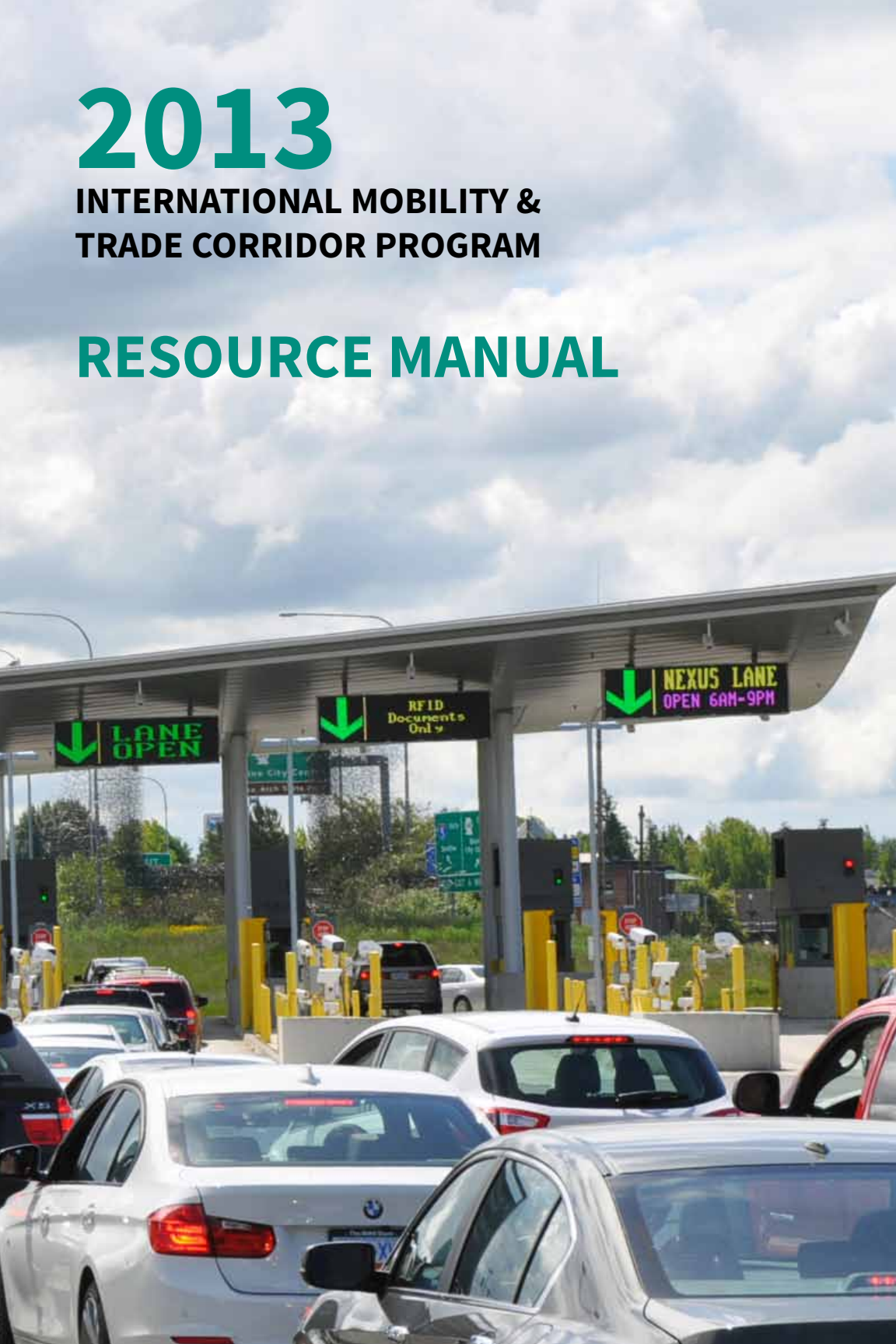
2013

INTERNATIONAL MOBILITY & TRADE CORRIDOR PROGRAM

RESOURCE MANUAL



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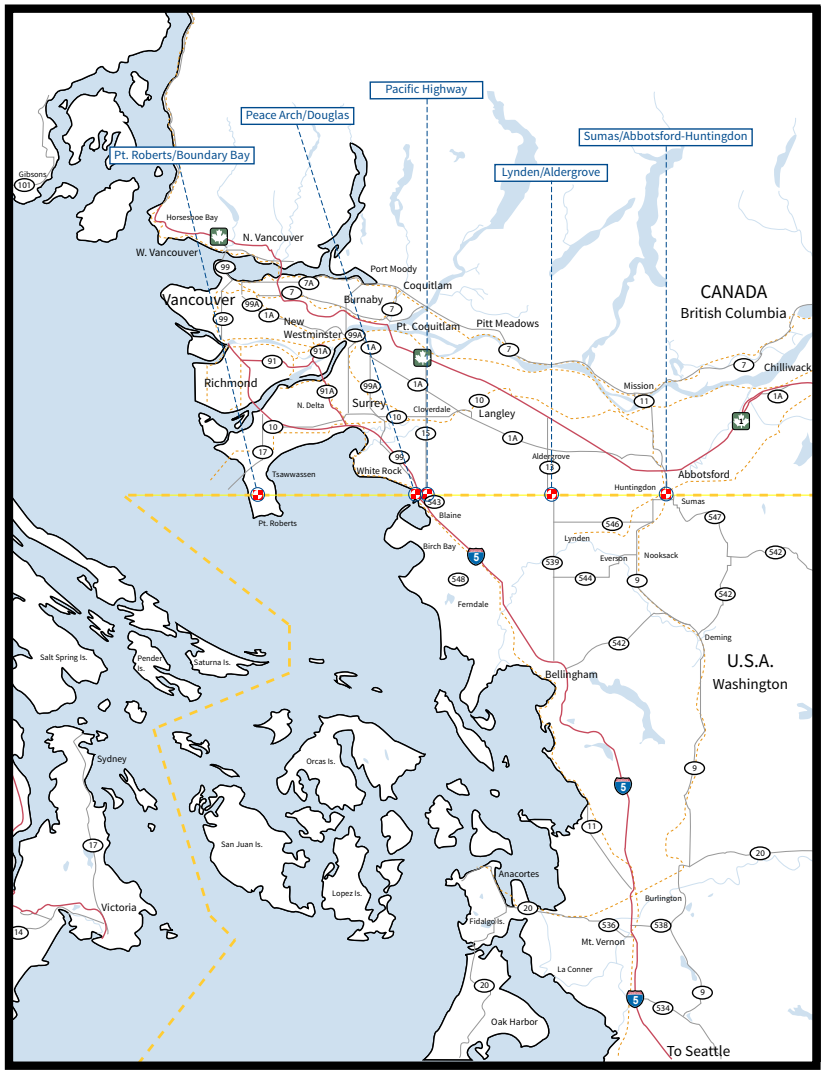
THE CASCADE GATEWAY

The International Mobility & Trade Corridor Program (IMTC) is a U.S. - Canadian coalition of government and business entities that 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. Together, these crossings are called the Cascade Gateway.



THE INTERNATIONAL MOBILITY & TRADE CORRIDOR PROGRAM

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

The goals of the IMTC program are to:

- Provide a forum for ongoing communication and collaboration 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 sixteen years the IMTC has coordinated regional, binational planning and partnerships advancing projects funded by U.S. and Canadian agencies to pursue the above goals. Cumulatively, these improvements are worth over $39 million (USD).

IMTC OBJECTIVES

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

Improve planning & data collection

- Improve 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, & 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

The IMTC coalition consists of government agencies, non-governmental organizations, elected representatives, and industry associations. The IMTC 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 70 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.

The Douglas Port-of-Entry and southbound traffic heading into the United States

PARTICIPATING AGENCIES

A & A Contract Customs Brokers Ltd.

Abbotsford Duty Free

Airporter Shuttle/Bellair Charters

Amtrak

B.C. Ministry of Jobs, Tourism, & Skills Training

B.C. Ministry of Transportation

B.C. Trucking Association

Bellingham/Whatcom Chamber of Commerce & Industry

Better Borders Northwest

Birch Bay Chamber of Commerce

Border Policy Research Institute (Western Washington University)

Canada Border Services Agency

Canada House of Commons

Cascadia Center/Discovery Institute

Cascadia Cross-Border Law

Cascadia Institute

City of Abbotsford

City of Bellingham

City of Blaine

City of Everson

City of Ferndale

City of Lynden

City of Nooksack

City of Sumas

City of Surrey

City of White Rock

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

SmartRail

Surrey Board of Trade

Tourism Vancouver

Township of Langley

TransLink

Transport Canada

U.S. Border Patrol

U.S. Consulate General Vancouver

U.S. Customs & Border Protection

U.S. Federal Highway Administration

U.S. Federal Transit Administration

U.S. General Services Administration

U.S. House of Representatives

U.S. Senate

University of British Columbia

Vancouver International Airport Authority

WA State Department of Licensing

WA State Department of Transportation

WA State Legislature

WA State Transportation Center (TRAC)

WA State Transportation Commission

West Coast Duty Free

Western Washington University

Whatcom Council of Governments

Whatcom County

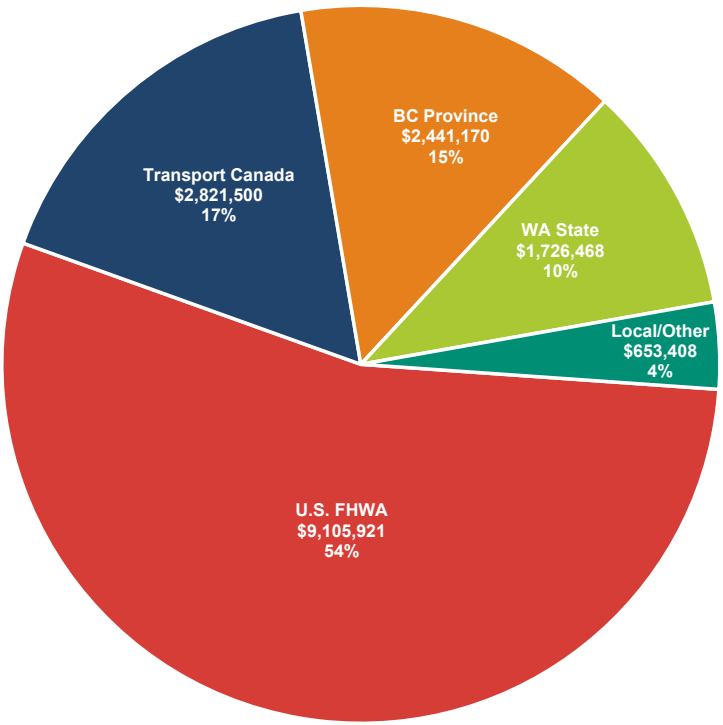
Whatcom Transportation Authority

PROGRAM FUNDING

Since 1999, IMTC participants have together funded projects totalling over $40 million (USD) for Cascade Gateway initiatives.

Funding partners have included the 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, Surrey, and White Rock in B.C., and Sumas, Blaine, and Lynden, WA.

FUNDING BY SOURCE, 1999-2012*



*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, related projects, funding, and data are all available on the IMTC website: theIMTC.com.

For data not currently available online, please contact the Whatcom Council of Governments at (360) 676-6974 for assistance.

Cross-border trade data collection in 2009

Data-specific sites

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

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 IMTC website at: theimtc.com/data.

Available databases

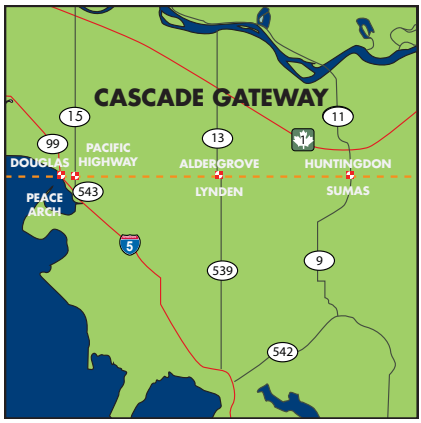
Research results are available through the Whatcom Council of Governments and include the following databases:

- 2012 IMTC Passenger Vehicle Intercept Survey
- 2012 Northbound FAST Lane Study
- 2011 Southbound FAST Lane Pilot Study
- 2009 IMTC Commercial Vehicle Operations Evaluation
- 2008 IMTC Passenger Vehicle Intercept Survey

Data on the Cascade Gateway are also available through the Border Policy Research Institute at www.wwu.edu/bpri.

THE CASCADE GATEWAY

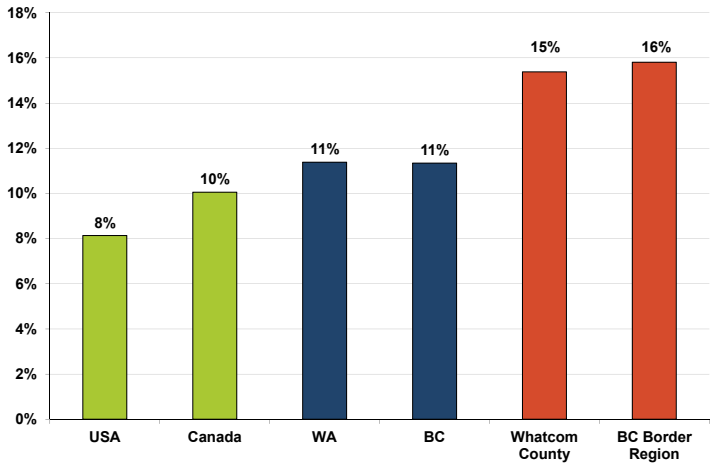
The Cascade Gateway includes the second busiest passenger vehicle crossing on the U.S. - Canada border and the fourth busiest commercial crossing. Almost 36,000 cars and 2,800 trucks cross the Cascade Gateway every day, carrying almost $40 million (USD) in daily trade. The Cascade Gateway is a prominent international trade and travel connection.



74 percent of people through the Cascade Gateway cross at least once a month[1]. Recent data show that regional cross-border travelers cross frequently. 36 percent of all travelers cross at least once a week.

Regional population growth is disproportionately high[2]**.** This region is under increasing transportation demands of higher-than-average population growth.

POPULATION INCREASES, 2002-2012



1. 2013 IMTC Passenger Intercept Survey (preliminary results)
2. U.S. Census Bureau, Statistics Canada, BC Stats, WA State OFM. Border region includes Abbotsford, Chilliwack, Delta, Township of Langley, District of Langley, Surrey, and White Rock.

CASCADE GATEWAY PROJECTS

2013 Passenger Intercept Survey (active): Whatcom Council of Governments (WCOG) is partnering with the Border Policy Research Institute (BPRI) at Western Washington University to collect new data similar to the 2008 Passenger Survey to analyze cross-border traffic patterns, trip purposes, demographics, and assess how these factors have changed over the last five years.

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.

New signage in Sumas for the NEXUS lane also redirects traffic during queues

Sumas / Abbotsford-Huntingdon improvements (completed 2013): WCOG and the WA State Department of Transportation (WSDOT) completed improvements to northbound traffic movements in Sumas that include an alternate route signage system for lengthy queues and the addition of a northbound NEXUS lane. B.C. Ministry of Transportation (BCMOT) also constructed a southbound NEXUS lane at Sumas.

CASCADE GATEWAY PROJECTS

NEXUS Marketing (completed 2012): WCOG partnered with Canada Border Services Agency (CBSA), U.S. Customs & Border Protection (CBP), WSDOT, BCMOT to coordinate promotional material relating to NEXUS expansion in the Cascade Gateway as well as to promote enhanced drivers licenses.

WWU students distribute NEXUS information at the Sumas Port-of-Entry

FAST Pilot Study (completed 2012): WSDOT funded a study to assist CBP estimate the effects on commercial vehicle wait times if the layout and operations of the southbound FAST lane at Pacific Highway changed. The study was conducted by WCOG and BPRI.

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 improvemets. Phase II work is pending funding.

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

CASCADE GATEWAY PROJECTS

Aldergrove/Lynden Assessment (completed 2010): A sub-group 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.

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.

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.

A truck on its way to the Abbotsford-Huntingdon Port-of-Entry

CASCADE GATEWAY PROJECTS

Tug and barge operation in Vancouver (Photo courtesy of Rob Bellinger)

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.

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.

CASCADE GATEWAY PROJECTS

CBSA has added LED signage to the northbound Pacific Highway Port-of-Entry

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 rerouting of vehicles during congestion to avoid city center blockages.

NEXUS Marketing (completed 2003): This project conducted a promotional campaign for the NEXUS program, including advertising, in-queue distribution of materials, and sign installation, backed up by the establishment of a regional web portal, getNEXUS.com.

IMTC Commercial Vehicle Operations Evaluation Survey (completed 2002): The Cascade Gateway's first 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 PROJECTS

Cascade Gateway Rail Study (completed 2002): This study identified freight and passenger rail traffic that could possibly be served by cross-border rail, and the service types and 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.

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

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.

