

Niagara BiNational Transportation Coordinating Group

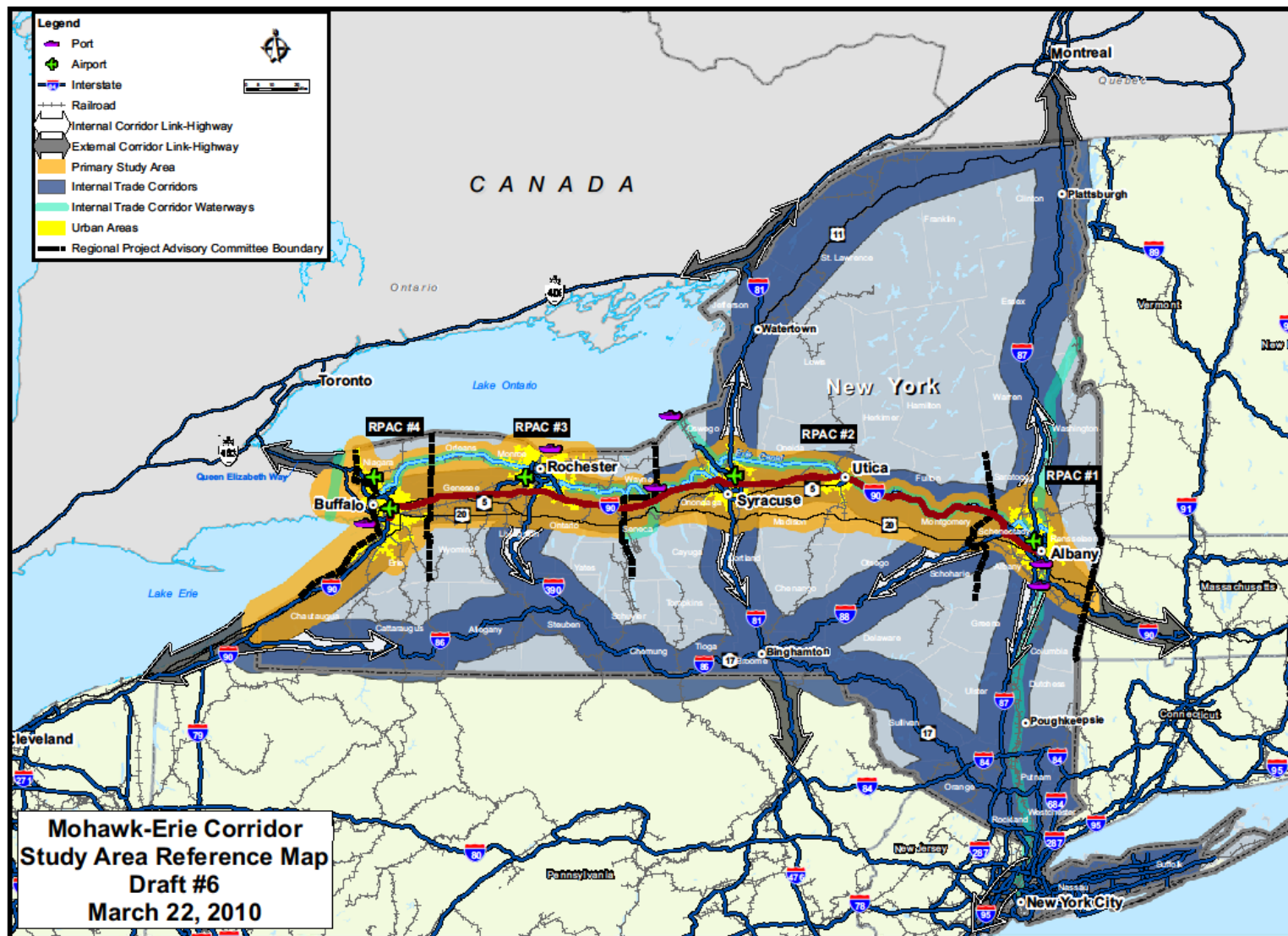
Informational Meeting and Project
Updates

Mohawk-Erie Corridor Study

Startup and Project Scope

ABOUT MOHAWK-ERIE MULTIMODAL TRANSPORTATION CORRIDOR STUDY

- The New York State Department of Transportation (NYSDOT) and the New York State Thruway Authority (NYSTA) have jointly launched a study of the Mohawk-Erie Multimodal Transportation Corridor.
- This 400-mile corridor is one of New York State's critical trade corridors, is important for non-business leisure travel and tourism, and is also integral to national and international economic concerns.
- The Mohawk-Erie Corridor connects major centers of commerce within and beyond New York State and serves the major metropolitan areas of Albany, Utica, Syracuse, Rochester, and Buffalo.
- It continues eastward to Boston and southwest to Cleveland. It connects to other corridors for access north to Canada and south to New York City and beyond.
- The study purpose is to produce a vision and action plan that will better enable transportation providers in the Mohawk-Erie Corridor to effectively and efficiently address the transportation challenges of the future and guide future decision-making
- The study will develop a framework for project evaluation. This will be determined by a set of investments and strategies that will enable transportation to enhance economic competitiveness and community livability in the corridor.



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

Activities in the Study

- Participation Plan and Outreach Activities – Corridor-wide Project Advisory Committee (CPAC) and 4 Regional Project Advisory Committees (RPAC)
- 50 + PAC meetings, briefings and public meetings designed to engage diverse stakeholders throughout study
- Develop Mohawk-Erie Corridor Vision
- Develop Corridor Goals and Objectives
- Background Research: Review of Existing Programs, Plans, and Data
- Collection and Corridor Profile Development
- Land Use Assessment and Analysis
- Economic Base Impact Assessment
- Project Evaluation Tool
- INTEGRATED PLAN OF ACTIONS, STRATEGIES TO REALIZE CORRIDOR VISION

OVERALL APPROACH



Some key distinguishing characteristics of the transportation systems, as identified by stakeholders

- Efficient and effective connections with Toronto/Canadian markets
- Connectivity – between modes and across the border
- Mode choice and ability to make modal connections to enhance quality of life and attract workers
- Well-maintained/reliable infrastructure
- Compatible regulations that consider the needs of business, especially related to movement of agricultural goods
- A transportation system that provides access to existing and emerging markets

Importance of the Mohawk – Erie Corridor

- Important Corridor for intra-state and interstate transportation
- Vital for freight and trade – Metro areas in corridor exported more than \$21.3 billion in goods in 2008
- International connections via rail, water, air, and highway
- Multi-modal assets - Transportation assets planned, owned, & operated by a variety of organizations
- Tourism and recreation

Western Region SWOT

Strength	Opportunity
<p>Diversified regional economy</p> <p>Multimodal transportation network</p> <p>Educated resources</p> <p>Skilled workforce</p> <p>Agricultural assets</p> <p><i>Bi-national elements</i></p> <p><i>Quality of life</i></p> <p><i>Affordability</i></p> <p><i>Generally well-positioned to markets</i></p>	<p>Growth in advanced manufacturing</p> <p>Continued growth of exports</p> <p>Value of multi-modal and cross-border connections</p> <p>Tourism and recreation (<i>e.g. paving bike trails/improving connectivity</i>)</p> <p><i>Niagara Falls International Airport for connections to downtown Buffalo and surrounding areas</i></p> <p><i>Non-goods transportation assets (transit, ped/bike)</i></p> <p><i>Port development</i></p>
Weakness	Threat
<p>Declining population</p> <p>Lagging employment growth</p> <p>Condition and age of infrastructure - <i>deteriorating infrastructure requires state of good repair</i></p> <p>Multimodal connections</p> <p><i>No high quality direct route south</i></p>	<p>Increased global competition and higher business costs</p> <p>Funding for transportation and economic development</p> <p><i>High transportation costs</i></p> <p><i>Tax structure</i></p> <p><i>Lack of NYS Incentives for business</i></p> <p><i>"Thickening" of the border that inhibits trade and tourism</i></p> <p><i>Regulation/legislation</i></p>

SWOT Findings

Growth in Western Region Exports

- In 2008 \$7.2 billion in exports from Western New York Region metro areas supporting 48,000 jobs
- Export industries – chemical manufacturing, machinery manufacturing, profession & technical services, and transportation equipment
- Largest trading partner is Canada

