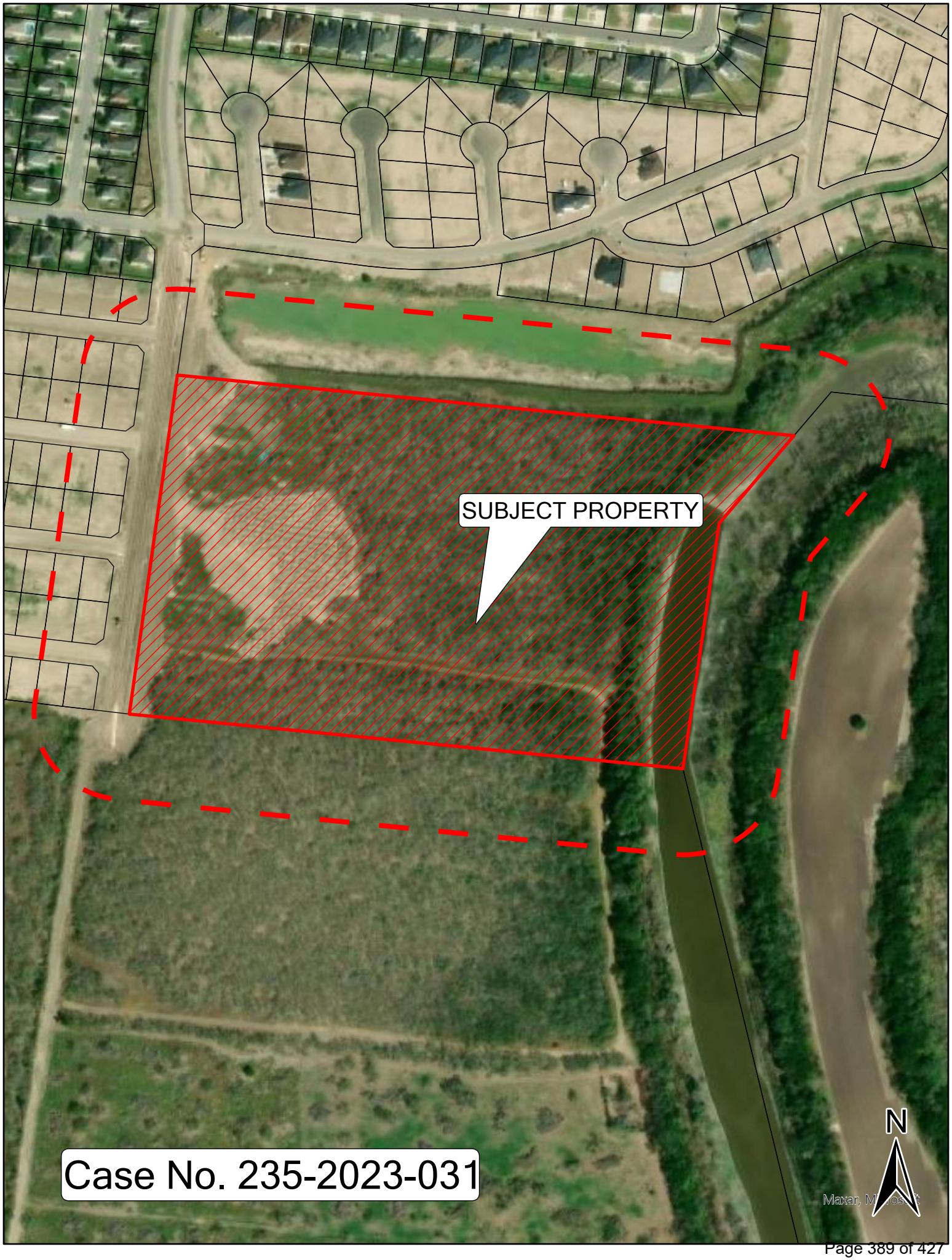
Section 2. That all provisions of the City of Brownsville Unified Development Code are incorporated herein by reference and declared to be a part hereof; and that this ordinance shall become effective on the earliest date allowed by law.

INTRODUCED at a public hearing on **October 17, 2023**. Passed at First Reading on **October 17, 2023**. PASSED at Second and Final Reading and ADOPTED, APPROVED, and ENACTED on **November 7**, **2023**.

(SEAL)

BY: _____
John Cowen Jr.
Mayor

ATTEST: _____
Yolanda Galarza-Gomez
City Secretary


SUBJECT PROPERTY
Case No. 235-2023-031
N
Maxar, Microsoft

City of Brownsville Zoning Map

Zoning Districts

- AG - Agricultural
- RE - Residential Estate
- R-1 - Residential Single Family
- R-2 - Residential Suburban
- R-3 - Residential Transition
- TN - Traditional Neighborhood
- TN-MU - Traditional Neighborhood Mixed Use
- TN-C - Traditional Neighborhood Corridor
- DE - Downtown Edge
- DG - Downtown General
- DC - Downtown Core
- CC - Corridor Commercial
- RC - Reginal Center
- LI - Ligtht Industrial
- HI - Heavy Industrial
- Brownsville City Limits

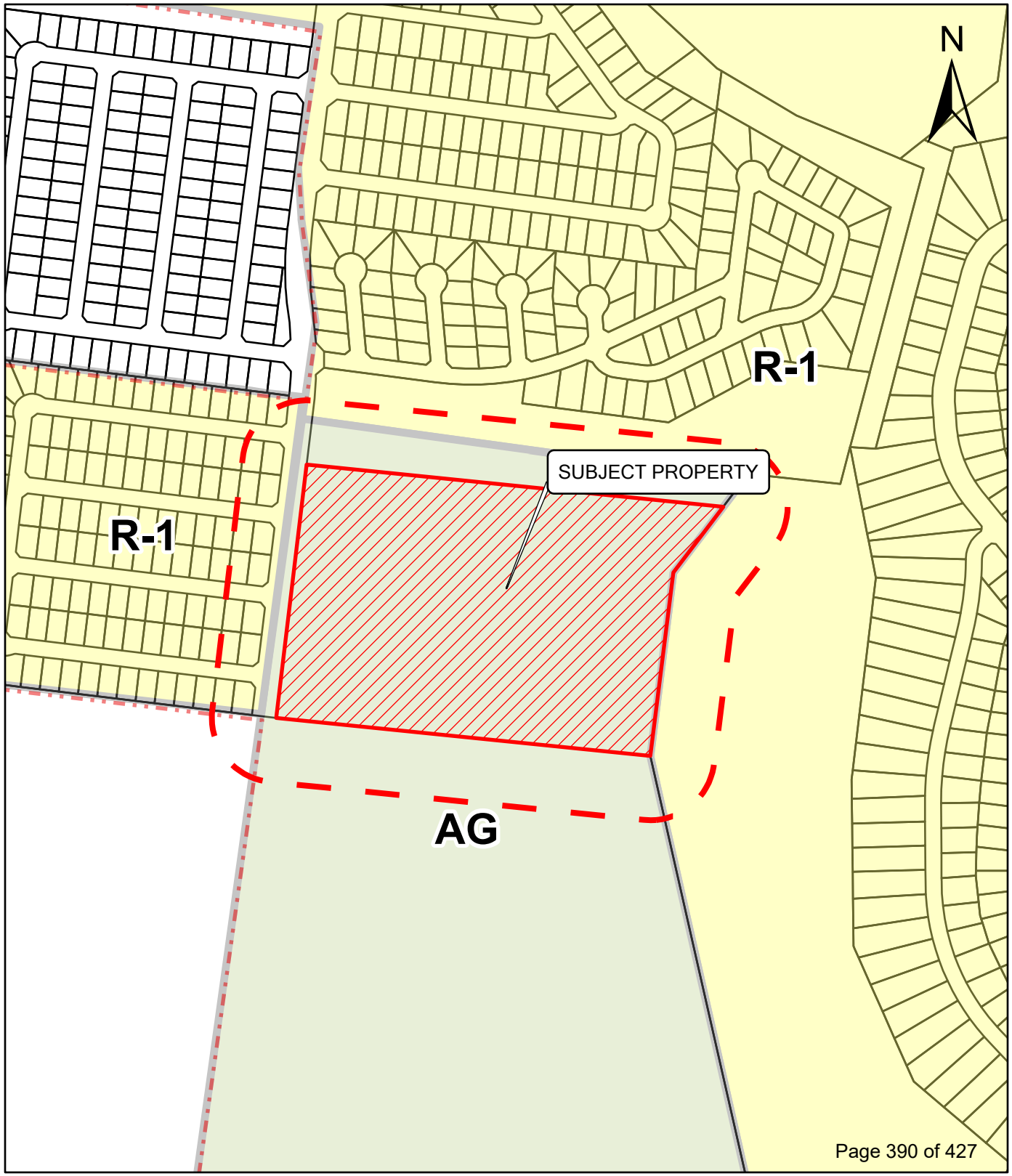
EXHIBIT "A"

