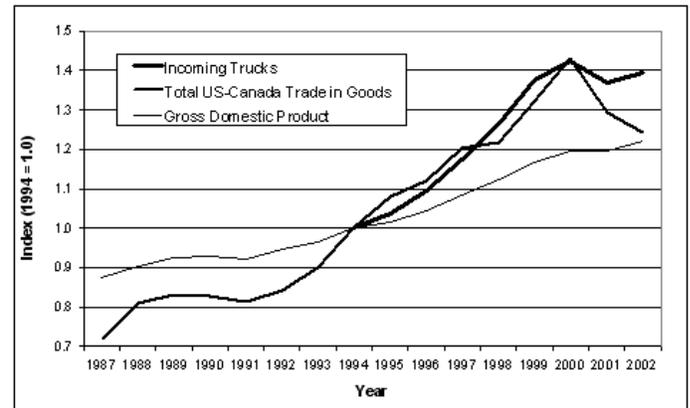


# Assessment of Border Crossing Needs in New York State

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Since the signing of the North American Free Trade Agreement (NAFTA) in 1993, rapid growth in cross-border travel has stretched the capacity of the border transportation network. Heightened security since September 11, 2001 and expedited clearance initiatives have also placed new demands on the infrastructure.

New York State is one of the leading conduits for commercial trade between the United States and Canada; its ports of entry at Buffalo-Niagara and along the northern border handle 29% of the truck traffic between the two nations. This trade brings economic benefits to the entire country, as more than three-fourths of the shipments through New York's top two border crossings neither originate in nor are destined for the state itself. Yet New York bears the brunt of the cost, through damage to its roads and congestion and pollution at the border.



In 1998, Congress established a Borders and Corridors program to assist states in maintaining and developing the transportation infrastructure necessary to support NAFTA. However, most of the funds were directed by Congressional earmarking to programs, which may have had a less-than-national impact. Funding for border infrastructure suffered, as it received only \$154 million of the \$1.1 billion appropriated over five years. New York State received only \$13 million for its border projects.

This study assessed the implications for both the state and country if New York's key border and corridor needs are unmet. The study team analyzed the border crossing needs identified by NYSDOT and other agencies, and looked at origin/destination patterns to identify the role of New York's trade corridors in US-Canada trade. The study analyzed the trade-offs that can be made within the framework of state and national policy objectives and scarce resources. It provided an overview of proposals at each of New York's major crossings and concluded with an evaluation of funding prospects.

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