



CANAMEX

CORRIDOR OF INNOVATION

The CANAMEX Trade Corridor as defined by Congress in the 1995 National Highway Systems Designation Act is a High Priority Corridor. The Corridor follows I-19 from Nogales to Tucson, I-10 from Tucson to Phoenix, US 93 in the vicinity of Phoenix to the Nevada Border, US 93 from Arizona to Las Vegas and I-15 from Las Vegas through Montana to the Canadian Border. However, CANAMEX is also a broad economic development concept that fosters trade and provides an opportunity for accelerated economic growth throughout the region. For several years there has been an interest in developing this Corridor, chiefly to facilitate transportation distribution, commerce and tourism.

The region consists of Arizona, Nevada, Utah, Idaho and Montana in the United States; the Mexican states of Sonora, Sinaloa, Nayarit, Jalisco, Guanajuato, Queretero, Estado de Mexico, and the Federal District; and the Canadian province of Alberta.

CANAMEX focuses on opportunities for innovation in the following areas:

- Development of safe and efficient multi-modal transportation networks.
- Enhancement of global competitiveness (quality of education, accessible telecommunications infrastructure, appropriate regulatory environment.
- Shared Commitment to the region's quality of life.

The CANAMEX Trade Corridor will be distinguished by the development of five distinct elements:

- **Physical Infrastructure** - The key goal of CANAMEX is the development of a continuous four lane highway from Mexico City to Edmonton, Canada following the route established by Congress. The highway requires multi-modal enhancements as well as efficient ports of entry. This includes roads, multi-modal enhancements as well as telecommunications infrastructure
- **Commercial Infrastructure** - This includes transportation entities and distribution warehouses, as well as regionally integrated technological infrastructure such as corridor wide trade databases and electronic transportation information systems. The transportation and distribution industries are being impacted by e-commerce. The ability to access multiple markets is essential.
- **Business and Professional Services** - Efficient trade movement requires the availability of various professional services including internal finance and legal expertise, customs brokers, consultants, as well as the support of academia.
- **Social, Political and Business Linkages** - Preservation and sustainability of the CANAMEX region is important to all sectors. By investing in linkages between the relevant governmental institutions, business sectors and social organizations, entities, CANAMEX can channel growth and development in a way that is consistent with local development values and planning policies.

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U.S. Corridor-wide Information

October 2000

- Draft Working Paper: Economic and Development Opportunities, Financing Options and Policy Initiatives.

October 19, 2000

- CANAMEX Corridor Coalition meets in Great Falls, Montana.

January 2001

- Draft CANAMEX Corridor Plan, released for public comment.

January 18, 2001

- CANAMEX Corridor Coalition meets in Nogales, Arizona.

February 2001

- Public meetings held in each CANAMEX state to elicit comment on the draft plan. For more information, see Public Input.

April 19, 2001

- CANAMEX Corridor Coalition meets in Phoenix, Arizona.

Other Information

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Background

The CANAMEX Corridor Project is a joint project of Arizona, Nevada, Idaho, Utah and Montana; states whose primary objective is to develop a Corridor plan to stimulate investment and economic growth in the region of the Corridor. A comprehensive and coordinated Corridor plan will ensure the efficient allocation of resources along the corridor necessary to maximize the economic potential for the US, Canada and Mexico.

CANAMEX includes transportation, commerce and communications components. The transportation component calls for the development of a continuous four-lane roadway from Mexico through the US CANAMEX states, into Canada.

The term CANAMEX is far more than a line on a map or a specific highway, however. Recognition must be given to the fact that the area that would benefit from CANAMEX development extends well beyond the highway. People and products may enter or leave the CANAMEX at any point. Consequently, integrated development of the entire CANAMEX Corridor provides the extensive benefits to the region.

The Arizona Department of Transportation, as the lead state, received in FY 99 \$1 million from TEA 21, National Corridor Planning and Development (NCPD) funds to develop a comprehensive plan of the CANAMEX Corridor including strategies for addressing deficits and needs along the Corridor.

Carol Sanger has been named Executive Director of the CANAMEX Corridor Project with responsibility for the management of the grant and activities of the non-profit organization.

Project History

July 20, 2000

- CANAMEX Corridor Coalition met in Salt Lake City, Utah.

