

International Mobility & Trade Corridor Program Steering Committee Meeting Summary

April 16, 2015

Meeting packet available at: theIMTC.com/meetings

Meeting location

The meeting was held at Hazelmere Country Club, Surrey, BC.

Meeting attendance

B.C. Ministry of Transportation [BC MoT] (Abid Sivic, Simon Leung); **Border Policy Research Institute [BPRI]** (Laurie Trautman); **Canada Border Services Agency [CBSA]** (David Lothian, Mark McDonnell, Daniela Evans, Linell Redmond); **City of Surrey** (Kristen Tiede); **SmartRail** (Kenneth Jones); **U.S. Customs & Border Protection [US CBP]** (Kenneth Williams); **Pacific Corridor Enterprise Council** (Jim Kohnke); **Whatcom Council of Governments [WCOG]** (Hugh Conroy, Melissa Fanucci, Jaymes McClain); **Washington State Department of Transportation [WSDOT]** (Todd Carlson); **Karlee Deatherage** (US Representative Suzan Del Bene); **Kevin Cook** (Canadian Consulate Seattle); **Pam McDermid** (Weigh2GoBC/CVSE/MOT)

Current Events Updates

Simon Leung updated the group on a project the British Columbia Ministry of Transportation [BC Mot] is currently trying to get funded from Transport Canada. The project would extend the southbound NEXUS lane north of the Aldergrove Canada Border Services Agency [CBSA] facility up to 8th Ave on Highway 13. Northbound, an additional lane would be constructed north of the facility to allow cars to pass commercial trucks, which would have their own lane. This is in response to greater truck traffic anticipated once the new commercial CBSA facility is constructed. Mr. Leung said that letters from partner agencies such as CBSA, US Customs and Border Protection [US CBP], and Washington State Department of Transportation [WSDOT] would greatly strengthen the funding application.

Jim Kohnke handed out a brief outlining the Pacific Corridor Enterprise Council's take on the recent Pre-clearance agreement between Canada and the United States. They have some concerns about the agreement, Mr. Kohnke said, but support the effort.

Kevin Cook noted that today (April 16th) marked the one month anniversary of the pre-clearance agreement. He updated the group about a recent conference call set up by the Pacific Northwest Economic Region [PNWER] to ask questions and brainstorm about pre-clearance legislative implementation. In Canada, the pre-clearance agreement is being treated as a Treaty, therefore legislation must first be tabled in Parliament

and hopes are that the legislation would be passed through by summer of 2015. In the US, legislation with most of the necessary requisites to implement this agreement was introduced by the last Congress as a bill titled CEJA (Civilian Extraterritorial Jurisdiction Act), and there are hopes that this bill can be revisited.

Mr. Cook handed out the latest *2015 Canada at a Glance* booklet, which contains up to date statistics on a range of Canadian subjects. He also noted that as part of the Beyond the Border action plan, the US and Canada outlined that they would produce an annual report by December of 2014, but such a report has yet to be released.

Daniela Evans said that Dan Bubas, the Chief of Operations in Prince Rupert, will be the new Chief of Pacific Highway Commercial Operations.

Todd Carlson of WSDOT said that he was recently contacted by Federal Highway Administration [FHWA] regarding interest in doing some last greening-the-border projects before the end of the president's term. Mr. Carlson let them know about the gap in sidewalk from the north side of Peace Arch Park to the US CBP facility. Mr. Carlson noted that there is no timeline yet, but project ideas on par size-wise with the sidewalk extension are welcome. Hugh Conroy mentioned that there is potential for better way-finding signage for pedestrians at Peace Arch, in addition to a sidewalk extension. Melissa Fanucci noted that the City of Blaine has some similar signage plans, and that talks of this could continue with Bill Bullock (of Blaine Public Works). Mr. Conroy said that FHWA also mentioned a potential connection to the Safe Routes to Schools program.

Laurie Trautman said that members from the Commission for Environmental Cooperation are coming out to the area May 6th. She said that the Border Policy Research Institute [BPRI] did an emissions survey with them last year at the Pacific Highway border crossing. The news on potential greening-the-border funding could be addressed with them, Dr. Trautman said.

Daniela Evans said that the contractors are ahead of schedule building the new CBSA facility at Aldergrove. The British Columbia Trucking Association [BCTA] is interested in the effect on commercial traffic through Pacific Highway and Aldergrove-Huntingdon-Sumas when the new Aldergrove commercial facility opens up, Director Evans said. Permit restrictions will be removed when the northbound commercial facility opens.

Ken Williams commented that permit requirements will still be in place southbound at the US CBP Lynden-Aldergrove commercial facility.

Daniela Evans said that Bernie Pitura is still pushing for expanding RFID technology to more or all lanes at CBSA ports. Todd Carlson commented on the cost of RFID readers.

Daniela Evans said that the waits for appointments at the new Birch Bay NEXUS enrollment center are very short now, sometimes next-day. By comparison, she said that appointments at the NEXUS facility in Seattle at Boeing Field are over five months out. Ken Williams added that the facility has been at capacity, but waits are down.

Abid Sivic updated the group that the funding for a software update at BC MoT to incorporate the booth status data feed is still pending.

Karlee Deatherage said that Representative Suzan Del Bene introduced the Border Security and Modernization Act last month, which would prohibit the US from enacting a border-crossing fee. So far there is not much movement in Congress on the bill, Ms. Deatherage said.

Ken Williams said that Area Port Director Greg Alvarez has departed for his capstone assignment at Internal Affairs CBP. While Mr. Alvarez is on assignment, Terry Schulz, Assistant Area Port Director at Blaine, will be acting in his place for the next 120 days as the Area Port Director.