Rezoning request:
Case # 235-2023-031

Current Zoning:
AG, Agricultural

Proposed Zoning:
R-1, Residential Single Family

Brownsville Electoral District #4



FUTURE LAND USE PLAN

DISTRICTS

- Core Central
- Core East
- Core West
- Downtown Enterprise
- Downtown Riverside
- Emerging City Central
- Emerging City East
- Emerging City West
- Employment Hub
- Future Employment Hub
- Reserve Future City
- Transition Central
- Transition East
- Transition West
- Water Management

NODES

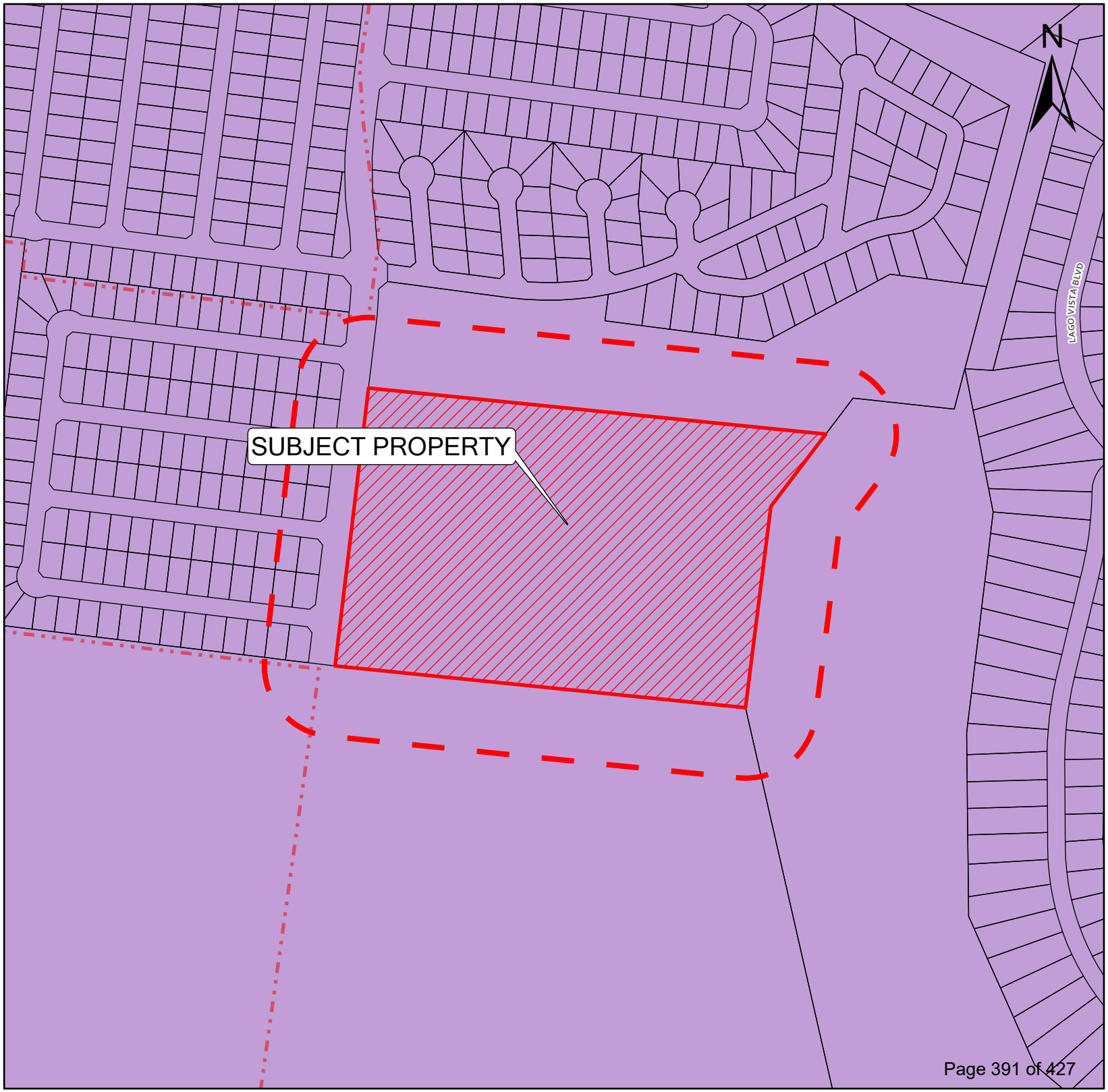
- Downtown Node
- Primary Regional Node
- Secondary Regional Node
- Sub Regional Node

CORRIDORS

- Gateway Corridor
- Linkage Corridor
- Loop Corridor
- Town Corridor

- Brownsville City Limits

Zoning Case No.
235-2023-031



To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Efren Trujillo, Director
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** to approve **Resolution Number 2023-121**, the Cultural and Tourism Grant Fund Round 3 policy and COVID19 map (Grants & Community Development Department).

Summary:
Cultural Tourism Round 3- Small Business/Non-Profit Grant Program targets applicants located in low-income census tracts and in areas with the highest rate of COVID-19 infection. The proposed resolution, if approved, will designate the COVID-19 census tract map with a 14% or higher infection rate, qualified census tracts, and the grant policy. These designations will serve as qualifiers for the third round.

Project Scope and Analysis:

Funding:

Source: Not Applicable

Amount:

Local Contribution if Applicable:

Recommendation:
Staff recommends approval of resolution 2023-121.

Commission Pillar:
Economic Development Pillar

Attachments:
1. Resolution 2023-121 Supporting Files (2)

RESOLUTION 2023-121

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF BROWNSVILLE, TEXAS, APPROVING ALLOCATION OF AMERICAN RESCUE PLAN ACT FUNDING FOR THE IMPLEMENTATION OF A SMALL BUSINESS AND NONPROFIT GRANT PROGRAM AND TO DESIGNATE CENSUS TRACTS AND THE COVID-19 INFECTION RATE OF 14% OR HIGHER AS DISPROPORTIONALLY IMPACTED FOR THE CITY OF BROWNSVILLE

WHEREAS, on March 11, 2021, President Biden signed the U.S. Senate-amended H.R. 1319 (P.L. 117-2) known as the American Rescue Plan Act (hereinafter "ARPA"); and

WHEREAS, on May 10, 2021 the U.S. Treasury issued the Interim Final Rule and on January 6, 2022, issued the Final Rule to implement ARPA in Title 31, Part 35 of the Code of Federal Regulations ("CFR"); and

WHEREAS, the City has been allocated $65,194,854.00 in funds by the U.S. Department of the Treasury ("Treasury") which are distributed to the City from ARPA for covered costs and eligible expenses to be incurred during the period which began on March 3, 2021 (the date ARPA became law) until December 31, 2024 (to be expended by December 31, 2026); and

WHEREAS, the City of Brownsville allocated $2,623,646.78 ARPA funds to Cultural and Tourism Grant Funds (CTG) to assist nonprofit organizations; and

WHEREAS, the City of Brownsville has determined that it has the objective of providing these services to its small business owners and non-profits; and

WHEREAS, the City of Brownsville approves $460,117.12 for issuance of grants to qualified small businesses and non-profits located within the City of Brownsville through Small Business and Non-Profit Grant Program for the period of (January 1, 2023 – September 30, 2026) – which will be funded in whole by federal award number SLFRP4165 awarded to the city of Brownsville by the U.S. Department of the Treasury; and

NOW, THEREFORE, BE IT RESOLVED that the City of Brownsville Commission approves CTG Round 3 policy and to designate census tracts with the COVID-19 infection rate of 14% or higher as disproportionally impacted for the City of Brownsville and as an eligibility requirement for the Small Business and Non-Profit Grant Program (see attached exhibit).

