

Brownsville's Historic Battlefield Trail



FORT BROWN CONNECTION



November 2012





TRANSPORTATION ENHANCEMENT PROGRAM NOMINATION FORM 2012

*Additional information can be found in the Transportation Enhancement Program Guide:
www.txdot.gov/business/governments/te.htm*

1. Project Name

Brownsville Historic Battlefield Trail Fort Brown Connection

2. Project Location

City of Brownsville

County: Cameron

TxDOT District: Pharr

Project Limits (point to point):

Linear Park (Harrison & 7th St) to Fort Brown Historic Landmark (30

Project Length (feet/miles), if applicable: 13,418 linear feet

Building Dimensions, (size in square feet), if applicable:

State of Texas/Legislature

House of Representatives

District #: 38

Name: Eddie Lucio, III

District #:

Name:

District #:

Name:

State Senate

District #: 27

Name: Eddie Lucio, Jr.

District #:

Name:

District #:

Name:

Federal Congressional

House of Representatives

District #: 27

Name: Blake Farenthold

District #:

Name:

District #:

Name:

3. Qualifying Category

(1) Provision of Facilities for Pedestrians and Bicycles

4. Nominating Entity

City

5. Nominating Entity Contact Information

Contact Person: Stephanie Reyes

Title: Director, Grant Mgmt

Mailing Address: 1034 E. Levee St.

City: Brownsville

State: TX

Zip Code: 78520

Fax: 956-548-6161

Daytime Telephone: 956-548-6148

Email: stephanie.reyes@cob.us

6. Project Description*(Limited to 3500 Characters with spaces)*

The City of Brownsville (City) proposes to construct the Fort Brown Connection, which would be 2.75 miles of bicycle and pedestrian enhancements through downtown to expand the existing nine-mile Historic Battlefield Hike and Bike Trail (Trail). The Trail, a previous TEA-21 project, currently connects Palo Alto Battlefield National Historical Park, which is the site of the first battle of the U.S. and Mexican War in 1846, to Linear Park at the northern end of downtown.

The proposed project has been developed through a year-long partnership between the City, Brownsville Metropolitan Planning Organization (MPO), National Park Service (NPS), United Brownsville, and the University of Texas Brownsville and Texas Southmost College (UTB/TSC), with technical assistance from the NPS Rivers, Trails, and Conservation Assistance Program. The proposed project is included in the award winning "Imagine Brownsville Comprehensive Plan" from 2009 and the MPO's Bicycle and Pedestrian Plan.

The Fort Brown Connection will expand the Trail, which currently has an estimated 1,000 daily users, to include a connection between Linear Park and the Fort Brown earthworks (a National Historic Landmark site), built by U.S. troops in 1846 to claim the Rio Grande as the boundary between the U.S. and Mexico. The site is now located at the Fort Brown Memorial Golf Course adjacent to the University of Texas at Brownsville/Texas Southmost College.

Currently, there are no bike routes through downtown and many sidewalks do not have ADA accessible ramps. The proposed project will create 5 foot bicycle lanes through striping and the installation of permanent delineated barriers through downtown to provide protection from vehicles. Non-ADA compliant sidewalks and curb ramps will be demolished and replaced by ADA compliant sidewalks and cross-slopes consisting of alternating concrete and brick pattern hardscape. New sidewalks will be added where none currently exists. Amenities such as bicycle racks, benches, trash receptacles and way-finding signage will be incorporated within existing right-of-ways.

The City owns all roads and right-of-way encompassed in the Fort Brown Connection project except for the crossing at International Blvd, which is TxDOT owned and they have provided support. Matching funds are being provided via a collaborative partnership of City departments.

This project will achieve the following: 1) Enhance access for individuals with mobility impairments to the downtown business district and state-of-the-art bus terminal; 2) Expand safe bicycle and pedestrian access to downtown offerings, the Fort Brown earthworks and the U.S. and Mexico international border; 3) Promote conservation goals by reducing the need for personal vehicles; 4) Create outdoor engagement opportunities and increase physical activity to help combat obesity; and 5) Support economic development through increased visitation to local attractions via new routes

7. Project Information

Directional Maps, Site Maps, General Floor Plans, and Photographs
(Label Attachment as 'Project Information - Attachment A')
(No more than 10 pieces)

8. Official Local Government Funding Resolution

(Label attachment as 'Certification of Funding and Support - Attachment B')
(No more than 10 pieces)

9. MPO Letter of Support (if applicable)

(Label attachment as 'MPO/COG Letter of Support - Attachment E')
(No more than 10 pieces)

10. Evidence of Public Involvement and Support

(Label attachments as 'Evidence of Public Involvement and Support - Attachment C')
(No more than 10 pieces)

A. Attach letters of support and other documentary evidence of public interest.
(No more than 10 pieces)

B. Provide dates and information about public meetings and events held to discuss the project.
(Limited to 1,640 Characters with spaces)

The Fort Brown Connection project was developed through a year-long planning process with multiple partners. The City held three public meetings in October 2012 to educate the community about the project and to obtain input on the project plans. A public notice for the meetings ran in the Sunday, 10/14 edition of the Brownsville Herald and an article ran in the paper on 11/5/12.

Meeting 1: A workshop was held before the City Commission meeting on 10/16/12. About ten members of the public were present in addition to the Commission members. City staff gave a detailed presentation on the project. A recording of the workshop and meeting was aired on the City's public access television station twice a day for the two weeks following the meeting.

Meeting 2: Presentation with Q&A at a community meeting for Belden Trail, a separate hike and bike trail project being built near downtown, on 10/23/12. Eight members of public were present and asked questions.

Meeting 3: Public meeting on 10/24/12 held in El Cueto building, a City facility near the route.

The City Planning Department mailed a Notification Letter to 175 addresses along the proposed route to inform them of the project and request written and verbal feedback on the project. The Notification Letter was then posted on the City's home page and remained there for two weeks.

The Planning Department spoke with over twenty businesses and property owners to inform them of the project and obtain their input. Alignment changes were made based on their feedback.

C. Ranking by Nominator

of

11. Property Ownership and Acquisition Information

(Label attachments as 'Property Ownership and Acquisition Information - Attachment D')
(No more than 10 pieces)

All proposals must provide documentation of the Nominator's property rights by title of ownership, lease, or easement for all property within the project limits.

Is the property needed for the project already acquired? Yes No

If No - How will it be acquired? Describe. (include commitment letter by current owner that the property's interest will be transferred upon approval)

If Yes - When was the property acquired and how? Describe.

The route for the Fort Brown Connection project is within the City's Right-of-Way except for the portion that crosses International Blvd, which is state-owned and TxDOT has provided its support. See Attachment D for more information.

Was the property acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act? Yes No

12. SHPO Certificate of Eligibility - National Register of Historic Places (if applicable)

(Contact the State Historic Preservation Officer through THC)
(Label attachment as 'SHPO Certificate of Eligibility - Attachment F')

13. Scenic Easement/Historic Site Designation (if applicable)

Projects proposing acquisition of scenic easements and scenic or historic sites, must provide documentary evidence from the appropriate city, county, state or national entity indicating official designation. (Label attachment as 'Scenic Easement/Historic Site Designation - Attachment G')

14. Evaluation of Work Involving Environmental Mitigation (if applicable)

Projects proposing environmental mitigation must provide documentary evidence from the Texas Commission on Environmental Quality or the Texas Parks and Wildlife Department indicating their technical evaluation of the project.
(Label attachment as 'Evaluation of Work Involving Environmental Mitigation - Attachment H')

15. Railroad Right of Entry Letter/Agreement (if applicable)

Projects proposing to encroach or cross railroad right of way, must include documentary evidence from the railroad granting a right of entry or an executed encroachment agreement.
(Label attachment as 'Railroad Right of Entry Letter/Agreement - Attachment I')

16. Local Bicycle Plan (if applicable)

Projects proposing to build facilities for bicycles must include documentary evidence from the city or county stating that the project has been included in the entity's bicycle plan, if applicable, or the bicycle element of the transportation component of the entity's comprehensive plan.
(Label attachment as 'Local Bicycle Plan - Attachment J')

17. Projected Time Estimate

Estimate the amount of time it will take to complete the project from start to finish. Approximate the time required for each activity. The activities can run concurrently causing the total time to be different from the total of the activities. Consider time for (but not limited to):

Months

- Planning Activities**
(Executing contract, hiring consultant, planning, schematic and design, utility relocation, etc.)
- Environmental Clearance**
(Assessments, possible mitigation for Hazardous Materials, permits, review by THC, COE, etc.)
- ROW Acquisition**
(Surveying, appraisals, title transfer, clearance...)
- Project Design and Plan Preparation of PS&E Package**
(Including PS&E Review by TxDOT District, Austin Divisions, TDLR, and other agencies...)
- Project Construction/Implementation**
(Advertising/hiring contractor, demolition, construction, inspection...)
- Other**

Projected Time in Months

18. Maintenance and Operations

Estimate maintenance and operations costs of the project. If applicable, determine the amount of any anticipated income derived from the project. (yearly basis)

Maintenance \$ Operations \$ Income \$

Identify all parties responsible for the maintenance and operations of the project:

Annual Project Maintenance Expenses and Responsibilities.
 City Traffic Engineering - Responsible for Bike Lane Paint (\$2,000), Bike Lane Barriers (\$4,500) and Crosswalk Paint (\$2,500)
 City Public Works - Responsible for Bike Lane Asphalt Repairs (\$15,000), Bike Lane Sweeping (4 cycles per year, total \$4,000) and Sidewalk/Curb Ramp Repairs (\$2,000)

19. Project Budget Summary

List all construction costs to be incurred by the nominating entity on pages 6-8 for a complete itemized cost estimate. **Generally, preliminary engineering (including planning, design, and plans, specifications, and estimates) are not allowable costs.**

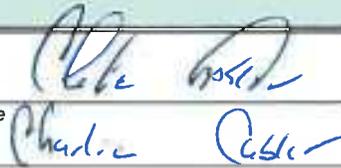
Total Construction Costs:	1 .	833,308
Planning Costs (Category 2, 4, 9, 10 Only):	2 .	0
Right of Way Costs (Category 3 Only):	3 .	0
Subtotal of Expenses (Line 1 - Line 3):	4 .	833,308
TxDOT Administrative Expenses (15% of Line 4)	5 .	124,996
Total Project Cost:	6 .	\$958,304
Local Match:		
20% of Total Project Cost (Line 6)	7 .	\$191,661
Federal Funds Requested:	8 .	\$766,643
		80% of Line 6

The minimum amount of local cash match required is 20%. Sponsors are not limited in their maximum local match. If a larger local match is provided, please adjust the percentages accordingly.

