

# BiNational and Corridor Planning Can/Am Border Trade Alliance



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# 3rd Largest Urban Concentration In North America

20.4 Million

- New York-New Jersey-Long Island

16.2 Million

- Los Angeles-Riverside-Orange County

**9.0 Million**

- Toronto-Hamilton- Niagara Falls-  
Buffalo-Rochester-Syracuse

8.9 Million

- Chicago-Gary-Kenosha

7.4 Million

- Washington-Baltimore

# Transportation Infrastructure



Four (4) International Motor Vehicle Bridges



QEW and Interstate I-90 (Major Connectors)



Two (2) Railway Bridges



Four (4) Major Railways



Rail Passenger Service VIA and AMTRAK



Commuter Rail – GO Train



Inter-City Bus Services



Four (4) Major Airports



Welland Canal (St. Lawrence Seaway), Several Ports



# US/Canada and NYS/Ontario Trade



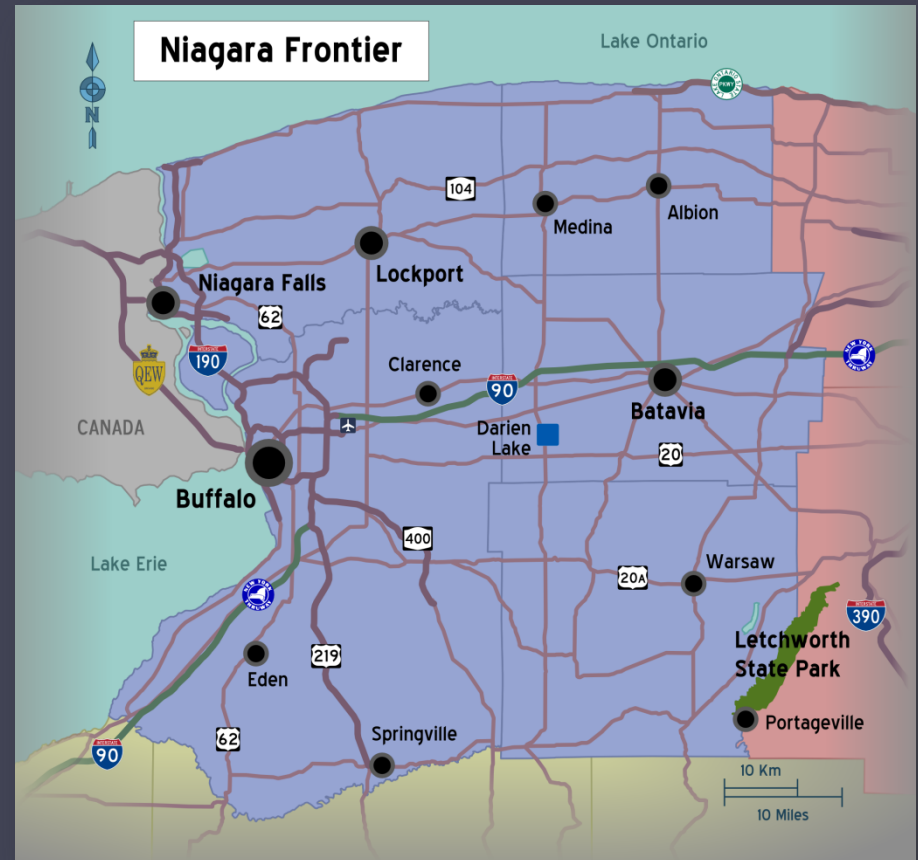
- The trade relationship between the US and Canada is the largest in the world
- Volumes crossing the U.S. and Canada border encompasses more the US \$1.4B a day and over 200M people a year

# US/Canada and NYS/Ontario Trade

- The portion of that trade which flows between NYS and Ontario is a major part of that total trade relationship
- NYS-Ontario annual trade typically at least \$20B

