



# INTERNATIONAL MOBILITY & TRADE CORRIDOR PROJECT



# RESOURCE MANUAL



**15**  
YEARS OF BINATIONAL  
BORDER COORDINATION

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The International Mobility & Trade Corridor Project is led by the

Whatcom Council of Governments  
314 E. Champion Street, Bellingham, WA 98225, U.S.A.

Phone: (360) 676-6974 Fax: (360) 738-6232 Email: [imtc@wcog.org](mailto:imtc@wcog.org) Website: [www.wcog.org/imtc](http://www.wcog.org/imtc)

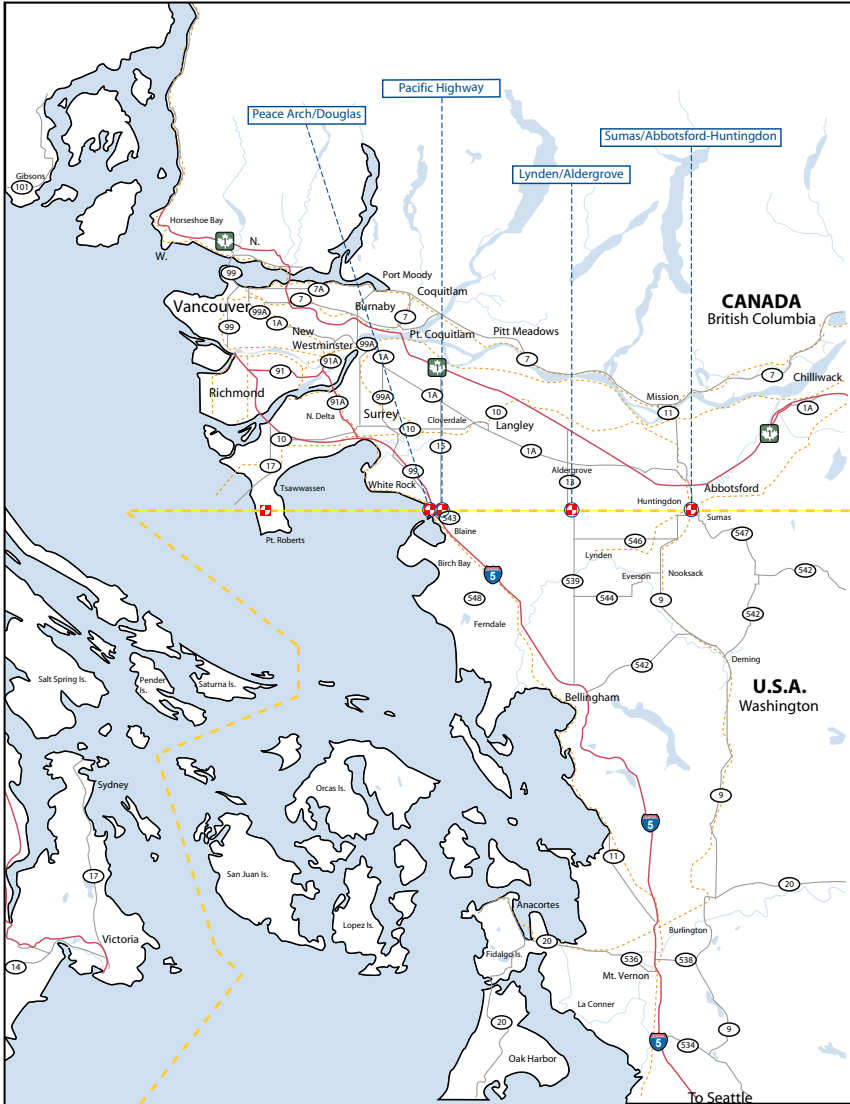
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# Introduction to IMTC

*The IMTC project identifies and promotes improvements to mobility and security for the border crossings that connect Whatcom County, Washington State and the Lower Mainland of British Columbia.*

# THE CASCADE GATEWAY



# THE INTERNATIONAL MOBILITY & TRADE CORRIDOR PROJECT



The Peace Arch between Blaine, WA and Surrey, B.C.

The International Mobility & Trade Corridor Project (IMTC) is a U.S. - Canadian coalition of government and business entities that identifies and promotes improvements to mobility and security for the four border crossings that connect Whatcom County, Washington State and the Lower Mainland of British Columbia. Together, these crossings are called the Cascade Gateway.

The goals of the IMTC project are to:

- Facilitate a forum for ongoing communication between agencies responsible for regional, cross-border transportation, safety, and security.
- Coordinate planning of the Cascade Gateway as a transportation and inspection system rather than as individual border crossings.
- Improve and distribute traffic data and information.
- Identify and pursue improvements to infrastructure, operations, and information technology.

For fifteen years IMTC has coordinated regional, binational planning and partnerships advancing projects funded by U.S. and Canadian agencies to pursue the goals listed above. Cumulatively, these improvements are worth over \$38 million (USD).

# 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.
- Evaluate the feasibility of rail, transit, and marine options.
- Monitor the work of 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.
- 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 and trade programs.
- 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.



# IMTC STRUCTURE



IMTC Steering Committee in 2010 at the Blaine Boat Center

The IMTC Core Group consists of over 60 entities: government agencies, non-governmental organizations, elected representatives, and industry associations.

The IMTC coalition is organized in three levels:

## **Steering Committee**

The Steering Committee meets monthly and consists of approximately 30 different agencies and entities directly involved in border planning and operations. The Committee makes suggestions to the Core Group.

## **Core Group**

Including the Steering Committee, over 60 agencies and organizations participate in the Core Group, which meets quarterly and is the decision-making body of IMTC.

## **General Assembly**

In addition to the Core Group, the General Assembly is made up of a broad constituency of border stakeholders including businesses, organizations, and agencies that depend on a safe and efficient cross-border system.

The General Assembly provides feedback on evolving border policies and operations.

# PARTICIPATING AGENCIES

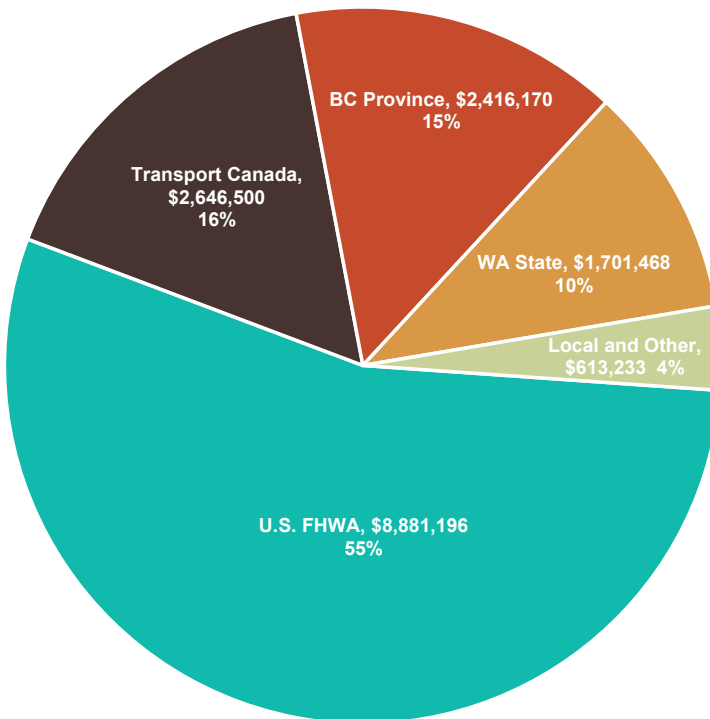
A&A Contract Customs Brokers  
 Abbotsford Duty Free  
 Airporter Shuttle / Bellair Charters  
 Amtrak  
 B.C. Ministry of Tourism, Trade & Investment  
 B.C. Ministry of Transportation  
 B.C. Trucking Association  
 Bellingham / Whatcom Chamber of Commerce and Industry  
 Better Borders Northwest  
 Border Policy Research Institute, Western Washington University  
 Canada Border Services Agency  
 Canadian Member of Parliament Russ Hiebert  
 Cascadia Center / Discovery Institute  
 Cascadia Institute  
 City of Abbotsford, B.C.  
 City of Bellingham, WA  
 City of Blaine, WA  
 City of Everson, WA  
 City of Ferndale, WA  
 City of Lynden, WA  
 City of Nooksack, WA  
 City of Sumas, WA  
 City of Surrey, B.C.  
 City of White Rock, B.C.  
 Cloverdale District Chamber of Commerce  
 Consulate General of Canada  
 Freight Mobility Strategic Investment Board  
 Lummi Indian Business Council  
 Lynden Chamber of Commerce  
 Nooksack Indian Tribe  
 Pacific Corridor Enterprise Council  
 Pacific NorthWest Economic Region  
 Port Metro Vancouver  
 Port of Bellingham  
 Skagit Council of Governments  
 Surrey Board of Trade  
 Tourism Vancouver  
 Township of Langley, B.C.  
 TransLink  
 Transport Canada  
 U.S. Border Patrol  
 U.S. Consulate General  
 U.S. Customs & Border Protection  
 U.S. Federal Highway Administration  
 U.S. Federal Transit Administration  
 U.S. General Services Administration  
 U.S. Representative Rick Larsen  
 U.S. Senator Maria Cantwell  
 U.S. Senator Patty Murray  
 University of B.C.  
 Vancouver International Airport Authority  
 WA State Dept. of Licensing  
 WA State Dept. of Transportation  
 WA State Legislature  
 WA State Transportation Center  
 WA State Transportation Commission  
 West Coast Duty Free  
 Whatcom Council of Governments  
 Whatcom County, WA  
 Whatcom Transportation Authority  
 White Rock - S. Surrey Chamber of Commerce

# PROJECT FUNDING

Since 1999, IMTC participants have together funded projects totalling nearly \$38 million (USD) for Cascade Gateway initiatives.

Funding partners include U.S. Federal Highway Administration, Transport Canada, B.C. Province, Washington State, TransLink, Port of Bellingham, Western Washington University, Whatcom Council of Governments, U.S. Department of Transportation Office of the Secretary, the Bill & Melinda Gates Foundation, the Cascadia Center, and regional municipalities including Abbotsford, Langley, and White Rock in B.C., and Sumas, Blaine, and Lynden, WA.

## FUNDING BY SOURCE, 1999-2011\*



\* Listed in U.S. dollars. Does not include \$24,557,500 from U.S. Federal Highway Administration for I-5 interchange improvements at Exit 276.

# ONLINE RESOURCES

Detailed information about IMTC projects, funding, and data are all available on the IMTC website: [www.wcog.org/imtc](http://www.wcog.org/imtc).

## Data-Specific Sites

The Cascade Gateway Border Data Warehouse provides historic wait-time, volume, and departure rate data for the four Cascade Gateway ports-of-entry, as well as links to other regionally-relevant data sets:

[www.CascadeGatewayData.com](http://www.CascadeGatewayData.com)

Annual cross-border traffic volume data is consolidated by the Whatcom Council of Governments and made available on the data section of their website at: [www.wcog.org/data](http://www.wcog.org/data)

## Available Databases

Research results are available through the Whatcom Council of Governments and include the following databases:

- 2011 Southbound FAST Lane Pilot Study
- 2009 IMTC Commercial Vehicle Operations Evaluation
- 2008 IMTC Passenger Vehicle Intercept Survey
- 2004 & 2002 IMTC Commercial Vehicle Operations Evaluation Report
- 2000 IMTC Commercial & Passenger Study Report

Data on the Cascade Gateway are also available through the Border Policy Research Institute at [www.wvu.edu/bpri](http://www.wvu.edu/bpri)



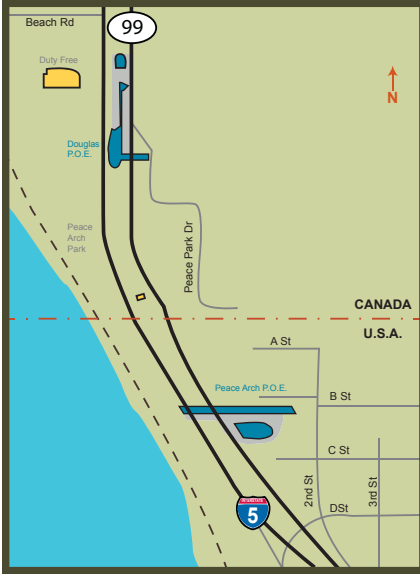
Northbound inspection booths at Pacific Highway Port-of-Entry

# The Cascade Gateway

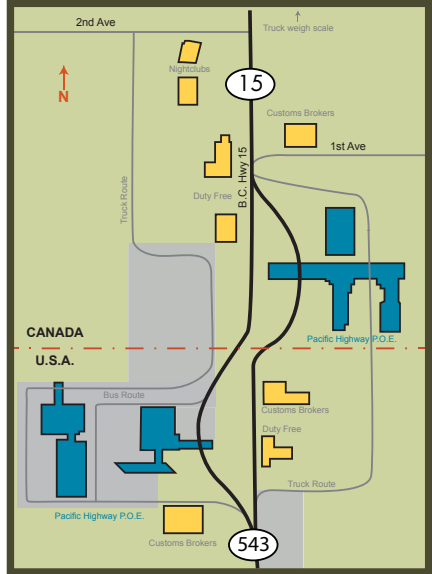
*The Cascade Gateway contains the third busiest passenger vehicle crossing on the U.S. - Canada border, the fourth busiest commercial crossing, and carries over \$40 million (USD) every day in trade.*

# CASCADE GATEWAY PORTS-OF-ENTRY

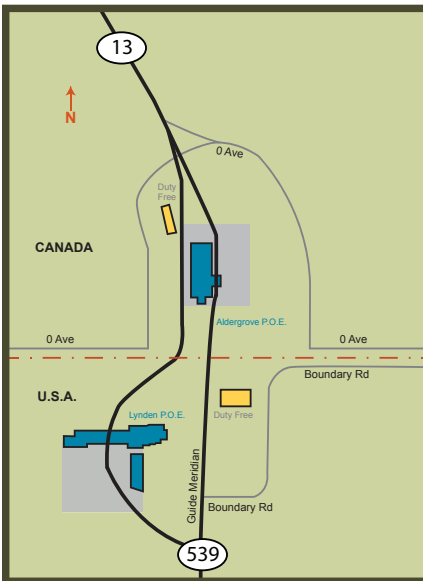
## PEACE ARCH/DOUGLAS



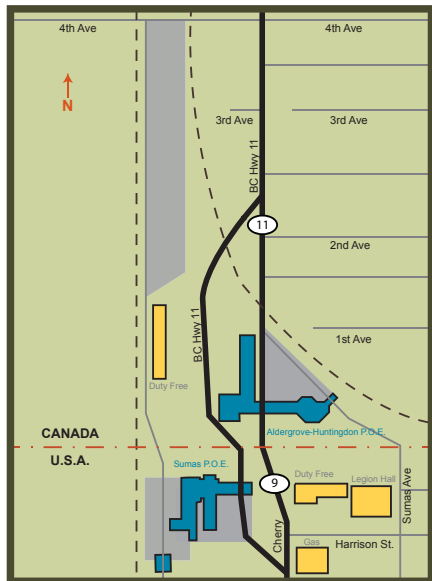
## PACIFIC HIGHWAY



## LYNDEN/ALDERGROVE



## SUMAS/ABBOTSFORD- HUNTINGDON



# THE CASCADE GATEWAY

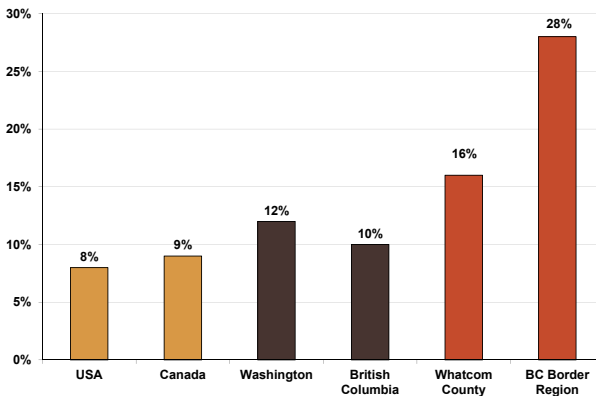


The Cascade Gateway includes the third busiest passenger vehicle crossing on the U.S. - Canada border and the fourth busiest commercial crossing. Over 32,000 cars and 2,700 trucks cross the Cascade Gateway every day, carrying over \$30 million (USD) in daily trade. The Cascade Gateway is a prominent international trade and travel connection.

**52 percent of people crossing the Cascade Gateway cross at least once a month<sup>1</sup>.** Data from the 2008 IMTC Passenger Intercept Survey show that regional cross-border travelers cross frequently. 24 percent of all travelers cross at least once a week.

**Regional population growth is disproportionately high<sup>2</sup>.** The Lower Mainland of B.C. and Whatcom County, WA are under increasing transportation demands of higher-than-average population growth.

## POPULATION INCREASES, 2001-2011



<sup>1</sup> 2008 IMTC Passenger Intercept Survey

<sup>2</sup> U.S. Census Bureau, Statistics Canada, WA State OFM, BC Stats. Border region includes Abbotsford, Chilliwack, Delta, Township of Langley, District of Langley, Surrey, and White Rock

# CASCADE GATEWAY PROJECTS

**NEXUS Marketing** (active): Whatcom Council of Governments (WCOG) has partnered with Canada Border Services Agency (CBSA), U.S. Customs & Border Protection (CBP), WA State Department of Transportation (WSDOT), and B.C. Ministry of Transportation (BCMOT) to coordinate promotional material relating to NEXUS expansion in the Cascade Gateway.

**Sumas/Abbotsford-Huntingdon improvements** (active): WCOG and WSDOT are funding improvements to northbound traffic movements in Sumas, including an alternate route signage system for lengthy queues and the addition of a northbound NEXUS lane. BCMOT is constructing a southbound NEXUS lane at Sumas.

**FAST Pilot Study** (active): WSDOT funded a study to assist CBP estimate the effects of overall commercial vehicle wait times if the layout and operations of the southbound FAST lane at Pacific Highway were changed. The study was conducted by WCOG and the Border Policy Research Institute (BPRI).

**Border Data Warehouse** (active): This project archives cross-border traffic data collected from U.S. and Canadian border wait time systems between Whatcom County, WA and B.C., with the goal of providing online reports to the public regarding historic wait times at the border, traffic volumes, queue lengths, and other information which was previously not available or stored. This project continues to improve ways to query and use the archive data, as well as to include additional sources of data to the warehouse.