20. Project Commitment

By submitting an application, the nominating entity commits that if this project is selected for funding, it will be brought to a successful bid award within four years from selection. The construction plans for this project are currently:

- Complete
- 10 % Complete
- Not Started

Signature	
Printed Name	Charles Carter
Date	11/5/12

The nomination form must be signed by a representative of the local entity that has signature authority.

Complete nomination packages must be received at the district by the final due date and include one signed original, three additional copies and three CDs containing an electronic file of the nomination form in a Microsoft Windows Excel 2010 format (.xlsm), including PDF versions of all attachments.

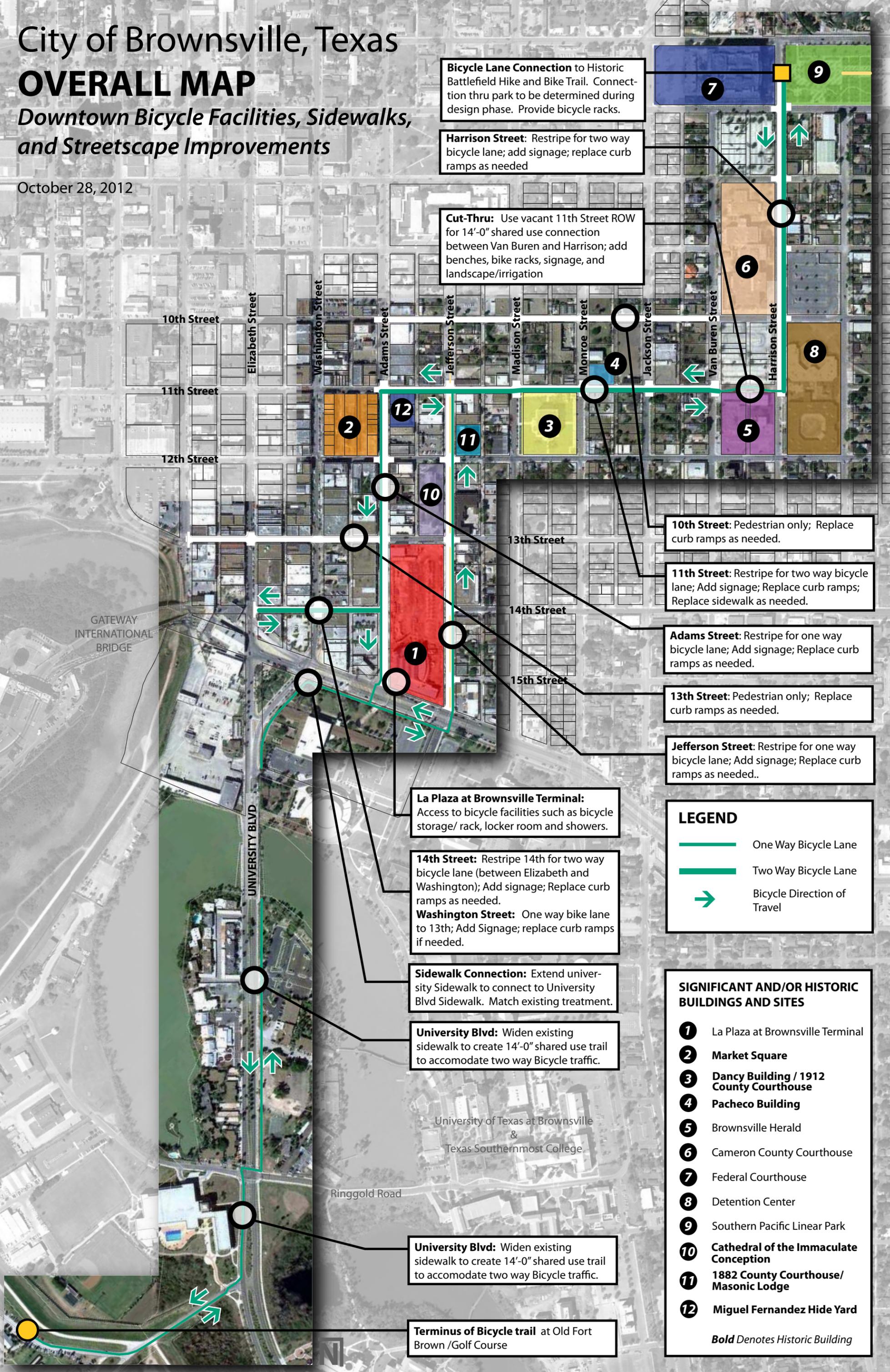
**FINAL SUBMISSION DUE DATE FOR ALL DOCUMENTATION
Friday, November 16, 2012 by 5:00pm CST**

City of Brownsville, Texas

OVERALL MAP

Downtown Bicycle Facilities, Sidewalks, and Streetscape Improvements

October 28, 2012



Bicycle Lane Connection to Historic Battlefield Hike and Bike Trail. Connection thru park to be determined during design phase. Provide bicycle racks.

Harrison Street: Restripe for two way bicycle lane; add signage; replace curb ramps as needed

Cut-Through: Use vacant 11th Street ROW for 14'-0" shared use connection between Van Buren and Harrison; add benches, bike racks, signage, and landscape/irrigation

10th Street: Pedestrian only; Replace curb ramps as needed.

11th Street: Restripe for two way bicycle lane; Add signage; Replace curb ramps; Replace sidewalk as needed.

Adams Street: Restripe for one way bicycle lane; Add signage; Replace curb ramps as needed.

13th Street: Pedestrian only; Replace curb ramps as needed.

Jefferson Street: Restripe for one way bicycle lane; Add signage; Replace curb ramps as needed..

LEGEND

- One Way Bicycle Lane
- Two Way Bicycle Lane
- Bicycle Direction of Travel

La Plaza at Brownsville Terminal: Access to bicycle facilities such as bicycle storage/ rack, locker room and showers.

14th Street: Restripe 14th for two way bicycle lane (between Elizabeth and Washington); Add signage; Replace curb ramps as needed.

Washington Street: One way bike lane to 13th; Add Signage; replace curb ramps if needed.

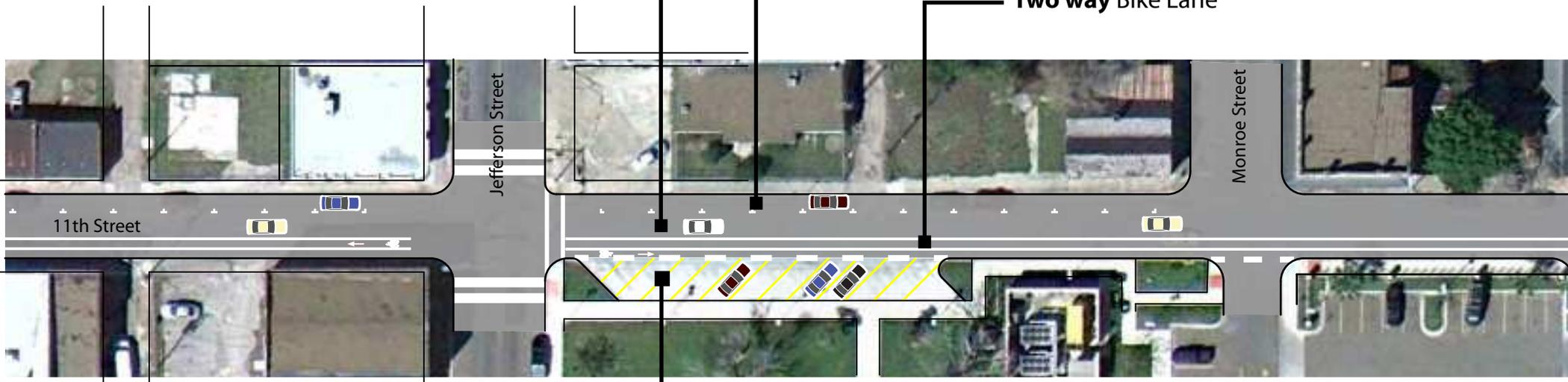
Sidewalk Connection: Extend university Sidewalk to connect to University Blvd Sidewalk. Match existing treatment.

University Blvd: Widen existing sidewalk to create 14'-0" shared use trail to accommodate two way Bicycle traffic.

University Blvd: Widen existing sidewalk to create 14'-0" shared use trail to accommodate two way Bicycle traffic.

Terminus of Bicycle trail at Old Fort Brown /Golf Course

- SIGNIFICANT AND/OR HISTORIC BUILDINGS AND SITES**
- 1** La Plaza at Brownsville Terminal
 - 2** Market Square
 - 3** Dancy Building / 1912 County Courthouse
 - 4** Pacheco Building
 - 5** Brownsville Herald
 - 6** Cameron County Courthouse
 - 7** Federal Courthouse
 - 8** Detention Center
 - 9** Southern Pacific Linear Park
 - 10** Cathedral of the Immaculate Conception
 - 11** 1882 County Courthouse/ Masonic Lodge
 - 12** Miguel Fernandez Hide Yard
- Bold Denotes Historic Building*



