

# New York Border Planning

Facilitating Transportation Across The Northern Border



## New York Border Transportation Planning

Border transportation planning involves the development of goals, objectives, and strategies for moving people and goods across the U.S.–Canada border. FHWA leads multiple binational stakeholders to collaboratively create safe and effective cross-border transportation.

FHWA also facilitates the development and maintenance of the surface transportation system along the U.S.–Canada border to address existing and anticipated demand for cross border travel and trade while working with federal, state, regional, and local agencies, the private sector, and various stakeholders. In 2016, **1.5 million trucks, 7.7 million personal vehicles, and 16 million vehicle passengers** crossed through the **16 Land Ports of Entry (LPOEs)** along New York's **445 miles of shared border** with the province of Ontario, Canada.<sup>1,2</sup>



The Rainbow Bridge unites Niagara Falls, New York and Niagara Falls, Ontario. Source: Adobe Stock

### Focus on the New York Border

Along the New York border, planning efforts include:

#### Coordination



In 2001, FHWA and its counterparts in Canada created the U.S.—Canada Transportation Border Working Group (TBWG). The FHWA New York Division, the New York State Department of Transportation (NYSDOT), and the Niagara International Technology Coalition (NITTEC) coordinate and participate in many of TBWG's border-related events, studies, and workshops. In 2016, TBWG held its **spring plenary session in Alexandria Bay, NY**.

#### Policy, Plans, and Programs



The third edition of the **Border Infrastructure Investment Plan (BIIP)** exemplifies FHWA's support for binational planning. BIIP 3.0 includes information about planned infrastructure projects and improvements at LPOEs, including Alexandria Bay, NY—Lansdowne, ON (Thousand Islands Bridge); Ogdensburg, NY—Prescott, ON (Ogdensburg–Prescott International Bridge); and the Massena, NY—Cornwall, ON (Seaway International Bridge).

#### Research



In 2015 and 2016, FHWA and the Ministry of Transportation of Ontario (MTO) sponsored a series of workshops on how U.S. stakeholders along the Northern Border can use Ontario's **commercial and passenger vehicle survey data** to improve border transportation planning. The workshops also provided participants with information about how to conduct their own intercept surveys. FHWA funded the research survey, which began in 2012.

### FHWA Coordination Spotlight: Eastern Border Transportation Coalition

The Eastern Border Transportation Coalition (EBTC) is a non-profit organization whose members include the state Departments of Transportation of Michigan, New York, Vermont, Maine, and the Canadian Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia. EBTC provides a forum for these agencies, MPOs, border service agencies, and the private sector to coordinate and support the U.S.–Canada border transportation system. EBTC supports TBWG by implementing its Action Plan, attending TBWG plenaries and peer exchanges, and participating in the development of the Border Infrastructure Investment Plans (BIIPs). In 2016, EBTC focused its efforts on supporting rail pre-clearance programs and improvements to cross-border data sharing.

### FHWA Project Spotlight: Alexandria Bay, NY Land Port of Entry

In 2016, FHWA supported the planned replacement of the existing LPOE at Alexandria Bay. The five-year project will be split into two phases. Phase I will include replacement and enlargement of both the commercial and passenger inspection lanes, a redeveloped plaza, and a new administration building. The total lanes will increase from the current nine to 14. The project will also include a variety of cutting-edge features, such as a closed-loop geothermal system to help offset expected heating and cooling costs for the new facility. Phase I construction began in August 2017 and is valued at \$90M. The entire project is scheduled for completion in 2019.

# New York Border Transportation: Facts and Figures

## 2040 Projection: Major Flows by Truck, NY



Credit: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, version 3.4, Office of Freight Management and Operations.

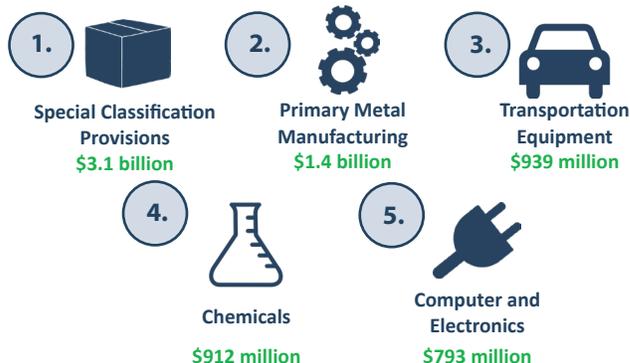
## Did You Know?