July 2000

- Draft working paper: Inventory of Transportation and Economic Infrastructure; Emerging Technologies.

April 27, 2000

- CANAMEX Corridor Coalition met in Idaho Falls, Idaho

April 2000

- Stakeholder interviews held in five CANAMEX states.

March 2000

- CANAMEX Corridor Plan Final Report.

February 2000

- The CANAMEX Corridor Plan Consultant began work on the plan.

January 2000

- The CANAMEX Corridor Coalition met in Las Vegas to select the Corridor Plan Consultant.

December 1999

- The evaluation committee met in Phoenix to develop his recommendation to the CANAMEX Corridor Coalition.

November 1999

- The pre-proposal conference for the Corridor Plan Consultant was held in Phoenix on November 10.

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The States' Commitment

Arizona, as lead state of the multi-state coalition, applied for and received a \$1 million planning grant under Section 1118 National Corridor Planning and Development (NCPD) of TEA 21. These funds are being used to develop a comprehensive plan of the CANAMEX Corridor including strategies for addressing transportation deficits and other needs along the Corridor.

In December 1999, all five CANAMEX Governors signed a revised [Memorandum of Understanding \(MOU\)](#) outlining their intent to work together to focus on economic development and promote efficiency along the Corridor.

Letters of support were received from the Governor of Sonora, Mexico, Armando Lopez Nogales and the Premier of

Alberta, Canada, Ralph Klein.

In September, the CANAMEX governors appointed one private sector representative and one public sector representatives to participate in the CANAMEX Corridor Coalition. This coalition together has the responsibility of managing the development of the CANAMEX Corridor Plan, along with the Executive Director of the CANAMEX Corridor Project. The members of the Coalition are:

Arizona

Mary Peters, Director, Arizona Department of Transportation
Peter Woog, Chairman, IPC Communications

Idaho

Dwight Bower, Director, Idaho Transportation Department
Dr. Richard Bowen, President, Idaho State University

Montana

Jim Currie, Deputy Director, Montana Department of Transportation
Jay Foley, President and CEO, Diversified Transfer and Storage

Nevada

Jeffrey Fontaine, Deputy Director, Nevada Department of Transportation
Tom Skancke, President and CEO, The Skancke Company

Utah

Tom Warne, Executive Director, Utah Department of Transportation
Dan R. Eastman, President, Eastman & Company

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MEMORANDUM OF UNDERSTANDING REVISION 1

Between Western States for the Planning and Development of the CANAMEX Corridor

December 3, 1999

Recession and Replacement of Previous Agreements

In January 1999, the governors of Arizona, Montana, Nevada and Utah signed an Memorandum of Understanding for the Planning and Development of the CANAMEX Corridor. Upon signature by the governors of the participating states, the January 1999 Memorandum of

Understanding will be withdrawn along with all its provisions and agreements, whether stated or implied, and shall be replaced as of December 4, 1999 by this Memorandum of Understanding - Revision 1 (hereafter referred to as MOU-1).

Introduction

The North American Free trade Agreement (NAFTA) created a preferential trade relationship between Canada, Mexico and the United States. A key component for successful NAFTA implementation is a seamless and efficient transportation network linking corridors of national significance, international gateways and economic hubs. This transportation system must provide for the high capacity, efficient and safe movement of goods, services, people and information between the three nations.

The states of Arizona, Idaho, Montana, Nevada, and Utah (hereinafter referred to as the "Parties") believe that cooperative actions are necessary to develop and operate the international trade corridor known as CANAMEX. The flow of trade within the CANAMEX Corridor will continue to increase as the objectives of the NAFTA and the Canada/United States Free Trade Agreement are realized over the next several years.

In addition to being a transportation and trade corridor, CANAMEX is also an alliance between U.S. and Mexican states, Canadian provinces, and businesses to work together to create a regional business environment that fosters, trade, attracts jobs and stimulates economic activity for the common benefit of the CANAMEX Corridor and the nations involved.

The Government of Alberta has committed \$800 million (Canadian) through 2007 to upgrade the remaining portions of the provincial highways that make up the CANAMEX Corridor. By the end of 2003, the 350-mile portion of CANAMEX between the international border and Edmonton will be a four-lane divided highway.

