

INTERNATIONAL MOBILITY & TRADE CORRIDOR PROJECT (IMTC) CORE GROUP MEETING

THURSDAY, MARCH 15, 2012 9:00am - 12:00pm

BELLINGHAM CRUISE TERMINAL

355 Harris Avenue, Bellingham, WA

AGENDA

1. Current event updates

2. Project updates

- WSDOT TIGER application for Lynden/Aldergrove border approach improvements on SR 539
- Southbound truck routing modifications at Pacific Highway
- Northbound lane modifications at Pacific Highway to align with CBSA booth/lane additions
- Others

3. Beyond the Border Action Plan - regional questions about trade-related initiatives

(Note: these initiatives are in development. As a result, this discussion is acknowledged to be speculative)

- Review trade-related initiatives and timelines
- Consideration of policy and infrastructure questions raised by initiatives
- Discussion of how IMTC participants can be prepared to assess possible implications of policy changes, especially with regard to infrastructure planning and ITS needs and opportunities

4. Radio Frequency Identification (RFID) strategies and potentials:

Beyond the Border goals, regional strategies of inspection agencies, licensing agencies, NEXUS marketing, JTEC objectives, etc.

5. ACTION ITEM: Change to the IMTC Objectives List: addition of Beyond the Border Action Plan language

6. Review of the IMTC Project List: Initiating an update for consideration at the next Core Group meeting (Fall 2012)

7 IMTC General Assembly: Considering September 2012

Beyond the Border Action Plan Trusted Trader Issues

Discussion Outline

Prepared by WCOG for the IMTC Project – March 15, 2012

Black text: Beyond the Border Action Plan excerpt

Blue text = WCOG commentary & discussion questions for IMTC

1) Trade facilitation, economic growth, and jobs

- a) **Enhance the benefits** of programs that help trusted businesses and travelers move efficiently across the border.

IMTC participants have understood for years that the FAST programs fit better with trade & logistics in the East.

We've responded in the Cascade Gateway with data collection, pilot tests, and modeling, and are now investing in changes based on those results.

BBAP is also initiating changes to address observations about FAST program efficacy across the U.S. – Canada border.

- How might these changes affect the proportion of trucks that will use/expect to use dedicated infrastructure?
- How might changes create new ITS needs?
- Will performance measurement, as required in the BBAP, be supported by regional systems?
- i) Adopt a common framework for trusted trader programs that will align requirements, enhance member benefits, and provide applicants with the opportunity to submit **one application to multiple programs**.
- How might the added convenience (and lower price?) of a single application increase the number of carriers and shippers enrolling in the trusted trader (FAST) program?

The United States and Canada will adopt a common framework for trusted trader programs that will align requirements, enhance member benefits and provide applicants with the opportunity to submit one application to multiple programs. **Tier one** will focus on supply chain security and **tier two** will focus on trade compliance and expedited border and accounting processes.

Introduction of tier one and tier two.

- To clarify: tier 1 seems encompass the *existing* level of pre-screening and compliance. Tier 2 would be something new (and make business sense to more trade actors?)
 - (1) Under **tier one**, we will:
 - (a) **Harmonize** the U.S.-based Customs-Trade Partnership Against Terrorism (**C-TPAT**) program and the Canada-based Partners in Protection (**PIP**) program and offer new benefits, including an automated enrolment system. Canada will develop an interoperable communication portal similar to the United States' by December 2013.
 - Will harmonization of C-TPAT & PIP expand the proportion of goods movement that will be considered FAST (tier 1)?
 - (b) Extend Free and Secure Trade (FAST) benefits to members in these programs **at agreed locations beginning in mid-2012**.
 - Will Cascade Gateway ports be a harmonized, tier 1 location in "mid 2012?"
 - To the extent the tier one – tier two strategy is harmonized, what, if any, inspection agency operational policy differences will need to be addressed (lane dedication, booth dedication, port-specific flexibility, etc.)?

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- (2) With respect to **tier two**, we recognize that many trusted traders have invested significantly in supply chain security and have strong compliance records. We also recognize as fundamental that **border agencies need advance information about shipments** to conduct risk-based targeting. There are many ways to collect that information; therefore, we will:

Looking to provide a new compliance and benefit profile that could fit the business model of more trade actors?