PASSED AND APPROVED by the City Commission of the City of Brownsville, Texas this _____ day of _____, 2023

City of Brownsville, Texas

Attest:

_____

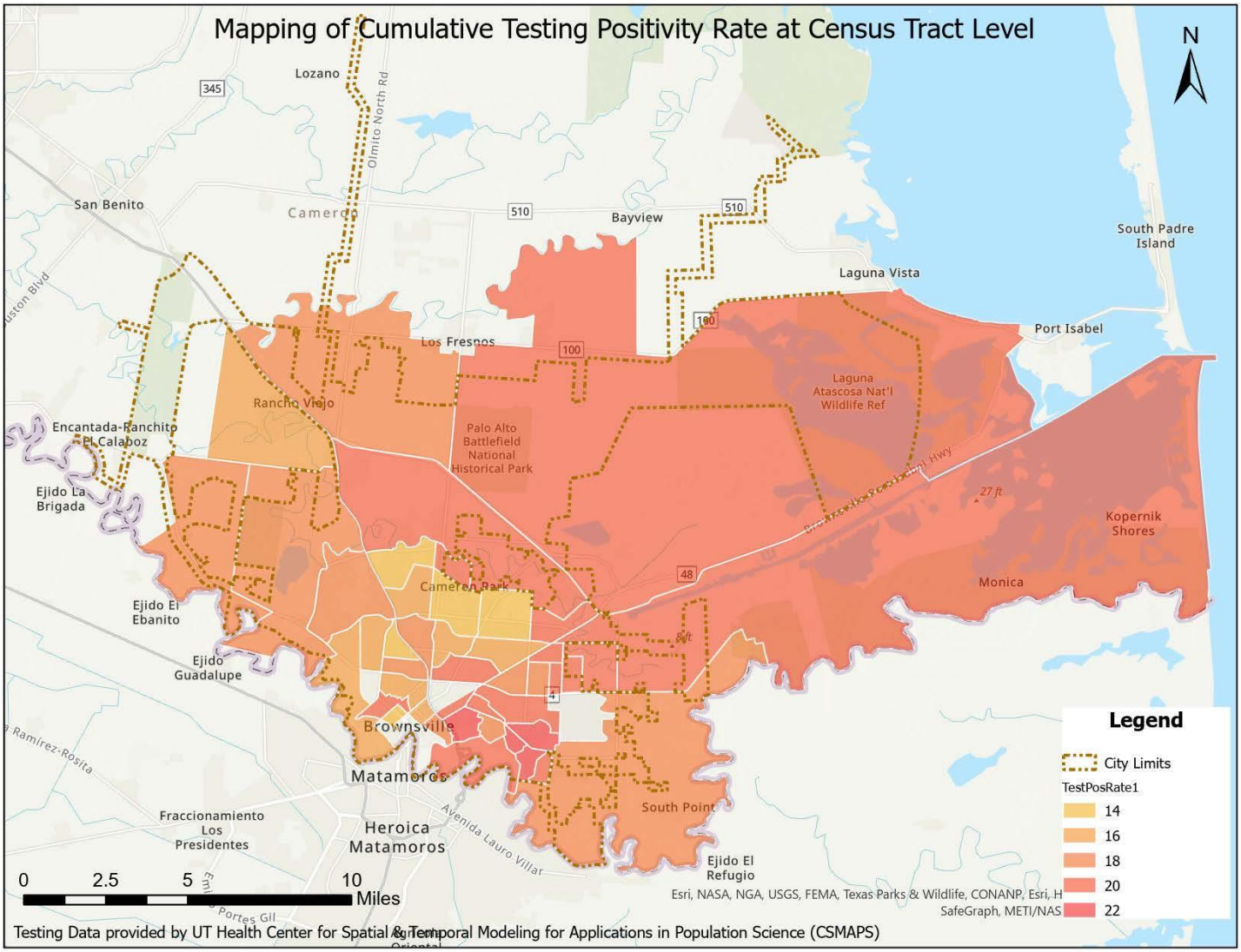
John Cowen Jr.
Mayor

_____

Yolanda Galarza-Gomez
City Secretary

Exhibit

COVID-19 Map



Small Business and Non-Profit Grant Program

American Rescue Plan Program Policies and Procedures Round Three

DRAFT

CITY OF BROWNSVILLE SMALL BUSINESS/NON-PROFIT GRANT PROGRAM

PROJECT OVERVIEW

The City of Brownsville has received $65.3 million in American Rescue Plan Act (ARPA) funding to combat the ongoing impacts of COVID-19 in the community. The City Commission authorized $2,626,646.78 of the ARPA funds for the creation of a Cultural and Tourism Grant Fund (CTG) due to the economic impact of the COVID-19 pandemic in the cultural and tourism areas. Many non-profit arts and cultural organizations, and tourism-related organizations had to cease operations or had their operations severely diminished due to the mandated closures. As such, the City of Brownsville has elected to allocate up to $2.62 million of its ARPA funding to help rebuild Brownsville, non-profit arts and cultural organizations, and organizations that attract tourism to the City of Brownsville. In round one of the grant program, $1,297,000.00 was awarded to eight organizations. Round two of the program awarded $866,529.66 to four organizations. The Cultural and Tourism Grant Fund has a remaining balance of $460,117.12. The City of Brownsville recognizes that other for-profit small businesses and not-for-profit organizations in the city were impacted by COVID-19 in ways that were similar to the impacts on the culture and tourism area. As a recipient of the "American Rescue Plan Act Coronavirus State and Local Fiscal Recovery Funds" (CSLFRF), the City of Brownsville has determined it is in the best interests of the community to use the remaining portion of this assistance to establish a small business grant initiative known as the City of Brownsville Small Business Grant Program. Under the CSLFRF, the City is permitted to direct federal recovery dollars to small for-profit businesses and not-for-profit businesses/organizations so that they may use the grant funds to recover from the impacts of the COVID-19 pandemic. The final rule presumes that an expanded set of households and communities are "impacted" or "disproportionately impacted" by the pandemic, thereby allowing recipients to provide responses to a broad set of households and entities without requiring additional analysis. This includes businesses and non-profits operating in low-income census tracts and allows the City to designate other disproportionately impacted areas. The City of Brownsville, via City Commissioners' Resolution 2023-121, has approved an allocation of $460,117.12 for the implementation of this program. Additionally, through resolution 2023-121 the city has designated areas that experienced Covid-19 infection rates above 14% as disproportionally impacted. The program will target businesses/non-profits located in low-income census tracts and census tracts that had a high rate of COVID-19 infection during the pandemic. These businesses are considered disproportionately impacted by COVID-19 and thus eligible for assistance. For the purpose of this grant, the term small business will apply to both for profit businesses and not for profit organizations and 501c3 organizations within the City of Brownsville.

DRAFT

CITY OF BROWNSVILLE SMALL BUSINESS/NON-PROFIT GRANT PROGRAM

ABOUT THE CITY OF BROWNSVILLE SMALL BUSINESS/NON-PROFIT GRANT PROGRAM

The Small Business/Non-Profit Grant Program is geared to provide direct aid to small businesses in our community that are likely to have experienced hardship. The focus will be on applicants that have not received assistance from other relief programs. To best aid those most in need and provide for easier application, the application review process will prioritize for profit businesses and not for profit organizations located within (1) Qualified Low-Income Census Tracts (QCT) or (2) COVID-19 high infection zones within the City of Brownsville. Per the eligibility criteria listed below, small businesses/non-profit located in a low income or COVID-19 high infection rate census tract will not be required to document economic losses and will receive a grant of up to $10,000. Applicants outside of the QCT and COVID-19 High Infection Rate eligible areas may qualify for assistance up to $10,000 by demonstrating economic losses.

Implementation of the Small Business/Non-Profit Grant Program will be completed in partnership with GrantWorks Inc. GrantWorks was awarded a contract to provide ARPA Program Management services for the City of Brownsville. GrantWorks will provide an online application portal that will be accessible via mobile phone, tablet, or computer. This portal will allow for easy document uploads via traditional document upload methods or via photo capabilities of mobile devices. After the collection of application and eligibility documentation, GrantWorks will review applications, and request additional documentation as needed. GrantWorks will provide funding recommendations to the City of Brownsville for eligible applications. Grant funds will be delivered as a bank check or electronic funds transfer from the City of Brownsville, made payable to the person or entity identified on the business's TX registration.

The City of Brownsville Grants and Community Development Department (GCD) will promote the program on its website and through emails to various partners including Community Action Board participants, community centers, business organizations, community leaders, Chambers of Commerce, and the Downtown Manager. The GCD will host informational workshops and will arrange for virtual application portal training for community leaders and organizations interested in the training. Information sessions will be held at the Brownsville Public Library both in-person and virtually prior to the grant opening.

All funds appropriated for the Small Business/Non-Profit Grant Program must be expended by August 30, 2024; and any remaining funds will be re-obligated to another CSLFRF eligible City initiative before December 31, 2024. Per the federal guidelines, all CSLFRF funds must be expended by December 31, 2026.

[1] Qualified Census Tract - https://www.huduser.gov/portal/sadda/sadda_qct.html

[2] City of Brownsville High Infection Zones - Brownsville Census Tract COVID- Test Positivity Rate (arcgis.com)

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ELIGIBILITY CRITERIA

Info Category	Group 1 – QCT or High Infection Rate area that have not received specific business/non-profit grant assistance from the federal, state or local government entity.	Group 2 - QCT or High Infection Rate area that previously received specific business/non-profit grant assistance from the federal, state or local government entity.	Group 3 – All of Brownsville
Prioritization	Applications will be categorized upon submission and processed in the order received within their respective category group. Group 1 applications will be prioritized ahead of Group 2 and Group 3 applications. Applications falling under Category Group 3 will only be processed if there are no applications pending review from Category Group 1 or Group 2. Incomplete applications will be returned to applicants with detailed instructions for completion. Upon receiving notice of incompletion, applicants will have 10 days from the date of the notice to provide necessary documentation. If an applicant fails to provide the necessary documentation within 10 days, their application will be rejected.	Applications will be categorized upon submission and processed in the order received within their respective category group. Group 2 applications will be processed when there are no pending applications for group 1. Incomplete applications will be returned to applicants with detailed instructions for completion. Upon receiving notice of incompletion, applicants will have 10 days from the date of the notice to provide necessary documentation. If an applicant fails to provide the necessary documentation within 10 days, their application will be rejected.	Group 3 applications will only be processed if there are no applications pending review from Group 1 or Group 2. Incomplete applications will be returned to applicants with detailed instructions for completion. Upon receiving notice of incompletion, applicants will have 10 days from the date of the notice to provide necessary documentation. If an applicant fails to provide the necessary documentation within 10 days, their application will be rejected.

