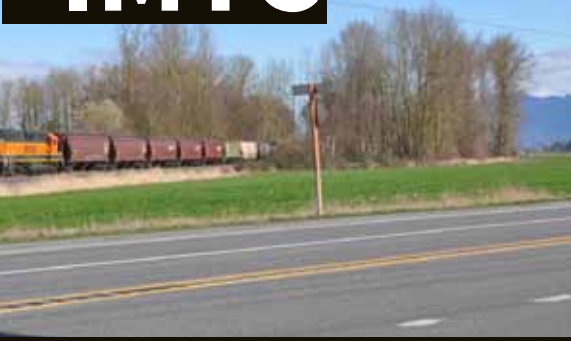


IMTC



RESOURCE MANUAL



2015

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whatcom council of governments

THE INTERNATIONAL MOBILITY & TRADE CORRIDOR PROGRAM

The International Mobility & Trade Corridor Program (IMTC) is a U.S. - Canadian coalition of government and business entities that identifies and pursues 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 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 eighteen years the IMTC program 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 \$40 million (USD).

THE CASCADE GATEWAY

The Cascade Gateway consists of five land border ports-of-entry between the Lower Mainland of British Columbia in Canada, and Whatcom County, Washington State in The United States. IMTC supports planning these ports-of-entry as a system rather than as individual border crossings.



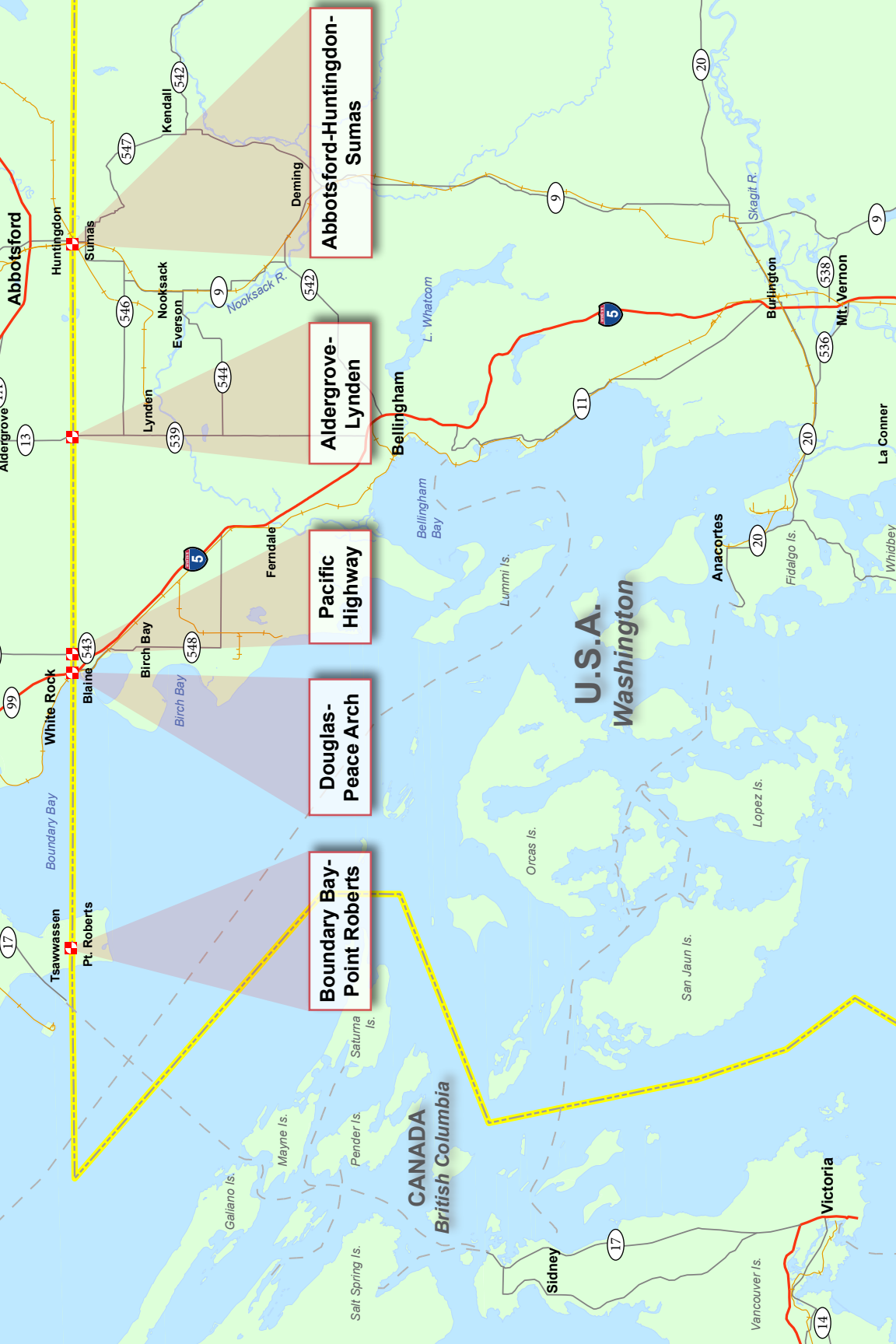
The Boundary Marker at the Peace Arch Provincial/State Park

THE CASCADE GATEWAY

CANADA
British Columbia



Map source credits: U.S. Geological Survey, WA State Department of Transportation, Geo B.C., Whatcom Council of Governments Map Compiled by: Whatcom Council of Governments



**Boundary Bay-
Point Roberts**

**Douglas-
Peace Arch**

**Pacific
Highway**

**Aldergrove-
Lynden**

**Abbotsford-Huntingdon-
Sumas**

**U.S.A.
Washington**

**CANADA
British Columbia**

Victoria

Tsawwassen

Boundary Bay

White Rock

Blaine

Birch Bay

Ferndale

Bellingham

Lynden

Everson

Nooksaack

Sumas

Huntingdon

Deming

Burlington

Mt. Vernon

La Comer

Whidbey

Galliano Is.

Mayne Is.

Salt Spring Is.

Pender Is.

Saturna Is.

Orcas Is.

San Jaun Is.

Lopez Is.

Fidalgo Is.

Anacortes

Bellingham Bay

L. Whatcom

Skagit R.

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 and 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 pertinent regional and national-level planning initiatives.

Promote infrastructure improvements

- Improve border crossing approach roads.
- Improve rail crossings and connections.
- Improve corridor connections of trade and travel routes.
- Integrate intelligent transportation systems (ITS).

Promote improvements to operations, policy, and border staffing

- Promote coordination and improvements in accordance with the goals of federal initiatives, including the Beyond the Border Action Plan.
- Increase resources and staffing levels at border inspection facilities.
- Improve traffic management at all Cascade Gateway ports-of-entry.
- Ensure ongoing sustainability of the NEXUS and FAST programs.
- Encourage institutional collaboration and integration of information systems.
- Promote harmonization and consolidated administration of pre-approved travel and trade programs.
- Explore options for binational financing of 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 agencies and entities directly involved in border planning and operations. The Steering 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 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.



Kerri Woehler, Multimodal Planning Division Director from WA State Department of Transportation, reviews the State Rail Plan with the IMTC Core Group (2014)

PARTICIPATING AGENCIES

Representatives and members of the following agencies, organizations and institutions regularly participate on the IMTC Steering Committee and Core group.

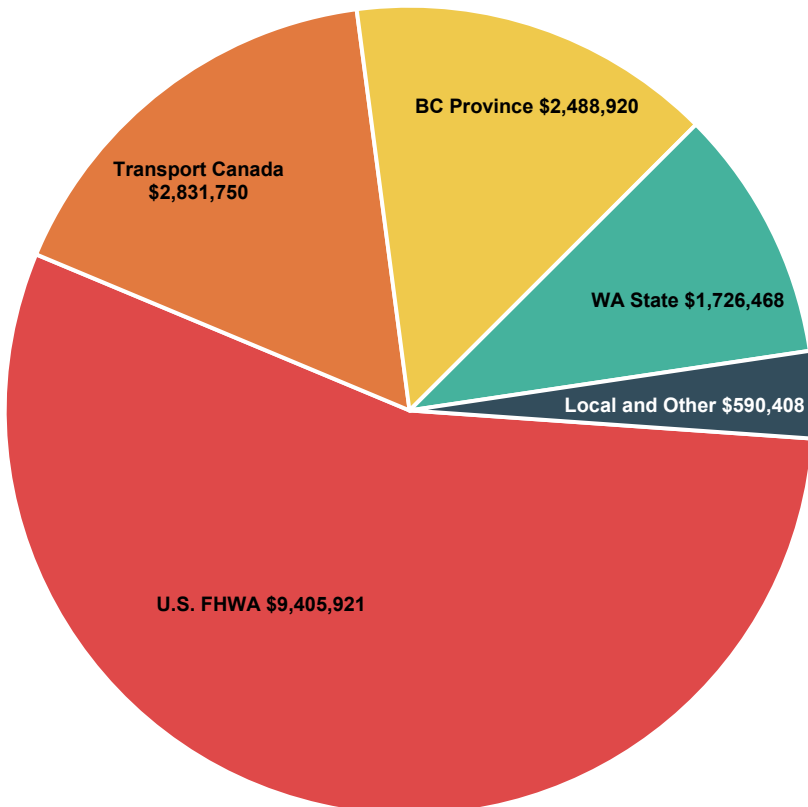
A & A Contract Customs Brokers Ltd.	Pacific Corridor Enterprise Council
Abbotsford Duty Free	Pacific NorthWest Economic Region
Airporter Shuttle/Bellair Charters	Port Metro Vancouver
Amtrak	Port of Bellingham
B.C. Ministry of Jobs, Tourism, & Skills Training	Skagit Council of Governments
B.C. Ministry of Transportation	SmartRail
B.C. Trucking Association	Surrey Board of Trade
Bellingham/Whatcom Chamber of Commerce & Industry	Tourism Vancouver
Better Borders Northwest	Township of Langley
Birch Bay Chamber of Commerce	TransLink
Border Policy Research Institute (Western Washington University)	Transport Canada
Canada Border Services Agency	U.S. Border Patrol
Canada House of Commons	U.S. Consulate General Vancouver
Cascadia Center/Discovery Institute	U.S. Customs & Border Protection
Cascadia Cross-Border Law	U.S. Federal Highway Administration
City of Abbotsford	U.S. General Services Administration
City of Bellingham	U.S. House of Representatives
City of Blaine	U.S. Senate
City of Everson	University of British Columbia
City of Ferndale	Vancouver International Airport Authority
City of Lynden	WA State Department of Licensing
City of Nooksack	WA State Department of Transportation
City of Sumas	WA State Legislature
City of Surrey	WA State Transportation Commission
City of White Rock	West Coast Duty Free
Consulate General of Canada	Western Washington University
Freight Mobility Strategic Investment Board	Whatcom Council of Governments
Lynden Chamber of Commerce	Whatcom County
	Whatcom Transportation Authority

PROJECT 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 - 2015*



* 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.

THE CASCADE GATEWAY SYSTEM OF BORDER CROSSINGS



Almost 45,000 cars and 3,000 trucks cross through the Cascade Gateway system of border crossings every day, carrying almost \$40 million (USD) in daily trade. The Cascade Gateway is a prominent international trade and travel connection.

76 percent of drivers through the Cascade Gateway cross at least once a month. 37 percent of drivers cross weekly or more ¹.

The Cascade Gateway includes the second busiest passenger vehicle crossing on the U.S. - Canada border and the fourth busiest commercial crossing. It also has the second busiest pedestrian crossing at Sumas - Abbotsford/Huntingdon. ²

Passenger vehicle traffic has increased 87 percent over the last ten years. ³ Although traffic has gone down since 2013 it is still dramatically higher than five years ago.

The Cascade Gateway has the second busiest train passenger crossing on the U.S. - Canada Border. ⁴ Blaine Port-of-Entry processed almost 73,000 rail passengers in 2013.

1 2014 IMTC Passenger Vehicle Intercept Survey

2 U.S. Bureau of Transportation Statistics

3 Canada Border Services Agency, U.S. Customs & Border Protection

4 U.S. Bureau of Transportation Statistics

CASCADE GATEWAY PROJECTS

The following list is a chronology of all IMTC projects since 1999. More details about projects can be found on the IMTC website at: www.theIMTC.com.

Dynamic Border Management (active): The Dynamic Border Management project is three integrated tasks that address Cascade Gateway challenges of maintaining wait-time system accuracy, and maximize system capacity. The project will develop a border facilities micro simulation modeling platform, develop a business case for RFID promotional effort to better utilize the system, and will establish an integrated wait-time validation and calibration methodology for more accurate results.

2013 Passenger Vehicle Intercept Survey (completed 2014): Whatcom Council of Governments (WCOG) partnered 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.



Surveyors collecting data for the 2014 IMTC Passenger Vehicle Intercept Survey

Border Data Warehouse (completed 2014): This project archives cross-border traffic data collected from U.S. and Canadian border wait time systems between Whatcom County, WA and B.C., providing online reports to the public regarding historic wait times at the border, traffic volumes, queue lengths, and other information that was previously not available or stored. This project continues to improve ways to query and use the archive data.



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 long queue conditions and the addition of a northbound NEXUS lane. B.C. Ministry of Transportation (BCMOT) also constructed a southbound NEXUS lane at Sumas, which will be lengthened over the next few years.

NEXUS Marketing (completed 2012): WCOG partnered with Canada Border Services Agency (CBSA), U.S. Customs & Border Protection (CBP), WSDOT, BCMOT to distribute promotional material concurrent with NEXUS expansion in the Cascade Gateway as well as to promote enhanced drivers licenses. This also included updates to the www.GetNEXUS.com website.

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.



The commercial staging area at Pacific Highway, reconfigured in 2012, allows for more commercial vehicle storage and for expedited FAST movements

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 was to optimize the Cascade Gateway network as well as develop a plan for subsequent improvements. 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. The report provides options for developing Exit 274 as a full interchange.

Aldergrove/Lynden Assessment (completed 2010): IMTC participants completed a collaborative, data-based review of regional trade and travel flows and used this analysis to inform a review of future facility requirements of this crossing. A final report was issued 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 assess regional travelers' knowledge of the NEXUS program.

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

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

Weigh-in-Motion Software Integration (completed 2008): This project connected B.C. and WA State commercial vehicle inspection systems to improve the movement of trade along the Cascade Gateway corridor.

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): This study determined 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.



Tug and barge operation in Vancouver, B.C. (Photo courtesy of Rob Bellinger)



Vehicles and trains cross the border at the Peace Arch Port-of-Entry

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

Southbound NEXUS Lane (completed 2004): A dedicated NEXUS lane was constructed on southbound B.C. Highway 99 to provide NEXUS travelers with a longer 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 to measure impacts of ITS-enabled pre-arrival information at the border.

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.

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.


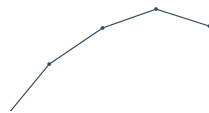


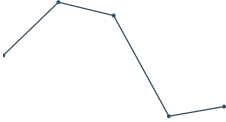


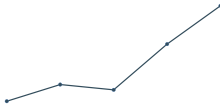


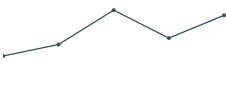




PACE & CANPASS Promotion (completed 2000): This project marketed the PACE and CANPASS pre-approved traveler programs to regional travelers. These programs were the predecessors of today's binational NEXUS program.



Cross-border rail travelers use the Amtrak Cascades service between Eugene, Oregon and Vancouver, B.C.

2014 METRICS

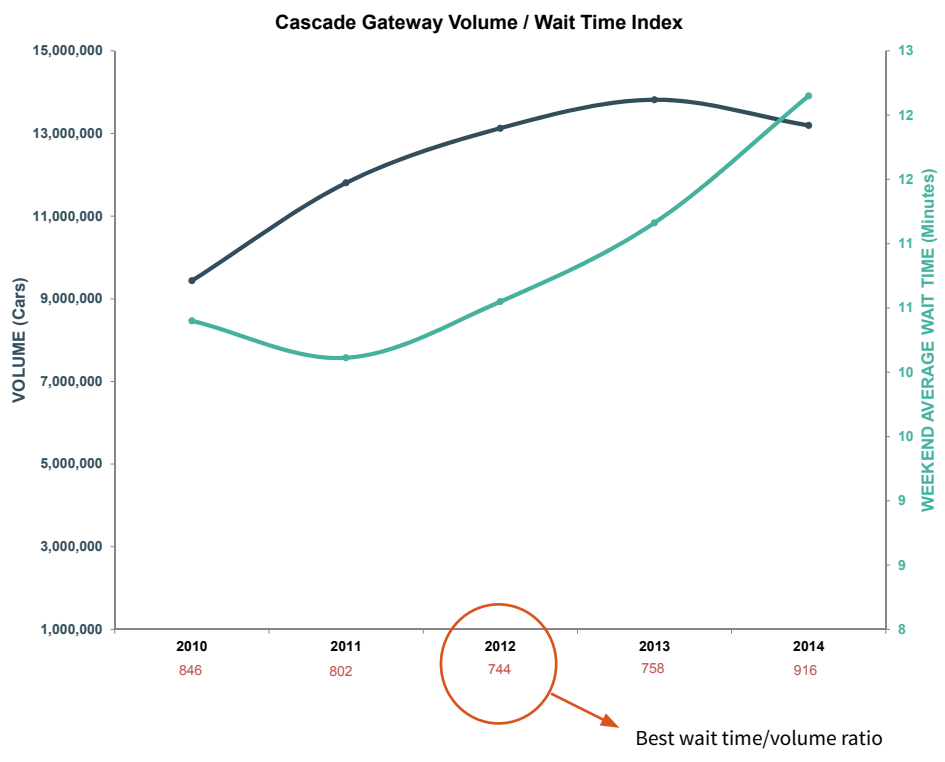
The following measures and trends are based on combined northbound and southbound volume counts for the four primary Cascade Gateway Ports-of-Entry (excluding Point Roberts/Boundary Bay). NEXUS percentages of total traffic are averaged for all NEXUS ports. Wait times are averaged by year for all crossings, both directions, weekend only, 8am-10pm.

	Change since last year (2013)	5 year trend
Car Volume	 -5%	  40%
Bus Volume	 0%	  -2%
Truck Volume	 3%	  9%
NEXUS lane usage	 16%	  32%
Weekend border wait times	 9%	  17%

2014 METRICS

Calculating a ratio of wait time to traffic volume is a way to look at operational capacity alongside the changing levels of demand on that capacity (vehicle volume). The chart below plots each year's average weekend-day wait time estimate and each year's auto volume. The corresponding ratio (average minutes of wait time/ vehicle volume) is shown beneath each year on the x-axis.