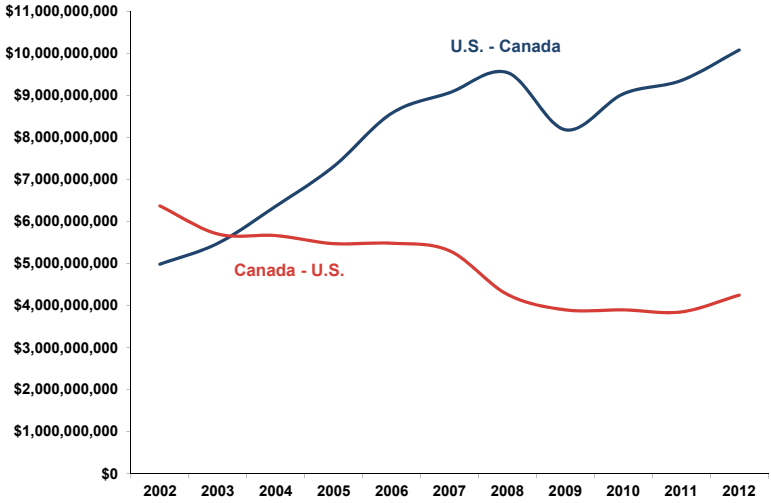
IMTC Trade & Travel Study (completed 2000): This study collected passenger and commercial vehicle data at all Cascade Gateway ports-of-entry.

PACE & CANPASS Promotion (completed 2000): This project marketed the PACE and CANPASS pre-approved traveler programs to regional travelers. These programs were the predecessors of today's binational NEXUS program.

U.S. - CANADA TRADE VALUE BY MODE

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

TRUCK



Truck		
	U.S. - Canada*	Canada - U.S.*
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	$9,358	$3,850
2012	$10,083	$4,249

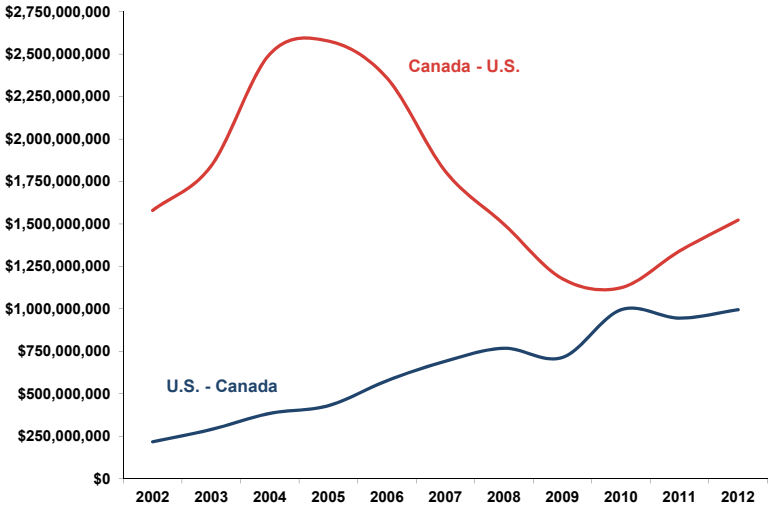
* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

U.S. - CANADA TRADE VALUE BY MODE

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

RAIL



Rail		
	U.S. - Canada*	Canada - U.S.*
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	$946	$1,341
2012	$995	$1,523

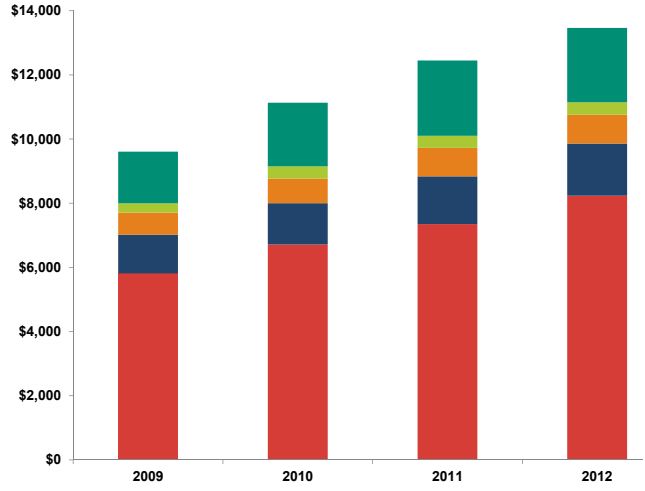
* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

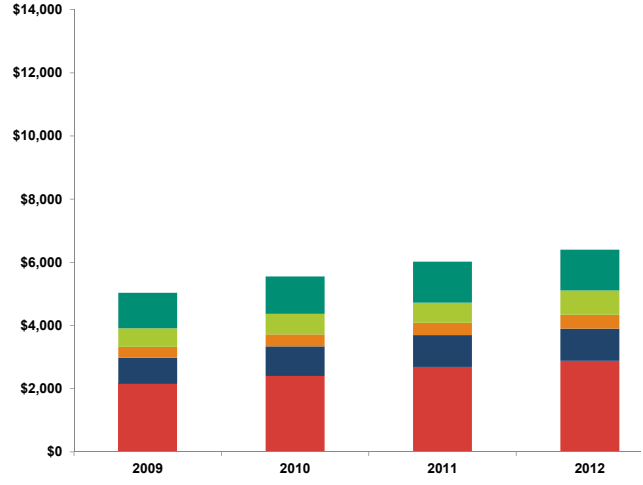
CASCADE GATEWAY
U.S. - CANADA TRUCK TRADE BY COMMODITY

Other Wood Farm Food Manufacturing

U.S.A. TO CANADA



CANADA TO U.S.A.



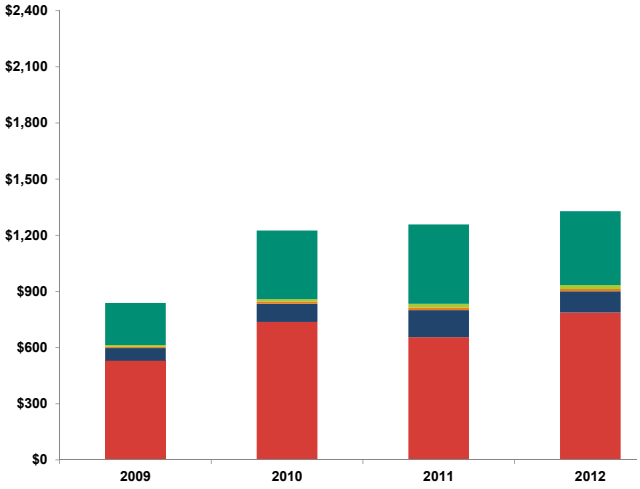
Figures are in millions.

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

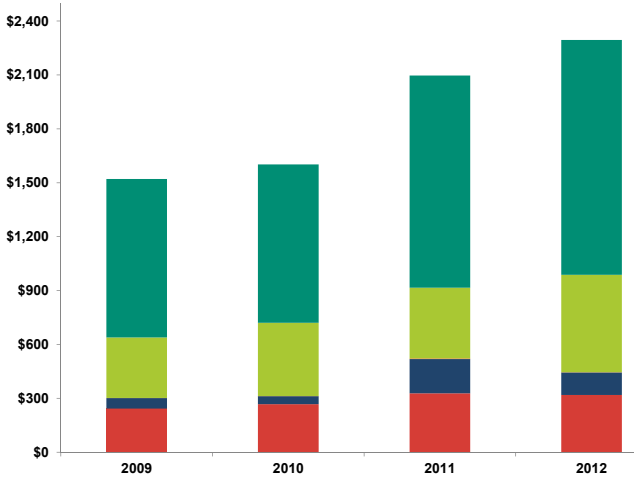
CASCADE GATEWAY U.S. - CANADA RAIL TRADE BY COMMODITY

Other Wood Farm Food Manufacturing

U.S.A. TO CANADA



CANADA TO U.S.A.



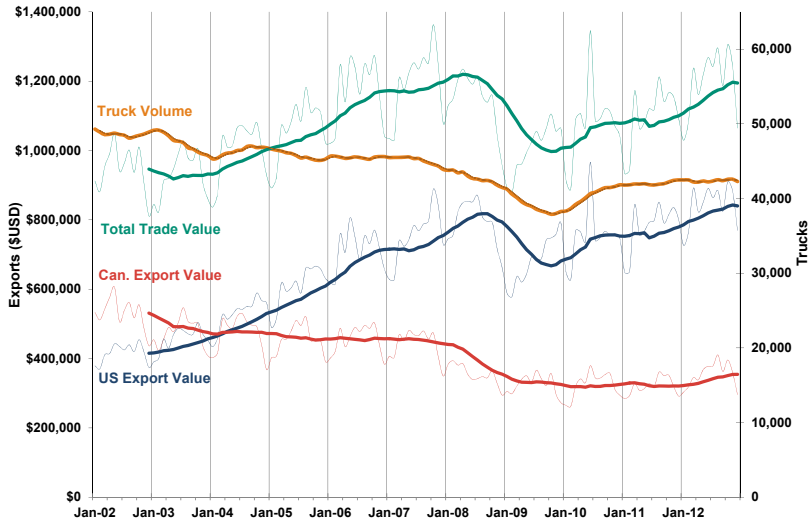
Figures are in millions.

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

TRUCK VOLUME & TRADE VALUE

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 plot a moving average to smooth seasonal variability. Monthly truck volumes are an average of northbound and southbound totals.

2002-2012

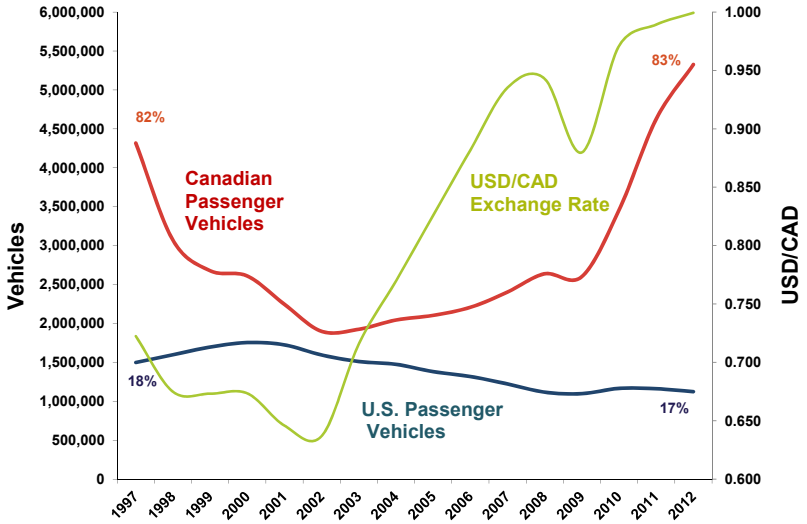


Trucks queue for inspection at Pacific Highway Port-of-Entry

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

EXCHANGE RATES & AUTO TRIPS

1997-2012



ANNUAL USD/CAD AVERAGES

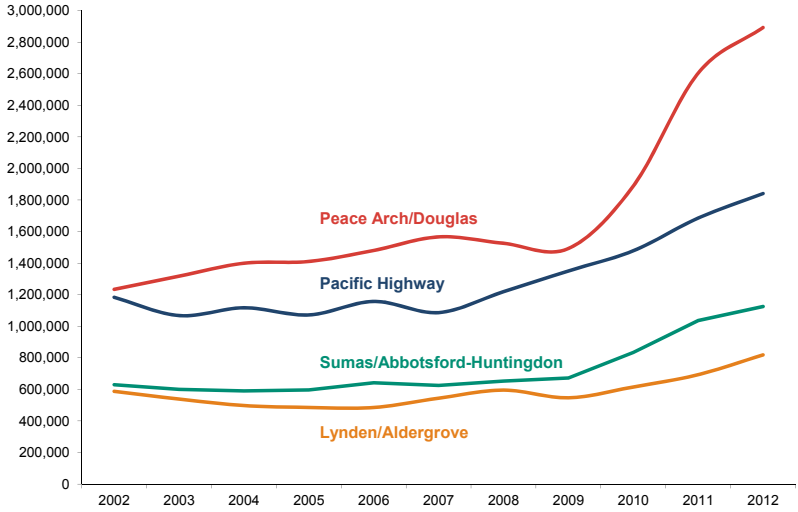
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Jan	0.74	0.69	0.66	0.69	0.67	0.62	0.65	0.77	0.82	0.86	0.85	0.99	0.82	0.96	0.99	0.99
Feb	0.74	0.70	0.67	0.69	0.66	0.63	0.66	0.75	0.81	0.87	0.85	1.00	0.80	0.95	0.99	1.00
Mar	0.73	0.71	0.66	0.68	0.64	0.63	0.68	0.75	0.82	0.86	0.86	1.00	0.79	0.98	0.98	0.99
Apr	0.72	0.70	0.67	0.68	0.64	0.63	0.69	0.74	0.81	0.87	0.88	0.99	0.82	0.99	0.96	0.98
May	0.72	0.69	0.68	0.67	0.65	0.65	0.72	0.73	0.80	0.90	0.91	1.00	0.87	0.96	0.97	0.99
Jun	0.72	0.68	0.68	0.68	0.66	0.65	0.74	0.74	0.81	0.90	0.94	0.98	0.89	0.96	0.98	1.01
Jul	0.73	0.67	0.67	0.68	0.65	0.65	0.72	0.76	0.82	0.89	0.95	0.99	0.89	0.96	0.96	1.03
Aug	0.72	0.65	0.67	0.67	0.65	0.64	0.72	0.76	0.83	0.89	0.94	0.95	0.92	0.96	0.98	1.01
Sep	0.72	0.66	0.68	0.67	0.64	0.63	0.73	0.78	0.85	0.90	0.98	0.94	0.92	0.97	1.00	0.99
Oct	0.72	0.65	0.68	0.66	0.64	0.63	0.76	0.80	0.85	0.89	1.03	0.84	0.95	0.98	1.02	0.99
Nov	0.71	0.65	0.68	0.65	0.63	0.64	0.76	0.84	0.85	0.88	1.03	0.82	0.94	0.99	1.03	1.00
Dec	0.70	0.65	0.68	0.66	0.63	0.64	0.76	0.82	0.86	0.87	1.00	0.81	0.95	0.99	1.02	1.01
Avg	*0.72*	*0.67*	*0.67*	*0.67*	*0.65*	*0.64*	*0.72*	*0.77*	*0.83*	*0.88*	*0.94*	*0.94*	*0.88*	*0.97*	0.99	1.00

Note: Because Statistics Canada did not include NEXUS passenger vehicles in its counts prior to 2012, the chart above uses the percentages of U.S. and Canadian passenger vehicles from Statistics Canada and applies those percentages to the volume numbers provided by Canada Border Services Agency from 2002 forward.

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

10 YEAR CROSS-BORDER AUTO VOLUMES

SOUTHBOUND, 2002-2012



	Peace Arch/ Douglas	Pacific Highway	Lynden/ Aldergrove	Sumas/ Abb-Huntingdon	TOTAL
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
2012	2,892,861	1,840,844	818,521	1,125,050	6,677,276

— Passenger vehicle volumes have **increased 11 percent** since last year.

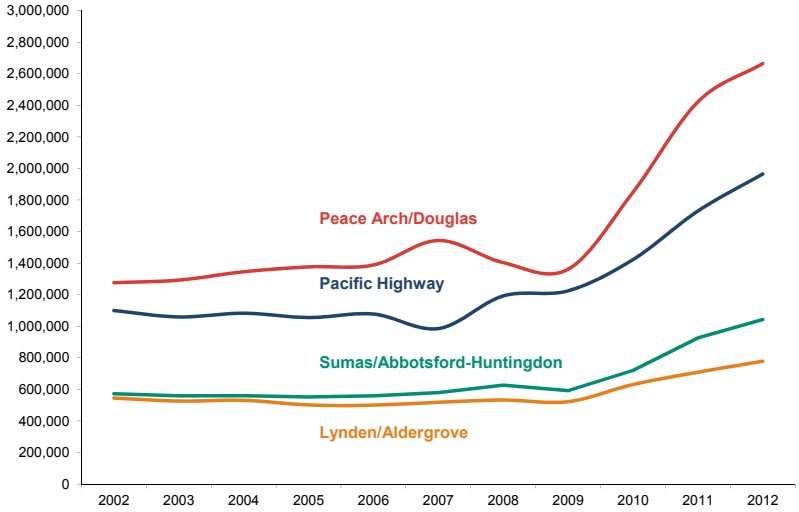
— Volumes have **increased 84 percent** over the last ten years.

— However volumes are still **60 percent less** than they were in 1991, when over 16.5 million cars crossed through the Cascade Gateway.