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CITY OF BROWNSVILLE SMALL BUSINESS/NON-PROFIT GRANT PROGRAM

General	Contact Information of Business/Non-Profit Owner Full Name Email Phone	Contact Information of Business/Non-Profit Owner Full Name Email Phone	Contact Information of Business/Non-Profit Owner Full Name Email Phone
Business Eligibility[1]	Business/Non-Profit Name (as registered) with: Texas Secretary of the state or As filed on US Income Tax Return Date of formation prior to 3/1/2019 Business/Non-Profit physical location/address within Brownsville City Limits Copy of income tax or 990 return for 2021 demonstrating less than $3m in gross revenue (Less than $5m in restaurant operations) Employee Roster showing 50 or fewer employees, part time equates to ½ full time employees. Unique Entity Identification through SAM.gov Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.	Business/Non-Profit Name (as registered) with: Texas Secretary of the state or As filed on US Income Tax Return Date of formation prior to 3/1/2019 Business/Non-Profit physical location/address within Brownsville City Limits Copy of income tax or 990 return for 2021 demonstrating less than $3m in gross revenue (Less than $5m in restaurant operations) Employee Roster showing 50 or fewer employees, part time equates to ½ full time employees. Documentation of Covid-19 assistance previously received. Unique Entity Identification through SAM.gov Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.	Business/Non-Profit Name (as registered) with: Texas Secretary of the state or As filed on US Income Tax Return Date of formation prior to 3/1/2019 Business/Non-Profit physical location/address within Brownsville City Limits Copy of income tax or 990 return for 2021 demonstrating less than $3m in gross revenue (Less than $5m in restaurant operations) Employee Roster showing 50 or fewer employees, part time equates to ½ full time employees. Documentation of Covid-19 assistance previously received Unique Entity Identification through SAM.gov Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.

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Demonstrated Economic Loss	No documented loss needed	No documented loss needed	Provide audits, Profit/Loss statement or tax returns or other documentation to show a documented loss and/or increase in expenses related to COVID-19 between the years 2019, 2020 and 2021. Losses may include loss of anticipated fund raisers and decreased donations for non-profit organizations. Award will be 100% of documented loss up to $10,000.
Preferences	Preference will be given to those businesses/non-profits that have not received specific business/non-profit grant assistance from the federal, state or local government entity.		
Ineligible	Businesses/Non-Profits with more than $3m in gross revenue (More than $5m in restaurant operations), National franchises, K through 12 educational institutions, local government, adult video and novelty stores, gambling, sweepstakes, residential property owners/lessors, membership-only organizations, and social clubs, entities that are not open to the general public, and multi-family units are ineligible.		

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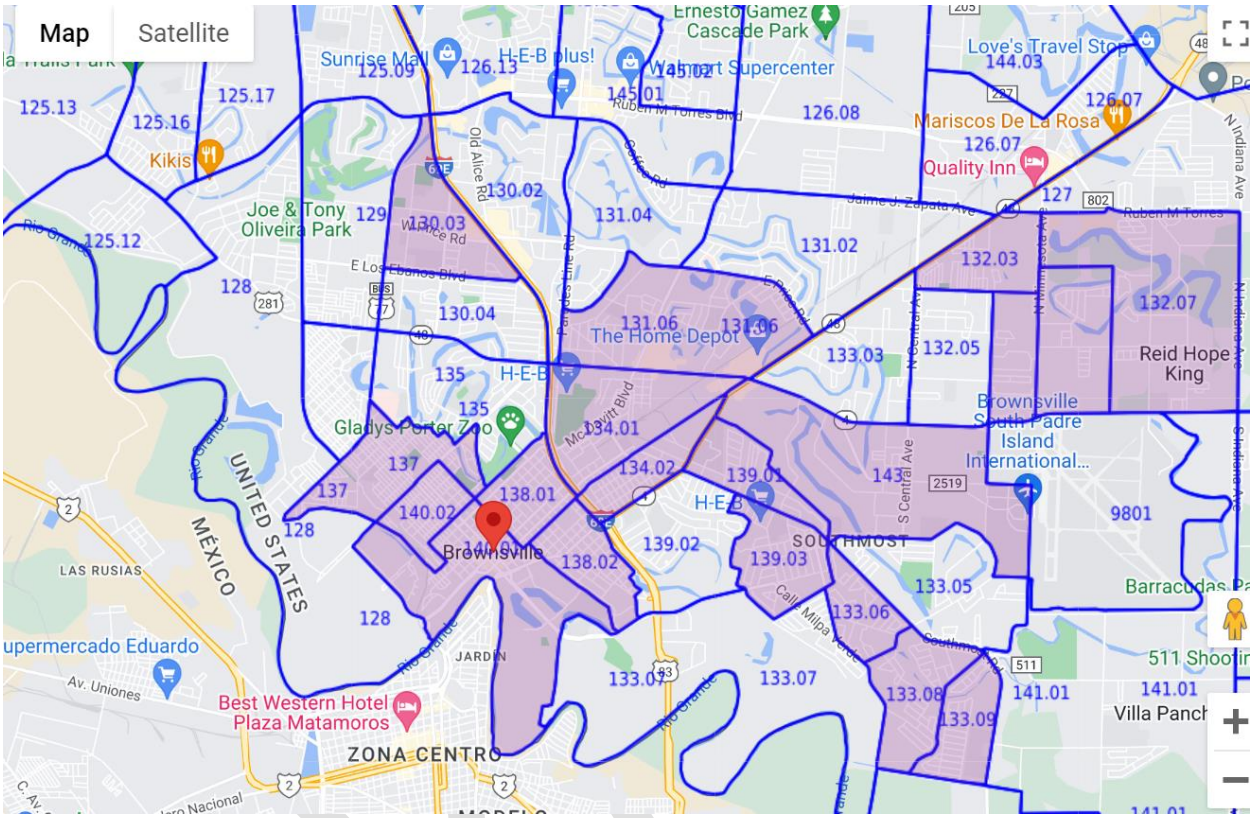
Qualified Census Tracts MAP:

2023 Qualified Census Tract (QTC): https://www.huduser.gov/portal/sadda/sadda_qct.html

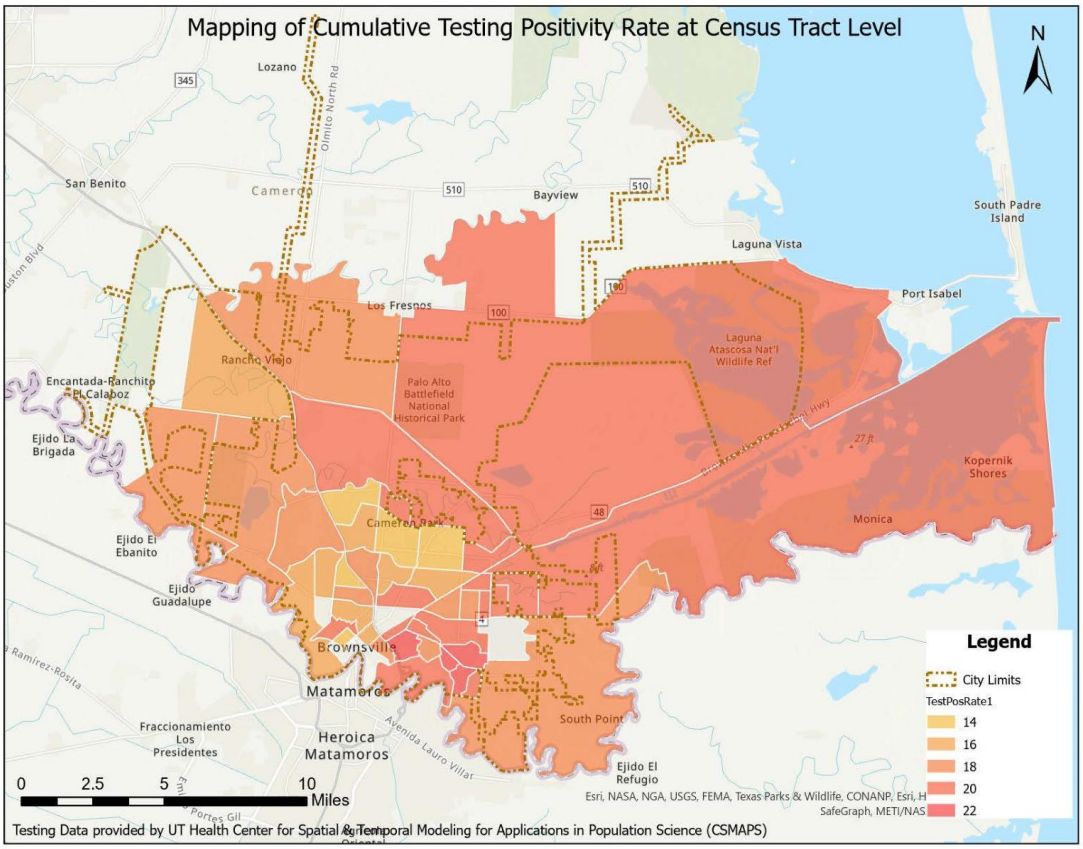


QTC 2023					
Census Tracts	137.00	138.01	139.03	132.04	133.09
	140.02	134.01	133.06	132.06	130.03
	140.01	134.02	131.06	132.07	143.00
	138.02	139.01	132.03	133.08	