# US/Canada and NYS/Ontario Trade

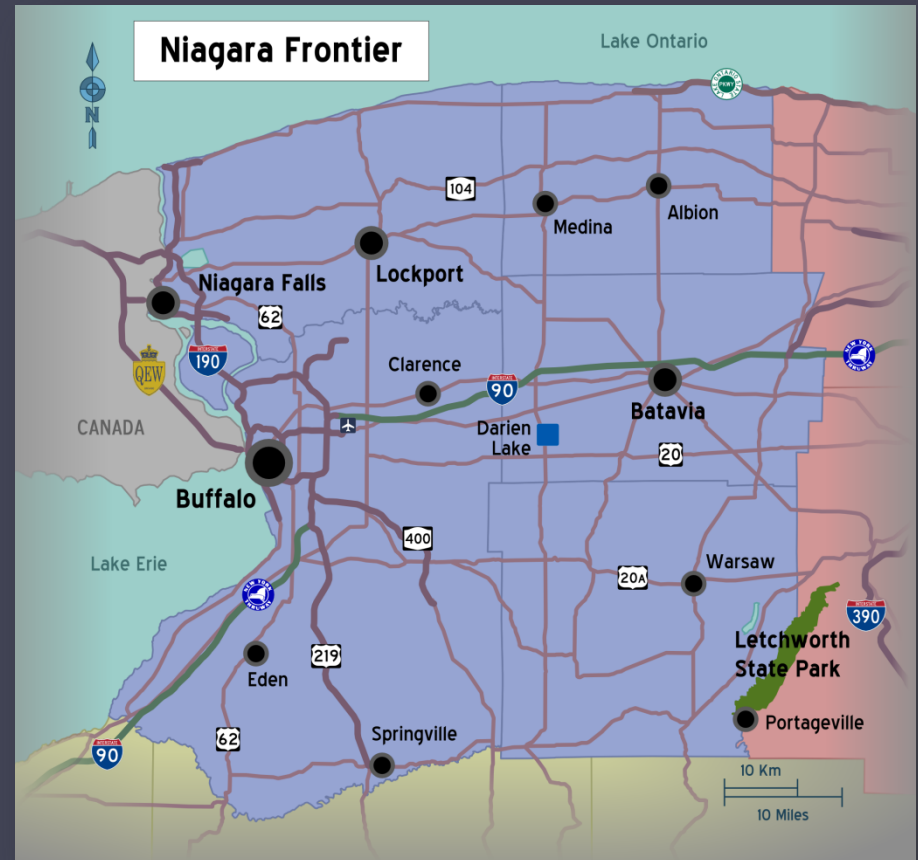
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- The region is clearly a key to economic gateway between the nations





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## US Border Entry from Canada Volume Rankings – Buffalo Niagara

Crossing Statistics	Border Rank	% of Inbound Entries
Trucks	2	17%
Trains	3	10%
Train passengers	4	13%
Buses	2	25%
Bus passengers	1	35%
Personal vehicles	1	20%
Personal vehicle passengers	1	22%
Pedestrians	1	64%

Source: Research and Innovative Technology Administration / Bureau of Transportation Statistics – 2009 Data

## Recent Data Indicates Increases in Niagara Region Bridge Crossings

Bridge Crossing	2009	2010	Change
Lewiston-Queenston Bridge	3,293,139	3,402,562	3.32%
Peace Bridge	5,908,235	6,017,725	1.85%
Rainbow Bridge	2,862,367	3,079,451	7.58%
Whirlpool Rapids Bridge	319,962	375,025	17.21%

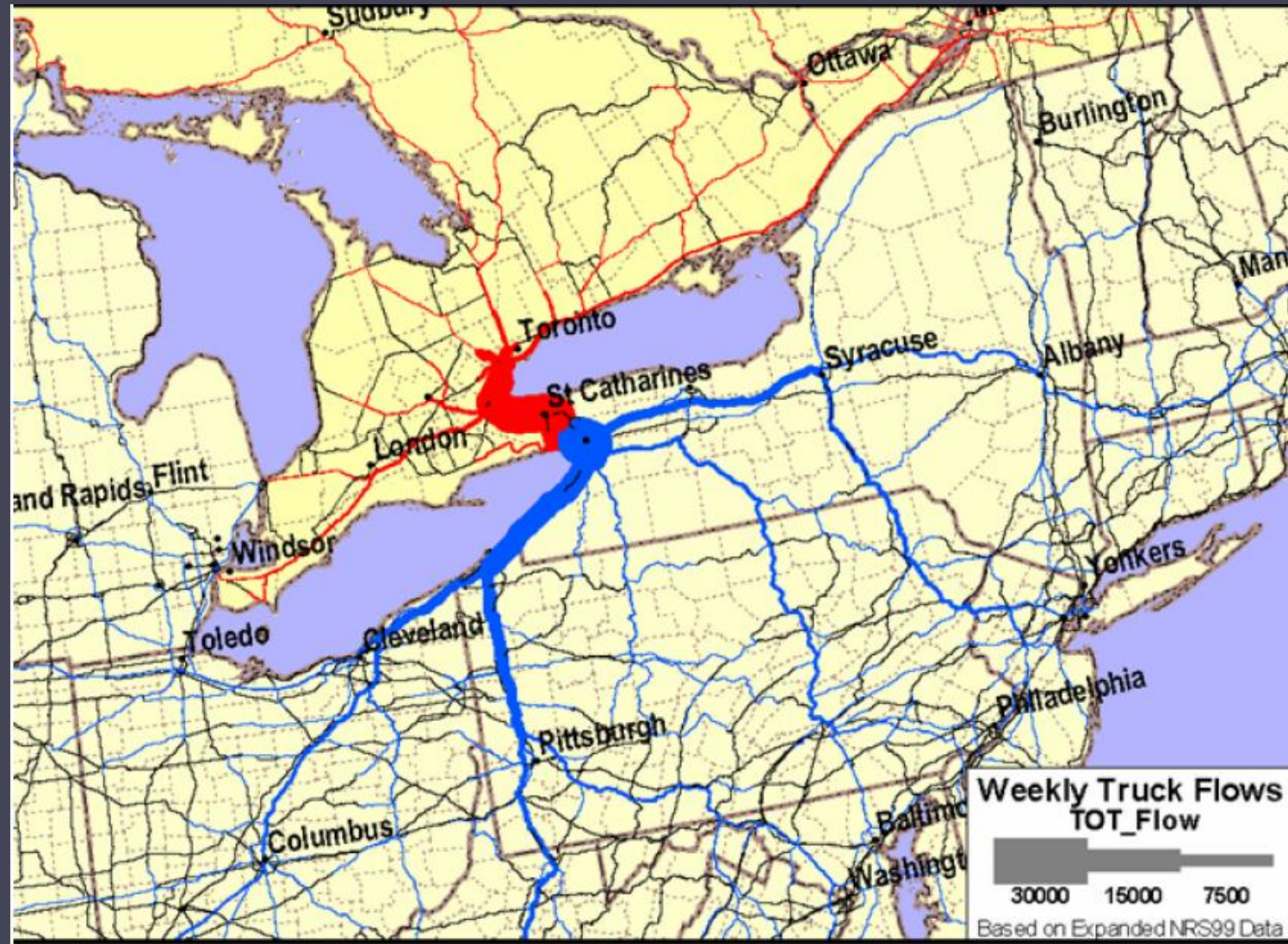
Source: Western Buffalo & Fort Erie Public Bridge Authority