THE CASCADE GATEWAY	
<p><b>Peace Arch - Douglas</b></p> <p>Blaine WA (I-5) Surrey BC (BC Hwy 99) Open 24 hours - cars only NEXUS lane</p>	<p><b>Pacific Highway</b></p> <p>Blaine WA (SR543) Surrey BC (BC Hwy 15) Open 24 hours - cars &amp; trucks NEXUS &amp; FAST lanes</p>
<p><b>Lynden - Aldergrove</b></p> <p>Lynden WA (SR539) Aldergrove BC (BC Hwy 13) Open 8am-12am - cars &amp; limited trucks</p>	<p><b>Sumas - Abbotsford - Huntingdon</b></p> <p>Sumas WA (SR9) Abbotsford BC (BC Hwy 11) Open 24 hours - cars &amp; trucks NEXUS lane coming</p>

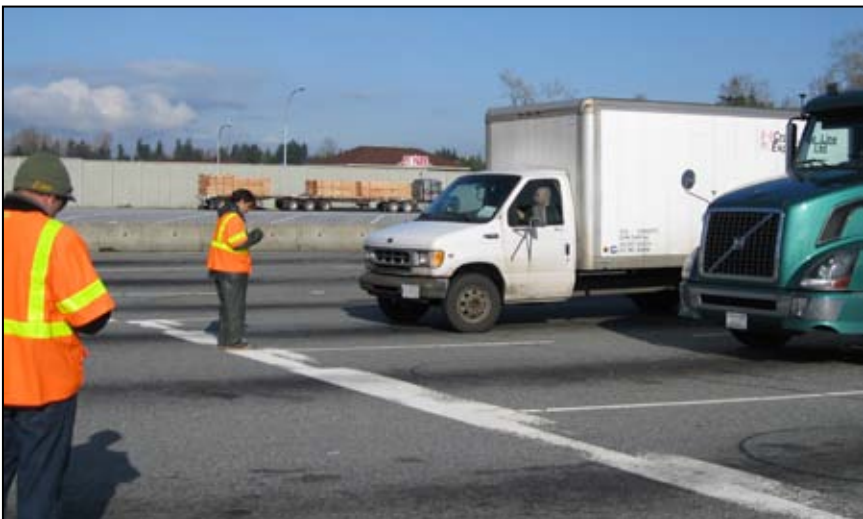


**Border Circulation Analysis** (completed 2010): This project has informed agencies' common understanding of investments needed for preserving the east-west transportation network that serves the Cascade Gateway border system. Phase I used existing data and stakeholder feedback to identify primary cross-border routes. The goal is to optimize the Cascade Gateway network as well as develop a plan for subsequent improvements. Phase II work is pending funding.

**Aldergrove - Lynden Assessment** (completed 2010): A subgroup of IMTC participants assessed data from existing sources and independent surveys of regional shippers and carriers to inform a collaborative review by inspection and transportation agencies about regional trade and travel flows and the future facility requirements of the crossing. A final report was completed in 2010.

**I-5 Interchange Justification** (completed 2010): This project developed an interchange justification report (IJR) for Interstate 5 Exit 274 in Blaine, Washington and included an analysis of Exits 275 and 276 as well. The resulting report provides initial options for developing Exit 274 as a full interchange.

**IMTC Commercial Vehicle Operations Evaluation Survey** (completed 2009): WCOG partnered with BPRI and the University of Washington to evaluate commercial vehicle movement through the Cascade Gateway. Analysis included measurement of border arrival and processing rates at all three crossings, as well as the collection of origin-destination and commodity data.



Surveyors collecting truck delay data for the FAST Pilot Project



Southbound ATIS system on BC Highway 11

**NEXUS Market Feasibility Study** (completed 2009): WCOG partnered with BPRI to interview travelers at Lynden-Aldergrove and Sumas-Abbotsford-Huntingdon to determine knowledge of the NEXUS program and whether they would apply for a NEXUS card if a lane was added at that port.

**Passenger Vehicle Intercept Survey** (completed 2008): BPRI, in partnership with WCOG, completed a passenger vehicle intercept survey to collect origin-destination, trip purpose, travel pattern, and crossing frequency data.

**FAST Promotion** (completed 2008): WCOG, in partnership with U.S. and Canadian inspection agencies, conducted a series of training sessions, outreach, and promotions aimed at increasing regional enrollment in the FAST programs.

**Weigh-in-Motion Software Integration** (completed 2008): This project connected B.C. and WA State commercial vehicle inspection and processing systems to improve the movement of trade along the Cascade Gateway corridor. It enables compliance status to cross the border with the truck and work with both jurisdictions' weigh station bypass systems.

**IMTC Commercial Vehicle Operations Evaluation Survey** (completed 2006): An analysis similar to the 2009 evaluation of commercial vehicle processing was completed to monitor changes since the 2002 analysis.



Summer 2011 NEXUS marketing campaign at Pacific Highway

**Shortsea Shipping Study** (completed 2006): IMTC participants completed a study to determine the potential of shortsea shipping to serve a meaningful share of the future West Coast cross-border freight traffic, and to describe the most feasible service types and supporting actions that governments could take.

**Highway 15 Improvements** (completed 2004): Improvements to B.C. Highway 15 included dedicated NEXUS and FAST lanes, an improved truck parking facility, and signage.

**Southbound NEXUS Lane** (completed 2004): A dedicated NEXUS lane was installed on B.C. Highway 99 southbound to provide NEXUS travelers with a queue bypass.

**Abbotsford-Sumas Border Improvement Project** (completed 2003): This binationally funded project identified deficiencies and solutions to address the need for parking for southbound trucks, and to alleviate frequent blockage of streets in the City of Sumas. Based on this project, a new parking facility was developed in Huntingdon, and a subsequent Sumas Border Enhancements initiative improved truck signage and reroute vehicles during congestion to avoid city center blockages.

**NEXUS Marketing** (completed 2003): This project conducted an advertising campaign for the NEXUS program, including advertising, in-queue distribution of materials, and sign installation.



Amtrak Cascades service offers two daily round trips between Vancouver BC and Seattle, WA

### **IMTC Commercial Vehicle Operations Evaluation Survey**

(completed 2002): The original commercial vehicle evaluation was initiated by the U.S. Department of Transportation to evaluate impacts of ITS-enabled pre-arrival information at the border.

**Cascade Gateway Rail Study** (completed 2002): This study identified freight and passenger rail traffic which could be attracted to the Burlington Northern Santa Fe (BNSF) rail line, and the improvements needed to handle this traffic. The study also assessed cross-border commuter rail service between Bellingham, WA and Vancouver, B.C. and the potential of a Scott Road Amtrak station in Surrey, BC.

### **Advanced Traveler Information System** (completed 2001):

This system provides real-time border wait information for travelers to inform Cascade Gateway route choice. The system also provides archived data for [CascadeGatewayData.com](http://CascadeGatewayData.com).

### **IMTC Trade & Travel Study** (completed 2000):

This study collected passenger and commercial vehicle data at all Cascade Gateway ports-of-entry.

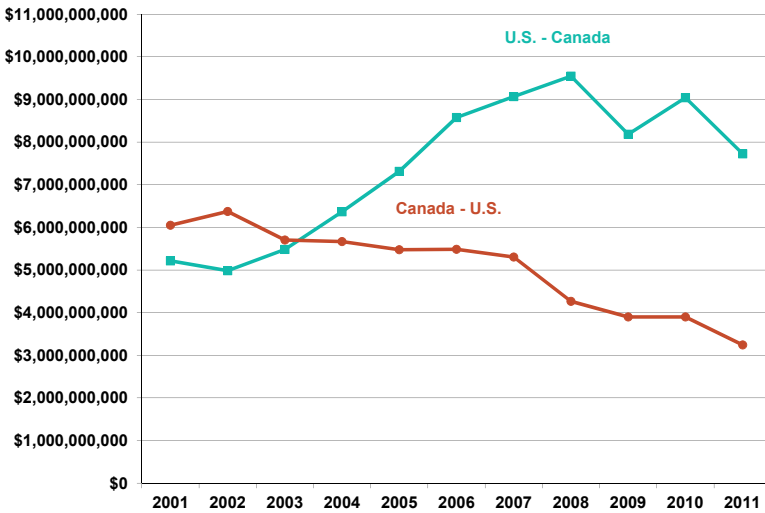
### **PACE & CANPASS Promotion** (completed 2000):

This project marketed the PACE and CANPASS pre-approved traveler programs to regional travelers.

# U.S. - CANADA TRADE VALUE BY MODE

These charts show the value of U.S. and Canadian exports crossing the Canada Gateway ports-of-entry. All figures are based on declared trade value. Transshipments are not included.

## TRUCK



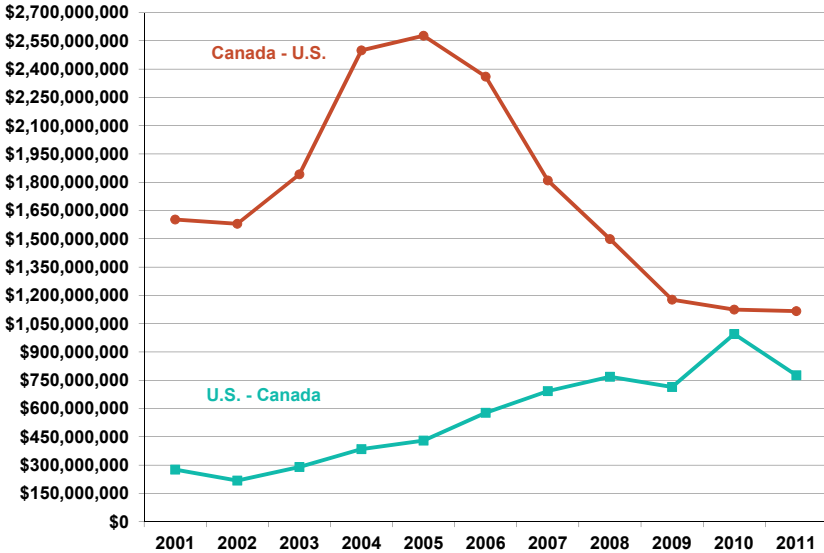
Truck		
	U.S. - Canada*	Canada - U.S.*
2001	\$5,214	\$6,049
2002	\$4,985	\$6,373
2003	\$5,483	\$5,704
2004	\$6,367	\$5,667
2005	\$7,312	\$5,475
2006	\$8,577	\$5,485
2007	\$9,068	\$5,305
2008	\$9,545	\$4,265
2009	\$8,184	\$3,899
2010	\$9,040	\$3,898
2011	\$7,726	\$3,241

\* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# U.S. - CANADA TRADE VALUE BY MODE

## RAIL



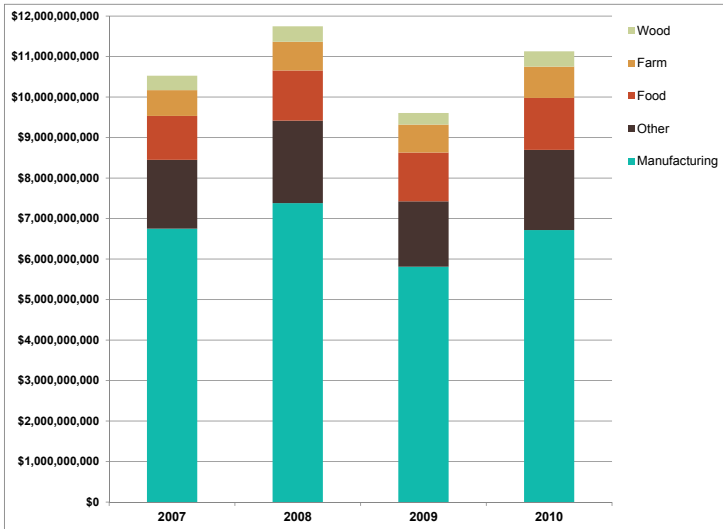
Rail		
	U.S. - Canada*	Canada - U.S.*
2001	\$276	\$1,602
2002	\$217	\$1,580
2003	\$290	\$1,842
2004	\$385	\$2,499
2005	\$430	\$2,577
2006	\$577	\$2,360
2007	\$692	\$1,810
2008	\$768	\$1,499
2009	\$714	\$1,177
2010	\$995	\$1,125
2011	\$777	\$1,117

\* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indexes.

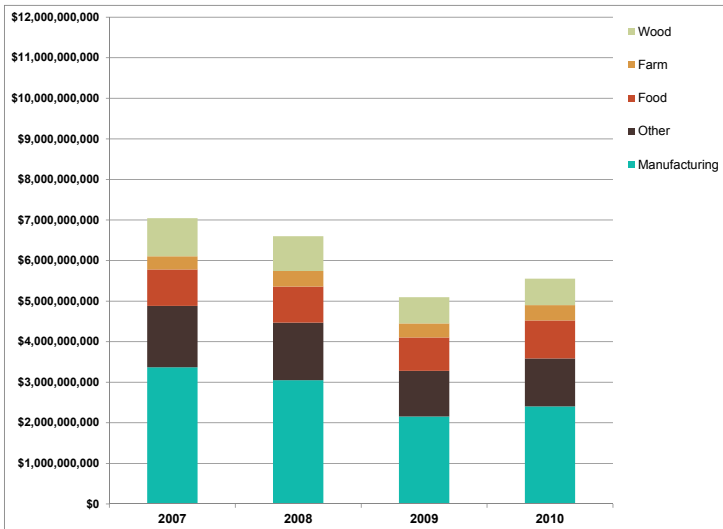
**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# U.S. - CANADA TRUCK TRADE BY COMMODITY

## U.S.A. TO CANADA



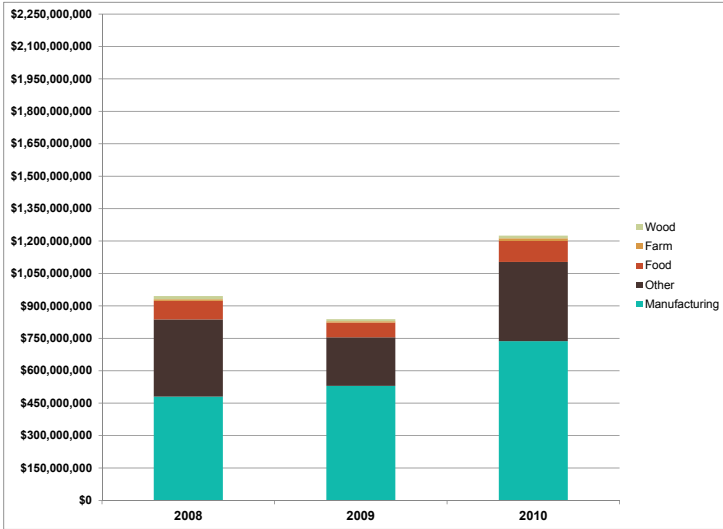
## CANADA TO U.S.A.



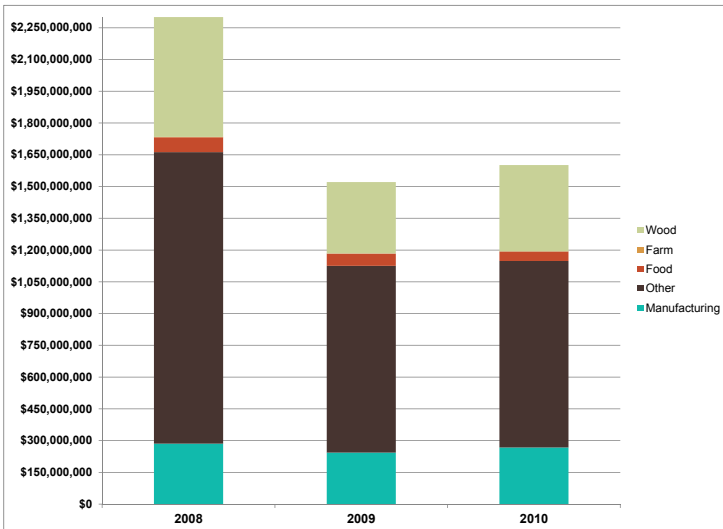
**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# U.S. - CANADA RAIL TRADE BY COMMODITY

## U.S.A. TO CANADA



## CANADA TO U.S.A.

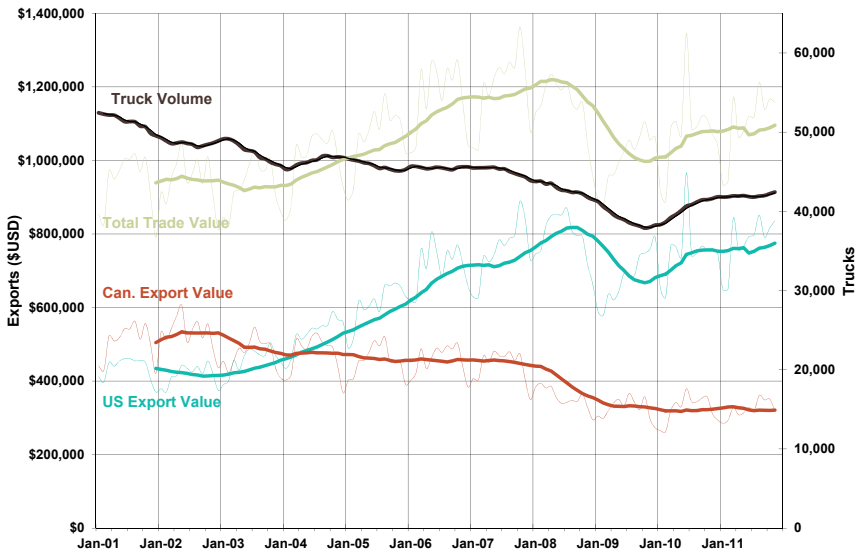


**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments



# TRUCK VOLUME AND TRADE VALUE, 2001-2011

This chart compares truck volume with trade value for all commercial ports-of-entry. Export values have been adjusted to 2000 USD based on the Bureau of Labor Statistics import and export price indices. Thin lines show monthly values and thicker lines are smoothed on a moving average to adjust for seasonal variability. Monthly truck volumes are on an average of northbound and southbound totals.