CASCADE GATEWAY RATIO

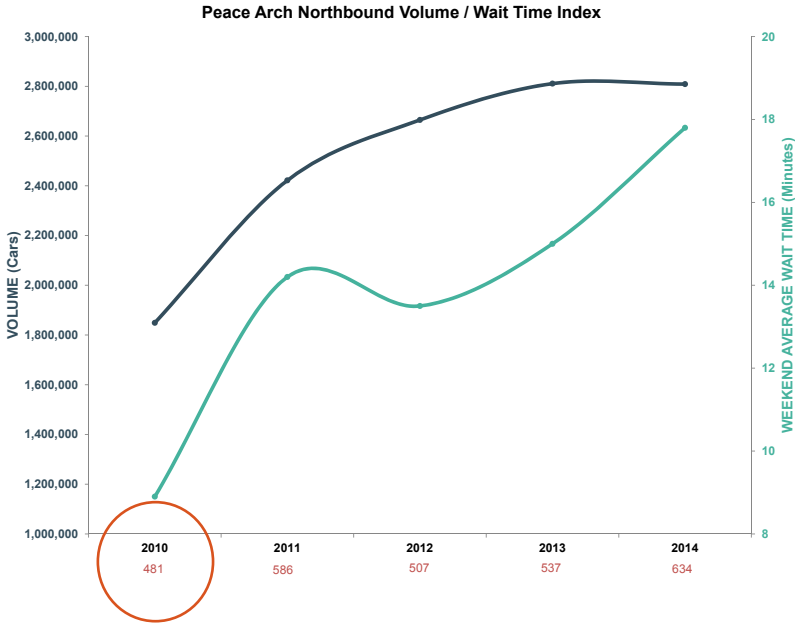


Note:Ratio values are in ten millionths (i.e. .000000840)

Data sources: Canada Border Services Agency, U.S. Customs & Border Protection, Cascade Gateway Border Data Warehouse **Data compiled by:** Whatcom Council of Governments

2014 COMPARATIVE METRICS

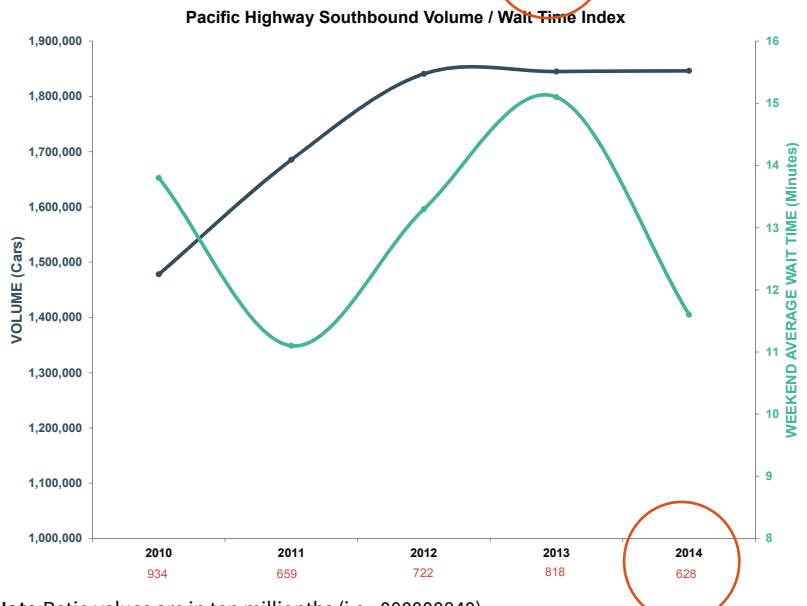
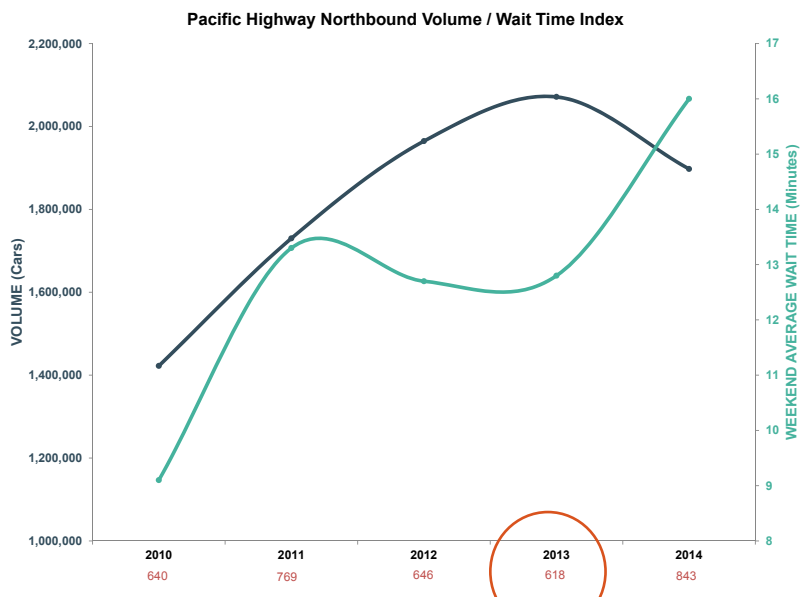
PEACE ARCH / DOUGLAS RATIO



Note: Ratio values are in ten millionths (i.e. .000000840)

2014 COMPARATIVE METRICS

PACIFIC HIGHWAY RATIO

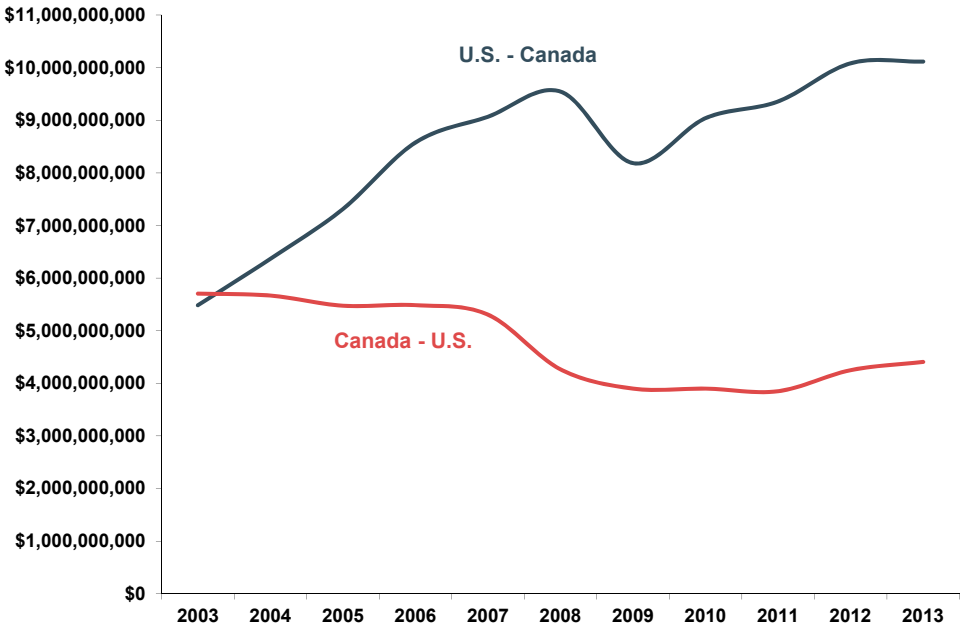


Note: Ratio values are in ten millionths (i.e. .00000840)

Data sources: Canada Border Services Agency, U.S. Customs & Border Protection, Cascade Gateway Border Data Warehouse Data compiled by: Whatcom Council of Governments

U.S. - CANADA TRADE VALUE BY TRUCK 2003 - 2013

This chart shows 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.



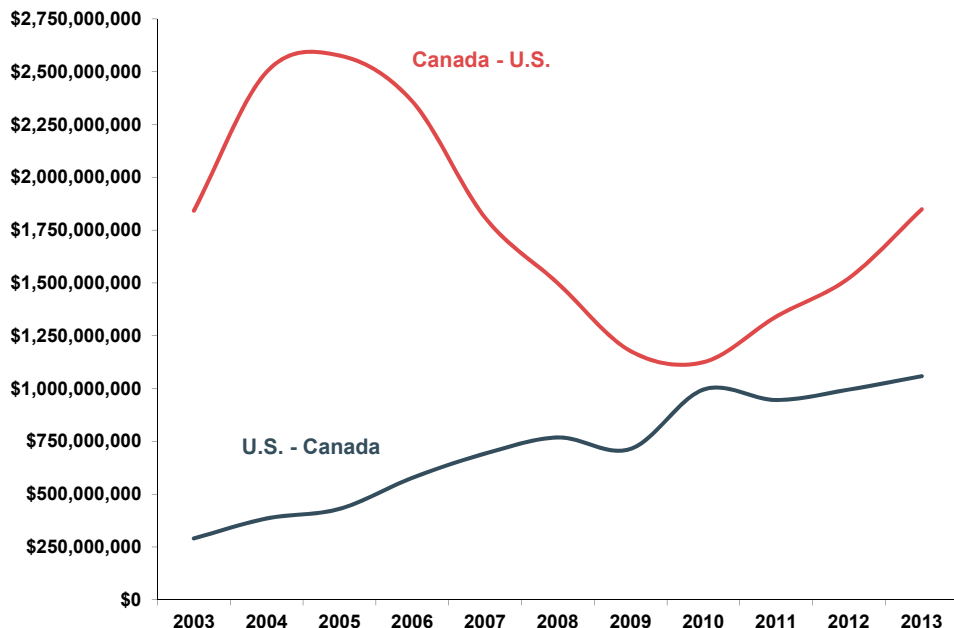
	U.S. - Canada	Canada - U.S.	Total Two-Way
2003	\$5,483	\$5,704	\$11,187
2004	\$6,367	\$5,667	\$12,034
2005	\$7,312	\$5,475	\$12,787
2006	\$8,577	\$5,485	\$14,062
2007	\$9,068	\$5,305	\$14,372
2008	\$9,545	\$4,265	\$13,810
2009	\$8,184	\$3,899	\$12,083
2010	\$9,040	\$3,898	\$12,939
2011	\$9,358	\$3,850	\$13,208
2012	\$10,083	\$4,249	\$14,333
2013	\$10,115	\$4,406	\$14,521

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, U.S. Bureau of Labor Statistics
Data compiled by: Whatcom Council of Governments

U.S. - CANADA TRADE VALUE BY RAIL 2003 - 2013

This chart shows 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.



	U.S. - Canada	Canada - U.S.	Total Two-Way
2003	\$281	\$1,756	\$2,037
2004	\$377	\$2,401	\$2,777
2005	\$419	\$2,487	\$2,906
2006	\$566	\$2,267	\$2,833
2007	\$684	\$1,765	\$2,449
2008	\$745	\$1,457	\$2,202
2009	\$687	\$1,151	\$1,838
2010	\$974	\$1,091	\$2,065
2011	\$916	\$1,320	\$2,236
2012	\$962	\$1,503	\$2,464
2013	\$991	\$1,831	\$2,822

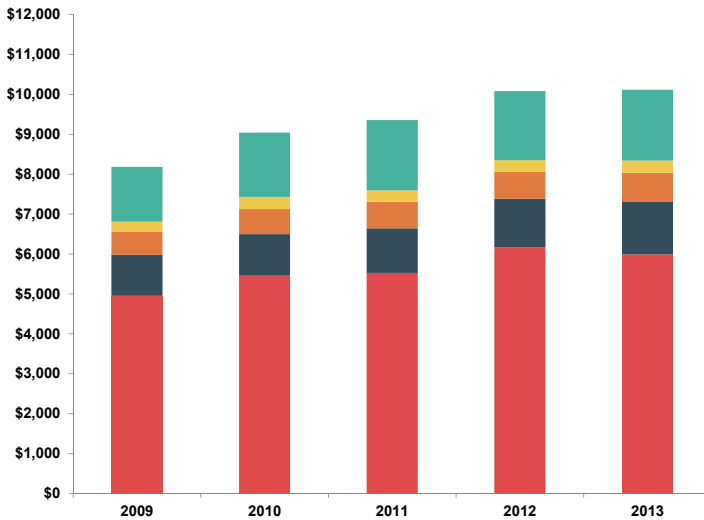
Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

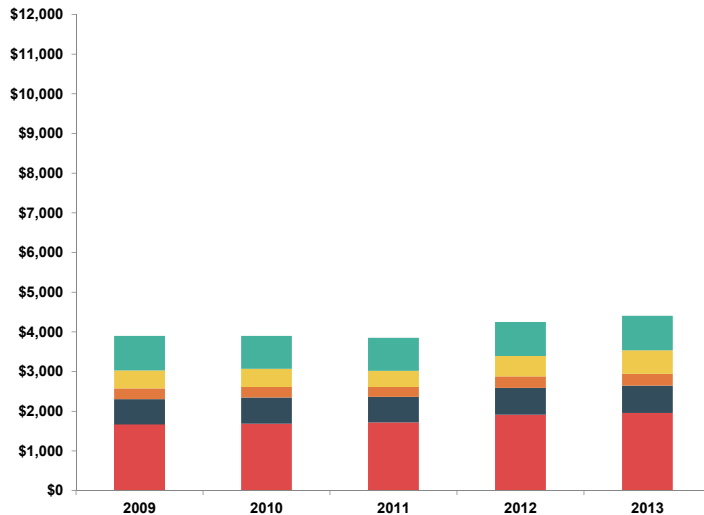
U.S. - CANADA TRUCK TRADE VALUE BY COMMODITY, 2009 - 2013



U.S.A. TO CANADA



CANADA TO U.S.A.

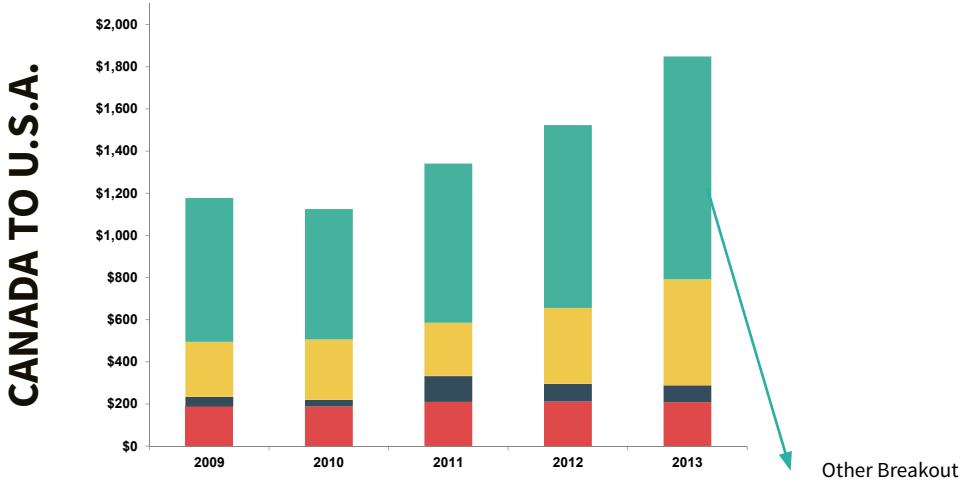
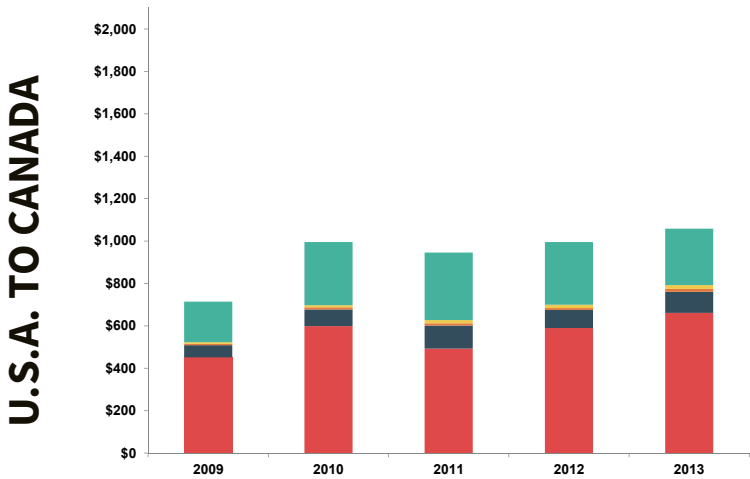


Figures are in millions.

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

U.S. - CANADA RAIL TRADE VALUE BY COMMODITY, 2009 - 2013

■ Other
 ■ Wood
 ■ Farm
 ■ Food
 ■ Manufacturing



Other Breakout

\$541	Mineral fuels, oils, and products
\$297	Paper and paperboard
\$255	Waste from food industries and prepared animal feed
\$200	Wood pulp, waste and scrap paper
\$136	Organic chemicals
\$82	Fertilizers
\$42	Inorganic chemicals, precious metals
\$21	Salt, sulfur, stone, plastering materials, lime, cement
\$13	Ores, slag and ash
\$7	Misc. chemical products
\$5	Special classification
\$1	Articles of stone, plaster, cement, asbestos, mica

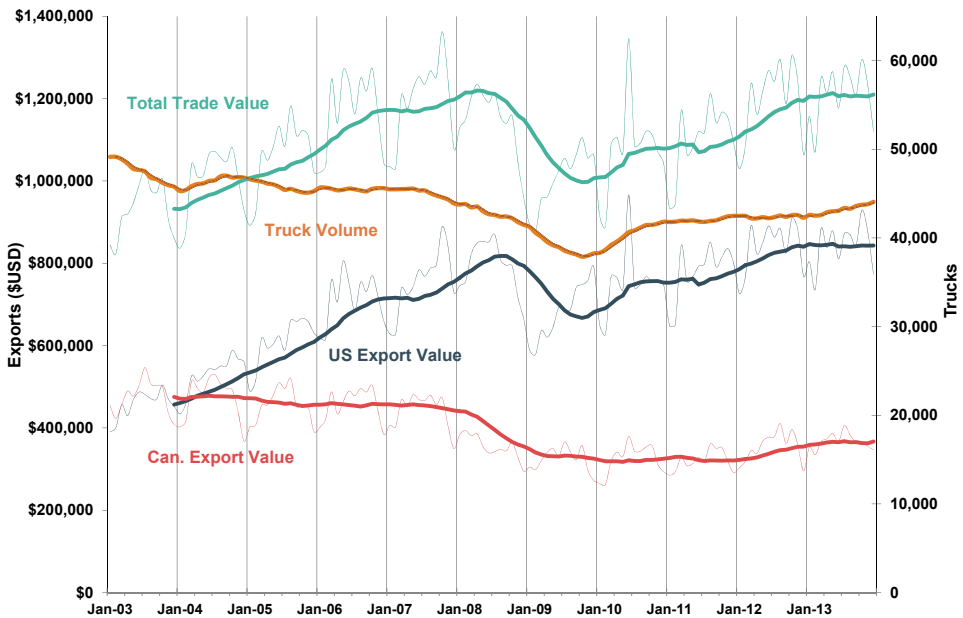
Figures are in millions.

Data sources: U.S. Bureau of Transportation Statistics

Data compiled by: Whatcom Council of Governments

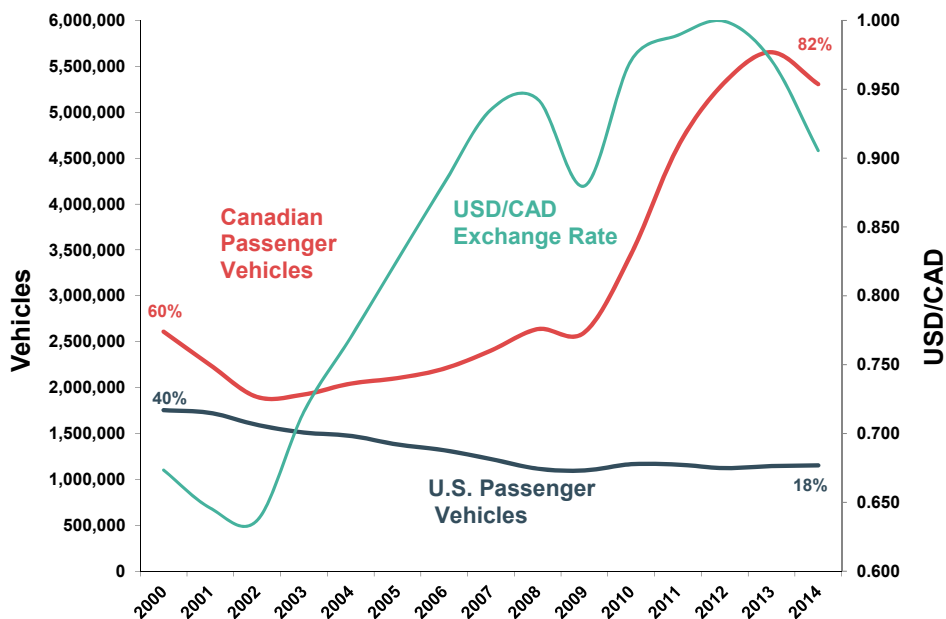
TRUCK VOLUME AND TRADE VALUE 2003 - 2013

This chart compares truck volume with trade value for all Cascade Gateway 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 seasonality. Monthly truck volumes are an average of northbound and southbound totals.