- **Less actual *harmonization* under tier 2?**
 - (a) Align Canada's Customs Self Assessment (CSA) and **the U.S. Importer Self Assessment (ISA) programs** to the greatest extent possible, while enabling members the flexibility to select the benefits that meet their business needs, and extend new benefits to tier-two members, such as expedited border and accounting processes and further reductions in risk-based examination rates. **Canada** will fully implement its **Partners in Compliance (PIC)** program **by September 2012**.

Two new (?) programs – U.S. ISA and Canada PIC.

- (b) Conduct a detailed comparison and review of CSA and ISA **by June 2012, following which the United States will identify and provide expedited border processes and modernized, streamlined accounting processes to tier-two members.**
- **Will tier 2 participants have dedicated FAST lane access?**
- **What are the implications for Pacific Highway port-of-entry, of providing tier-2 benefits by as soon as July 2012? For infrastructure? For ITS? Or is it mostly about "accounting processes?"**
- **Will shipments be a component of compliance at all (or only driver and carrier?)**
 - (c) **Jointly consult with tier-two stakeholders** in both countries to identify and assess additional ways to expedite border processes. Recognizing that tier-two members have already provided us with extensive information, we will identify and assess options to collect data in advance through streamlined and more efficient means that are more responsive to shippers' business processes, while safeguarding our ability to assess individual shipments for the risk they may present. **A report with recommendations on pilots or new initiatives** will be completed and distributed to members by September 2012.
- **Would recent or future pilots be in play for Cascade Gateway ports?**
 - (d) **Extend membership in these self-assessment programs to "non-resident importers"** between the United States and Canada.
- **From each/both country's perspective, who is the "non-resident importer" who is not allowed in trusted trader programs today?**
 - (3) Canada will initiate a 1-year **pilot to provide tier-two benefits to the processed-food sector by July 2012**, which will enable participants to provide **transactional data post-border** to the regulatory authority and permit access to expedited clearance processes and lanes at the border in Canada. Within 1 year of the pilot's successful completion, permanent access to these program benefits will be provided to all approved companies by Canada.
- **This seems to be about waiving portions of pre-arrival data for industries who may not have sold the goods yet. What trade flows in the Cascade Gateway would be looking for this option (forest products)?**
 - (4) In addition, we will explore product specific pilots aimed at lowering inspection rates for certain industry sectors based on regulatory compliance history.

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- (5) Canada will lead a pilot in the agri-food sector and the United States will lead a pilot in the pharmaceutical sector.
- (6) **Measuring Progress**: DHS and CBSA will measure the **increased membership** in trusted trader programs, the associated increased **volume of trade** covered by the programs, and lower examination rates and processing times for members. We will assess the success of the pilots discussed, above, and whether they have expedited trade.

“Volume of trade” is a pretty open term to apply to a measure.

- How might various agencies in the Cascade Gateway region cooperate to enhance ongoing assessment of these initiatives and, at the same time, optimize our awareness of upcoming implications for infrastructure, operations, or the underlying policies themselves?
- ii) Enhance facilities to support trusted trader and traveler programs.

All items under this header deal with trusted traveler infrastructure

We can certainly point to current BC Hwy 15 improvements as enhanced trusted trader facilities.

Additional trade initiatives – without added comments or questions

b) Develop additional initiatives for expediting legitimate travelers and cargo.