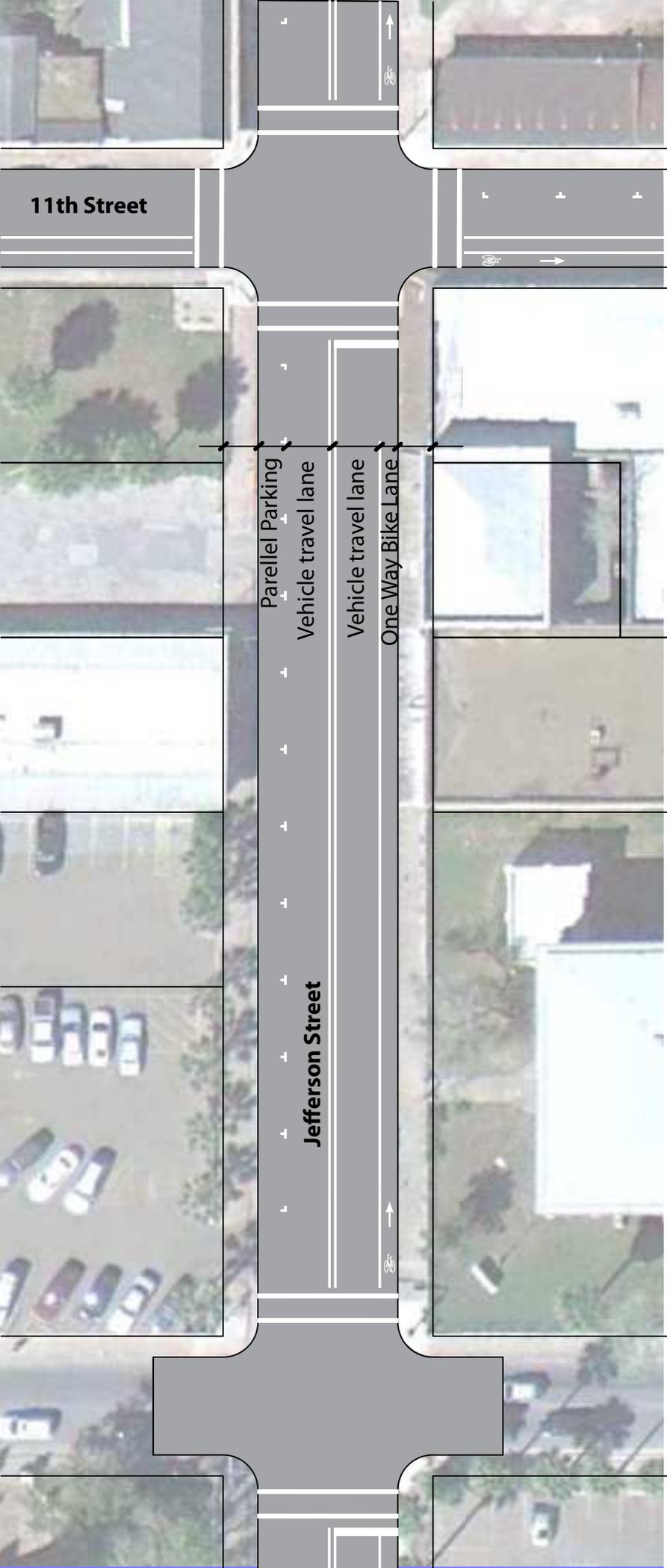
One way traffic lane

Parallel Parking

Two way Bike Lane

Re-stripe parking to back-in only

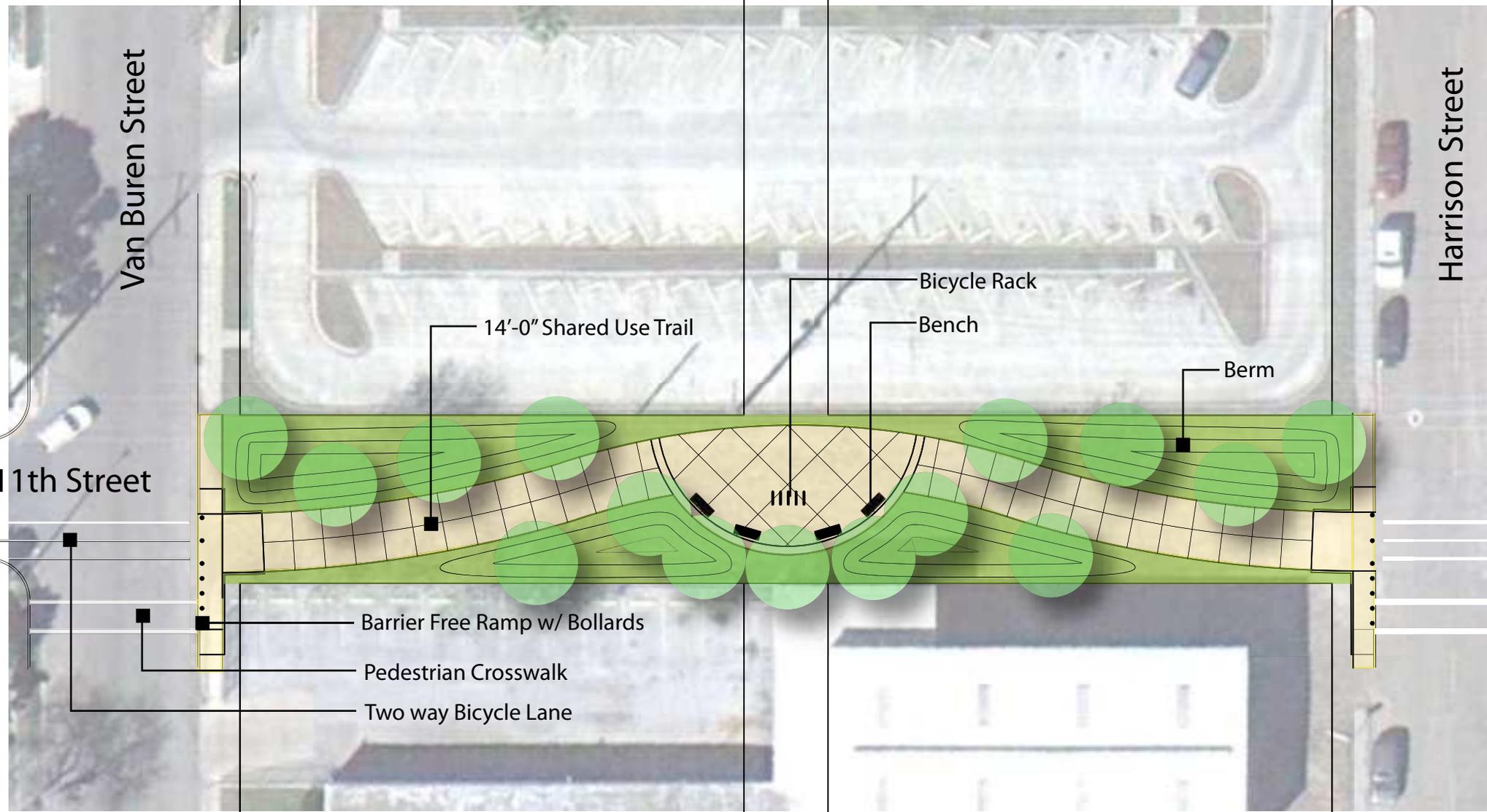
Proposed 11th Street with Two Way Bicycle Lane



Proposed Jefferson Street & Typical 40'-0" Street Width Treatment



Existing Jefferson Street
& Typical 40'-0" Street Width Treatment



Van Buren Street

Harrison Street

11th Street

14'-0" Shared Use Trail

Bicycle Rack

Bench

Berm

11th

Barrier Free Ramp w/ Bollards

Pedestrian Crosswalk

Two way Bicycle Lane

PROPOSED SHARED TRAIL CONNECTION



Van Buren Street

Harrison Street

11th Street

EXISTING VACANT R.O.W.

Proposed Shared Use Trail 11th Street Connection – Van Buren Street to Harrison Street
View from Van Buren Street



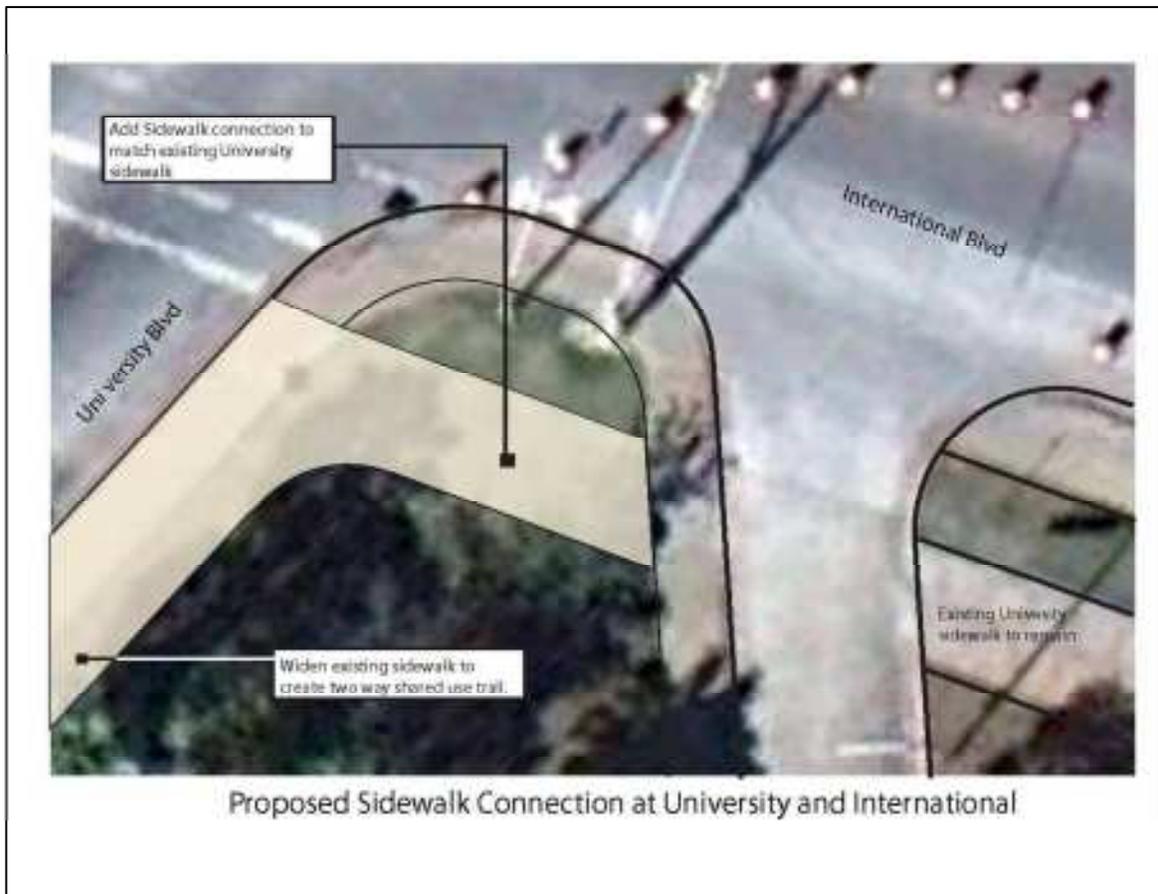
Proposed Shared Use Trail 11th Street Connection – Van Buren Street to Harrison Street
View from Harrison Street



**University Boulevard
Proposed Improvements**



Enlarge existing sidewalk to 14'-0" width to create two-way shared-use path.



Historic Buildings along Fort Brown Connection Route

Market Square (Building #2 on Overall Map)

View from 12th Street, with view of Market Square Street

Bicycle improvements will be made on Adams Street, located half a block to the right of the property;
curb ramps will be replaced as needed on Adams Street



Dancy Building/1912 County Courthouse (Building #3 on Overall Map)

View along 11th Street

Bicycle improvements are proposed for the left side of 11th Street;
no sidewalk improvements are needed in front of Dancy Building.