# Truck Flows: Queenston-Lewiston Bridge





# Truck Flows: Peace Bridge



# The New York-Ontario Summit



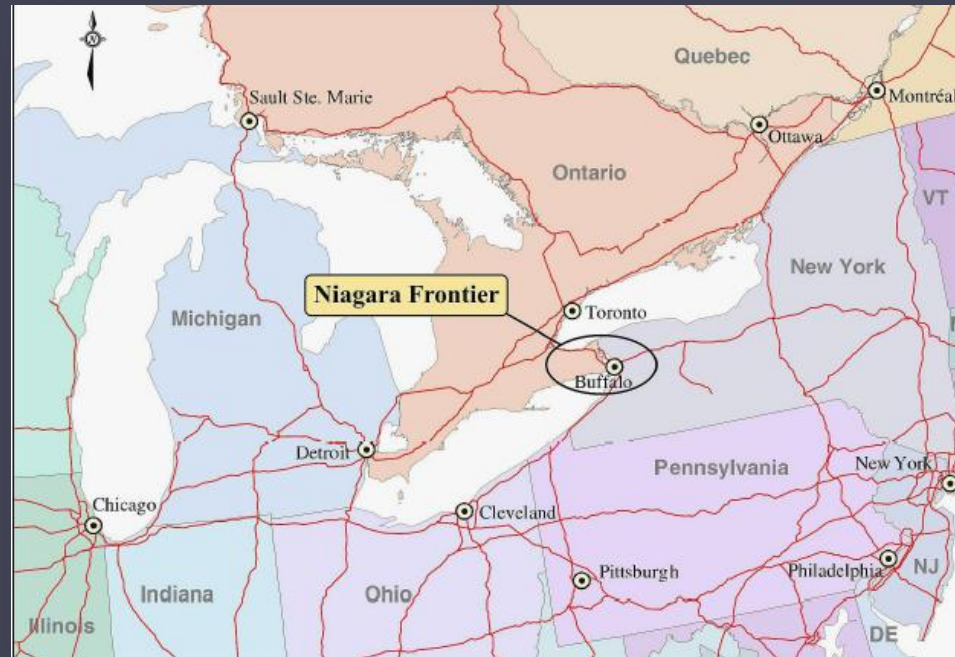
- Recognizing the close economic ties, the Province of Ontario and the State of New York organized a summit conference in June 2001 involving the Premier of Ontario and the Governor of New York.