Likewise, the Mexican Government has an ambitious program to upgrade its Highway 15 as part of CANAMEX. As one of Mexico's ten priority corridors, plans are underway to upgrade a significant portion of the current 2-lane roadway. One 35-mile stretch will be completed by the end of 1999. A new 220-kilometer divided toll road is scheduled for completion by 2002.

The Intermodal Surface transportation Efficiency Act and the Transportation Equity Act of the 21st Century (TEA-21) also recognized the need for coordinated multi-state planning, design and construction of international trade corridors by providing funds through the "National Corridor Planning and Development Program" and the "Coordinated Border Infrastructure Program." A trade corridor can be defined as a geographically designated area that facilitates the national and international movement of goods, services, people and information between and through international gateways and ports-of-entry.

The Western Associates of State Highway and Transportation officials (WASHTO), in 1998, conducted a study of the western trade corridors and recognized the CANAMEX Corridor as one of the West's significant north-south trade corridors. In 1998, the U.S. and Mexican border states completed a study of the transportation infrastructure impacts of the implementation of NAFTA. This study, which was authorized by the first NAFTA Transportation Summit, concluded that additional improvements were necessary to meet the increasing demand for truck and railroad freight capacity and efficiency.

Certain transportation infrastructure in the CANAMEX Corridor must be improved to promote access between markets, increase efficiency of freight movement and enhance the region's competitiveness. Under Section 1118 (c) of TEA-21, multi-state organizations are eligible for funding to plan, design and construct infrastructure projects in support of the CANAMEX Corridor. An initial step for establishing eligibility for future funding is the complete the CANAMEX Corridor Plan. Therefore, it is of mutual benefit to all of the Parties within the CANAMEX Corridor to work cooperatively to develop the CANAMEX Corridor Plan.

ARTICLE I - Purpose

A well-planned transportation and trade corridor will maximize the benefits for the U.S. States, Mexican states and Canadian provinces serviced by the CANAMEX Corridor, as well as maximize opportunities for increasing exports from the western half of North America. The Parties hereby agree to work cooperatively to form the CANAMEX Corridor Coalition to pursue the objectives set forth herein.

ARTICLE II - Objectives

The Parties agree:

1. To promote the CANAMEX Corridor for the efficient, seamless and value movement of people, goods, services and information.
2. To focus their efforts on opportunities in the following areas: transportation technology and multi-modal connectivity, tourism and recreation,

telecommunications infrastructure and access, rural economic development and institutional relationships.

3. That funding received for the development of a CANAMEX Corridor Plan under TEA-21 Section 1118 FY 1999 will be utilized to meet the objectives specified in this MOU-1.

ARTICLE III - CANAMEX Corridor Coalition

In accordance with this MOU-1, the parties agree to establish a joint working committee called the CANAMEX Corridor Coalition (CCC). The members of the CCC consist of two gubernatorial appointees from each member state: the director of the department of transportation/roads or executive staff, and one member from the private sector. The private sector member will have experience in one or more of the following areas: transportation and interstate commerce, telecommunications, tourism, energy, economic development, or finance.

The purpose of the CANAMEX Corridor Coalition is to develop the CANAMEX Corridor by (a) preparing a comprehensive CANAMEX Corridor Plan utilizing the TEA-21 grand funds, and (b) to establish common goals and objectives for continuing development of the CANAMEX Corridor.

ARTICLE IV - CANAMEX Corridor Plan

The parties agree that the delegates to the CANAMEX Corridor Coalition shall work cooperatively to seek proposals from qualified applicants according to a public procurement process as required by the U.S. Department of Transportation pursuant to TEA-21 and Federal grant provisions. The CANAMEX Corridor Coalition will solicit qualified professional assistance through a "request for proposal" process (RFP) and will establish a RFP Review Committee to evaluate proposals and make recommendations to the CCC for hiring a technical contractor to assist the CCC prepare the CANAMEX Corridor Plan. The Plan is to incorporate the needs of the parties to this OU-1 and should be suitable to secure the resources necessary to plan, design and construct appropriate transportation, commercial and telecommunications infrastructure.

ARTICLE V - Responsibility of the Parties

Each Party will contribute the staff and in-kind resources necessary to support the CANAMEX Corridor Coalition. The CANAMEX Corridor Coalition will determine the initial plan of work.