- (1) Implement additional pre-inspection and preclearance initiatives CBP will implement by September 2012 a truck cargo facilitation pilot project in at least one location in Canada to be mutually determined. Based on a positive evaluation of the pilot or pilots, we would consider an expansion to additional sites in both countries.
- (2) **Measuring Progress**: The DHS, FSIS, CFIA, and CBSA will make publicly available the findings from their respective pilots described above and report on **reductions in wait times** for travelers and cargo and **increases in throughput for commercial traffic**. We will complete the negotiations on the pre-clearance agreements described above by December 2012
- (3) Provide a single window through which importers can electronically submit all information to comply with customs and other participating government agency regulations.
 - (a) Fully implement and align our single-window programs...
- ii) ..harmonizing low-value shipment processes to expedite customs administration.
 - (1) We will increase and harmonize the value thresholds to \$2,500 for expedited customs clearance from the current levels of \$2,000 for the United States and \$1,600 for Canada.
- iii) Bring greater public transparency and accountability to the application of border fees and charges...
 - (1) Develop for each country an inventory of fees and charges at the border, which sets out their purpose and legal basis, how they are collected, how much is collected, their intended use, and the rationale for collecting them at the border; and
 - (2) – Commission a third party to conduct an economic impact assessment of such fees, including their cumulative effect, on the competitive position of **three economic sectors** in the United States and Canada for which cross-border activity is important.

Beyond the Border Action Plan

Joint Infrastructure Investment – Discussion Guide

Prepared by WCOG for the IMTC Project

Black text: Beyond the Border Action Plan excerpt

Blue text: WCOG commentary & discussion questions for IMTC

Introduction: A lot of detail is sure to come out in coming months that will answer many of the questions inserted below. This document is prepared to generate discussion and additional questions and ideas about these issues so that collaboration towards fulfilling the Beyond the Border Goals is enhanced among regional stakeholders participating in the IMTC planning coalition.

a) Invest in Improving Shared Border Infrastructure and Technology

- i) **Coordinate border infrastructure investment** and upgraded physical infrastructure at key border crossings.
 - (1) We will develop a joint Border Infrastructure Investment Plan to **ensure a mutual understanding of available funding** for targeted projects and the schedule, scope, and responsibilities for those projects **in consultation and coordination with all applicable local, state or provincial, and federal stakeholders.**

Goals listed here can be well served by existing regional collaborations: JTEC, IMTC, BPOC.

- **What mechanism(s) will be used to engage local, state, provincial, and federal stakeholders? TBWG? Existing regional forums?**
 - (2) We commit to make significant investments in physical infrastructure at key crossings to relieve congestion and speed the movement of traffic across the border. Examples of the significant infrastructure upgrades may include: customs plaza replacement and redevelopment, additional primary inspection lanes and booths, expanded or new secondary inspection facilities, and expanded or new connecting roads, highway interchanges, and bridges.
 - **What new or continued investment programs will address the above list of needs?**
 - (3) **By June 30, 2012** we will develop coordinated project investment and implementation plans that will, together with infrastructure-specific actions at small/remote crossings, constitute the first **bilateral 5-year Border Infrastructure Investment Plan to be renewed annually.**
 - **Will there be a standardized process for reviewing and updating subsequent, annual plan updates?**
 - (4) **Measuring Progress:** DOT, DHS, Transport Canada, and CBSA will report progress in a Border Infrastructure Investment Plan-Progress Report that outlines specific projects that are planned for future years and investments to date. The report also will **describe increased capacity** (measured by the number, percentage increase in inspection lanes, and primary inspection booths), the number and percentage increase in secondary inspection bays, increased space for secondary inspections, and the percentage increase in space for secondary inspections and **changes in border wait time.** Reductions in the environmental impact due to reduced border wait times will be measured in decreases and percentage decreases in tons of greenhouse gas emissions. DOT, CBP, Transport Canada, and CBSA also will report on reductions in wait times at the border.
- ii) Coordinate plans for physical infrastructure upgrades at small and remote ports...
 - (1) Establishing a small and remote port working group to evaluate a binational approach to operational alignment (for example, mirroring hours), infrastructure investment, and improved service; ports of entry.

Beyond the Border Action Plan

Joint Infrastructure Investment – Discussion Guide

Prepared by WCOG for the IMTC Project

- (2) Arriving at consensus recommendations for all small and remote ports to include analyses of hours of operation, technology-only processing solutions, joint or co-managed facilities, and aligned plans for expansions and closures;
 - (3) **Measuring Progress:** DOT, DHS, Transport Canada, and CBSA will develop joint action plans for all small ports by June 30, 2012 and incorporate recommendations into the bilateral 5-year Border Infrastructure Investment Plan on an annual basis, beginning June 30, 2012.
- iii) **Implement a border wait-time measurement system** at mutually determined high priority United States–Canada border crossings.