# The New York-Ontario Summit

- Led to the creation of a BiNational Working Group to oversee and set direction for the development of a BiNational Transportation Strategy for the Niagara Frontier
- Representatives from NYS Department of Transportation, Ontario Ministry of Transportation, both federal transportation agencies, local planning bodies and bridge authorities



# Vision for the Niagara Frontier



*People and goods move safely, securely and efficiently within the BiNational Niagara region via a transportation system that is unified, provides multimodal alternatives, is environmentally sensitive and supports economic growth.*



# The Vision is Supported by Specific Goals

Commuters and  
other travelers  
enjoy safe,  
predictable, and  
efficient trips  
across the Niagara  
region

National and  
regional economies  
expand and  
prosper with rapid,  
predication and  
safe movement of  
goods and people  
through the region

Goods and people  
move securely and  
infrastructure is  
secure

Decision-making  
recognizes the  
importance of  
environmental and  
the well-being of  
border  
communities

# Three Primary Considerations In Cross Border Travel



**Getting to the  
Border**



**Border  
Crossing  
Infrastructure**



**Border  
Management**

# Six Strategy Elements

## Strategy Element 1

Foster improved coordination  
between appropriate agencies and  
stakeholders

## Strategy Element 2

Ensure adequacy of highway  
approach corridor capacity,  
connectivity to economic centres  
and network flexibility, with priority  
on investment to facilitate efficient  
goods movement and tourist travel

## Strategy Element 3

Improve enforcement, processing  
and plaza infrastructure to enhance  
efficiency, security and safety

## Strategy Element 4

Provide sufficient river crossing  
capacity and network flexibility to  
meet demand

## Strategy Element 5

Optimize use of all transportation  
modes to improve the efficiency of  
the entire transportation system

## Strategy Element 6

Realize unique opportunities for  
overall border network management  
emphasizing innovative ITS  
strategies



# Post Summit Focused Activities

- BiNational transportation working group
- Niagara BiNational economic roundtable
- Ontario-New York Memorandum of Understanding and Cooperation
- Federal border working groups
- Operational Coordination



# Integrated Corridor Management in the BiNational Region



***NIAGARA INTERNATIONAL  
TRANSPORTATION  
TECHNOLOGY COALITION***

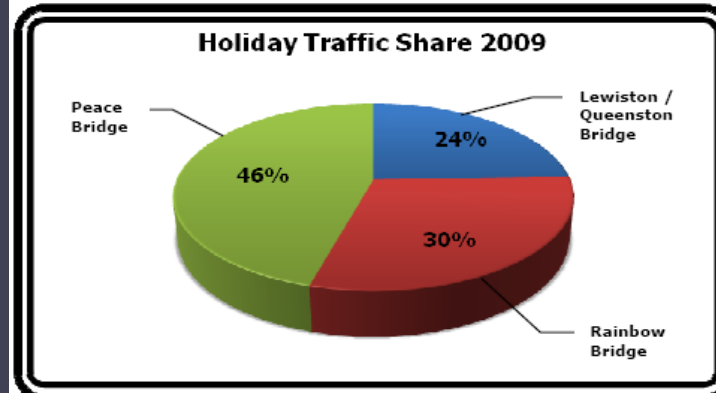
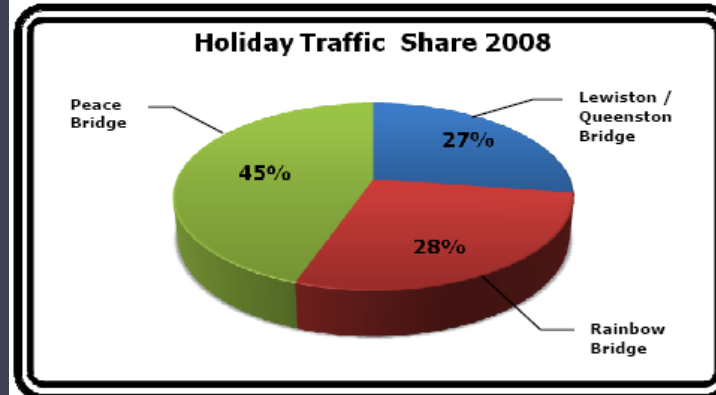
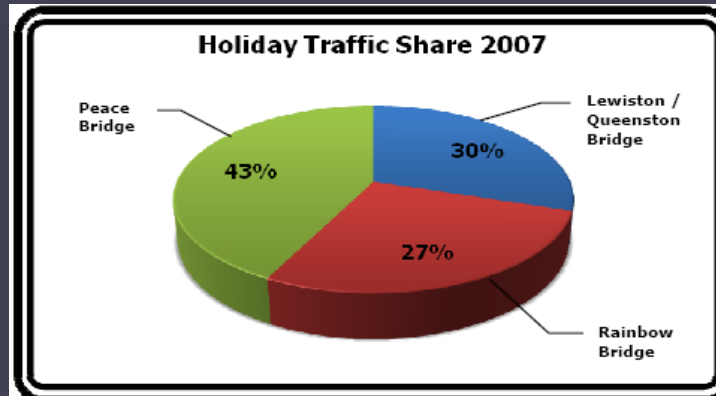


# Regional Operation Functions

- Traveler information
- Border traffic management
- Congestion management
- Incident management
- Special event planning and management
- Transportation system monitoring
- Emergency management
- Weather and transportation system monitoring
- Construction coordination
- Performance measure reporting