SWOT Findings

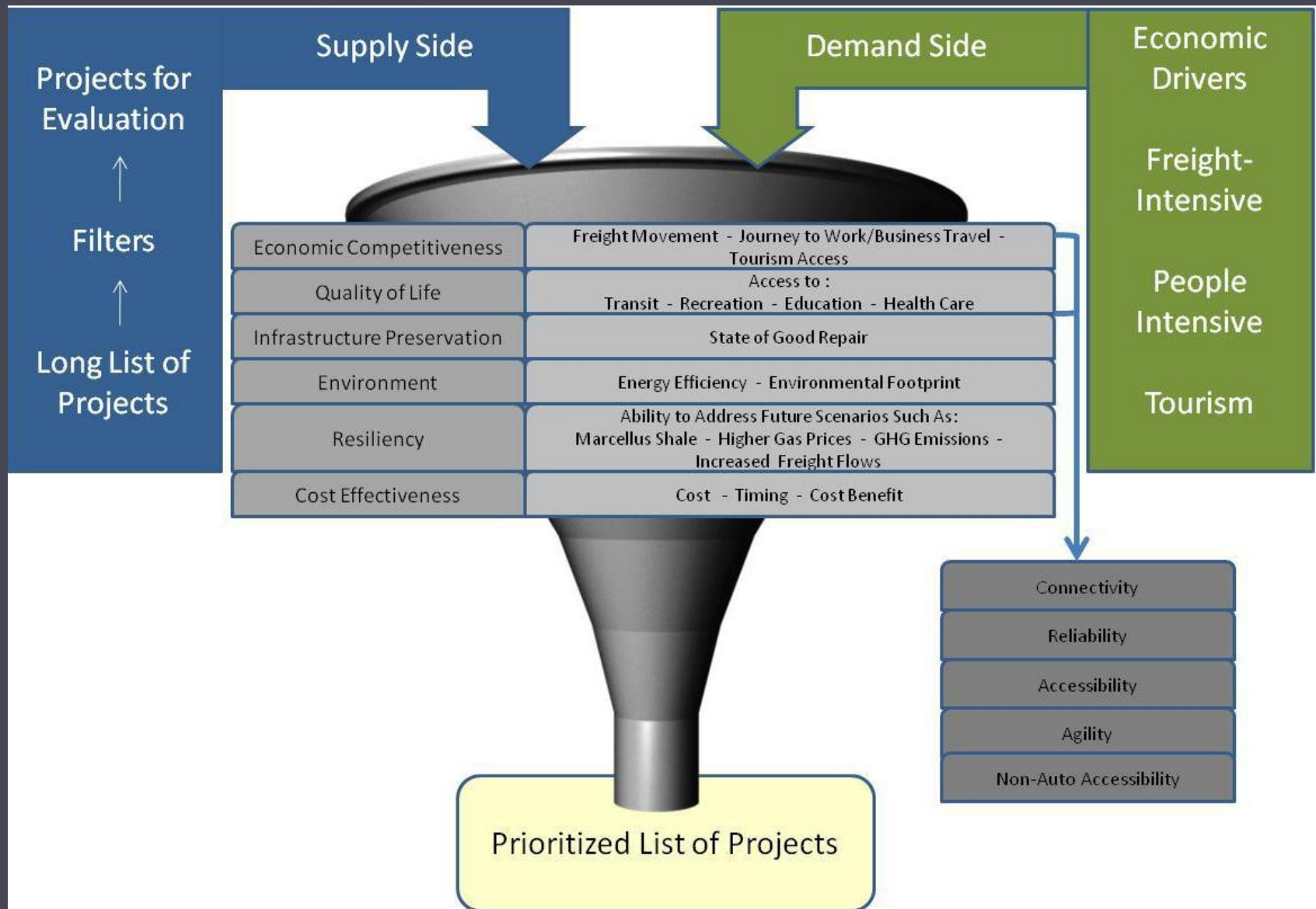
Opportunities

- Growth potential in advanced manufacturing
- Accessibility of international markets
- Continued growth in exports
- Value of multimodal connections
- Tourism and recreation

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

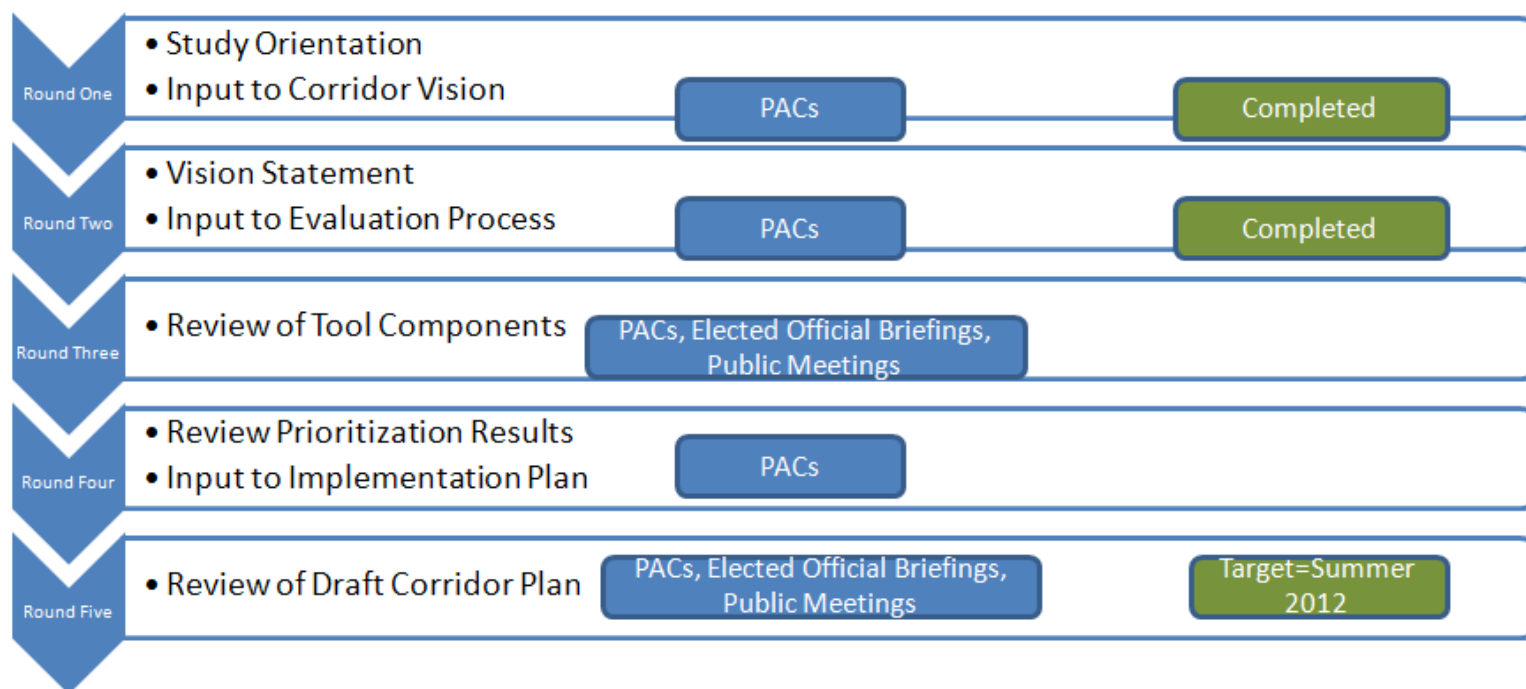
Generation and Prioritization of Projects





Study Status

- 2 Rounds of Corridor-wide and Regional Project Advisory Committee meetings completed
- Finalizing Tool for Review at Next PAC Meetings
- Mohawk Erie website: <https://www.nysdot.gov/mohawk-erie-study>



NYS High Speed Rail EIS



Environmental Process in NYS

High Speed Rail

Empire Corridor Project

- High speed passenger rail is the future of transportation in New York State and the nation
- High speed passenger rail is expected to improve reliability, decrease travel times and increase train frequencies from New York City to Niagara Falls.

NEPA and the EIS - What they mean for High Speed Rail



Project Schedule

- Scoping Process
Fall 2010
- Prepare Draft EIS
Fall 2010-Winter 2011/12
- Public Information Meetings
Fall 2011
- Distribute Draft EIS
Winter 2011/12
- Public Hearings
Spring 2012
- Distribute Final EIS
Fall 2012
- Record of Decision
Winter 2012/13

Process Steps



Definitions

What is High Speed Rail?