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

10 YEAR CROSS-BORDER AUTO VOLUMES

NORTHBOUND, 2002-2012



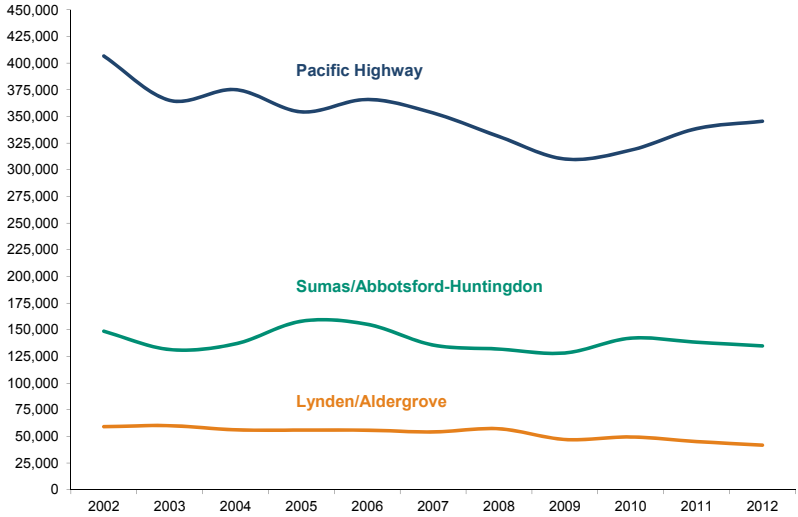
	Peace Arch/ Douglas	Pacific Highway	Lynden/ Aldergrove	Sumas/Abb-Huntingdon	TOTAL
2002	1,275,721	1,099,526	545,080	572,147	3,492,474
2003	1,292,249	1,058,868	525,817	559,267	3,436,201
2004	1,345,388	1,082,670	530,939	559,597	3,518,594
2005	1,376,116	1,055,016	500,964	552,043	3,484,139
2006	1,388,119	1,077,260	500,129	559,426	3,524,934
2007	1,543,378	985,156	517,917	579,739	3,626,190
2008	1,402,999	1,192,190	532,565	626,347	3,754,101
2009	1,361,099	1,224,331	522,008	592,351	3,699,789
2010	1,849,005	1,422,279	630,740	720,161	4,622,185
2011	2,421,776	1,730,051	708,829	926,019	5,786,675
2012	2,664,667	1,964,693	778,309	1,042,035	6,449,704

— There is a small shift in port-of-entry choice northbound and southbound, with slightly more southbound travelers choosing Peace Arch/Douglas and a larger increase of Pacific Highway travelers northbound.

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

10 YEAR CROSS-BORDER TRUCK VOLUMES

SOUTHBOUND, 2002-2012



	Pacific Highway	Lynden/ Aldergrove	Sumas/ Abb-Huntingdon	Total
2002	406,667	59,121	148,616	614,404
2003	365,089	60,072	131,455	556,616
2004	375,169	56,167	136,807	568,143
2005	354,264	55,907	157,998	568,169
2006	365,959	55,853	155,155	576,967
2007	353,286	54,201	135,677	543,164
2008	331,195	57,155	131,898	520,248
2009	310,075	47,127	128,239	485,441
2010	318,309	49,484	142,143	509,936
2011	338,570	45,206	138,319	522,095
2012	345,535	41,844	134,915	522,294

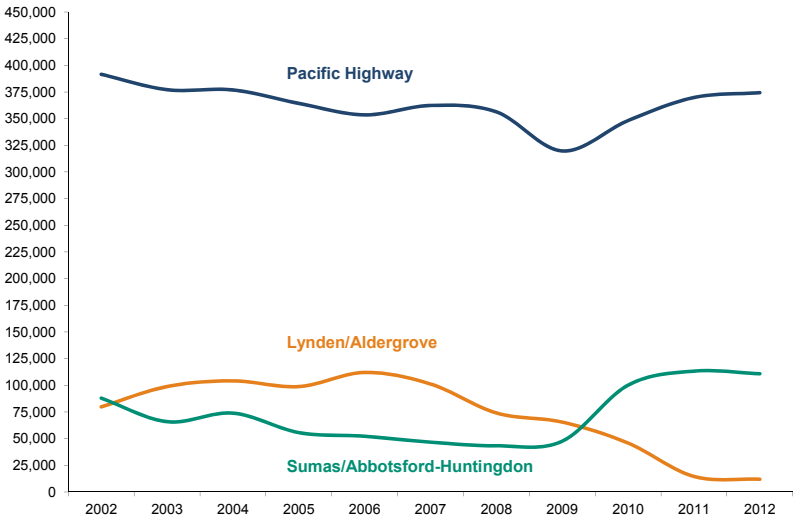
— There has been almost no change since last year in terms of southbound commercial vehicle volumes, and an **11 percent decrease** northbound.

— Commercial vehicle volumes have **decreased 15 percent** over the last ten years.

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

10 YEAR CROSS-BORDER TRUCK VOLUMES

NORTHBOUND, 2002-2012



	Pacific Highway	Lynden/ Aldergrove	Sumas/ Abb-Huntingdon	Total
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
2012	374,337	11,917	110,832	497,086

— However volumes are **up since 2009,** increasing 8 percent southbound and 15 percent northbound.

— Aldergrove commercial traffic has been affected by the permitting requirement put in place in 2009.

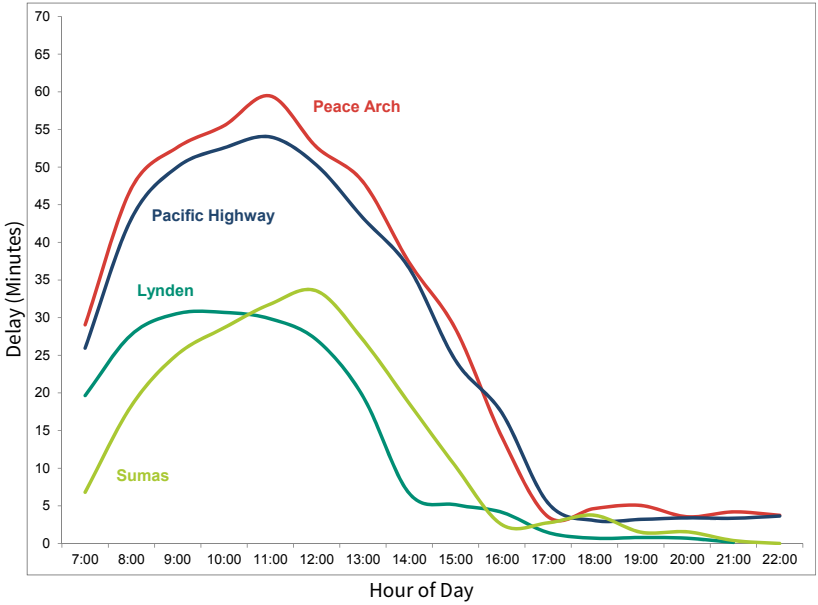
— Sumas has seen a surge in traffic since the Lynden/ Aldergrove port switched to processing only a limited number of permitted trucks.

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

CASCADE GATEWAY PEAK WAIT TIME ESTIMATES

AUGUST WEEKEND, 2012

SOUTHBOUND



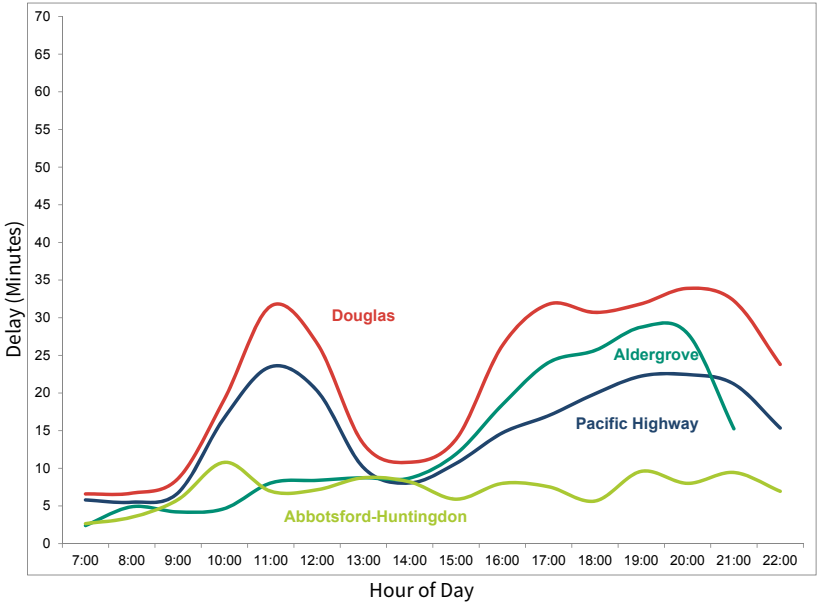
- On average, August vehicle wait times have **decreased an average of 4 percent** across the Cascade Gateway since last year.
- In 2011 wait times at Pacific Highway and Peace Arch southbound in August were nearly identical. This year repeats that pattern, although with a slight variation in wait times around noon.
- Sumas southbound wait times for August **decreased almost 10 percent** since last year.

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 (www.cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

CASCADE GATEWAY PEAK WAIT TIME ESTIMATES

AUGUST WEEKEND, 2012

NORTHBOUND



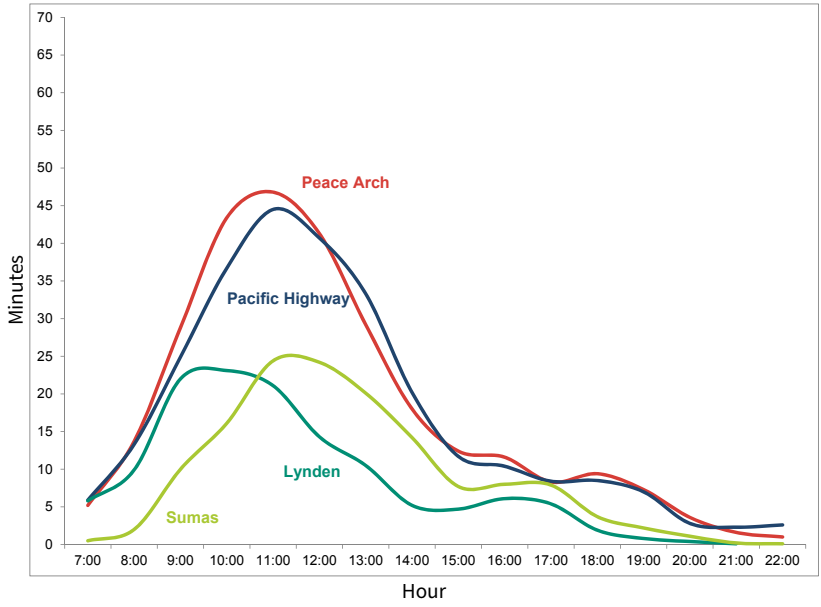
- The greatest reduction of wait times occurred northbound at the Aldergrove Port-of-Entry, with **an average reduction of 31 percent** in wait times since 2011.
- The Abbotsford-Huntingdon Port-of-Entry's northbound wait times **increased an average of 10 percent** since August of last year. However it is relevant that a NEXUS lane was added northbound in 2012, reducing general traffic capacity by one lane.
- Despite an increase in traffic volumes at all ports-of-entry, Cascade Gateway northbound wait times during the peak month of August remained the same as last year or lower.

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 (www.cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

CASCADE GATEWAY PEAK WAIT TIME ESTIMATES

AUGUST WEEKDAY, 2012

SOUTHBOUND



— Overall southbound peak weekday wait times have **increased approximately 10 percent** across the Cascade Gateway since last year. Note that traffic volumes have increased 11 percent as well.

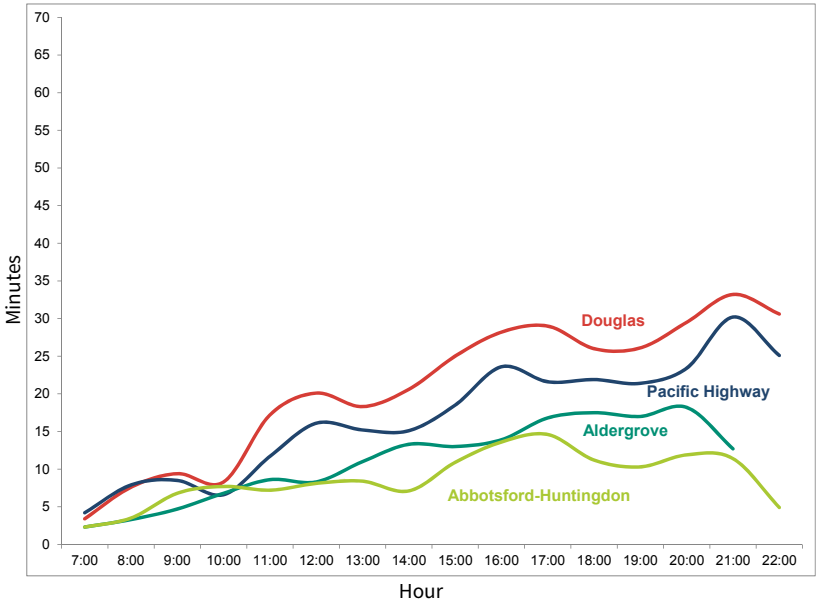
— Lynden's Port-of-Entry saw the smallest increase, with a **5 percent increase** in August weekday average wait times over 2011 .

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 (www.cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

CASCADE GATEWAY PEAK WAIT TIME ESTIMATES

AUGUST WEEKDAY, 2012

NORTHBOUND



— Wait times at northbound Pacific Highway now mirror Douglas wait times more closely than the previous year. Pacific Highway northbound weekday **wait times in August more than doubled** since 2011.

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 (www.cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

CASCADE GATEWAY TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for all ports, both directions.

	General	NEXUS	Ready	Total
At least once a day	1%	3%	0%	2%
Once a week	24%	54%	51%	34%
Once a month	38%	37%	35%	38%
Once every two months	5%	3%	4%	4%
2-5 times a year	18%	3%	6%	13%
Once a year or less	14%	0%	4%	9%

WHY NO NEXUS?

Don't cross enough	24%
No reason/don't know	12%
Meaning to	9%
No Answers	9%
Application a hassle	7%
Application in process	6%
Non-NEXUS passenger	6%
Don't want to	5%
Cost too high	4%
Other	18%

TRIP PURPOSE

CANADIAN

Shopping	31%
Gas	22%
Recreation	19%
Vacation	11%
Mail	8%
Family Visit	5%
Other	3%
Business/Work	2%

AMERICAN

Vacation	31%
Recreation	27%
Family Visit	18%
Business/Work	10%
Work commute	5%
Other	5%
Shopping	4%

Note: These are preliminary charts that precede publication of a final report.
Data sources: 2013 IMTC Passenger Intercept Survey
Data compiled by: Whatcom Council of Governments

PEACE ARCH / DOUGLAS PORT - OF - ENTRY

Vehicles turn off their engines in the anti-idling zone at the Peace Arch crossing. When the light turns green, they move forward together.

The Peace Arch (U.S.) and Douglas (Canadian) Ports-of-Entry between Blaine, WA and Surrey, British Columbia are unique along the U.S. -Canada border because the inspection facilities are 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. The port is accessed by Interstate 5 and B.C. Highway 99. Both the U.S. and Canadian facilities have been recently rebuilt.

Peace Arch is the third busiest passenger crossing on the U.S. - Canada border.[1] In June 2013 Blaine (Peace Arch and Pacific Highway) rose to be the number one busiest port on the U.S. - Canada border for that month.

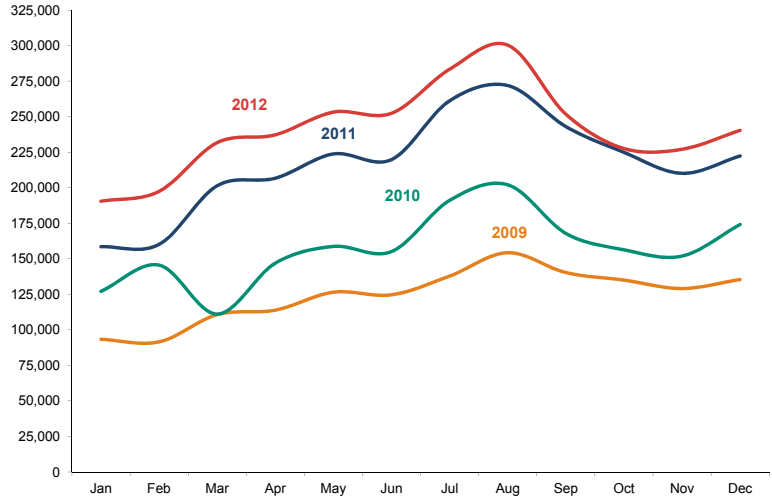
33 percent of all traffic at Peace Arch/Douglas uses NEXUS lanes.[2] 53 percent of interviewed NEXUS users cross at least once a week.[3]

4.5 percent of travelers use RF identification cards.[4] Southbound travelers may use the Ready Lane if all in the vehicle have radio frequency (RF) identification such as WA or BC enhanced drivers licenses, NEXUS, or passcards.