# Managing Demand



# Integrated Corridor Management in the BiNational Region

Operational Category	Performance Measure
Agency Coordination	The use of established center-to-center communication links
Traveler Information	Use of real-time data has been determined
Mobility (Arterial, Border, Freeway, Transit)	Percentage of coordinated corridors
Incident Management	Incident measures are uniform



# Niagara BiNational Transportation Coordinating Group

August 2011 Meeting

# Purpose and Structure

- Review status of studies and projects of mutual interest
- Review BiNational Strategy for current relevance
- Discuss next steps and approach to strategic collaboration
- Participants included:

Ministry of Transport Ontario

New York State Department of Transportation

Niagara Falls Bridge Commission

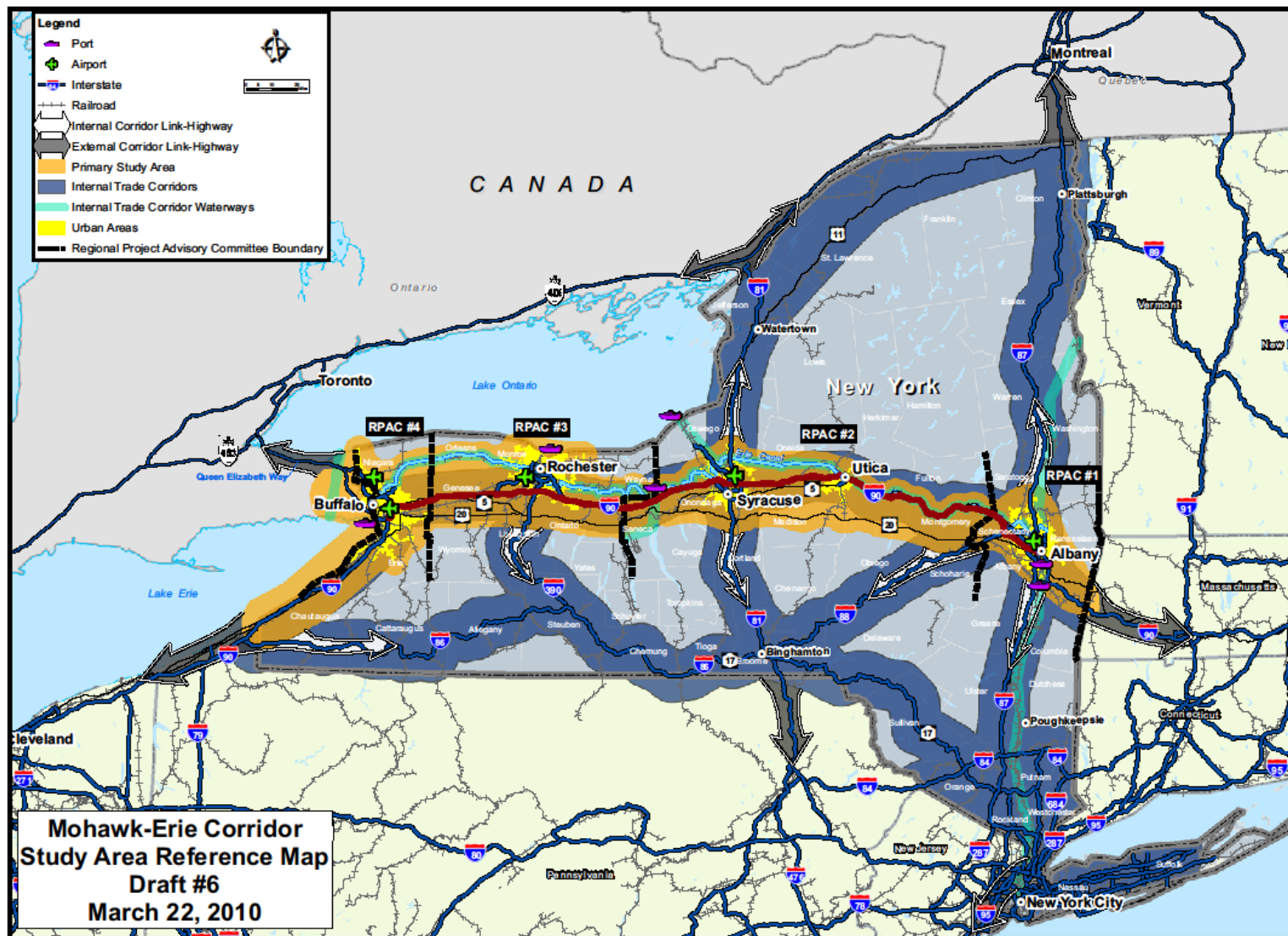
Buffalo and Fort Erie Public Bridge Authority (Peace)

Regional Niagara Ontario

Buffalo Niagara Regional Transportation Council (MPO)