Melissa Fanucci said that the Resource Manual will be available for the next IMTC meeting. She also said that she will be going to Detroit next month for a freight planning peer-exchange, where she will talk about regional issues and the upcoming IMTC freight study.

Project Updates

Border area simulation model updates

Jaymes McClain presented on the current status of the border area simulation model, which is part of the IMTC's dynamic border management project. He refreshed the group on the input data necessary for the model to run accurately and said that some of the arrival volume data from the Cascade Gateway Border Data Warehouse, specifically at Peace Arch southbound, has gaps and inaccuracies during periods of moderate to high border wait time. This could be due to queues backing up over the farthest upstream loop detectors, at which point arrivals to the queue are not recorded. Mr. McClain is using a formula to calculate arrival volume during those periods of moderate to high wait times using processing volume data from US CBP and historic border wait times from the Warehouse.

The model uses the data inputs to recreate border wait times from twenty-four hour periods in history. Scenarios are then run where the percentage of standard, non-NEXUS travelers possessing RFID cards such as Enhanced Driver Licenses [EDLs] and Pass Cards is increased incrementally to see what effect there is on border wait times. Mr. McClain showed a graphic of border wait time outputs of different RFID scenarios for a specific twenty-four hour period in history. Five percent of Non-NEXUS travelers possessing RFID was considered a low baseline, and scenarios increased that percentage to 10 percent, 25 percent, and 50 percent, each scenario producing significantly lower border wait times than the one preceding it.

Jaymes McClain said that a technical report is in the works for detailing how the model works, especially for RFID scenario modeling.

Booth status data incorporation into Cascade Gateway Border Data Warehouse complete

Melissa Fanucci said that the southbound booth status data feed is now operational from the Cascade Gateway Border Data Warehouse. Right now the data is only being accessed by the Whatcom Council of Governments.

The feed gives vehicle processing data for southbound traffic at each of the Cascade Gateway ports of entry. Specific fields include the port, the ten-minute time block the inspection occurred in, the booth number, the booth type (standard, NEXUS, Ready), the start and end times of inspection, the number of people in the vehicle, and the license plate state/province of the vehicle.

Ms. Fanucci said this data will help BC MoT improve border wait time estimates by providing accurate departure rates for standard and NEXUS booths.

Topic Focus: Freight – Review of current commercial vehicle issues in the Cascade Gateway

Update on Weigh2GoBC – Pam McDermid, BCMOT

Pam McDermid updated the group on the Weigh2GoBC program. Weigh2GoBC is a commercial vehicle weigh-station bypass program in British Columbia. Trucks enrolled in the program can complete a weigh-in and inspection at a designated Weigh2GoBC station and not have to stop at weigh stations thereafter for twenty-four hours. If a truck's first weigh is at a weigh-in-motion [WIM] Weigh2GoBC station, the truck gets an automatic good-to-go green light on their registered transponder for twenty-four hour station bypass, without stopping. If the first stop is at an automatic vehicle identification [AVI] Weigh2GoBC station, the truck has to stop and get a manual good-to-go, but the same twenty-four hour bypass applies. Ms. McDermid said that they just launched roadside Weigh2GoBC stations, where trucks can also get manually green-lighted.

Ms. McDermid said that BC MoT is partnering with WSDOT and sharing data with them, which is the only data-sharing agreement of its kind between the US and Canada. There are currently 325 carriers and 5,500 vehicles enrolled, but only four Washington carriers are enrolled. To join the program, carriers go online to apply and they must register each of their vehicles individually in the system. Documents have to be manually verified. Once in the program, there is minimal upkeep required to stay an enrollee, Ms. McDermid said. A British Columbia EDI is required to enroll. BC carriers, if already enrolled in Weigh2GoBC, can self-identify in the US Commercial Vehicle Information Systems and Networks [CVISN], a weigh station bypass program in the US.

Pam McDermid also noted that they operate a “hotlist,” which keeps track of trucks that have been identified by a weigh station as having defects. Weigh stations communicate with one another about inbound trucks with defects, and if a truck has not fixed the defects in question between weigh stations it gets red-lighted.

Melissa Fanucci commented on the difficulty of Washington carriers joining Weigh2GoBCBC.

BCTA survey

Melissa Fanucci reviewed comments assembled by Greg Kolesniak about a recent BCTA survey. The trucking association surveyed its members in March of 2015 about how the new commercial facility at Aldergrove port-of-entry will affect their operations. There were 32 carriers that responded, and 26 of those carriers said that they would use the new facility. This would triple the previous monthly crossings at Aldergrove and decrease the current amount of crossings at Huntingdon and Pacific Highway ports-of-entry. Other findings were included in the meeting's packet.

2015 IMTC Commercial Vehicle Operations Study: draft survey instrument

The survey question fields for the upcoming IMTC freight study were included in the meeting's packet. Hugh Conroy said that the incremental time-stamping data from previous studies will not be as much of a focus this time around. Instead, there will be more focus on commodity data and carrier input. They will come up with a list of the most frequently observed carriers and contact them to gather input on how they see their

operations changing due to the economy, infrastructure changes, and other factors. The schedule, also included in the meeting's packet, is still on track. The BPRI has identified a field supervisor to hire for the project, Mr. Conroy said.

IMTC Program funding status

With a one-page briefing in the meeting packet, Hugh Conroy talked about future funding needs of the IMTC Program and possible strategies to pursue support. He said there is \$570k in funding remaining, which will last about two more years. The money has been stretched out over time thanks to the funding for some IMTC projects that WCOG staff who work on IMTC can work on as well. WCOG will prepare a more detailed briefing document that can be distributed to partner agencies as various strategies for future funding are pursued.

The Transportation Border Working Group [TBWG] supports border master plans, and the IMTC is an active representation of ongoing border-related planning.

Adjourned 12:00 PM