Pacheco Building (Building #4)

View from 11th Street, with partial view of Monro Street
Bicycle improvements will be on 11th St. in front of Pacheco Building;
pedestrian facility will be located on the opposite side of 11th Street



Immaculate Conception Cathedral (Building #9)

View from Jefferson Street
Bicycle Improvements Project will be made across the street from the church on Jefferson St.;
no sidewalk improvements are needed.



1882 County Courthouse/Masonic Lodge (Building #10)

View from Jefferson Street

Bicycle improvements will be made along Jefferson Street, in front of the building;
no sidewalk improvements are needed.



Miguel Fernandez Hide Yard (Building #10)

View from Adams Street

Bicycle improvements will be made along the right side of Adams Street across from Hide Yard Building;
no sidewalk improvements are needed.



RESOLUTION 2012-090

A RESOLUTION OF THE CITY COMMISSION OF BROWNSVILLE EXPRESSING COMMITMENT AND SUPPORT FOR THE HISTORIC BATTLEFIELD TRAIL FORT BROWN CONNECTION

WHEREAS, the City of Brownsville serves as a leader in the community for creating and supporting sustainable and healthy living options; and,

WHEREAS, the City of Brownsville is in the process of hiring a Bicycle/Pedestrian Coordinator to coordinate the development and implementation of a City-wide bicycle program, promote bicycle mobility and safety, and review projects for compliance with City plans for non-motorized transportation; and,

WHEREAS, the Historic Battlefield Hike and Bike Trail was constructed in 2001 through Transportation Enhancement funds from the Texas Department of Transportation and now has approximately 1,000 daily users for recreation and commuting; and,

WHEREAS, the City of Brownsville strongly promotes healthy, active lifestyles through activities and events such as Build a Better Block Brownsville, Brownsville Biggest Loser competitions, the presentation by Gil Penalosa from 8-80 Cities, and CycloBia Brownsville; and,

WHEREAS, many Brownsville residents rely on alternative modes of transportation, including the Brownsville Metro bus system, bicycles and walking to get to work and other critical destinations on a daily basis because they do not have access to private vehicles or personally choose these modes of transportation; and,

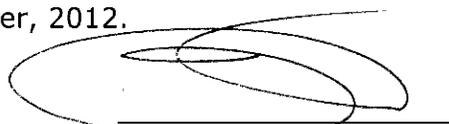
WHEREAS, the Texas Department of Transportation (TxDOT) issued a call for nominations in September 2012 for communities to apply for federal highway funding assistance made available through the Transportation Enhancement Program;

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COMMISSION OF BROWNSVILLE, TEXAS, agreed by majority vote to the following:

- The City of Brownsville unequivocally supports the application for the Historic Battlefield Trail Fort Brown Connection project. The project will connect the existing nine-mile Historic Battlefield Hike and Bike Trail to the Historic Fort Brown earthworks, as well as connect residents and businesses to downtown Brownsville, La Plaza (the Brownsville Metro main terminal), and the University of Texas at Brownsville and Texas Southmost College.
- The City of Brownsville supports funding the Historic Battlefield Trail Fort Brown Connection project as shown in the nomination budget (including the 20% local match) and commits to the project's development, implementation, construction, maintenance, management and financing. The City of Brownsville is willing and able to enter into an agreement with TxDOT by resolution or ordinance should the project receive funding.
- We agree to meet all state and federal requirements for implementing the Transportation Enhancement grant and will work closely with TxDOT throughout the grant process to ensure successful completion of the project.
- We authorize the City Manager to act on behalf of the City in all matters relating to this funding nomination and to execute all necessary applications, assurances, certifications, and other documents relative to the submission, later acceptance and administration of such funds.
- We affirm that this meeting at which this resolution is passed is open to the public as required by law, and that public notice of the time, place and purpose of said meeting was given as required.

BE IT FURTHER RESOLVED that we hereby pledge our continued support for bicycle and pedestrian projects and programs to increase the use of alternative modes of transportation and enhance livability through our community.

Adopted on this the 16th of October, 2012.


Antonio Martinez
Mayor


Estela Von Hatten
City Secretary





United States Department of the Interior

NATIONAL PARK SERVICE
Palo Alto Battlefield National Historical Park
1623 Central Blvd., Suite 213
Brownsville, TX 78520



October 11, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E.
TxDOT Pharr District Office
PO Box 1717
Pharr, TX 78577-1717
RE: Transportation Enhancements - Historic Battlefield Trail Fort Brown Connection

Dear Ms. Schaus:

The National Park Service (NPS) hereby certifies full endorsement of our partnership with the City of Brownsville on their proposed project nomination to the Texas Department of Transportation Enhancements Program Funding (TE).

If granted, funding will help to transform Brownsville through extension and maximization of previously awarded TE grants (in the 1990's and early 2000's). The proposed TE grant would extend the Hike and Bike Trail through historic downtown Brownsville to the Fort Brown National Historic Landmark on the campus of the University of Texas at Brownsville and Texas Southmost College and would bring sidewalks along the trail and near the La Plaza bus terminal up to current ADA standards. The Trail Extension project will dramatically improve the safety for cyclists and pedestrians in the downtown area and will encourage Brownsville residents to choose healthy, alternative modes of transportation for their daily commute trips.

The NPS currently partners with the Fort Brown Memorial Golf Course to preserve the historic site of Fort Brown and present the story of the fort through exhibits and NPS guided walks and tours at their facility. We would welcome those visitors who bicycle to the site on what could become a "trail through history".

Over the past 15 years, our agency has strongly supported the efforts of the City of Brownsville to create healthy lifestyle options and bicycle and pedestrian facilities to connect our community's rich historic, business and recreational activity centers. The NPS has actively partnered with the City towards a shared goal to connect the three historic U.S.-Mexican War sites in Brownsville via a Hike and Bike Trail since the 1990's. Palo Alto Battlefield NHP is the northern terminus of the Historic Battlefield trail. Completing the trail to Fort Brown will provide a safe alternative transportation option for thousands of park visitors to visit and enjoy our park and historic Brownsville.

I appreciate your consideration of the City of Brownsville's grant application, and I strongly encourage the Transportation Enhancement Project Evaluation Committee, and the Texas Transportation Commission, to fund the Historic Battlefield Trail Fort Brown Connection Project. I believe that this opportunity for funding will assist the greater Brownsville area achieve an increased quality of life for all.

Regards,

Mark E. Spier
Superintendent

956-551-2524

RIVER ROCKETS

WWW.RIVERROCKETS.COM

October 30, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E
TxDOT Pharr District Office.
PO Box 1717
Pharr, TX 78577-1717

RE: Brownsville Historic Battlefield Trail Fort Brown Connection Project

Dear Ms. Schaus:

The River Rockets fully support the City of Brownsville's proposed project nomination, the Historic Battlefield Trail Fort Browns Connection, to the Texas Department of Transportation Enhancements Program Funding (TE).

River Rockets Cycling Club promote outdoor activities and cycling. We need more trails and for people, families and kids to cycle safely. The Historic Battlefield Trail Fort Brown Connection project would benefit downtown Brownsville by connecting to Hike and Bike Trail and allow people to use bikes as means of Transportation. The Trail Extension would improve safety for cyclists and pedestrians in the downtown area.

The Cycling Community would take advantage of the trails and ride downtown for a quick shopping, a family ride or just for fun. River Rockets would enjoy promoting bike rides and encourage more people to come participate in tours of weekly rides on the trails.

The River Rockets support the Historic Battlefield Trail Fort Brown Connection Project and hope the Texas Transportation Enhancement Program helps us grow our cycling community by funding this project.

Regards,



Mayte Gutierrez
River Rockets
Director



October 16, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E
TxDOT Pharr District Office.
PO Box 1717
Pharr, TX 78577-1717

Dear Ms. Schaus,

On behalf of ACTIVE Life, it is my pleasure to offer my full support of the City of Brownsville, Texas transportation enhancement grant application titled *Historic Battlefield Trail Fort Brown Connection*. Brownsville's developing hike and bike trail system represents a best practices example for both community-centered design and innovation in public health. This transportation enhancement grant will provide critical funding to this transformative, sustainable project that will powerfully address many of the significant, health-related issues and disparities that exist in this proud community.

ACTIVE Life is honored to partner with the City of Brownsville through our IT'S TIME TEXAS initiative, which seeks to empower motivated individuals and institutions across the state to build healthier communities. Our IT'S TIME TEXAS initiative provides me the opportunity to travel to and work with communities across the state. In my experience, Brownsville serves as a shining example of a community deeply committed at all levels to the health of its citizens. The *Historic Battlefield Trail Fort Brown Connection* project well-represents Brownsville's collaborative, community-first approach, and I am confident that, if funded, this project will prove to be both a highly effective investment and a model for the state and country.

ACTIVE Life looks forward to our continued partnership with the City of Brownsville and our support of this critically important initiative. I appreciate your consideration of this grant application, and I strongly encourage the Transportation Enhancement Project Evaluation Committee and the Texas Transportation Commission to fund Brownsville's *Historic Battlefield Trail Fort Brown Connection* project.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Harrell", is written over a light blue horizontal line.

Baker Harrell
Chief Executive Officer, ACTIVE Life



October 17, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P. E.
TxDot Pharr District Office
P. O. Box 1717
Pharr, Texas 78577-1717

Re: Transportation Enhancements – Historic Battlefield Trail Fort Brown Connection

Dear Ms. Schaus:

As members of the Cameron County Historic Commission, we fully endorse and support the proposed project nomination to the Texas Department of Transportation Enhancements Program Funding (TE).

The dual historic and transportation value of Fort Brown Connection project cannot be overstated. Palo Alto Battlefield Park, where the Historic Battlefield Trail begins, is the site of the first battle of the U.S. and Mexico War. Currently, the trail ends almost 3 miles before it reaches the site of the original Fort Brown, which was under siege at the time of the battle of Palo Alto in 1846. U.S. troops built the Fort Brown earthworks earlier that year out of packed earth, barrels and fenceposts in order to claim the Rio Grande as the boundary of the United States; remnants of the earthworks are located on the Fort Brown Memorial Golf Course. The Fort Brown Connection will allow the public to walk and bike through history as they follow the footsteps of U.S. soldiers who fought to bring the territories of Texas, California and the rest of the southwest under U.S. control.

Please consider the City's of Brownsville's grant application, and we strongly urge the Transportation Enhancement Project Evaluation Committee, and the Texas Transportation Commission, to fund the Historic Battlefield Trail Fort Brown Connection Project. We believe this project will benefit and have a positive impact to all the community by providing a healthy life style choice for present and future generations.