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

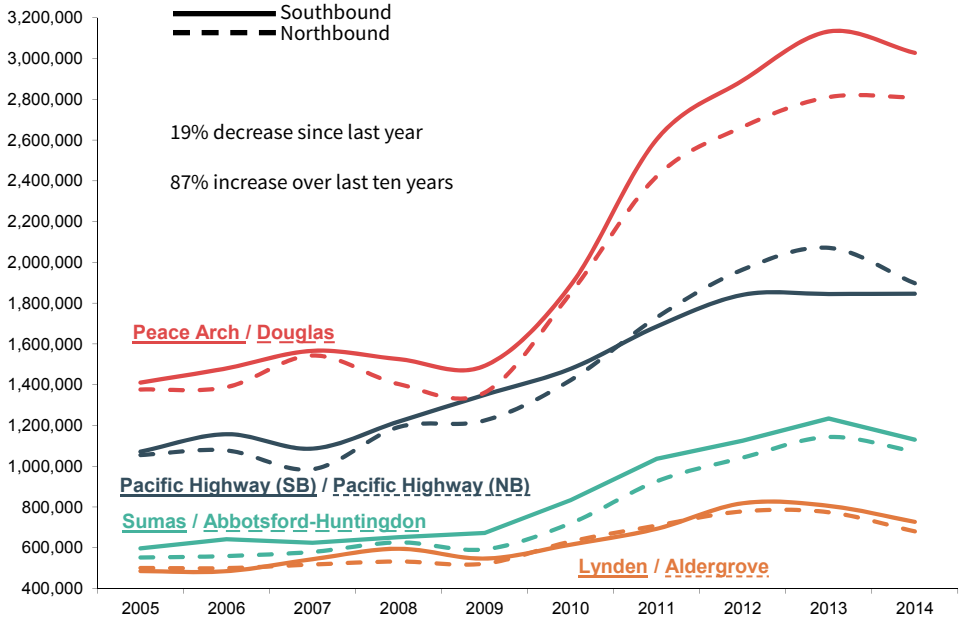
EXCHANGE RATES AND AUTO TRIPS 2000-2014



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Jan	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	0.94	0.91
Feb	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	0.95	0.90
Mar	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	0.96	0.90
Apr	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	0.97	0.91
May	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	0.96	0.92
Jun	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	0.96	0.92
Jul	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	0.97	0.93
Aug	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	0.98	0.92
Sep	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	0.98	0.91
Oct	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	0.98	0.89
Nov	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	0.99	0.88
Dec	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	1.01	0.87
Avg	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	0.97	0.91

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

AUTO VOLUMES 2005 - 2014

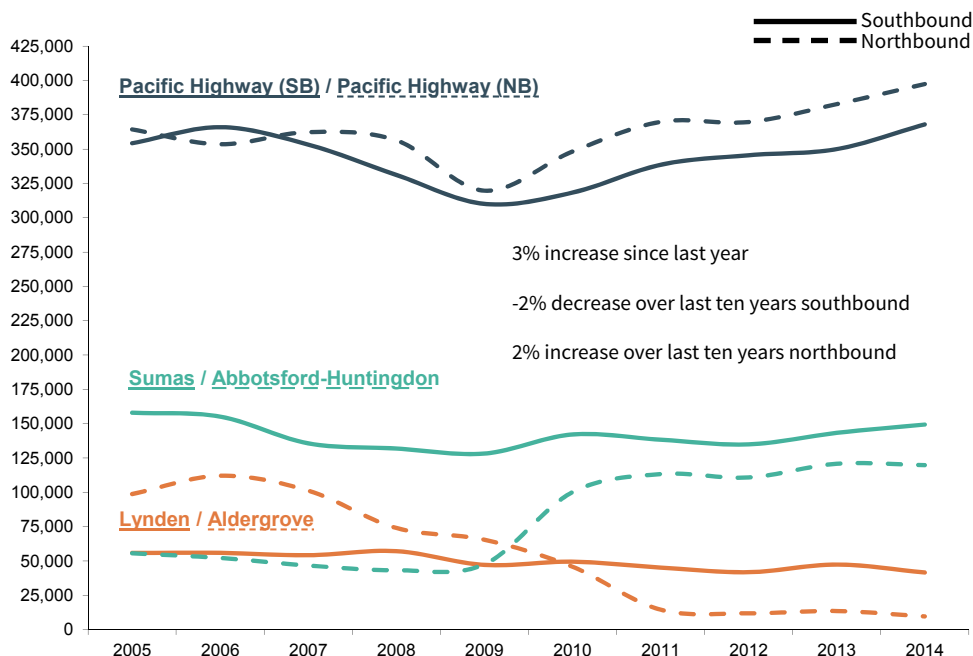


	Pacific		Abbotsford-		TOTAL
	Douglas	Highway	Aldergrove	Huntingdon	
2005	1,376,116	1,055,016	500,964	552,043	3,484,139
2006	1,388,119	1,077,260	500,129	559,426	3,524,934
2007	1,543,378	985,156	517,917	579,739	3,626,190
2008	1,402,999	1,192,190	532,565	626,347	3,754,101
2009	1,361,099	1,224,331	522,008	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	7,589,219
2013	2,810,892	2,071,366	774,092	1,143,216	7,985,864
2014	2,808,907	1,897,489	680,237	1,072,043	6,458,676

	Pacific				TOTAL
	Peace Arch	Highway	Lynden	Sumas	
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	7,846,908
2013	3,132,886	1,845,061	805,458	1,234,184	8,226,866
2014	3,027,629	1,846,218	727,189	1,130,251	6,731,287

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

TRUCK VOLUMES 2005 - 2014



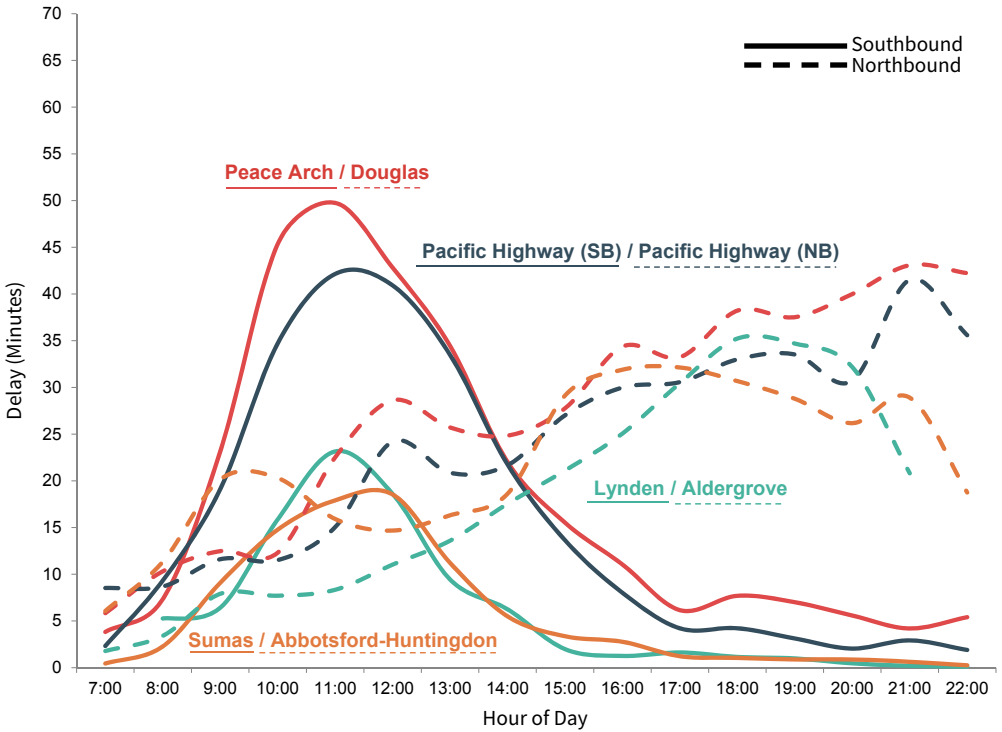
NORTHBOUND	Pacific Highway		Abbotsford-Huntingdon		TOTAL
	Aldergrove	Huntingdon	Lynden	Sumas	
2005	364,325	98,765	55,642	518,732	
2006	353,526	112,052	52,187	517,765	
2007	362,354	101,211	46,687	510,252	
2008	356,380	74,040	43,286	473,706	
2009	319,707	65,475	47,601	432,783	
2010	348,223	45,817	100,103	494,143	
2011	369,823	14,536	113,286	497,645	
2012	369,721	11,917	110,832	492,470	
2013	382,739	13,557	120,793	517,089	
2014	397,393	9,617	119,823	526,833	

SOUTHBOUND	Pacific Highway		Abbotsford-Huntingdon		TOTAL
	Aldergrove	Huntingdon	Lynden	Sumas	
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	
2013	349,983	47,396	143,297	540,676	
2014	367,994	41,580	149,361	558,935	

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

CASCADE GATEWAY PEAK WAIT TIME ESTIMATES

AUGUST WEEKDAY, 2014

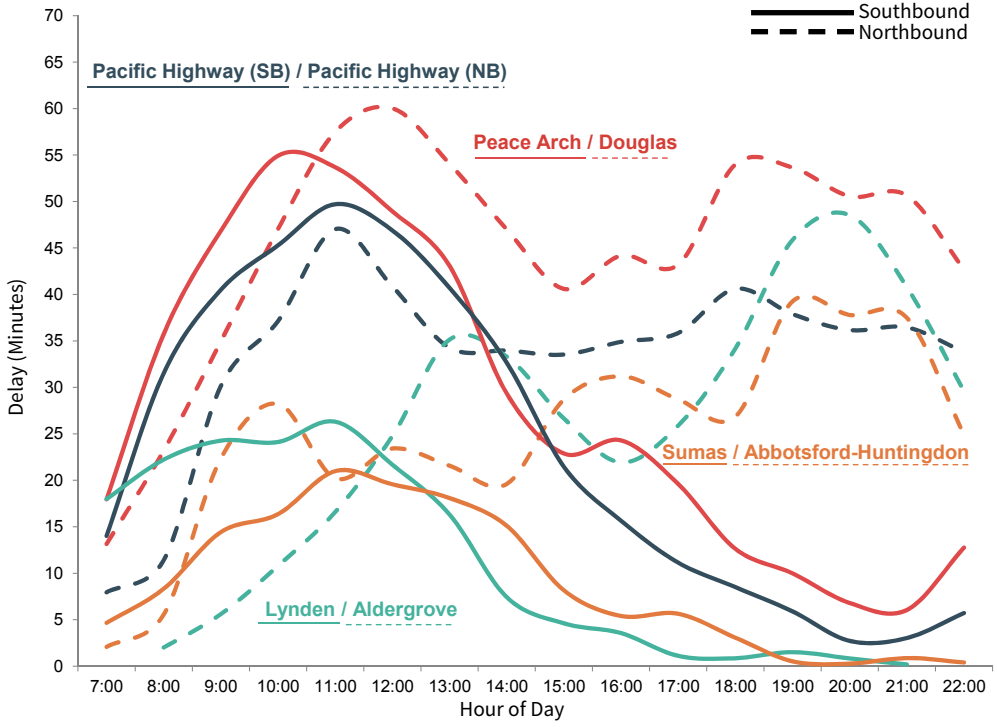


Note: Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon-Thurs. Weekend data averaged Sat-Sun.

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

CASCADE GATEWAY PEAK WAIT TIME ESTIMATES

AUGUST WEEKEND, 2014



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

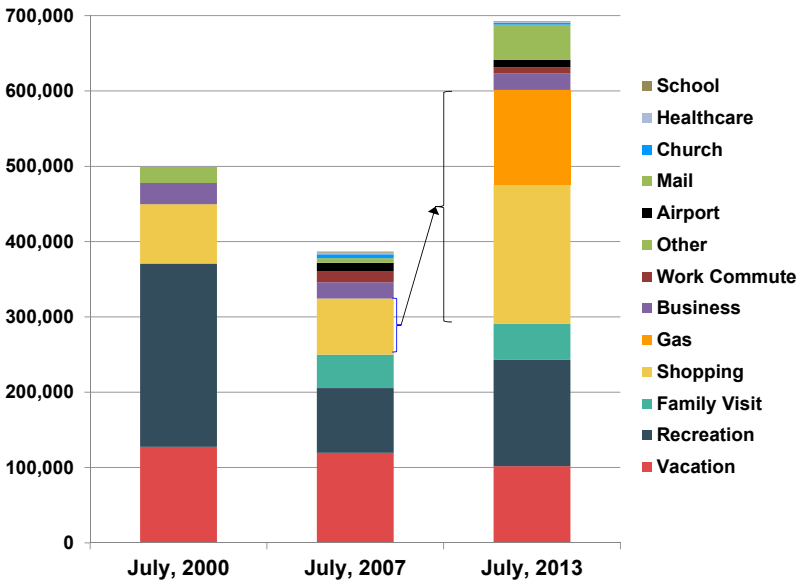
Data source: Cascade Gateway Border Data Warehouse (www.cascadegatewaydata.com)
Data compiled by: Whatcom Council of Governments

CASCADE GATEWAY TRAVEL TRENDS

Based on 2013/2014 IMTC Passenger Vehicle Study; figures are averages for all ports, both directions.

TRIP PURPOSE, COMPARISONS

July 2000, 2007, 2013



WHY NO NEXUS?

	Summer	Winter
Application a hassle	9%	7%
Application in process	8%	6%
Card being renewed	1%	0%
Cost too high	5%	5%
Don't cross enough	24%	26%
Don't want to	4%	5%
Meaning to	10%	11%
No reason/don't know	23%	13%
non-NEXUS passenger	7%	6%
Not eligible	2%	3%
Other	5%	11%
Other program flaw	1%	1%
Unfamiliar	1%	4%
Waiting for appointment	1%	1%

Data source: 2013/2014 IMTC Passenger Vehicle Intercept Survey

Data compiled by: Whatcom Council of Governments

PEACE ARCH / DOUGLAS PORT-OF-ENTRY



The new Canada Border Services Agency's Douglas Port-of-Entry was completed in 2010

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 state/provincial park overlooking the Salish Sea. 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.

Blaine is the second busiest crossing on the U.S. - Canada border.¹ Blaine includes both Peace Arch Port-of-Entry (3rd busiest on its own) and Pacific Highway.

46 percent of traffic at Peace Arch/Douglas uses the NEXUS lanes.² NEXUS usage in the Cascade Gateway continues to grow. In December nearly 50 percent of northbound traffic used NEXUS lanes.

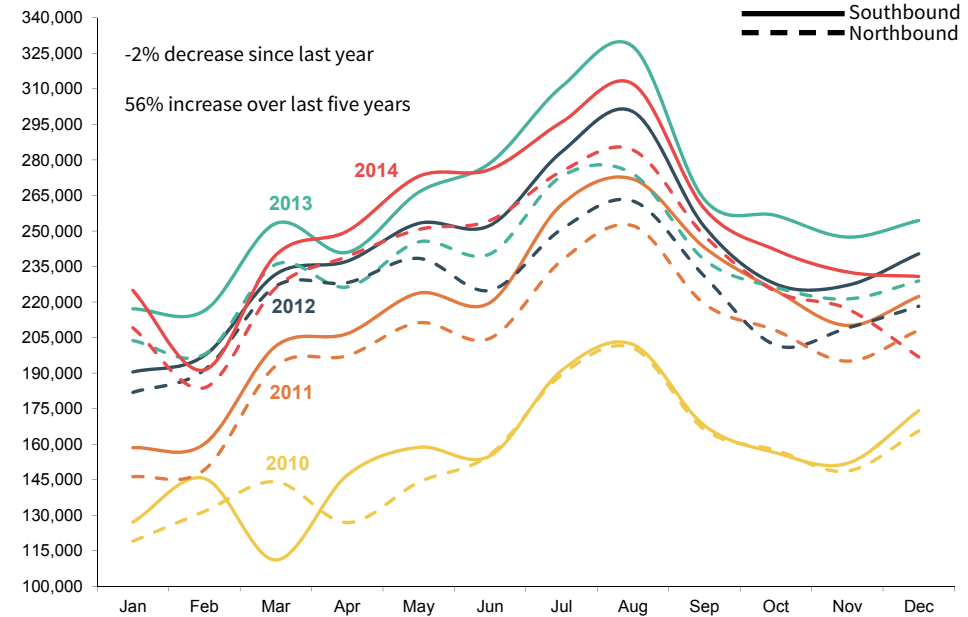
72 percent of travelers cross at least once a month.³ 37 percent cross at least once a week.

1. U.S. Bureau of Transportation Statistics

2. U.S. Customs & Border Protection, Canada Border Services Agency

3. 2014 IMTC Passenger Vehicle Intercept Survey

PEACE ARCH / DOUGLAS AUTO VOLUMES 2010 - 2014

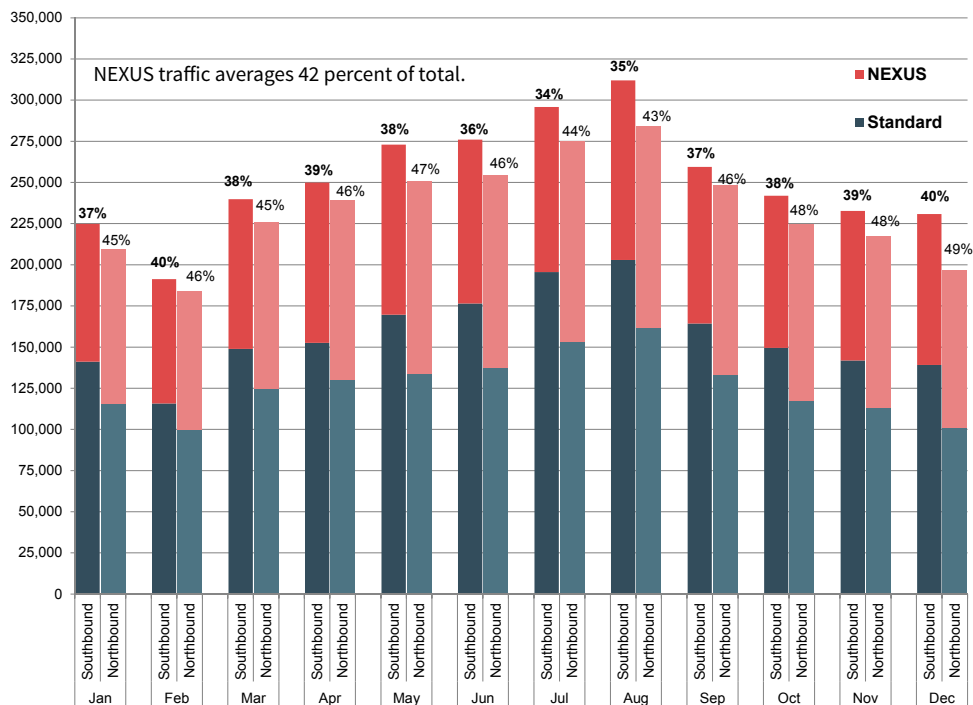


	2010		2011		2012		2013		2014	
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS
Jan	119,050	31%	146,257	27%	181,854	35%	203,713	40%	209,140	45%
Feb	131,630	24%	149,172	31%	191,327	36%	197,914	40%	183,810	46%
Mar	144,137	29%	193,005	30%	226,694	34%	235,844	39%	225,937	45%
Apr	126,871	24%	197,351	31%	228,179	35%	226,341	41%	239,202	46%
May	143,933	26%	211,283	32%	238,423	36%	245,396	41%	250,609	47%
Jun	155,611	30%	204,708	31%	224,923	37%	240,306	41%	254,450	46%
Jul	189,280	28%	237,450	29%	250,709	35%	273,063	39%	275,152	44%
Aug	200,576	28%	252,191	30%	262,635	34%	274,079	38%	284,177	43%
Sep	166,244	30%	219,231	32%	230,896	37%	237,880	43%	248,046	46%
Oct	157,472	32%	207,995	34%	201,780	39%	226,171	45%	224,427	48%
Nov	148,630	30%	195,044	34%	209,014	38%	221,286	43%	217,137	48%
Dec	165,571	29%	208,089	33%	218,233	38%	228,899	44%	196,820	49%
TOTAL	1,849,005		2,421,776		2,664,667		2,810,892		2,808,907	46%