# Mohawk-Erie Corridor Study

## Startup and Project Scope



# Purpose of Study

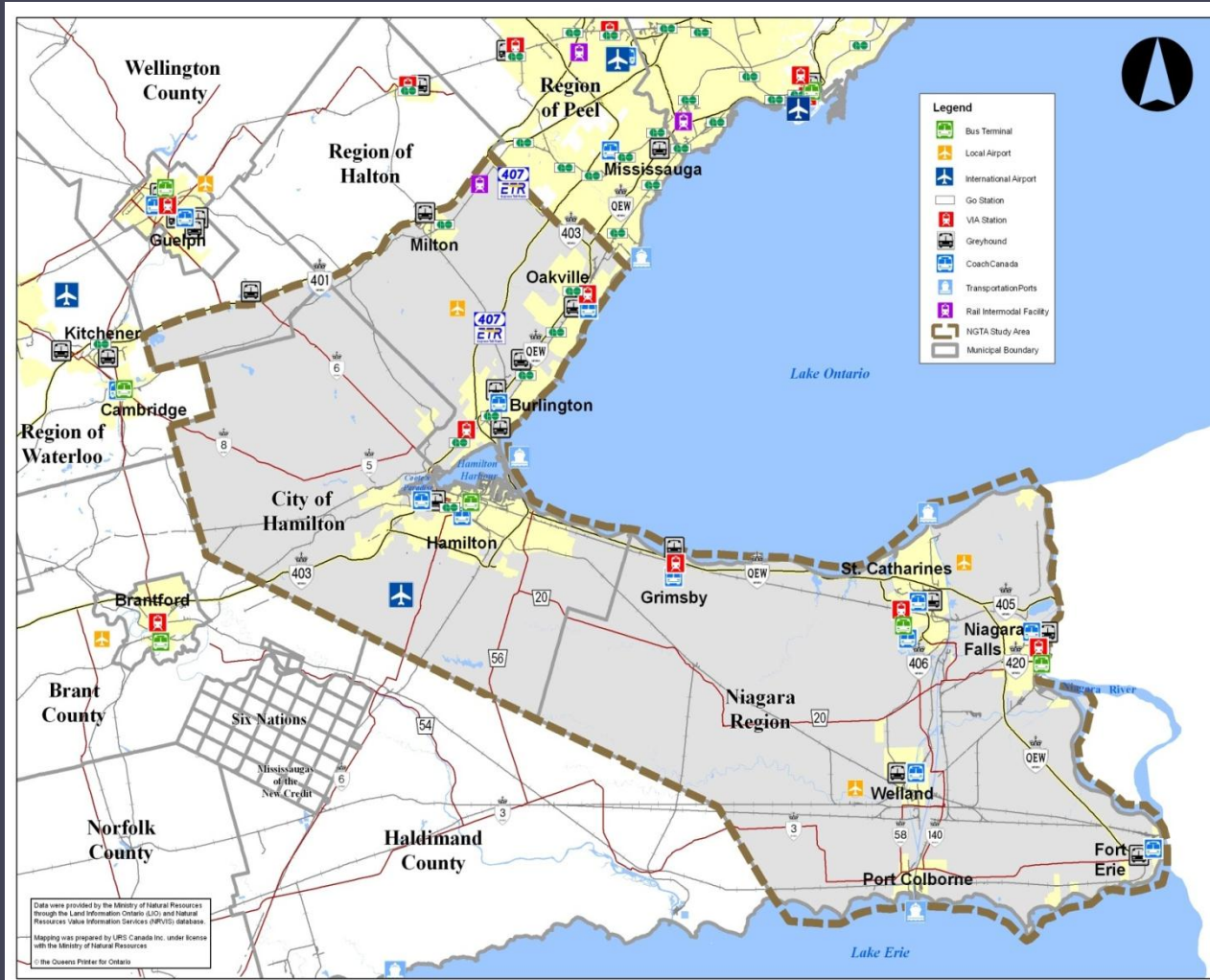
- Understanding future transportation needs to support economic competitiveness and livable communities
- Stakeholder input to craft Vision for Corridor, role of transportation in achieving that vision
- Real implementation addressing transportation challenges within fiscal realities
- Identify investments, actions, policies
- Expected completion mid 2012



