Measuring Border Performance: Data Rich but Knowledge Poor?

Lessons Learned From the 2009 Border Barometer

In Step, In Line, On Time: Regional Strategies for Trade, Security and Mobility Challenges at the Canada-US Border

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Initiating an Investigation of the Border's Performance

Introduction. In recent months, two distinct projects designed to gauge the performance of the Canada-U.S. border have been initiated. The University of Buffalo Regional Institute (UBRI) proposed the development of a "Border Barometer," which is envisioned to be a set of measures replicable along the length of the 49th parallel. UBRI is one among a number of economic development projects that perform border-related research—the North American Research Corridor (NARC), for example, and a grant from the Canadian government, for the NBRC, is launching the Border Barometer project.

Additionally, as of July 2008, a joint Centre for International Economic Relations (CIER) announced the creation of a Border Solutions Coordination Council, which seeks to develop a "Border Report Card" similar to the one in BC, Washington, parts of which have now been adopted in the US. These projects use Prince Arch and Pacific Highway (both in British Columbia), and other border points to measure the performance of the Canadian border. The Border Barometer project seeks to measure the performance of the entire border. Figure 1 shows the value of US exports and imports in 2007, broken down by province and territory, and Figure 2 shows the value of US exports and imports in 2008, broken down by province and territory.

The well-being of North America is closely tied to how well the Canada-U.S. border facilitates interaction and ensures security. What happens at the border and how well does it work?
Indicators: Porosity
Trade Flows

BUFFALO-NIAGARA FALLS
DETROIT-WINDSOR
CASCADE GATEWAY
U.S. TOTAL

By Truck

Trade with Canada, % Growth Since 1995

By Rail
Porosity: Trade Flows


By Truck

By Rail
Porosity: Trade Ratios

US Export-to-Import Ratios for Trade with Canada, 1995-2007

BUFFALO-NIAGARA FALLS
DETROIT-WINDSOR
CASCADE GATEWAY
U.S. TOTAL

0.50  0.75  1.00  1.25  1.50
DEFICIT  SURPLUS
Porosity: Vehicle Traffic

Trucks and Personal Vehicles as a % of Motor Vehicle Crossings, 1995-2007

- **BUFFALO-NIAGARA FALLS**
- **DETROIT-WINDSOR**
- **CASCADE GATEWAY**
- **U.S. TOTAL**
Porosity: Vehicle Traffic

Traffic Growth, 1995-2007

Growth in Truck Traffic

Growth in Bus Traffic

Growth in Pedestrian Traffic

Growth in Personal Vehicle Traffic
Border Infrastructure: Document Uptake

NEXUS Enrollment, 2002-2009

Enhanced Drivers Licenses Issued

Washington State: 38,726
New York State: 18,277
Border Infrastructure: Booths to Traffic Ratio

- **Cascade Gateway**
  - Peace Arch (UNDER CONSTRUCTION): 1,677,045
  - Peace Arch (UNDER NORMAL CONDITIONS): 1,677,045
  - # U.S. Booths: 4
  - U.S. Booths per million vehicles: 2.4

- **Pacific Hwy**
  - 1,086,344
  - # U.S. Booths: 6
  - U.S. Booths per million vehicles: 5.5

- **Sumas**
  - 634,764
  - # U.S. Booths: 4
  - U.S. Booths per million vehicles: 6.3

- **Detroit-Windsor**
  - Ambassador Bridge: 2,824,810
  - Detroit-Windsor Tunnel: 2,366,491
  - # U.S. Booths: 19
  - U.S. Booths per million vehicles: 6.7

- **Buffalo-Niagara Falls**
  - Peace Bridge: 2,647,531
  - Rainbow Bridge: 1,702,138
  - Whirlpool Bridge: 144,200
  - Lewiston-Queenston Bridge: 1,465,003
  - # U.S. Booths: 17, 18, 3, 7
  - U.S. Booths per million vehicles: 6.4, 10.6, 20.8, 4.8

- **AUTOS**
Border Infrastructure: Booths to Traffic Ratio

<table>
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<th>Location</th>
<th>Trucks</th>
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Border Infrastructure: Binational Networks

Organizational Networks

MULTI-PURPOSE Intergovernmental Initiatives
- Pacific Northwest Economic Region (PNWER)
- BC-Washington Memorandum of Cooperation

SINGLE-PURPOSE Intergovernmental Initiatives
- International Mobility and Trade Corridor
- BC-Washington Transportation Protocol Agreement
- BC-Washington Action Plan on Border Management

MULTI-PURPOSE Urban and Civilian Initiatives
- Pacific Corridor Enterprise Council
- Cascadia Project
- Center for Canadian-American Studies, Western Washington University

SINGLE-PURPOSE Urban and Civilian Initiatives
- Border Policy Research Institute, Western Washington University
- Shared Waters Alliance

Cascade Gateway
- Ontario-Michigan Declaration of Partnership and MOU on Cooperation
- Niagara 10

Detroit-Windsor
- Ontario-Michigan Border Transportation Partnership
- Ontario-Michigan Letter of Agreement Regarding Events at Nuclear Power Plants
- Ontario-Michigan MOU on Trade
- Detroit-Windsor Tunnel Corporation

Buffalo-Niagara Falls
- Buffalo and Fort Erie Public Bridge Authority
- Niagara Falls Bridge Commission
- Niagara International Transportation Technology Coalition

Multi-Regional
- Council of State Governments
- National Conference of State Legislatures
- Council of Great Lakes Governors
- Great Lakes Commission
- International Joint Commission
- Great Lakes and St. Lawrence Cities Initiative
- Norther Border University Research Consortium
- Council of Great Lakes Industries
- Canadian/American Border Trade Alliance
- Canadian American Business Council
- Woodrow Wilson Center’s Canada Institute

Note: Rankings based on relative scope and influence of networks and initiatives across the three examined regions.
Lessons Learned

Data Rich but Knowledge Poor?

Accessibility

Proper Collection and Measurement
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