	2010		2011		2012		2013		2014	
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS
Jan	127,082	33%	158,480	27%	190,489	31%	217,137	34%	224,885	37%
Feb	145,546	26%	160,108	21%	197,403	32%	216,341	34%	191,311	40%
Mar	111,091	33%	201,376	29%	231,706	32%	253,175	33%	239,797	38%
Apr	146,911	24%	206,648	28%	237,224	31%	240,945	34%	249,926	39%
May	158,687	22%	223,771	27%	253,204	31%	266,314	33%	273,028	38%
Jun	155,042	28%	219,779	26%	252,357	30%	278,690	33%	275,975	36%
Jul	191,078	22%	261,142	22%	283,343	28%	310,870	30%	295,886	34%
Aug	202,055	24%	271,895	24%	300,361	26%	327,810	30%	312,039	35%
Sep	167,869	24%	243,041	26%	251,771	31%	263,272	34%	259,412	37%
Oct	156,341	29%	224,909	29%	227,581	33%	256,519	36%	241,945	38%
Nov	151,882	31%	210,090	31%	227,057	32%	247,402	37%	232,655	39%
Dec	174,149	30%	222,343	30%	240,365	32%	254,411	36%	230,770	40%
TOTAL	1,887,733		2,603,582		2,892,861		3,132,886		3,027,629	38%

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

PEACE ARCH / DOUGLAS STANDARD VEHICLES VS. NEXUS, 2014



	Standard	NEXUS
Jan	115,394	93,746
Feb	99,572	84,238
Mar	124,432	101,505
Apr	130,229	108,973
May	134,025	116,584
Jun	137,795	116,655
Jul	153,600	121,552
Aug	161,653	122,524
Sep	133,060	114,986
Oct	117,186	107,241
Nov	113,089	104,048
Dec	101,150	95,670

	Standard	NEXUS
Jan	141,115	83,770
Feb	115,719	75,592
Mar	148,908	90,889
Apr	152,528	97,398
May	169,629	103,399
Jun	176,505	99,470
Jul	195,572	100,314
Aug	202,892	109,147
Sep	164,336	95,076
Oct	149,495	92,450
Nov	141,839	90,816
Dec	139,149	91,621

PEACE ARCH / DOUGLAS WEEKEND WAIT TIME ESTIMATES

2007

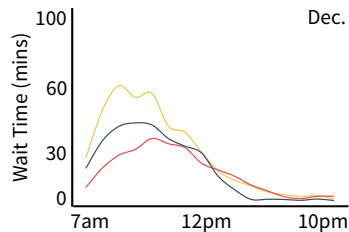
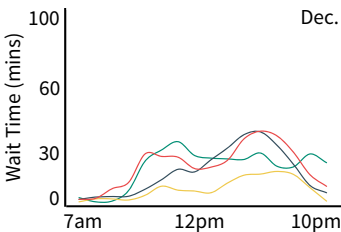
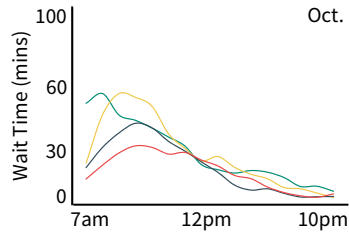
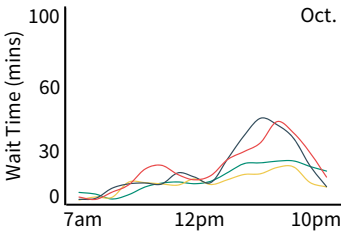
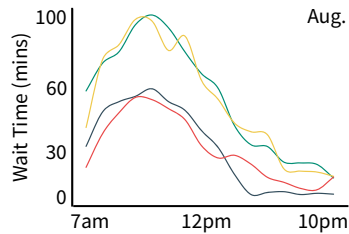
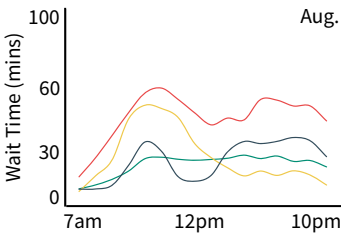
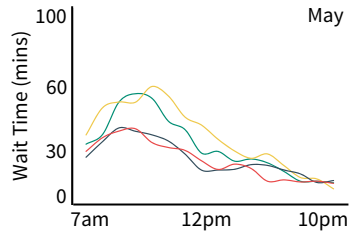
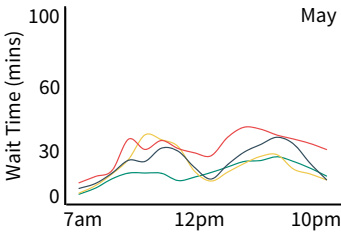
2009

2012

2014

NORTHBOUND

SOUTHBOUND



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

PEACE ARCH / DOUGLAS WEEKDAY WAIT TIME ESTIMATES

2007

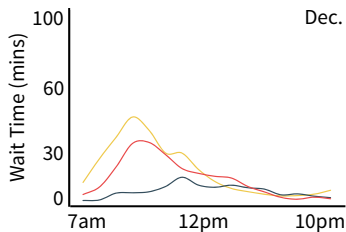
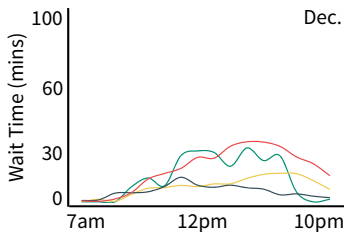
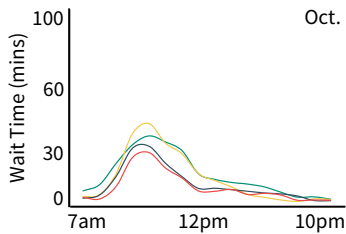
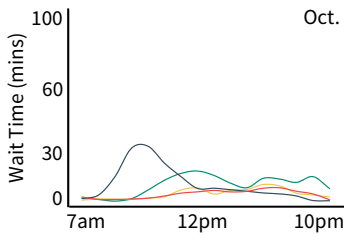
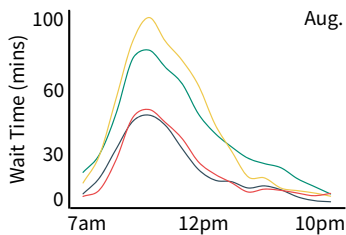
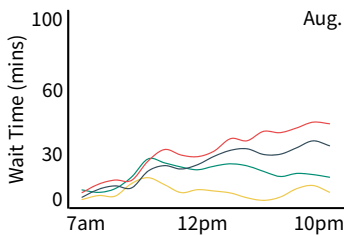
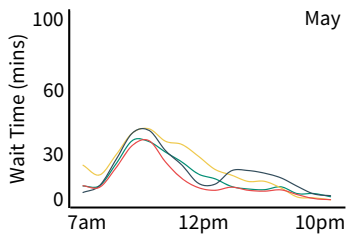
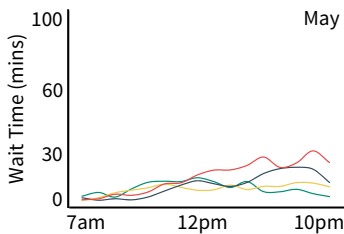
2009

2012

2014

NORTHBOUND

SOUTHBOUND



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

PEACE ARCH / DOUGLAS TRAVEL CHARACTERISTICS

ORIGINS AND DESTINATIONS

		Destinations									
		Vancouver	Surrey	Richmond	White Rock	Whistler	WA & Pt Roberts	Other BC	Other Canada		
U.S. Travelers	Summer Origin	Seattle	6%	3%	2%	< 1%	< 1%	< 1%	3%	1%	14%
		Bellingham	5%	2%	1%	2%	< 1%	< 1%	3%		12%
		Blaine	1%	1%	1%	1%		< 1%	1%		4%
		Tacoma	< 1%	1%	1%		1%		1%	< 1%	3%
		Olympia	1%	1%			< 1%		2%		3%
		Other WA	11%	3%	2%	2%	1%	1%	5%	< 1%	24%
		CA & OR	8%	1%	1%	< 1%	1%	< 1%	1%	< 1%	11%
		Other USA	19%	< 1%	1%	< 1%	1%	1%	3%	1%	25%
			50%	10%	8%	5%	4%	3%	18%	2%	100%
			Seattle	13%		2%	1%	6%		3%	
U.S. Travelers	Winter Origin	Bellingham	6%	< 1%	1%	1%	< 1%	< 1%	3%		11%
		Blaine	1%	2%	1%	2%	< 1%	< 1%	1%		6%
		Ferndale	< 1%	1%	< 1%	1%		1%	1%		4%
		Pt. Roberts						3%			3%
		Other WA	17%	3%	2%	3%	3%	< 1%	7%	1%	35%
		CA & OR	3%				< 1%		1%	1%	5%
		Other USA	4%		< 1%	< 1%	1%		2%	< 1%	7%
			45%	5%	7%	8%	11%	5%	18%	2%	100%
Canadian Travelers	Summer Origin	Bellingham	13%	15%	1%	2%	< 1%	3%	< 1%	35%	
		Vancouver	8%	2%	3%	1%	< 1%	3%	2%	18%	
		White Rock	2%	4%	< 1%	< 1%	1%	< 1%	< 1%	8%	
		Richmond	4%	1%	1%	< 1%	< 1%	1%	< 1%	8%	
		Burnaby	3%	1%	1%	< 1%	< 1%	< 1%	< 1%	7%	
		Delta	3%	1%	< 1%	< 1%	< 1%	1%	< 1%	6%	
		Other BC	5%	2%	3%	1%	1%	1%	2%	15%	
		Other Canada	1%	< 1%	< 1%	< 1%	< 1%	< 1%	< 1%	2%	
			39%	28%	10%	5%	4%	10%	5%	100%	
		Canadian Travelers	Winter Origin	Surrey	14%	15%	< 1%	< 1%	1%	1%	< 1%
Vancouver	6%			3%	3%	< 1%	< 1%	2%	1%	15%	
White Rock	4%			7%	< 1%	< 1%	1%		< 1%	12%	
Richmond	5%			1%	1%	< 1%	< 1%	< 1%	< 1%	8%	
Burnaby	4%			1%	< 1%	< 1%	< 1%	1%	< 1%	6%	
Delta	3%			3%	< 1%		< 1%	< 1%	< 1%	8%	
Other BC	7%			3%	1%	1%	1%	2%	2%	16%	
Other Canada	1%			< 1%	1%	< 1%	< 1%	< 1%	1%	3%	
	42%	34%	6%	2%	4%	7%	5%	100%			

Data source: 2013/2014 IMTC Passenger Vehicle Intercept Survey
Data compiled by: Whatcom Council of Governments

PEACE ARCH / DOUGLAS TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING BY TRAFFIC TYPE

Figures are averages for both directions.

Travel Frequency	Winter		Summer	
	Standard	NEXUS	Standard	NEXUS
At least once a day	1%	1%	< 1%	2%
Once a week	14%	51%	17%	52%
Once a month	45%	42%	37%	39%
Once every 2 months	10%	3%	9%	4%
2-5 times per year	23%	3%	26%	3%
Once a year or less	7%	< 1%	10%	< 1%

REASON FOR CHOOSING THIS CROSSING

Summer

	Northbound		Southbound	
	Standard	NEXUS	Standard	NEXUS
Most direct route	55%	77%	52%	66%
Preferred route	9%	7%	9%	8%
Border wait time signs	8%	1%	8%	2%
Avoid congestion	4%	5%	11%	7%
Following directions	10%	2%	5%	1%
Road came here	9%	1%	8%	2%
NEXUS lane	< 1%	4%		10%
Don't know	1%	1%	3%	1%
Other	4%	1%	4%	3%

Winter

	Northbound		Southbound	
	Standard	NEXUS	Standard	NEXUS
Most direct route	59%	64%	61%	74%
Preferred route	9%	18%	10%	5%
Border wait time signs	14%	1%	9%	1%
Avoid congestion	2%	3%	4%	4%
Following directions	6%	1%	5%	4%
Road came here	4%	1%	4%	< 1%
NEXUS lane		8%		10%
Don't know	4%	2%	3%	1%
Other	2%	2%	3%	1%

Data source: 2013/2014 IMTC Passenger Intercept Survey

Data compiled by: Whatcom Council of Governments

PACIFIC HIGHWAY PORT-OF-ENTRY



The U.S. Pacific Highway port-of-entry processes cars, trucks, and buses

The Pacific Highway border crossing is the primary commercial port-of-entry for the region. Open 24 hours a day, this crossing processes commercial and passenger vehicles as well as buses. It also provides FAST and NEXUS lanes. The port is accessible by WA State Route 542 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 This port-of-entry is a crossing of national significance.

Over \$33 million (USD) of goods cross through this port every day.² \$12.2 billion (USD) crossed by truck through Blaine in 2013.

38 percent of travelers use the NEXUS lane.³ 53 percent of Pacific Highway NEXUS traffic cross once a week or more.⁴

Pacific Highway is the third busiest bus crossing on the U.S. - Canada border.⁵ Over 32,000 buses crossed through this port-of-entry in 2014.

1. U.S. Bureau of Transportation Statistics

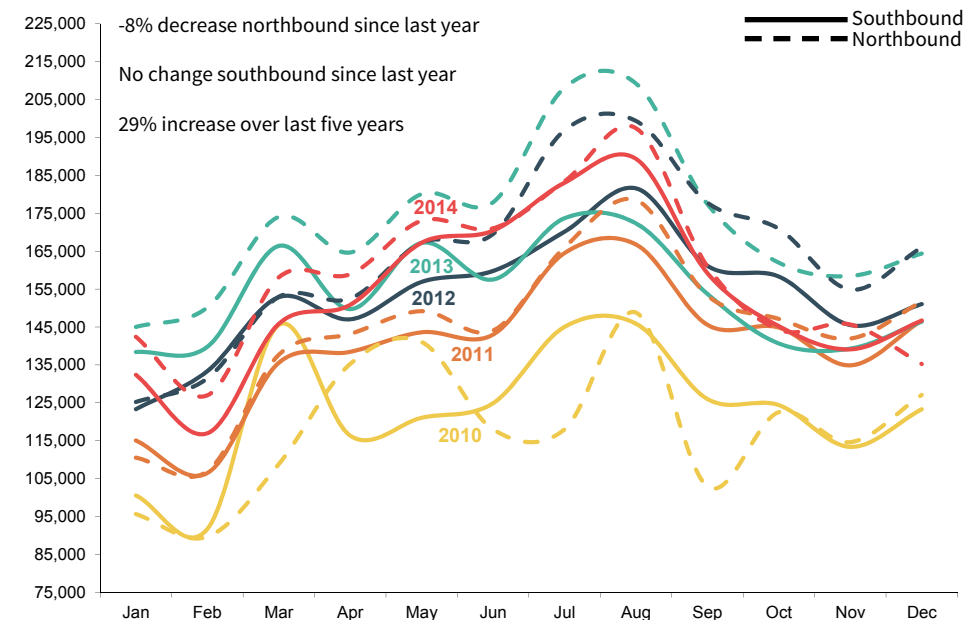
2. U.S. Bureau of Transportation Statistics

3. U.S. Customs & Border Protection, Canada Border Services Agency

4. 2013/2014 IMTC Passenger Intercept Survey

5. U.S. Bureau of Transportation Statistics

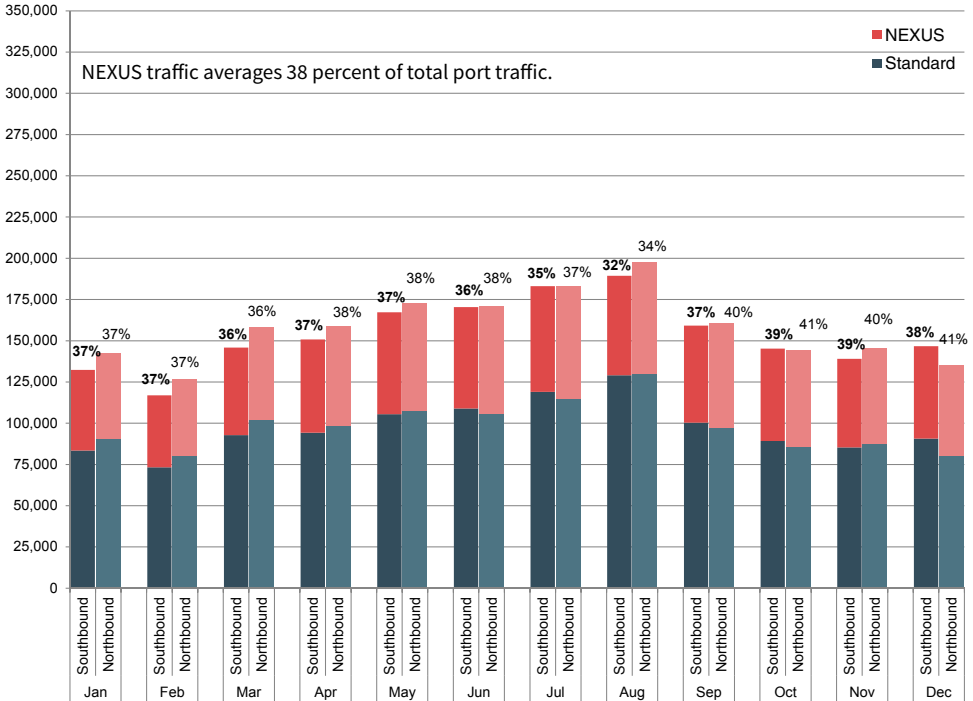
PACIFIC HIGHWAY AUTO VOLUMES 2010 - 2014



	2010		2011		2012		2013		2014	
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS
Jan	95,638	16%	110,520	15%	125,212	26%	145,021	31%	142,397	37%
Feb	89,661	16%	106,953	17%	131,447	27%	150,153	31%	126,966	37%
Mar	108,811	16%	137,657	17%	152,956	27%	174,053	31%	158,083	36%
Apr	135,245	23%	143,169	17%	152,499	28%	164,643	32%	158,927	38%
May	141,040	21%	149,175	18%	167,224	27%	180,076	33%	173,041	38%
Jun	117,984	17%	144,067	19%	169,539	27%	177,897	32%	171,017	38%
Jul	117,984	17%	165,995	18%	196,861	25%	208,086	31%	183,423	37%
Aug	148,789	14%	178,483	19%	199,358	25%	209,239	29%	197,445	34%
Sep	102,932	19%	153,291	21%	177,818	26%	177,400	32%	160,990	40%
Oct	122,515	16%	147,128	23%	170,898	28%	161,963	35%	144,302	41%
Nov	114,609	16%	141,951	22%	154,878	28%	158,453	35%	145,660	40%
Dec	127,071	16%	151,662	20%	166,003	28%	164,382	35%	135,238	41%
TOTAL	1,422,279		1,730,051		1,964,693		2,071,366		1,897,489	

	2010		2011		2012		2013		2014	
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS
Jan	100,558	17%	115,059	17%	123,314	25%	138,407	33%	132,372	37%
Feb	91,690	16%	106,450	21%	133,348	25%	139,764	32%	116,944	37%
Mar	145,545	11%	135,548	21%	152,866	26%	166,380	31%	145,817	36%
Apr	116,321	16%	138,432	20%	147,012	26%	149,726	34%	150,834	37%
May	121,054	16%	143,605	20%	156,890	27%	167,197	33%	167,233	37%
Jun	124,891	15%	142,983	20%	159,768	28%	157,509	33%	170,404	36%
Jul	145,025	13%	164,501	18%	170,129	27%	173,680	32%	183,054	35%
Aug	145,886	15%	166,770	19%	181,573	26%	172,355	31%	189,372	32%
Sep	125,993	17%	145,574	20%	161,134	27%	153,711	33%	159,207	37%
Oct	124,389	18%	144,851	23%	158,304	31%	140,644	37%	145,215	39%
Nov	113,366	17%	134,877	22%	145,487	31%	139,291	36%	139,091	39%
Dec	123,303	17%	146,692	23%	151,019	31%	146,397	37%	146,675	38%
TOTAL	1,478,021		1,685,342		1,840,844		1,845,061		1,846,218	

