

BORDER PLANNING, OPERATIONS, AND TECHNOLOGY PROGRAM

Year	2003(TEA-21)	2004	2005	2006	2007	2008	2009
Authorization	*	\$76.5 M	\$84.0 M				

* combined authorization of \$140M for National Corridor Planning and Development Program and Coordinated Border Infrastructure Program.

Program Purpose

The purpose of this program is to improve bi-national transportation planning, operations, efficiency, information exchange, safety, and security for the United States borders with Canada and Mexico. This program replaces TEA-21's Coordinated Border Infrastructure Program.

SAFETEA Section(s): 1101(a)(11), **1807**

Statutory Citation: TEA-21, section 1119

Funding/Formula

Funds are subject to the overall Federal-aid obligation limitation, and will receive obligational authority equal to the authorization level. [1102(c)]

Eligibility to receive and administer funds is limited to States and Metropolitan Planning Organizations at or near an international land border in Alaska, Arizona, California, Idaho, Maine, Michigan, Minnesota, Montana, New Hampshire, New Mexico, New York, North Dakota, Texas, Vermont and Washington.

\$47 million is set aside in 2004 for construction of State border safety infrastructure facilities in Arizona, California, New Mexico, and Texas.

Limit of \$500,000/year for information exchange projects.

Selection criteria

Funds are to be allocated by the Secretary, giving priority to activities at the northern or southern borders of the United States that improve safety, security, freight movement, operations, or access to rail, marine, or air services.

Projects are to be selected based on --

- expected benefits, including air quality benefits, in relation to costs
- prospects for early completion
- endorsement by formally constituted bi-national organizations with both Federal and State or provincial representation
- existence and significance of signed and binding multi-jurisdictional agreements
- contributions of other funds above the minimum required
- extent to which the project benefits are multi-modal

Eligibility

Funds may be used for activities at or near international land borders, including:

- highway and multi-modal planning or environmental studies
- cross-border Port of Entry and safety inspection improvements, including operational enhancements and technology applications
- technology and information exchange activities
- right-of-way acquisition, design, and construction, where needed to add the enhancements or applications described in subparagraphs (B) and (C), or to decrease air pollution emissions from vehicles or inspection facilities at border crossings.

Program Requirements

Planning --

- studies and projects funded under this program must be consistent with the continuing, cooperative, and comprehensive planning processes required by sections 134 and 135 of title 23.
- regionally significant projects must be on the transportation plans and program required by sections 134 and 135 of title 23

Projects in Canada and Mexico -- one or more border States may request funds to construct projects in Canada or Mexico

- projects limited to the improvement and efficiency of vehicle and cargo movements at international gateways and ports of entry at land border crossings
- funds would be provided to border State(s)
- requires cooperation of both the border State and Canada
- Canada/Mexico must assure that the project will be constructed to standards equivalent to those in the US, and maintained and used over the useful life of the facility only for the purpose for which the funds were allocated

Provides for transfer of funds to the General Services Administration for administration

- at the request of a State, funds allocated for a specific project may be transferred; State must provide 20% match
- Secretary may transfer funds directly to GSA

Federal Share

The Federal share is 80 percent, except for funds transferred directly to the GSA by the Secretary, for which the Federal share is 100%.

MULTI-STATE CORRIDOR PLANNING PROGRAM

Year	2003(TEA-21)	2004	2005	2006	2007	2008	2009
Authorization	*	\$76.5 M	\$84.0 M				

* combined authorization of \$140M for National Corridor Planning and Development Program and Coordinated Border Infrastructure Program.

Program Purpose

The purpose of the Multi-State Corridor Planning Program, which replaces TEA-21's National Corridor Planning and Development Program, is to support and encourage transportation planning from a broader perspective, transcending traditional State and modal boundaries, to meet evolving freight and passenger transportation needs of the 21st century.

SAFETEA Section(s): 1101(a)(10), **1806**

Statutory Citation: TEA-21, section 1118

Funding/Formula

Funds are discretionary, to be allocated by the Secretary, subject to the overall Federal-aid obligation limitation, and will receive obligational authority equal to the authorization level. [1102(c)]

Eligibility to receive and administer funds is limited to States and MPOs.

Selection Criteria

Establishes selection criteria for studies --

- existence and significance of signed and binding multi-jurisdictional agreements
- endorsement of the study by elected State and local representatives
- prospects for early completion of the study
- whether the projects to be studied are located on corridors identified by section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended (Public Law 102-240; 105 Stat. 2032)

Eligible Projects

Eligibility is limited to—

- multi-state highway and multi-state multi-modal planning studies
- studies funded under this program must be consistent with the continuing, cooperative, and comprehensive planning processes required by sections 134 and 135 of title 23

Federal Share

The Federal share for a study, using funds from all Federal sources, is limited to 80 percent. The maximum share of funds from the Highway Trust Fund (other than the Mass Transit Account) may not exceed 50 percent of the total cost of such study.