Best regards,

Peter L Goodman
Cameron County Historical Commission
Member

Jose A. Gavito, Jr.
Cameron County Historical Commission
Treasurer



November 1, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E.
TxDOT Pharr District Office
P.O. Box 1717
Pharr, TX. 78577-1717

RE: Brownsville Historic Battlefield Trail Fort Brown Connection Project

Dear Ms. Schaus,

On behalf of the Brownsville Farmer's Market I am writing this letter to express our support for the Brownsville Historic Battlefield Trail Fort Brown Connection Project being submitted by the City of Brownsville to the Texas Department of Transportation Enhancements Program Funding (TE).

The Brownsville Farmers' Market provides the City of Brownsville with access to locally-produced farm-fresh fruits and vegetables, meat, poultry, eggs and a variety of other products. The market is open every Saturday from 9:00 am to 12:00 pm on the existing Brownsville Historic Battlefield Trail along 6th St. between Ringgold and Harrison. The proposed project would extend the existing trail through historic downtown Brownsville and provide safe market access to cyclists and pedestrians in the downtown area.

One of the main objectives of the Brownsville Farmers' Market is to improve health outcomes for Brownsville citizens by improving access to healthy, locally-produced fruits, vegetables and other products. The proposed project would not only improve access and the number of potential visitors to the market, but it supports the healthy lifestyle encouraged by the Brownsville Farmers' Market and the City of Brownsville.

Once again, I would like to express our support for the Historic Battlefield Trail Fort Brown Connection Project. We feel that this is an important project to the City of Brownsville and hope that you will consider it favorably for funding through the TE program.

Please feel free to contact me if you have any questions and/or comments at (956) 572-1994.

Regards,

A handwritten signature in blue ink that reads "Annemarie N. Whitko". The signature is fluid and cursive.

Annemarie Whitko
Board Member

THE SENATE OF TEXAS

P.O. BOX 12068
CAPITOL BUILDING, 3E.18
AUSTIN, TEXAS 78711
(512) 463-0127

500 SOUTH KANSAS AVENUE
WHEELOCK, TEXAS 78956
(956) 968-9927



SENATOR
EDDIE LUCIO, JR.

7 NORTH PARK PLAZA
BROWNSVILLE, TEXAS 78521
(956) 548-0227

700 EAST KLEBERG AVENUE
KINGSTON, TX 78363
(361) 592-3252

October 10, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E
TxDOT Pharr District Office
PO Box 1717
Pharr, TX 78577-1717

Dear Ms. Schaus,

I am writing to provide my endorsement of the City of Brownsville's Transportation Enhancement application for the Historic Battlefield Trail Fort Brown Connection.

With funding from the Transportation Enhancement Program, the City of Brownsville will be able to transform its downtown into a safer and more accessible place for pedestrians, cyclists and users of mobility devices. The Fort Brown Connection Project will allow residents who use the existing Hike and Bike Trail and other local residents to connect to destinations throughout downtown, Fort Brown Historic Landmark and the University of Texas at Brownsville/Texas Southmost College.

The proposed improvements, including delineated bike lanes and curb ramps, are known to provide cyclists and pedestrians with more attractive roads to travel on and bring more users to the transportation network. Brownsville's bus system and local businesses will benefit from increased foot traffic and shopping from local residents and those from across the border.

I believe the Historic Battlefield Trail Fort Brown Connection will provide a critical enhancement to the City of Brownsville and strongly support the City's grant application for this final round of Transportation Enhancement grants.

Sincerely,



Eddie Lucio, Jr.
State Senator



Texas House of Representatives



EDDIE LUCIO III

DISTRICT 38
CAMERON COUNTY

October 12, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E
TxDOT Pharr District Office.
PO Box 1717
Pharr, TX 78577-1717

Dear Ms. Schaus,

I would like to take this opportunity to express my full support for the City of Brownsville's Transportation Enhancement application for the Historic Battlefield Trail Fort Brown Connection.

I firmly believe that the preservation of recreational facilities are crucial in maintaining a strong and close knit community. The proposed bicycle and pedestrian project expands on one of Brownsville's greatest transportation and recreational assets, the Historic Battlefield Hike and Bike Trail. The Fort Brown Connection will provide a safe route through downtown for bicyclists, pedestrians and wheelchair users to connect to businesses, work places, busy border crossings and the earthworks at Fort Brown. The addition of these trails to Brownsville's recreational facilities will also promote healthier lifestyles for our residents to enjoy walking, running or biking.

In recent years I have watched the City of Brownsville take a positive, proactive approach to revitalizing their downtown and this trail fits excellently into their blueprint for a vibrant downtown. With the continued rapid growth of District 38 and the City of Brownsville, these types of transportation improvements are critical for the future health and mobility of the community.

I fully support any request for state funding for this project's implementation. I respectfully urge Transportation Enhancement Project Evaluation Committee, and the Texas Transportation Commission, to fund the Historic Battlefield Trail Fort Brown Connection Project.

Thank you for your consideration on this matter. Please do not hesitate to contact me if I may be of assistance on this or any other issue.

Regards,

Representative Eddie Lucio, III
Texas State House of Representatives, District 38

Committees: Government Efficiency & Reform, Vice Chairman • Calendars • Natural Resources

Capitol: P.O. Box 2910 • Austin, Texas 78768-2910 • (512) 463-0606 • Fax (512) 463-0660

District: 1906 E. Tyler Ave., Suite F-2 • Harlingen, Texas 78550 • (956) 365-4458 • Fax (956) 365-4487

Committees:
Land & Resource Management, Chairman
State Affairs



René O. Oliveira
Texas House of Representatives
District 37

P. O. Box 2910
Austin, Texas 78768-2910
(512) 463-0640
FAX: (512) 463-8186
rene.oliveira@house.state.tx.us

855 W. Price Rd., Suite 22
Brownsville, Texas 78520
(956) 542-1828
FAX: (956) 542-1618

October 15, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E.
TxDOT Pharr District Office
P.O. Box 1717
Pharr, Texas 78577-1717

Dear Ms. Schaus,

I am pleased to offer my full support for the City of Brownsville's Transportation Enhancement application for the Historic Battlefield Trail Fort Brown Connection.

The proposed bicycle and pedestrian project expands on one of Brownsville's greatest transportation and recreational assets, the Historic Battlefield Hike and Bike Trail. The Fort Brown Connection will provide a safe route through downtown for bicyclists, pedestrians and wheelchair users to connect to businesses, work places, busy border crossings and the earthworks at Fort Brown.

In recent years I have watched the City of Brownsville take a positive, proactive approach to revitalizing their downtown and this trail fits excellently into their blueprint for a vibrant downtown. With the continued rapid growth of District 37 and the City of Brownsville, these types of transportation improvements are critical for the future health and mobility of the community.

I appreciate your consideration of the City of Brownsville's grant application, and I strongly encourage the Transportation Enhancement Project Evaluation Committee, and the Texas Transportation Commission, to fund the Historic Battlefield Trail Fort Brown Connection Project.

Respectfully,

A handwritten signature in cursive script that reads "René O. Oliveira".

René O. Oliveira
Texas House of Representatives
District 37

ROO/ir

October 17, 2012

Mr. Mark Spier
Superintendent
Palo Alto Battlefield NHP
1623 Central Blvd., Suite 213
Brownsville, TX 78520

Dear Superintendent Spier:

This letter is to confirm discussions between the Fort Brown Memorial Golf Course and Palo Alto Battlefield National Historical Park to work together to make available to the public the important site of the historic 1846 Fort Brown earthworks. As you know, the Golf Course for many years has been a steward of the site to preserve the remaining portions of the earthen walls of the fort. We are excited by the opportunity to work with the National Park Service to educate the public about Fort Brown.

We will make available space within the Clubhouse for an exhibit about Fort Brown which will be supplied by the NPS. In addition we will provide a National Park Service Ranger some space in our meeting room to give historic talks about the fort prior to leading short walks or tours of the site on a regular agreed upon schedule during the winter months.

We understand there are plans for an extension of the Historic Battlefield Hike Bike Trail to connect all the Mexican War sites in Brownsville. If this trail becomes a reality, we would welcome those visitors who bicycle to this important trail through history. We are happy to have them view the exhibits here at our Clubhouse and to learn about historic Fort Brown and the origins of Brownsville today. Also, we can work out a suitable location for bike racks.

Thank you for asking the Fort Brown Memorial Golf Course to be your partner in preserving and presenting this important story from our past.

Sincerely,



Bobby Lucio, Fort Brown Golfcourse

cc: Ramiro Gonzalez , City Planning Dept.
Jennifer O'Connor, Office of Grant Management

Trail project to connect historic battle sites

Posted: Monday, November 5, 2012 9:53 pm

Trail project to connect historic battle sites

BY STEVE CLARK THE BROWNSVILLE HERALD

In 2007, Brownsville finally got its spine — a paved hike-and-bike trail running from Linear Park to the Palo Alto Battlefield National Historic Park.

Today, the long-term goal of making the spine the center of an actual trail system may be closer to reality. The city comprehensive planning office hopes to connect three of Brownsville's historic military sites — Palo Alto, Resaca de la Palma and Fort Brown — via the nine miles of existing trail.

Planning for the connector trails is already complete thanks to a technical assistance grant from the National Park Service Rivers, Trails & Conservation program. Now the city is asking for a \$675,000 grant through the TxDOT Transportation Enhancement Program to complete the work.

Ramiro Gonzalez, comprehensive planning director for the city of Brownsville, said the TxDOT program has some \$75 million in allocations left over from projects around the state that were never completed or in some cases never begun. The amount Brownsville is asking for is less than 1 percent of the total.

"In the grand scheme of things, it's really not that expensive when you consider what you're getting," Gonzalez said. "Hopefully, we can get working on it next year if it's funded and everything else."

He said connecting the existing trail with Resaca de la Palma Battlefield is tricky because the connector has to cross Paredes Line Road, which gets a lot of traffic. Planners came up with a makeover of Galveston Road, off Paredes Line north of the battlefield, that features an eight-foot-wide bi-directional bike path and sidewalk, with a "full blown stop light" at the intersection, Gonzalez said.

To reach Fort Brown from the existing trail's current southern terminus at Linear Park, the new trail would snake through downtown. The plan calls for portions of Harrison Street and 11th Street to be re-striped to accommodate two-lane bike paths, and for stretches of Adams, 13th, Jefferson and 14th streets to be re-striped for one-way bike lanes.

In the vacant 11th Street right-of-way between Van Buren and Harrison, plans call for construction of an attractive, curvy path with benches, bike racks and landscaping. Sidewalks along Uni-versity Boulevard would be widened at different points to establish a 14-foot shared-use trail that could accommodate for two-way bike traffic. The trail would terminate at the Fort Brown Memorial Golf Course.