COVID-19 High Infection Rate Zones:

The City of Brownsville Health Department identified significant impact at infection rates of 14% or higher as a disproportionately high rate of COVID-19 infection. The City Commission recognized and declared areas of the City with infection rates at or above 14% to be disproportionately impacted by COVID-19, thus businesses in these areas are deemed to have suffered negative economic impacts and are eligible for grant assistance. The following census tracts had infection rates of 14% or greater (see table below). While the country experienced business closures at a national level, the high rate of infection in the City of Brownsville meant that many businesses experienced heightened negative outcomes such as longer closures, concerns of proper socially distancing for employees and customers, lack of personal protective equipment (PPE), and resources to transition businesses/non-profits to offer curbside or contactless services.

COVID-19 High Infection Rate Zones (Map):



COVID-19 High Infection Rate Zones							
Census Tracts	0132.05	0133.05	0133.09	0136.00	0139.01	0140.02	0144.00
	0132.06	0133.06	0134.01	0137.00	0139.02	0141.00	0145.00
	0132.07	0133.07	0134.02	0138.01	0139.03	0142.00	
	0133.03	0133.08	0135.00	0138.02	0140.01	0143.00	

ESTIMATED BUDGET

It is the program's intent that all $460,117.12 allocated to this program be dedicated to small businesses/non-profits in Group 1, Group 2 and Group 3 as outlined in the eligibility criteria table above to the extent that there are eligible applications from these groups. The administrative needs of the program are addressed under separate ARPA budget line items.

ALLOWABLE USE OF GRANT FUNDS:

Each awarded applicant shall enter into an agreement outlining the terms of the award. The beneficiary agreement for each beneficiary shall comply with the following:

1. Funds may be used for any operational expense that the recipient deems to be necessary due to the COVID-19 pandemic for restart or continuation of the organization's activity, administration, or safely operated venue.

2. Beneficiaries must submit reports as identified in the beneficiary agreement.

APPLICATION INSTRUCTIONS.

Applicants will apply through the application portal provided by GrantWorks Inc., *GW 20/20 User Registration Portal.*

Approval Process:
GrantWorks Inc. will review applications with the Grants and Community Development Department staff and will make eligibility determinations based on the program eligibility criteria.

Policies and procedures are subject to change as the City of Brownsville responds to federal requirements, policy improvements and community needs.

DOCUMENT RETENTION POLICY

This policy section is intended to provide the general protocols, guidance and framework for the files, records, and reports used and stored by the City of Brownsville (and their ARPA representatives) for the purposes of carrying out the ARPA funded programs during the contractual period of performance and throughout the ARPA required retention period.

It is the policy of the City of Brownsville to follow Treasury's record retention requirements as it expense funds pursuant to the ARPA/SLFRF award. Accordingly, the City of Brownsville agrees to:

- Retain all financial and programmatic records related to the use and expenditure of SLFRF pursuant to the ARP/SLFRF award for a period of five (5) years after all SLFRF funds have been expended or returned to Treasury, whichever is later.
- Ensure that the financial and programmatic records retain sufficient evidence compliance with section 603(c) of the Social Security Act "ARPA," Treasury's regulations implementing that section, and guidance issued by Treasury regarding the foregoing.
- Allow the Treasury Office of Inspector General and the Government Accountability Office, or their authorized representatives, the right to timely and unrestricted access to any records for the purpose of audits or other investigations.
- If any litigation, claim, or audit is started before the expiration of the 5-year period, the records will be retained until all litigation, claims, or audit findings involving the records have been resolved.

Disposition of Document Records & Storage: The City of Brownsville's records must/will be stored in a safe, secure, and accessible manner. The GrantWorks GW20/20 Portal will maintain reliability to ensure records are accurate and available, preserve authenticity to protect against unauthorized access, and provide usability to staff so that records can be easily found and updated. Information shall be transferred to the City of Brownsville and designated ARPA project managers at key points throughout the project.

The City of Brownsville will carry out this plan in its entirety with a preference for digitally stored data, password protection and limited building/file access. All projects that involve personally identifiable information (PII) or any data deemed as sensitive or confidential in nature, shall be managed appropriately. PII Data is in reference to but not limited to individual/applicant name, address, driver's license number, income level, or other personal information for determining identity and/or project eligibility. The *Personally Identifiable Information (PII) Plan (below)* addresses specific steps to ensure potential PII data is handled and maintained in a secure and confidential manner. The City of Brownsville (and their representatives) agrees to comply with all local, state, and federal regulations regarding handling, release, or disclosure of such information.

Reporting Policy Violations: The City of Brownsville is committed to enforcing this policy as it applies to all forms of records. Any employee that suspects the terms of this policy have been violated shall report the incident immediately to that employee's supervisor. If an employee is not comfortable bringing the matter up with the supervisor, the employee may bring the matter to the attention of Efren Trujillo, Director of Grants and Community Development email efren.trujillo@brownsvilletx.gov . The City of Brownsville prohibits any form of discipline, reprisal, intimidation, or retaliation for reporting incidents of inappropriate conduct of any kind, pursuing any record destruction claim, or cooperating in related investigations.

Questions About the Policy: Any questions about this policy should be referred to Olga Moya, City of Brownsville Grant Manager email olga.moya@brownsvilletx.gov who oversees

administering, enforcing, and updating this policy. All revised policies should be clearly tracked and shared, and contingent on the nature of revisions, may also require additional approval.

Project Closeout: The City of Brownsville (and its representatives) will identify and collect applicable records for each project carried out with ARPA funding. The City of Brownsville will work with the designated ARPA Project Manager to ensure all records are transferred in a secure, efficient, and timely manner. The City of Brownsville will continue to update and improve upon this Document Management and Record Retention Policy as additional best practices are identified or should Treasure SLFRF provide new relevant information related to record keeping.

CONFLICT OF INTEREST POLICY

In compliance with the Texas Local Government Code 171, City of Brownsville officials are not involved in the selection and determination of eligibility for applicants to the Small Business Grant Program.

In accordance with the City of Brownsville's Code of Ordinances, Chapter 38 Article I Sec, 38-31; to avoid the appearance and risk of impropriety, a city official or employee shall not take an official action that he or she knows is likely to affect the economic interest of the employee either directly or indirectly.

Any business/non-profit entity, affiliated business/non-profit, or partner of a business/non-profit entity in which a substantial economic interest is held by an employee with direct oversight of the program or official of the City of Brownsville, his or her parent, child, spouse, domestic partner, or other family member within the first degree of consanguinity or affinity may not apply for this program. Application submittal and eligibility review will be done through the contracted services of GrantWorks via their GW 20/20 Application Portal. No City of Brownsville employee may advocate on behalf of or encourage a deviation from the set eligibility criteria on behalf of any small businesses or group of small businesses/non-profits after the launch of the program and start of any application cycle(s).

PERSONALLY IDENTIFIABLE INFORMATION (PII) PLAN

Introduction:

The City of Brownsville has received Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) from the U.S. Department of Treasury for covered costs and eligible expenses per the SLFRF Final Rule, and ARPA Sections 602(b) and 603(b) of the Social Security Act as added by section 9901 of the American Rescue Plan Act. These funds may be used to make awards to small business/non-profit beneficiaries. Some personally identifiable information (PII) may be

collected from applicants in order to determine eligibility or make payment on an award. This Personally Identifiable Information (PII) Policy provides guidance on determined collection needs, collect and store this sensitive information responsibly, respectfully and in compliance with the U.S. Privacy Act of 1974.

Use and collection of PII will be minimized as much as possible; and will be limited only to what is needed to ascertain the business' registration, assess eligibility, and award funds. Certain application information may need to be collected such as name, contact information and business/non-profit income and employee documentation. Information not explicitly needed (such as an owner's SSN or bank account numbers associated with income returns) should be redacted prior to filing (either electronically or physically).