Interesting to note this is referred to as one system per crossing rather than separate systems for each direction of traffic.

- (1) CBP and CBSA will develop a plan to identify reasonable and achievable border wait time service levels at major crossings. Real time border wait time information will be made available to border and transportation agencies to better manage their resources and to drivers to make informed decisions about when and where to cross the border. This may lead to increased efficiency and reduced delays at the border. Installation of the border wait time measurement system will be completed over the next 3 years at the top 20 crossings. Wait time information will be available on the websites of CBP, DOT, Transport Canada, and CBSA and through other electronic media such as Twitter and the Government of Canada’s Wireless Portal.
 - (2) **Measuring Progress:** Wait time service levels at key crossings will be published jointly by DOT, CBP, CBSA, and Transport Canada by June 30, 2012. Real time information will be available to the public on websites, roadside signs, and other traveler information systems by the end of 2013.
- iv) Facilitate secure passage and expedite processing through implementing Radio Frequency Identification (RFID) technology at appropriate crossings.
- (1) To align with existing U.S. investments, Canada will deploy RFID technology in a minimum of 2 lanes at 11 land ports: Douglas (Surrey, B.C.); Pacific Highway (Surrey, B.C.);...
 - (2) **Measuring Progress:** The CBSA will report publicly on progress towards installation at selected crossings and the impact on processing times after installation. Additionally, DHS and CBSA will evaluate the number of travelers using RFID-enabled documents such as Enhanced Drivers Licences, U.S. Passport Cards, and NEXUS cards.

The impact on processing times is fairly well understood. RFID’s impact on wait times is a more complex question.

- v) Enhance **Binational Port Operations Committees.**
- (1) Building on the twenty land border Binational Port Operations Committees established in 2011, we commit to establish additional committees at the eight international airports in Canada that provide U.S. preclearance. Both the existing and new Binational Port Operations Committees will play an important role in improving how we manage travel and trade flows and expedite the processing of travelers and goods. They will involve CBP, CBSA, and other law enforcement and transportation partners.
 - (2) **Measuring Progress:** DHS and Public Safety Canada, in coordination with other law enforcement and transportation partners, will establish the new committees by early 2012. Each committee will meet at least four times per year, and develop an action plan by March 31, 2012. Each committee’s action plan will include specific initiatives to improve border management and efficiency. A full evaluation of the committees will be conducted by the end of 2012, and the addition of committees at other land ports of entry will be considered in 2013.

IMTC OBJECTIVES

The goal of the IMTC Project is to improve safety, mobility, and security for the Cascade Gateway. To this end, the following objectives have been identified:

Improve planning and data collection

- Improve travel information and data.
- Promote development and management of the Cascade Gateway as a system.
- Determine the feasibility of rail, transit, and marine options.
- Monitor work completed by regional and national-level planning initiatives.

Promote infrastructure improvements

- Improve border crossing approach roads.
- Improve rail crossings and connections.
- Improve corridor connections of trade and travel routes.
- Integrate Intelligent Transportation Systems (ITS).

Promote improvements to operations, policy, and border staffing

- Promote coordination and improvements in accordance with the goals of federal initiatives, including the [Beyond the Border Action Plan](#), [Security and Prosperity Partnership and the U.S. - Canada Smart Border Declaration](#).
- Increase resources and staffing levels at border inspection facilities.
- Improve traffic management at all Cascade Gateway ports-of-entry.
- Ensure ongoing sustainability of the NEXUS and FAST programs.
- Encourage institutional collaboration and integration of information systems.
- Promote harmonization and consolidated administration of pre-approved travel programs including commercial travel.
- Explore options for binational financing structures for future improvements.
- Pursue shared U.S. - Canadian border inspection facilities including the creation of accord processing zones.
- Consider off-border inspection functions.
- Promote the adoption of pre-clearance for passenger rail under Canada's 1999 Pre-Clearance Act.