1. U.S. Department of Transportation Bureau of Transportation Statistics
2. U.S. Customs & Border Protection, Canada Border Services Agency
3. 2013 IMTC Passenger Intercept Survey
4. U.S. Customs & Border Protection; compiled by Border Policy Research Institute

PEACE ARCH / DOUGLAS AUTO VOLUMES, 2009-2012

SOUTHBOUND



	2009	2010	2011	2012
Jan	93,367	127,082	158,480	190,489
Feb	91,536	145,546	160,108	197,403
Mar	110,718	111,091	201,376	231,706
Apr	113,843	146,911	206,648	237,224
May	126,488	158,687	223,771	253,204
Jun	124,641	155,042	219,779	252,357
Jul	137,792	191,078	261,142	283,343
Aug	154,259	202,055	271,895	300,361
Sep	140,313	167,869	243,041	251,771
Oct	135,014	156,341	224,909	227,581
Nov	129,059	151,882	210,090	227,057
Dec	135,405	174,149	222,343	240,365
TOTAL	**1,492,435**	**1,887,733**	**2,603,582**	**2,892,861**

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

PEACE ARCH / DOUGLAS GENERAL VS. NEXUS, 2012

SOUTHBOUND

	General	NEXUS	Total	% NEXUS
Jan	131,119	59,370	190,489	31.2%
Feb	133,295	64,108	197,403	32.5%
Mar	156,536	75,170	231,706	32.4%
Apr	163,767	73,457	237,224	31.0%
May	173,683	79,521	253,204	31.4%
Jun	176,446	75,911	252,357	30.1%
Jul	204,910	78,433	283,343	27.7%
Aug	220,877	79,484	300,361	26.5%
Sep	173,925	77,846	251,771	30.9%
Oct	152,672	74,909	227,581	32.9%
Nov	153,903	73,154	227,057	32.2%
Dec	163,787	76,578	240,365	31.9%
TOTAL	**2,004,920**	**887,941**	**2,892,861**	**30.7%**

— Southbound vehicle volumes at Peace Arch have **increased 11 percent** since last year.

— Volumes have **almost doubled (up 99 percent)** since 2009.

— In August an average of **almost 10,000 cars a day** crossed the border southbound at Peace Arch.

— Southbound at Peace Arch, an average of **31 percent of vehicles use the NEXUS lane**, making up an average of **over 2,400 cars a day**.

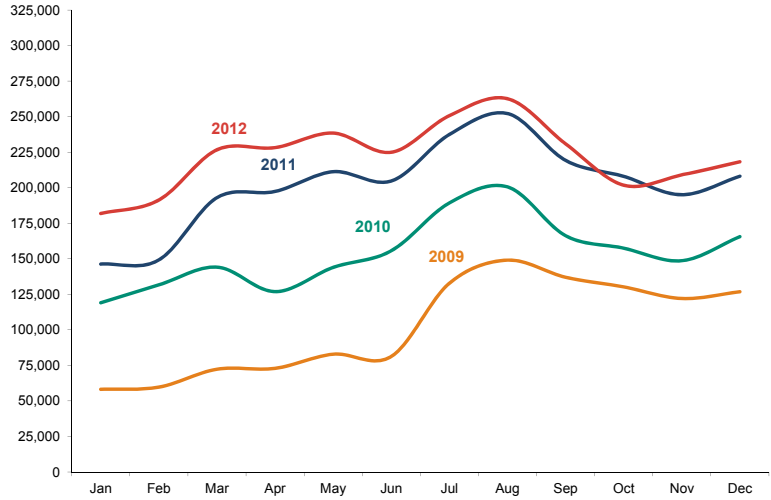
— More vehicles used the Peace Arch southbound NEXUS lane in May 2012 than all the passenger vehicles crossing southbound at the Lynden Port-of-Entry.

— The peak month of volumes in the Peace Arch southbound NEXUS lane was May, with 79,521 vehicles, 5,500 more cars than the average monthly NEXUS volume.

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

PEACE ARCH / DOUGLAS AUTO VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	58,134	119,050	146,257	181,854
Feb	59,694	131,630	149,172	191,327
Mar	72,288	144,137	193,005	226,694
Apr	72,906	126,871	197,351	228,179
May	82,891	143,933	211,283	238,423
Jun	81,250	155,611	204,708	224,923
Jul	132,773	189,280	237,450	250,709
Aug	149,029	200,576	252,191	262,635
Sep	137,001	166,244	219,231	230,896
Oct	130,216	157,472	207,995	201,780
Nov	122,040	148,630	195,044	209,014
Dec	126,792	165,571	208,089	218,233
TOTAL	**1,225,014**	**1,849,005**	**2,421,776**	**2,664,667**

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

PEACE ARCH / DOUGLAS GENERAL VS. NEXUS, 2012

NORTHBOUND

	General	NEXUS	Total	% NEXUS
Jan	117,525	64,329	181,854	35.4%
Feb	123,348	67,979	191,327	35.5%
Mar	149,808	76,886	226,694	33.9%
Apr	147,740	80,439	228,179	35.3%
May	152,716	85,707	238,423	35.9%
Jun	142,527	82,396	224,923	36.6%
Jul	162,022	88,687	250,709	35.4%
Aug	173,469	89,166	262,635	34.0%
Sep	144,475	86,421	230,896	37.4%
Oct	122,517	79,263	201,780	39.3%
Nov	129,309	79,705	209,014	38.1%
Dec	134,592	83,641	218,233	38.3%
TOTAL	**1,700,048**	**964,619**	**2,664,667**	**36.2%**

- Northbound vehicle volumes at Douglas have **increased 10 percent** from 2011 to 2012.
- Volumes have **more than doubled (118 percent increase)** since 2009.
- In August, 2012 an average of **almost 8,500 cars a day** crossed the border northbound at Douglas.
- Northbound at Douglas, an average of **36 percent of vehicles use the NEXUS lane**, making up an average of **nearly 2,700 cars a day**.
- The number of NEXUS cars in the northbound NEXUS lane at Douglas in August was over 11,000 more than all passenger traffic northbound at the Aldergrove Port-of-Entry.

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

PEACE ARCH / DOUGLAS WAIT TIME ESTIMATES

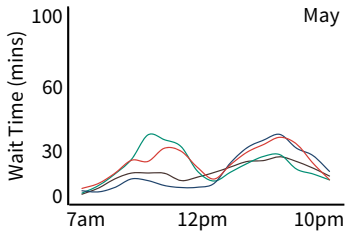
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

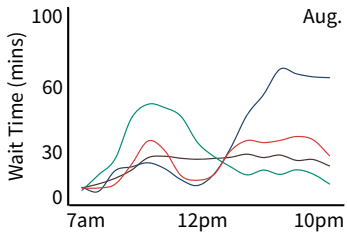
WEEKEND

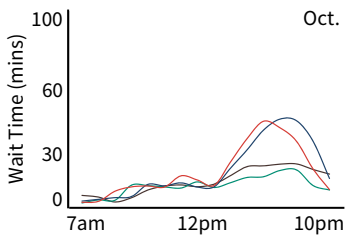
2007 2009 2011 2012

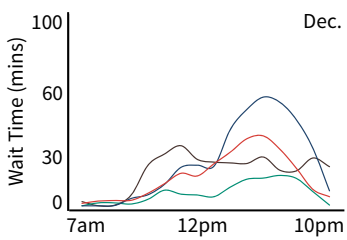
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

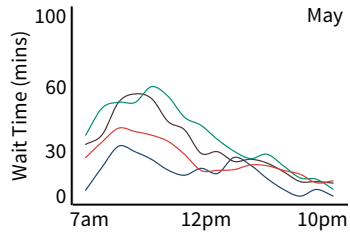


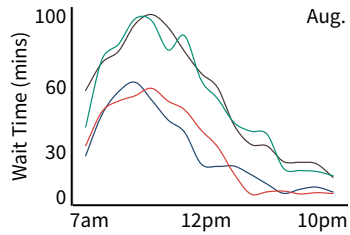


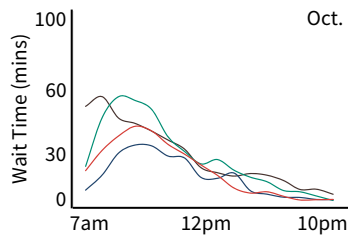


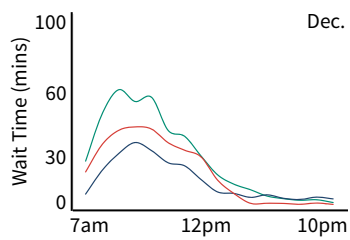


SOUTHBOUND









PEACE ARCH / DOUGLAS WAIT TIME ESTIMATES

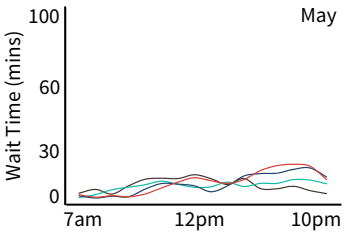
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

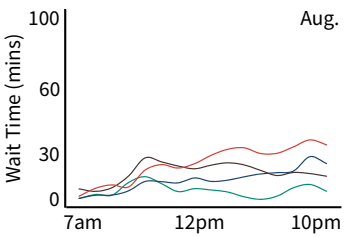
WEEKDAY

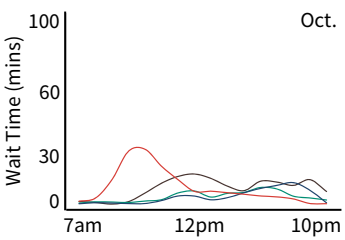
2007 2009 2011 2012

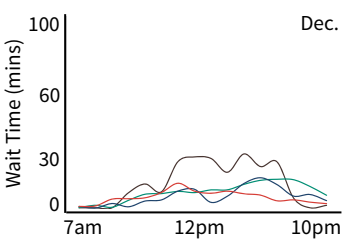
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

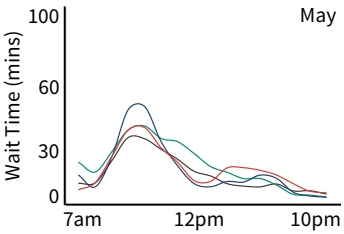


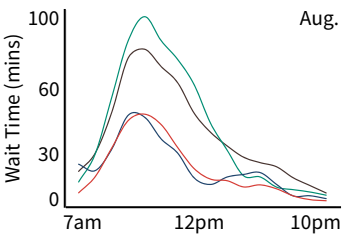


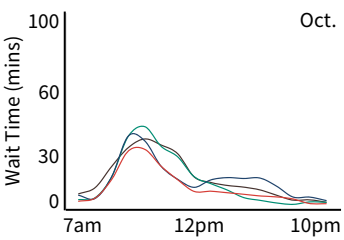


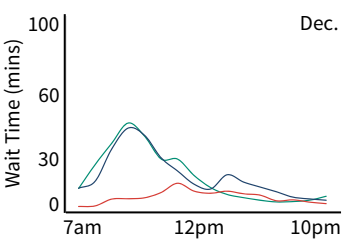


SOUTHBOUND









PEACE ARCH / DOUGLAS TRAVEL CHARACTERISTICS

AUTO ORIGINS & DESTINATIONS

NORTHBOUND

Origin	
Bellingham	33%
Blaine	20%
Seattle	15%
USA (Rest)	4%
Birch Bay	4%
Other	2%
Oregon	2%
California	2%
Ferndale	2%
Other	16%

Destination	
Surrey	28%
Vancouver	27%
Richmond	10%
White Rock	7%
Burnaby	6%
Delta	5%
North Vancouver	2%
BC (other)	2%
New Westminster	2%
Other	12%

SOUTHBOUND

Origin	
Surrey	31%
Vancouver	26%
White Rock	8%
Richmond	7%
Burnaby	5%
Delta	5%
BC (other)	2%
North Vancouver	2%
Coquitlam	1%
Other	12%

Destination	
Bellingham	33%
Blaine	24%
Seattle	13%
Birch Bay	4%
Oregon	2%
Mt. Vernon	2%
Everett-Tulalip Casino	2%
California	1%
Washington (West)	1%
Other	17%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

PEACE ARCH / DOUGLAS TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for both directions.

	General	NEXUS
At least once a day	0%	1%
Once a week	14%	52%
Once a month	35%	40%
Once every two months	4%	3%
2-5 times a year	21%	4%
Once a year or less	24%	0%

REASONS FOR CHOOSING PEACE ARCH/DOUGLAS

	Northbound		Southbound	
	General	NEXUS	General	NEXUS
ATIS signs	8%	1%	8%	2%
Avoid congestion	4%	5%	11%	7%
Don't know	1%	1%	3%	1%
Following directions	10%	2%	5%	1%
Most direct route	55%	77%	52%	65%
NEXUS lane		4%		10%
Other	3%	1%	3%	2%
Preferred route	9%	7%	9%	8%
Radio Advice	1%			
Road came here	9%	1%	8%	2%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

PEACE ARCH / DOUGLAS TRAVEL CHARACTERISTICS

TRIP PURPOSE

Figures are averages for both directions.

	General	NEXUS
Airport	2%	1%
Business or work related	4%	4%
Church	0%	0%
Doctor or dentist	0%	0%
Family visit	8%	6%
Gas	8%	23%
Mail	2%	4%
Recreation	20%	20%
School	0%	0%
Shopping	31%	30%
Vacation	23%	9%
Work commute	0%	1%

View of the Puget Sound from the primary booths at the Peace Arch Port-of-Entry

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

PACIFIC HIGHWAY PORT - OF - ENTRY

Northbound the number of inspection lanes for passenger vehicles increased to eleven in 2012

The Pacific Highway border crossing is one of the busiest commercial ports-of-entry in North America. Open 24 hours a day, this crossing processes commercial and passenger vehicles as well as buses. It also provides FAST, NEXUS, and a Ready Lane, and has recently served as a test port for a binational initiative to examine cargo pre-inspection as part of the Beyond the Border Action Plan. The port is accessible by WA State Route 543 and B.C. Highway 15 and is only one mile from Peace Arch/Douglas, making it an important part of I-5/B.C. Highway 99 corridor capacity for cross-border travel and freight.

Pacific Highway is the fourth busiest commercial crossing on the U.S. - Canada border.[1] Processing an average of 2,000 trucks a day, this is a commercial crossing of regional and national significance.[2]

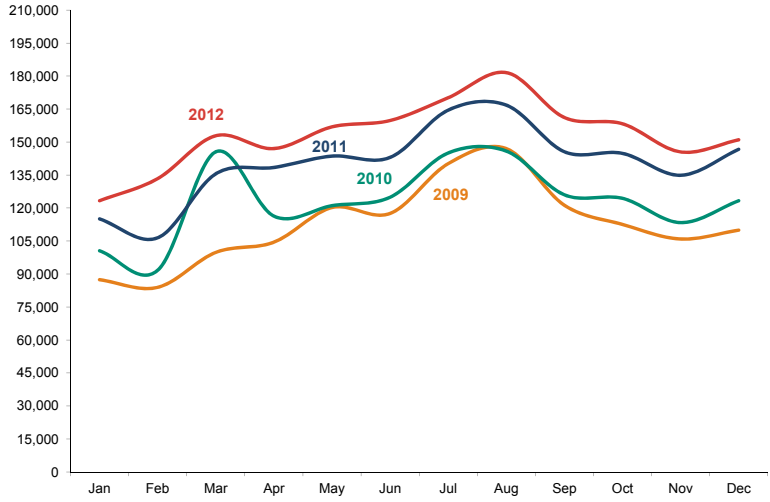
Over $32 million (USD) of goods cross through this port every day.[3] 2012 U.S. and Canadian exports at Pacific Highway exceeded $12 billion.

Pacific Highway has the third highest number of buses crossing the northern border.[4] Nearly 16,000 buses crossed through this port-of-entry in 2012.

1 U.S. Department of Transportation Bureau of Transportation Statistics
2 U.S. Customs & Border Protection, Canada Border Services Agency
3 U.S. Department of Transportation Bureau of Transportation Statistics
4 U.S. Department of Transportation Bureau of Transportation Statistics

PACIFIC HIGHWAY AUTO VOLUMES, 2009-2012

SOUTHBOUND



	2009	2010	2011	2012
Jan	87,403	100,558	115,059	123,314
Feb	83,912	91,690	106,450	133,348
Mar	99,833	145,545	135,548	152,866
Apr	104,469	116,321	138,432	147,012
May	120,222	121,054	143,605	156,890
Jun	117,528	124,891	142,983	159,768
Jul	140,176	145,025	164,501	170,129
Aug	147,021	145,886	166,770	181,573
Sep	121,258	125,993	145,574	161,134
Oct	112,530	124,389	144,851	158,304
Nov	105,913	113,366	134,877	145,487
Dec	109,931	123,303	146,692	151,019
TOTAL	**1,350,196**	**1,478,021**	**1,685,342**	**1,840,844**

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

PACIFIC HIGHWAY GENERAL VS. NEXUS, 2012

SOUTHBOUND

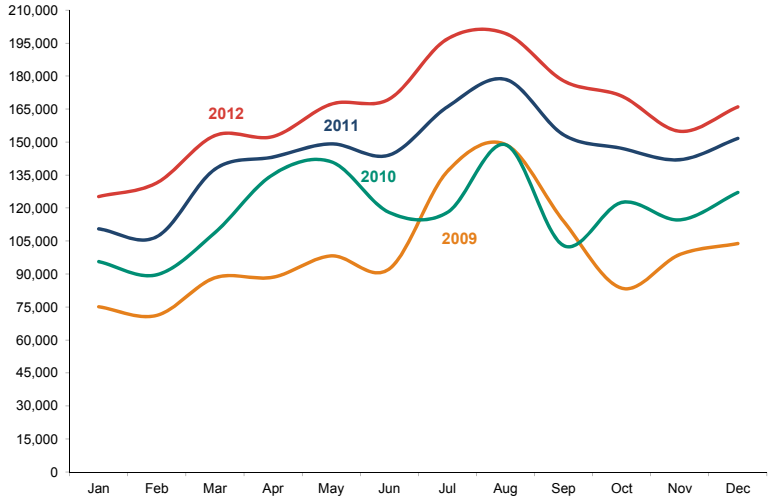
	General	NEXUS	Total	% NEXUS
Jan	92,899	30,415	123,314	24.7%
Feb	100,052	33,296	133,348	25.0%
Mar	113,801	39,065	152,866	25.6%
Apr	109,099	37,913	147,012	25.8%
May	115,037	41,853	156,890	26.7%
Jun	114,865	44,903	159,768	28.1%
Jul	124,866	45,263	170,129	26.6%
Aug	133,571	48,002	181,573	26.4%
Sep	117,755	43,379	161,134	26.9%
Oct	109,382	48,922	158,304	30.9%
Nov	100,992	44,495	145,487	30.6%
Dec	103,514	47,505	151,019	31.5%
TOTAL	**1,335,833**	**505,011**	**1,840,844**	**27.4%**

- Southbound vehicle volumes at Pacific Highway have **increased 9 percent** since last year.
- Volumes are up **36 percent** since 2009.
- Since October of 2012 **over 30 percent** of southbound Pacific Highway's traffic has used the NEXUS lane.
- In 2012, **40 percent of all Blaine traffic crossed at Pacific Highway**.
- Between both Pacific Highway and Peace Arch/Douglas crossings, an average of 13,000 cars enter the U.S. at Blaine each day.