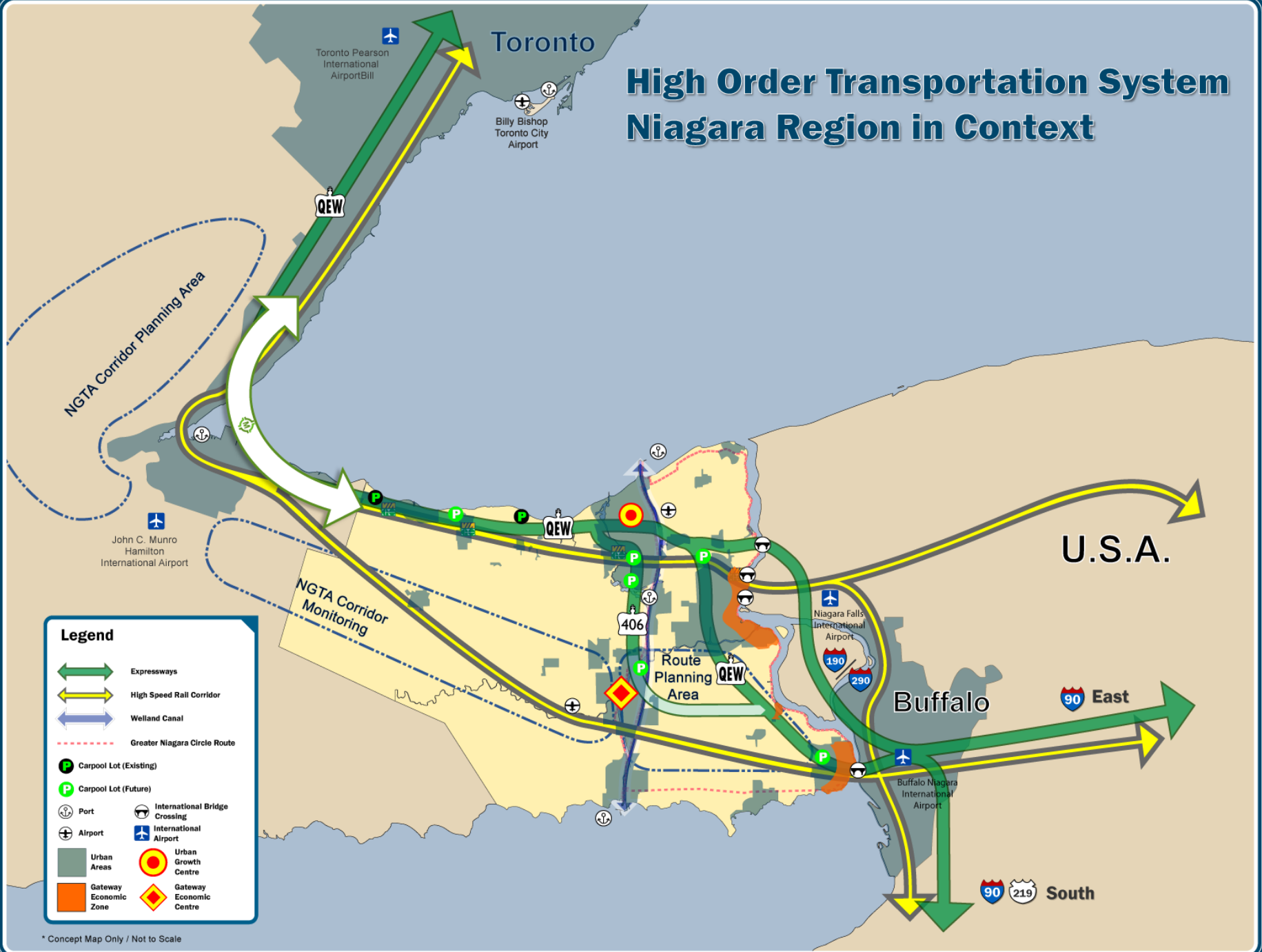
# Theme for the Area

1. Efficient connections to Canada are important and a good direct route to the South.
2. Improved connectivity between modes and across the border could enhance existing multimodal elements.
3. Mode choice is important to quality of life and for attracting businesses/workers

