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

WHAT IS NEEDED FROM TRANSPORTATION?
- Vision
- Goals

HOW TO DETERMINE
- Process framework

TOOL REVIEW
- Drivers
- Projects
- Evaluation criteria

PRELIMINARY FINDINGS
- Prioritized projects
- Policy

IMPLEMENTATION ACTION PLAN
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

<table>
<thead>
<tr>
<th>Strength</th>
<th>Opportunity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diversified regional economy</td>
<td>Growth in advanced manufacturing</td>
</tr>
<tr>
<td>Multimodal transportation network</td>
<td>Continued growth of exports</td>
</tr>
<tr>
<td>Educated resources</td>
<td>Value of multi-modal and cross-border connections</td>
</tr>
<tr>
<td>Skilled workforce</td>
<td>Tourism and recreation (e.g. paving bike trails/improving connectivity)</td>
</tr>
<tr>
<td>Agricultural assets</td>
<td><em>Niagara Falls International Airport for connections to downtown</em></td>
</tr>
<tr>
<td><em>Bi-national elements</em></td>
<td><em>Buffalo and surrounding areas</em></td>
</tr>
<tr>
<td>Quality of life</td>
<td><em>Non-goods transportation assets (transit, ped/bike)</em></td>
</tr>
<tr>
<td>Affordability</td>
<td><em>Port development</em></td>
</tr>
<tr>
<td>Generally well-positioned to markets</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Weakness</th>
<th>Threat</th>
</tr>
</thead>
<tbody>
<tr>
<td>Declining population</td>
<td>Increased global competition and higher business costs</td>
</tr>
<tr>
<td>Lagging employment growth</td>
<td>Funding for transportation and economic development</td>
</tr>
<tr>
<td>Condition and age of infrastructure - <em>deteriorating</em></td>
<td><em>High transportation costs</em></td>
</tr>
<tr>
<td><em>Infrastructure requires state of good repair</em></td>
<td>Tax structure</td>
</tr>
<tr>
<td>Multimodal connections</td>
<td><em>Lack of NYS Incentives for business</em></td>
</tr>
<tr>
<td><em>No high quality direct route south</em></td>
<td>&quot;Thickening&quot; of the border that inhibits trade and tourism</td>
</tr>
<tr>
<td></td>
<td>Regulation/legislation</td>
</tr>
</tbody>
</table>
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 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

Projects for Evaluation

Filters

Projects for Evaluation

Supply Side

Demand Side

Long List of Projects

Economic Drivers

Freight-Intensive

People Intensive

Tourism

Economic Competitiveness

Freight Movement - Journey to Work/Business Travel

Tourism Access

Access to:

Transit - Recreation - Education - Health Care

State of Good Repair

Quality of Life

Energy Efficiency - Environmental Footprint

Infrastructure Preservation

Ability to Address Future Scenarios Such As:

Marcellus Shale - Higher Gas Prices - GHG Emissions - Increased Freight Flows

Environment

Resiliency

Cost Effectiveness

Cost - Timing - Cost Benefit

Prioritized List of Projects

Connectivity

Reliability

Accessibility

Agility

Non-Auto Accessibility
### 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

<table>
<thead>
<tr>
<th>Round</th>
<th>Activities</th>
<th>Participants</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round One</td>
<td>Study Orientation, Input to Corridor Vision</td>
<td>PACs</td>
<td>Completed</td>
</tr>
<tr>
<td>Round Two</td>
<td>Vision Statement, Input to Evaluation Process</td>
<td>PACs</td>
<td>Completed</td>
</tr>
<tr>
<td>Round Three</td>
<td>Review of Tool Components</td>
<td>PACs, Elected Official Briefings, Public Meetings</td>
<td></td>
</tr>
<tr>
<td>Round Four</td>
<td>Review Prioritization Results, Input to Implementation Plan</td>
<td>PACs</td>
<td></td>
</tr>
<tr>
<td>Round Five</td>
<td>Review of Draft Corridor Plan</td>
<td>PACs, Elected Official Briefings, Public Meetings</td>
<td>Target=Summer 2012</td>
</tr>
</tbody>
</table>
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

1. Notice of Intent to Prepare EIS
2. Scoping Process
3. Prepare Draft EIS
4. Distribute Draft EIS
5. Public Hearing and Comment Period
6. Respond to Comments
7. Distribute Final EIS
8. Federal Approval - Record of Decision
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, 200-800 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

Alternatives will be developed and evaluated. At each stage, the alternatives will be considered at greater levels of detail, until a recommendation is made.

1. Eliminate Alternatives that don’t meet Purpose and Need
2. Compare remaining Alternatives based on trade-offs, effectiveness
3. Quantify Alternatives’ costs, impacts and benefits
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

Rochester/Finger Lakes
Population: 1,034,090
Labor Force: 548,200
Employment: 501,900
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

**Diagram: Daily Trip Flows on Selected Corridors in the GGH**

- Positive sign indicates trips originating from the county; negative sign indicates trips declining to the county. The net trips are shown 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
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.

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

USA. Containers removed from ships and loaded onto trains.

Transload Facility or IPDN

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

Trucks deliver containers to distribution center or warehouse.

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

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
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”

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
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

© World Trade Center Buffalo Niagara
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

© World Trade Center Buffalo Niagara
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

© World Trade Center Buffalo Niagara
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 showing the Regional Niagara Trail Project in Port Colborne, Ontario, with various landmarks and cycling routes highlighted.
Regional Niagara Trail Project
Buffalo-Niagara On Line Route Guide
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 bikeway 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 respond 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 road users, bicyclists must remain alert to hazardous conditions. All on-street coatings 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.
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].
• 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.
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.
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
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
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
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