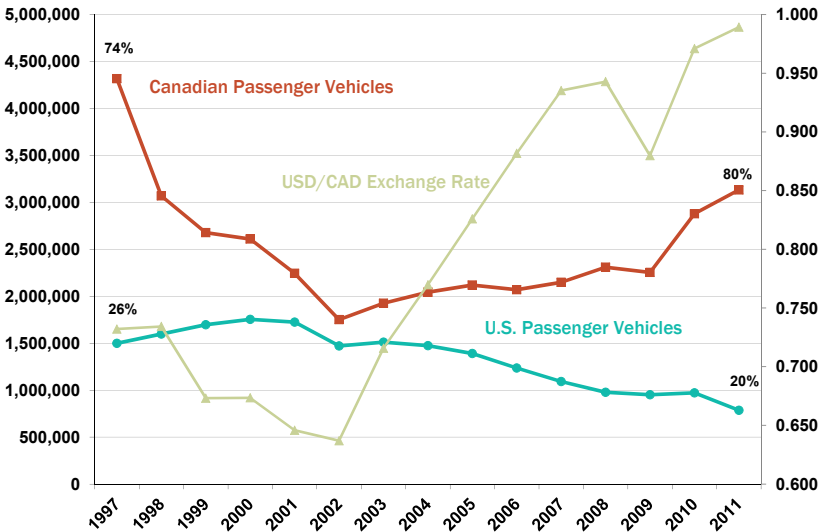
Trucks to and from the Sumas/Abbotsford-Huntingdon border

**Data sources:** U.S. Customs & Border Protection, Canada Border Services Agency, Statistics Canada, U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# EXCHANGE RATES & AUTO TRIPS BY RESIDENCE, 1997-2011



O Avenue, with the U.S. on one side of the road and Canada on the other



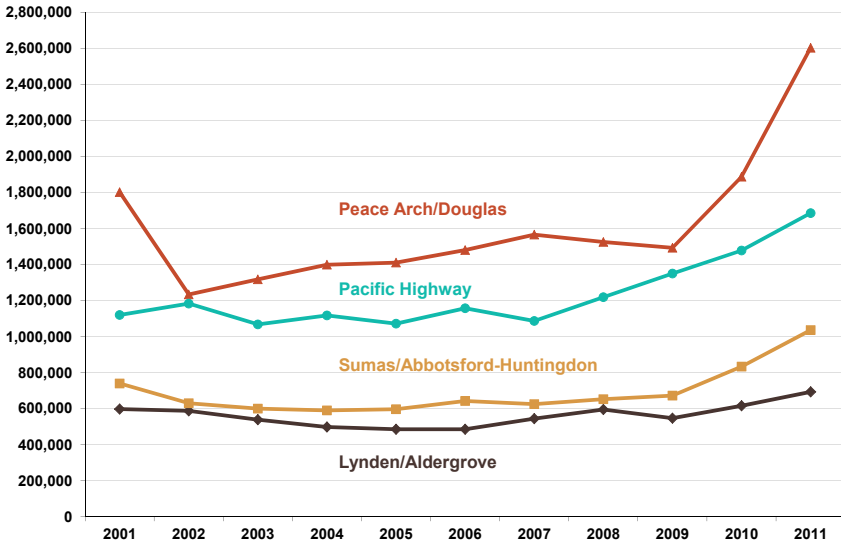
## ANNUAL USD/CAD AVERAGES

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Jan	0.708	0.732	0.742	0.694	0.658	0.690	0.665	0.625	0.649	0.772	0.816	0.864	0.850	0.989	0.815	0.959	0.994
Feb	0.714	0.727	0.738	0.697	0.668	0.689	0.657	0.627	0.661	0.752	0.807	0.870	0.854	1.001	0.803	0.946	0.988
Mar	0.711	0.732	0.729	0.706	0.659	0.685	0.642	0.630	0.678	0.753	0.822	0.864	0.856	0.998	0.791	0.978	0.977
Apr	0.727	0.736	0.717	0.699	0.672	0.681	0.642	0.632	0.686	0.745	0.809	0.874	0.882	0.986	0.817	0.995	0.958
May	0.735	0.730	0.724	0.692	0.684	0.669	0.649	0.645	0.722	0.726	0.796	0.901	0.913	1.001	0.869	0.962	0.968
Jun	0.726	0.732	0.723	0.682	0.681	0.677	0.656	0.653	0.739	0.737	0.806	0.898	0.939	0.984	0.888	0.963	0.977
Jul	0.735	0.730	0.726	0.672	0.672	0.677	0.653	0.647	0.724	0.756	0.818	0.886	0.952	0.987	0.891	0.959	0.955
Aug	0.738	0.729	0.719	0.651	0.670	0.675	0.649	0.638	0.716	0.762	0.831	0.894	0.945	0.948	0.919	0.960	0.983
Sep	0.740	0.730	0.721	0.657	0.677	0.673	0.638	0.635	0.734	0.777	0.849	0.896	0.975	0.945	0.924	0.968	1.003
Oct	0.743	0.740	0.721	0.647	0.677	0.661	0.636	0.634	0.757	0.802	0.849	0.886	1.025	0.844	0.948	0.982	1.020
Nov	0.739	0.747	0.708	0.650	0.681	0.648	0.628	0.636	0.762	0.836	0.847	0.880	1.034	0.821	0.944	0.987	1.026
Dec	0.730	0.734	0.701	0.648	0.679	0.657	0.634	0.641	0.762	0.820	0.861	0.867	0.997	0.810	0.948	0.992	1.024
Avg	0.729	0.733	0.722	0.675	0.673	0.673	0.646	0.637	0.716	0.770	0.826	0.882	0.935	0.943	0.880	0.971	0.989

Data sources: Bank of Canada, Statistics Canada  
 Data compiled by: Whatcom Council of Governments

# 10 YEAR CROSS-BORDER AUTO VOLUMES, 2001-2011

## SOUTHBOUND

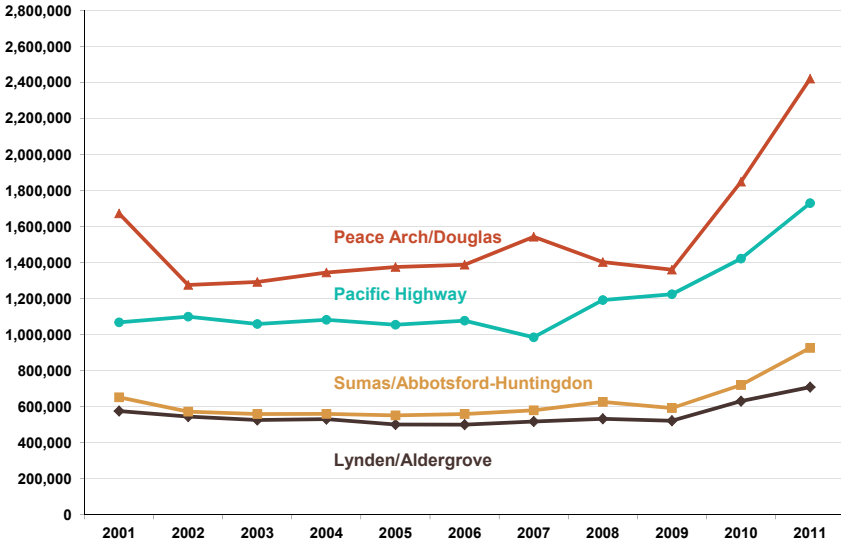


	Peace Arch/ Douglas	Pacific Highway	Lynden/ Aldergrove	Sumas/ Abb- Huntingdon	TOTAL
2001	1,801,854	1,119,638	597,213	739,761	4,258,466
2002	1,233,687	1,183,098	587,693	629,762	3,634,240
2003	1,317,364	1,067,614	538,502	599,730	3,523,210
2004	1,399,227	1,116,979	497,451	590,282	3,603,939
2005	1,410,388	1,071,677	485,456	596,678	3,564,199
2006	1,480,119	1,157,180	485,098	641,945	3,764,342
2007	1,566,172	1,086,344	544,102	624,764	3,821,382
2008	1,525,446	1,218,933	595,306	652,221	3,991,906
2009	1,492,435	1,350,196	546,850	672,262	4,061,743
2010	1,887,733	1,478,021	615,318	833,653	4,814,725
2011	2,603,582	1,685,342	693,068	1,036,379	6,018,371

**Data sources:** U.S. Customs & Border Protection  
**Data compiled by:** Whatcom Council of Governments

# 10 YEAR CROSS-BORDER AUTO VOLUMES, 2001-2011

## NORTHBOUND

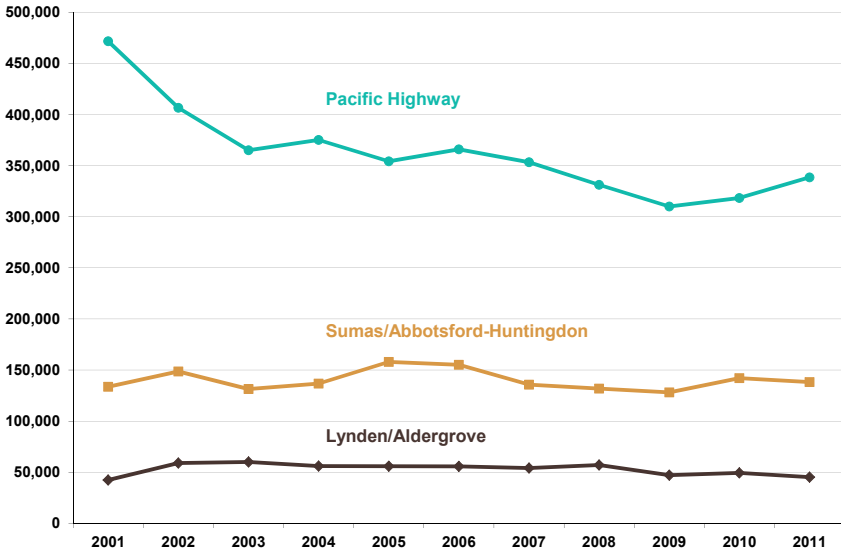


	Peace Arch/ Douglas	Pacific Highway	Lynden/ Aldergrove	Sumas/Abb- Huntingdon	TOTAL
<b>2001</b>	1,673,091	1,068,422	575,494	652,328	3,969,335
<b>2002</b>	1,275,721	1,099,526	545,080	572,147	3,492,474
<b>2003</b>	1,292,249	1,058,868	525,817	559,267	3,436,201
<b>2004</b>	1,345,388	1,082,670	530,939	559,597	3,518,594
<b>2005</b>	1,376,116	1,055,016	500,964	552,043	3,484,139
<b>2006</b>	1,388,119	1,077,260	500,129	559,426	3,524,934
<b>2007</b>	1,543,378	985,156	517,917	579,739	3,626,190
<b>2008</b>	1,402,999	1,192,190	532,565	626,347	3,754,101
<b>2009</b>	1,361,099	1,224,331	522,008	592,351	3,699,789
<b>2010</b>	1,849,005	1,422,279	630,740	720,161	4,622,185
<b>2011</b>	2,421,776	1,730,051	708,829	926,019	5,786,675

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# 10 YEAR CROSS-BORDER TRUCK VOLUMES, 2001-2011

## SOUTHBOUND

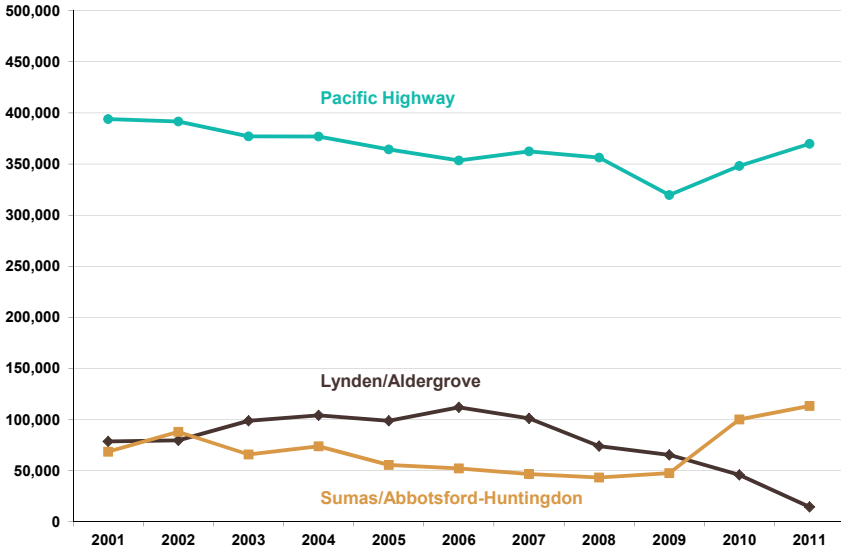


	Pacific Highway	Lynden/ Aldergrove	Sumas/ Abb-Huntingdon	Total
<b>2001</b>	471,731	42,519	133,648	647,898
<b>2002</b>	406,667	59,121	148,616	614,404
<b>2003</b>	365,089	60,072	131,455	556,616
<b>2004</b>	375,169	56,167	136,807	568,143
<b>2005</b>	354,264	55,907	157,998	568,169
<b>2006</b>	365,959	55,853	155,155	576,967
<b>2007</b>	353,286	54,201	135,677	543,164
<b>2008</b>	331,195	57,155	131,898	520,248
<b>2009</b>	310,075	47,127	128,239	485,441
<b>2010</b>	318,309	49,484	142,143	509,936
<b>2011</b>	338,570	45,206	138,319	522,095

**Data sources:** U.S. Customs & Border Protection  
**Data compiled by:** Whatcom Council of Governments

# 10 YEAR CROSS-BORDER TRUCK VOLUMES, 2001-2011

## NORTHBOUND



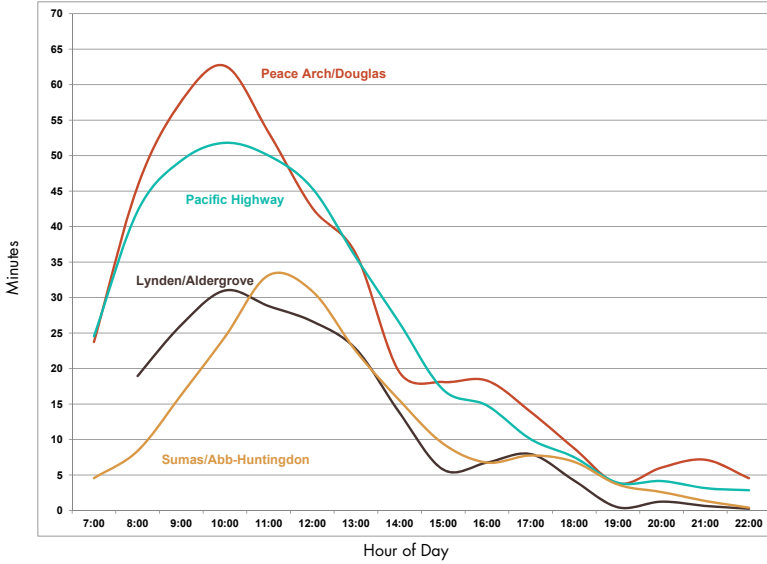
	Pacific Highway	Lynden/ Aldergrove	Sumas/ Abb-Huntingdon	Total
2001	394,038	78,689	68,526	541,253
2002	391,584	79,742	87,924	559,250
2003	377,157	98,841	65,858	541,856
2004	376,900	104,147	73,907	554,954
2005	364,325	98,765	55,642	518,732
2006	353,526	112,052	52,187	517,765
2007	362,354	101,211	46,687	510,252
2008	356,380	74,040	43,286	473,706
2009	319,707	65,475	47,601	432,783
2010	348,223	45,817	100,103	494,143
2011	369,823	14,536	113,286	497,645

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

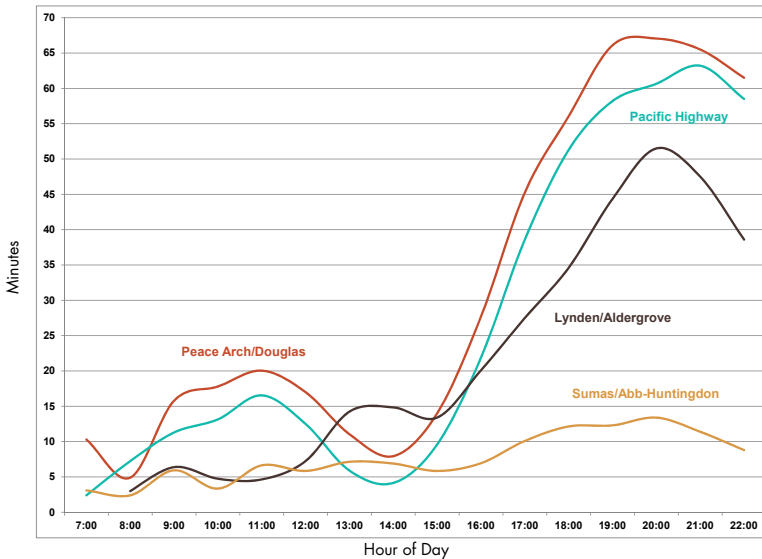
# CASCADE GATEWAY SUMMER PEAK WAIT TIME ESTIMATES

## AUGUST WEEKEND, 2011

### SOUTHBOUND



### NORTHBOUND

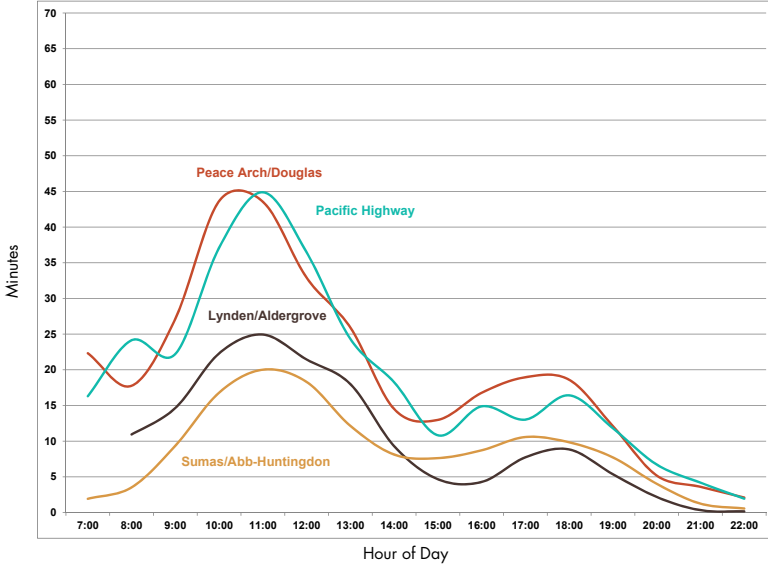


Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon.-Thurs. Weekend data averaged Sat.-Sun. **Data sources:** Cascade Gateway Border Data Warehouse ([borderdatawarehouse.com](http://borderdatawarehouse.com)) **Data compiled by:** Whatcom Council of Governments

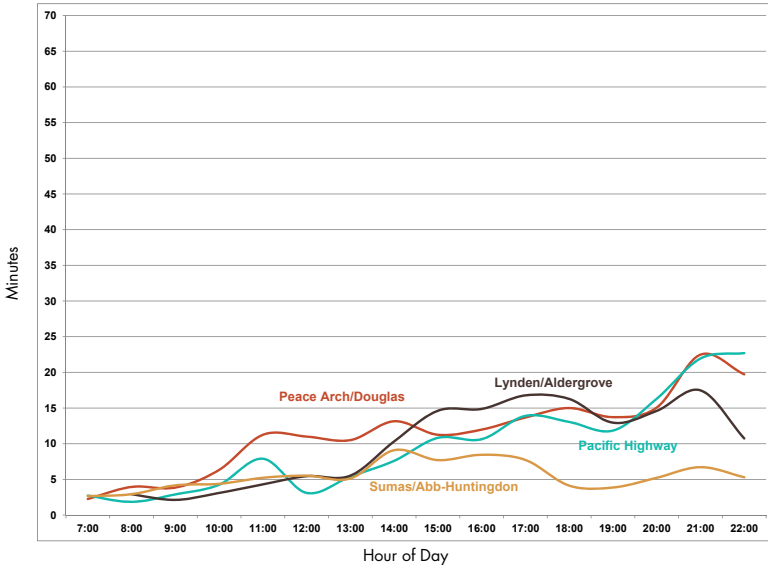
# CASCADE GATEWAY SUMMER PEAK WAIT TIME ESTIMATES

## AUGUST WEEKDAY, 2011

### SOUTHBOUND



### NORTHBOUND



Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon.-Thurs. Weekend data averaged Sat.-Sun. **Data sources:** Cascade Gateway Border Data Warehouse ([borderdatawarehouse.com](http://borderdatawarehouse.com)) **Data compiled by:** Whatcom Council of Governments



# Peace Arch / Douglas Port-of-Entry

*Peace Arch is the third busiest passenger crossing  
on the U.S. - Canada border.*

## PEACE ARCH / DOUGLAS



The Peace Arch at Peace Arch Park

The Peace Arch - Douglas border crossing is unique along the U.S. - Canada border because each facility is on either side of a joint state/provincial park, overlooking the Puget Sound. Open 24 hours a day, this crossing is limited to passenger vehicles (no commercial processing) and has NEXUS lanes in both directions. In summer 2011 the port also processed limited numbers of pre-approved buses as well.