# Niagara to GTA Study Area



# High Order Transportation System Niagara Region in Context



# Emerging Passenger Rail Connectivity

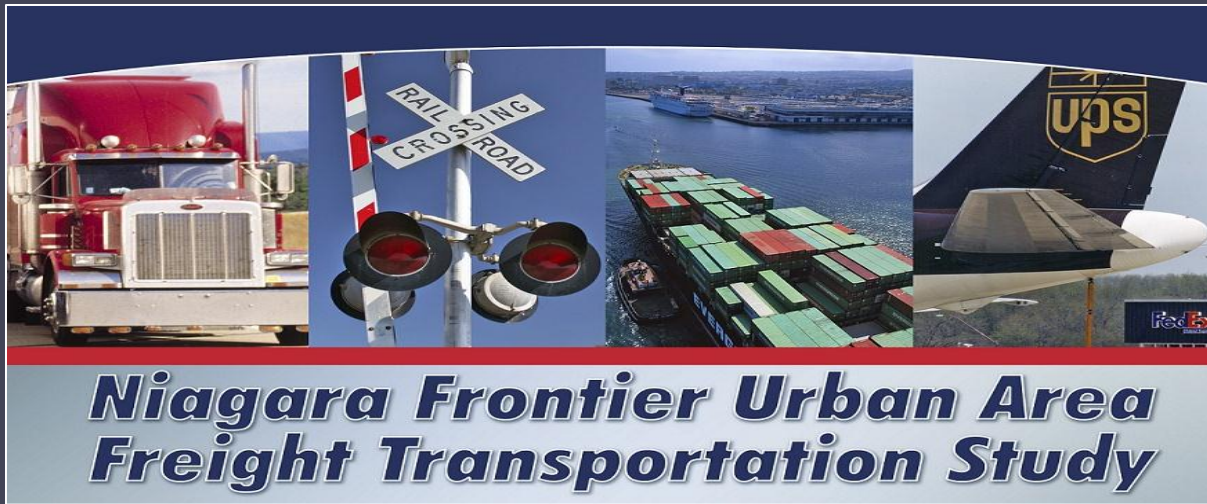


- Existing Amtrak-VIA Service
- Empire Corridor (NY-Toronto) High Speed Rail
- GO Train Commuter Expansion
- Niagara Falls – Buffalo Commuter Rail



# Western New York Bi-National Logistics Hub Initiative





- Extensive set of studies examined issues and opportunities
- Discussions with stakeholders generating actions to implement
- Infrastructure upgrades for consideration in programming cycles
- Integrated Logistics Complex appears to have potential, BiNational approach important

# Freight Transportation Trends

- Competitiveness of Asian Products
- China Investment
- Supply Chain Reconfiguration
- Increasing Focus on Operating Cost Reductions
- Changes in Shipping Patterns
- Increasing West Coast Rates and Congestion
- East Coast Congestion
- More favorable Short-Haul Intermodal Economics





# Opportunity For a Regional Logistics Center

“Changes in the patterns of international trade, international consumption markets, and logistics technology will create opportunities for the Buffalo-Niagara region to leverage its freight transportation and real estate assets to stimulate regional economic growth”

# Critical Regional Success Factors

- Requires three main attributes
  - Location
    - 2.3 m in Western New York, 10.6 m in “Golden Horseshoe”
    - Educated Workforce
    - Low Real Estate costs
  - Accessibility
    - Efficient access to multiple modes of transportation
    - Four Class 1 and numerous short-line railroads
    - Extensive interstate highway system
    - Two airports
    - Numerous marine ports
  - Terminal Infrastructure
    - Located near existing and future sources of consumption or production
    - Foreign trade zones
    - Numerous brownfield sites available

# Benefits of One Location Serving Two Nations

- Cost reduction.
- Proximity to major U.S. and Canadian metro areas enables companies to quickly grasp and adjust to changing market conditions.
- Opportunity to promote light manufacturing and assembly since companies tend to locate near transportation and distribution hubs.

# Benefits of One Location Serving Two Nations

- Reduction of tariffs by utilizing more favorable codes and foreign trade zones.
- This encourages foreign companies to ship components, instead of finished products, here for assembly... then locally source components.
- Adding value to goods heading to and from Canada, as well as goods to and from third countries. (Truck traffic via Buffalo to rise 90% from 2010-2035).

# Enhancing North American Competitiveness

- U.S. and Canadian companies increasingly partner to produce quality goods and services for global markets.
- Improved transportation and logistics infrastructure — resulting from the Bi-National Logistics Hub — will further boost supply chain efficiencies, and
- Encourage U.S. and Canadian companies to further integrate manufacturing and service sectors.

# Action Steps

- Continue to present study findings and opportunity
- Engage ESDC and emerging Regional Council
- Build U.S. side stakeholder/industry group through Buffalo-Niagara Partnership Logistics Council
- Plan ramp up of activities, including cooperative marketing, issues identification, capital projects, operational improvements, regulatory/border, etc
- Identify and engage Canadian stakeholders and industry group representatives
- Deepen and develop BiNational Logistics Hub concept



# ESDC and Emerging Regional Council

- Eight targeted industries represent a diverse regional economy
- Transportation and Logistics a key
- Creation of BiNational Logistics Hub actions:
  - Create entity
  - Enhance BiNational aspects
  - Creation of marketing plan



# Summary

# Future Needs - Borders and Economic Integration

- Technical aid in linking global economic perspective and transportation
- Specific, focused, infrastructure improvement plan and implementation program
- Federal investment in corridors and borders
- Innovative, coordinated border management
- Ongoing commitment to cooperation and progress at all levels

# Next Steps

- Revisit and update BiNational Transportation Strategy based on changing environment
  - Shared Border Management (SBM)
  - Western Hemisphere Travel Intuitive (WHTI)
  - Economic and Demographic Forecasts
  - Projects completed or deferred
- Establish objectives and performance measures
- Contemporary governance approach