Gonzalez said discussions of the latest project at recent public meetings have generated excitement among residents — especially those who like to get around on two wheels under their own power. He said the city probably won't know until January or February whether it got the grant, which is federal money funneled through TxDOT.

"We do feel that we have a really good shot at it, a really good chance," Gonzales said. "Now it's just a waiting game. As far as alternative transportation dollars that are out there, I think over the past couple of years it's been less and less. They're getting scarcer but they're still out there."

Memorandum

To: Texas Transportation Enhancement Review Committee
From: City of Brownsville
Date: 11/16/2012
Re: Attachment D – Property Ownership and Acquisition Information

The documents enclosed with this attachment, Attachment D, provide documentation of the ownership and/or use of the property for the proposed Historic Battlefield Trail Fort Brown Connection project.

The route for the Fort Brown Connection project is within the City's Right-of-Way except for the portion that crosses International Boulevard. International Boulevard is state-owned property; however the City has requested TxDOT's permission to install bicycle and pedestrian improvements at the intersection of International Boulevard and Jefferson Street and the local TxDOT District has provided its support.

The land for the City's Right-of-Way was dedicated for public use by H. L. Fitch in May 1922 and thus the City owns and maintains this property.

For the portion of the project along the 11th Street alignment between Harrison and Van Buren Streets, the City became the owner of that property in 2009. A lease was executed for that property in 1910 for a period of 99 years granting St. Louis, Brownsville and Mexico Railway Company certain rights, included this portion of 11th street. The City is in the process of obtaining a title report for this property in order to prove ownership.



DEPARTMENT OF ENGINEERING

404 E. WASHINGTON STREET
BROWNSVILLE, TEXAS 78520



October 30, 2012

To Whom It May Concern:

RE: RIGHT-OF-WAY OWNERSHIP / DOWNTOWN STREETS

After an extensive research of available records, it is my opinion that the right-of-way/streets in the downtown area were not conveyed by deed, but by recorded plat.

Attached please find a map from 1922 as recorded in Volume 5, Page 13, and what appears to be document number 3726, Cameron County Map Records.

As per map, the property owner dedicates the streets and alleys to the general public. Said recorded map makes reference of previous maps from 1850, 1900, 1909 and 1915 but no maps were found from those dates.

For any question, our office can be contacted at (956) 541-1012.

J. Eduardo Santillan
Right-of-Way Acquisition Specialist

MAP OF THE CITY OF BROWNSVILLE

PUBLISHED BY THE NEW YORK & BROWNSVILLE IMPROVEMENT CO. LTD. BROWNSVILLE, TEX.

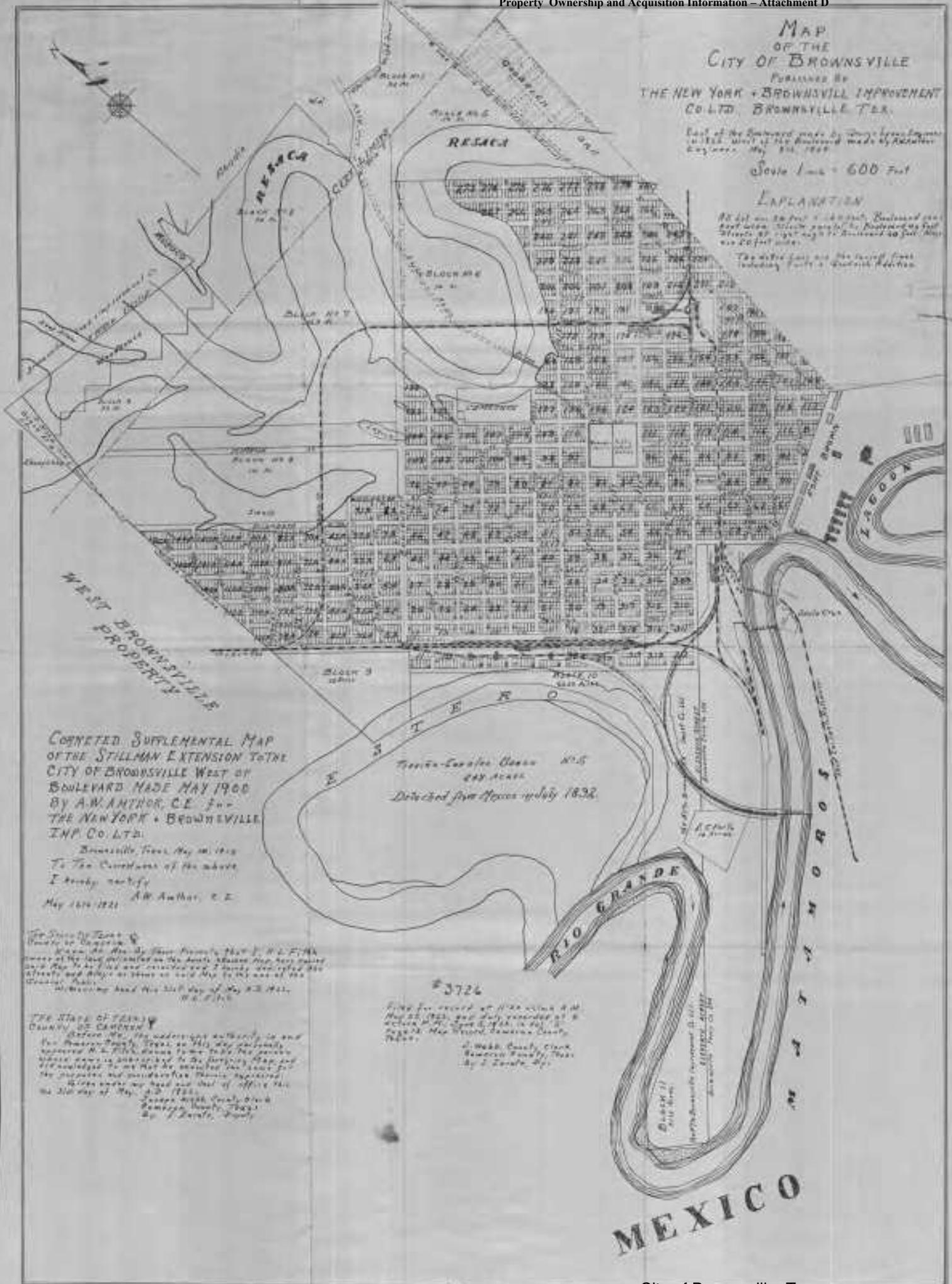
Part of the Survey made by George Leachman, Surveyor, West of the Railroad made by Arthur C. Young, May 1st, 1868.

Scale 1 inch = 600 Feet

EXPLANATION

All lots are 20 feet x 100 feet, Eastward 100 feet wide. Streets are 40 feet wide, except where noted. The width of the streets is 40 feet, except where noted.

The water front on the lower part including front & distance between.



CONNECTED SUPPLEMENTAL MAP OF THE STILLMAN EXTENSION TO THE CITY OF BROWNSVILLE WEST OF BOULEVARD MADE MAY 1908 BY A. W. ANTHON, C.E. FOR THE NEW YORK & BROWNSVILLE IMP. CO. LTD.

Brownsville, Texas, May 20, 1910
To The Commissioners of the above I hereby certify
A. W. Anthon, C.E.
May 16th 1910

THE STATE OF TEXAS
County of Cameron
Before me, the undersigned authority, on and after the 15th day of May, 1910, personally appeared A. W. Anthon, known to me to be the person whose name is subscribed to the foregoing map, and he acknowledged to me that he executed the same for the purposes and consideration therein expressed.
Witness my hand and seal of office this 15th day of May, A.D. 1910.
James Webb, County Clerk
Cameron County, Texas
By J. Lovell, Deputy

#3724
Filed for record at H. K. Wilson & Co. May 22, 1910, and duly recorded at 8 o'clock P.M. June 5, 1910, in Vol. 10, Page 22, Map Record, Cameron County, Texas.
J. Webb, County Clerk
Cameron County, Texas
By J. Lovell, Deputy

MEXICO

Property Ownership and Acquisition Information – Attachment D

CORRECTED SUPPLEMENTAL MAP
OF THE STILLMAN EXTENSION TO THE
CITY OF BROWNSVILLE WEST OF
BOULEVARD MADE MAY 1900
BY A.W. AMTHOR, C.E. for
THE NEW YORK + BROWNSVILLE
IMP. CO. LTD.

Brownsville, Texas, May 14, 1915
To The Correctness of the above,
I hereby certify
A.W. Amthor, C.E.
May 16th-1921

THE STATE OF TEXAS
COUNTY OF CAMERON.

Know All Men By These Presents, that I, H.L. Fitch
owner of the land delineated on the hereto attached Map, have caused
said Map to be filed and recorded and I hereby dedicated the
streets and Alleys as shown on said Map to the use of the
General Public.

Witness my hand this 31st day of May A.D. 1922.
H.L. Fitch.

THE STATE OF TEXAS
COUNTY OF CAMERON

Before Me, the undersigned authority in and
for Cameron County, Texas, on this day personally
appeared H.L. Fitch, known to me to be the person
whose name is subscribed to the foregoing Map, and
acknowledged to me that he executed the same for
the purposes and consideration therein expressed.

Given under my hand and Seal of office this
the 31st day of May, A.D. 1922.

Joseph Webb, County Clerk
Cameron County, Texas.
By I. Zarate, Deputy.

Charlie Cabler
City Manager



October 24, 2012

Mario Jorge, P.E.
District Engineer
Texas Department of Transportation
Pharr District Office.
600 West U.S. 83 Expressway
Pharr, TX 78577-1717

Dear Mr. Jorge,

The City of Brownsville is preparing an application for this year's Transportation Enhancement program and we are writing to request your support for the project. Work began on the project, "The Historic Battlefield Trail Fort Brown Connection," over a year ago with technical planning assistance from Krista Sherwood, Rivers, Trails, and Conservation Assistance, National Parks Service. The City of Brownsville is confident that current collaborative efforts along with National Parks Service assistance will provide a project proposal worthy of funding.

The City of Brownsville proposes to construct 2.75 miles of bicycle and pedestrian enhancements, including multi-use non-motorized pathways and bike lanes, through our historic downtown to expand the existing nine-mile Historic Battlefield Hike and Bike Trail. Currently, the Historic Hike and Bike Trail connects Palo Alto Battlefield National Historical Park, nine miles north of downtown, and ends at the Linear Park located within the historical overlay of the downtown area. The trail is used for healthy recreation purposes, as an alternative transportation route to the National Park, and as a way to access bus transit connections, restaurants, grocery stores, schools, and many other community resources.