- New York has the **fourth-most LPOEs** in the country at 16, trailing only Texas (29), Maine (25), and North Dakota (18).
- Of the roughly 29 million passenger vehicles that traveled across the border from the U.S. to Ontario in 2015, **more than 14 million** crossed through New York ports.<sup>3</sup>
- Ontario has the longest shared border of any Canadian province or territory at **1,715 miles**. Quebec's **505 mile border** with the U.S. is the fourth-longest.
- Twice as many Canadian residents travel across the border than U.S. residents, primarily for **shopping (29 percent)** or **work or business (24 percent)**.<sup>4</sup>

## Importance of New York – Canada Border Transportation to the U.S. Economy<sup>1</sup>

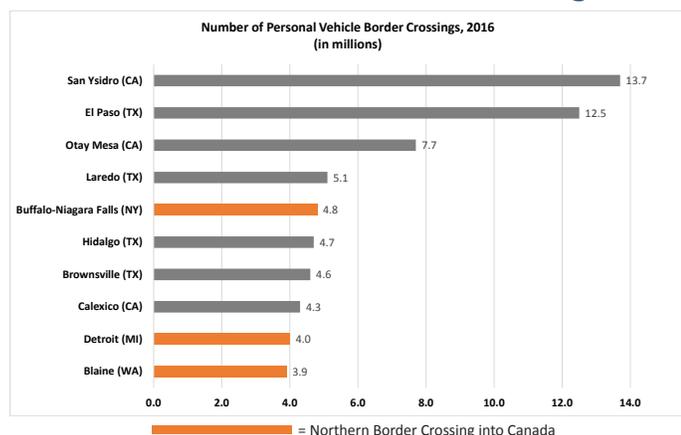
- New York does a substantial amount of business with Canada, trailing Michigan, California, Illinois, Texas, and Ohio. In 2016, **New York exported \$11.7 billion** in goods to Canada, while importing \$15.5 billion.

### New York's Top 5 Exports, 2016<sup>1</sup>



- Three of the top seven ports for total trade value along the northern border are in New York: **Buffalo, NY–Niagara Falls, ON** (\$76.8 billion), **Champlain, NY–Rouses Point, ON** (\$22.0 billion), and **Alexandria Bay, NY–Lansdowne, ON** (\$14.2 billion).
- The **third-most train passengers** (40,973) and the **fifth-most personal vehicle passengers** (2.3 million) of any crossing along the northern border crossed at Champlain–Rouses Point.
- Imports from Canada to New York **grew by five percent** in total value from 2009 (\$16.8 billion) to 2016 (17.7 billion).

## Buffalo–Niagara Falls Land Port of Entry<sup>1</sup>



Nearly **10.6 million** people entered the U.S. through the **Buffalo–Niagara Falls LPOE** in 2016.

- The Buffalo-Niagara LPOE is comprised of four separate crossings. From south to north, they are: Buffalo (Peace Bridge), NY–Fort Erie, ON; Niagara Falls (Rainbow Bridge), NY–Niagara Falls, ON; Niagara Falls (Whirlpool Bridge), NY–Niagara Falls, ON; Lewiston (Lewiston-Queenston Bridge), NY–Queenston, ON.
- The Buffalo–Niagara Falls LPOE welcomed the **second-most bus passengers** (500,935) in the U.S. behind the Laredo, Texas LPOE, despite seeing only the **fifth-highest volume of bus traffic** (18,100).
- In 2016, Buffalo–Niagara Falls saw the **third-most trade** of any northern port (\$76.8 billion). Only Detroit, MI–Windsor, ON (\$130.0) and Port Huron, MI–Sarnia, ON (\$77.4) handled a greater trade value.

## Citations

1. Bureau of Transportation Statistics
2. International Boundary Commission
3. U.S. Census Bureau
4. TBWG



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