INTERNATIONAL MOBILITY & TRADE CORRIDOR PROJECT (IMTC) 2010 FUTURE PROJECT PRIORITY LIST

PLANNING PRIORITIES (P)

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-1	Cascade Gateway Border Circulation Analysis Phase II	\$85,000

Phase II of the Cascade Gateway Border Circulation Analysis will include identification of specific improvements using the information and tools developed in Phase I; preliminary planning and cost estimation for specific improvements; if available, evaluation within a cross-border regional economic impact model (project below); and overall funding strategies

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-2	NEXUS Marketing	\$60,000

Based on previous marketing efforts, this project will promote increased regional NEXUS enrollment. Both CBSA and CBP have recently upgraded primary booths and are capable of expanding beyond one dedicated NEXUS booth if demand warrants. While NEXUS lanes currently clear over 25 percent of traffic at Peace Arch/Douglas and Pacific Highway, recent IMTC travel surveys indicate concentrated populations of potential NEXUS users in Surrey, B.C. and Bellingham, WA **RECOMMENDED CHANGE: Mention Beyond the Border Action Plan, NEXUS expansion, current efforts, change cost estimate?**

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-3	Regional Economic Model	\$650,000

This project will acquire and populate a regional economic impact model capable of generating output measures to estimate the effects of alternative investments and policy decisions—on both sides of the Cascade Gateway border. This is especially valuable for a cross-border region where vital economic links are often acknowledged but rarely quantified. Estimated cost assumes five years of licensing, staff operation, and data that would include coverage of both U.S. and Canadian economic analysis zones. **RECOMMENDED UPDATE: Funding request has been submitted by WCOG. Change priority?**

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-4	NEXUS Expansion Feasibility Study	\$300,000

This study will examine the design requirement and options of road improvements northbound and southbound at Lynden/Aldergrove and Sumas/Huntingdon ports-of-entry for the potential addition of NEXUS lanes. The study will complete preliminary planning necessary prior to design, right-of-way acquisition, and construction. **RECOMMENDED UPDATE: Note expansion listed in Beyond the Border Action Plan and modify cost estimate.**

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-5	Cascade Gateway Counts & Classification Assessment	\$20,000

This project will evaluate the various vehicle count and classification systems in place across the Cascade Gateway and determine if improvements can be made to improve the consistency and accuracy of counts. **RECOMMENDED UPDATE: Underway**

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-6	Communications Protocol Assessment	\$10,000

This assessment will evaluate the effectiveness of the Cascade Gateway Communication Protocol in place between WA State Department of Transportation, B.C. Ministry of Transportation, Royal Canadian Mounted Police, WA State Patrol, U.S. Customs & Border Protection, and Canada Border Services Agency. The assessment will include a table-top exercise to cross-check the protocol. **RECOMMENDED CHANGE: As mentioned in the Beyond the Border Action Plan and as per subsequent Steering Committee discussions, consider including assessing an additional component for non-emergency, scheduled border or border approach closures.**

PRIORITY	PROJECT TITLE	ESTIMATED COST
P-7	ATIS Booth Status Data Integration	\$100,000

This project will support investigation and connection of a booth-status indicator – a one-way signal from inspection agency primary booths to the respective border wait-time measurement systems. As both US CBP and CBSA adopt technologies that allow dynamic switching of booth status between standard and NEXUS or commercial and passenger, the continued accuracy of wait-time calculations will require incorporation of this new variable. **RECOMMENDED UPDATE: Funded through the Border Information Flow Architecture project. Border Wait Time Working Group is evaluating in conjunction with Bluetooth system deployments.**

INTERNATIONAL MOBILITY & TRADE CORRIDOR PROJECT (IMTC) FUTURE PROJECT PRIORITY LIST

CONSTRUCTION PRIORITIES (C)

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-1	Peace Arch/Douglas Errant Truck Warning System	Pending Mtg.