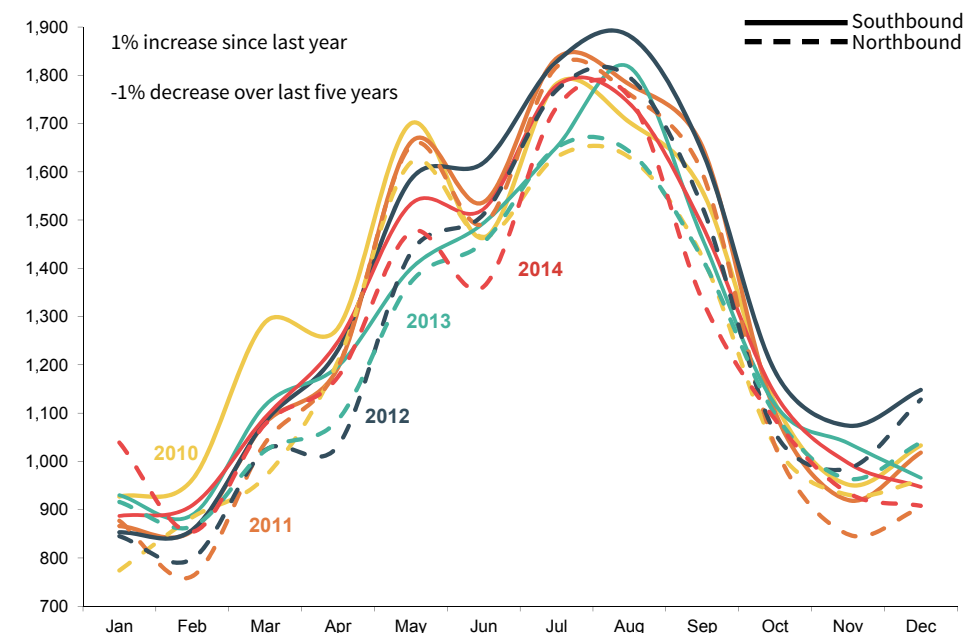
PACIFIC HIGHWAY STANDARD VS. NEXUS 2014



	Standard	NEXUS	
Northbound	Jan	90,374	52,023
	Feb	80,535	46,431
	Mar	101,776	56,307
	Apr	98,743	60,184
	May	107,535	65,506
	Jun	105,784	65,233
	Jul	115,035	68,388
	Aug	129,781	67,664
	Sep	97,386	63,604
	Oct	85,523	58,779
	Nov	87,855	57,805
	Dec	80,062	55,176

	Standard	NEXUS	
Southbound	Jan	83,490	48,882
	Feb	73,325	43,619
	Mar	92,841	52,976
	Apr	94,297	56,537
	May	105,447	61,786
	Jun	108,963	61,441
	Jul	118,966	64,088
	Aug	129,042	60,330
	Sep	100,321	58,886
	Oct	89,251	55,964
	Nov	85,341	53,750
	Dec	90,683	55,992

PACIFIC HIGHWAY BUS VOLUMES 2010 - 2014

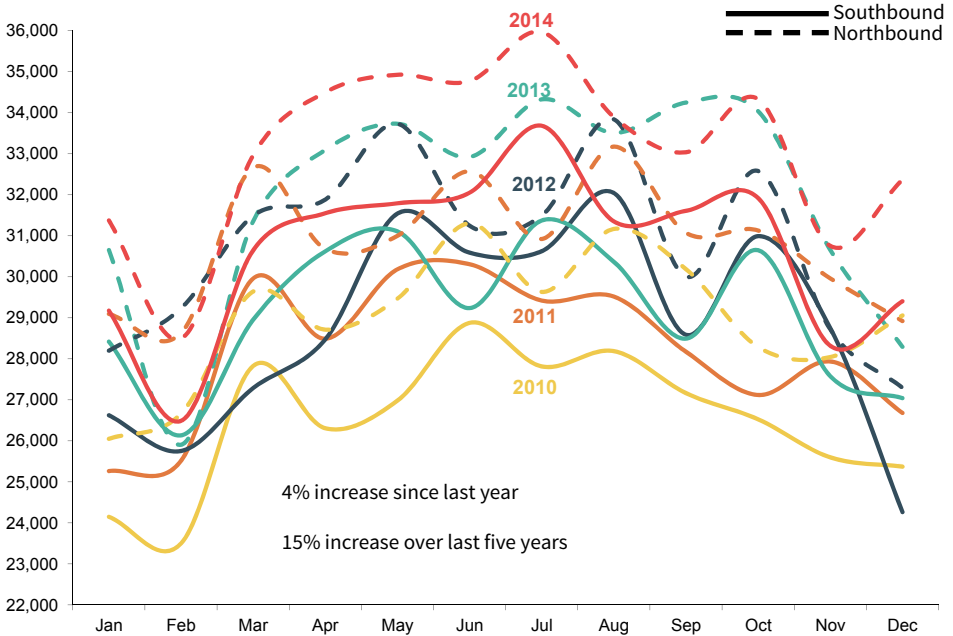


	2010	2011	2012	2013	2014
Jan	774	877	845	916	1,039
Feb	884	762	798	865	854
Mar	968	1,038	1,023	1,022	1,077
Apr	1,207	1,195	1,032	1,086	1,175
May	1,619	1,654	1,432	1,371	1,475
Jun	1,465	1,492	1,512	1,454	1,362
Jul	1,631	1,817	1,769	1,650	1,733
Aug	1,630	1,761	1,796	1,642	1,755
Sep	1,424	1,598	1,528	1,420	1,335
Oct	1,033	1,032	1,059	1,098	1,087
Nov	931	849	985	964	935
Dec	960	904	1,128	1,039	908
TOTAL	14,526	14,979	14,907	14,527	14,735

	2010	2011	2012	2013	2014
Jan	927	866	853	930	887
Feb	962	856	858	889	909
Mar	1,288	1,079	1,082	1,116	1,091
Apr	1,276	1,194	1,231	1,197	1,248
May	1,700	1,661	1,584	1,399	1,533
Jun	1,463	1,537	1,619	1,494	1,523
Jul	1,782	1,835	1,828	1,651	1,778
Aug	1,703	1,781	1,882	1,817	1,742
Sep	1,561	1,653	1,643	1,463	1,489
Oct	1,121	1,102	1,186	1,118	1,140
Nov	952	920	1,074	1,038	997
Dec	1,033	1,018	1,148	966	947
TOTAL	15,768	15,502	15,988	15,078	15,284

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

PACIFIC HIGHWAY TRUCK VOLUMES 2010 - 2014



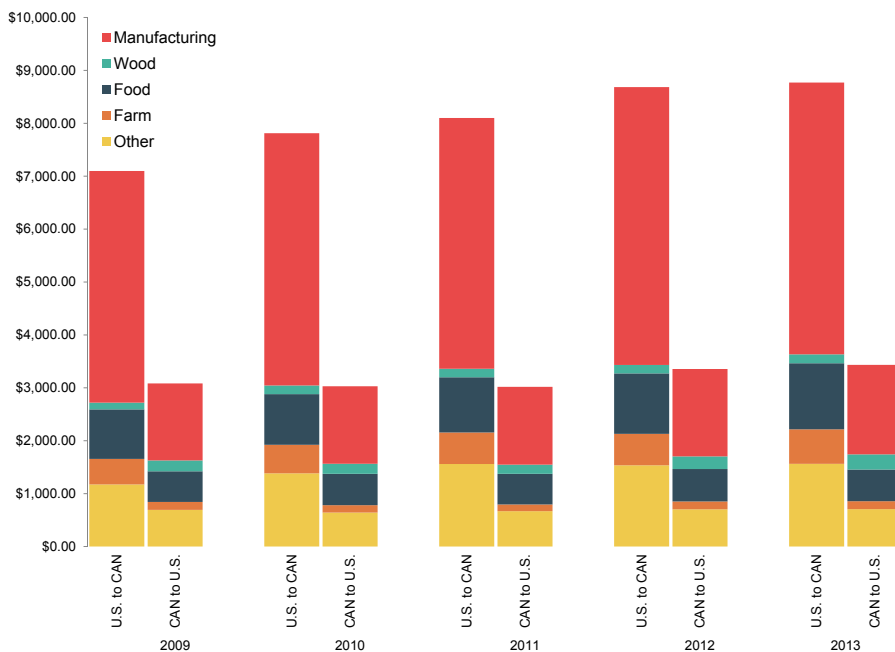
	2010	2011	2012	2013	2014
Jan	26,050	29,095	28,201	30,653	31,376
Feb	26,664	28,630	29,233	25,907	28,495
Mar	29,642	32,663	31,490	31,357	32,966
Apr	28,713	30,680	31,885	33,095	34,500
May	29,469	31,001	33,732	33,732	34,928
Jun	31,305	32,574	31,247	32,922	34,774
Jul	29,632	30,922	31,497	34,327	35,968
Aug	31,168	33,174	33,839	33,509	33,896
Sep	30,187	31,072	30,005	34,250	33,038
Oct	28,289	31,129	32,579	34,037	34,331
Nov	28,045	29,962	28,719	30,656	30,755
Dec	29,059	28,921	27,294	28,294	32,366
TOTAL	348,223	369,823	369,721	382,739	397,393

	2010	2011	2012	2013	2014
Jan	24,149	25,265	26,625	28,421	29,177
Feb	23,499	25,516	25,754	26,135	26,489
Mar	27,828	29,960	27,288	28,954	30,647
Apr	26,308	28,491	28,477	30,624	31,550
May	26,983	30,183	31,543	31,107	31,794
Jun	28,878	30,308	30,588	29,238	32,052
Jul	27,815	29,421	30,626	31,375	33,683
Aug	28,188	29,518	32,043	30,366	31,351
Sep	27,164	28,172	28,588	28,493	31,610
Oct	26,526	27,119	30,991	30,649	31,919
Nov	25,599	27,937	28,748	27,577	28,318
Dec	25,372	26,680	24,264	27,044	29,404
TOTAL	318,309	338,570	345,535	349,983	367,994

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

PACIFIC HIGHWAY TRADE VALUE BY TRUCK 2003 - 2013

	U.S. - Canada	Canada - U.S.	Total Two-Way
2003	\$4,948	\$4,778	\$9,727
2004	\$5,683	\$4,609	\$10,292
2005	\$6,362	\$4,298	\$10,660
2006	\$7,327	\$4,236	\$11,564
2007	\$7,845	\$4,120	\$11,965
2008	\$8,215	\$3,314	\$11,529
2009	\$7,098	\$3,084	\$10,182
2010	\$7,812	\$3,030	\$10,842
2011	\$8,100	\$3,018	\$11,118
2012	\$8,685	\$3,356	\$12,040
2013	\$8,770	\$3,434	\$12,204

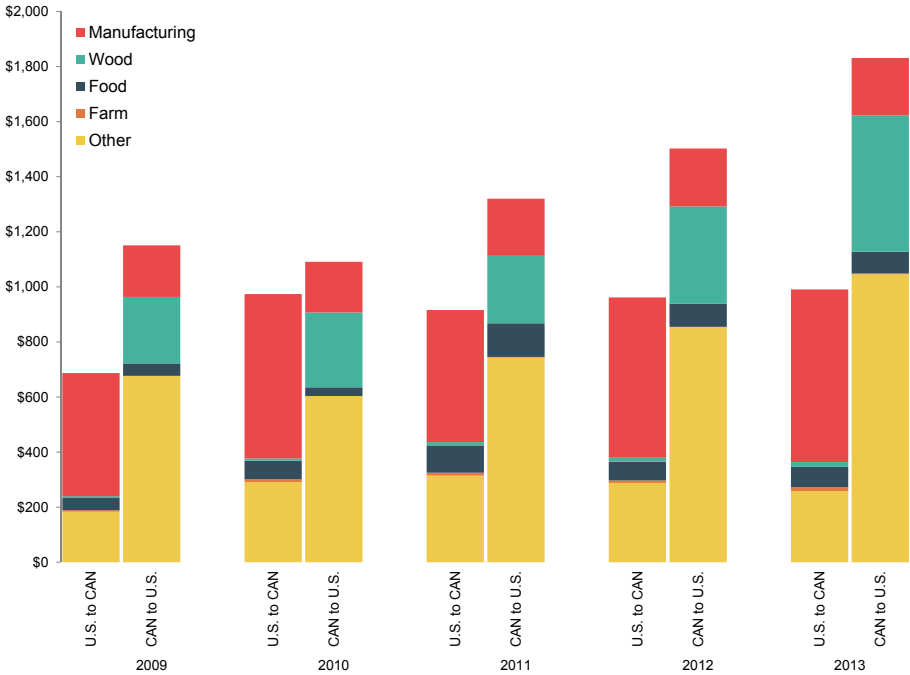


Figures are in millions and adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices.

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

PACIFIC HIGHWAY TRADE VALUE BY RAIL 2003 - 2013

	U.S. - Canada	Canada - U.S.	Total Two-Way
2003	\$281	\$1,756	\$2,037
2004	\$377	\$2,401	\$2,777
2005	\$419	\$2,487	\$2,906
2006	\$566	\$2,267	\$2,833
2007	\$684	\$1,765	\$2,449
2008	\$745	\$1,457	\$2,202
2009	\$687	\$1,151	\$1,838
2010	\$974	\$1,091	\$2,065
2011	\$916	\$1,320	\$2,236
2012	\$962	\$1,503	\$2,464
2013	\$991	\$1,831	\$2,822



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 WEEKEND WAIT TIME ESTIMATES

2007

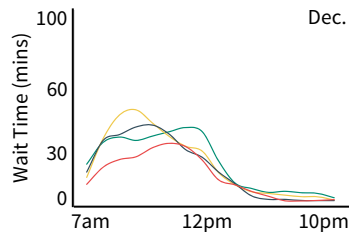
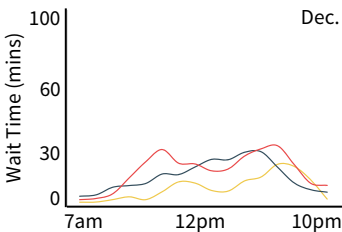
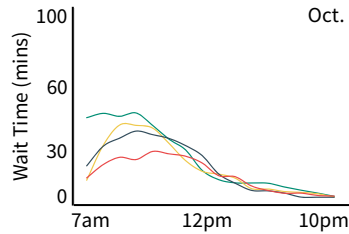
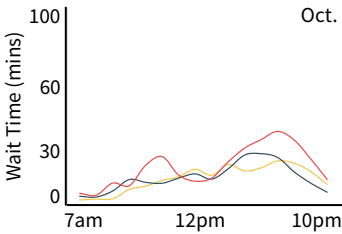
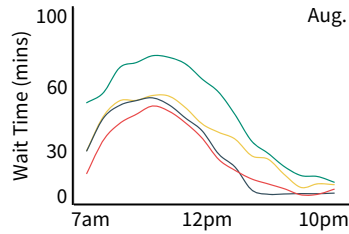
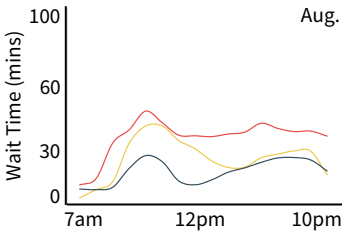
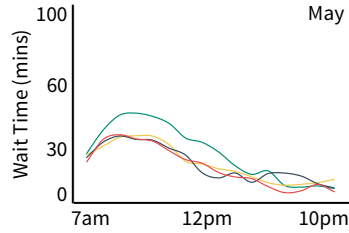
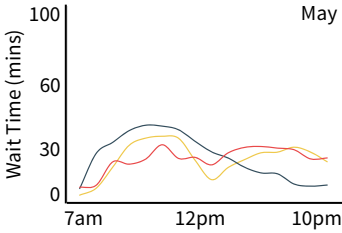
2009

2012

2014

NORTHBOUND

SOUTHBOUND



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

PACIFIC HIGHWAY WEEKDAY WAIT TIME ESTIMATES

2007

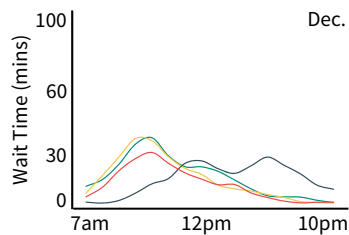
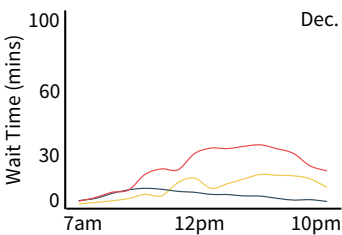
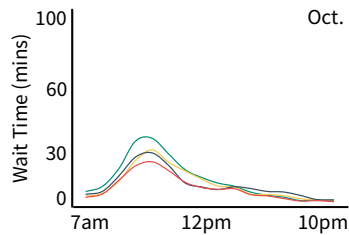
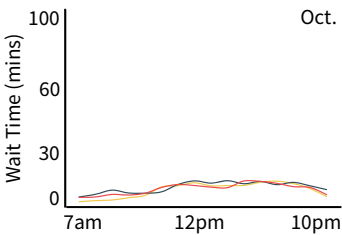
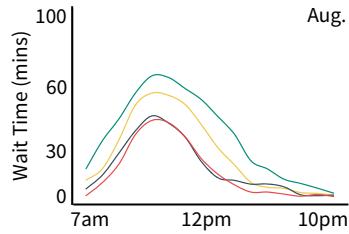
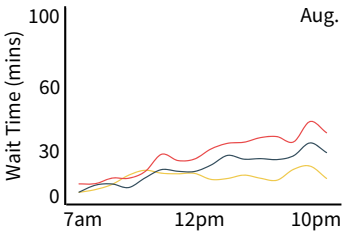
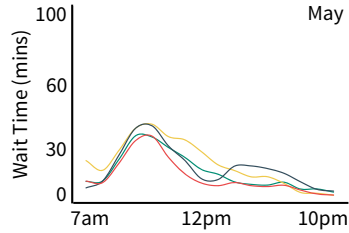
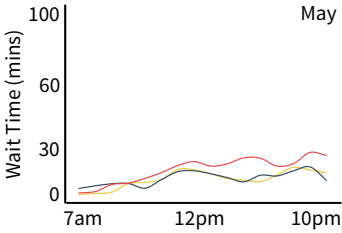
2009

2012

2014

NORTHBOUND

SOUTHBOUND



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

PACIFIC HIGHWAY TRAVEL CHARACTERISTICS

ORIGINS AND DESTINATIONS

		Destinations									
		Vancouver	Surrey	Whistler	Langley City	WA + Pt Roberts	Other BC	Other Canada			
U.S. Travelers	Summer Origin	Seattle	6%	1%	3%	1%		7%	1%	18%	
		Bellingham	4%	2%	1%	< 1%	< 1%	3%		11%	
		Blaine	1%	2%	< 1%	1%	< 1%	5%	< 1%	10%	
		Ferndale	< 1%	< 1%		< 1%		1%		2%	
		Other WA	9%	5%	3%	2%	1%	14%	1%	35%	
		CA & OR	5%	1%	2%	< 1%		4%		13%	
		Other USA	5%	1%	2%	1%		4%		12%	
			31%	12%	11%	5%	1%	39%	1%	100%	
U.S. Travelers	Winter Origin	Blaine	1%	6%		3%	1%	6%		17%	
		Bellingham	1%	3%	2%	1%	1%	4%	1%	14%	
		Seattle	3%	1%	5%	1%		4%		14%	
		Ferndale		4%	1%	3%		3%		10%	
		Other WA	8%	7%	8%	3%	1%	9%		36%	
		CA & OR		1%	1%			2%		4%	
		Other USA			5%	1%		1%		6%	
			13%	21%	22%	12%	4%	28%	1%	100%	
Canadian Travelers	Summer Origin	Surrey	13%	16%	2%	2%	2%	3%	1%	40%	
		Vancouver	3%	2%	1%	< 1%	< 1%	1%	1%	9%	
		Langley Township	2%	2%	< 1%	1%	< 1%	1%	< 1%	6%	
		Coquitlam	2%	1%	< 1%	1%	< 1%	2%	1%	6%	
		White Rock	1%	2%	< 1%	< 1%	< 1%	< 1%	< 1%	5%	
		Langley City	1%	1%	< 1%	< 1%	< 1%	< 1%	< 1%	4%	
		Other BC	9%	7%	4%	2%	1%	4%	2%	29%	
		Other Canada	< 1%	< 1%	< 1%	< 1%	< 1%	< 1%	< 1%	2%	
			32%	31%	8%	7%	5%	11%	6%	100%	
Canadian Travelers	Winter Origin	Surrey	14%	20%	2%	1%	1%	2%	< 1%	40%	
		Vancouver	3%	2%	2%	< 1%	< 1%	< 1%	1%	8%	
		Langley City	2%	3%	< 1%	< 1%	< 1%	< 1%	< 1%	7%	
		White Rock	2%	3%	< 1%	< 1%	< 1%	< 1%	< 1%	6%	
		Coquitlam	2%	1%	< 1%	< 1%	< 1%	1%	< 1%	5%	
		Burnaby	2%	1%	< 1%	< 1%	< 1%	< 1%	< 1%	5%	
		Other BC	10%	9%	3%	2%	2%	3%	1%	28%	
		Other Canada	< 1%	< 1%	< 1%				< 1%	1%	
			35%	40%	8%	3%	4%	7%	3%	100%	

Note: WA+Pt Roberts represents Washingtonians going to Point Roberts and vice versa.