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

PACIFIC HIGHWAY AUTO VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	75,110	95,638	110,520	125,212
Feb	71,184	89,661	106,953	131,447
Mar	88,282	108,811	137,657	152,956
Apr	88,520	135,245	143,169	152,499
May	98,235	141,040	149,175	167,224
Jun	92,296	117,984	144,067	169,539
Jul	136,599	117,984	165,995	196,861
Aug	148,911	148,789	178,483	199,358
Sep	114,048	102,932	153,291	177,818
Oct	83,559	122,515	147,128	170,898
Nov	98,846	114,609	141,951	154,878
Dec	103,856	127,071	151,662	166,003
TOTAL	**1,199,446**	**1,422,279**	**1,730,051**	**1,964,693**

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

PACIFIC HIGHWAY GENERAL VS. NEXUS, 2012

NORTHBOUND

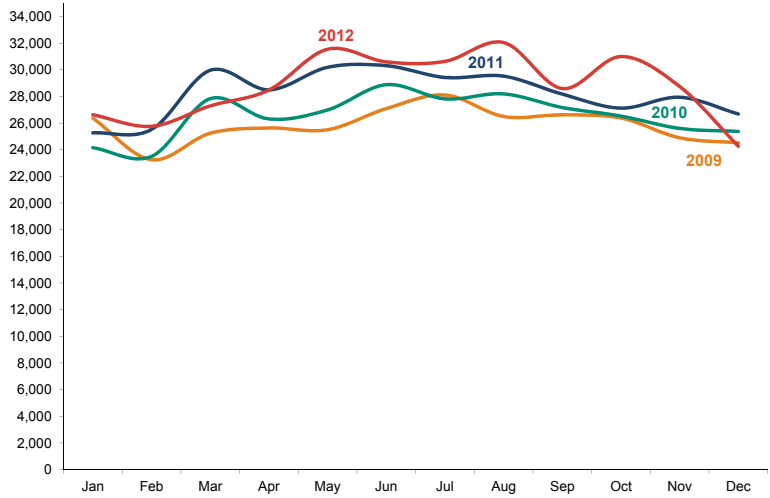
	General	NEXUS	Total	% NEXUS
Jan	93,209	32,003	125,212	25.6%
Feb	96,149	35,298	131,447	26.9%
Mar	111,621	41,335	152,956	27.0%
Apr	109,361	43,138	152,499	28.3%
May	122,152	45,072	167,224	27.0%
Jun	124,539	45,000	169,539	26.5%
Jul	146,923	49,938	196,861	25.4%
Aug	149,722	49,636	199,358	24.9%
Sep	130,832	46,986	177,818	26.4%
Oct	122,274	48,624	170,898	28.5%
Nov	111,110	43,768	154,878	28.3%
Dec	119,811	46,192	166,003	27.8%
TOTAL	**1,437,703**	**526,990**	**1,964,693**	**26.8%**

- **30 percent** of northbound Cascade Gateway traffic crosses at Pacific Highway.
- Northbound vehicle volumes at Pacific Highway have **increased 14 percent** from 2011 - 2012.
- Volumes have **increased 64 percent** since 2009.
- **42 percent** of all traffic crossing at Blaine chose Pacific Highway over Peace Arch - Douglas.
- The busiest month for NEXUS was July, when an average of **1,600 cars a day** used the Pacific Highway northbound NEXUS lane.

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

PACIFIC HIGHWAY TRUCK VOLUMES, 2009-2012

SOUTHBOUND



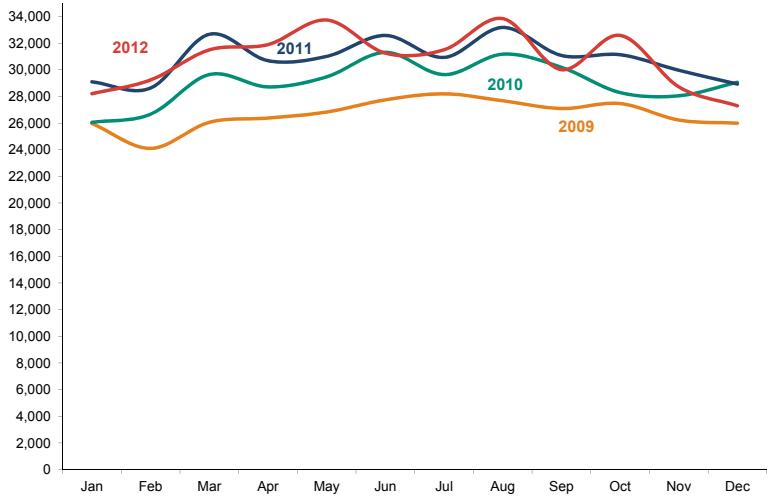
	2009	2010	2011	2012
Jan	26,368	24,149	25,265	26,625
Feb	23,247	23,499	25,516	25,754
Mar	25,236	27,828	29,960	27,288
Apr	25,631	26,308	28,491	28,477
May	25,499	26,983	30,183	31,543
Jun	27,083	28,878	30,308	30,588
Jul	28,110	27,815	29,421	30,626
Aug	26,493	28,188	29,518	32,043
Sep	26,614	27,164	28,172	28,588
Oct	26,378	26,526	27,119	30,991
Nov	24,896	25,599	27,937	28,748
Dec	24,520	25,372	26,680	24,264
TOTAL	**310,075**	**318,309**	**338,570**	**345,535**

- Southbound truck volume is **up 2 percent** from last year.
- Pacific Highway truck volume has **increased 11 percent** since 2009.
- From a decade ago commercial traffic is **down 15 percent**.

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

PACIFIC HIGHWAY TRUCK VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	25,972	26,050	29,095	28,201
Feb	24,099	26,664	28,630	29,233
Mar	26,055	29,642	32,663	31,490
Apr	26,374	28,713	30,680	31,885
May	26,826	29,469	31,001	33,732
Jun	27,740	31,305	32,574	31,247
Jul	28,194	29,632	30,922	31,497
Aug	27,673	31,168	33,174	33,839
Sep	27,090	30,187	31,072	30,005
Oct	27,464	28,289	31,129	32,579
Nov	26,227	28,045	29,962	28,719
Dec	25,993	29,059	28,921	27,294
TOTAL	**319,707**	**348,223**	**369,823**	**369,721**

— Northbound commercial volume at Pacific Highway **has not changed since last year**.

— 2012 Northbound Pacific Highway commercial volumes have **increased 16 percent** from 2009.

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

PACIFIC HIGHWAY TRADE VALUES

BY TRUCK

Blaine		
	U.S. - Canada*	Canada - U.S.*
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	$8,100	$3,018
2012	$8,685	$3,356

BY RAIL

Blaine		
	U.S. - Canada*	Canada - U.S.*
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	$916	$1,320
2012	$962	$1,503

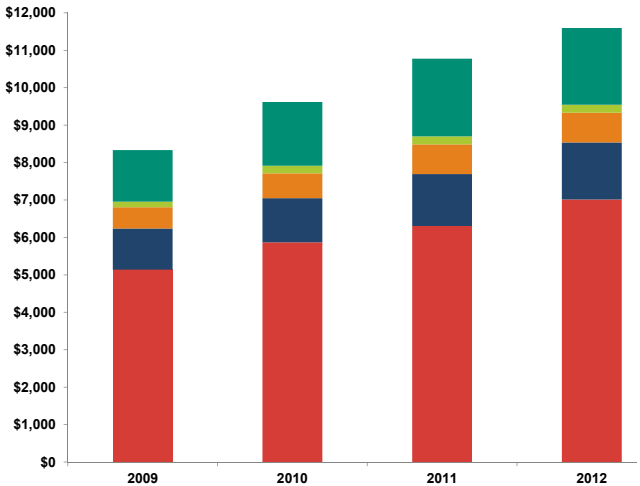
* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

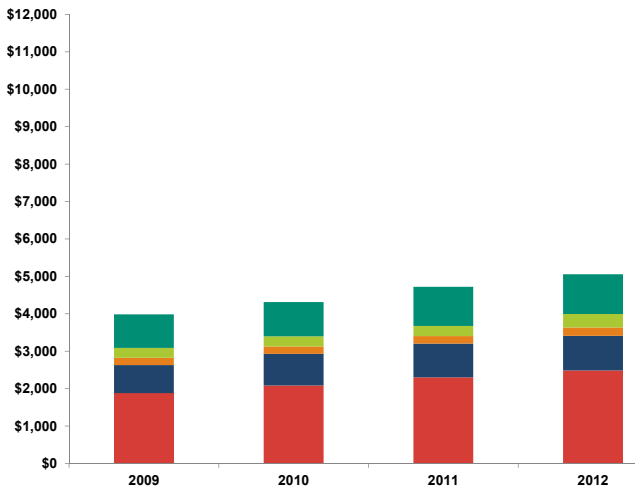
PACIFIC HIGHWAY TRUCK TRADE BY COMMODITY

Other Wood Farm Food Manufacturing

U.S.A. TO CANADA



CANADA TO U.S.A.



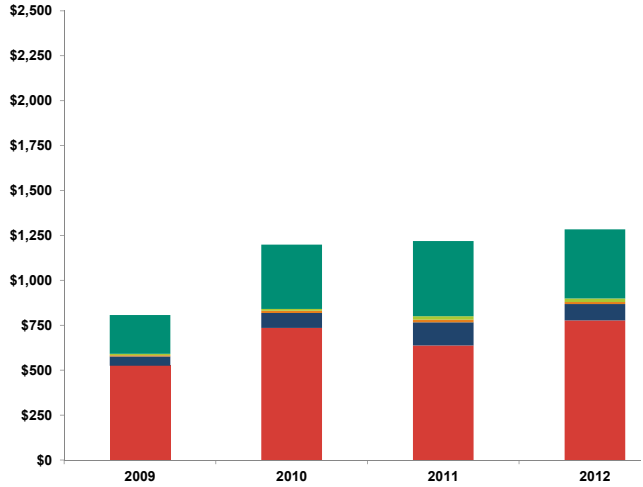
Figures are in millions.

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

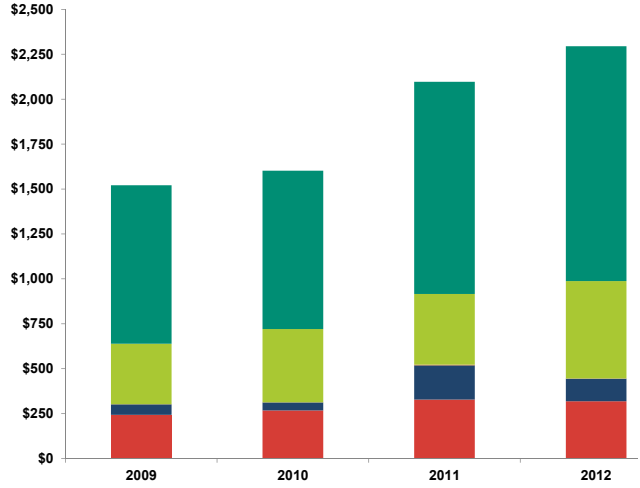
PACIFIC HIGHWAY RAIL TRADE BY COMMODITY

Other Wood Farm Food Manufacturing

U.S.A. TO CANADA



CANADA TO U.S.A.



Figures are in millions.

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

PACIFIC HIGHWAY WAIT TIME ESTIMATES

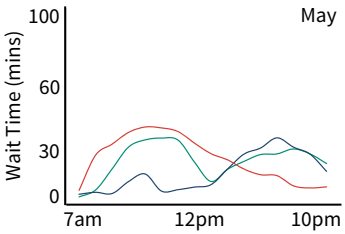
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

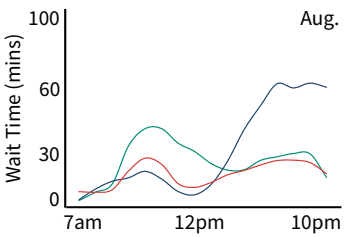
WEEKEND

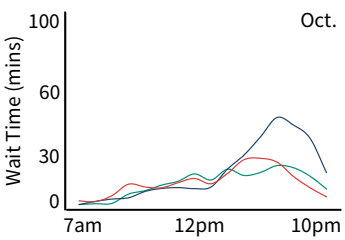
2007 2009 2011 2012

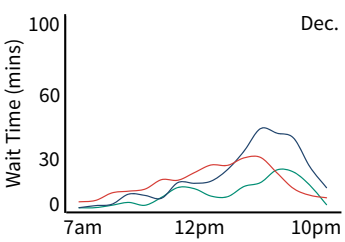
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

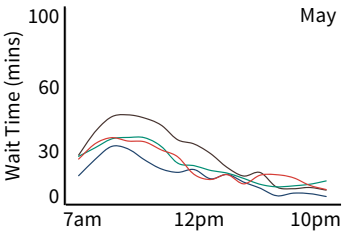


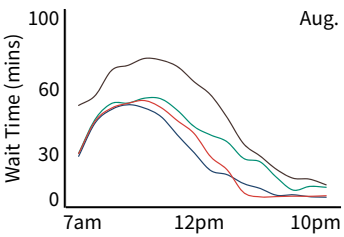


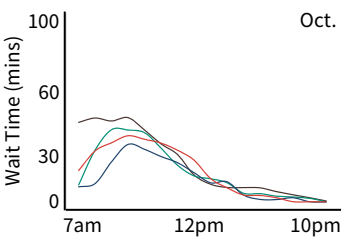


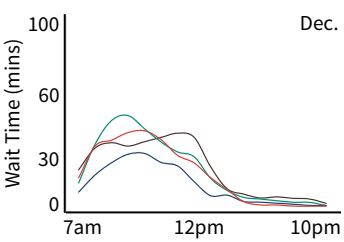


SOUTHBOUND









PACIFIC HIGHWAY WAIT TIME ESTIMATES

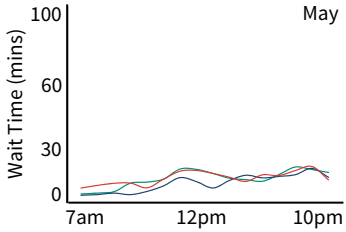
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

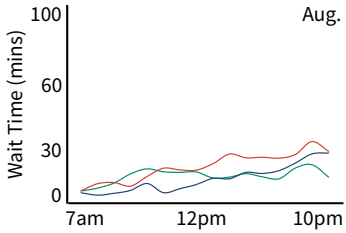
WEEKDAY

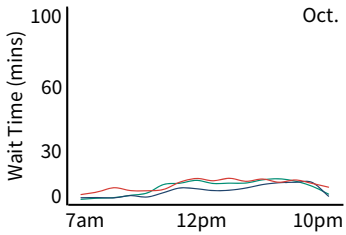
2007 2009 2011 2012

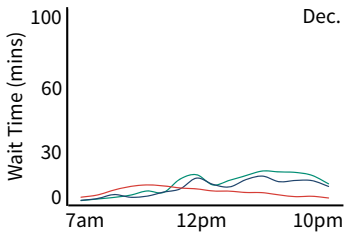
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

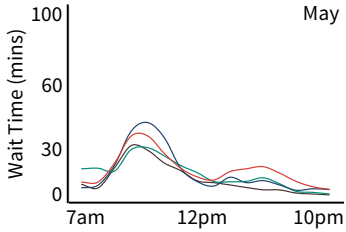


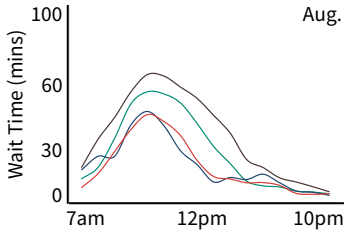


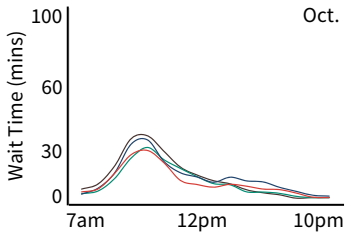


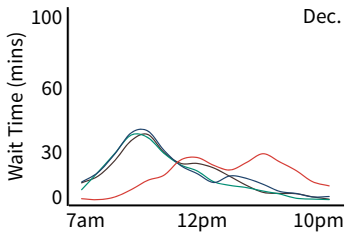


SOUTHBOUND



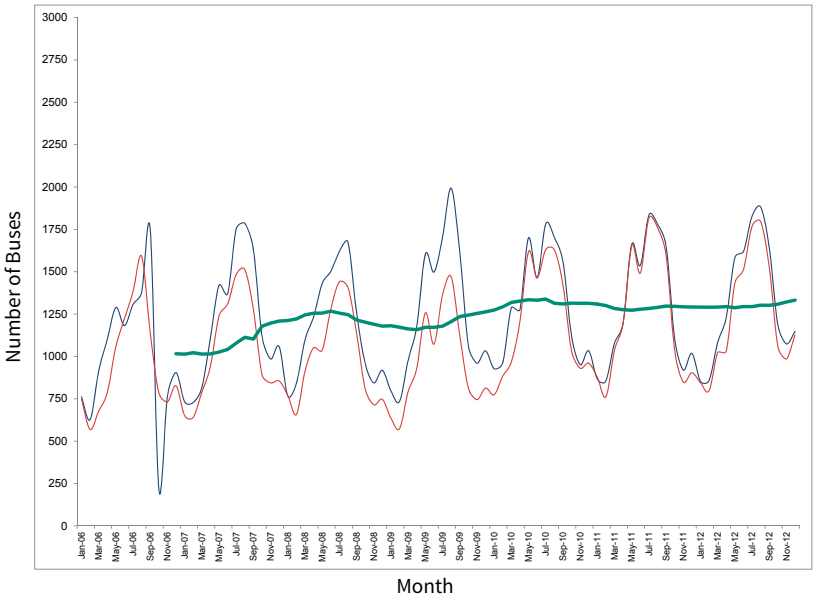






PACIFIC HIGHWAY BUS VOLUMES

BY MONTH, 2006-2012



BY YEAR, 2006-2012

Annual Bus Volume		
	Northbound	Southbound
2006	11,516	12,195
2007	12,433	14,510
2008	11,964	14,145
2009	11,594	15,159
2010	14,526	15,768
2011	14,979	15,502
2012	14,907	15,988

- Pacific Highway is the **third busiest bus crossing on the northern border**.
- Average bus volume at Pacific Highway is **up 30 percent** since 2006.
- Southbound bus volume is **5 percent higher** than it was ten years ago in 2002, when it was 15,184.