The Peace Arch – Douglas border crossing connecting US I-5 to BC Hwy. 99 is dedicated to passenger automobile traffic only. However, many trucks each day mistakenly approach the U.S. and Canadian facilities and cause significant delay while inspection agency staff provide direction to over-height bypass lanes, etc. This project will provide funds to improve signage and/or a warning system for errant trucks, acquisition, and construction. **RECOMMENDED CHANGE: Project completed southbound, suggest removing from list.**

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-2	Advanced Traveler Information System (ATIS) Expansion Projects	\$9,630,000

The first part of this expansion is a set of five projects identified by WSDOT which broaden loop-detector and camera coverage, link with additional data stations, and improve fiber and communications/transmission systems. (\$8,630,000)

The second component will examine the feasibility of adding truck-delay measurements, similar to those already in place northbound at SR 543 and managed by WSDOT, at all southbound Cascade Gateway commercial vehicle crossings, and at the northbound Aldergrove and Huntingdon crossings. It will also look at innovative ways to communicate this information to truck drivers. Additionally, research will be conducted on the current usability of truck-delay information and what policies or business-practices might affect truckers' ability to use delay information for cross-border routing decisions. (\$1,000,000). **RECOMMENDED CHANGE: Most of these improvements have been funded, so suggest removing all components except for the elements from WSDOT that are not funded.**

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-3	Exit 274 Interchange Preliminary Design	\$300,000

Complete the preliminary design and environmental documentation for revisions to the partial interchange consisting of a full tight diamond configuration. The **preliminary design** process will include geometric alignment, foot print, hydraulic report, environment reconnaissance, and NEPA. Final design work will continue as a future phase. The design will be based on data from the Border Circulation Analysis from the IMTC and the completed Interchange Justification Report (approved by FHWA - Jan, 2010).

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-4	Exit 274 Interchange Final Design	\$3,000,000

This project will design revisions to the I-5 interchange in Blaine, constructing a full interchange with southbound off-ramps and northbound on-ramps. The design process will also include: preparation of environmental documentation and address connections for eastbound traffic headed towards alternate border crossings via SR 539 and SR 546; improve access to the rapidly-growing Birch Bay area; and evaluate a grade separated rail crossing at Bell Road (SR 548). The design will be based on data from the Border Circulation Analysis and from the IMTC Blaine I-5 APDR Study.

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-5	Swift Customs Facility Capacity Improvements	\$10,000,000

Increase rail capacity at the Swift rail inspection facility near Blaine to improve security and schedule reliability for Amtrak trains. **RECOMMENDED CHANGE: Remove, as there has been no further information or champion for this improvement**

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-6a	SR 539 Congestion Relief: Lynden to Badger Rd.	\$30,000,000

This project will widen State Route 539 (Guide Meridian) to four lanes from the City of Lynden to Badger Rd. **RECOMMENDED CHANGE: Indicate priority relative to current project C-6b, and the TIGER application**

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-6b	SR 539 Congestion Relief: Border Approach Lanes	\$15,000,000

Division of commercial and passenger vehicles approaching the border. Project will also provide an opportunity for a dedicated lane for expedited clearance programs. **RECOMMENDED CHANGE: Update as per TIGER application finalized this week and move to higher priority. Include specifics regarding new design.**

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-7	I-5 & SR 539 ITS Improvements	\$12,380,000

This is a suite of ITS improvements for WSDOT routes which include: I-5 Fairhaven to Slater Rd ramp metering (\$5,000,000); I-5 N. Bellingham ITS (\$1,300,000); I-5 Main Street to Birch Bay-Lynden Rd ITS (\$3,720,000); I-5 D Street ramp metering (\$100,000); SR 539 Horton to Ten Mile Rd ITS (\$1,500,000); and SR 539 Ten Mile to Lynden ITS (\$760,000). **RECOMMENDED CHANGE: Remove components that have been paid for out of CBI funding.**

PRIORITY	PROJECT TITLE	ESTIMATED COST
C-8	Peace Arch/Douglas Bicycle and Pedestrian Route Improvements	\$50,000

Depending on discussions among stakeholder agencies and municipalities, this project would complete design and improvement of pedestrian and bicycle pathways and way-finding strategies to complement recently enhanced U.S. and Canadian border clearance facilities for bikers and walkers. **RECOMMENDED CHANGE: Revise cost to current estimates, and raise priority given the high cost-benefit ratio.**