The port is accessed by Interstate 5 and B.C. Highway 99. Both the U.S. and Canada have new inspection facilities at this crossing.

**Peace Arch is the third busiest passenger crossing on the U.S. - Canada border.**<sup>1</sup> Behind only Buffalo and Detroit in volume, this port-of-entry has national significance.

**31 percent of all traffic at Peace Arch/Douglas uses NEXUS lanes.**<sup>2</sup> 63 percent of interviewed NEXUS users cross at least once a week.<sup>3</sup>

**4.5 percent of travelers use RF identification cards.**<sup>4</sup> WA and BC enhanced drivers licenses, NEXUS and FAST identification cards, and passcards are all RFID enhanced documents which expedite processing at the crossing. Southbound, U.S. Customs & Border Protection now offers a Ready Lane during specific hours for vehicles where all passengers carry RFID-enhanced identification. IMTC partners are exploring strategies to increase the use of RFIDs.

<sup>1</sup> U.S. Department of Transportation Bureau of Transportation Statistics

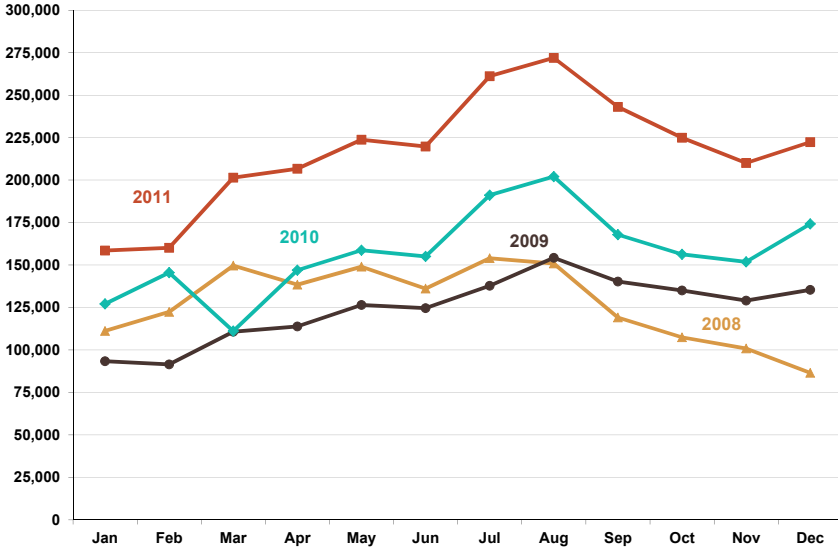
<sup>2</sup> U.S. Customs & Border Protection, Canada Border Services Agency

<sup>3</sup> 2008 IMTC Passenger Intercept Survey

<sup>4</sup> U.S. Customs & Border Protection; Data compiled by Border Policy Research Institute

# PEACE ARCH / DOUGLAS AUTO VOLUMES, 2008-2011

## SOUTHBOUND

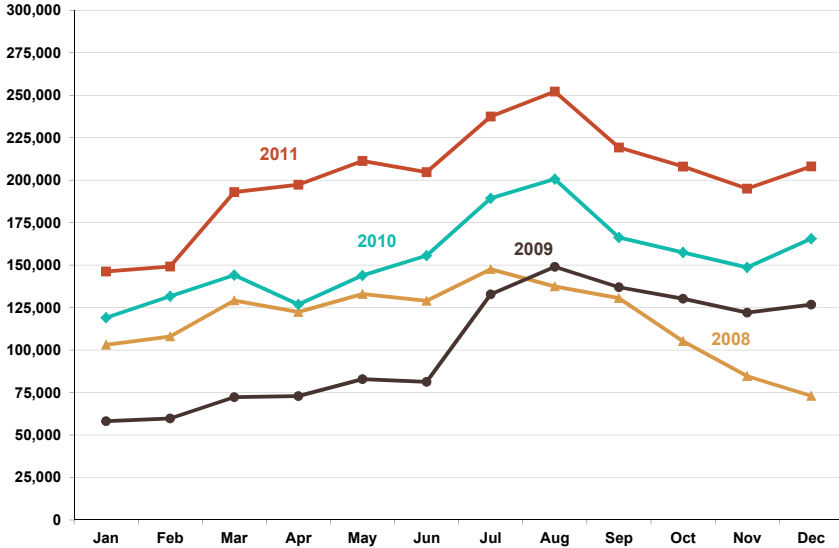


	2008	2009	2010	2011
Jan	111,168	93,367	127,082	158,480
Feb	122,356	91,536	145,546	160,108
Mar	149,641	110,718	111,091	201,376
Apr	138,398	113,843	146,911	206,648
May	148,997	126,488	158,687	223,771
Jun	136,133	124,641	155,042	219,779
Jul	154,000	137,792	191,078	261,142
Aug	150,851	154,259	202,055	271,895
Sep	119,121	140,313	167,869	243,041
Oct	107,446	135,014	156,341	224,909
Nov	100,856	129,059	151,882	210,090
Dec	86,479	135,405	174,149	222,343
<b>TOTAL</b>	<b>1,525,446</b>	<b>1,492,435</b>	<b>1,887,733</b>	<b>2,603,582</b>

Data sources: U.S. Customs & Border Protection  
 Data compiled by: Whatcom Council of Governments

# PEACE ARCH / DOUGLAS AUTO VOLUMES, 2008-2011

## NORTHBOUND



	2008	2009	2010	2011
Jan	103,116	58,134	119,050	146,257
Feb	107,963	59,694	131,630	149,172
Mar	129,179	72,288	144,137	193,005
Apr	122,418	72,906	126,871	197,351
May	132,943	82,891	143,933	211,283
Jun	128,936	81,250	155,611	204,708
Jul	147,618	132,773	189,280	237,450
Aug	137,409	149,029	200,576	252,191
Sep	130,539	137,001	166,244	219,231
Oct	105,234	130,216	157,472	207,995
Nov	84,693	122,040	148,630	195,044
Dec	72,951	126,792	165,571	208,089
<b>TOTAL</b>	<b>1,402,999</b>	<b>1,225,014</b>	<b>1,849,005</b>	<b>2,421,776</b>

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# PEACE ARCH / DOUGLAS WAIT TIME ESTIMATES

**Data sources:** Cascade Gateway  
Border Data Warehouse  
(borderdatawarehouse.com)  
**Data compiled by:** Whatcom  
Council of Governments

## WEEKEND

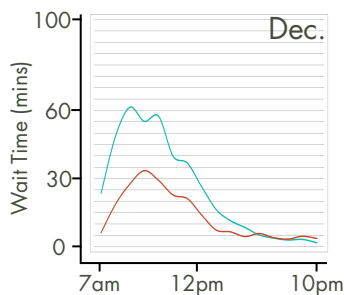
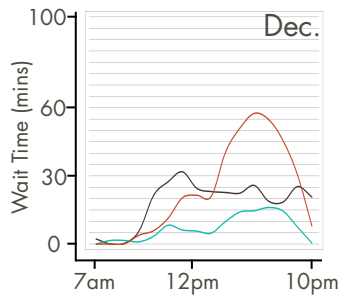
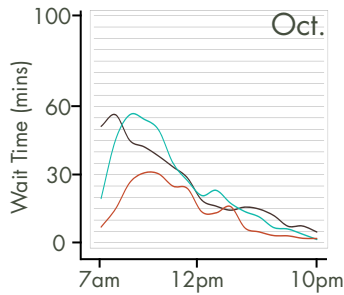
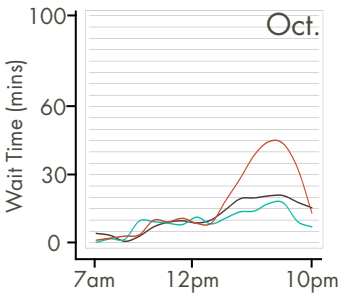
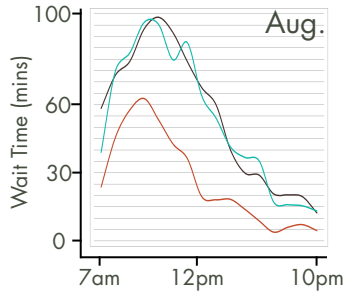
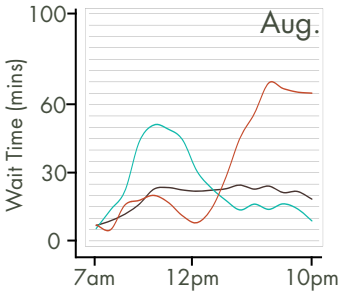
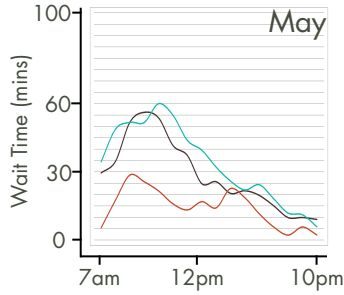
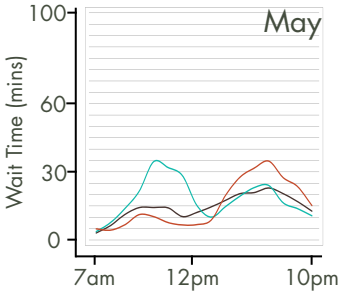
2007

2009

2011

Note: Figures are estimates and may be affected by construction or other factors.  
Weekday data averaged Mon.-Thurs.  
Weekend data averaged Sat.-Sun.

NORTHBOUND



SOUTHBOUND

# PEACE ARCH / DOUGLAS WAIT TIME ESTIMATES

**Data sources:** Cascade Gateway  
Border Data Warehouse  
(borderdatawarehouse.com)  
**Data compiled by:** Whatcom  
Council of Governments

## WEEKDAY

Note: Figures are estimates and may be affected by construction or other factors.  
Weekday data averaged Mon.-Thurs.  
Weekend data averaged Sat.-Sun.

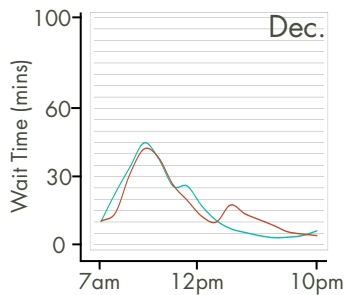
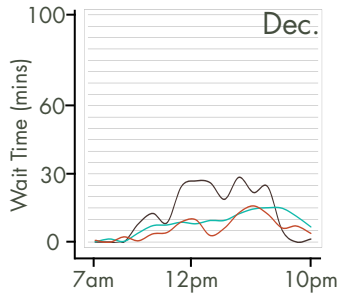
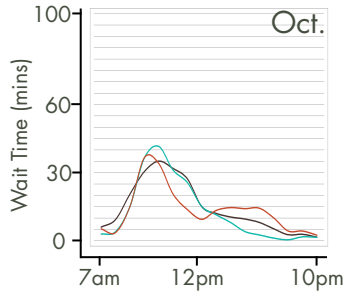
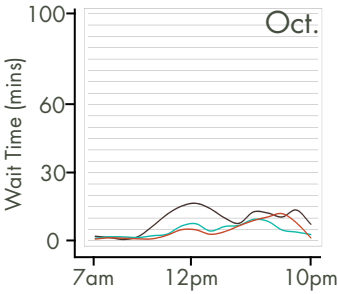
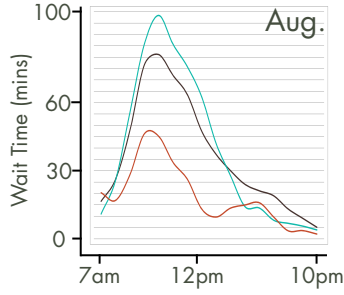
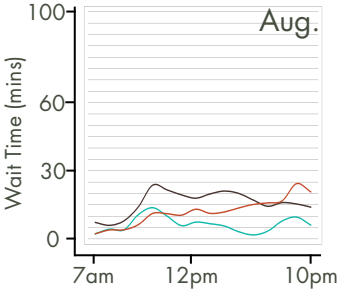
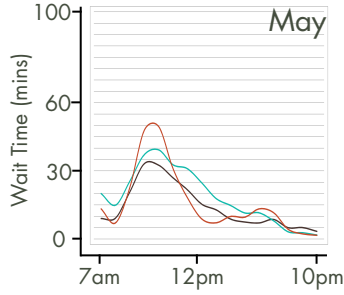
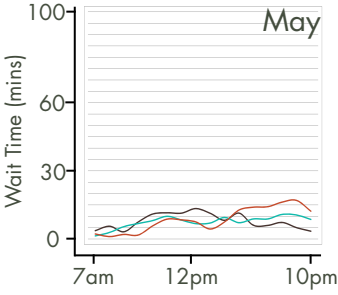
2007

2009

2011

NORTHBOUND

SOUTHBOUND



# PEACE ARCH / DOUGLAS ORIGINS & DESTINATIONS

## SOUTHBOUND

Origin	
Vancouver	42%
Surrey	14%
Richmond	9%
White Rock	8%
Burnaby	5%
Whistler	4%
Victoria	2%
Delta	2%
Tsawassen	2%
Other	13%

## NORTHBOUND

Origin	
Bellingham	26%
Seattle	22%
Blaine	18%
Birch Bay	4%
W Washington	3%
Ferndale	3%
Everett	2%
Oregon	2%
Bellevue	2%
Other	18%

Destination	
Seattle	29%
Bellingham	26%
Blaine	10%
Everett	5%
Birch Bay	3%
W Washington	3%
Oregon	3%
Ferndale	3%
Burlington	1%
Other	18%

Destination	
Vancouver	39%
Surrey	15%
White Rock	13%
Richmond	5%
Whistler	4%
Burnaby	3%
Victoria	3%
Delta	3%
Pt. Roberts	2%
Other	13%

# PEACE ARCH / DOUGLAS TRIP PURPOSES

## SUMMER

Purpose	
Vacation	30%
Recreation	20%
Shopping	15%
Family visit	12%
Business	7%
Work commute	4%
Airport	3%
Mail	1%
Doctor/dentist	1%
School	0%
Church	0%
Other/Null	6%

## WINTER

Purpose	
Recreation	30%
Shopping	25%
Family visit	13%
Vacation	11%
Business	8%
Work commute	3%
Airport	2%
Mail	2%
School	1%
Doctor/dentist	1%
Church	1%
Other/Null	3%



The anti-idling traffic control system at Peace Arch Port-of-Entry

**Data sources:** 2008 IMTC Passenger Intercept Survey  
**Data compiled by:** Whatcom Council of Governments



# Pacific Highway Port-of-Entry

*Pacific Highway is the fourth busiest commercial  
crossing on the U.S. - Canada border.*

# PACIFIC HIGHWAY



Aerial view of the U.S. and Canadian ports-of-entry at Pacific Highway

The Pacific Highway border crossing is one of the busiest land commercial ports-of-entry in North America. Open 24 hours a day, this crossing processes commercial vehicles, passenger vehicles, and buses. It also has northbound and southbound FAST and NEXUS lanes, and the regional FAST and NEXUS enrollment center. The port is accessed by WA State Route 543 and B.C. Highway 15 and is only one mile from the Peace Arch-Douglas port-of-

entry, making it an important part of the I-5/BC Hwy 99 corridor capacity for cross-border travel and freight.

**Pacific Highway is the fourth busiest commercial crossing on the U.S. - Canada border.<sup>1</sup>** Processing nearly 2,000 trucks a day, this is a commercial crossing of national significance.

**Over \$35 million (USD) of goods cross through this port every day.<sup>2</sup>** 2011 U.S. and Canadian exports at Pacific Highway exceeded \$12.8 billion.

**Truck wait times average around 12 minutes.<sup>3</sup>** Due to changes in southbound FAST lane processing in 2011, there was a cumulative 70 percent reduction in aggregate average wait times for trucks, which had been 52 minutes (excluding FAST program participants).