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

PACIFIC HIGHWAY TRAVEL CHARACTERISTICS

AUTO ORIGINS & DESTINATIONS

NORTHBOUND

Origin	
Bellingham	31%
Blaine	28%
Seattle	9%
Birch Bay	4%
Oregon	2%
Everett-Tulalip Casino	2%
USA (Rest)	2%
Ferndale	2%
Lynden	1%
Other	17%

Destination	
Surrey	33%
Vancouver	16%
Coquitlam	5%
Langley (City)	5%
Richmond	5%
White Rock	5%
Langley (Township)	4%
Burnaby	4%
Cloverdale	3%
Other	20%

SOUTHBOUND

Origin	
Surrey	36%
Vancouver	11%
Langley (Township)	7%
Coquitlam	6%
White Rock	5%
Burnaby	4%
Cloverdale	4%
Langley (City)	4%
North Vancouver	3%
Other	21%

Destination	
Bellingham	27%
Blaine	27%
Seattle	12%
Birch Bay	7%
Oregon	4%
Everett-Tulalip Casino	3%
Burlington	2%
Washington (East)	2%
Ferndale	2%
Other	16%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

PACIFIC HIGHWAY TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for both directions.

	General	NEXUS
At least once a day	0%	2%
Once a week	16%	52%
Once a month	38%	40%
Once every two months	6%	3%
2-5 times a year	24%	3%
Once a year or less	16%	0%

REASONS FOR CHOOSING PACIFIC HIGHWAY

	Northbound		Southbound	
	General	NEXUS	General	NEXUS
Following directions	45%	1%	6%	1%
Duty Free Store	15%	6%		0%
Don't know	11%	1%	2%	6%
Radio advice	3%		1%	
ATIS signs	2%	1%	13%	2%
Avoid congestion	1%	5%	14%	8%
Most direct route	1%	2%	47%	2%
Road came here	1%	1%	2%	2%
Web page advice	1%			1%
Preferred route	0%	1%	11%	2%
Other	2%	1%	2%	66%
NEXUS lane		0%		1%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

LYNDEN / ALDERGROVE PORT - OF - ENTRY

LED signage at the U.S. Lynden crossing allows for more dynamic lane management

The northbound Aldergrove and southbound Lynden ports-of-entry are accessed by WA State Route 539 (Guide Meridian) and B.C. Highway 13. Both ports are open 8:00am - 12:00am daily. Both facilities process passenger vehicles and limited volumes of commercial vehicles.

Planning has commenced for replacing the Canadian facility, and to make roadway improvements on U.S. and Canadian sides to accomodate future port changes.

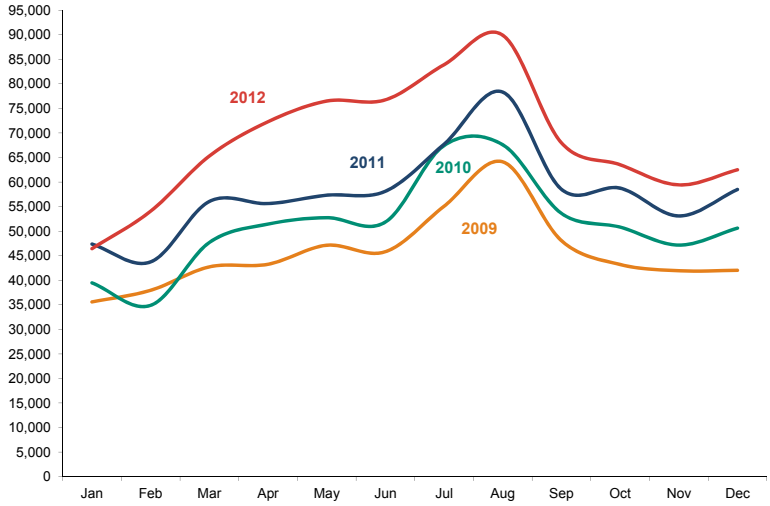
Lynden-Aldergrove processes over $150 million in trade each year.[1] Although the amount of goods crossing through this port-of-entry decreased after northbound permit requirements came into effect in 2010, the port still serves a regionally significant population of cross-border shippers.

The commercial ports serve a distinct population of shippers and carriers.[2] 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 shippers and carriers using it.

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

LYNDEN / ALDERGROVE AUTO VOLUMES, 2009-2012

SOUTHBOUND



	2009	2010	2011	2012
Jan	35,584	39,464	47,364	46,434
Feb	37,954	34,888	43,738	54,065
Mar	42,724	47,694	56,044	65,295
Apr	43,253	51,440	55,609	72,279
May	47,129	52,746	57,315	76,491
Jun	45,806	51,848	58,116	76,736
Jul	55,065	67,439	67,710	83,902
Aug	64,117	67,592	78,328	89,907
Sep	48,061	53,620	58,525	67,986
Oct	43,211	50,824	58,749	63,523
Nov	41,931	47,156	53,088	59,408
Dec	42,015	50,607	58,482	62,495
TOTAL	**546,850**	**615,318**	**693,068**	**818,521**

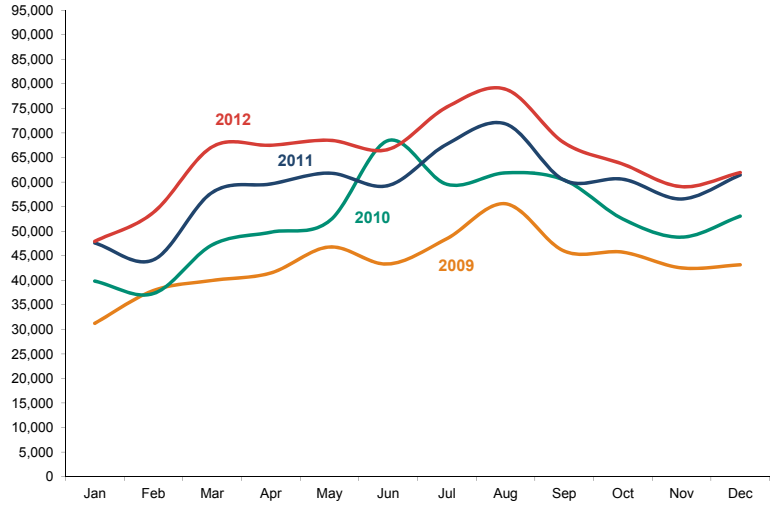
— Southbound volumes at Lynden have **increased 18 percent** since last year.

— **Passenger volumes have doubled** at Lynden over the last four years.

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

LYNDEN / ALDERGROVE AUTO VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	31,225	39,824	47,581	47,920
Feb	37,903	37,290	44,157	53,804
Mar	39,955	47,194	57,873	67,161
Apr	41,472	49,782	59,607	67,484
May	46,779	52,082	61,819	68,504
Jun	43,302	68,444	59,279	66,632
Jul	48,473	59,544	67,716	75,267
Aug	55,583	61,868	71,852	78,914
Sep	45,940	60,412	60,377	67,980
Oct	45,716	52,466	60,581	63,652
Nov	42,515	48,778	56,552	59,051
Dec	43,145	53,056	61,435	61,940
TOTAL	**522,008**	**630,740**	**708,829**	**778,309**

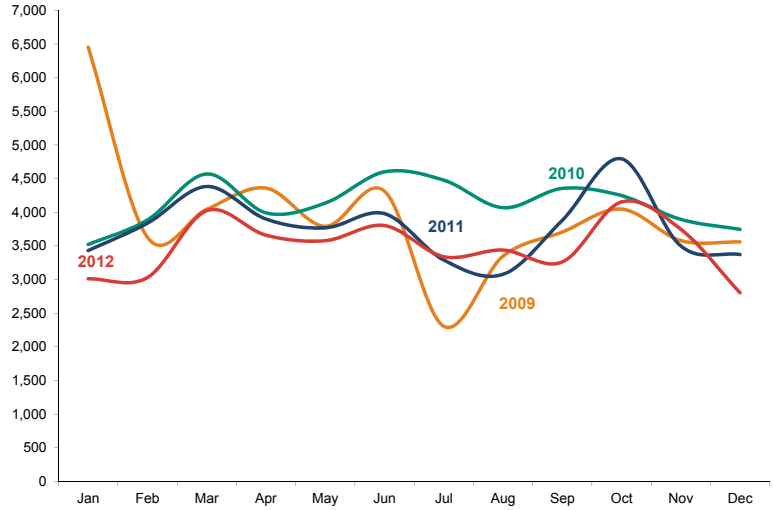
— Northbound passenger volumes at Aldergrove have i**ncreased 10 percent** since last year.

— Passenger volumes at Aldergrove **haven't been this high since 1997** (792,386 cars).

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

LYNDEN / ALDERGROVE TRUCK VOLUMES, 2009-2012

SOUTHBOUND



	2009	2010	2011	2012
Jan	6,452	3,520	3,431	3,011
Feb	3,628	3,885	3,837	3,030
Mar	4,043	4,569	4,383	4,023
Apr	4,359	3,990	3,899	3,659
May	3,790	4,136	3,768	3,577
Jun	4,313	4,600	3,979	3,802
Jul	2,305	4,477	3,290	3,339
Aug	3,347	4,067	3,077	3,438
Sep	3,705	4,354	3,879	3,261
Oct	4,047	4,247	4,793	4,153
Nov	3,579	3,894	3,499	3,748
Dec	3,559	3,745	3,371	2,803
TOTAL	**47,127**	**49,484**	**45,206**	**41,844**

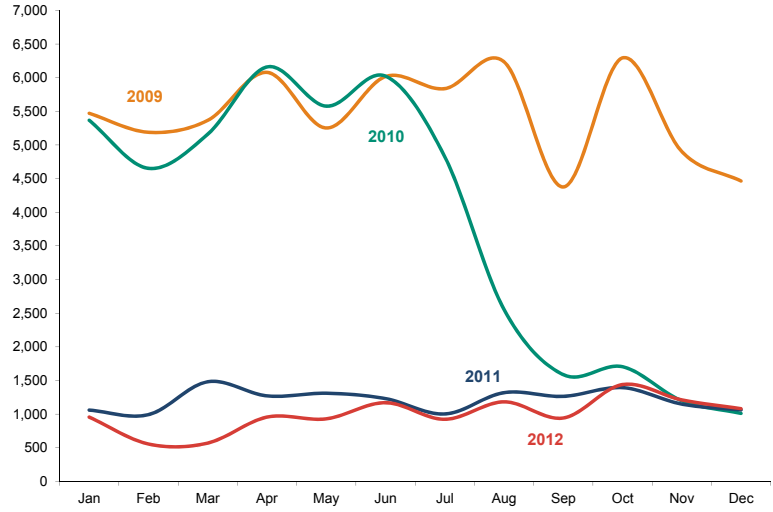
— Southbound truck volume at Lynden is **up 7 percent** from last year.

— Since 2009 commercial traffic at the port has **decreased by 1 percent**.

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

LYNDEN / ALDERGROVE TRUCK VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	5,470	5,366	1,060	956
Feb	5,188	4,652	992	556
Mar	5,365	5,159	1,481	570
Apr	6,078	6,159	1,271	956
May	5,252	5,576	1,310	930
Jun	6,016	6,022	1,231	1,170
Jul	5,836	4,826	1,002	923
Aug	6,236	2,556	1,319	1,183
Sep	4,375	1,587	1,264	942
Oct	6,293	1,704	1,394	1,439
Nov	4,902	1,199	1,149	1,211
Dec	4,464	1,011	1,063	1,081
TOTAL	**65,475**	**45,817**	**14,536**	**11,917**

— In 2010 Aldergrove limited commercial processing to permit trucks only. As a result, northbound commercial volume **has decreased 88 percent** since 2009.

— Northbound volumes **decreased 18 percent** from last year.

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

LYNDEN / ALDERGROVE TRADE VALUES

BY TRUCK

	U.S. - Canada*	Canada - U.S.*
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	$119	$14
2012	$116	$20

0 Avenue in Canada is right along the U.S. - Canada border and interrupted by the ports-of-entry

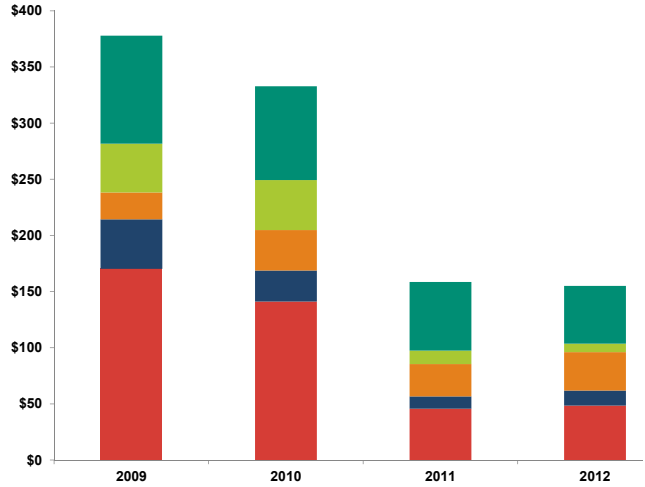
* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

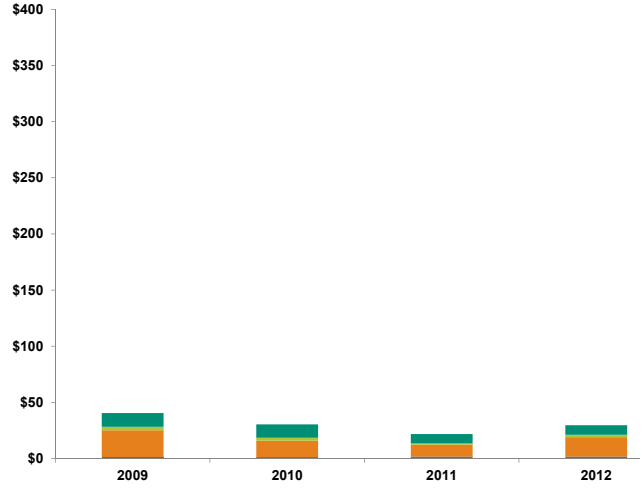
LYNDEN / ALDERGROVE TRUCK TRADE BY COMMODITY

Other Wood Farm Food Manufacturing

U.S.A. TO CANADA



CANADA TO U.S.A.



Figures are in millions.