Conventional Rail

Routes: 100 miles or more
Service: 1-12 trips daily
Speed: Up to 90 mph
Track: Shared
Purpose: Provide travel options, promote passenger rail



Emerging-HSR

Routes: 100-500 miles
Service: Relatively frequent
Speed: Up to 110 mph
Track: Shared
Purpose: Promote passenger rail, provide relief to other modes



HSR-Regional

Routes: Major/medium cities
100-500 miles apart
Service: Relatively frequent
Speed: Up to 150 mph
Track: Shared/Dedicated
Purpose: Relieve highway, air capacity constraints



HSR-Express

Routes: Major pop. centers
200-600 miles apart
Service: Frequent
Speed: 150 mph or more
Track: Dedicated
Purpose: Relieve air, highway capacity constraints



Location



High Speed Rail Service Goals

These goals will influence the project's formal purpose and need:

- Improve Empire Corridor rail travel times, train frequency and service reliability;
- Introduce passenger train speeds of at least 110 mph (175 kph) between Schenectady and Niagara Falls
- Maximize the number of corridor sections offering train speeds of at least 110 mph (175 kph) between New York City and Niagara Falls.

What Will the Project Do?

The Empire Corridor Project will look at ways to improve passenger rail service by:

1. Increasing reliability.
2. Decreasing travel times.
3. Adding more service.

This work will also help Empire Corridor Project qualify for federal permits and funding through a process mandated by the National Environmental Policy Act (NEPA)

Economic Development

- Buffalo Niagara is part of a larger BiNational region comprising the upstate cities in the Empire West Corridor and those of southern Ontario.
- Collectively known as the Greater Golden Horseshoe (GGH), this region's population is the third largest in North America

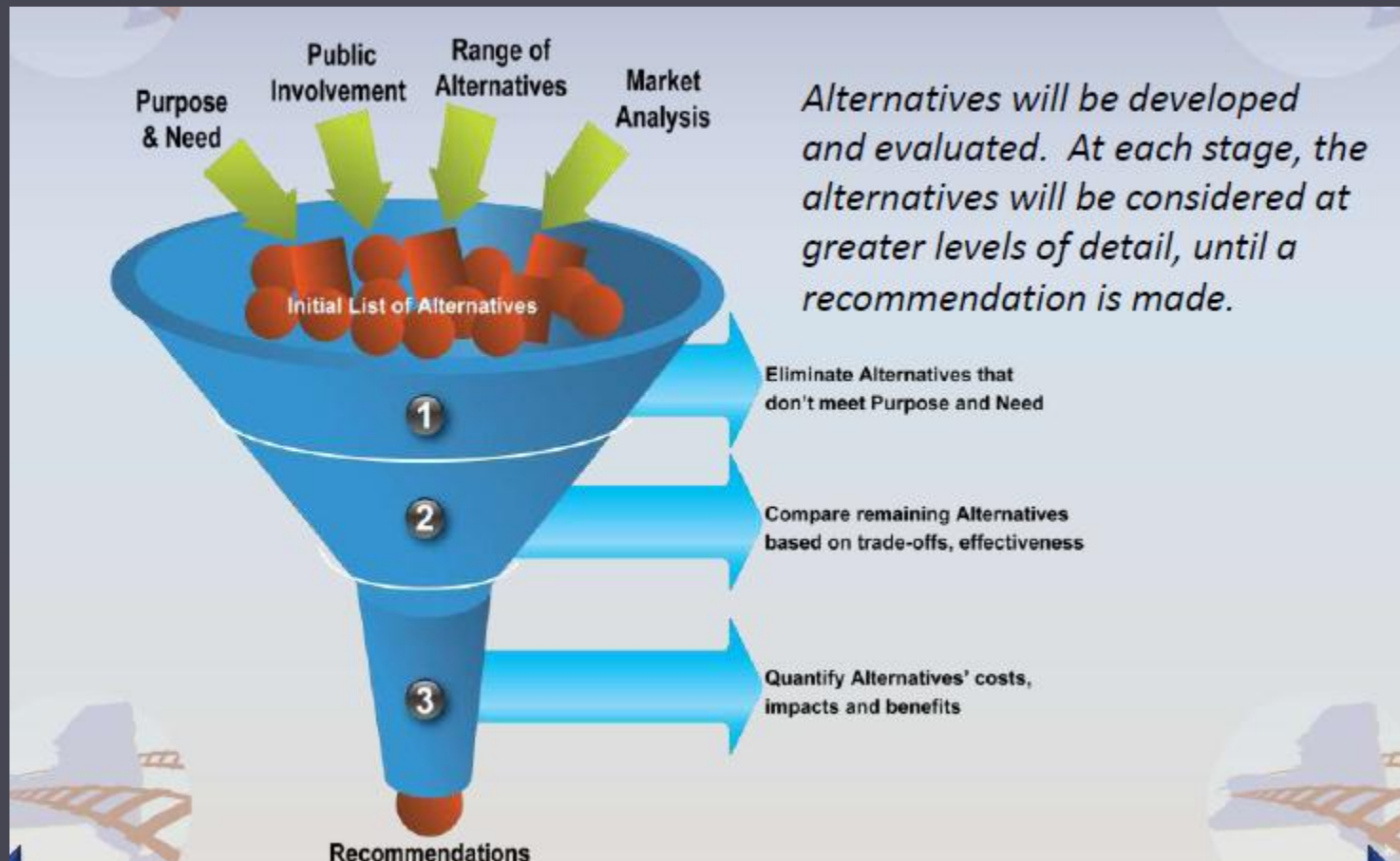
Some Corridor Attributes

- Links the Northeast and Great Lakes Mega regions and is anchored by a Mega City (NYC)
- Size of cities in corridor well suited for high speed rail
- Length of corridor segments, West & South, are within ideal high speed rail corridor distances (200-300 miles apart)
- Rail service can draw ridership from congested regional air market
- Existing corridor geometry and operations complicates achieving higher rail speeds
- Car-dominated infrastructure and habits
- Segregated and sprawled land uses
- Lack of supporting transit linkages to train stations

Initial Market Study Findings

- A market analysis and ridership forecast were conducted to model travel market conditions and ridership along the corridor.
- The model produced a preliminary forecast for initial dedicated third track scenarios for maximum authorized speeds of 79, 90, and 110 mph.
- These preliminary forecasts will be used as a basis for developing the alternatives considered for the Empire Corridor.
- The preliminary findings from the market analysis and ridership forecast are promising and indicate that a market clearly exists for enhanced passenger rail service on the Empire Corridor.

Evaluating Alternatives



HIGH SPEED RAIL

NEW YORK
COALITION

STATEMENT OF
REGIONAL
IMPACT

HIGH SPEED
RAIL

NY COALITION

BUFFALO/NIAGARA

POPULATION: 1,124,309

LABOR FORCE: 596,600

EMPLOYMENT: 543,300

HIGH SPEED
RAIL

NY COALITION

ROCHESTER/FINGER LAKES

POPULATION: 1,034,090

LABOR FORCE: 548,200

EMPLOYMENT: 501,900

High Speed Rail NY Coalition – Buffalo/Niagara

A substantial number of planning studies have indicated the need for better connectivity within the GGH and with the rest of New York State.

The BiNational Transportation Strategy indicated both short and longer term initiatives to strengthen BiNational trade and travel.

The New York State Rail Plan, the New York State Senate Task Force on High Speed Rail and the developing Empire Corridor West Railroad Transportation Plan Study all discuss rail passenger services and potential opportunities for improvements to infrastructure and operations.

Further, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Long Range Plan indicates intercity commuter rail to provide substantial benefit within the region.

In support of these plans, an intermodal transportation project is underway in Niagara Falls, NY

GO Transit, is running several trains per day between Niagara Falls, Ontario and Toronto's Union Station as a summer service.

Potential Linkage to Proposed Canadian High Speed Rail Initiatives

Documentation is taken from:

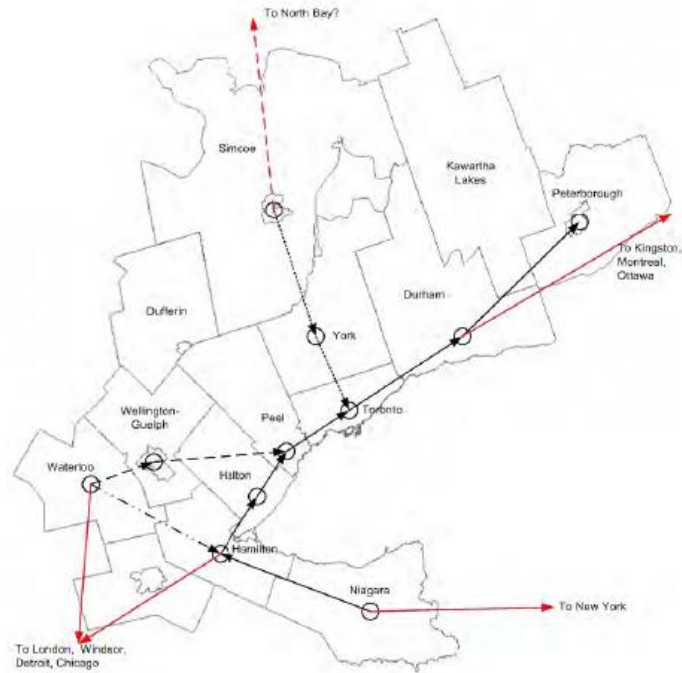
Infrastructure and the Economy: Future Directions for Ontario Working Paper Series: Ontario in the Creative Age

“The scenario considers fundamental changes to the transportation and land-use planning of Ontario’s expanding urban regions, by envisioning a possible future for the Greater Golden Horseshoe (GGH). The GGH is the economic heartland of the Province of Ontario, home to more than 70% of its population, and the portion of the province that is most adversely affected by congestion, pollution, urban sprawl and other transportation-related issues. Infrastructure investment in the GGH is essential, not only for the continuing development of the GGH, but for the economic and environmental health of the province as a whole.

