TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

VARIOUS Districts

The "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), revised the Coordinated Border Infrastructure (CBI) Discretionary Program to an allocation program.

The purpose of the CBI Program is to improve the safe movement of motor vehicles at or across international land borders. The basis of allocation and description of fund eligibility is shown in Exhibit A of this minute order.

The Texas Transportation Commission (commission) approved the 2006 Statewide Mobility Program (SMP) by Minute Order 110266, dated October 27, 2005. This new program will require an amendment to the 2006 SMP, Category 10, Supplemental Transportation Projects.

IT IS THEREFORE ORDERED by the commission that Category 10, Supplemental Transportation Projects, of the 2006 SMP be amended with the attached Exhibit A to authorize the addition of the CBI Program and allocation of federal funds in the amount of $200 million.

Submitted and reviewed by:

James R. Randall

Director, Transportation Planning
and Programming Division

Recommended by:

M. W. Behrens

Executive Director

110481 MAR 30 06

Minute Number | Date Passed

EXHIBIT A
CATEGORY 10 – SUPPLEMENTAL TRANSPORTATION PROJECTS
COORDINATED BORDER INFRASTRUCTURE PROGRAM

Description:

Funds from the Coordinated Border Infrastructure Program portion of this category may be used to improve the safe movement of motor vehicles at or across the land border between the U.S. and Mexico. This program replaces the TEA-21 Coordinated Border Infrastructure discretionary program which ended after 2005.

Program amount:

DISTRICT	ALLOCATION
EL PASO	$53,575,843
LAREDO	$81,867,221
PHARR	$64,556,936
TOTAL	**$200,000,000**

Basis of allocation:

Funded by contract authority, funds are subject to the overall federal-aid obligation limitation, not transferable and remain available until expended.

Funds are to be apportioned among districts based on factors related to the movement of people and goods through the land border ports of entry within the boundaries of the State as follows:

- 20% based on number of incoming commercial trucks
- 30% number of incoming personal motor vehicles and buses
- 25% based on weight of incoming cargo by commercial trucks
- 25% based on number of land border ports of entry

Eligibility of funds:

The districts may use funds within a 50 mile radius of border crossings for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- improvements to existing transportation and supporting infrastructure;
- construction of highways and related safety and safety enforcement facilities related to international trade;
- operational improvements, including those related to electronic data interchange and use of telecommunications;
- modifications to regulatory procedures; or
- international coordination of transportation planning, programming, and border operation with Mexico.

Projects in Mexico – a border district may use these funds to construct a project that continues into Mexico at a border crossing if the project directly and predominantly facilitates cross-border vehicle and cargo movement at an international port of entry within the limits stated above. Mexico must assure that the project will be constructed to standards equivalent to those in the U.S., and be maintained and used over the useful life of the facility only for the purpose for which the funds were allocated.