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

LYNDEN / ALDERGROVE WAIT TIME ESTIMATES

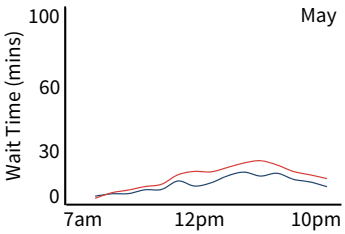
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

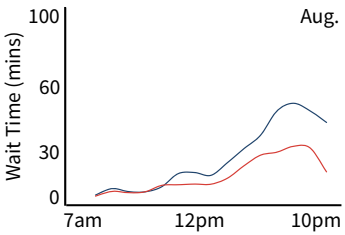
WEEKEND

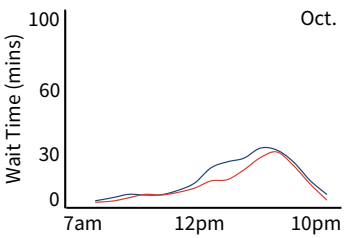
2011 2012

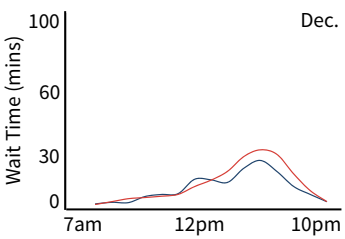
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

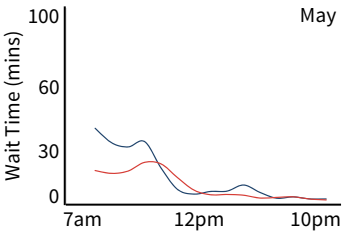


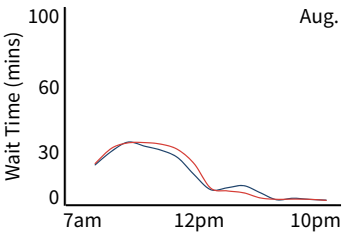


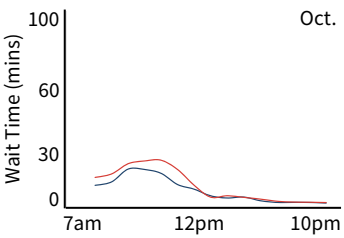


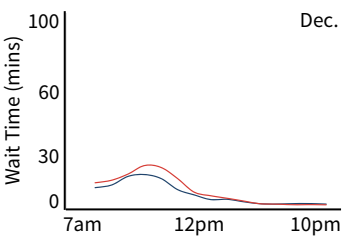


SOUTHBOUND









LYNDEN / ALDERGROVE WAIT TIME ESTIMATES

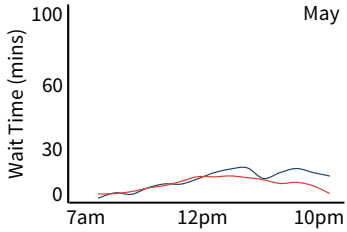
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

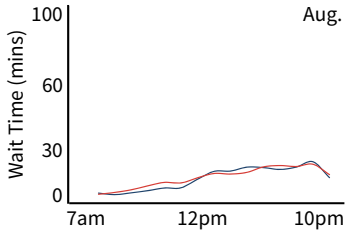
WEEKDAY

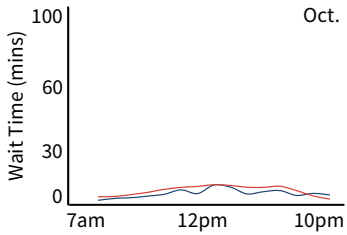
2011 2012

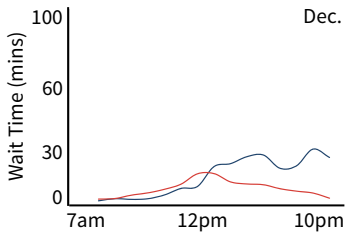
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

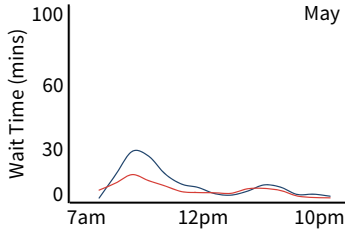


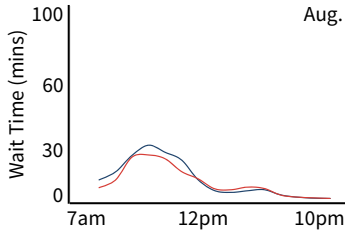


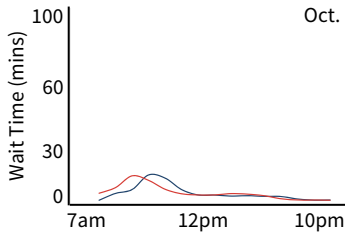


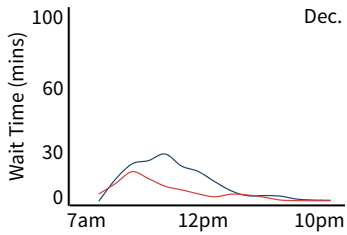


SOUTHBOUND









LYNDEN / ALDERGROVE TRAVEL CHARACTERISTICS

AUTO ORIGINS & DESTINATIONS

NORTHBOUND

Origin	
Bellingham	43%
Lynden	20%
Seattle	8%
Blaine	2%
Langley (Township)	2%
Ferndale	2%
Abbotsford	1%
Burlington	1%
Washington (East)	1%
Other	19%

SOUTHBOUND

Origin	
Abbotsford	20%
Aldergrove	13%
Langley (Township)	13%
Langley (City)	12%
Surrey	11%
Coquitlam	5%
Burnaby	3%
Vancouver	3%
Maple Ridge	2%
Other	18%

Destination	
Abbotsford	22%
Langley (Township)	13%
Langley (City)	10%
Aldergrove	10%
Surrey	10%
Coquitlam	7%
Vancouver	5%
Burnaby	3%
North Vancouver	3%
Other	18%

Destination	
Bellingham	46%
Lynden	24%
Seattle	5%
Ferndale	2%
Burlington	2%
Birch Bay	2%
Blaine	1%
Everett-Tulalip Casino	1%
Lummi Nation	1%
Other	16%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

LYNDEN / ADLERGROVE TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for both directions.

	Total
At least once a day	1%
Once a week	30%
Once a month	45%
Once every two months	6%
2-5 times a year	13%
Once a year or less	4%

REASONS FOR CHOOSING LYNDEN / ALDERGROVE

	Northbound	Southbound
Most direct route	57%	56%
Avoid congestion	20%	22%
Preferred route	11%	10%
Other	4%	4%
Following directions	3%	3%
ATIS signs	1%	1%
Null	1%	3%
Don't know	1%	
Radio advice	1%	1%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

SUMAS / ABBOTSFORD-HUNTINGDON PORT - OF - ENTRY

The Abbotsford/Huntingdon Port-of-Entry

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

The Canadian facility recently completed commercial processing improvements, and in 2012 NEXUS lanes were established in both directions.

Sumas is the second busiest pedestrian crossing on the entire U.S. - Canada border.[1] Southbound, Sumas ranked only below Niagara Falls in terms of pedestrian traffic. The port is also the 7th busiest passenger crossing and 8th busiest commercial crossing on the northern border.

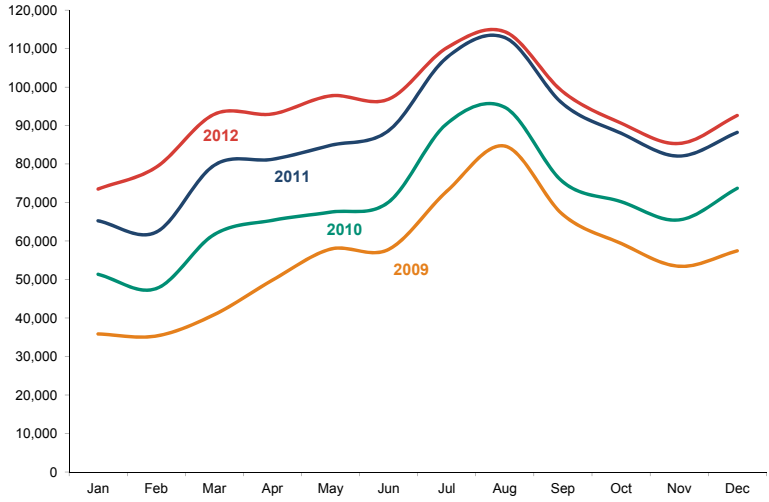
More than 80 percent of travelers here cross at least once a month.[2] 36 percent of travelers cross at least once a week.

Almost $6 million (USD) in trade crosses through this port every day.[3] In 2012, $2.2 billion (USD) of goods passed through the Sumas - Abbotsford/Huntingdon port-of-entry.

1 U.S. Department of Transportation Bureau of Transportation Statistics
2 2013 IMTC Passenger Intercept Survey
3 U.S. Department of Transportation Bureau of Transportation Statistics

SUMAS / ABBOTSFORD-HUNTINGDON AUTO VOLUMES, 2009-2012

SOUTHBOUND



	2009	2010	2011	2012
Jan	35,861	51,356	65,252	73,503
Feb	35,326	47,635	62,318	79,179
Mar	40,873	61,712	79,690	92,941
Apr	49,825	65,377	81,228	93,005
May	57,891	67,506	84,847	97,720
Jun	57,819	70,102	88,656	96,847
Jul	72,907	90,461	107,632	110,171
Aug	84,666	94,736	112,854	114,377
Sep	66,845	75,355	95,621	98,750
Oct	59,384	70,237	88,001	90,626
Nov	53,427	65,478	82,064	85,324
Dec	57,438	73,698	88,216	92,607
TOTAL	**672,262**	**833,653**	**1,036,379**	**1,125,050**

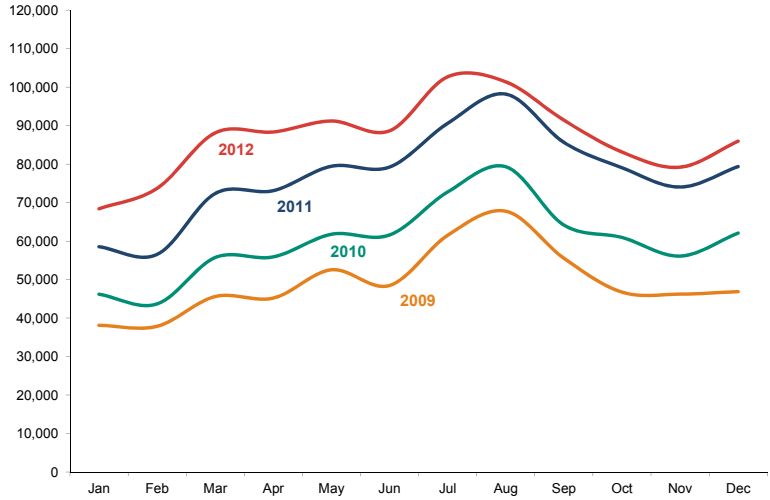
— Southbound volumes at Sumas have **increased 9 percent** since last year.

— **Volumes have increased 67 percent** at Sumas since 2009.

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

SUMAS / ABBOTSFORD-HUNTINGDON AUTO VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	38,109	46,195	58,527	68,378
Feb	37,862	43,667	56,535	73,686
Mar	45,595	55,723	72,360	88,111
Apr	45,190	55,881	73,095	88,335
May	52,537	61,774	79,439	91,194
Jun	48,445	61,575	79,223	88,634
Jul	61,491	72,752	90,573	102,672
Aug	67,758	79,306	98,189	101,365
Sep	55,550	64,177	85,647	91,408
Oct	46,734	60,937	79,058	83,123
Nov	46,214	56,097	74,019	79,184
Dec	46,866	62,077	79,354	85,945
TOTAL	**592,351**	**720,161**	**926,019**	**1,042,035**

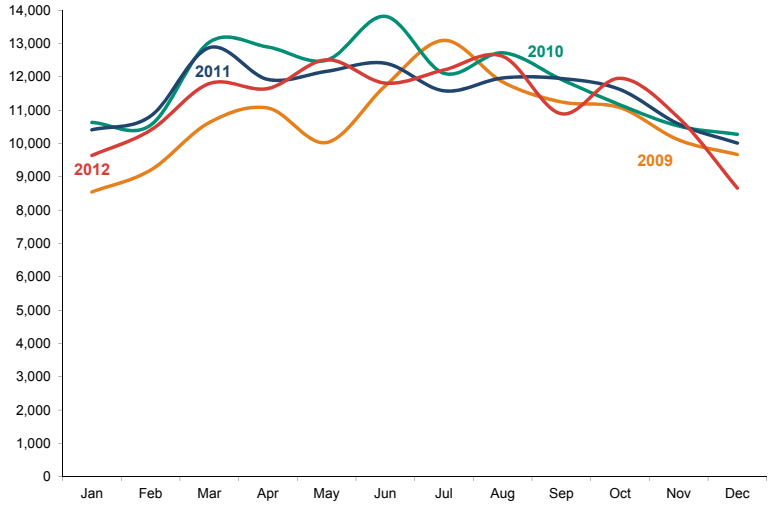
— Northbound passenger volumes at Abbotsford-Huntingdon have **increased 13 percent** since last year.

— Passenger volumes at this port **have increased 76 percent** over the last four years.

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

SUMAS / ABBOTSFORD-HUNTINGDON TRUCK VOLUMES, 2009-2012

SOUTHBOUND



	2009	2010	2011	2012
Jan	10,168	10,632	10,410	9,640
Feb	10,703	10,550	10,822	10,399
Mar	11,399	13,037	12,876	11,798
Apr	11,981	12,895	11,922	11,650
May	12,546	12,500	12,166	12,513
Jun	12,089	13,817	12,408	11,812
Jul	11,854	12,106	11,581	12,207
Aug	11,904	12,721	11,966	12,617
Sep	10,734	11,923	11,951	10,892
Oct	11,517	11,161	11,621	11,957
Nov	9,034	10,524	10,584	10,769
Dec	7,969	10,277	10,012	8,661
TOTAL	**131,898**	**142,143**	**138,319**	**134,915**

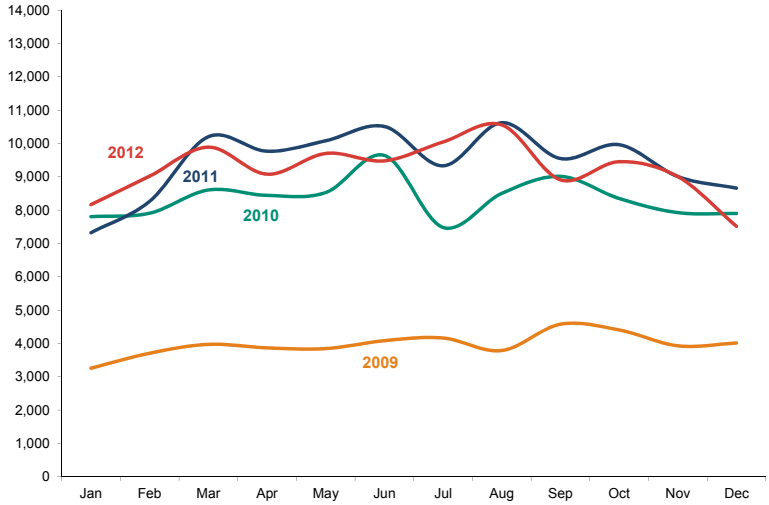
— Southbound truck volume at Sumas is **down 2 percent** from last year.

— Truck volume is slightly up from 2009, having **increased by 2 percent**.

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

SUMAS / ABBOTSFORD-HUNTINGDON TRUCK VOLUMES, 2009-2012

NORTHBOUND



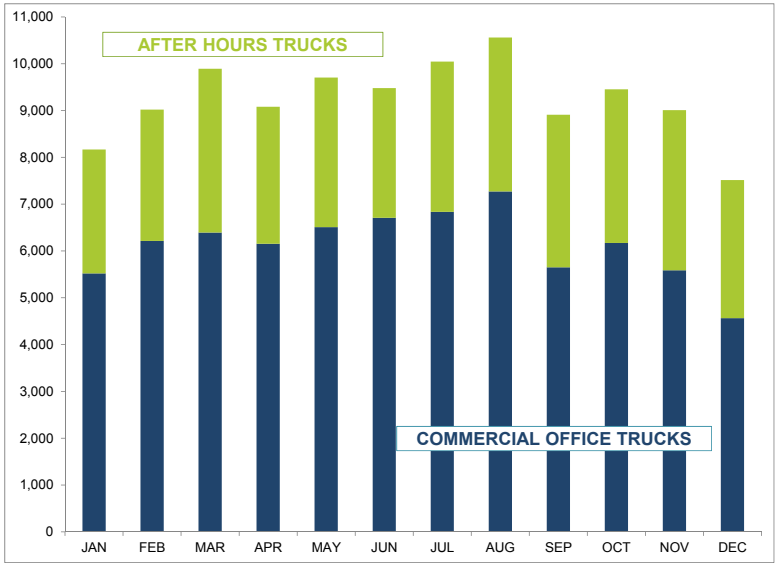
	2009	2010	2011	2012
Jan	3,257	7,805	7,321	8,166
Feb	3,706	7,908	8,266	9,021
Mar	3,972	8,605	10,203	9,891
Apr	3,866	8,443	9,768	9,079
May	3,845	8,527	10,081	9,703
Jun	4,082	9,643	10,512	9,480
Jul	4,164	7,480	9,330	10,046
Aug	3,786	8,501	10,624	10,559
Sep	4,577	9,014	9,548	8,910
Oct	4,405	8,350	9,964	9,454
Nov	3,929	7,926	9,008	9,008
Dec	4,012	7,901	8,661	7,515
TOTAL	**47,601**	**100,103**	**113,286**	**110,832**

— Volumes **more than doubled** since 2009, increasing 133 percent in response to the closure of the Aldergrove commercial port to all but permitted trucks .