Data source: 2013/2014 IMTC Passenger Intercept Survey

Data compiled by: Whatcom Council of Governments

PACIFIC HIGHWAY TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING BY TRAFFIC TYPE

Figures are averages for both directions.

Travel Frequency	Winter		Summer	
	General	NEXUS	General	NEXUS
At least once a day	1%	1%	< 1%	2%
Once a week	14%	51%	17%	52%
Once a month	45%	42%	37%	39%
Once every 2 months	10%	3%	9%	4%
2-5 times per year	23%	3%	26%	3%
Once a year or less	7%	< 1%	10%	< 1%

REASON FOR CHOOSING THIS CROSSING

	Summer			
	Northbound		Southbound	
	Standard	NEXUS	Standard	NEXUS
Most direct route	46%	73%	48%	67%
Avoid congestion	16%	6%	14%	8%
Preferred route	11%	9%	11%	8%
Border wait time signs	16%	1%	13%	2%
NEXUS lane	< 1%	5%		6%
Follow directions	3%	1%	6%	1%
Duty Free Store	2%	2%	< 1%	2%
Don't know	1%	1%	2%	2%
Other	5%	3%	6%	5%

	Winter			
	Northbound		Southbound	
	Standard	NEXUS	Standard	NEXUS
Most direct route	59%	64%	61%	74%
Preferred route	9%	18%	10%	5%
Border wait time signs	14%	1%	9%	1%
Avoid congestion	2%	3%	4%	4%
Following directions	6%	1%	5%	4%
Road came here	4%	1%	4%	< 1%
NEXUS lane		8%		10%
Don't know	4%	2%	3%	1%
Other	2%	2%	3%	1%

Data source: 2013/2014 IMTC Passenger Intercept Survey

Data compiled by: Whatcom Council of Governments

LYNDEN/ALDERGROVE PORT-OF-ENTRY



The Canada Border Services Agency Aldergrove facility is being replaced this year with a new full commercial and passenger vehicle port-of-entry to be completed in 2016

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 currently process passenger vehicles and limited volumes of commercial vehicles. A new facility northbound will expand commercial vehicle processing.

Lynden/Aldergrove is the fifth busiest passenger vehicle crossing on the U.S. - Canada border. ¹ An average of 4,000 cars a day cross through this port-of-entry.

Lynden/Aldergrove processes over \$175 million in trade each year. ² This port serves a regionally significant industries. And commercial traffic is expected to increase northbound once the new facility is operational.

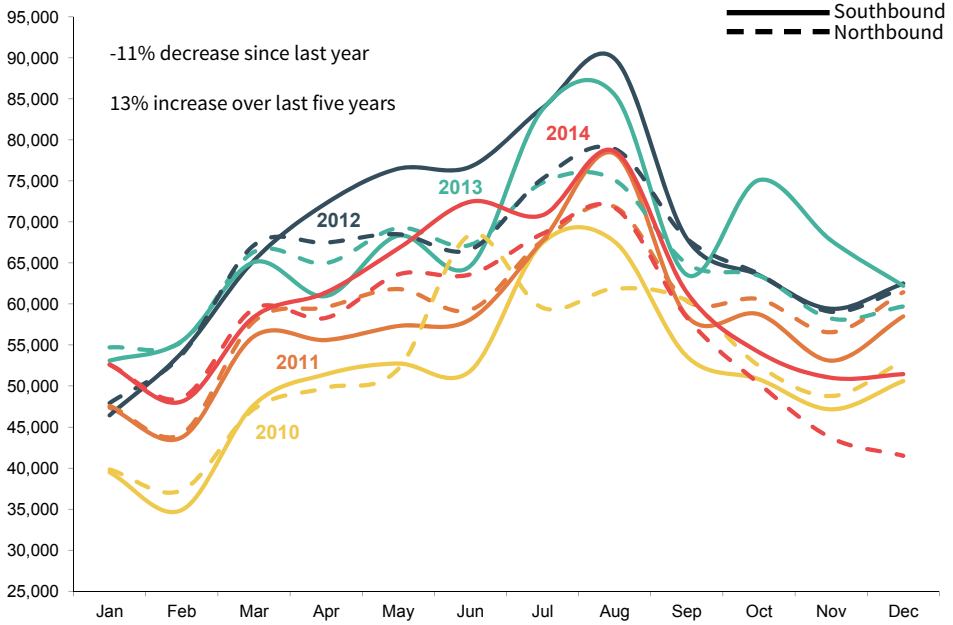
Approximately 64 percent of southbound trucks are empty ³. Because Lynden southbound is a permit-only port, limited commercial goods may use the facility; however empty truck containers are able to use the port.

1. U.S. Bureau of Transportation Statistics

2. U.S. Bureau of Transportation Statistics

3. U.S. Bureau of Transportation Statistics, U.S. Customs & Border Protection

LYNDEN/ALDERGROVE AUTO VOLUMES 2010 - 2014

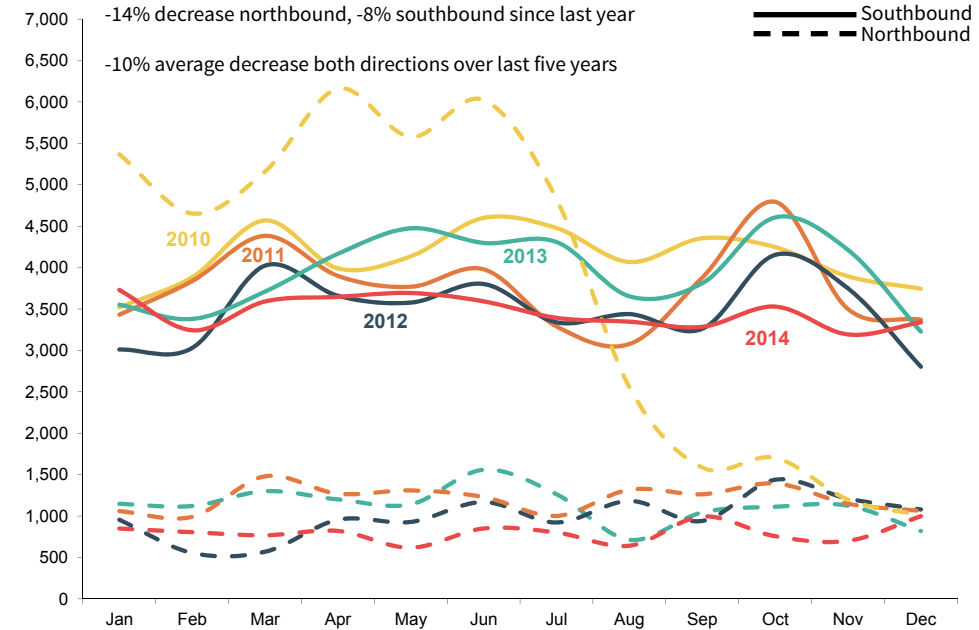


	2010	2011	2012	2013	2014	
Northbound	Jan	39,824	47,581	47,920	54,710	52,622
	Feb	37,290	44,157	53,804	55,388	48,555
	Mar	47,194	57,873	67,161	66,347	59,401
	Apr	49,782	59,607	67,484	64,983	58,310
	May	52,082	61,819	68,504	69,262	63,602
	Jun	68,444	59,279	66,632	67,206	63,614
	Jul	59,544	67,716	75,267	74,782	68,567
	Aug	61,868	71,852	78,914	75,112	71,725
	Sep	60,412	60,377	67,980	64,922	58,365
	Oct	52,466	60,581	63,652	63,443	50,293
	Nov	48,778	56,552	59,051	58,234	43,686
	Dec	53,056	61,435	61,940	59,703	41,497
TOTAL	630,740	708,829	778,309	774,092	682,251	

	2010	2011	2012	2013	2014	
Southbound	Jan	39,464	47,364	46,434	53,092	52,593
	Feb	34,888	43,738	54,065	55,481	48,110
	Mar	47,694	56,044	65,295	65,111	58,422
	Apr	51,440	55,609	72,279	60,963	61,411
	May	52,746	57,315	76,491	68,321	66,763
	Jun	51,848	58,116	76,736	64,644	72,469
	Jul	67,439	67,710	83,902	83,698	70,824
	Aug	67,592	78,328	89,907	85,516	78,605
	Sep	53,620	58,525	67,986	63,566	61,412
	Oct	50,824	58,749	63,523	75,102	54,129
	Nov	47,156	53,088	59,408	67,748	51,006
	Dec	50,607	58,482	62,495	62,216	51,445
TOTAL	615,318	693,068	818,521	805,458	727,189	

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

LYNDEN/ALDERGROVE TRUCK VOLUMES 2010 - 2014



	2010	2011	2012	2013	2014	
Northbound	Jan	5,366	1,060	956	1,148	851
	Feb	4,652	992	556	1,122	806
	Mar	5,159	1,481	570	1,301	769
	Apr	6,159	1,271	956	1,202	821
	May	5,576	1,310	930	1,143	619
	Jun	6,022	1,231	1,170	1,559	851
	Jul	4,826	1,002	923	1,264	802
	Aug	2,556	1,319	1,183	714	643
	Sep	1,587	1,264	942	1,045	996
	Oct	1,704	1,394	1,439	1,113	758
	Nov	1,199	1,149	1,211	1,126	702
	Dec	1,011	1,063	1,081	820	999
TOTAL	45,817	14,536	11,917	13,557	9,617	

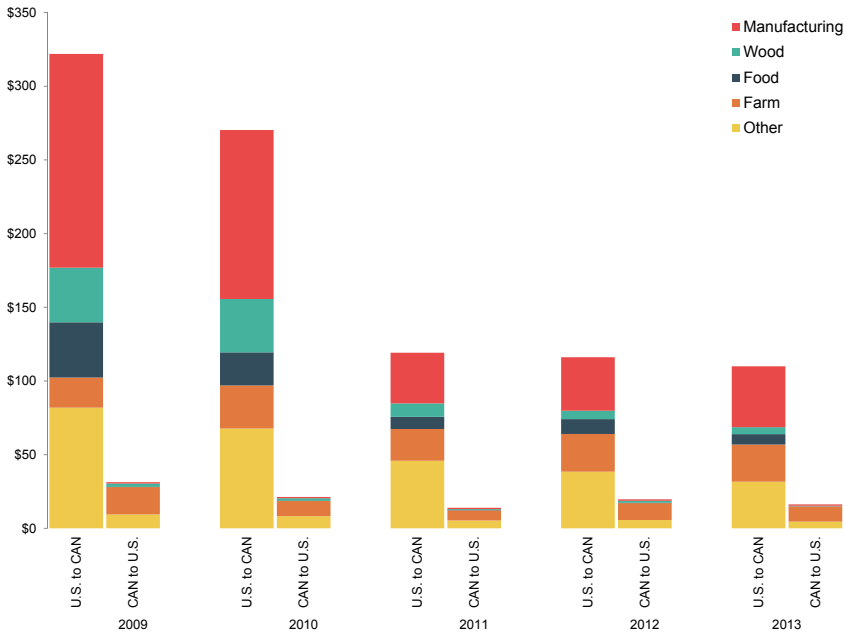
	2010	2011	2012	2013	2014	
Southbound	Jan	3,520	3,431	3,011	3,552	3,730
	Feb	3,885	3,837	3,030	3,379	3,243
	Mar	4,569	4,383	4,023	3,710	3,591
	Apr	3,990	3,899	3,659	4,166	3,646
	May	4,136	3,768	3,577	4,474	3,693
	Jun	4,600	3,979	3,802	4,297	3,592
	Jul	4,477	3,290	3,339	4,308	3,393
	Aug	4,067	3,077	3,438	3,653	3,347
	Sep	4,354	3,879	3,261	3,811	3,285
	Oct	4,247	4,793	4,153	4,606	3,529
	Nov	3,894	3,499	3,748	4,213	3,192
	Dec	3,745	3,371	2,803	3,227	3,339
TOTAL	49,484	45,206	41,844	47,396	41,580	

LYNDEN/ALDERGROVE TRUCK TRADE VALUE 2003 - 2013

BY VALUE

	U.S. - Canada	Canada - U.S.
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
2013	\$110	\$16

BY COMMODITY



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 WEEKEND WAIT TIME ESTIMATES

2011

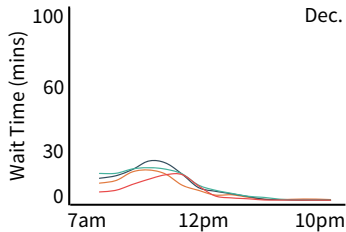
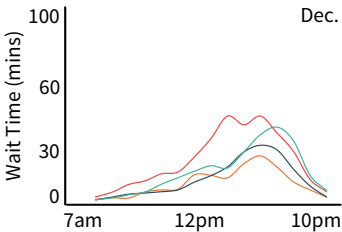
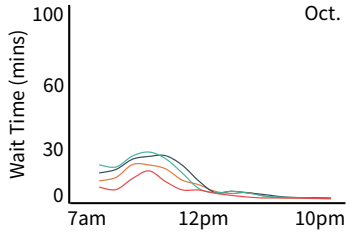
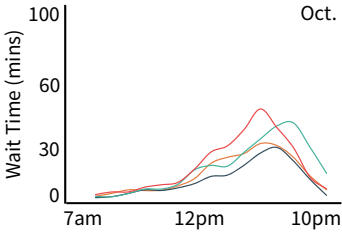
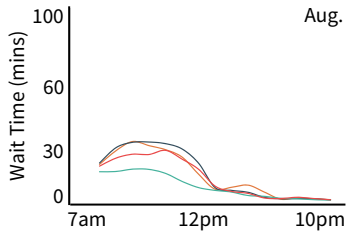
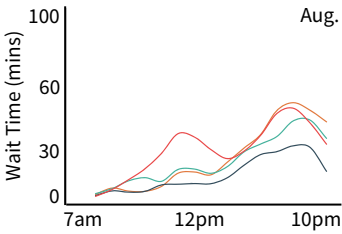
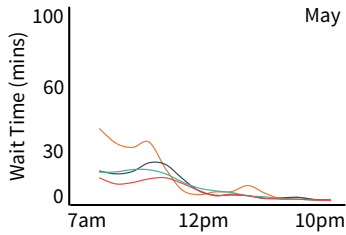
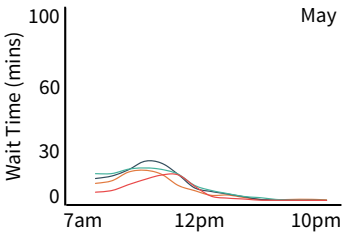
2012

2013

2014

NORTHBOUND

SOUTHBOUND



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

LYNDEN/ALDERGROVE WEEKDAY WAIT TIME ESTIMATES

2011

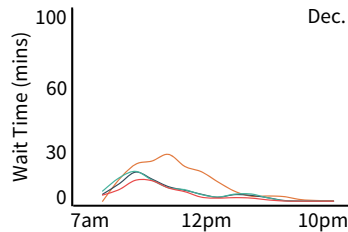
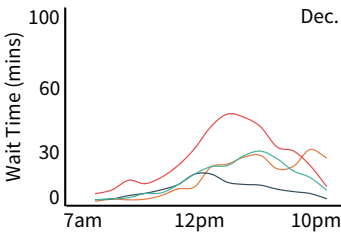
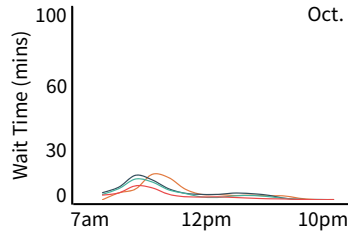
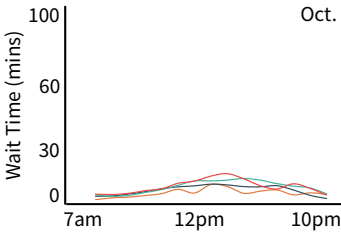
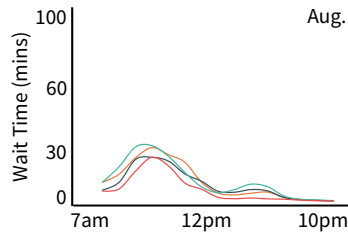
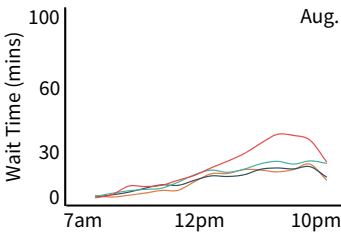
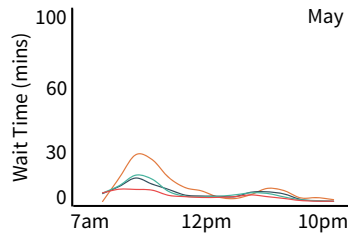
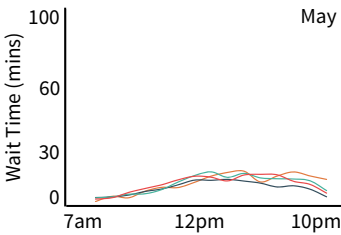
2012

2013

2014

NORTHBOUND

SOUTHBOUND



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

LYNDEN/ALDERGROVE TRAVEL CHARACTERISTICS

ORIGINS AND DESTINATIONS

		Destinations									
		Abbotsford	Langley City	Aldergrove	Vancouver	Surrey	Other BC	Other Canada			
U.S. Travelers	Summer Origin	Lynden	7%	2%	2%	2%	11%	2%	25%		
		Bellingham	2%	4%	2%	2%	5%		15%		
		Ferndale	4%	1%	2%	< 1%	2%		9%		
		Seattle	1%	1%		1%	5%	1%	9%		
		Other Whatcom County	2%	2%	1%	1%	2%		8%		
		Other WA	2%	3%	2%	1%	9%	3%	21%		
		Other USA	2%	1%	1%	3%	5%	1%	13%		
			20%	13%	10%	10%	40%	7%	100%		
		Winter Origin	Lynden	9%	4%	8%		7%	6%	33%	
			Bellingham	4%	2%		2%	12%		20%	
		Sumas		3%			2%		5%		
		Seattle					4%		4%		
		Other Whatcom County		2%	4%		6%		11%		
		Other WA	10%	3%	1%		8%	2%	25%		
		Other USA			2%				2%		
		22%	15%	15%	9%		37%	2%	100%		
Canadian Travelers	Summer Origin	Abbotsford	10%	5%	4%	< 1%	< 1%	1%	1%	22%	
		Langley Township	6%	4%	< 1%	1%		1%	< 1%	13%	
		Surrey	6%	2%	< 1%	< 1%	< 1%	1%	< 1%	12%	
		Aldergrove	5%	5%	< 1%		< 1%	1%	< 1%	12%	
		Langley City	5%	4%	< 1%	< 1%	< 1%	1%	< 1%	11%	
		Other BC	18%	3%	2%	1%	1%	2%	2%	29%	
		Other Canada	1%	< 1%	< 1%				< 1%	< 1%	
			51%	23%	7%	2%	2%	6%	5%	4%	100%
		Winter Origin	Langley City	10%	4%	1%		< 1%	1%	1%	17%
			Abbotsford	9%	4%	1%			1%	1%	16%
		Surrey	7%	1%	1%		1%	1%	1%	11%	
		Coquitlam	4%	1%	1%		< 1%		1%	8%	
		Langley Township	4%	1%	< 1%		< 1%		< 1%	6%	
		Other BC	18%	6%	7%		1%	2%	4%	40%	
		Other Canada	1%						< 1%	1%	
		53%	16%	10%		2%	5%	9%	5%	100%	

LYNDEN/ALDERGROVE TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING

Figures are averages for both directions.