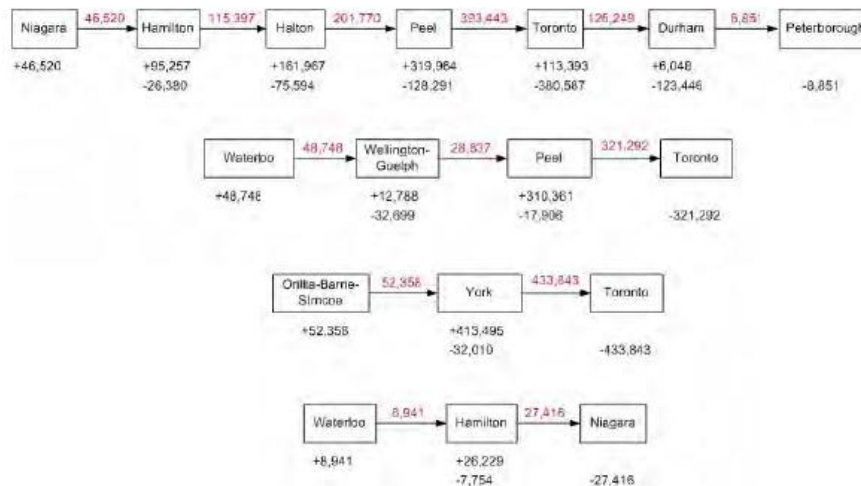
We believe that it is hard to envision the region in 2021, without any ‘high-order’ transit or ‘express service’ linking the major regions. Such a system should also extend beyond the GGH, by linking it with the cities of London, Kingston, Buffalo (New York) and beyond. A proposed vision for such a network follows. Although obviously very preliminary and conceptual in nature, this figure illustrates potential corridors that could provide high-order, high-speed rail connectivity between major GGH centres, and between the GGH as a whole and the rest of Ontario, Canada and North America.

The economic competitiveness of the GGH and the Province of Ontario depends directly on its connectivity to its trading partners and markets in the rest of Canada and the United States. Air and auto travel are the dominant forms of personal transportation connecting GGH people and businesses with Ottawa, Montreal, Chicago, New York and beyond. Construction of a very high-speed rail system between the GGH and these centres creates the potential for the evolution of a trans-provincial, transnational ‘mega-region’ that could well revolutionize Ontario’s role within the continental and global economic system as well as urban form and quality of life within the GGH.”

Envisioning a High-Speed Rail Network in the GGH with Extension Outside



DAILY TRIP FLOWS ON SELECTED CORRIDORS IN THE GGH



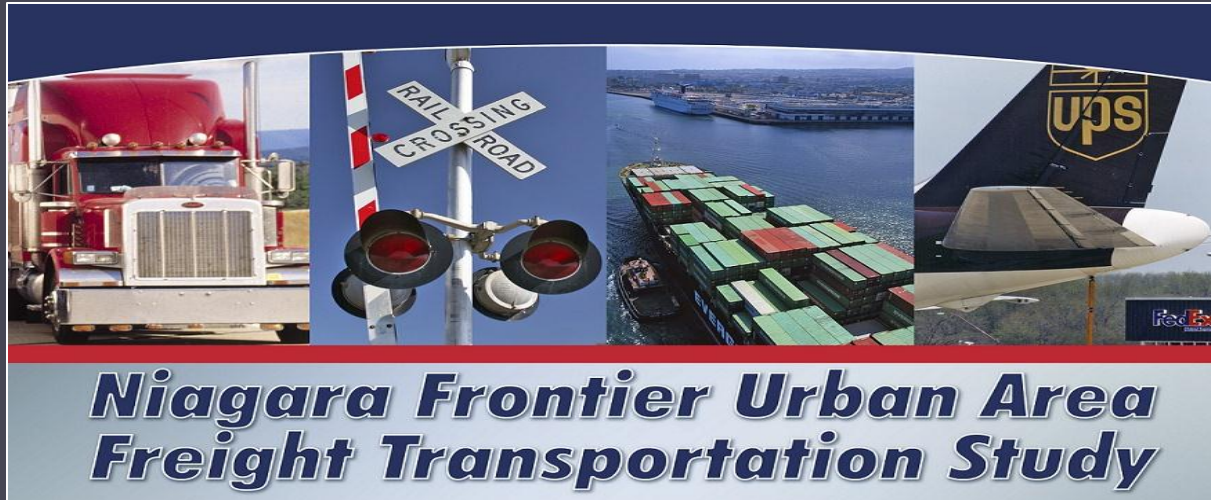
The positive sign indicates that the trips are originating from the county; the negative sign indicates that the trips are destined to the county. The net trips are featured on top of the arrows. (Source, 2006 Transportation Tomorrow Survey)

New York Awarded \$354.4 Million in Federal Funds for High-Speed Rail Projects

- Northeast Corridor Congestion Relief: \$295 million to alleviate major delays for trains coming in and out of Manhattan with new routes that allow Amtrak trains to bypass the busiest passenger rail junction in the nation
- The Amtrak bypass routes that will be constructed as part of this project will greatly improve reliability, on-time performance, and travel time for existing Amtrak service between New York and Boston and will provide the direct path through Harold Interlocking that is needed to make high-speed rail possible on the Northeast Corridor in the future.
- New York – Empire Corridor Capacity Improvements: \$58 million to construct upgrades to tracks, stations and signals, improving rail operations along the Empire Corridor. This includes replacement of the Schenectady Station and construction of a fourth station track at the Albany - Rensselaer Station, one of the corridor's most significant bottlenecks.
- Empire Corridor West: Rochester Intermodal Station: \$1.4 million for a preliminary engineering and environmental analysis for a new Rochester Intermodal Station on the Empire Corridor, connecting passengers with additional transit and pedestrian options.

Western New York Bi-National Logistics Hub Initiative





Niagara Frontier Urban Area Freight Transportation Study

- 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



Modern Intermodal Logistics Example



China. Raw materials delivered to factory. Goods are manufactured and assembled.



Finished goods put into containers And delivered to port via truck

Port



Containers loaded onto ships to east or west coast of US.

Port



USA. Containers removed from ships and loaded onto trains.

Transload Facility or IPDN



Zhu-Zhu pet on sale at a store near you!



Merchandise (now in boxes or crates) delivered to stores by truck








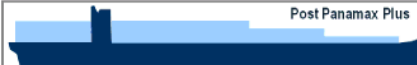

Trucks deliver containers to distribution center or warehouse.



Containers transferred to trucks.

Port Issues

- East and West Coast Port Congestion
- Increasing Size of Containerships
- Panama Canal Expansion
- Suez Canal Safety
- Increasing Need for IPDNs

		Length	Draft	TEU
First (1956-1970)	 Converted Cargo Vessel	135 m	< 9 m	500
	 Converted Tanker	200 m	< 30 ft	800
Second (1970-1980)	 Cellular Containership	215 m	10 m 33 ft	1,000 – 2,500
Third (1980-1988)	 Panamax Class	250 m	11-12 m	3,000
		290 m	36-40 ft	4,000
Fourth (1988-2000)	 Post Panamax	275 – 305 m	11-13 m 36-43 ft	4,000 – 5,000
Fifth (2000-2005)	 Post Panamax Plus	335 m	13-14 m 43-46 ft	5,000 – 8,000
Sixth (2006-)	 New Panamax	397 m	15.5 m 50 ft	11,000 – 14,500



Logistics Center Concept

- Emphasize the “new” logistics model
- Inland Port Distribution Networks (IPDN)
- Back-office services
- Value-added light manufacturing
- Distribution centers
- Service Facilities
- Multiple modes and providers
- “Freight Village” concept adds
 - Hotel and conference space
 - Training facilities
 - Internal mail, restaurants and transportation services
 - Aesthetically pleasing design



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

Vision

An intermodal freight terminal in Western New York that makes area businesses more competitive globally while making better use of our heritage rail infrastructure and contributing to job growth, quality of life and environmental sustainability.