ARTICLE VI - Effect and Termination

This MOU-1 will be effective on the date of signature by two or more Parties. Parties may terminate their participation as a party to this MOU-1 at any time by providing a ninety day notice in writing to the other Parties signatory to this MOU-1. The termination of the MOU-1 will not affect any cooperative actions or activities undertaken as a results of this MOU-1 that were initiated prior to such termination unless all Parties agree otherwise in writing.

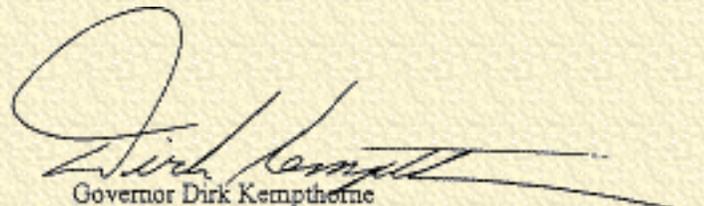
This MOU-1 shall terminate in the event that the National Corridor Planning and Development Program, or its successor, is terminated by Federal statute or through the elimination of funding for this program by the U.S. Congress.

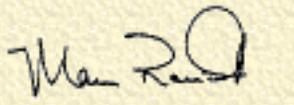
ARTICLE VII - Modifications

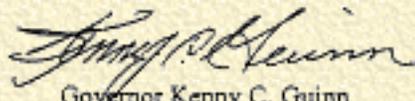
The Parties may modify this MOU-1 by written and mutual agreement. Modifications will become effective upon the agreement of four or more of the member states.

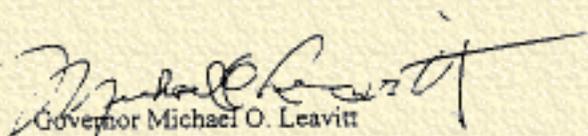
In WITNESS WHEREOF, the undersigned, being duly authorized has signed this MOU-1.


Governor Jane Dee Hull
State of Arizona


Governor Dirk Kempthorne
State of Idaho


Governor Marc Racicot
State of Montana


Governor Kenny C. Guinn
State of Nevada


Governor Michael O. Leavitt
State of Utah

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Plan Requirements

The CANAMEX Corridor Plan will include the following:

1. Identification of current multi-modal transportation infrastructure, existing needs and projected deficits.
2. Evaluation of opportunities for improvements in transportation and communications infrastructure as well as processes and policies.
3. Analysis of current and future trade flows along the entire CANAMEX Corridor.
4. Identification of the major trends which will affect the economics of the CANAMEX region into the next century.
5. Evaluation of the potential use of emerging technologies that facilitate the movement of goods, people and information.
6. Identification of all financing options for CANAMEX projects.
7. Development of a comprehensive report that tied together other work done in the region with the original analysis undertaken in this study.

Study Reports/Key Milestones	Targeted Schedule
Introductory stakeholder interviews in five states	February through May, 2000
Inventory of existing economic and transportation infrastructure	May 2000
Analysis of emerging technologies and impact of Corridor development	July, 2000
Working paper on existing infrastructure: economic, transportation, telecommunications	July, 2000
Working paper on emerging technologies	August, 2000
Native American Consultation & Additional Stakeholder interviews	September, 2000
Economic and development opportunities induced by infrastructure investment	September, 2000
Working paper on economic impact of specific Corridor projects	October, 2000
Working paper on Financing Options & Policy Impediments	November, 2000
Draft CANAMEX Corridor Plan	December, 2000
Public Meetings (1 in each state)	January, 2001
Final CANAMEX Plan accepted	April, 2001

A summary of the information contained in the study reports will be posted periodically on this website.

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Public Input

The CANAMEX Corridor Project encourages public input and feedback throughout the study process. Opportunities for public input are as follows:

To Be on Study Mailing List

Please e-mail Kay Wilson at k.wilson@pamsf.com

To Participate in Planned Public Meeting

Please e-mail Kay Wilson at K.wilson@pamsf.com

Once the Draft CANAMEX Corridor Plan is available, public meetings will be held within the corridor, one in each of the five states.