Currently, there are no bike routes through downtown and many sidewalks do not have ADA accessible ramps. The project will create designated routes for making the connections and incorporate 5' wide bicycle lanes for cyclists, with a delineated barrier to provide protection from vehicles, plus signage and striping. ADA accessible curb ramps and new sidewalks-where gaps along the route exist for pedestrians and persons with disabilities-are also planned within the project scope. Additionally, bicycle and pedestrian improvements will be incorporated along an added five blocks to connect the international border crossing at Gateway International Bridge to the designated route and La Plaza Brownsville Multimodal Terminal.

City of Brownsville
P.O. Box 911 / City Hall / 1001 E. Elizabeth St. / Brownsville, Texas 78522
(956) 548-6000
www.cob.us

"EQUAL OPPORTUNITY EMPLOYER"

City of Brownsville, Texas

We respectfully request your support for the proposed project being that the route will cross International Boulevard, which is state right-of-way, at Jefferson Street and Adams Street. A letter of support from the TxDOT District Engineer will allow us to comply with grant requirements and show that the City of Brownsville has permission to make the necessary bicycle and pedestrian safety improvements to International Boulevard.

Thank you for your consideration of the City of Brownsville's request for support. Please free to contact our grant writer, Jennifer O'Connor, if you have any questions or concerns at (956)548-6147 or jennifer.oconnor@cob.us.

Regards,



Charlie Cabler
City Manager
City of Brownsville

CC:bba

xc: File

Received in full payment of term this 30 day of Oct, 2012
Name: [Signature]
Title: _____
Office of the _____
City of Brownsville
New Braunfels, TX 78130
(361) 540-7200 Fax





November 8, 2012

Mr. Charlie Cabler
City Manager, City of Brownsville
118 East Tyler
Brownsville, Texas 78522

Project: 2012 Transportation Enhancement Program Call

Subject: City of Brownsville Historic Battlefield Trail Fort Brown Connection.
Limits: Various City streets in Brownsville, Texas

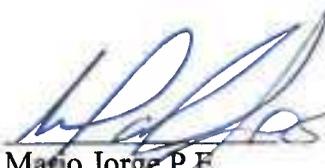
Dear Mr. Cabler:

The Texas Department of Transportation Pharr District Office is in support of the proposed “Brownsville Historic Battlefield Trail Fort Brown Connection” as a Statewide Transportation Enhancement Program nomination.

If I can be of further assistance please feel free to contact me at (956) 702-6100.

Thank you.

Sincerely,



Mario Jorge P.E.
District Engineer

Cc: Jody Ellington, P.E., Deputy District Engineer
Homer Bazan, Jr, P.E. Director of Transportation, Planning and Development
Stephen Walker, R.L.A., District Landscape Architect

THE TEXAS PLAN

REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
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TEXAS SOUTHMOST COLLEGE
OFFICE OF THE PRESIDENT

80 Fort Brown ♦ Brownsville, Texas 78520 ♦ (956) 882-3879 ♦ Fax (956) 882-8811 ♦ www.tsc.edu

Lily F. Tercero, Ph.D.
President

November 16, 2012

Transportation Enhancement Project Evaluation Committee &
Texas Transportation Commission
c/o Melba Schaus, P.E
TxDOT Pharr District Office.
PO Box 1717
Pharr, TX 78577-1717

RE: Transportation Enhancements Program

Dear Transportation Enhancement Project Evaluation Committee:

I am writing to you to provide the Texas Southmost College (TSC) support of the City of Brownsville's proposed project nomination, the Historic Battlefield Trail Fort Browns Connection, to the Texas Department of Transportation Enhancements Program Funding (TE).

The original Fort Brown has been designated as a National Historic Landmark and is located within the boundaries of our campus. The proposed project will benefit the citizens of Brownville by extending the existing Hike and Bike Trail through historic downtown Brownsville to the Fort Brown Historic Landmark. The Trail Extension project improvements will also expand connections for cyclists and pedestrians.

Our campus has many preserved buildings and sites of historical significance related to the 1846-1848 U.S. War with Mexico, the Civil War, the Spanish-American War, and the 1913-1917 border violence during the Mexican Revolution. We believe the proposed project will provide increased awareness to these historic sites of national significance and of important events which are part of the rich history of Texas.

We appreciate your consideration of this project for the Historic Battlefield Trail Fort Brown Connection Project and we hope this project will receive funding through the Texas Transportation Enhancement Program.

Regards,

A handwritten signature in cursive script that reads "Lily F. Tercero".

Lily F. Tercero, Ph.D.

Attachment: City of Brownsville Proposed Map dated October 28, 2012

2012-11C

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO staff and the MPO Technical Committee as concerns Transportation Enhancement (TE) nomination or application submitted by the City of Brownsville for the “Historic Battlefield Trail Extension–Ft. Brown Connection” project;

WHEREAS, the Policy Committee of the Brownsville MPO finds the that the proposed TE project will afford improvements to the Brownsville MPO’s area transportation system and work to promote both the general welfare and economic development of the Brownsville MPO; and

WHEREAS, the Brownsville MPO staff, MPO Policy and Technical Committee members will work in cooperation with TxDOT staff to plan future improvements to the existing transportation system in compliance with applicable state and federal guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Policy Committee of the Brownsville Metropolitan Planning Organization expresses its affirmation of the Committee’s intent to amend the Brownsville Metropolitan Transportation Program (TIP) to include listing of the Historic Battlefield Trail Extension–Ft. Brown Connection project, if funded.

Signed:



Ernie Hernandez
Vice-Chairperson
Brownsville MPO Policy Committee

Dated: 11-14-2012

Memorandum

To: Texas Transportation Enhancement Review Committee
From: City of Brownsville
Date: 11/16/2012
Re: Attachment F – SHPO Certificate of Eligibility

The City of Brownsville has been working with Mario Sanchez at the Texas Historic Commission (THC) to identify any potential impacts of the Historic Battlefield Trail Fort Brown Connection project to building on the national or state historic register. It has been concluded that no sidewalk repairs are needed in front of historic buildings and that the installation of bicycle infrastructure will not impact any buildings. If awarded, the City of Brownsville will work closely with THC to formalize any documentation that is needed to verify and ensure the protection of properties on the historic register.

Memorandum

To: Texas Transportation Enhancement Review Committee
From: City of Brownsville
Date: 11/16/2012
Re: Attachment J – Local Bicycle Plan

The documents enclosed with this attachment, Attachment J, provide documentation of the inclusion of the proposed Historic Battlefield Trail Fort Brown Connection project in local bicycle planning documents.

First, you will find the Brownsville MPO Resolution for the November 2012 update to the Local Bicycle Plan to include the proposed project. Then, you will see the map showing the bicycle and pedestrian route with potential alternatives.

Next, you will find three pages from the Brownsville Comprehensive Plan, which is also the Imagine Brownsville Comprehensive Plan. This 500 page planning document was developed by Ambiotec Engineering Group and its partners over two years. The planning process included extensive public input with over 90 percent of respondents requesting more bicycle and pedestrian facilities. Enclosed is a small portion of Plan's chapter on Transportation, which shows a commitment to extending the existing north/south Historic Battlefield Hike and Bike Trail to additional destinations.

RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE

WHEREAS, the Brownsville Metropolitan Planning Organization (MPO) is the officially designated transportation planning agency for the Brownsville urbanized area; and

WHEREAS, the Brownsville Metropolitan Planning Organization has reviewed the favorable recommendation of the MPO Technical Committee as to the proposed amendments, as follows:

- Historic Battlefield Trail Fort Brown Connection—bike lanes, shared use path segments and ADA sidewalk improvements; from trail at Harrison Street to E. 10th and E. 11th Streets, thence to E. Jefferson and E. Adams Streets; thence to Fort Brown Memorial Golfcourse via campus route (May Drive/Gorgas and Ringgold and Elizabeth Street and a portion of University Blvd.); including improvements on E. 13th Street (from Elizabeth Street) and E. 14th Street (from Levee Street) to E. Adams Street.
- Los Fresnos Hike & Bike Improvements—bike lanes and off-road shared use trail (10 to 14 feet in width), as follows: east from Memorial City Park (north of Whipple Rd.) to Cameron County Drainage Ditch (CCDD) #1; south along CCDD #1 drainage ditch (along east Retama St.) to westward, thence alongside CCDD #1 drainage ditch (south of Tenth St.), alongside CCDD #1 drainage ditch northward to ditch corridor (west of Mesquite St.), alongside CCDD #10/Bayview Irrigation District ditch corridor (continuing northeast of Mesquite to North Canal St.), thence eastward parallel to Canal St. back to Retama St.)

WHEREAS, the listing of proposed hike and bike improvements in the MPO's Bicycle & Pedestrian Plan amendments of the City of Brownsville and within the City of Los Fresnos will help provide safe travel for local citizens and visitors; and

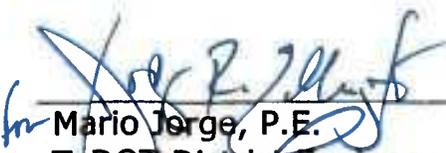
WHEREAS, the Brownsville MPO Policy Committee members recognize that these proposed amendments of the MPO's Bicycle & Pedestrian Plan will provide improvements to the MPO's area transportation system and offer economic development by promotion of tourism.

NOW, THEREFORE, BE IT RESOLVED that the Brownsville MPO Policy Committee members hereby formally adopt the aforementioned amendments of the MPO's Bicycle & Pedestrian Plan.

Signed:



Ernie Hernandez
Vice-Chairperson
Brownsville MPO Policy Committee

 11-14-2012

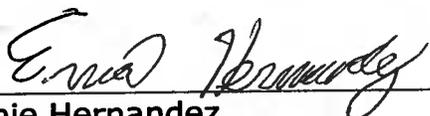
Mario Jorge, P.E.
TxDOT District Engineer
TxDOT Pharr District

Dated: 11-14-2012

PUBLIC INVOLVEMENT PROCESS (PIP) CERTIFICATION

The **Brownsville Metropolitan Planning Organization** certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of adoption of the proposed amendments, as follows:

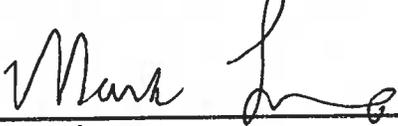
- Historic Battlefield Trail Fort Brown Connection—bike lanes, shared use path segments and ADA sidewalk improvements; from trail at Harrison Street to E. 10th and E. 11th Streets, thence to E. Jefferson and E. Adams Streets; thence to Fort Brown Memorial Golfcourse via campus route (May Drive/Gorgas and Ringgold and Elizabeth Street and a portion of University Blvd.); including improvements on E. 13th Street (from Elizabeth Street) and E. 14th Street (from Levee Street) to E. Adams Street.
- Los Fresnos Hike & Bike Improvements—bike lanes and off-road shared use trail (10 to 14 feet in width), as follows: east from Memorial City Park (north of Whipple Rd.) to Cameron County Drainage Ditch (CCDD) #1; south along CCDD #1 drainage ditch (along east Retama St.) to westward, thence alongside CCDD #1 drainage ditch (south of Tenth St.), alongside CCDD #1 drainage ditch northward to ditch corridor (west of Mesquite St.), alongside CCDD #10/Bayview Irrigation District ditch corridor (continuing northeast of Mesquite to North Canal St.), thence eastward parallel to Canal St. back to Retama St.)