“Buffalo” Volume

TEUS for NY/NJ

WNY: 15,000

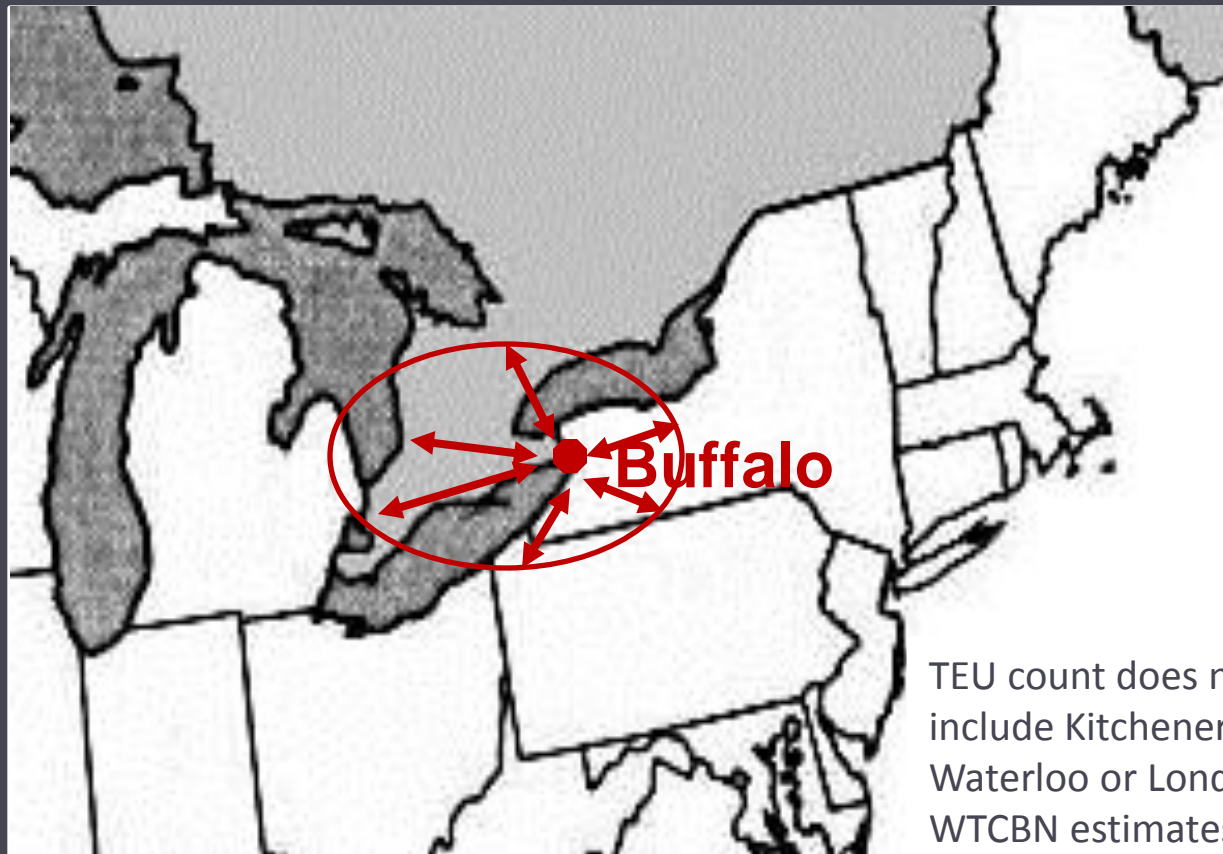
Ontario: 50,000+

- Ontario volume goes through Buffalo by truck
- Buffalo is best location for transfer to rail



Truck Collection/Delivery: 153,000+ TEUS

- Buffalo is intermodal transfer point truck/rail
- 1 to 4 hour drive time; driver and equipment return same day
- Volume
 - 75% - Ontario
 - 25% - NY/PA



TEU count does not include Kitchener/ Waterloo or London area. WTCBN estimates an additional **100,000** TEUS .

Economic Impact

Opportunity per 1000 TEU

- 1000 containers (20 foot equivalent = TEU) would require 21,500,000 cubic feet of distribution space
- Create 1,900 warehouse jobs
- Create 900 office, administrative, and marketing headquarters positions
- Create additional railyard, trucking, packaging, insurance, banking, legal, government, maintenance, and construction jobs

Conclusions

- We have the volume: 250,000 TEUS/year
- We have most of the infrastructure
- Ontario is 75% of the opportunity
- Truck/rail terminals and ancillary services should be marketed as a
 - Bi-national Logistics Center
 - rail service to East & West coast ports
 - truck delivery in WNY, Ontario, PA & OH
- Industry will benefit from
 - reduced transportation costs (fuel, driver time)
 - Better frequency & transit times
 - Added opportunity for logistics services
- Port Authority needed
 - Erie & Niagara Counties + links to nearby Ontario
 - Funded for its primary functions of coordinating and marketing
 - Call to action

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).

Opportunity To Attract Back Office Service Operations

- As competition rises, companies are forced to increasingly specialize to retain leadership in their core competencies and outsource non-core functions.
- WNY offers low costs, skilled labor, and Manhattan-based financial firms a sound data back-up location, and
- Freedom from cultural disconnects, long distance management problems and uncertainties.
- WNY is naturally suited to attract culturally-sensitive, high skilled back office operations that require elevated levels of quality control.

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

BiNational Trails Opportunities -

Current Trail Plans and Projects -
Possible Cross Border Coordination

Regional Niagara Trail Project



MAP 1 TRAIL LENGTH: 21.7 km



Regional Niagara Trail Project

LAKE ERIE MAP 2 OF 19

MAP 2 TRAIL LENGTH: 28.8 km



Regional Niagara Trail Project

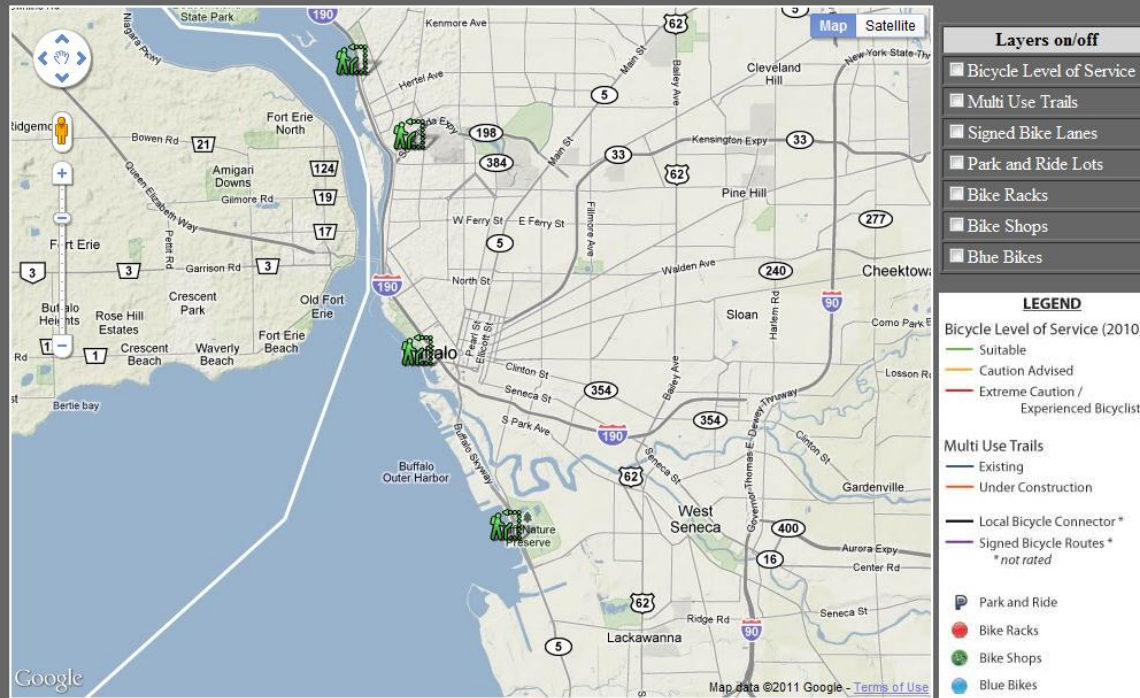
LAKE ERIE MAP 3 OF 19

MAP 3 TRAIL LENGTH: 47.2 km



Buffalo-Niagara On Line Route Guide

GBNRTC Interactive Online Bicycle Route Guide 2011 DEMO



*Download a pdf of this map [Side A](#) - [Side B](#)