Definition of PII:

PII is information that can be used to distinguish or trace an individual's identity, either alone or when combined with other personal or identifying information that is linked or linkable to a specific individual. Set forth below is a non-exclusive list of information that may constitute PII on its own or in combination with other information[1]:

- Age
- Alias
- Audio recordings
- Biometric identifiers (e.g., fingerprints, iris image)
- Certificates (e.g., birth, death, marriage)
- Credit card number
- Criminal records information
- Date of birth
- Device identifiers (e.g., mobile devices)
- Drivers' License / State ID Number
- Education Records
- Email address
- Employee identification number
- Employment status, history, or information (e.g., title, position)
- Fax number
- Financial information
- Foreign activities
- Full name
- Gender
- Geolocation information
- Home address
- Internet cookies containing PII
- Investigation report or database
- IP / MAC address
- Legal documents or records
- Marital status
- Military status or other information
- Mother's maiden name
- Passport information
- Phone numbers
- Photographic identifiers
- Place of birth
- Protected health information
- Race/ethnicity
- Religion
- Salary
- Sex
- Social security number (SSN)
- Taxpayer ID
- User ID
- Vehicle identifiers
- Web uniform resource locators
- Work address or other business contact information. (HUD does not engage with individuals in an entrepreneurial capacity, but business contact information may still constitute PII because it identifies individuals.)

Responsibility & Handling:

All City of Brownsville and GrantWorks employees handling PII must comply with PII requirements as outlined in this document.

[1] Definition from National Institute of Standards and Technology (NIST) Special Publication (SP) 800-122, "Guide to Protecting the Confidentiality of Personally Identifiable Information (PII)," and the "2021 HUD PII Handbook"

- Application documentation will be uploaded directly to the Small Business/Non-Profit Grant Program portal. The Portal is hosted by GrantWorks via the proprietary GW 20/20 project management system. This system is separated by password protected access per federal grant program and the City of Brownsville Application Portal being created for this specific program is only accessible by assigned GrantWorks IT staff, program managers and select City of Brownsville employees.
- The documents uploaded by applicants are stored on a separate SharePoint site accessible only by invitation and password to designated GrantWorks and City of Brownsville employees. It is not accessible to uninvolved GrantWorks employees, applicants (after submittal, except as indicated below), the general public or all City of Brownsville employees.
- No paper applications or documentation are anticipated to be collected.
- Documentation for this program will be stored with GrantWorks for five (5) years after all ARPA allocation of funds to the City of Brownsville have been expended or returned to Treasury, per the CLFRF/ARPA Terms & Conditions.

Transparency / Notification:

The City of Brownsville will be transparent about the use, storage and destruction of PII collected for the program. PII shall only be stored for long enough to complete analysis and then an alternative reference code (Alpha-Numeric identifier) used when referring to the beneficiary. At any time, an applicant providing PII data will be able to review these policies and procedures related to the data collection.

Specific to the City of Brownsville Small Business/Non-Profit Grant Program portal, upon collection of PII – the applicant providing the data will review and confirm receipt of the use of PII being requested and their specific purpose for being collected. A notification of this PII policy (and downloadable copy of the PII policy) will be provided at the beginning of the application process in the Portal.

Disclosure Request:

Applicants shall have access to their application and all information provided through the application portal and may access their information by logging in to the portal.

Privacy Act Exceptions to Conditions of Disclosure:

The City of Brownsville shall not provide an individual's PII without prior written consent, unless the disclosure is due to statutory exceptions as listed in The Privacy Act and exceptions for information that may be disclosed under the Texas Public Information Act.

PROGRAM APPLICATION / DATA POINTS TO BE COLLECTED

Info Category	
General	Contact Information of Business Owner

	● Business Name/Non-Profit (as registered) with: ○ State of Texas (Secretary of State) ● Name ● Email ● Phone
Business Eligibility	● Date of registration ● Business/Non-Profit physical location/address ● Employee Payroll Roster ● Business/Non-Profit tax return for 2019 ● Unique Entity Identification through SAM.gov ● Debarment and exclusion check demonstrating business/non-profit is not excluded from participating in federal programs.
Demonstrated Economic Loss	• Audits • Profit/Loss statement • Tax returns • Other documentation to show a documented loss and/or increase in expenses related to COVID-19 between the years 2019, 2020 and 2021.

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To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Will Trevino, First Assistant City Attorney
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** on **Resolution Number 2023-120**, adopting procedures for review of Billboard applications. (Tabled on October 3, 2023)(Planning & Redevelopment Department)

Summary:
To provide some background, staff proposed an amendment to the sign ordinance on November 3, 2022. The Planning Department staff were given directions to include additional changes at this meeting. Staff then presented an updated version of the proposed amendment by incorporating a new sign type (Billboards) within the "permitted sign" section. Additionally, this amendment adjusted the height limitations for the various types of signs outlined in the UDC and proposed to expand the list of zoning districts in which these are allowed.

The amendments were brought back to the Planning and Zoning Commission meeting on May 4, 2023, where no opposition was registered. The Planning and Zoning Commission recommended approval of Ordinance Number 2022-235.102. The item was then presented to the City Commission at a Work Session Item on May 16, 2023.

On June 6, 2023, the Commission approved the subject item at 1st Reading; however, it was requested for the item to be brought back on July 11, 2023, to review the sign inventory data collected by staff. On June 11, 2023, the Commission requested additional sign spacing analysis.

After much discussion, the City Commission adopted an amended Ordinance No. 2022-235.102 accepting staff's recommendations except for distance regulations and the requirement of removing three signs for one, and allowing digital advertising with 1,000 hours of advertisement reserved for the City for public service announcements, which was introduced for First Reading on the 6th day of June 2023, and passed and approved on the 1st day of August 2023.

The motion approving Ordinance No. 2022-235.102 directed staff to propose an application process as a pilot for the next six months that provides a case-by-case review of applications before the Planning and Zoning Commission and City Commission.

Before the City Commission is Resolution No. 2023-120 adopting a set of procedures for processing Billboard applications that staff has incorporated into the Ordinance and presenting before you for a six-month pilot. Staff will document the effectiveness of this process and procedures and report back at the six-month conclusion of the pilot on Billboard application processing. The City Commission will then have an opportunity to make additional changes via an amended ordinance to Ordinance No. 2022-235.102 based on the staff's report on the pilot process.

Project Scope and Analysis:

Funding:

Source: Not Applicable

Amount:

Local Contribution if Applicable:

Recommendation:
Staff recommends approval.

Commission Pillar:
Governance Pillar
Planning and Redevelopment Pillar

Attachments:
1. Resolution 2023-120 (1)

RESOLUTION NUMBER 2023-120

A RESOLUTION OF THE CITY OF BROWNSVILLE ADOPTING A SIX-MONTH PILOT FOR APPLICATION PROCESS AND PROCEDURES FOR REVIEW AND APPROVING BILLBOARD APPLICATIONS IN COORDINATION WITH ORDINANCE NUMBER 2022-235.102.

WHEREAS, the City of Brownsville, Texas (the "City") is a home rule municipality located in Cameron County, Texas, created in accordance with the provisions of the Texas Local Government Code, The Texas Constitution and operating pursuant to the enabling legislation of the state of Texas; and

WHEREAS, the City Commission of the City of Brownsville, Texas (the "City Commission") is empowered under Local Government Code 54.001 to do all acts and make all regulations that may be necessary or expedient for the promotion of the public health, safety, and the general welfare; and

WHEREAS, Section 216.901 of the Texas Local Government Code empowers a home rule municipality to license, regulate, control, or prohibit the erection of signs or billboards by charter or ordinance; and

WHEREAS, the City Commission adopted an amended Ordinance No. 2022-235.102 accepting staff's recommendations except for distance regulations and the requirement of removing three signs for one, and allowing digital advertising with 1,000 hours of advertisement reserved for the City for public service announcements, introduced for First Reading on the 6th day of June 2023, and passed and approved on the 1st day of August 2023; and

WHEREAS, the motion approving Ordinance No. 2022-235.102 directed staff to bring an application process as a pilot for the next six months that provides a case-by-case review of applications before the Planning and Zoning Commission and City Commission; and

WHEREAS, this proposed process and procedures will aid in protecting the public health, safety, and general welfare of the community; and

WHEREAS, this proposed process and procedures are in line with the application process for other sign applications under the UDC; and

WHEREAS, staff is to document the effectiveness of this process and procedures and to report back at the six-month conclusion of the pilot on Billboard application processing.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Brownsville, Texas, that:

Section 1. Findings. The recitals herein are found to be true and correct and are hereby adopted by the City Commission and made a part hereof for all purposes as findings of fact and legislative findings.