 Ernie Hernandez
 Vice-Chairperson
 Brownsville MPO Policy Committee

11-14-2012

 Date



 Mark Lund
 City of Brownsville
 MPO Director

11-14-2012

 Date



 Mario Jorge, P.E.
 TxDOT District Engineer
 TxDOT Pharr District

11-14-2012

 Date

SHORT RANGE PROPOSED BIKEWAYS
2011 Brownsville Bicycle & Pedestrian Plan

- MPO Area
- Wildlife Refuges
- National Park Service
- Water Area
- Streets
- Airport
- Railroads
- Bridges
- Schools
- Brownsville City Limits
- Los Fresnos City Limits
- Town of Rancho Viejo Limits
- Historic Battlefield Trail
- EAST LOOP
- FORT BROWN BIKE

Area

- Brownsville MPO
- Cameron County
- Mexico

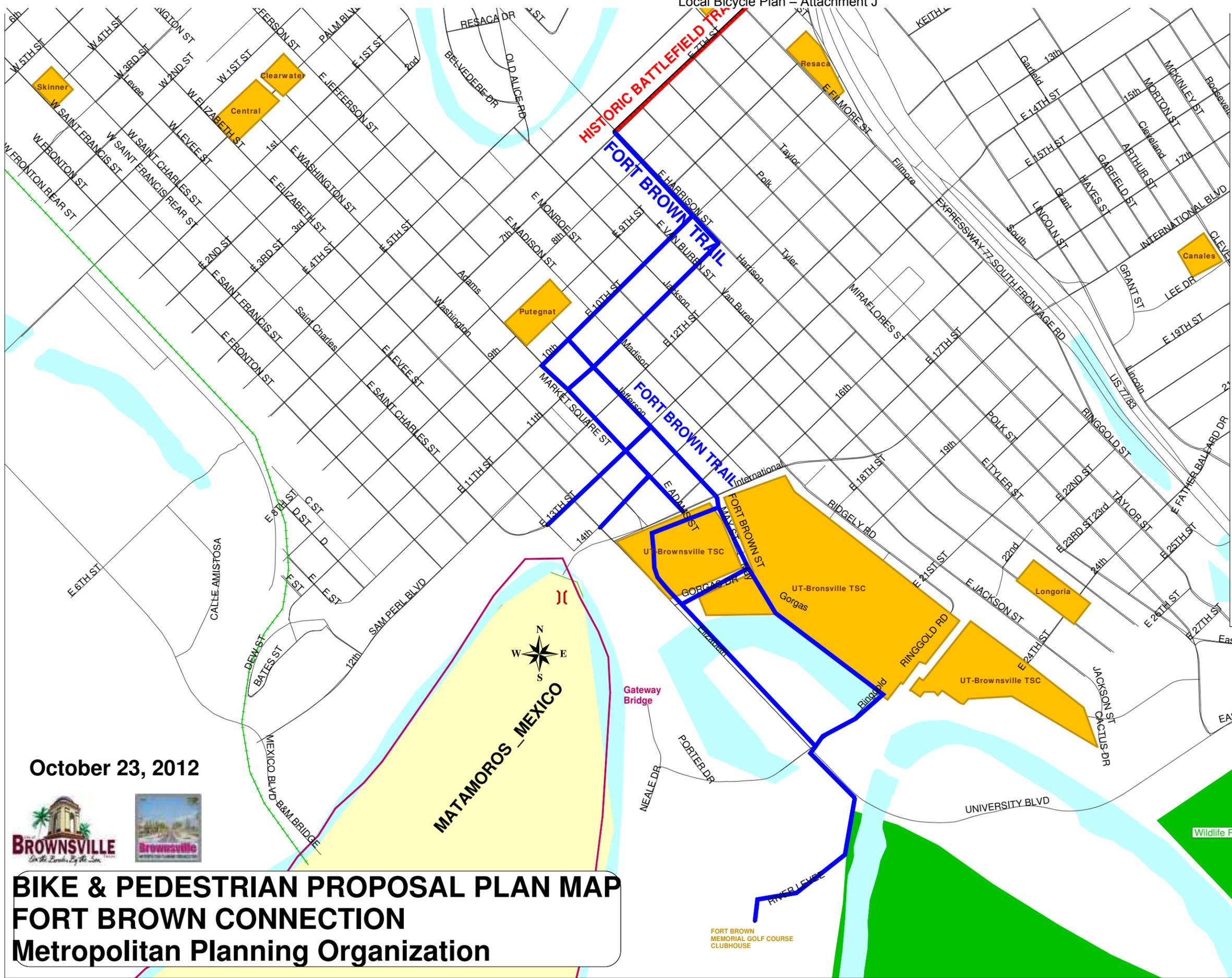
PROPOSED BIKEWAYS

- Dennett Rd.
- Galveston Rd.
- Morrison Rd.
- Morrison Rd./Charmaine Rd.
- Piñeds Blvd.
- West Morrison Rd.

PROPOSED OFF - ROAD TRAIL

- Ditch No. 2
- El Sol
- Olmito Branch
- Olmito North
- Papaya Rd
- Paredes Line
- South of Brownsville

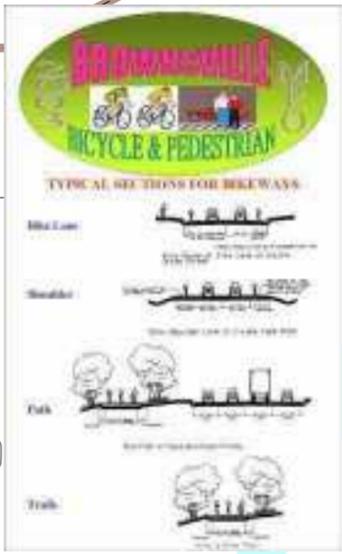
0 .08 .16 .24
Miles



October 23, 2012



BIKE & PEDESTRIAN PROPOSAL PLAN MAP
FORT BROWN CONNECTION
Metropolitan Planning Organization





7. Develop a multimodal logistics/manufacturing hub at the airport/port area

Developing a plan of well connected streets, utilities, and site plans all framed within a conceptual Land Use Plan has the ability to encourage and stimulate industrial development within the Port of Brownsville and Brownsville International Airport. This concept will lay the framework for a large scale industrial development plan/logistics hub. A public-private partnership should be formed around the development of a Tax Increment Financing District (TIF) district. Figure 21 illustrates the general concept of creating a grid of streets that connect the airport and port, while at the same time strategically connecting to the proposed East Loop. The following bullets indicate the needed steps to get this project moving:

- Develop a site specific manufacturing/logistics hub plan for airport/port area:
 - Identify utilities
 - Map existing roadway rights of ways
 - Design intermodal links
 - Map floodplains/wetlands for potential mitigation banking opportunities and cross cluster integration with the hospitality



Figure 21. Thoroughfare Improvements to Connect the Airport and Port.

and tourism cluster initiatives.

- Prepare detailed manufacturing/logistics site plan
- Identify site areas as part of the manufacturing/logistics hub to be sold to private developers and annexed by City. This will help raise capital for infrastructure improvements and bridge the City's tax gap.
- Focus industrial development on the targeted industrial clusters outlined in the economic development plan
- Form a Tax Increment Finance District (TIF) for the area to:
 - Use future tax revenues to finance needed infrastructure
 - Use monies to leverage the financing of the proposed East loop
- Work with the Port to deepen the ship channel to 55 feet
- Preserve land use and corridors near port and airport to improve multimodal freight movement
- Coordinate with Airport Master Plan for needed runway or airport expansion plans.
- Create a transportation link to the port using both road and rail
- Extend the airport runway to 12,800 feet to accommodate heavy freight traffic and create dual customs facility
- Develop a property transfer policy to support land mitigation banking opportunities at the Port of Brownsville

8. Create a safe environment for bicycle and pedestrians

- Create a link to the north / south linear park trail
- Expand park, neighborhood and commercial connections to retail and business centers
- Develop an ADA assurance program



Medium to long term strategies (6 to 20 Years)

Miscellaneous

- Create a Bi-National Transportation Authority and plan a surface transportation loop around Brownsville and Matamoros
- Move roadway projects into the development process so they are ready for state and federal funding when it comes available
- Coordinate railroad planning with TxDOT
- Develop light rail options along the 11th Street corridor in conjunction with the Downtown Revitalization plan

Funding:

The transportation elements presented within the previous sections of this chapter require the development of a comprehensive and coordinated implementation strategy amongst the service and infrastructure providers. This will ensure the citizens of Brownsville see the most benefit for the dollars that are spent on transportation. The money currently available to be spent on transportation facilities is not able to keep pace with the demand that will be placed upon the system. This problem is likely to get worse as the City continues to grow. Future funding sources and strategies should be considered, including:

1. Valley Metropolitan Planning Organization
 - Merging the three MPOs would result in approximately \$58,500,000 additional transportation construction projects for the region, according to a recent Texas Transportation Institute study conducted for the Pharr TxDOT District.
2. Local Tax Sources
 - The 20-cent tax on gasoline, which hasn't been raised in Texas since 1991, could eventually rise to 30 cents in counties where voters adopt the local-option increases under current proposed legislation. Voters in the counties that fall under the bill could raise vehicle registration fees by \$60, and add up to \$15 in local-option vehicle

inspection fees.

3. Value Capture
 - The City should adopt private / public mechanisms for funding needs for R.O.W., design, and construction. Explore Tax Increment Reinvestment Zones in corridors and nodes, as recommended in the Land Use Plan, and in any area that will benefit from a significant transportation capacity improvement.
4. Improve Funding Leverage
 - A unified Valley MPO would be the fourth largest region in the State and would be designated as a transportation management area. This would put the region on the same level as Dallas, Houston, El Paso, and San Antonio when the first cut of transportation dollars are distributed to the MPOs.
 - Move more planned projects into the design phase, to provide the region with "shovel" ready projects for future stimulus funding.