[SHARE THE ROAD](#)

[NYS BICYCLE LAW](#)

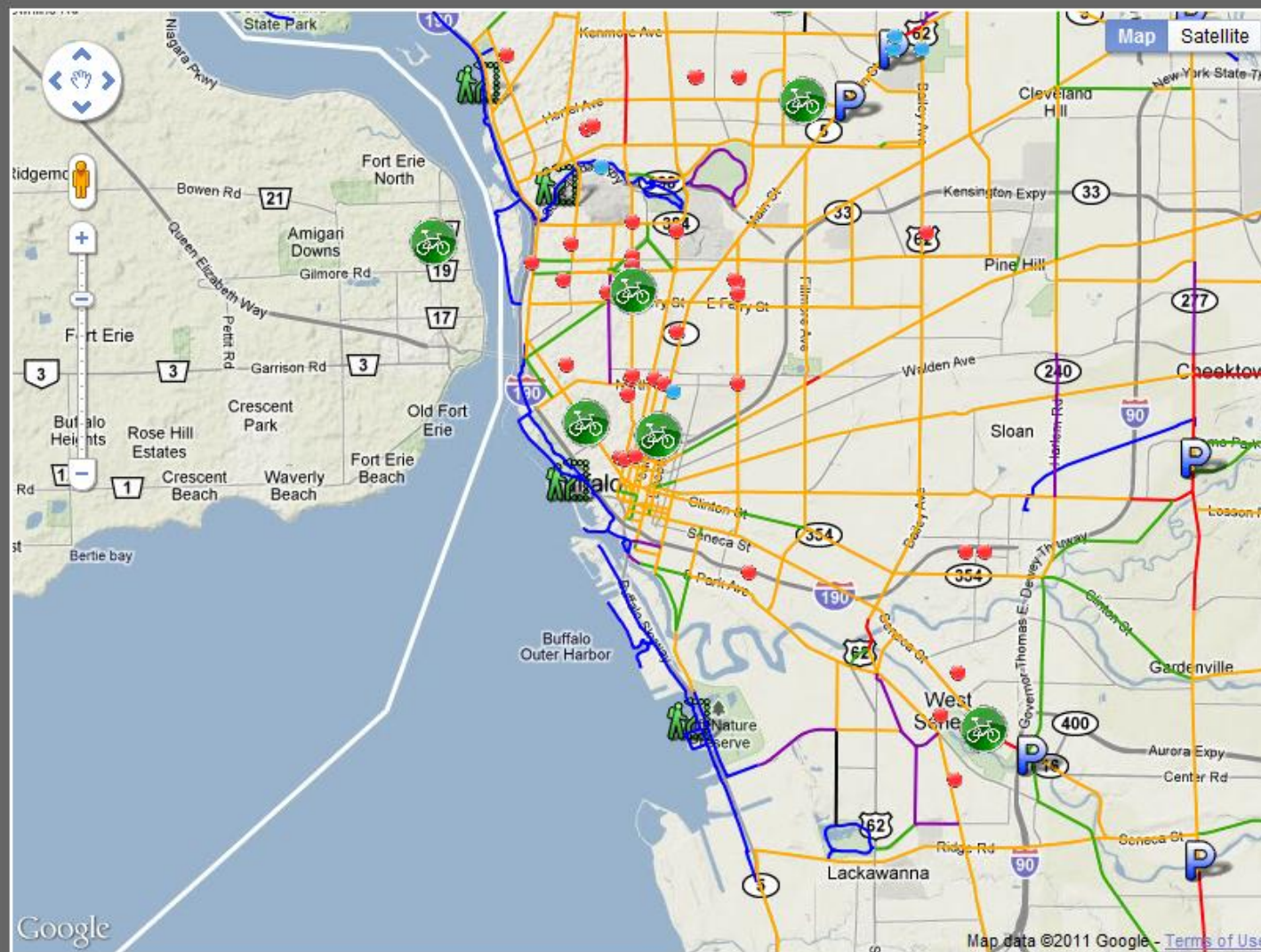
[SHARE THE TRAIL](#)

* The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC), has prepared this **INTERACTIVE** Bicycle Route Guide to assist those bicycling in the Buffalo-Niagara Falls area. The **INTERACTIVE** Route Guide map uses the region's street and bikepath network to produce a continuous bicycle route system. Most of the on-road selections are those preferred by local bike clubs for their own rides. Any suggestions or problems please response to bikemap@gbnrtc.org

PLEASE READ

Be aware that the GBNRTC and those involved with the production of this Guide do not guarantee the safety of the routes indicated on these maps for use by bicyclists. The on-street routes are part of the region's adopted Bicycle Master Plan and have been color-coded to represent how comfortable a typical bicyclist would feel riding along a particular stretch of roadway. These routes were not ride-tested by the GBNRTC. Bicyclists may very well encounter such problems as drainage grates, potholes, loose gravel, and on some roads, even heavy traffic flows. Like all roads users, bicyclists must remain alert to hazardous conditions. All on-street routings are regular roads used daily by drivers of motor vehicles. Bicyclists must assess their own riding skills to determine if they possess sufficient ability to adapt to changing traffic patterns and road conditions. These are all variables that control the degree of risk associated with bicycling. Bicyclists must assume the responsibility for their own safety when using the routes indicated on these maps.

GBNRTC Interactive Online Bicycle Route Guide 2011 DEMO



Layers on/off

- ☒ Bicycle Level of Service
- ☒ Multi Use Trails
- ☒ Signed Bike Lanes
- ☒ Park and Ride Lots
- ☒ Bike Racks
- ☒ Bike Shops
- ☒ Blue Bikes

LEGEND

Bicycle Level of Service (2010)

- Suitable
- Caution Advised
- Extreme Caution / Experienced Bicyclists

Multi Use Trails

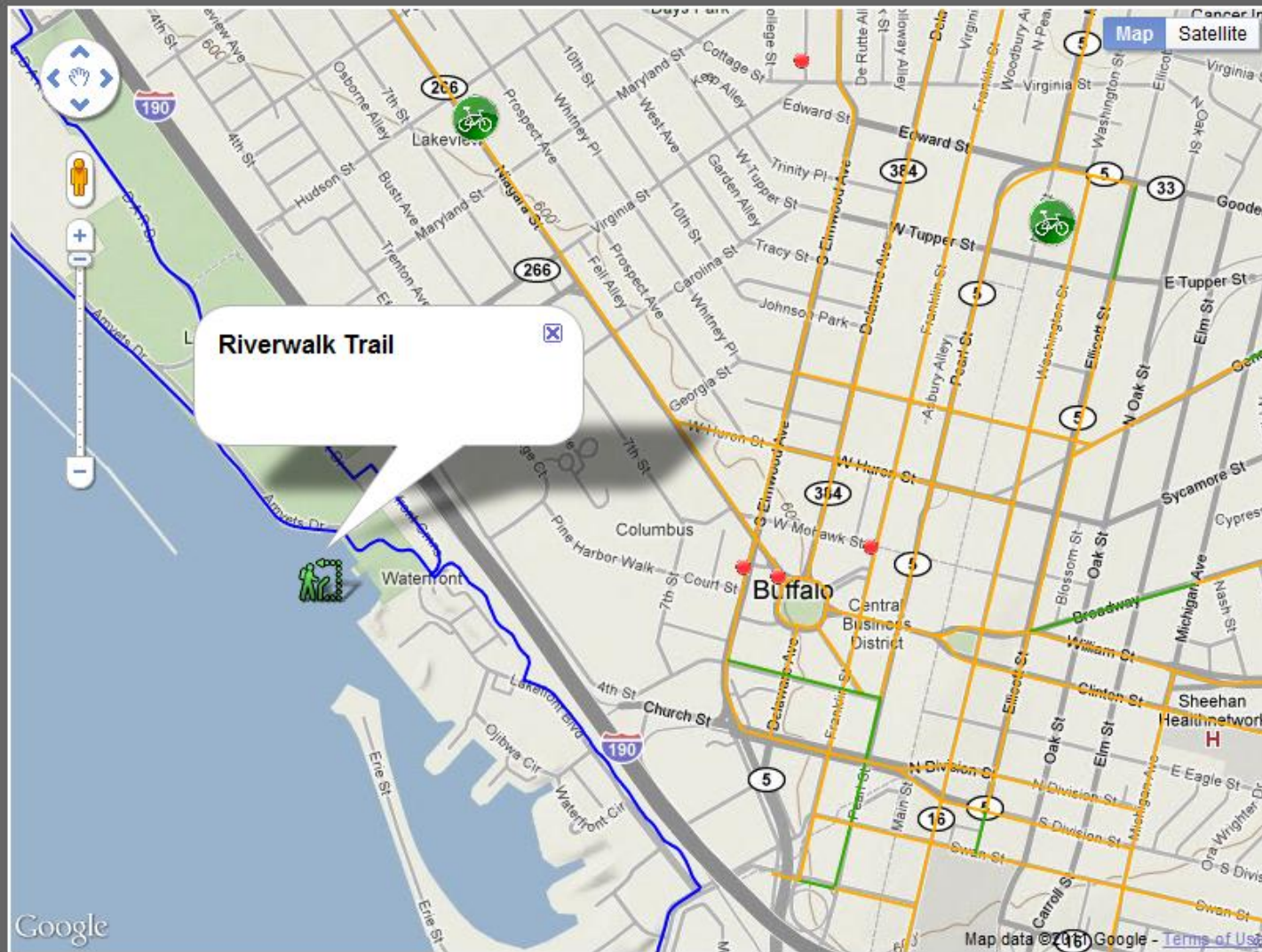
- Existing
- Under Construction
- Local Bicycle Connector *
- Signed Bicycle Routes *
* not rated