	<i>Winter</i>	<i>Summer</i>
Travel Frequency		
At least once a day	1%	1%
Once a week	30%	26%
Once a month	45%	46%
Once every 2 months	8%	8%
2-5 times per year	14%	14%
Once a year or less	1%	4%

REASON FOR CHOOSING THIS CROSSING

	<i>Summer</i>		<i>Winter</i>
	Northbound	Southbound	Southbound
Most direct route	57%	57%	58%
Avoid congestion	20%	23%	30%
Preferred route	11%	10%	2%
Border wait time signs	1%	1%	7%
Following directions	3%	3%	1%
Radio advice	1%	1%	
Other	6%	4%	1%

SUMAS/ABBOTSFORD-HUNTINGDON PORT-OF-ENTRY



The Abbotsford-Huntingdon port-of-entry has a NEXUS lane as of 2012.

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

In 2012 NEXUS lanes were established both directions, and work is underway to improve NEXUS access southbound.

Sumas is the second busiest pedestrian crossing on the entire U.S. - Canada border. Southbound, Sumas ranked only below Niagara Falls in terms of pedestrian traffic. The port is also the 5th busiest passenger crossing and 8th busiest commercial crossing on the northern border.¹

Almost 90 percent of travelers here cross through this port at least once a month. Almost 40 percent cross once a week.²

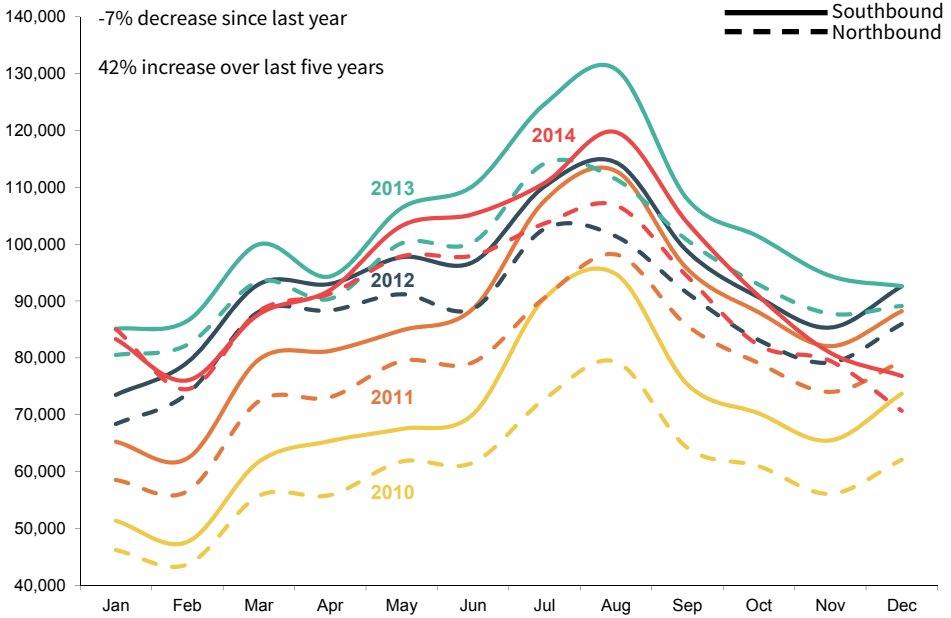
\$6 million (USD) in trade crosses through this port every day. In 2013, \$2.2 billion (USD) of goods passed through the Sumas/Abbotsford-Huntingdon ports-of-entry.³

1. U.S. Bureau of Transportation Statistics

2. 2013/2014 IMTC Passenger Intercept Survey

3. U.S. Bureau of Transportation Statistics

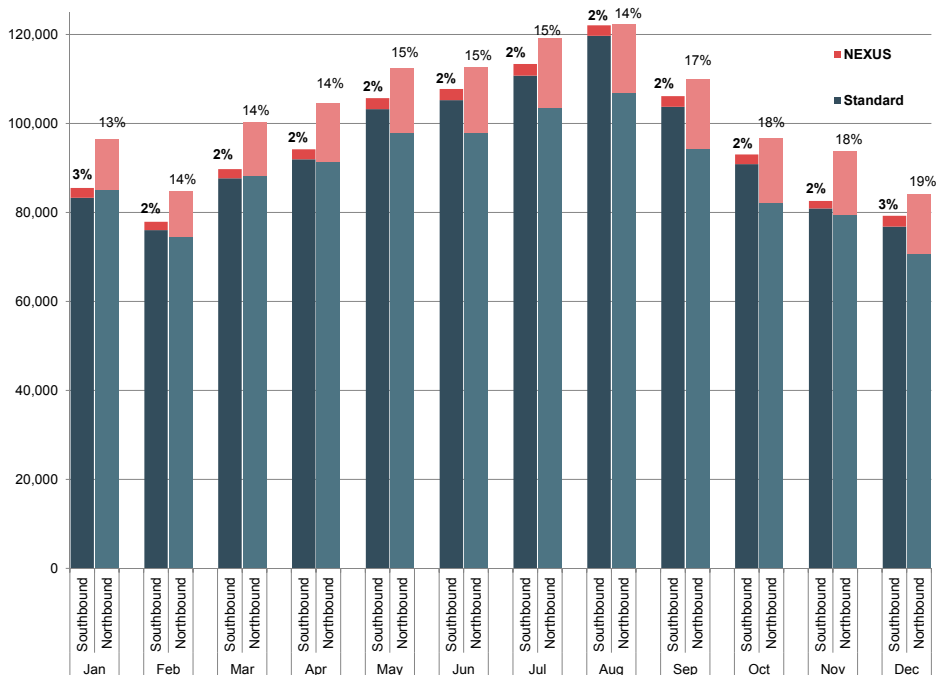
SUMAS/ABBOTSFORD-HUNTINGDON AUTO VOLUMES, 2010 - 2014



	2010		2011		2012		2013		2014		
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	
Northbound	Jan	46,195		58,527		68,378		80,512	7%	85,055	13%
	Feb	43,667		56,535		73,686		82,302	7%	74,497	14%
	Mar	55,723		72,360		88,111		93,445	8%	88,225	14%
	Apr	55,881		73,095		88,335		90,392	8%	91,283	14%
	May	61,774		79,439		91,194		100,157	9%	97,855	15%
	Jun	61,575		79,223		88,634		100,337	9%	97,990	15%
	Jul	72,752		90,573		102,672		114,163	9%	103,639	15%
	Aug	79,306		98,189		101,365		111,421	9%	106,808	14%
	Sep	64,177		85,647		91,408		100,681	10%	94,307	17%
	Oct	60,937		79,058		83,123		92,891	12%	82,227	18%
	Nov	56,097		74,019		79,184	6%	87,773	12%	79,465	18%
	Dec	62,077		79,354		85,945	6%	89,142	13%	70,692	19%
TOTAL	720,161		926,019		1,042,035		1,143,216		1,072,043		
Southbound	Jan	51,356		65,252		73,503	0%	85,096	2%	83,307	3%
	Feb	47,635		62,318		79,179	0%	86,507	2%	76,035	2%
	Mar	61,712		79,690		92,941	0%	99,973	2%	87,667	2%
	Apr	65,377		81,228		93,005	0%	94,330	3%	91,934	2%
	May	67,506		84,847		97,720	1%	106,365	1%	103,223	2%
	Jun	70,102		88,656		96,847	3%	110,266	2%	105,261	2%
	Jul	90,461		107,632		110,171	3%	124,622	2%	110,753	2%
	Aug	94,736		112,854		114,377	3%	130,769	2%	119,707	2%
	Sep	75,355		95,621		98,750	4%	107,913	2%	103,767	2%
	Oct	70,237		88,001		90,626	5%	101,309	2%	90,859	2%
	Nov	65,478		82,064		85,324	6%	94,427	2%	80,909	2%
	Dec	73,698		88,216		92,607	3%	92,607	2%	76,829	3%
TOTAL	833,653		1,036,379		1,125,050		1,234,184		1,130,251		

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

SUMAS/ABBOTSFORD-HUNTINGDON STANDARD VS. NEXUS, 2014

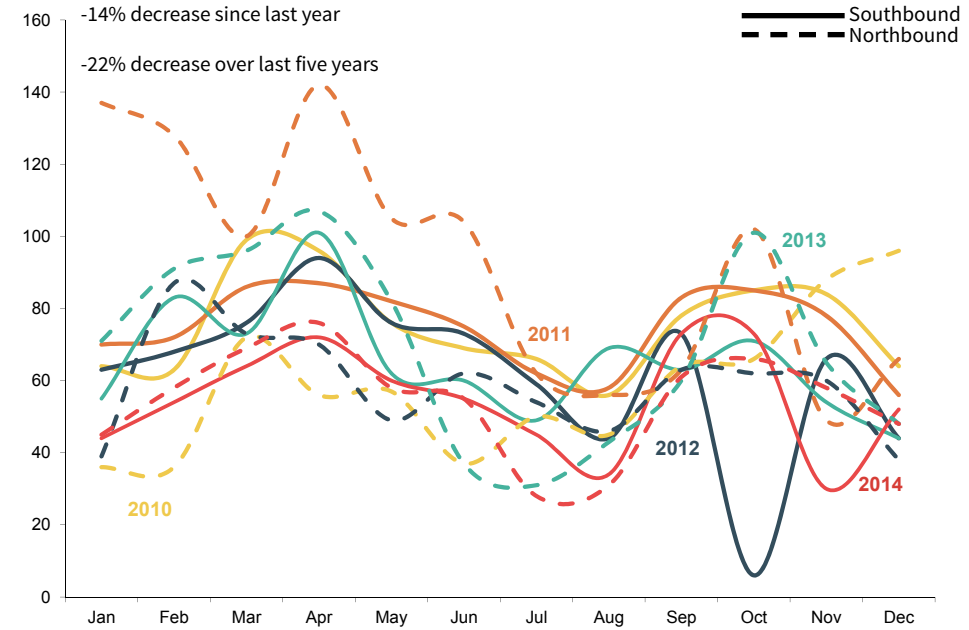


NEXUS traffic averages 16 percent of total port traffic northbound, and 2 percent southbound. Note that low southbound NEXUS may be a combination of poor access to the lane southbound as well as the number of NEXUS vehicles counted as “Ready Lane” vehicles in the U.S. system.

	Standard	NEXUS
Jan	90,374	52,023
Feb	80,535	46,431
Mar	101,776	56,307
Apr	98,743	60,184
May	107,535	65,506
Jun	105,784	65,233
Jul	115,035	68,388
Aug	129,781	67,664
Sep	97,386	63,604
Oct	85,523	58,779
Nov	87,855	57,805
Dec	80,062	55,176

	Standard	NEXUS
Jan	83,490	48,882
Feb	73,325	43,619
Mar	92,841	52,976
Apr	94,297	56,537
May	105,447	61,786
Jun	108,963	61,441
Jul	118,966	64,088
Aug	129,042	60,330
Sep	100,321	58,886
Oct	89,251	55,964
Nov	85,341	53,750
Dec	90,683	55,992

SUMAS/ABBOTSFORD-HUNTINGDON BUS VOLUMES, 2010 - 2014

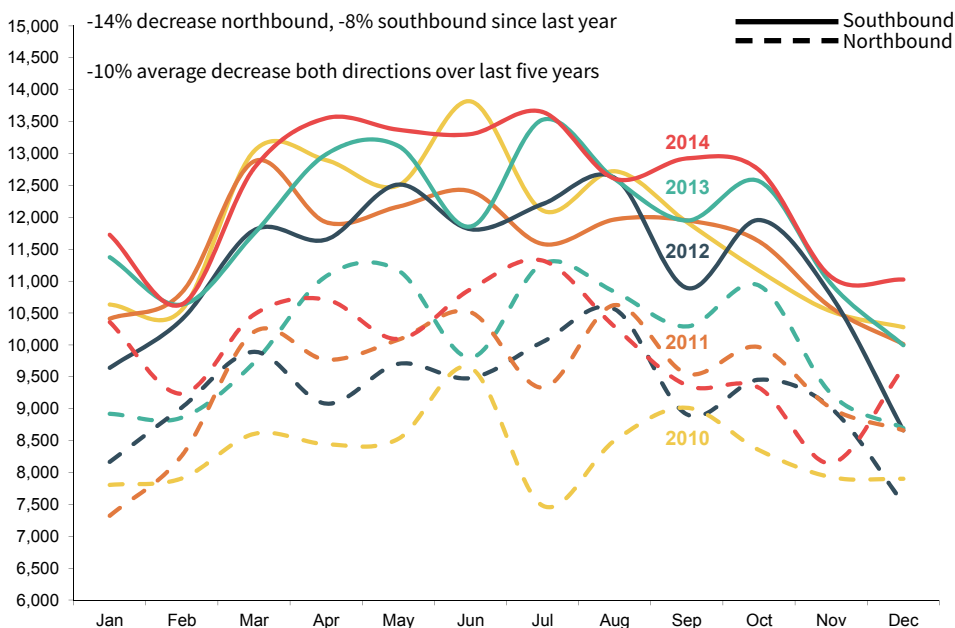


	2010	2011	2012	2013	2014
Jan	36	137	39	71	45
Feb	36	128	87	91	58
Mar	72	100	73	96	69
Apr	56	142	70	107	76
May	57	105	49	82	58
Jun	37	104	62	37	55
Jul	50	62	54	31	28
Aug	45	56	46	43	31
Sep	64	63	63	60	61
Oct	66	102	62	101	66
Nov	88	49	60	65	58
Dec	96	66	38	48	48
TOTAL	703	1,114	703	832	653

	2010	2011	2012	2013	2014
Jan	64	70	63	55	44
Feb	63	72	68	83	54
Mar	99	86	76	73	64
Apr	96	87	94	101	72
May	76	82	76	62	60
Jun	69	75	73	60	55
Jul	66	62	59	49	45
Aug	56	58	44	69	34
Sep	78	83	73	63	73
Oct	85	85	6	71	73
Nov	84	78	66	54	30
Dec	64	56	44	44	52
TOTAL	900	894	742	784	656

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

SUMAS/ABBOTSFORD-HUNTINGDON TRUCK VOLUMES, 2010 - 2014



	2010	2011	2012	2013	2014	
Northbound	Jan	7,805	7,321	8,166	8,919	10,357
	Feb	7,908	8,266	9,021	8,861	9,235
	Mar	8,605	10,203	9,891	9,721	10,475
	Apr	8,443	9,768	9,079	11,076	10,710
	May	8,527	10,081	9,703	11,165	10,093
	Jun	9,643	10,512	9,480	9,802	10,871
	Jul	7,480	9,330	10,046	11,273	11,321
	Aug	8,501	10,624	10,559	10,831	10,283
	Sep	9,014	9,548	8,910	10,289	9,365
	Oct	8,350	9,964	9,454	10,929	9,327
	Nov	7,926	9,008	9,008	9,233	8,146
	Dec	7,901	8,661	7,515	8,694	9,640
TOTAL	100,103	113,286	110,832	120,793	121,837	

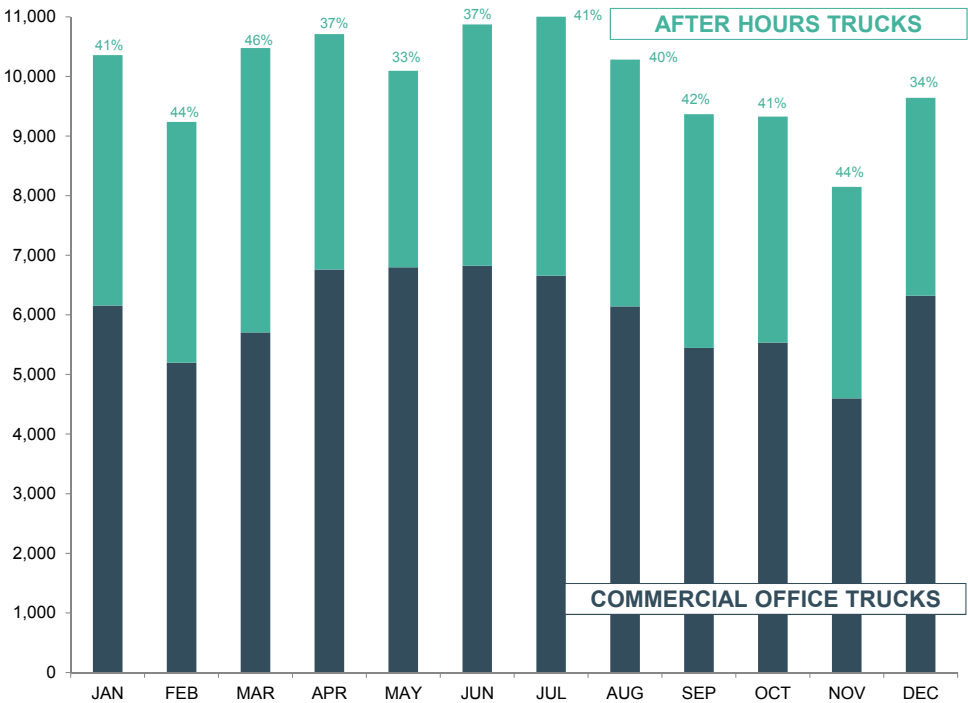
	2010	2011	2012	2013	2014	
Southbound	Jan	10,632	10,410	9,640	11,373	11,726
	Feb	10,550	10,822	10,399	10,631	10,635
	Mar	13,037	12,876	11,798	11,742	12,767
	Apr	12,895	11,922	11,650	12,988	13,553
	May	12,500	12,166	12,513	13,118	13,371
	Jun	13,817	12,408	11,812	11,854	13,303
	Jul	12,106	11,581	12,207	13,528	13,651
	Aug	12,721	11,966	12,617	12,599	12,604
	Sep	11,923	11,951	10,892	11,949	12,922
	Oct	11,161	11,621	11,957	12,566	12,740
	Nov	10,524	10,584	10,769	10,954	11,065
	Dec	10,277	10,012	8,661	9,995	11,024
TOTAL	142,143	138,319	134,915	143,297	149,361	

Data sources: U.S. Customs & Border Protection, Canada Border Services Agency

Data compiled by: Whatcom Council of Governments

SUMAS/ABBOTSFORD-HUNTINGDON TRUCK PROCESSING AFTER HOURS, 2014

While the Abbotsford-Huntingdon port-of-entry is open 24 hours a day, commercial vehicle inspection booths are open specific hours only. After hours, when these booths are closed, trucks are processed at the passenger desk. Trucks processed after hours make up **40 percent** of the commercial traffic.