The U.S. facility at Pacific Highway

**19 percent of traffic uses NEXUS lanes in 2011.<sup>4</sup>** 26 percent of northbound travelers in January, 2012 used NEXUS, showing a marked increase this year.

1 U.S. Department of Transportation Bureau of Transportation Statistics

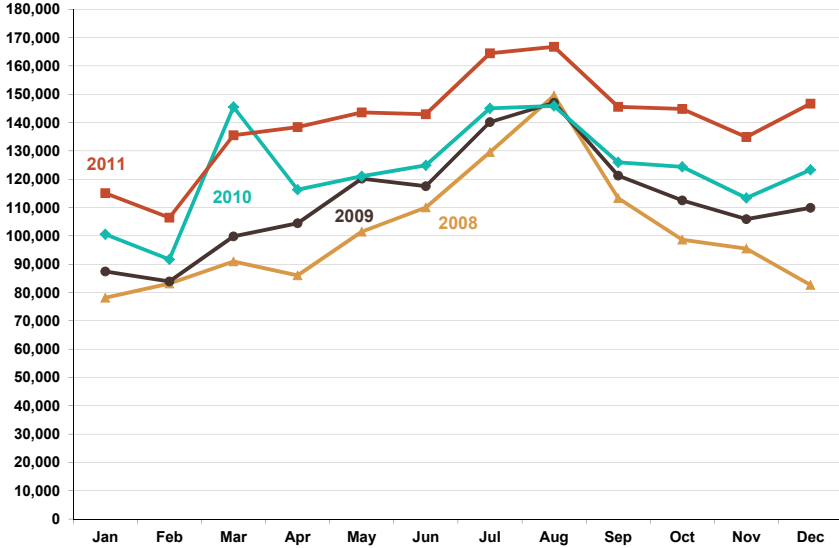
2 U.S. Department of Transportation Bureau of Transportation Statistics

3 2011 IMTC FAST Lane Pilot Study

4 Canada Border Services Agency

# PACIFIC HIGHWAY AUTO VOLUMES, 2008-2011

## SOUTHBOUND



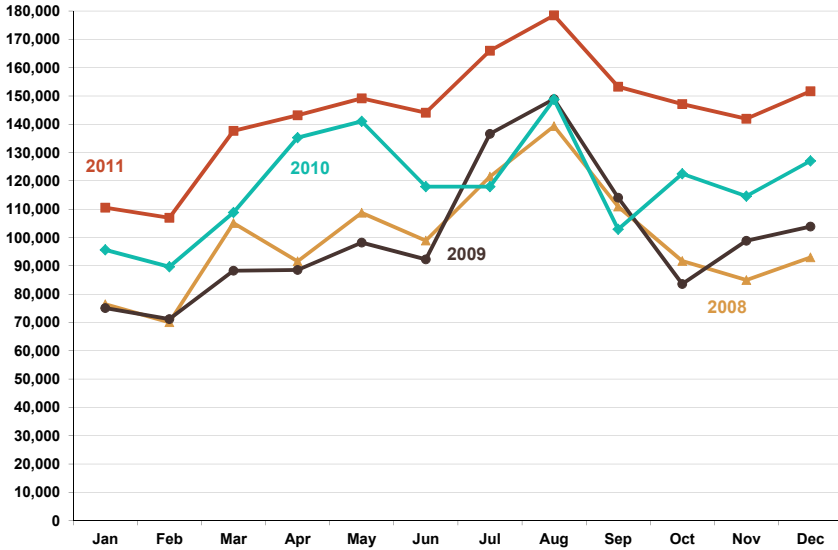
	2008	2009	2010	2011
Jan	78,141	87,403	100,558	115,059
Feb	83,137	83,912	91,690	106,450
Mar	90,941	99,833	145,545	135,548
Apr	86,030	104,469	116,321	138,432
May	101,457	120,222	121,054	143,605
Jun	110,037	117,528	124,891	142,983
Jul	129,531	140,176	145,025	164,501
Aug	149,523	147,021	145,886	166,770
Sep	113,312	121,258	125,993	145,574
Oct	98,644	112,530	124,389	144,851
Nov	95,511	105,913	113,366	134,877
Dec	82,669	109,931	123,303	146,692
<b>TOTAL</b>	<b>1,218,933</b>	<b>1,350,196</b>	<b>1,478,021</b>	<b>1,685,342</b>

**Data sources:** U.S. Customs & Border Protection

**Data compiled by:** Whatcom Council of Governments

# PACIFIC HIGHWAY AUTO VOLUMES, 2008-2011

## NORTHBOUND

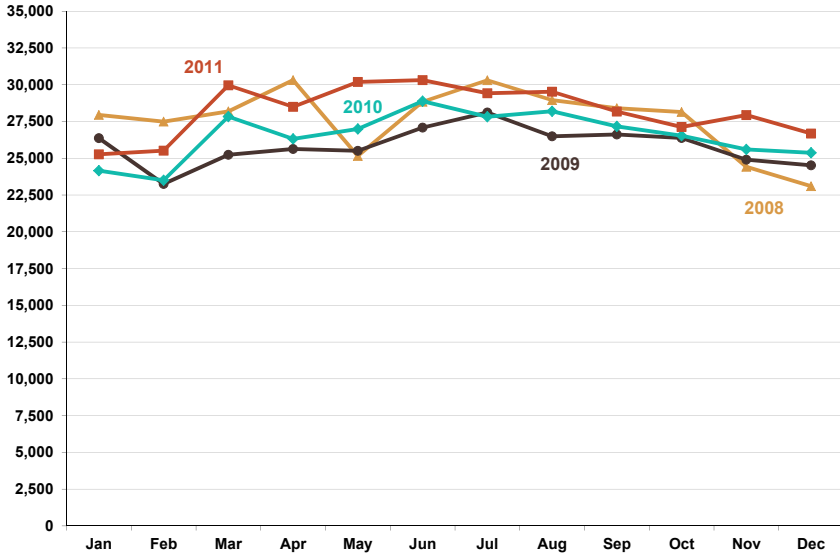


	2008	2009	2010	2011
Jan	76,436	75,110	95,638	110,520
Feb	70,065	71,184	89,661	106,953
Mar	105,115	88,282	108,811	137,657
Apr	91,603	88,520	135,245	143,169
May	108,725	98,235	141,040	149,175
Jun	98,880	92,296	117,984	144,067
Jul	121,478	136,599	117,984	165,995
Aug	139,329	148,911	148,789	178,483
Sep	110,926	114,048	102,932	153,291
Oct	91,674	83,559	122,515	147,128
Nov	84,989	98,846	114,609	141,951
Dec	92,970	103,856	127,071	151,662
<b>TOTAL</b>	<b>1,192,190</b>	<b>1,199,446</b>	<b>1,422,279</b>	<b>1,730,051</b>

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# PACIFIC HIGHWAY TRUCK VOLUMES, 2008-2011

## SOUTHBOUND



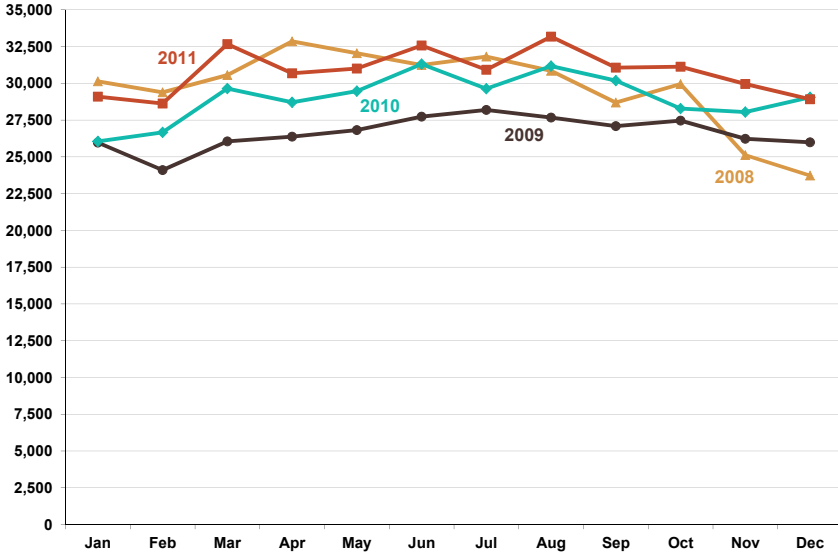
	2008	2009	2010	2011
Jan	27,938	26,368	24,149	25,265
Feb	27,486	23,247	23,499	25,516
Mar	28,180	25,236	27,828	29,960
Apr	30,306	25,631	26,308	28,491
May	25,145	25,499	26,983	30,183
Jun	28,832	27,083	28,878	30,308
Jul	30,304	28,110	27,815	29,421
Aug	28,953	26,493	28,188	29,518
Sep	28,403	26,614	27,164	28,172
Oct	28,142	26,378	26,526	27,119
Nov	24,416	24,896	25,599	27,937
Dec	23,090	24,520	25,372	26,680
<b>TOTAL</b>	<b>331,195</b>	<b>310,075</b>	<b>318,309</b>	<b>338,570</b>

**Data sources:** U.S. Customs & Border Protection

**Data compiled by:** Whatcom Council of Governments

# PACIFIC HIGHWAY TRUCK VOLUMES, 2008-2011

## NORTHBOUND



	2008	2009	2010	2011
Jan	30,139	25,972	26,050	29,095
Feb	29,384	24,099	26,664	28,630
Mar	30,557	26,055	29,642	32,663
Apr	32,853	26,374	28,713	30,680
May	32,042	26,826	29,469	31,001
Jun	31,247	27,740	31,305	32,574
Jul	31,821	28,194	29,632	30,922
Aug	30,847	27,673	31,168	33,174
Sep	28,691	27,090	30,187	31,072
Oct	29,946	27,464	28,289	31,129
Nov	25,121	26,227	28,045	29,962
Dec	23,732	25,993	29,059	28,921
<b>TOTAL</b>	<b>356,380</b>	<b>319,707</b>	<b>348,223</b>	<b>369,823</b>

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# PACIFIC HIGHWAY TRADE VALUES

## TRUCK VALUES

Blaine		
	U.S. - Canada*	Canada - U.S.*
2001	\$4,837	\$5,099
2002	\$4,547	\$5,381
2003	\$4,948	\$4,778
2004	\$5,683	\$4,609
2005	\$6,362	\$4,298
2006	\$7,327	\$4,236
2007	\$7,845	\$4,120
2008	\$8,215	\$3,314
2009	\$7,098	\$3,084
2010	\$7,812	\$3,030
2011	\$6,684	\$2,534

## RAIL VALUES

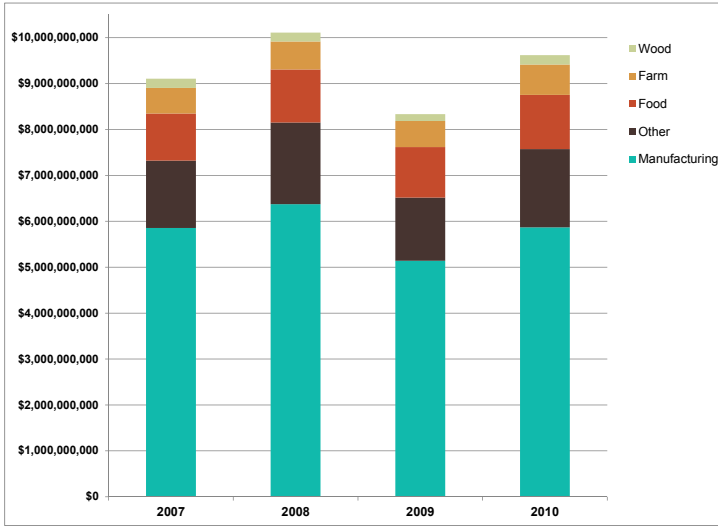
Blaine		
	U.S. - Canada*	Canada - U.S.*
2001	\$237	\$1,484
2002	\$196	\$1,499
2003	\$281	\$1,756
2004	\$377	\$2,401
2005	\$419	\$2,487
2006	\$566	\$2,267
2007	\$684	\$1,765
2008	\$745	\$1,457
2009	\$687	\$1,151
2010	\$974	\$1,091
2011	\$750	\$1,097

\* Figures are in millions and based on declared trade value. Transshipments are not included. Figures are adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

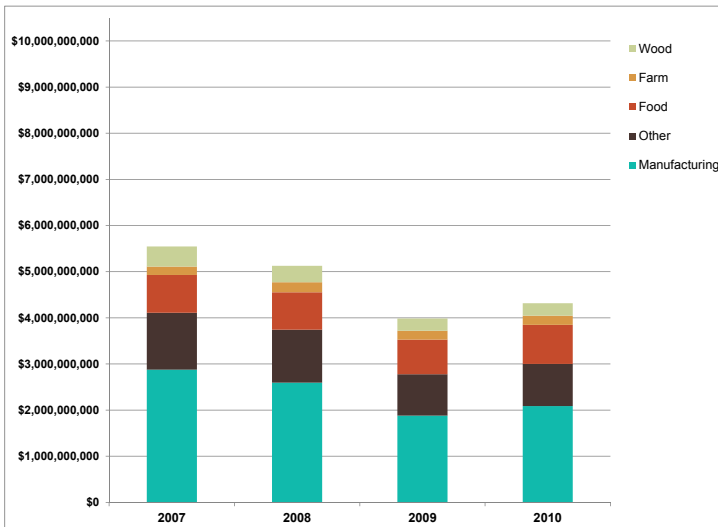
**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# PACIFIC HIGHWAY TRUCK TRADE BY COMMODITY

## U.S.A. TO CANADA



## CANADA TO U.S.A.

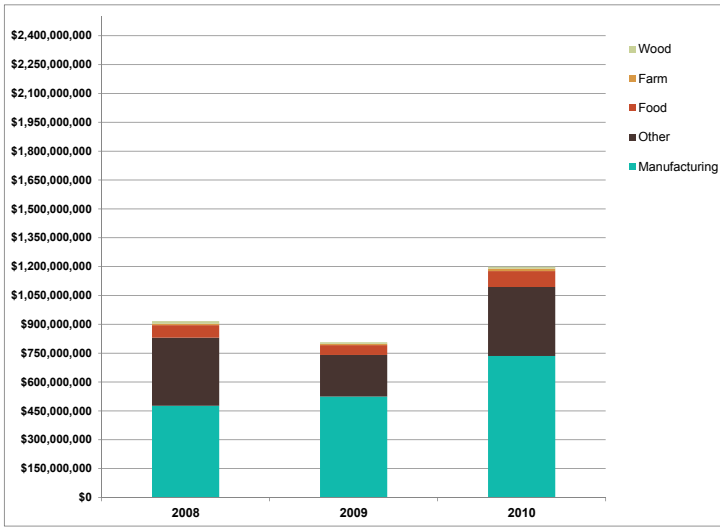


**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

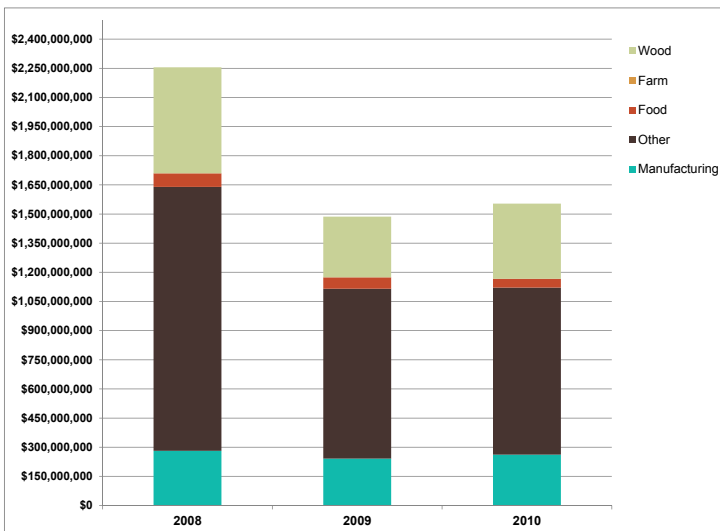


# PACIFIC HIGHWAY RAIL TRADE BY COMMODITY

## U.S.A. TO CANADA



## CANADA TO U.S.A.



**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# PACIFIC HIGHWAY WAIT TIME ESTIMATES

**Data sources:** Cascade Gateway  
Border Data Warehouse  
(borderdatawarehouse.com)  
**Data compiled by:** Whatcom  
Council of Governments

## WEEKEND

2007

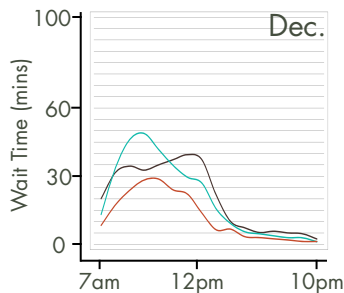
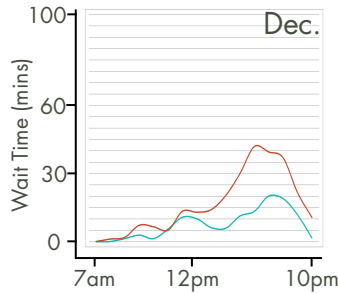
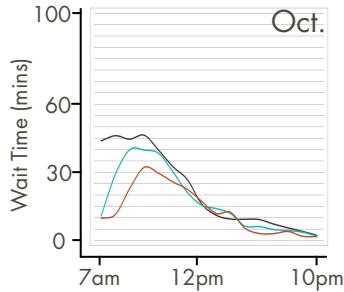
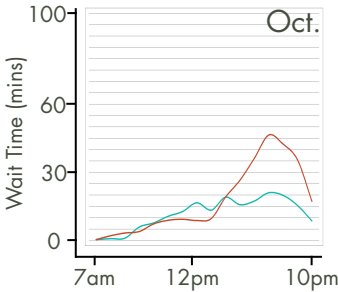
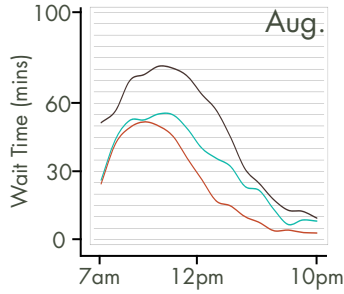
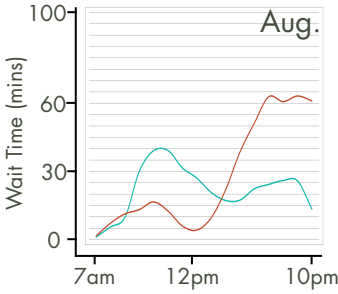
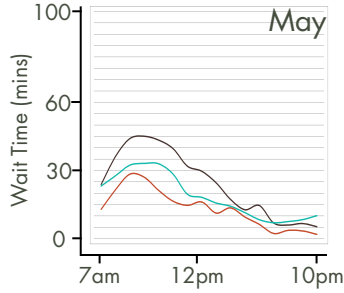
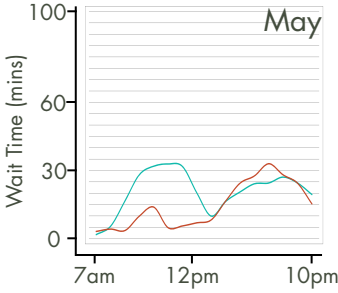
2009

2011

Note: Figures are estimates and may be affected by construction or other factors.  
Weekday data averaged Mon.-Thurs.  
Weekend data averaged Sat.-Sun.