- Park and Ride
- Bike Racks
- Bike Shops
- Blue Bikes

Google

Map data ©2011 Google - [Terms of Use](#)

GBNRTC Interactive Online Bicycle Route Guide 2011 DEMO



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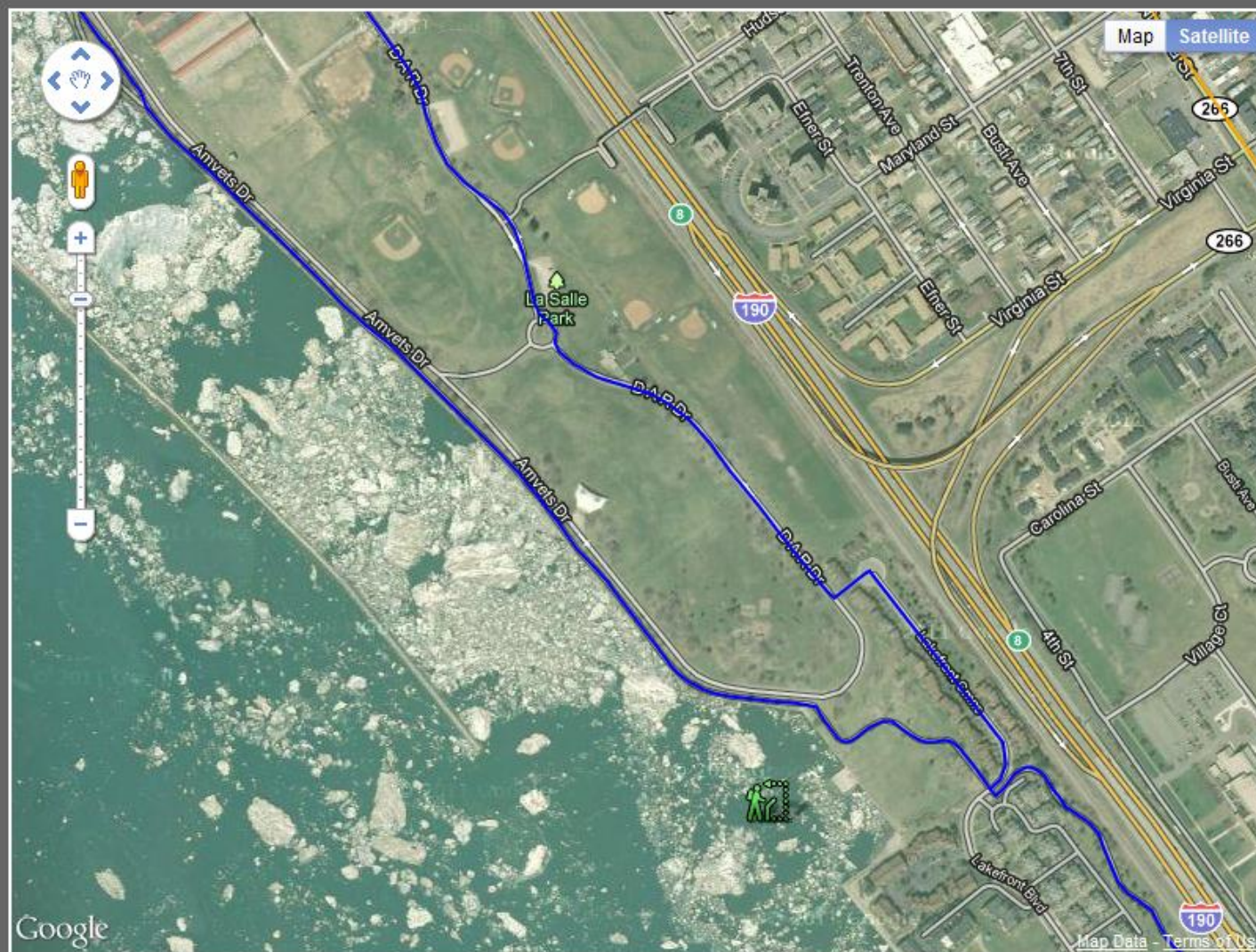
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GBNRTC Interactive Online Bicycle Route Guide 2011 *DEMO*



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Bike Racks

Bike Shops

Blue Bikes



Shared Border Management

Legislative/Political Environment and
Prospects for Action

Shared Border Management

- From 2005 to 2007, the United States and Canada were engaged in negotiations to implement a land preclearance pilot project (also referred to as "shared border management"), which would have relocated the U.S. border inspection facility from the Buffalo, New York, side of the Peace Bridge to the Fort Erie, Ontario, side.
- All CBP inspections and operations would then take place before travelers and cargo entered the United States.
- DHS had concluded that the U.S. inspection facility is outdated, undersized, and lacks the modern amenities a port of its size should have to operate efficiently and securely. Additional inspection space is needed to address these infrastructure issues, but there is no easily available land adjacent to the facility in Buffalo. On the Canadian side of the Peace Bridge there are approximately 70 acres of land available on which the U.S. inspection facility could have been co-located with Canadian inspection facilities.
- In April 2007, DHS officially terminated negotiations with Canada because a mutually acceptable framework for United States-Canada shared border management could not be reached.
- Issues included concerns over arrest authority; the right of individuals to withdraw an application to enter the United States while at the land preclearance site in Canada; mutually agreeable fingerprinting processes; how information collected by U.S. officials at the land preclearance site would be shared; and concerns that future interpretations of the Canadian Charter could adversely impact U.S. authorities at the preclearance site.

Where Next?

- The “Shared Vision” document released by the President and Prime Minister, not to be confused with previously considered plans for official “Shared Border Management, renews the relationship between US and Canada suggesting:
 1. The organization of bi-national port of entry committees to coordinate planning and funding, building, expanding or modernizing shared border management facilities and border infrastructure;
 2. That the countries “focus investment in modern infrastructure and technology at our busiest land ports of entry, which are essential to our economic wellbeing;”
 3. The establishment of a “Beyond the Border Working Group (BBWG)” composed of representatives from the appropriate departments and offices of respective federal governments [to implement the plans of the document].

Declaration by President Obama and Prime Minister Harper of Canada - Beyond the Border

A Shared Vision for Perimeter Security and Economic Competitiveness

- Intend to pursue a perimeter approach to security
- Working together within, at, and away from the borders of the two countries to enhance security and accelerate the legitimate flow of people, goods, and services between the two countries
- Address security threats at the earliest point possible in a manner that respects privacy, civil liberties, and human rights

Key Areas of Cooperation

- Addressing Threats Early
- Trade Facilitation, Economic Growth, and Jobs
- Integrated Cross-border Law Enforcement
- Critical Infrastructure and Cybersecurity

Agreement Intent

- Promote the free flow of trade— including goods, people, and services
- Tighten border security using enhanced screening, “new technologies,” biometrics to track travelers, and information-sharing among law enforcement to identify “threats” early
- Build on existing bilateral law-enforcement programs
- Ensure a bi-national defense relationship and military support for disaster response efforts and infrastructure protection
- Help research, develop, and share carbon-capture technologies and renewable energy sources.