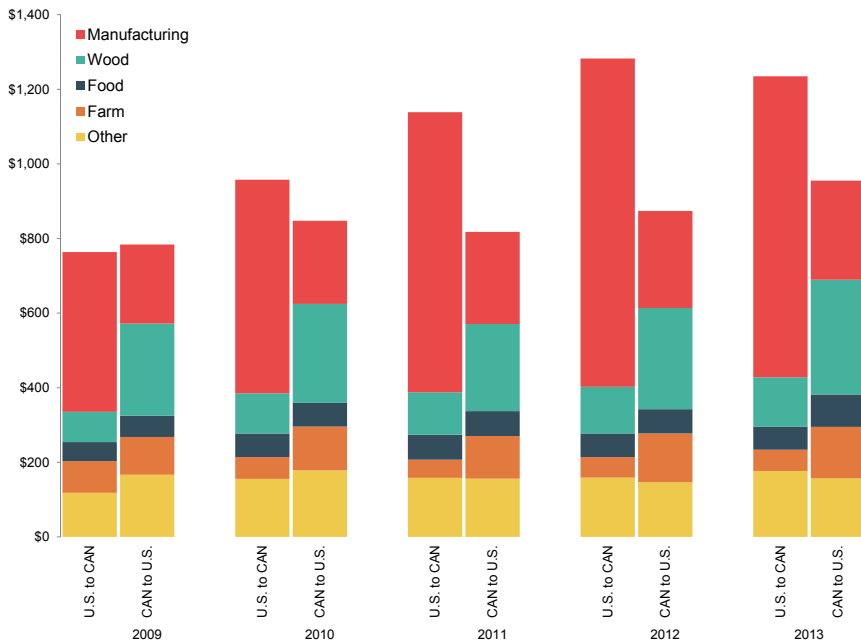
Data source: Canada Border Services Agency
Data compiled by: Whatcom Council of Governments

SUMAS/ABBOTSFORD-HUNTINGDON TRUCK TRADE VALUE, 2003 - 2013

BY VALUE

	U.S. - Canada	Canada - U.S.	Total Two-Way
2003	\$438	\$884	\$1,322
2004	\$540	\$1,002	\$1,543
2005	\$751	\$1,129	\$1,881
2006	\$964	\$1,203	\$2,168
2007	\$876	\$1,146	\$2,022
2008	\$927	\$927	\$1,853
2009	\$764	\$784	\$1,547
2010	\$958	\$848	\$1,805
2011	\$1,139	\$818	\$1,956
2012	\$1,283	\$874	\$2,157
2013	\$1,235	\$955	\$2,190

BY COMMODITY



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 WEEKEND WAIT TIME ESTIMATES

2011

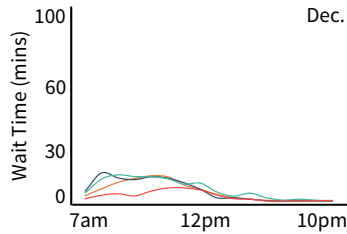
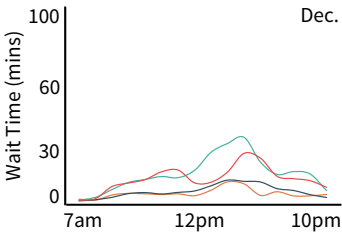
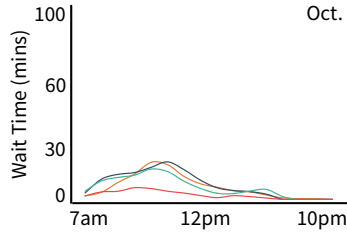
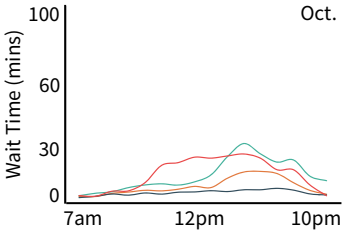
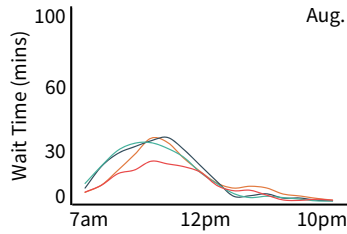
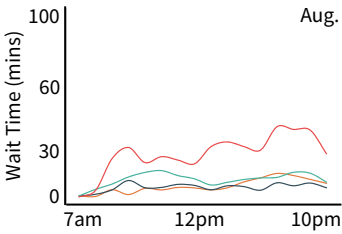
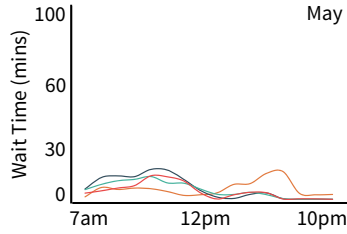
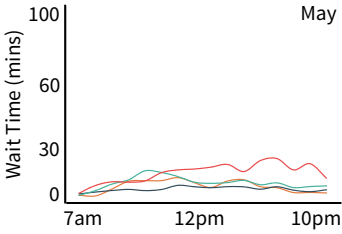
2012

2013

2014

NORTHBOUND

SOUTHBOUND



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

SUMAS/ABBOTSFORD-HUNTINGDON WEEKDAY WAIT TIME ESTIMATES

2011

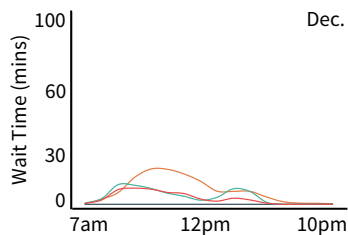
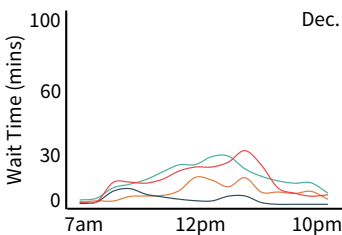
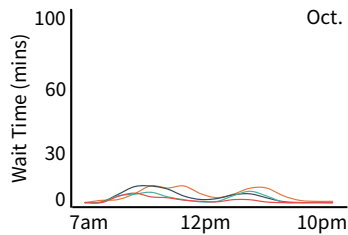
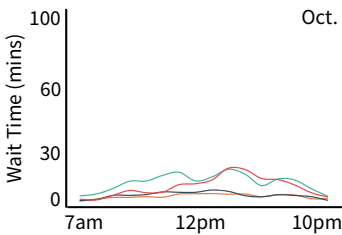
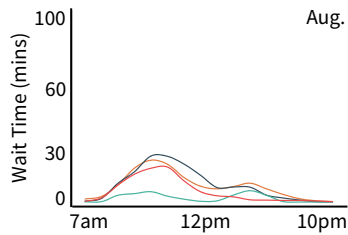
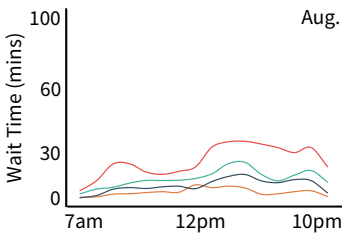
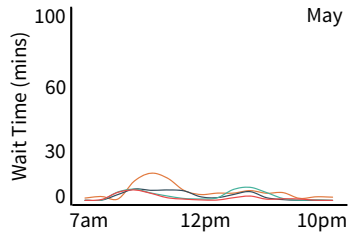
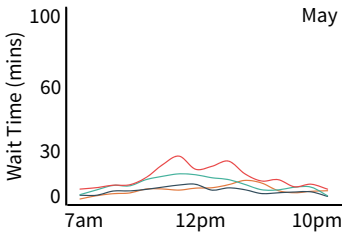
2012

2013

2014

NORTHBOUND

SOUTHBOUND



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

SUMAS/ABBOTSFORD-HUNTINGDON TRAVEL CHARACTERISTICS

ORIGINS AND DESTINATIONS

		Destination										
		Abbotsford	Chilliwack	Mission	Vancouver	Alaska	Other BC	Other Canada				
U.S. Travelers	Summer Origin	Lynden	11%	5%	1%			< 1%	< 1%	17%		
		Bellingham	6%	4%	2%	1%		3%	1%	17%		
		Sumas	7%	1%		1%		< 1%		10%		
		Everson	3%	< 1%	2%	< 1%		1%		6%		
		Other Whatcom County	6%	2%	< 1%			1%	< 1%	10%		
		Other WA	6%	4%	2%		< 1%	8%	6%	26%		
		Other USA	2%	1%		< 1%	2%	6%	3%	14%		
		total	40%	17%	7%	3%	3%	20%	11%	100%		
		Winter Origin	Bellingham	9%	7%	4%			6%		25%	
			Sumas	4%		2%			8%		14%	
Everson	2%		3%	2%			2%		9%			
Lynden	2%		2%		3%			1%	8%			
Other Whatcom County	7%		2%	2%			6%		17%			
Other WA	8%		3%	1%	2%		6%	2%	22%			
Other USA							4%		4%			
total	32%	18%	10%	5%	0%	32%	3%	100%				
Canadian Travelers	Summer Origin	Abbotsford	27%	7%	1%	2%	1%	4%	2%	1%	46%	
		Chilliwack	6%	4%	1%	1%	1%	3%	1%	2%	20%	
		Mission	3%	2%	< 1%	< 1%	< 1%	1%	< 1%	1%	7%	
		Surrey	1%	< 1%	2%			1%	< 1%	< 1%	4%	
		Maple Ridge	1%	1%	1%	< 1%	< 1%	1%	< 1%	< 1%	4%	
		Other BC	5%	3%	3%	< 1%	< 1%	2%	1%	2%	16%	
		Other Canada	1%	1%	< 1%		1%	< 1%	1%	< 1%	3%	
		total	43%	19%	7%	4%	4%	13%	4%	5%	100%	
		Winter Origin	Abbotsford	44%	4%	1%	2%		2%	1%	2%	56%
			Chilliwack	10%	5%	1%	< 1%		< 1%		1%	18%
Mission	4%		2%		1%		< 1%	< 1%	1%	9%		
Langley City	2%			1%						3%		
Surrey	2%			< 1%	< 1%					3%		
Other BC	5%		2%	1%			1%	1%	1%	10%		
Other Canada									1%	1%		
total	67%		13%	4%	4%	0%	4%	2%	5%	100%		

SUMAS/ABBOTSFORD-HUNTINGDON TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING BY LANE TYPE

Figures are averages for both directions.

Travel Frequency	<i>Winter</i>		<i>Summer</i>	
	Standard	NEXUS	Standard	NEXUS
At least once a day	1%	2%	1%	3%
Once a week	39%	59%	35%	63%
Once a month	41%	36%	44%	31%
Once every 2 months	8%		4%	1%
2-5 times per year	10%	3%	13%	3%
Once a year or less	1%		3%	

REASON FOR CHOOSING THIS CROSSING

	<i>Summer</i>				<i>Winter</i>	
	Northbound		Southbound		Northbound	
	Standard	NEXUS	Standard	NEXUS	Standard	NEXUS
Most direct route	86%	84%	87%	88%	90%	93%
Avoid congestion	5%	3%	4%	1%	1%	
Preferred route	3%	2%	3%		5%	2%
Border wait time signs	< 1%		< 1%		< 1%	1%
NEXUS lane	< 1%	9%		6%	< 1%	2%
Follow directions	2%	1%	2%	2%	2%	2%
Don't know	1%		1%	1%	< 1%	
Other	4%	1%	3%	2%	1%	

POINT ROBERTS/BOUNDARY BAY PORT-OF-ENTRY



The U.S. port-of-entry at Point Roberts

Point Roberts, WA is a 4.9 square mile geographic exclave of the U.S. located on the southern tip of the Tsawwassen Peninsula, south of Delta, BC, and home to about 1,300 people. Despite its small size and water-locked separation from the rest of Washington, nearby Canadian residents make numerous trips to Point Roberts, mostly for gas and mailbox services.

Point Roberts is the sixth busiest crossing on the U.S. - Canada border.

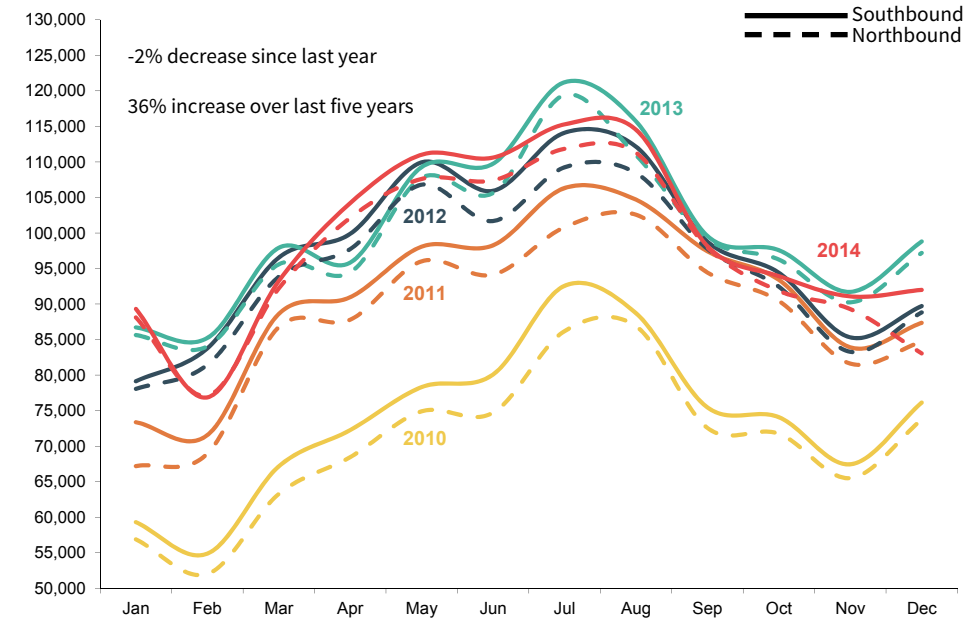
¹Over 2.3 million vehicle trips at this location in 2014.

81 percent of travelers crossing in the standard lanes cross at least once a month². More than half the NEXUS travelers cross weekly or more, and 10 percent of NEXUS travelers cross daily.

¹ U.S. Bureau of Transportation Statistics

² 2013-2014 IMTC Passenger Intercept Survey

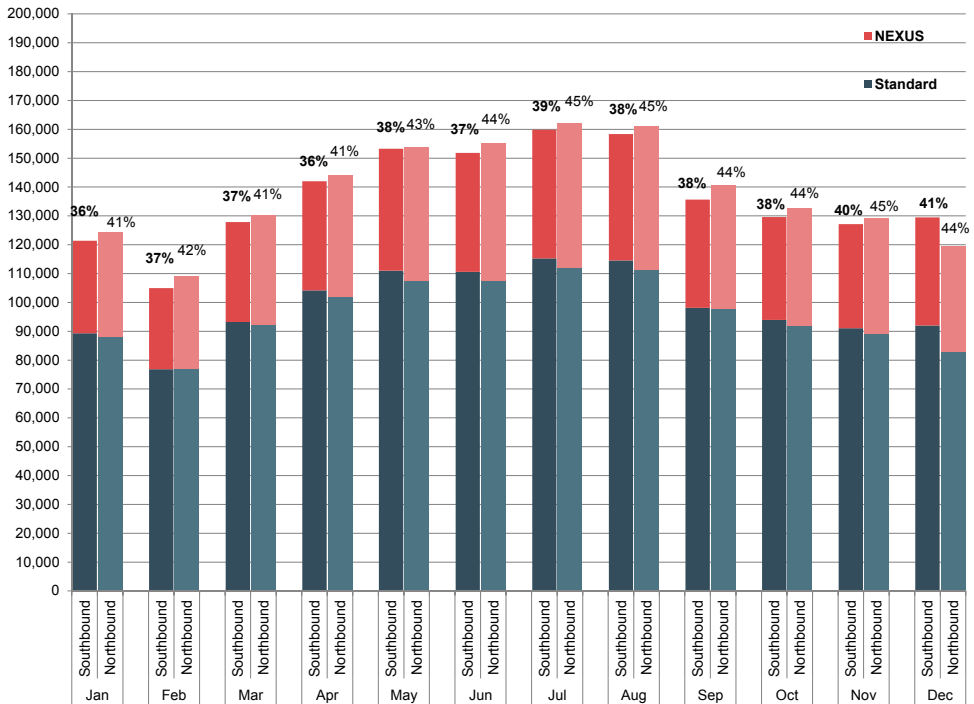
POINT ROBERTS/BOUNDARY BAY AUTO VOLUMES, 2010 - 2014



	2010		2011		2012		2013		2014	
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS
Jan	56,893		67,198		78,058	35%	85,641	39%	88,115	41%
Feb	52,018		68,950		81,448	34%	84,041	38%	77,108	42%
Mar	63,276		86,745		93,830	33%	95,578	38%	92,191	41%
Apr	68,456		87,787		97,732	33%	94,446	39%	102,120	41%
May	74,901		96,012		106,792	35%	107,763	39%	107,603	43%
Jun	74,714		94,127		101,682	38%	105,627	41%	107,400	44%
Jul	86,186		100,807		109,235	38%	119,417	40%	111,840	45%
Aug	86,880		102,567		108,433	38%	110,942	41%	111,285	45%
Sep	72,570		94,438		97,769	39%	99,150	40%	97,968	44%
Oct	71,751		90,434		92,440	38%	96,260	41%	91,850	44%
Nov	65,508		81,619		83,276	39%	90,244	41%	89,285	45%
Dec	73,742		84,695		88,820	39%	97,189	40%	83,054	44%
TOTAL	846,895		1,055,379		1,139,515		1,186,298		1,159,819	519%

	2010		2011		2012		2013		2014	
	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS	Cars	NEXUS
Jan	59,310		73,367		79,138	33%	86,712	33%	89,312	36%
Feb	54,876		71,555		83,763	33%	85,219	33%	76,865	37%
Mar	67,154		88,600		96,533	32%	97,906	32%	93,230	37%
Apr	72,258		90,956		99,877	33%	95,827	33%	104,202	36%
May	78,312		98,074		109,939	12%	109,275	12%	111,012	38%
Jun	80,082		98,262		105,927	31%	109,742	31%	110,608	37%
Jul	92,559		106,319		114,101	30%	121,202	30%	115,277	39%
Aug	88,718		104,684		112,146	32%	115,718	32%	114,536	38%
Sep	75,454		97,427		98,787	33%	99,586	33%	98,143	38%
Oct	74,080		93,407		94,402	34%	97,582	34%	93,930	38%
Nov	67,445		83,903		85,303	35%	91,709	35%	91,073	40%
Dec	76,135		87,356		89,716	36%	98,799	36%	91,995	41%

POINT ROBERTS/BOUNDARY BAY STANDARD VS. NEXUS, 2014



	Standard	NEXUS
Jan	88,115	36,274
Feb	77,108	32,177
Mar	92,191	37,864
Apr	102,120	41,962
May	107,603	46,268
Jun	107,400	47,785
Jul	111,840	50,226
Aug	111,285	49,658
Sep	97,968	42,634
Oct	91,850	40,850
Nov	89,285	39,955
Dec	83,054	36,431

	Standard	NEXUS
Jan	89,312	32,047
Feb	76,865	28,088
Mar	93,230	34,643
Apr	104,202	37,778
May	111,012	42,281
Jun	110,608	41,251
Jul	115,277	44,581
Aug	114,536	43,836
Sep	98,143	37,526
Oct	93,930	35,655
Nov	91,073	36,085
Dec	91,995	37,471

POINT ROBERTS/BOUNDARY BAY TRAVEL CHARACTERISTICS

FREQUENCY OF CROSSING BY MODE

Figures are averages for both directions.

Travel Frequency	Winter		Summer	
	Standard	NEXUS	Standard	NEXUS
At least once a day	2%	11%	3%	8%
Once a week	38%	51%	44%	58%
Once a month	42%	33%	33%	30%
Once every 2 months	5%	1%	8%	2%
Once a year or less	13%	4%	12%	2%



The monument marking the border between Point Roberts, WA and Delta, B.C.