NORTHBOUND

SOUTHBOUND



# PACIFIC HIGHWAY WAIT TIME ESTIMATES

**Data sources:** Cascade Gateway  
Border Data Warehouse  
(borderdatawarehouse.com)  
**Data compiled by:** Whatcom  
Council of Governments

## WEEKDAY

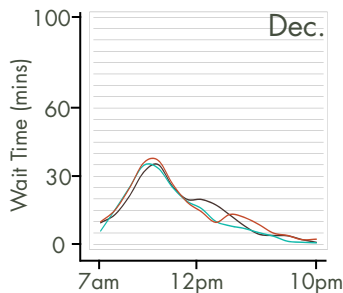
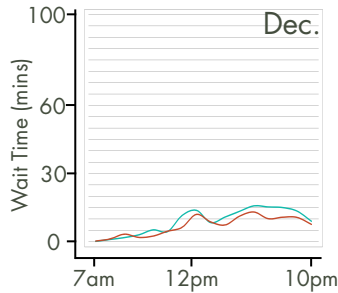
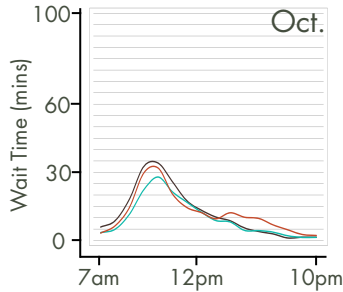
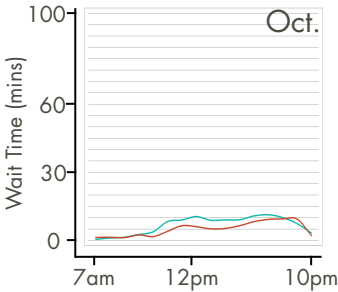
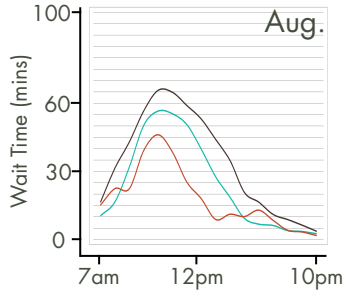
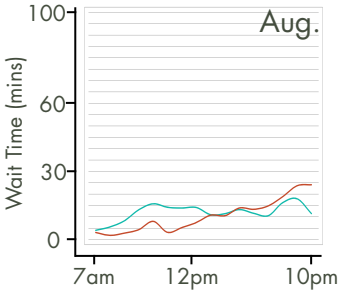
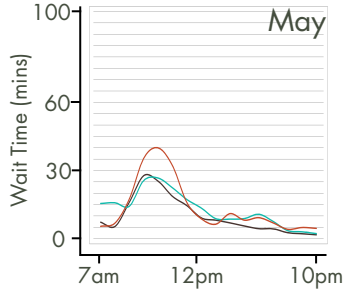
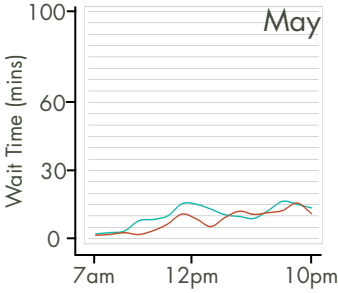
2007

2009

2011

Note: Figures are estimates and may be affected by construction or other factors.  
Weekday data averaged Mon.-Thurs.  
Weekend data averaged Sat.-Sun.

NORTHBOUND



SOUTHBOUND

# PACIFIC HIGHWAY AUTO ORIGINS & DESTINATIONS

## SOUTHBOUND

Origin	
Surrey	30%
Vancouver	21%
Coquitlam	6%
Burnaby	6%
Whistler	5%
Richmond	5%
White Rock	5%
Langley Township	4%
Langley City	4%
Other	15%

## NORTHBOUND

Origin	
Bellingham	27%
Blaine	20%
Seattle	16%
Birch Bay	8%
W Washington	3%
Ferndale	3%
Tacoma	2%
Oregon	2%
Everett	2%
Other	18%

Destination	
Bellingham	34%
Seattle	25%
Blaine	12%
Everett	5%
Ferndale	2%
Bellevue	2%
Rural King Co.	2%
W Washington	2%
Redmond	2%
Other	14%

Destination	
Surrey	26%
Vancouver	18%
White Rock	6%
Coquitlam	6%
Whistler	5%
Langley City	5%
Langley Township	5%
Richmond	4%
Delta	4%
Other	21%

# PACIFIC HIGHWAY AUTO TRIP PURPOSES

## SUMMER

Purpose	
Vacation	24%
Shopping	22%
Recreation	20%
Family visit	14%
Business	4%
Work commute	3%
Airport	3%
Mail	1%
Church	1%
Doctor/dentist	0%
School	0%
Other/Null	8%

## WINTER

Purpose	
Shopping	33%
Recreation	23%
Family visit	13%
Vacation	9%
Business	7%
Airport	3%
Work commute	2%
Mail	2%
Church	1%
School	1%
Doctor/dentist	1%
Other/Null	4%

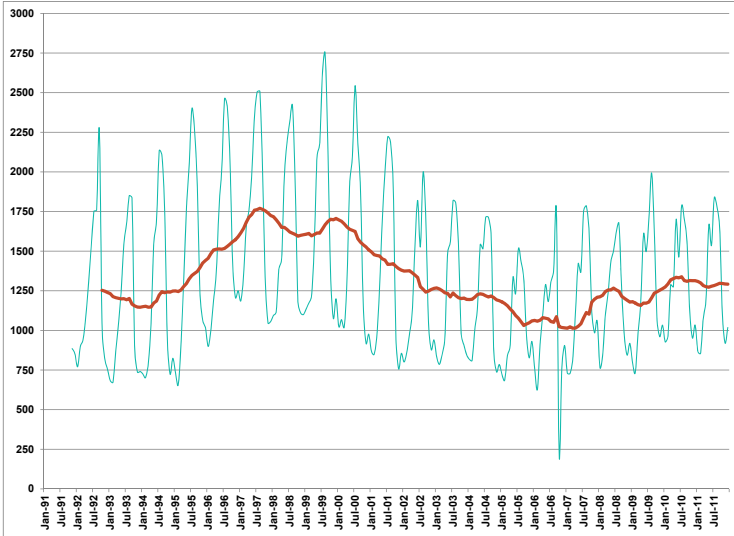


Trucks line up to enter Canada at the CBSA commercial facility at Pacific Highway

**Data sources:** 2008 IMTC Passenger Intercept Survey  
**Data compiled by:** Whatcom Council of Governments

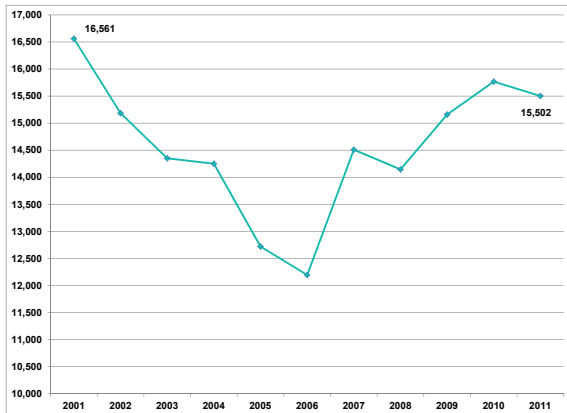
# PACIFIC HIGHWAY SOUTHBOUND BUSES

## MONTHLY, 1991-2011



## ANNUALLY, 2001-2011

Pacific Highway Southbound Buses	
2001	16,561
2002	15,184
2003	14,350
2004	14,251
2005	12,720
2006	12,195
2007	14,510
2008	14,145
2009	15,159
2010	15,768
2011	15,502



**Data source:** U.S. Customs & Border Protection  
**Data compiled by:** Whatcom Council of Governments



## LYNDEN/ALDERGROVE



Aerial view of the Canadian and U.S. ports-of-entry at Lynden/Aldergrove

The Lynden/Aldergrove crossing is accessed by WA State Route 539 (Guide Meridian) and B.C. Highway 13. It is open 8:00am - midnight daily. Both the U.S. and Canadian facilities process passenger vehicles and limited volumes of commercial vehicles.

Canada Border Services Agency has commenced planning activities for redeveloping the port facilities.

The possibility of developing NEXUS lanes for this port-of-entry is mentioned in the recent Canada - U.S. Beyond the Border Action Plan.

**Lynden/Aldergrove processes over \$150 million in trade each year.<sup>1</sup>** Although the amount of goods crossing through this port-of-entry has decreased since northbound trucks were required to have a permit to use the facility in 2010, the port still serves a regionally significant population of cross-border shippers.

**The commercial ports serve a distinct population of shippers and carriers.<sup>2</sup>** Based on comparisons of observed crossing choices and model assignments, Lynden/Aldergrove is not an “overflow route” for higher-volume crossings in the area, but the most efficient route for the shipments and carriers using it.

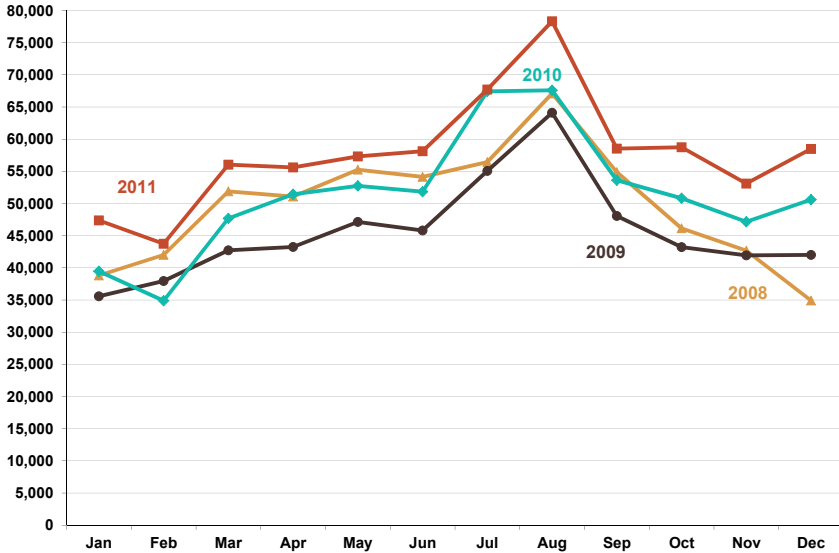
<sup>1</sup> U.S. Department of Transportation Bureau of Transportation Statistics

<sup>2</sup> *Technical Assessment of the Aldergrove-Lynden Port-of-Entry*, Whatcom Council of Governments



# LYNDEN/ALDERGROVE AUTO VOLUMES, 2008-2011

## SOUTHBOUND

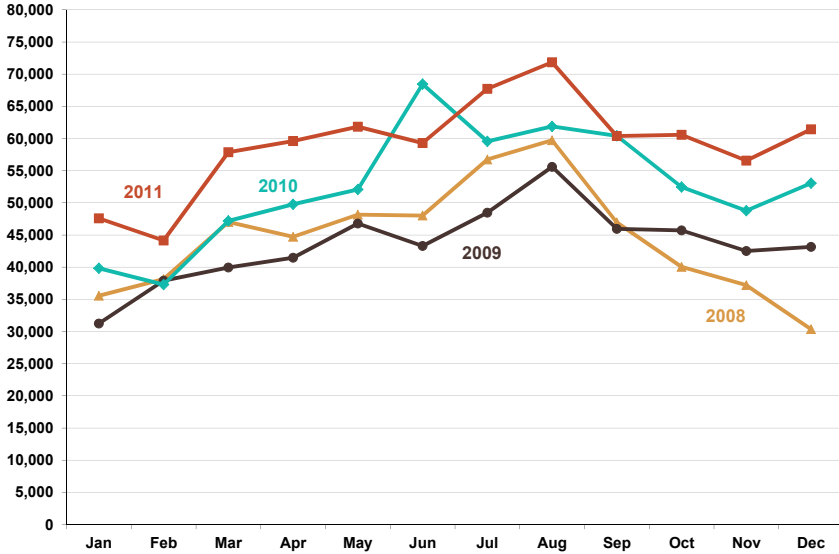


	2008	2009	2010	2011
Jan	38,796	35,584	39,464	47,364
Feb	42,005	37,954	34,888	43,738
Mar	51,883	42,724	47,694	56,044
Apr	51,088	43,253	51,440	55,609
May	55,257	47,129	52,746	57,315
Jun	54,130	45,806	51,848	58,116
Jul	56,430	55,065	67,439	67,710
Aug	67,103	64,117	67,592	78,328
Sep	54,875	48,061	53,620	58,525
Oct	46,147	43,211	50,824	58,749
Nov	42,687	41,931	47,156	53,088
Dec	34,905	42,015	50,607	58,482
<b>TOTAL</b>	<b>595,306</b>	<b>546,850</b>	<b>615,318</b>	<b>693,068</b>

**Data sources:** U.S. Customs & Border Protection  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE AUTO VOLUMES, 2008-2011

## NORTHBOUND

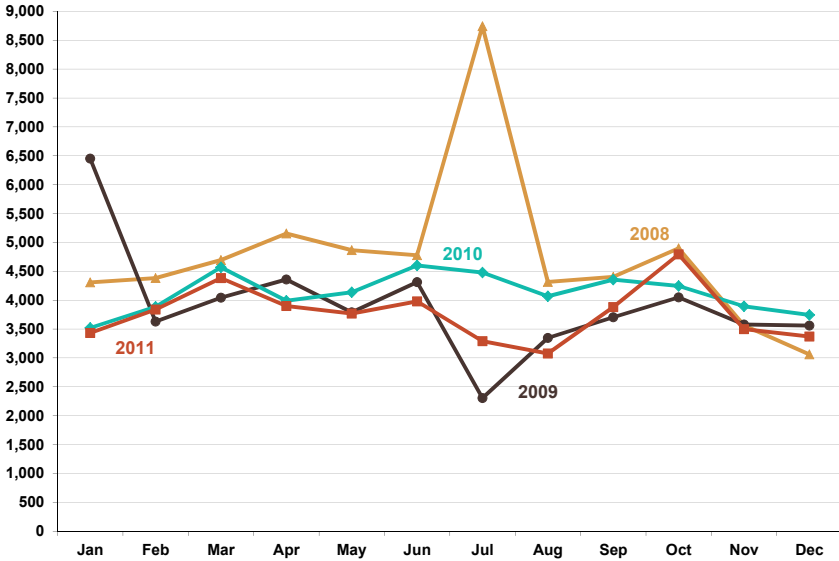


	2008	2009	2010	2011
Jan	35,551	31,225	39,824	47,581
Feb	38,135	37,903	37,290	44,157
Mar	47,022	39,955	47,194	57,873
Apr	44,716	41,472	49,782	59,607
May	48,157	46,779	52,082	61,819
Jun	48,013	43,302	68,444	59,279
Jul	56,736	48,473	59,544	67,716
Aug	59,710	55,583	61,868	71,852
Sep	46,944	45,940	60,412	60,377
Oct	40,038	45,716	52,466	60,581
Nov	37,196	42,515	48,778	56,552
Dec	30,347	43,145	53,056	61,435
<b>TOTAL</b>	<b>532,565</b>	<b>522,008</b>	<b>630,740</b>	<b>708,829</b>

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE TRUCK VOLUMES, 2008-2011

## SOUTHBOUND

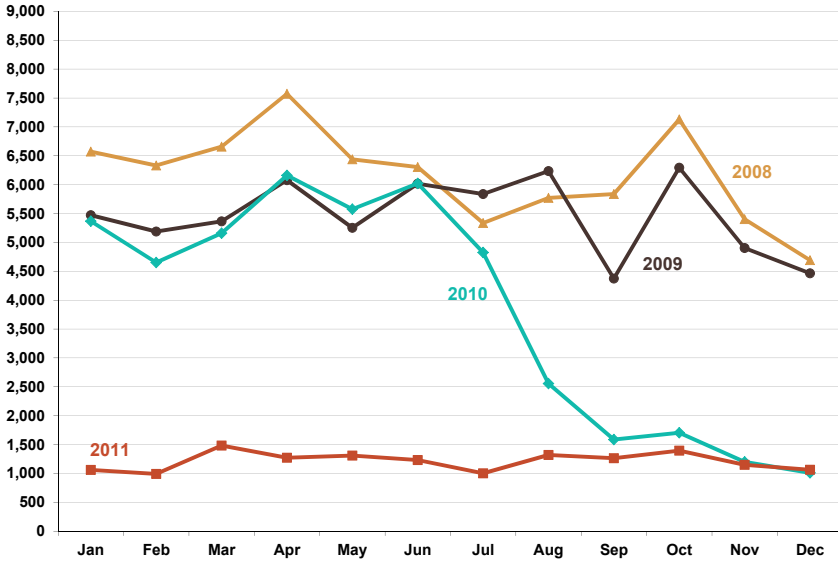


	2008	2009	2010	2011
Jan	4,306	6,452	3,520	3,431
Feb	4,381	3,628	3,885	3,837
Mar	4,693	4,043	4,569	4,383
Apr	5,154	4,359	3,990	3,899
May	4,865	3,790	4,136	3,768
Jun	4,778	4,313	4,600	3,979
Jul	8,742	2,305	4,477	3,290
Aug	4,316	3,347	4,067	3,077
Sep	4,402	3,705	4,354	3,879
Oct	4,896	4,047	4,247	4,793
Nov	3,563	3,579	3,894	3,499
Dec	3,059	3,559	3,745	3,371
<b>TOTAL</b>	<b>57,155</b>	<b>47,127</b>	<b>49,484</b>	<b>45,206</b>