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

SUMAS / ABBOTSFORD-HUNTINGDON 2012 NORTHBOUND TRUCK PROCESSING

At the Abbotsford-Huntingdon Port-of-Entry, commercial vehicles are processed through the commercial facility during open hours, approximately 8:00am - 5:00pm. Trucks arriving after hours are processed at the passenger desk. Trucks processed after hours make up 34 percent of the commercial traffic.



Trucks queue along Sumas city streets on their way across the border

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

SUMAS / ABBOTSFORD-HUNTINGDON TRADE VALUES

BY TRUCK

	U.S. - Canada*	Canada - U.S.*
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	$1,139	$818
2012	$1,283	$874

BY RAIL

Sumas		
	U.S. - Canada*	Canada - U.S.*
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	$30	$20
2012	$33	$20

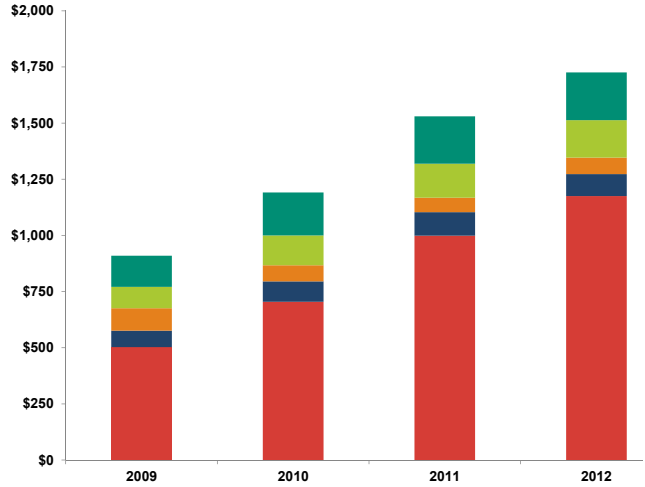
* Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

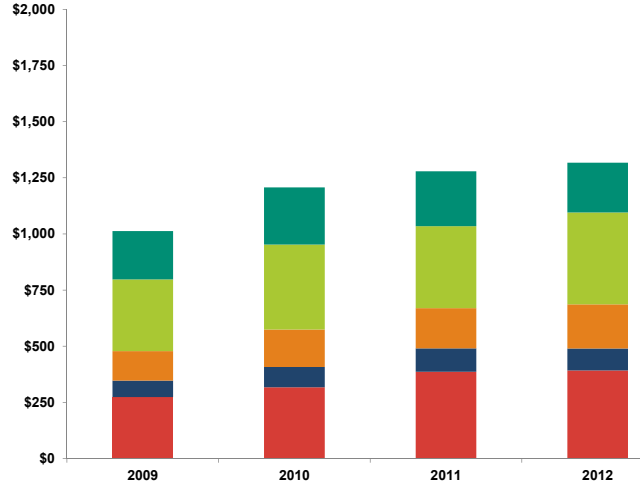
SUMAS / ABBOTSFORD-HUNTINGDON BY COMMODITY

Other Wood Farm Food Manufacturing

U.S.A. TO CANADA



CANADA TO U.S.A.



Figures are in millions.

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

SUMAS / ABBOTSFORD-HUNTINGDON WAIT TIME ESTIMATES

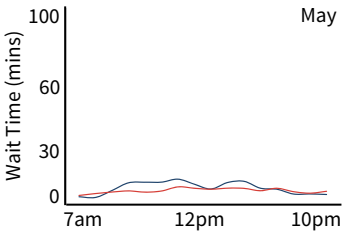
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

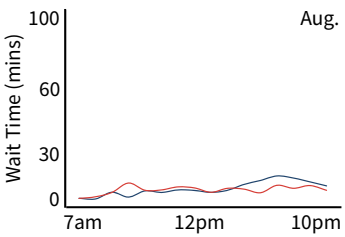
WEEKEND

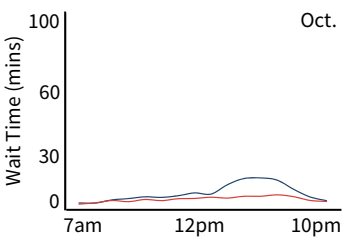
2011 2012

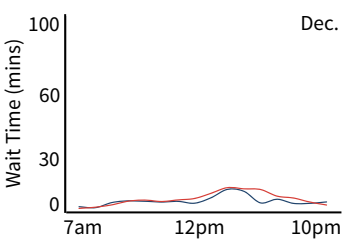
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

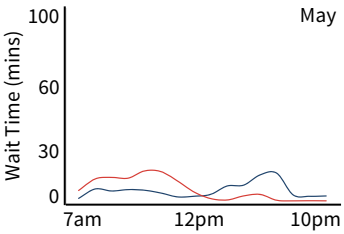


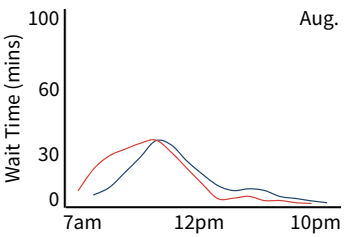


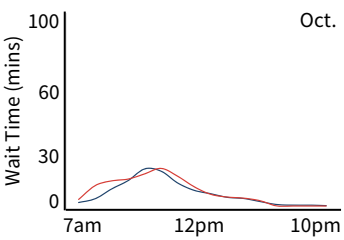


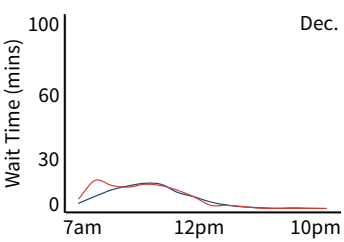


SOUTHBOUND









SUMAS / ABBOTSFORD-HUNTINGDON WAIT TIME ESTIMATES

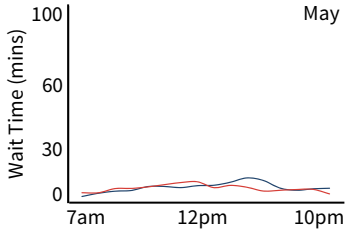
Data sources: Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

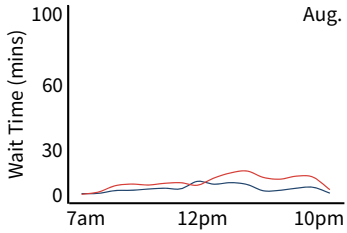
WEEKDAY

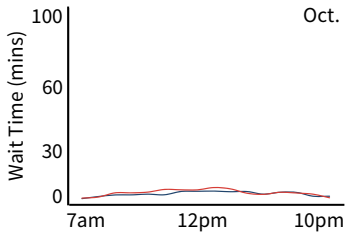
2011 2012

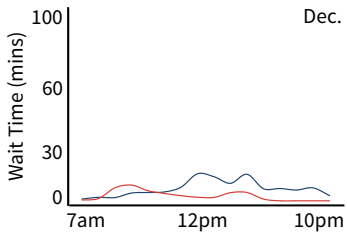
Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat-Sun. 2010 data not used due to heavy construction that year at multiple ports of entry.

NORTHBOUND

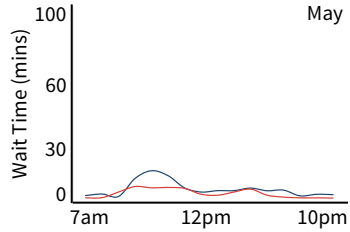


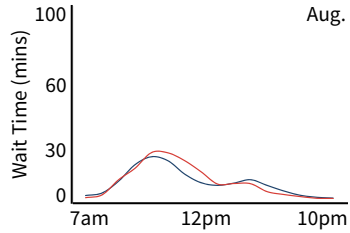


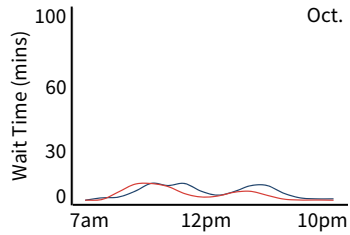


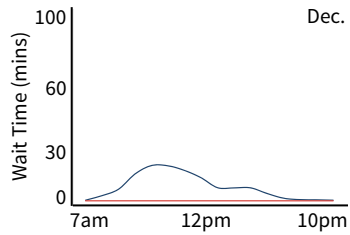


SOUTHBOUND









SUMAS / ABBOTSFORD-HUNTINGDON TRAVEL CHARACTERISTICS

AUTO ORIGINS & DESTINATIONS

NORTHBOUND

Origin	
Sumas	33%
Bellingham	16%
Mt. Baker, Maple Falls	10%
Seattle	5%
Lynden	4%
Deming	4%
Birch Bay	3%
Washington (West)	2%
Nooksack	2%
Other	20%

Destination	
Abbotsford	42%
Chilliwack	20%
Mission	6%
Surrey	5%
BC (other)	4%
Maple Ridge	4%
Coquitlam	2%
Vancouver	2%
Langley (Township)	2%
Other	13%

SOUTHBOUND

Origin	
Abbotsford	51%
Chilliwack	18%
Mission	8%
Maple Ridge	3%
Surrey	3%
BC (other)	3%
Langley (Township)	2%
Coquitlam	1%
Langley (City)	1%
Other	9%

Destination	
Sumas	43%
Bellingham	20%
Lynden	7%
Seattle	4%
Mt. Baker, Maple Falls	3%
Deming	3%
Nooksack	2%
Birch Bay	2%
Washington (West)	1%
Other	15%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

SUMAS / ABBOTSFORD-HUNTINGDON TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for both directions.

	General	NEXUS
At least once a day	1%	3%
Once a week	35%	63%
Once a month	44%	31%
Once every two months	3%	1%
2-5 times a year	10%	3%
Once a year or less	7%	0%

REASONS FOR CHOOSING SUMAS/ ABBOTSFORD -HUNTINGDON

	Northbound		Southbound	
	General	NEXUS	General	NEXUS
Most direct route	84%	84%	84%	87%
Avoid congestion	5%		4%	1%
Other	3%	1%	2%	2%
Preferred route	3%	2%	2%	
Null	2%		3%	1%
Following directions	2%	1%	2%	2%
Don't know	1%		1%	1%
Web page advice	1%			
ATIS signs		3%		
NEXUS lane		9%		5%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

PT. ROBERTS / BOUNDARY BAY PORT - OF - ENTRY

The Canadian Port-of-Entry at Boundary Bay

Point Roberts, WA is unique in that it is a peninsula only accessible via B.C. Highway 17 and is separated from the rest of Whatcom County.

This crossing does not serve any area other that Point Roberts and this limited traffic is primarily passenger traffic and commercial movements serving the homes and businesses in Point Roberts. However, the dramatic increase of Canadian travelers crossing into Point Roberts for gas, mail, and other shopping purposes has raised this small port to national attention, and it is in the top twenty land crossings along the entire U.S. - Canada border. The port offers a NEXUS lane in both directions.

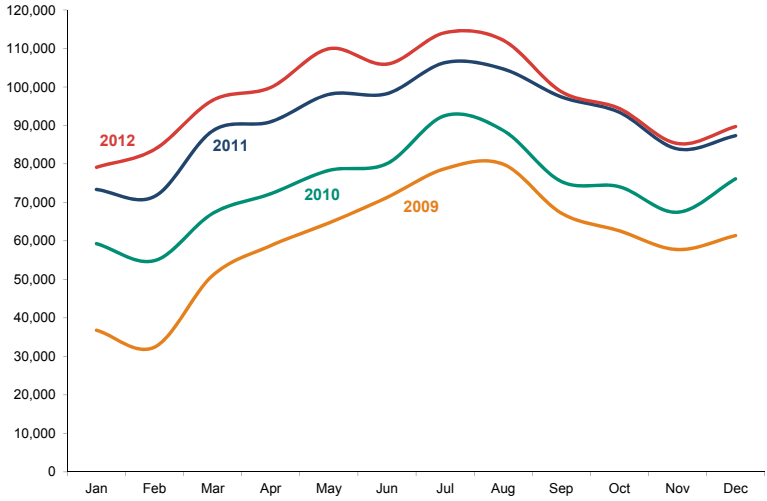
Point Roberts is the fifth busiest crossing on the U.S. - Canada border.[1] Approximately 1.17 million vehicles crossed southbound into the United states in 2012 through this port-of-entry.

More than 80 percent of travelers in the general lane cross at least once a month.[2] Almost all NEXUS travelers at this port cross once a month or more, with 65 percent crossing at least once a week.

1 U.S. Department of Transportation Bureau of Transportation Statistics
2 2013 IMTC Passenger Intercept Survey

PT ROBERTS / BOUNDARY BAY AUTO VOLUMES, 2009-2012

SOUTHBOUND



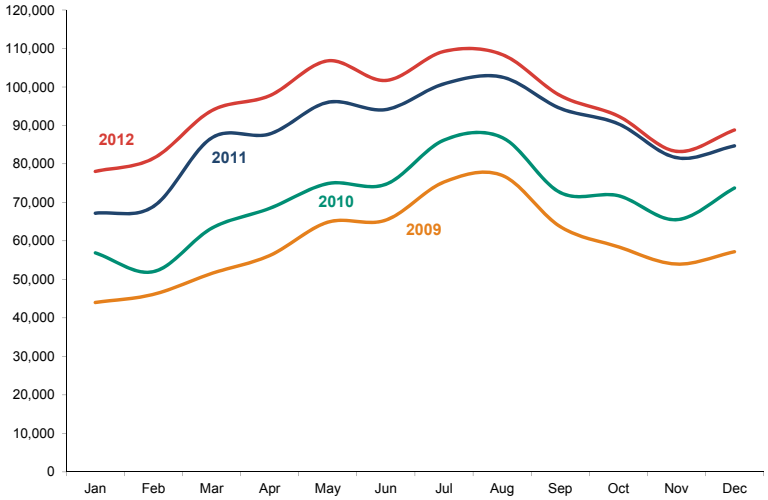
	2009	2010	2011	2012
Jan	36,807	59,310	73,367	79,138
Feb	32,412	54,876	71,555	83,763
Mar	51,023	67,154	88,600	96,533
Apr	58,779	72,258	90,956	99,877
May	64,670	78,312	98,074	109,939
Jun	71,295	80,082	98,262	105,927
Jul	78,776	92,559	106,319	114,101
Aug	79,942	88,718	104,684	112,146
Sep	67,232	75,454	97,427	98,787
Oct	62,628	74,080	93,407	94,402
Nov	57,760	67,445	83,903	85,303
Dec	61,401	76,135	87,356	89,716
TOTAL	**722,725**	**886,383**	**1,093,910**	**1,169,632**

- Southbound volumes at Point Roberts have **increased 7 percent** since last year.
- **Volumes have increased 62 percent** since 2009.
- In the busiest month (July), an average of **3,800 cars crossed into Point Roberts every day**.

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

PT ROBERTS / BOUNDARY BAY AUTO VOLUMES, 2009-2012

NORTHBOUND



	2009	2010	2011	2012
Jan	44,016	56,893	67,198	78,058
Feb	46,122	52,018	68,950	81,448
Mar	51,536	63,276	86,745	93,830
Apr	56,202	68,456	87,787	97,732
May	64,864	74,901	96,012	106,792
Jun	65,408	74,714	94,127	101,682
Jul	75,289	86,186	100,807	109,235
Aug	77,036	86,880	102,567	108,433
Sep	63,721	72,570	94,438	97,769
Oct	58,482	71,751	90,434	92,440
Nov	53,987	65,508	81,619	83,276
Dec	57,188	73,742	84,695	88,820
TOTAL	**713,851**	**846,895**	**1,055,379**	**1,139,515**

- Northbound volumes at Boundary Bay have **increased 8 percent** since last year.
- **Volumes have increased 60 percent** since 2009.
- In 2012 an average of **37 percent of all cars leaving Point Roberts were in the NEXUS lane**. This is up from 29 percent in 2009.

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

PT ROBERTS / BOUNDARY BAY TRAVEL CHARACTERISTICS

AUTO ORIGINS & DESTINATIONS BOTH DIRECTIONS

Origin	
Tsawwassen	26%
Vancouver	18%
Richmond	12%
Ladner	9%
Delta	7%
Surrey	6%
New Westminster	3%
Coquitlam	3%
North Vancouver	2%
Other	14%

Destination	
Tsawwassen	30%
Richmond	20%
Vancouver	16%
Delta	8%
Ladner	8%
Surrey	3%
Burnaby	3%
Coquitlam	2%
North Vancouver	1%
Other	10%

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments

PT ROBERTS - BOUNDARY BAY TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for both directions.

	General	NEXUS
At least once a day	3%	6%
Once a week	43%	59%
Once a month	34%	31%
Once every two months	5%	2%
2-5 times a year	12%	2%
Once a year or less	3%	1%

Traffic begins to queue southbound into Point Roberts

Note: These are preliminary charts that precede publication of a final report.

Data source: 2013 IMTC Passenger Intercept Survey summer wave
Data compiled by: Whatcom Council of Governments