Section 2. Approval. The City Commission approves the procedures for review of applications for Billboards:

Changeable Copy

An electronic message board or changeable message board may be incorporated into a Billboard Sign that is at least two hundred (200) feet from a RE, R-1, or R-2 district in accordance with 4.6.7 Lighting and with Texas Department of Transportation regulations. In order to further implement the City's intentions stated in 5.3.1 Purpose and Objective of the UDC, the property owner of the Billboard Sign shall dedicate 1,000 hours per year to the City for public service announcements (PSA) to accommodate the associated and proportionate impact on the visual clutter ~~that is potentially harmful to automobile and pedestrian safety, property values,~~ and on the health, safety, and welfare of the City. A Billboard Sign property owner may request a full or partial waiver of this requirement to decrease the number of annual PSA hours required. Planning and Zoning Commission and City Commission shall consider the Billboard Sign property owner's request for a full or partial waiver under the following criteria:

- Billboard Sign property owner shows good and enough cause for the waiver;
- Failure to grant the waiver would result in exceptional hardship to the property owner, and
- Granting of a waiver will not result in additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.

The Billboard Sign property owner can make the request for a full or partial waiver during each hearing before the Planning and Zoning Commission and City Commission. If the request is denied or modified, the property owner may apply to the Planning and Zoning Commission and City Commission for reconsideration to show different good and enough cause for a waiver from the initial decision.

If the Planning and Zoning Commission votes unanimously to recommend the denial of a request for a waiver, City Commission may only approve the waiver by a two-thirds (2/3rds) majority.

Application Procedure

These application procedures shall only apply to Billboards.

1. An applicant for a Sign Permit must submit the application to the Planning Director. The sign must comply fully with the requirements of 5.3 Signs of the UDC and the City's requirements for detail drawings and technical specifications.

2. A Permit Fee is required. The amount of the fee is shown on the City's Fee Schedule. The applicant must submit a complete permit application before the City proceeds with the review of the application as stated herein. Incomplete permit applications will not be accepted for review as stated herein and shall not be issued a permit. No Sign Permit may be issued for an existing or proposed sign unless the sign complies with the requirements of 5.3 Signs of the UDC.

3. Within ten (10) business days of receiving an application for a Sign Permit, the Planning Director will review the application for completeness. If the Planning Director finds that the application is incomplete, the Planning Director will send to the applicant a notice of the specific issues or deficiencies that prevent the Planning Director from considering the application complete, with citations to applicable portions of the UDC. The application will remain pending for 45 business days. If the applicant does not submit all requested information within 45 business days of the original submittal date of the application, the application is void and a new application and fee are required. If the Planning Director finds that the application with the supplemented documentation is now complete, the Planning Director will set the application before the Planning and Zoning Commission for a public hearing and a recommendation for approval by the City Commission.

4. Within 45 days of the application for a Sign Permit being deemed completed by the Planning Director, the Planning and Zoning Commission shall have at least one (1) public hearing to ~~determine the required spacing~~consider the application. Written notice of the public hearing shall be sent to the applicant, or to the property owner's authorized representative. The notice will be mailed within not less than ten (10) days before such hearing is held. Before making its decision, the Planning and Zoning Commission must allow the applicant to present evidence in favor of the request. In making its decision, the Planning and Zoning Commission may impose any conditions necessary to secure the public interest and welfare, and to uphold the spirit and intent of the UDC. The Planning and Zoning Commission may grant, deny, or grant with conditions the Sign Permit. Findings of the reason for the decision must be submitted in writing by the Chair to the City Commission no more than 7 calendar days from the meeting at which the Planning and Zoning Commission took up the application.

5. Within 45 days of the Planning and Zoning Commission hearing, the item shall be placed before the City Commission by the Planning Director. Notice of a hearing before the City Commission shall be done by written notice sent to the applicant, or to the owner's authorized representative. The notices will be mailed within not less than ten (10) days before such hearing is held. The City Commission may uphold, reverse, or modify the Planning and Zoning Commission's decision.

6. Once the City Commission has approved a Sign Permit, the applicant must erect or install the sign within 180 calendar days in accordance with the approved permit. If construction has not begun within 180 calendar days, the permit is void, and a new permit application and fee is required.

7. The Planning Director may inspect the sign at any time during construction with 24-hour prior notice to the property owner on file. At least one inspection is required before the Permit can be issued.

Section 4. Effective Date. This Resolution shall take effect from and after the date of its passage.

Section 5. Open Meetings. That it is hereby found and determined that the meeting at which this Resolution is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Texas Local Government Code.

Section 6. Severability. The sections, paragraphs, sentences, phrases, clauses, and words of this Resolution are severable and if any phrase, clause, sentence, paragraph or section of this Resolution shall be declared invalid or unconstitutional by the valid and final judgment or decree of any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Resolution, since the same would have been enacted by the City Commission without the incorporation in this Resolution of any such unconstitutional or invalid phrase, clause, sentence, paragraph or section

PASSED and **APPROVED** on this 17th day of October 2023.

City of Brownsville

_____
John Cowen, Jr., Mayor

ATTEST:

_____
Yolanda Galarza-Gomez, TRMC
City Secretary

APPROVED AS TO FORM
AND LEGALITY:

_____
Guillermo (Will) S. Trevino
City Attorney

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Yolanda Galarza, City Secretary
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and possible **ACTION** to adopt **Resolution Number 2023-124** to adopt a policy requiring that no later than February 1, 2024, all boards that require financial reporting of their members under Chapter 38 be required to broadcast their meetings live and make the recordings of those meetings available to the public as quickly as the technology which is used for the live broadcast will allow. (Commissioner R. De los Santos/Commissioner B. L. Martinez)

Summary:

Project Scope and Analysis:

Funding:

Source: To Be Determined and may need budget amendment

Amount:

Local Contribution if Applicable:

Recommendation:

Commission Pillar:
Governance Pillar

Attachments:
1. Resolution 2023-124

RESOLUTION NUMBER 2023-124

A RESOLUTION OF THE CITY OF BROWNSVILLE ADOPTING A POLICY REQUIRING THAT NO LATER THAN FEBRUARY 1, 2024, ALL BOARDS THAT REQUIRE FINANCIAL REPORTING OF THEIR MEMBERS UNDER CHAPTER 38 BE REQUIRED TO BROADCAST THEIR MEETINGS LIVE AND MAKE THE RECORDINGS OF THOSE MEETINGS AVAILABLE TO THE PUBLIC AS QUICKLY AS THE TECHNOLOGY IS USED FOR THE LIVE BROADCAST WILL ALLOW.

WHEREAS, the City of Brownsville, Texas (the "City") is a home rule municipality located in Cameron County, Texas, created in accordance with the provisions of the Texas Local Government Code, The Texas Constitution and operating pursuant to the enabling legislation of the state of Texas; and

WHEREAS, the City Commission of the City of Brownsville, Texas (the "City Commission") is empowered under Local Government Code 54.001 to do all acts and make all regulations that may be necessary or expedient for the promotion of the public health, safety, and the general welfare; and

WHEREAS, the City Commission finds that it is in the best interest and good governance of the City to require the broadcasting of certain board and commission meetings live and make the recordings of those meetings available to the public as quickly as the technology is used for the live broadcast will allow.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Brownsville, Texas, that:

Section 1. Findings. The recitals herein are found to be true and correct and are hereby adopted by the City Commission and made a part hereof for all purposes as findings of fact and legislative findings.

Section 2. Live Broadcasting and/or Recording. The City Commission hereby requires that no later than February 1, 2024, all boards that require financial reporting of their members under Chapter 38 be required to broadcast their meetings live and make the recordings of those meetings available to the public as quickly as the technology is used for the live broadcast will allow.

Section 3. Effective Date. This Resolution shall take effect from and after the date of its passage.

Section 4. Open Meetings. That it is hereby found and determined that the meeting at which this Resolution is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Texas Local Government Code.

Section 5. Severability. The sections, paragraphs, sentences, phrases, clauses, and words of this Resolution are severable and if any phrase, clause, sentence, paragraph or section of this

Resolution shall be declared invalid or unconstitutional by the valid and final judgment or decree of any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Resolution, since the same would have been enacted by the City Commission without the incorporation in this Resolution of any such unconstitutional or invalid phrase, clause, sentence, paragraph or section

PASSED and **APPROVED** on this 17th day of October 2023.

City of Brownsville

_____
John Cowen, Jr., Mayor

ATTEST:

_____
Yolanda Galarza-Gomez, TRMC
City Secretary

APPROVED AS TO FORM
AND LEGALITY:

_____
Guillermo (Will) S. Trevino
City Attorney

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Yolanda Galarza, City Secretary
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION** on the Ethics Advisory Commission Recommendation in Decision EAC#2022-09-02. (Ethics Advisory Commission/Office of the City Attorney)

Summary:
On March 23, 2023, the City of Brownsville Ethics Advisory Commission ("Ethics Commission") held an evidentiary hearing on a “Sworn Complaint” filed against Commissioner Roy De los Santos, alleging a violation of the City of Brownsville Code of Ethics. The Preliminary Panel of the Ethics Advisory Commission construed the Sworn Complaint to allege violations of the Code of Ethics codified in the City of Brownsville Code of Ordinances (hereafter the “Code”) §§ 38-31(a), 38-35(a) and (b), 38-36.