**Data sources:** U.S. Customs & Border Protection  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE TRUCK VOLUMES, 2008-2011

## NORTHBOUND

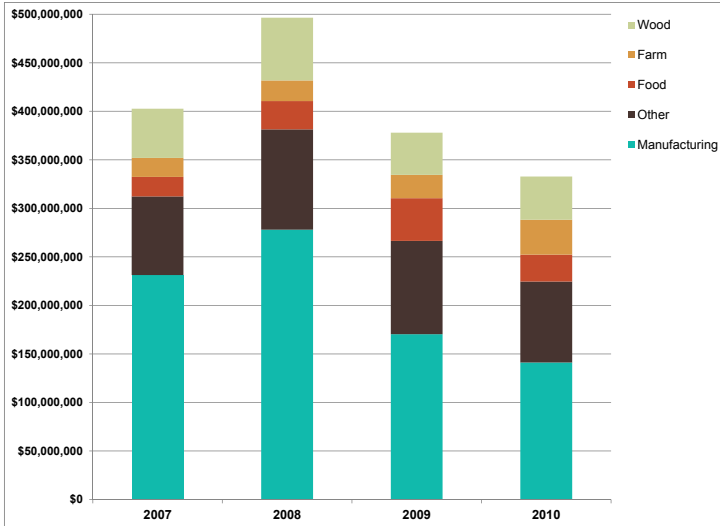


	2008	2009	2010	2011
Jan	6,572	5,470	5,366	1,060
Feb	6,332	5,188	4,652	992
Mar	6,656	5,365	5,159	1,481
Apr	7,573	6,078	6,159	1,271
May	6,438	5,252	5,576	1,310
Jun	6,304	6,016	6,022	1,231
Jul	5,336	5,836	4,826	1,002
Aug	5,770	6,236	2,556	1,319
Sep	5,836	4,375	1,587	1,264
Oct	7,129	6,293	1,704	1,394
Nov	5,402	4,902	1,199	1,149
Dec	4,692	4,464	1,011	1,063
<b>TOTAL</b>	<b>74,040</b>	<b>65,475</b>	<b>45,817</b>	<b>14,536</b>

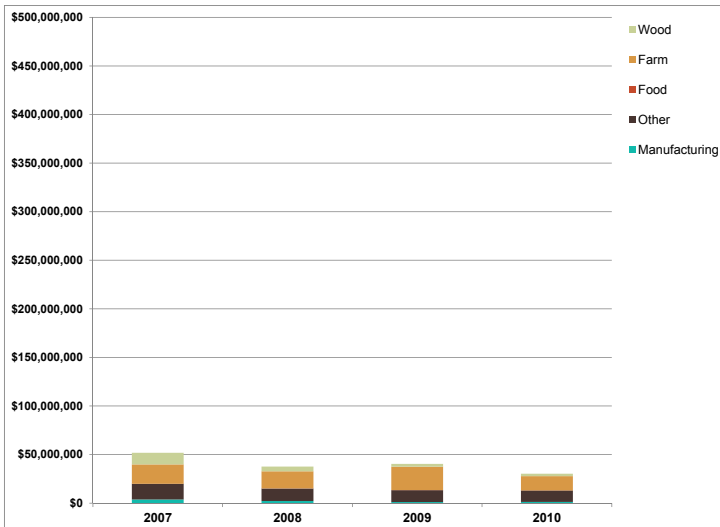
**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE TRUCK TRADE BY COMMODITY

## U.S.A. TO CANADA



## CANADA TO U.S.A.



**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE TRADE VALUES

## TRUCK VALUES

Lynden		
	U.S. - Canada*	Canada - U.S.*
2001	\$53	\$35
2002	\$59	\$46
2003	\$97	\$41
2004	\$143	\$56
2005	\$199	\$48
2006	\$285	\$45
2007	\$347	\$38
2008	\$403	\$24
2009	\$322	\$31
2010	\$270	\$21
2011	\$101	\$12

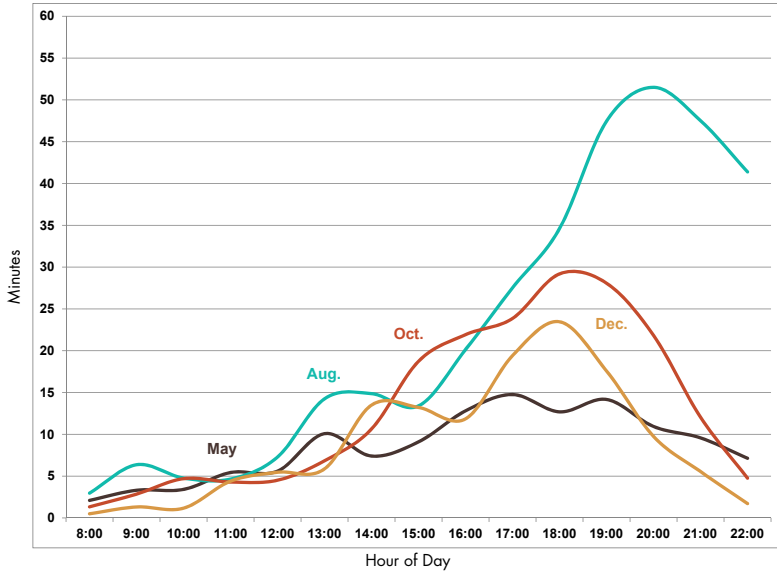


The Aldergrove Port-of-Entry

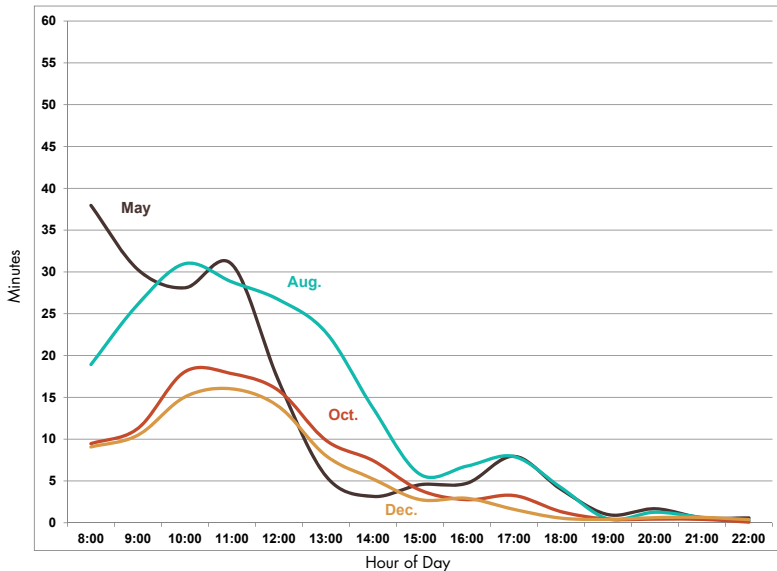
\* Figures are in millions and based on declared trade value. Transshipments are not included. Figures are adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE WAIT TIME ESTIMATES WEEKEND, 2011 NORTHBOUND

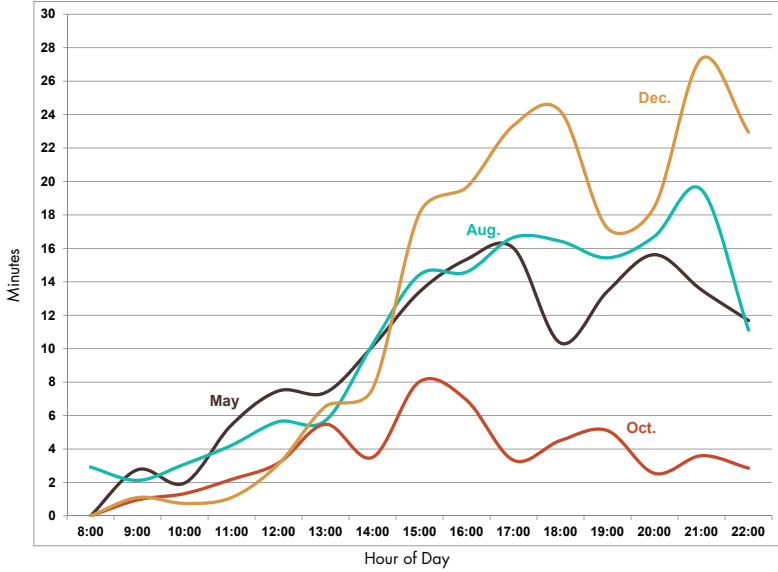


## SOUTHBOUND

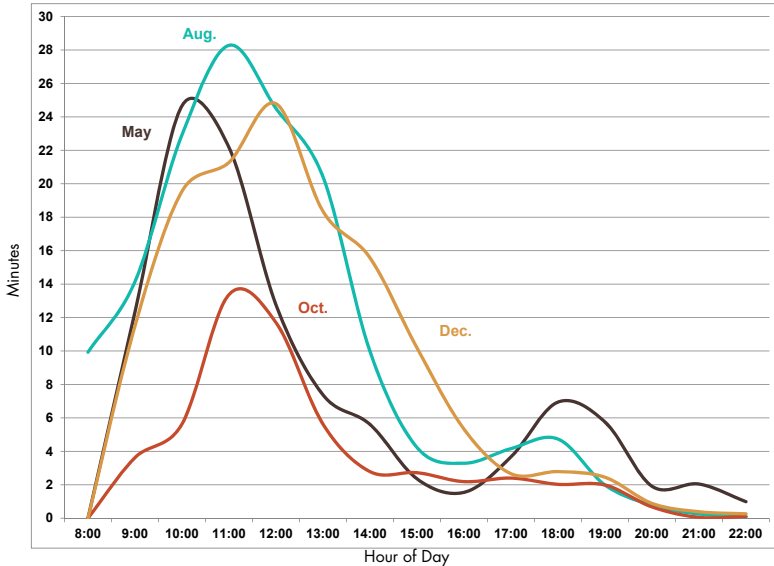


Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon.-Thurs. Weekend data averaged Sat.-Sun. **Data sources:** Cascade Gateway Border Data Warehouse ([borderdatawarehouse.com](http://borderdatawarehouse.com)) **Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE WAIT TIME ESTIMATES WEEKDAY, 2011 NORTHBOUND



## SOUTHBOUND



Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon.-Thurs. Weekend data averaged Sat.-Sun. **Data sources:** Cascade Gateway Border Data Warehouse ([borderdatawarehouse.com](http://borderdatawarehouse.com)) **Data compiled by:** Whatcom Council of Governments



# LYNDEN/ALDERGROVE AUTO ORIGINS & DESTINATIONS

## SOUTHBOUND

Origin	
Abbotsford	19%
Langley Township	16%
Aldergrove	14%
Langley City	10%
Surrey	9%
Vancouver	7%
Coquitlam	4%
Burnaby	3%
Whistler	3%
Other	16%

Destination	
Bellingham	37%
Lynden	26%
Seattle	9%
Ferndale	3%
Everett	2%
Blaine	2%
Sumas	2%
Birch Bay	1%
Burlington	1%
Other	17%



CBSA's Aldergrove facility

**Data sources:** 2008 IMTC Passenger Intercept Survey  
**Data compiled by:** Whatcom Council of Governments

# LYNDEN/ALDERGROVE AUTO TRIP PURPOSE

## SUMMER

Purpose	
Vacation	26%
Shopping	25%
Recreation	20%
Family visit	8%
Business	4%
Work commute	3%
Airport	2%
Church	2%
Doctor/dentist	1%
Mail	1%
School	0%
Other/Null	9%

## WINTER

Purpose	
Shopping	40%
Recreation	15%
Family visit	12%
Business	8%
Vacation	7%
Work commute	4%
Airport	3%
School	2%
Mail	1%
Church	1%
Doctor/dentist	1%
Other/Null	5%



Surveyors collect marketing data about NEXUS awareness at Lynden's Port-of-Entry

**Data sources:** 2008 IMTC Passenger Intercept Survey  
**Data compiled by:** Whatcom Council of Governments

# Sumas/Abbotsford-Huntingdon Port-of-Entry

*This border crossing has seen a 27 percent increase in  
passenger traffic in just the last year.*

# SUMAS/ ABBOTSFORD-HUNTINGDON

Sumas/Abbotsford-Huntingdon is a 24-hour passenger vehicle and commercial vehicle border crossing accessed by WA State Route 9 and B.C. Highway 11.

The Canadian facility is undergoing improvements to the facility to assist the flow and inspection of commercial goods.

The port is also slated for the addition of NEXUS lanes in both directions according to the binational Beyond the Border Action Plan.

## **Sumas/Abbotsford-Huntingdon the is second busiest pedestrian crossing on the entire U.S. - Canada border.<sup>1</sup>**

Southbound, Sumas ranked only below Niagara Falls in terms of pedestrian traffic. The port is also the 8th busiest commercial crossing on the border, and 10th overall in passenger vehicles.

**Over \$6.4 million (USD) in trade crosses through this port every day.<sup>2</sup>** In 2011, over \$2.3 billion (USD) of goods passed through the Sumas/Abbotsford-Huntingdon port-of-entry.

**More than 60 percent of travelers here cross at least once a month.<sup>3</sup>** The majority of travelers using this port are frequent border crossers. 27 percent of travelers in the winter cross at least once a week.



U.S. Port-of-Entry at Sumas

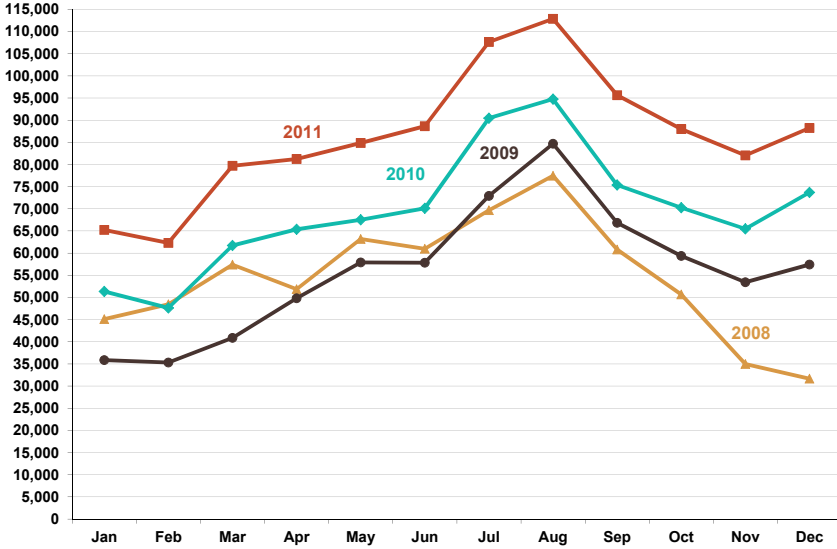
1 U.S. Department of Transportation Bureau of Transportation Statistics

2 U.S. Department of Transportation Bureau of Transportation Statistics

3 2008 IMTC Passenger Intercept Survey

# SUMAS/ABB-HUNTINGDON AUTO VOLUMES, 2008-2011

## SOUTHBOUND

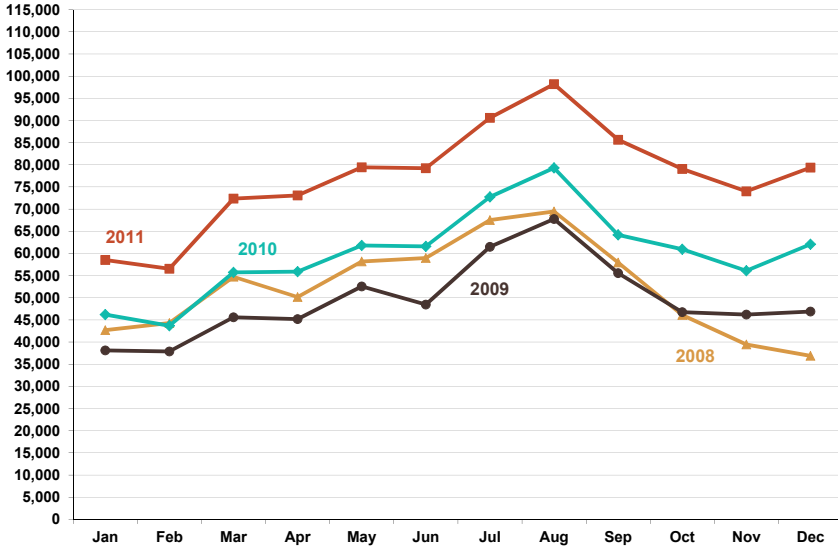


	2008	2009	2010	2011
Jan	45,097	35,861	51,356	65,252
Feb	48,457	35,326	47,635	62,318
Mar	57,405	40,873	61,712	79,690
Apr	51,870	49,825	65,377	81,228
May	63,176	57,891	67,506	84,847
Jun	60,974	57,819	70,102	88,656
Jul	69,671	72,907	90,461	107,632
Aug	77,461	84,666	94,736	112,854
Sep	60,791	66,845	75,355	95,621
Oct	50,685	59,384	70,237	88,001
Nov	34,977	53,427	65,478	82,064
Dec	31,657	57,438	73,698	88,216
<b>TOTAL</b>	<b>652,221</b>	<b>672,262</b>	<b>833,653</b>	<b>1,036,379</b>

Data sources: U.S. Customs & Border Protection  
Data compiled by: Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON AUTO VOLUMES, 2008-2011