The targeted schedule for these meetings is November, 2000. A precise meeting schedule will be posted in the fall, 2000

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- [Alberta: CANAMEX](#)
- [Hoover Dam Bypass Project](#)
- [FHWA](#)
- [Boulder City / US 93 Corridor Study](#)
- [Las Vegas Chamber of Commerce](#)
- [LasVegas.com](#)
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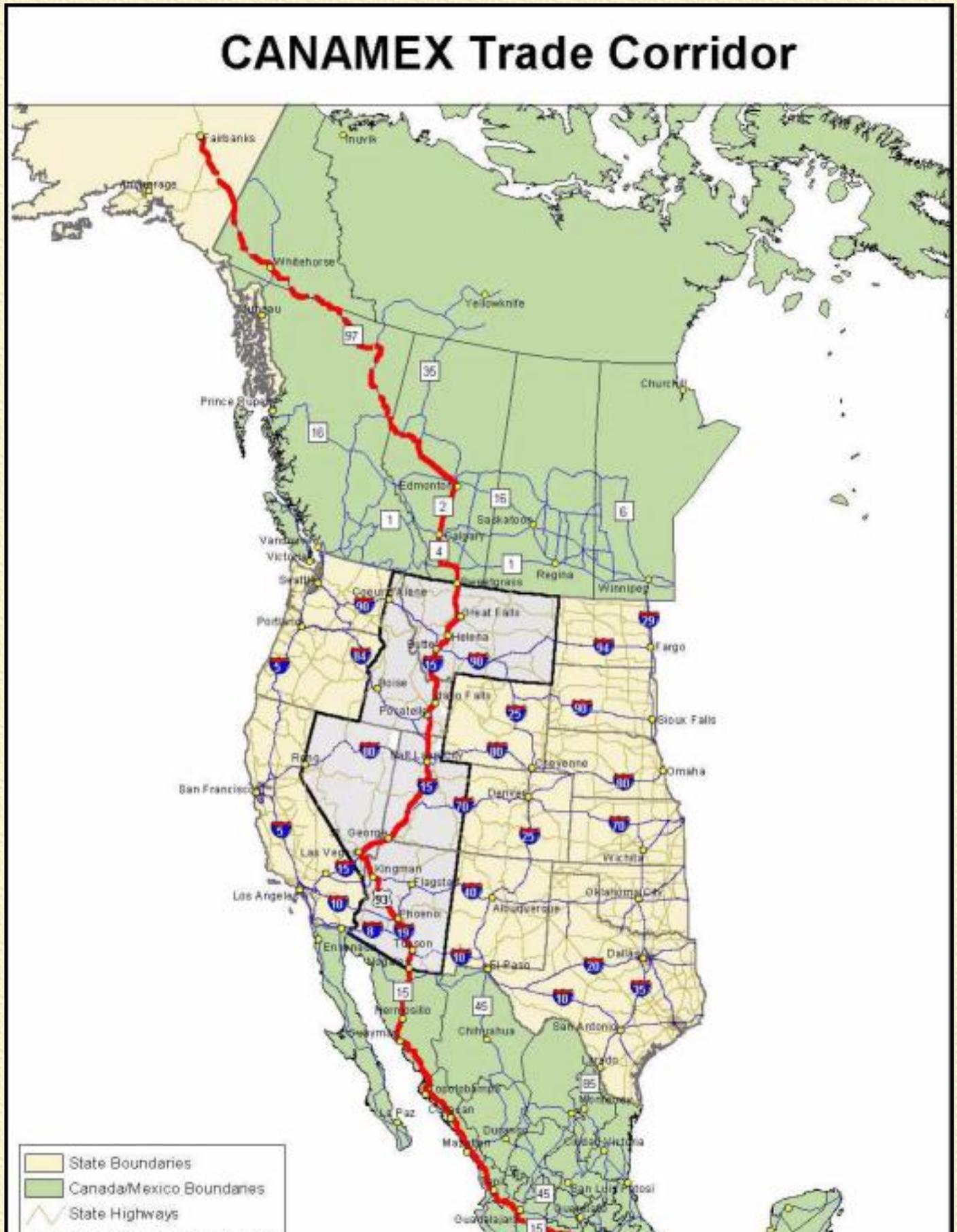
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