The Ethics Commission recommended issuing a letter of notification to Commissioner Roy De los Santos. The Code defines a "letter of notification" as one type of recommendation made when the ethics advisory commission finds that a violation of the Code was clearly unintentional or when the action or conduct found to have been a violation of the Code was performed by the official or employee in reliance on a public written opinion of the city attorney. A letter of notification must advise the official or employee to whom the letter is directed of any steps to be taken to avoid future violations.

Project Scope and Analysis:

Funding:

Source: Not Applicable

Amount:

Local Contribution if Applicable:

Recommendation:

The Ethics Advisory Commission recommended issuing a letter of notification to Commissioner De los Santos.

Commission Pillar:
Governance

Attachments:
1. 10.17.23 Ethics Commission Recommendation
2. 2023-07-07 -- Decision EAC-2022-09-02

Item(s) for Individual Consideration

- Item 4. Consideration and ACTION on the Ethics Advisory Commission Recommendation in Decision EAC#2022-09-02

BEFORE THE CITY OF BROWNSVILLE
ETHICS ADVISORY COMMISSION

In the Matter of the Sworn Complaint filed against ROY DE LOS SANTOS.	§	Evidentiary Hearing date: March 23, 2023
EAC#2022-09-02	§	

DECISION

On March 23, 2023, the City of Brownsville Ethics Advisory Commission held an evidentiary hearing on the "Sworn Complaint" filed against ROY DE LOS SANTOS, City Commissioner, alleging a violation of the City of Brownsville Code of Ethics. The Preliminary Panel of the Ethics Advisory Commission construed the Sworn Complaint to allege violations of City of Brownsville Code of Ordinances (hereafter the "Code") §§ 38-31(a), 38-35(a) and (b), 38-36.

After considering the evidence presented and the testimony of the witnesses, pursuant to Code §38-192 (b), the Ethics Advisory Commission finds clear and convincing evidence that ROY DE LOS SANTOS violated Code §38-35 because he participated in the drafting of a "Memorandum of Understanding" between the City of Brownsville, the Mitte Cultural District, and the Mitte Foundation while he simultaneously held the office of City Commissioner and was a paid member of the Mitte Foundation's Board of Directors.

Pursuant to §§38-194(a)(4) and (b)(1), the Ethic Advisory Commission recommends that the City Commission issue ROY DE LOS SANTOS a "Letter of Notification" advising him to refrain from the same or similar conduct while simultaneously holding the office of City Commissioner and being a paid member of the Mitte Foundation's Board of Directors.

DONE this the 7th day of July, 2023 in Brownsville, Texas.

David Willis
Chairperson of the City of Brownsville
Ethics Advisory Commission

Decision EAC#2022-09-02

BEFORE THE CITY OF BROWNSVILLE
ETHICS ADVISORY COMMISSION

In the Matter of the Sworn Complaint filed against ROY DE LOS SANTOS.	§	Evidentiary Hearing date: March 23, 2023
EAC#2022-09-02	§	

DECISION

On March 23, 2023, the City of Brownsville Ethics Advisory Commission held an evidentiary hearing on the "Sworn Complaint" filed against ROY DE LOS SANTOS, City Commissioner, alleging a violation of the City of Brownsville Code of Ethics. The Preliminary Panel of the Ethics Advisory Commission construed the Sworn Complaint to allege violations of City of Brownsville Code of Ordinances (hereafter the "Code") §§ 38-31(a), 38-35(a) and (b), 38-36.

After considering the evidence presented and the testimony of the witnesses, pursuant to Code §38-192 (b), the Ethics Advisory Commission finds clear and convincing evidence that ROY DE LOS SANTOS violated Code §38-35 because he participated in the drafting of a "Memorandum of Understanding" between the City of Brownsville, the Mitte Cultural District, and the Mitte Foundation while he simultaneously held the office of City Commissioner and was a paid member of the Mitte Foundation's Board of Directors.

Pursuant to §§38-194(a)(4) and (b)(1), the Ethic Advisory Commission recommends that the City Commission issue ROY DE LOS SANTOS a "Letter of Notification" advising him to refrain from the same or similar conduct while simultaneously holding the office of City Commissioner and being a paid member of the Mitte Foundation's Board of Directors.

DONE this the 7th day of July, 2023 in Brownsville, Texas.

David Willis
Chairperson of the City of Brownsville
Ethics Advisory Commission

To:	Mayor and City Commission
Through:	Helen Ramirez, City Manager
From:	Joel Garza, Mobility Director
Date:	Tuesday, October 17, 2023
Agenda #:	Consideration and **ACTION**, if any, to approve **Resolution Number 2023-104A** to appoint, reappoint, and/or remove member(s) of the Transit Advisory Committee. (Multimodal Transportation Department)

Summary:
Staff requests the Commission appoint, reappoint, and/or remove member(s) of the Transit Advisory Committee

Project Scope and Analysis:

Funding:

Source: Not Applicable

Amount:

Local Contribution if Applicable:

Recommendation:
Staff recommends appointments and/or re-appointments.

Commission Pillar:
Quality of Life

Attachments:
1. Attendance report
2. TAC Resolution 2023-104A
3. Board Template 10.17.23

Training and Attendance Report

Member Name	Open Meetings Training Act	Public Information Training Act	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23
Sandra Gomez	Done		Cancelled	Present	Absent	Cancelled	Cancelled	Absent	Present	Absent	Absent	
Viola Currier	Done		Cancelled	Present	Present	Cancelled	Cancelled	Absent	Present	Present	Present	
Scott Fry	Done		Cancelled	Present	Absent	Cancelled	Cancelled	Absent	Present	Present	Present	
Gregory Rincones	Done		Cancelled	Present	Absent	Cancelled	Cancelled	Present	Present	Present	Present	
Vacant												
Vacant												
Vacant												

RESOLUTION NUMBER 2023-104A

A RESOLUTION OF THE CITY OF BROWNSVILLE APPOINTING MEMBERS TO THE TRANSIT ADVISORY COMMITTEE.

WHEREAS, The Transit Advisory Committee was created in 1991 and amended by the By Laws accepted January 10, 2003, and further amended by Resolution Number 2006-039 on June 06, 2006; and

WHEREAS, the Transit Advisory Committee shall monitor the performance of Brownsville Metro quality statistical reports, reviews requested and proposed service, policy and procedure changes to assure that user and institutional needs have been addressed;

To provide advice and guidance to the Brownsville City Commission through staff on the development, implementation and operation of the Paratransit and Fixed Route Services consistent with all State and Federal Rules and Regulations, and to further:

1. Monitor the performance of Brownsville Metro quality statistical reports.
2. Monitor users through a statistical report of service productions for Paratransit and Fixed Route operations in order to determine deterioration due to use or abuse.
3. Review requested and proposed service, policy and procedure changes to assure that user and institutional needs have been addressed.
4. Review individual complaints, incidents and/or suggestions as needed to determine applicability to policies and procedures.
5. Provide support to staff on enforcing policies, procedures and practices; and

WHEREAS, the Transit Advisory Committee is composed of seven (7) members, four (4) members shall be reappointed and one (1) member shall be appointed by the City Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF BROWNSVILLE, TEXAS, that the following individuals are appointed or re-appointed to serve an expired or un-expired term on the Transit Advisory Committee.

NAME	EXPIRED/UN-EXPIRED	TERM ENDING

PASSED and **APPROVED** on this 17th day of October 2023.

City of Brownsville

_____

John Cowen, Jr.
Mayor

ATTEST:

_____

Yolanda Galarza
City Secretary

Ordinance Number: By-Laws were adopted on: September 5,2023 Resolution No. 2023-113	Board Name: **TRANSIT ADVISORY COMMITTEE (TAC)**	Meeting Date: 3rd Wednesday of the Month
Composition: 7 members	**Term of Office: Two (2) years**	

Present Board Members (List in District Order)	Residing District	Term	Appointed	Expires	Eligible for Re-Appt (Y/N)	Willing to Serve (Y/N) Or Resigned ?	Appointed by/Appointment to be made by	TOMA/PIR certified?	Serving on Other City Boards Or Other Qualification(s)/ Notes
Vacant							Mayor (At-Large)		
Graham Sevier	**4**	1st	9/19/23	9/19/25	**N**		Commissioner At-Large "A"		
Vacant							Commissioner At-Large "B"		
Gregorio Rincones	**1**	1st	6/16/20	5/16/24	**N**		Commissioner District 1		
Jose S. Martinez	**2**	1st	9/19/23	9/19/25	**N**		Commissioner District 2		
Vacant							Commissioner District 3		
Vacant							Commissioner District 4		

APPLICATIONS ON FILE - PROSPECTIVE BOARD MEMBERS -

Applicants (List in District Order)	Residing District	Serving on Other City Boards Or Other Qualification(s)/ Notes	Eligible for Re-Appt (Y/N)	Willing to be re-appointed?	Areas of Interest
Viola Currier	**1**	**no**			
Sandra Gomez	**1**	**no**			
Martha Galvan	**3**	**no**			