BiNational and Corridor Planning
Can/Am Border Trade Alliance

November 7, 2011
Hal Morse, GBNRTC Executive Director
<table>
<thead>
<tr>
<th>Rank</th>
<th>Population</th>
<th>Urban Concentration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20.4 Million</td>
<td>New York-New Jersey-Long Island</td>
</tr>
<tr>
<td>2</td>
<td>16.2 Million</td>
<td>Los Angeles-Riverside-Orange County</td>
</tr>
<tr>
<td>3</td>
<td>9.0 Million</td>
<td>Toronto-Hamilton-Niagara Falls-Buffalo-Rochester-Syracuse</td>
</tr>
<tr>
<td>4</td>
<td>8.9 Million</td>
<td>Chicago-Gary-Kenosha</td>
</tr>
<tr>
<td>5</td>
<td>7.4 Million</td>
<td>Washington-Baltimore</td>
</tr>
</tbody>
</table>
**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
Some Complementary BiNational Economic Sectors

- Sports
- Viniculture
- Education
- Tourism
- Auto
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 than 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

- 16 percent of all Canada-US trade crosses at the Niagara Frontier
- The region is clearly a key to economic gateway between the nations
16 percent of all Canada-US trade crosses at the Niagara Frontier.

The region is clearly a key to economic gateway between the nations.
### US Border Entry from Canada Volume Rankings – Buffalo Niagara

<table>
<thead>
<tr>
<th>Crossing Statistics</th>
<th>Border Rank</th>
<th>% of Inbound Entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trucks</td>
<td>2</td>
<td>17%</td>
</tr>
<tr>
<td>Trains</td>
<td>3</td>
<td>10%</td>
</tr>
<tr>
<td>Train passengers</td>
<td>4</td>
<td>13%</td>
</tr>
<tr>
<td>Buses</td>
<td>2</td>
<td>25%</td>
</tr>
<tr>
<td>Bus passengers</td>
<td>1</td>
<td>35%</td>
</tr>
<tr>
<td>Personal vehicles</td>
<td>1</td>
<td>20%</td>
</tr>
<tr>
<td>Personal vehicle passengers</td>
<td>1</td>
<td>22%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>1</td>
<td>64%</td>
</tr>
</tbody>
</table>

*Source: Research and Innovative Technology Administration / Bureau of Transportation Statistics – 2009 Data*
**Recent Data Indicates Increases in Niagara Region Bridge Crossings**

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

*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
<table>
<thead>
<tr>
<th>Strategy Element 1</th>
<th>Strategy Element 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foster improved coordination between appropriate agencies and stakeholders</td>
<td>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</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Strategy Element 3</th>
<th>Strategy Element 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve enforcement, processing and plaza infrastructure to enhance efficiency, security and safety</td>
<td>Provide sufficient river crossing capacity and network flexibility to meet demand</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Strategy Element 5</th>
<th>Strategy Element 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimize use of all transportation modes to improve the efficiency of the entire transportation system</td>
<td>Realize unique opportunities for overall border network management emphasizing innovative ITS strategies</td>
</tr>
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</table>
The Summit Products

- Border management
- Heightened security
- Need for predictable travel times
- Multiplicity of agencies and priorities
- Some decisions outside regional control
- Expectations for technology and ITS
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

Collaborating to establish a safe, reliable, efficient, and seamless surface transportation system for the Bi-National region
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

**Holiday Traffic Share 2007**
- Peace Bridge: 43%
- Lewiston / Queenston Bridge: 30%
- Rainbow Bridge: 27%

**Holiday Traffic Share 2008**
- Peace Bridge: 45%
- Lewiston / Queenston Bridge: 27%
- Rainbow Bridge: 28%

**Holiday Traffic Share 2009**
- Peace Bridge: 46%
- Lewiston / Queenston Bridge: 24%
- Rainbow Bridge: 30%
# Integrated Corridor Management in the BiNational Region

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

Niagara Frontier Urban Area Freight Transportation Study, Tech Memo #4
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