



# Eastern Ontario Transportation Needs Analysis

OEMC Presentation, September 11, 2013

# Project Objectives

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- Assess the competitiveness of EO's transportation infrastructure and services and provide recommendations on improvements that will enhance economic growth in the region.
- Identify the need and justification for transportation improvements and the feasibility of various transportation alternatives (EG: rail, road, air and marine).
- Examine all goods movement/ travel needs in identifying long-term problems and opportunities and consider all modes in road, rail, air and marine as possible options to improve the overall transportation system.
- Provide estimates of a return on investment (ROI) for each of the prioritized transportation infrastructure and service improvements.



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# Where we've been...

**Feb/March**

## **Stage 1 – Background Research**

- > Comprehensive literature review; contributions from numerous sources
- > In-depth review of region's existing transportation infrastructure
- > [www.eotransportation.ca](http://www.eotransportation.ca) launched

**April/May**

## **Stage 2 – Economic Overview and Opportunities and Challenges Scan**

- > Historic and projected economic performance of EO economically and relative to demands on road, rail, air and marine infrastructure
- > Projected economic performance relative to infrastructure demands
- > Listing of key economic opportunities and impacts on labour force, employment lands and transportation



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# Where we've been...

## June/July/Aug Stage 3 – Consultations and engagement

- > Prioritization of ThoughtStream input
- > Insights on sectors and factors influencing transportation needs
- > Identification of major capacity & service constraints
- > Identification of key opportunities (known) to improve capacity across EO to New York, Quebec, rest of Ontario and beyond
- > Affects of government policies, potential for changes, etc.



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# ThoughtStream Engagement

- Online engagement system that allows groups to contribute, review, and prioritize responses to open-ended questions
  - Step 1: Contribute to open-ended questions posed by Steering Committee
  - Step 2: Consulting Team groups responses into themes of opportunities for infrastructure improvement and barriers to success
  - Step 3: Contributors prioritize the themes which provides a discrete set of high potential opportunities and barriers that must be addressed



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## Themes from THOUGHTstream

- Quality of infrastructure varies greatly across the region (e.g. north vs. south), as does the level of support needed to maintain it
- Region has good access to markets (e.g. Toronto/ Montreal) and infrastructure, and economic strengths (e.g. inexpensive industrial sites) that need to be further leveraged with investments in strategic hubs
- Transportation and economic development planning should be more regional to leverage resources available in increasingly global competition
- New service and infrastructure investment is needed to advance marine, air, and rail transportation in the region (e.g. new ports, air-related business clustering, new/modernized rail spurs/service)



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## Themes from THOUGHTstream

- Highways and regional roads need new investment in capacity and quality (e.g. expansions to Highway 401/ 407, Highway 7/17); particularly to connect north and south, and connect to major inter-regional infrastructure
- There are opportunities for intermodal infrastructure investment, that leverage all types of transport at key nodes in the region
- Intermodal and border crossing infrastructure improvement and development hold strong potential for encouraging international trade, but enabling infrastructure is needed to connect to trade routes
- Needs of industry should be better integrated into long-term infrastructure planning, and should be promoted to private sector operators (e.g. rail services)



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## Themes from THOUGHTstream

- Opportunities for non-traditional and innovative infrastructure may warrant further investigation (e.g. intra-regional marine, shared storage, LCVs, ITS, dedicated trucking infrastructure)
- Weaknesses in existing infrastructure are discouraging investment
- Impact of employment/investment, and return on investment are primary metrics, but energy, environmental sustainability, safety, and security should be considered in regional infrastructure development
- Long-term planning requires long-term funding commitments; Region struggles with urban and GTA-centric policies and programs, as well as limited resources, which greatly impacts fiscal sustainability of municipalities



# ...and where we're going.

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## **Sept/Oct                      Stage 4 – ROI on Transportation Improvements**

- > List of new or enhanced infrastructure improvements
- > Impacts defined based on economic as well as investment, operating and maintenance costs
- > Engage with key stakeholders, agencies and senior levels of government
- > Appropriate roles of key participants

## **October                      Stage 5 – Draft Final Report and Implementation Plan**

- > Final prioritization of key infrastructure projects
- > Prioritized implementation plan

## **November                      Final Report and Implementation Plan**



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# Infrastructure Enhancements

- Road – expansion of existing roadways and numbers of lanes; facilities to encourage truck movements including long combination vehicles
- Rail – construct, revive, or upgrade and maintain existing rail corridor
- Marine – enhancing deep water port capacity
- Air – runway, customs and terminal improvements
- Intermodal – optimizing multi-modal infrastructure including connections between marine, rail and road
- Border Crossings – improving flow of goods over the border; Free Trade Zones



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# Calculating a Return on Investment

Consideration given to:

- Capital investment and facility maintenance and operating costs
- Impact improvement will have on region's key economic development targets in the short and long-term
- Immediacy of the economic impact
- Alignment with economic development priorities of the region, province and country



# Project Partners

**Eastern Ontario**  
*Transportation Needs Analysis*

Canada  Eastern Ontario  
Community Futures Development Corporations

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## PROJECT PARTNERS

This project is made possible through the support of a number of Eastern Ontario Community Futures Development Corporations (CFDCs), through the Government of Canada's Eastern Ontario Development Program, which is managed by the Federal Economic Development Agency for Southern Ontario (FedDev Ontario).

 With the support of the  
Federal Economic Development Agency  
for Southern Ontario

 Canada



 Eastern Ontario  
Community Futures Development Corporations

 Eastern Ontario's Warden Caucus

 Eastern Ontario  
Mayors' Committee

 THE  
MONIESON  
CENTRE

 ONTARIO EAST  
ECONOMIC DEVELOPMENT

We gratefully acknowledge the direct contributions to the Eastern Ontario Transportation Needs Analysis by the following Eastern Ontario CFDCs: Grenville; North and Central Hastings and South Algonquin; Haliburton; Northumberland; Renfrew; South Lake; Stormont, Dundas & Glengarry; and Valley Heartland.

[www.eotransportation.ca](http://www.eotransportation.ca)



# Project Steering Committee

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<b>Andrew Wallen (Chair)</b>	<b>General Manager, Kawartha Lakes CFDC</b>
<b>Dan Borowec*</b>	<b>Director, Economic Development &amp; Tourism, County of Northumberland</b>
<b>Jeff Dixon</b>	<b>Assistant Director, The Monieson Centre</b>
<b>Susan Fournier*</b>	<b>Executive Director, Valley Heartland CFDC</b>
<b>Gerard Hunt</b>	<b>Chief Administrative Officer, City of Kingston (Eastern Ontario Mayors' Committee)</b>
<b>Jim Hutton</b>	<b>Chief Administrative Officer, County of Renfrew (Eastern Ontario Wardens' Caucus)</b>
<b>Tim Simpson</b>	<b>Chief Administrative Officer, County of SD&amp;G (Eastern Ontario Wardens' Caucus)</b>

\* Member of Ontario East Economic Development Commission Board of Directors



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# EO Economic Development Strategy

- The Strategy is being led by the Eastern Ontario Wardens' Caucus in partnership with the Eastern Ontario Mayors' Committee, Ontario East Economic Development Commission and Community Futures Development Corporations in Eastern Ontario
- Coordination between the two projects
  - Economic Development Strategy objectives specifically state to incorporate the findings of the transportation study
  - Integration of project teams



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