## NORTHBOUND

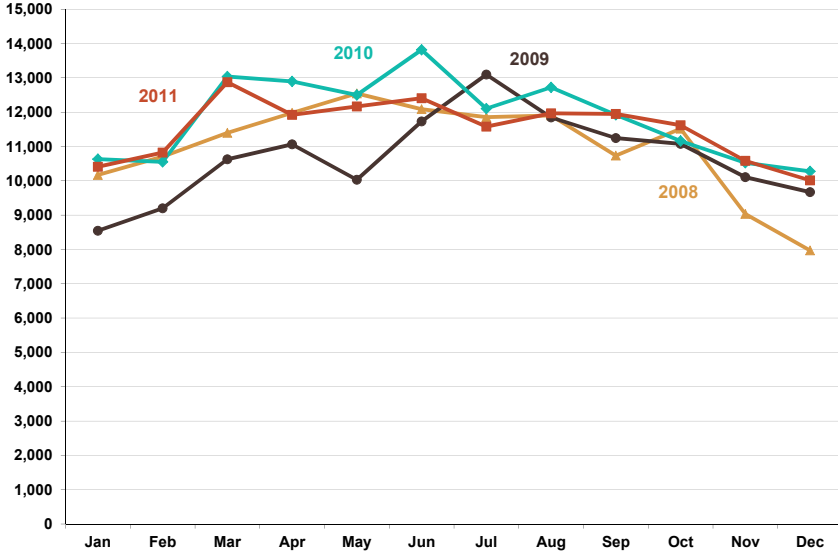


	2008	2009	2010	2011
Jan	42,673	38,109	46,195	58,527
Feb	44,288	37,862	43,667	56,535
Mar	54,745	45,595	55,723	72,360
Apr	50,162	45,190	55,881	73,095
May	58,166	52,537	61,774	79,439
Jun	58,972	48,445	61,575	79,223
Jul	67,516	61,491	72,752	90,573
Aug	69,452	67,758	79,306	98,189
Sep	57,949	55,550	64,177	85,647
Oct	46,114	46,734	60,937	79,058
Nov	39,436	46,214	56,097	74,019
Dec	36,874	46,866	62,077	79,354
<b>TOTAL</b>	<b>626,347</b>	<b>592,351</b>	<b>720,161</b>	<b>926,019</b>

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON TRUCK VOLUMES, 2008-2011

## SOUTHBOUND



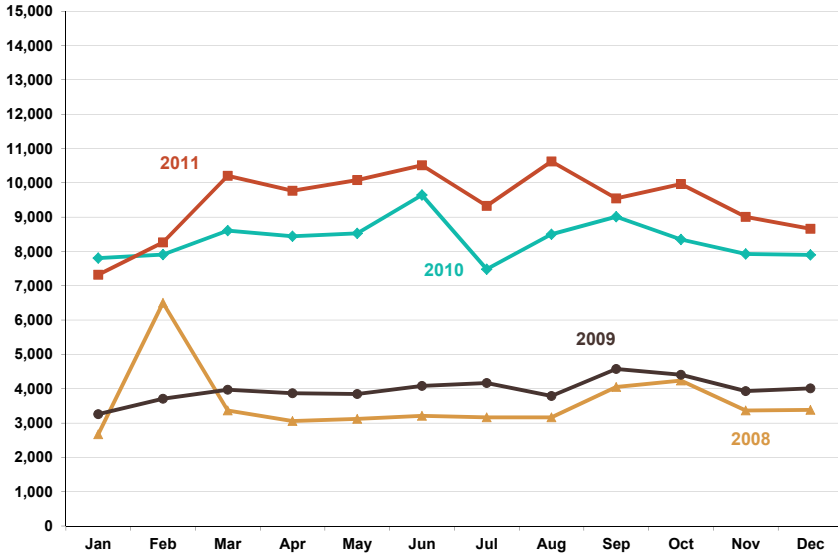
	2008	2009	2010	2011
Jan	10,168	8,545	10,632	10,410
Feb	10,703	9,201	10,550	10,822
Mar	11,399	10,629	13,037	12,876
Apr	11,981	11,064	12,895	11,922
May	12,546	10,029	12,500	12,166
Jun	12,089	11,729	13,817	12,408
Jul	11,854	13,095	12,106	11,581
Aug	11,904	11,847	12,721	11,966
Sep	10,734	11,247	11,923	11,951
Oct	11,517	11,077	11,161	11,621
Nov	9,034	10,107	10,524	10,584
Dec	7,969	9,669	10,277	10,012
<b>TOTAL</b>	<b>131,898</b>	<b>128,239</b>	<b>142,143</b>	<b>138,319</b>

Data sources: U.S. Customs & Border Protection

Data compiled by: Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON TRUCK VOLUMES, 2008-2011

## NORTHBOUND



	2008	2009	2010	2011
Jan	2,669	3,257	7,805	7,321
Feb	6,500	3,706	7,908	8,266
Mar	3,363	3,972	8,605	10,203
Apr	3,060	3,866	8,443	9,768
May	3,120	3,845	8,527	10,081
Jun	3,209	4,082	9,643	10,512
Jul	3,165	4,164	7,480	9,330
Aug	3,165	3,786	8,501	10,624
Sep	4,050	4,577	9,014	9,548
Oct	4,236	4,405	8,350	9,964
Nov	3,365	3,929	7,926	9,008
Dec	3,384	4,012	7,901	8,661
<b>TOTAL</b>	<b>43,286</b>	<b>47,601</b>	<b>100,103</b>	<b>113,286</b>

**Data sources:** Canada Border Services Agency  
**Data compiled by:** Whatcom Council of Governments



# SUMAS/ABB-HUNTINGDON TRADE VALUES

## TRUCK VALUES

Sumas		
	U.S. - Canada*	Canada - U.S.*
2001	\$324	\$915
2002	\$380	\$946
2003	\$438	\$884
2004	\$540	\$1,002
2005	\$751	\$1,129
2006	\$964	\$1,203
2007	\$876	\$1,146
2008	\$927	\$927
2009	\$764	\$784
2010	\$958	\$848
2011	\$942	\$696

## RAIL VALUES

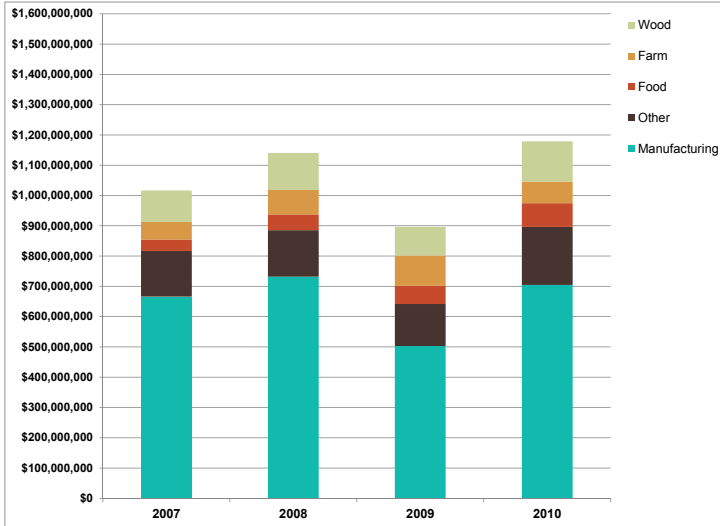
Sumas		
	U.S. - Canada*	Canada - U.S.*
2001	\$39	\$119
2002	\$21	\$81
2003	\$9	\$86
2004	\$8	\$99
2005	\$11	\$90
2006	\$11	\$93
2007	\$8	\$45
2008	\$23	\$42
2009	\$27	\$27
2010	\$21	\$34
2011	\$27	\$19

\* Figures are in millions and based on declared trade value. Transshipments are not included. Figures are adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

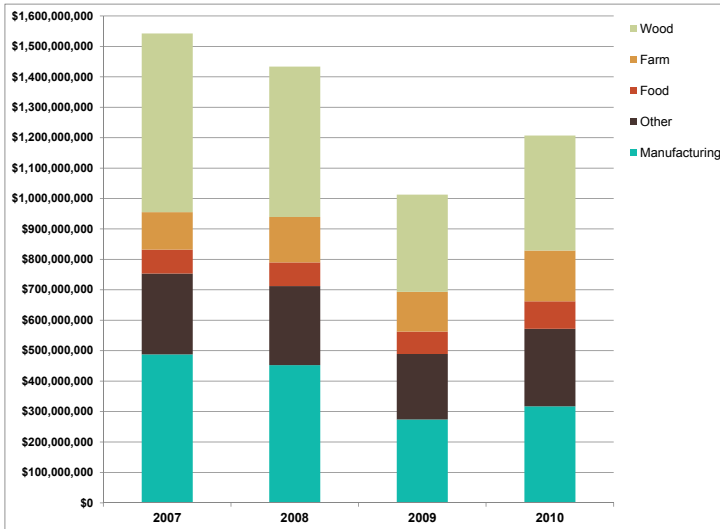
**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON TRUCK TRADE BY COMMODITY

## U.S.A. TO CANADA



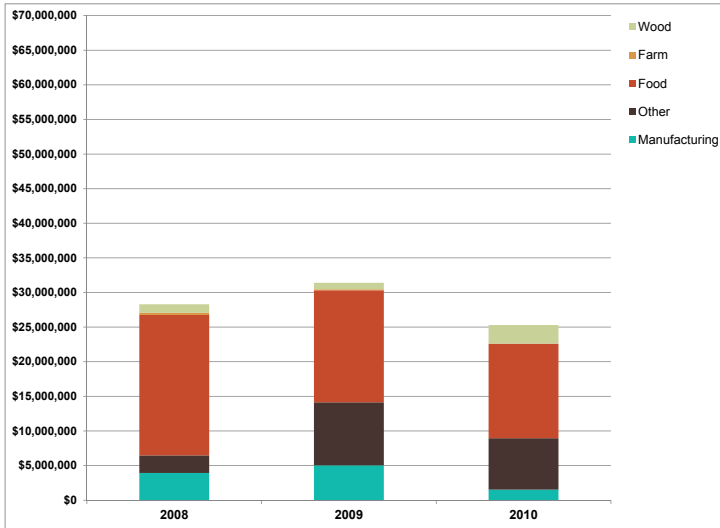
## CANADA TO U.S.A.



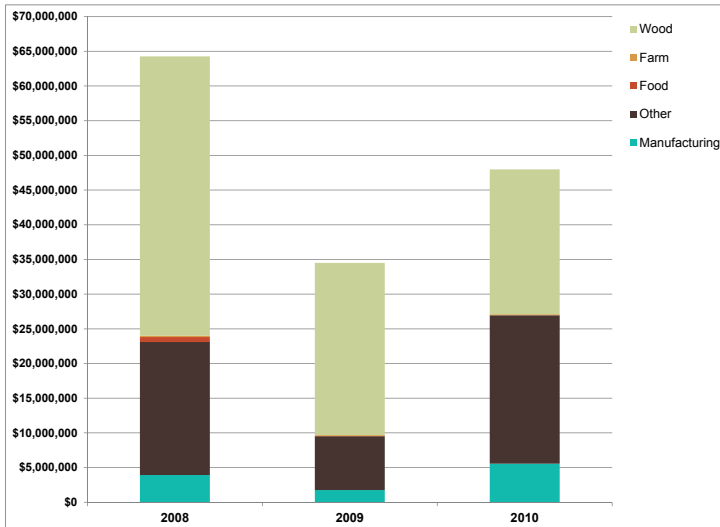
**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON RAIL TRADE BY COMMODITY

## U.S.A. TO CANADA

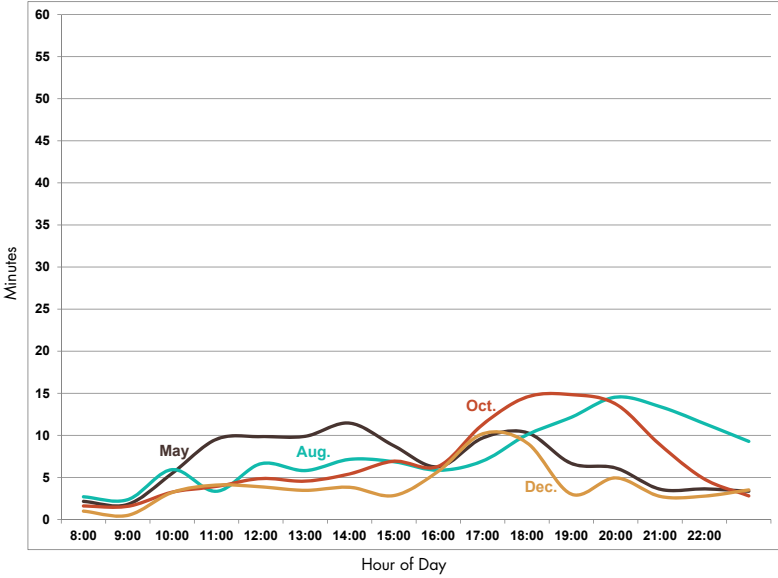


## CANADA TO U.S.A.

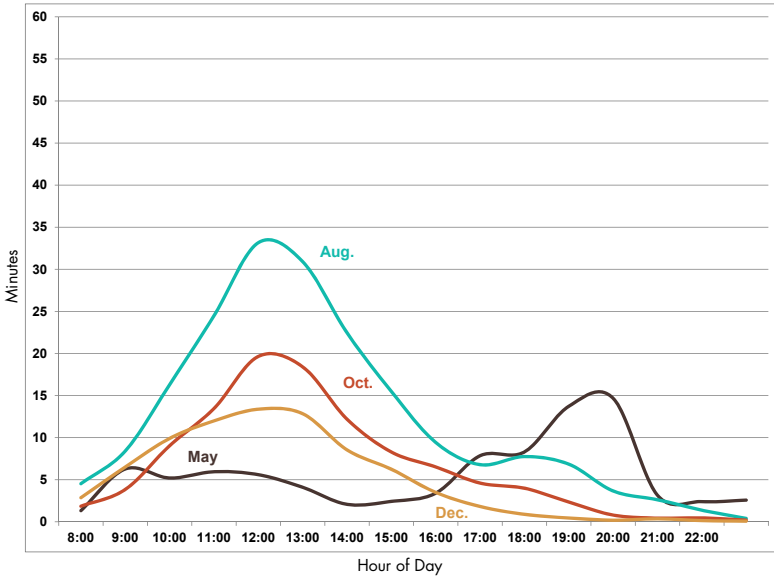


**Data sources:** U.S. Department of Transportation Bureau of Transportation Statistics  
**Data compiled by:** Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON WAIT TIME ESTIMATES WEEKEND, 2011 NORTHBOUND

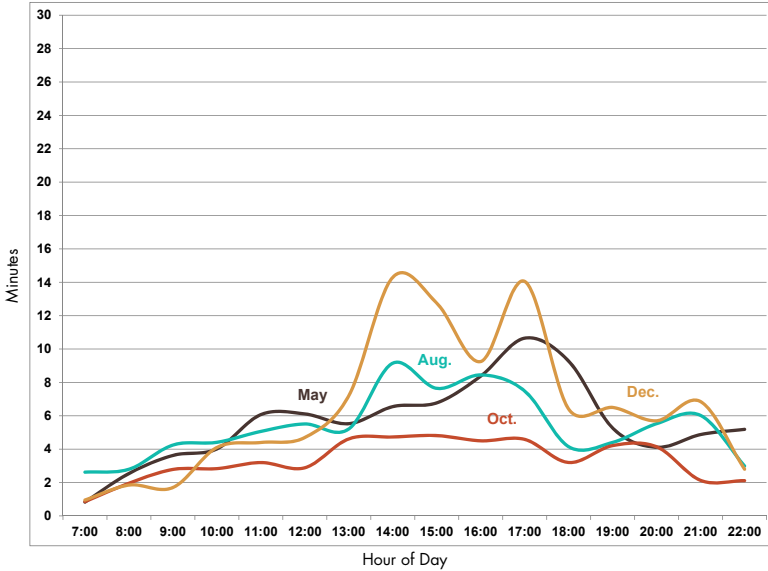


## SOUTHBOUND

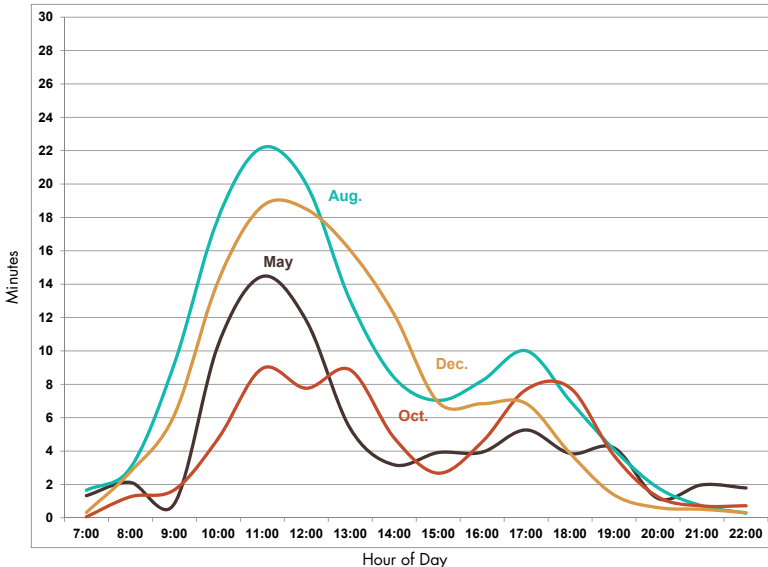


Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon.-Thurs. Weekend data averaged Sat.-Sun. **Data sources:** Cascade Gateway Border Data Warehouse ([borderdatawarehouse.com](http://borderdatawarehouse.com)) **Data compiled by:** Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON WAIT TIME ESTIMATES WEEKDAY, 2011 NORTHBOUND



## SOUTHBOUND



Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon.-Thurs. Weekend data averaged Sat.-Sun. **Data sources:** Cascade Gateway Border Data Warehouse ([borderdatawarehouse.com](http://borderdatawarehouse.com)) **Data compiled by:** Whatcom Council of Governments

# SUMAS/ABB-HUNTINGDON AUTO ORIGINS & DESTINATIONS

## NORTHBOUND

Origin	
Sumas	22%
Maple Falls	19%
Bellingham	16%
Lynden	9%
Seattle	7%
Everson	3%
Deming	3%
Kendall	2%
Mt. Vernon	2%
Other	16%

Destination	
Abbotsford	40%
Chilliwack	16%
Vancouver	7%
Mission	4%
Maple Ridge	4%
Coquitlam	3%
Surrey	3%
Whistler	1%
Burnaby	1%
Other	21%

# SUMAS/ABB-HUNTINGDON AUTO TRIP PURPOSE

## SUMMER

Purpose	
Vacation	33%
Recreation	20%
Shopping	14%
Family visit	5%
Church	4%
Business	4%
Work commute	4%
Mail	3%
Airport	1%
School	1%
Doctor/dentist	0%
Other/Null	10%

## WINTER

Purpose	
Recreation	33%
Vacation	16%
Shopping	16%
Family visit	10%
Mail	8%
Business	5%
Work commute	3%
Church	3%
Airport	2%
School	1%
Doctor/dentist	0%
Other/Null	3%

**Data sources:** 2008 IMTC Passenger Intercept Survey  
**Data compiled by:** Whatcom Council of Governments