Obama – Harper Talks This Fall

Suggested best outcome would be a series of specific, concrete reforms that would help ease border congestion and speed up the flow of trade and travel (Star 8/28). Examples are:

- Reforming current operations to ensure that companies and individuals who qualify as trusted shippers and travelers really do get expedited passage at the border
- A so-called “one window” information system that would correct current problems arising from having different information systems on each side of the border
- A moratorium on new user fees
- Better coordination of infrastructure programs to ensure, for instance, that freeways on one side of the border don’t lead to two-lane roads on the other

Implementation and Oversight

- Establish a Beyond the Border Working Group (BBWG) composed of representatives from the appropriate departments and offices of our respective federal governments
- Responsibility for ensuring inter-agency coordination will rest with the President and the Prime Minister and their respective officials
- Develop a joint Plan of Action to realize the goals of this declaration, that would, where appropriate, rely upon existing bilateral border-related groups, for implementation
- The BBWG will report on the implementation of this declaration to Leaders on an annual basis

Status of the BiNational Strategy

Document, Projects and Relevance

Open Discussion

The New York-Ontario Summit

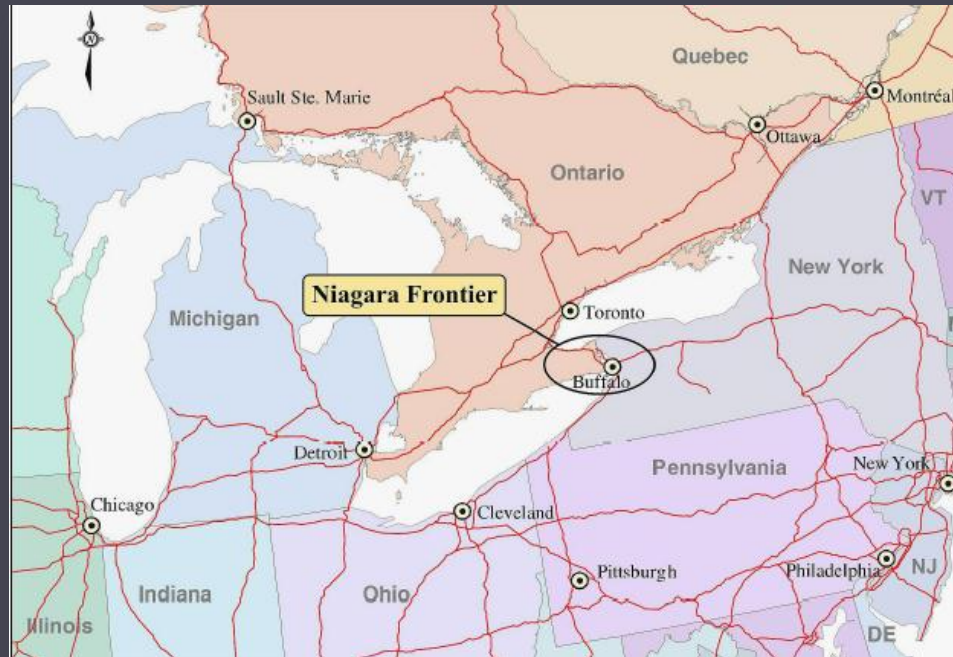


- Recognizing the close economic ties, the Province of Ontario and the State of New York organized a summit conference in June 2001 involving the Premier of Ontario and the Governor of New York.

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

Challenges Going Forward

- Diversity of the Mission
 - Infrastructure/Land use/Economy/Environmental
- Coordination of Numerous Ongoing Activities and Relationships
- Governance and Management of an Effective BiNational Entity

Some Existing BiNational Networks

Ontario-New York
Declaration of
Partnership and MOU
on Cooperation

Niagara 10

Buffalo Fort Erie
Public Bridge
Authority

Niagara Falls Bridge
Commission

NITTC

University at Buffalo
Regional Institute

Niagara Regional
Observatory

World Trade Center
Buffalo Niagara

BiNational Tourism
Alliance

Brock
University/University
at Buffalo Exchange
Agreement

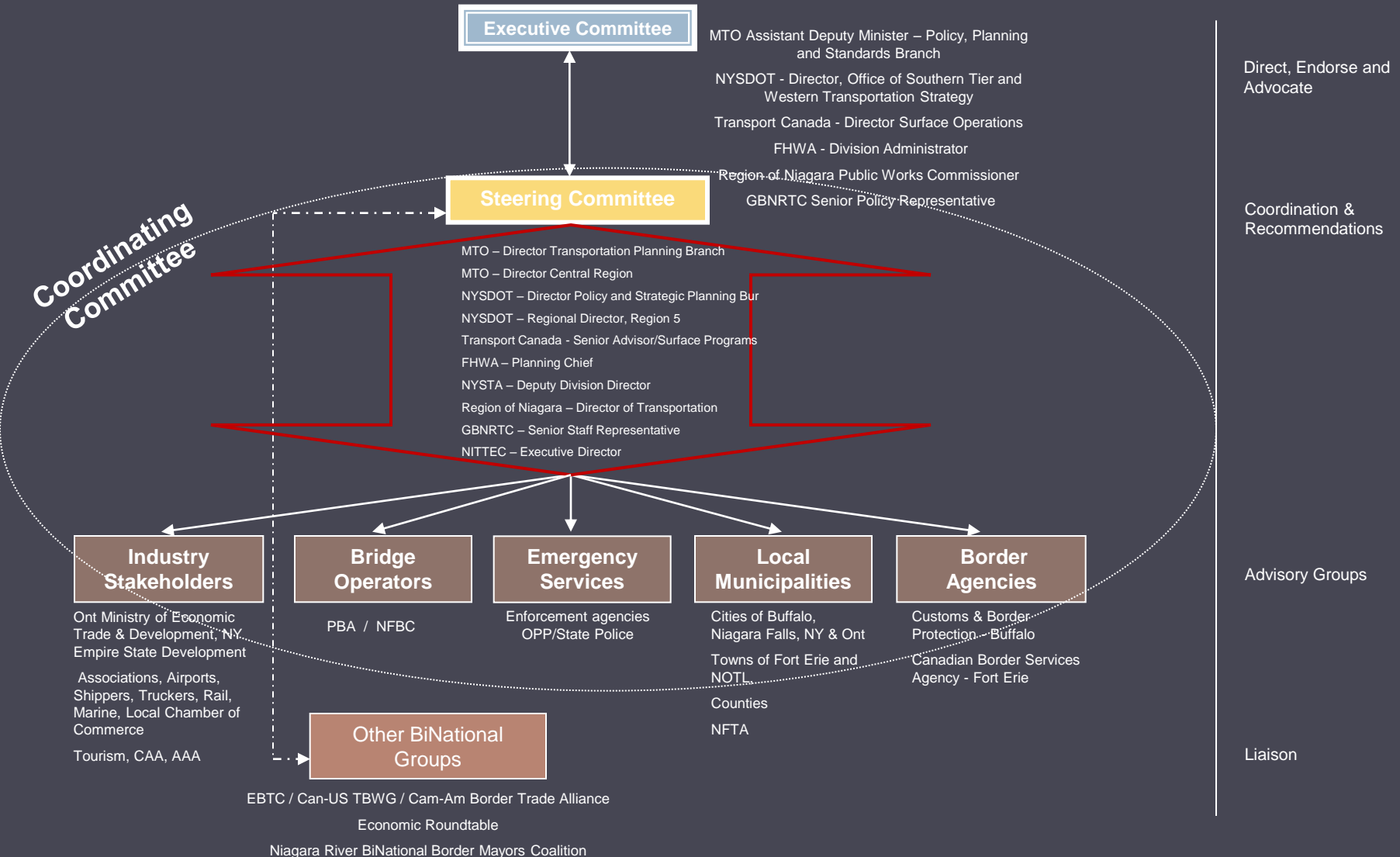
Canada-U.S. trade
Center, University at
Buffalo

Potential Organizing Strategy for an Effective BiNational Entity

- Lean, focused, core group for issues management and assignment
- Larger cadre of committed stakeholders available for cooperative consultation and action
- Cross cutting approach needed to achieve consensus decisions



Conceptual Niagara BiNational Transportation Coordinating Group



Future Needs

- 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 Strategy based on changing environment
 - Shared Border Management (SBM)
 - Western Hemisphere Travel Intuitive (WHTI)
 - Economic and Demographic Forecasts
- Establish objectives and performance measures
- Contemporary governance approach