IMTC

The International Mobility & Trade Corridor Program

2016

Resource Manual

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IMTC is led by the
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IMTC

Coordinating border planning for

19 years

$40 million

Identified and committed to regional border projects

The International Mobility & Trade Corridor Program - IMTC

The International Mobility & Trade Corridor Program (IMTC) is a voluntary, binational, regional coalition of government, business interests, and non-governmental entities established to support the improvement of safety, mobility, and security for the Cascade Gateway - the five land border ports-of-entry connecting Western Washington State and the Lower Mainland of British Columbia.

The IMTC program is administered by the Whatcom Council of Governments (WCOG), a U.S. metropolitan planning organization (MPO) in Bellingham, WA. Being largely comprised of government agency representatives, the IMTC coalition does not advocate for regulatory or legislative changes. Rather, through the IMTC program, participants **coordinate planning, identify shared system needs, and optimize investments and operations through collaboration, innovation, and partnership**.

For nineteen 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 have totaled over $40 million (USD).

Goals and strategies

IMTC participants have identified goals along with specific strategies to accomplish them. These goals and strategies are periodically reviewed and revised to best align with changing regional needs and changes in the policy and legal environment around cross-border trade and travel.

Goal 1: Coordinate planning

For a collection of border crossings that together serve a major North American travel and trade corridor, IMTC fills the critical need for continuous and structured communication between the multiple agencies and entities whose facilities and operations converge at our shared border.

S1.1 Regularly convene representatives of the agencies that own and operate regional border crossing transportation and inspection facilities.

S1.2 Develop and maintain cross-border, interagency, cross-sector relationships that are essential for efficient and effective communication, trust-based decision making, and advancing improvements through partnership.

S1.3 Facilitate continuous involvement and dialogue with representatives of industries that depend on cross-border connections as well as stakeholders from non-governmental organizations and academia.

S1.4 Develop and periodically update a list of projects (infrastructure, operations, information technology, planning, communications) that address shared needs of IMTC program participants.

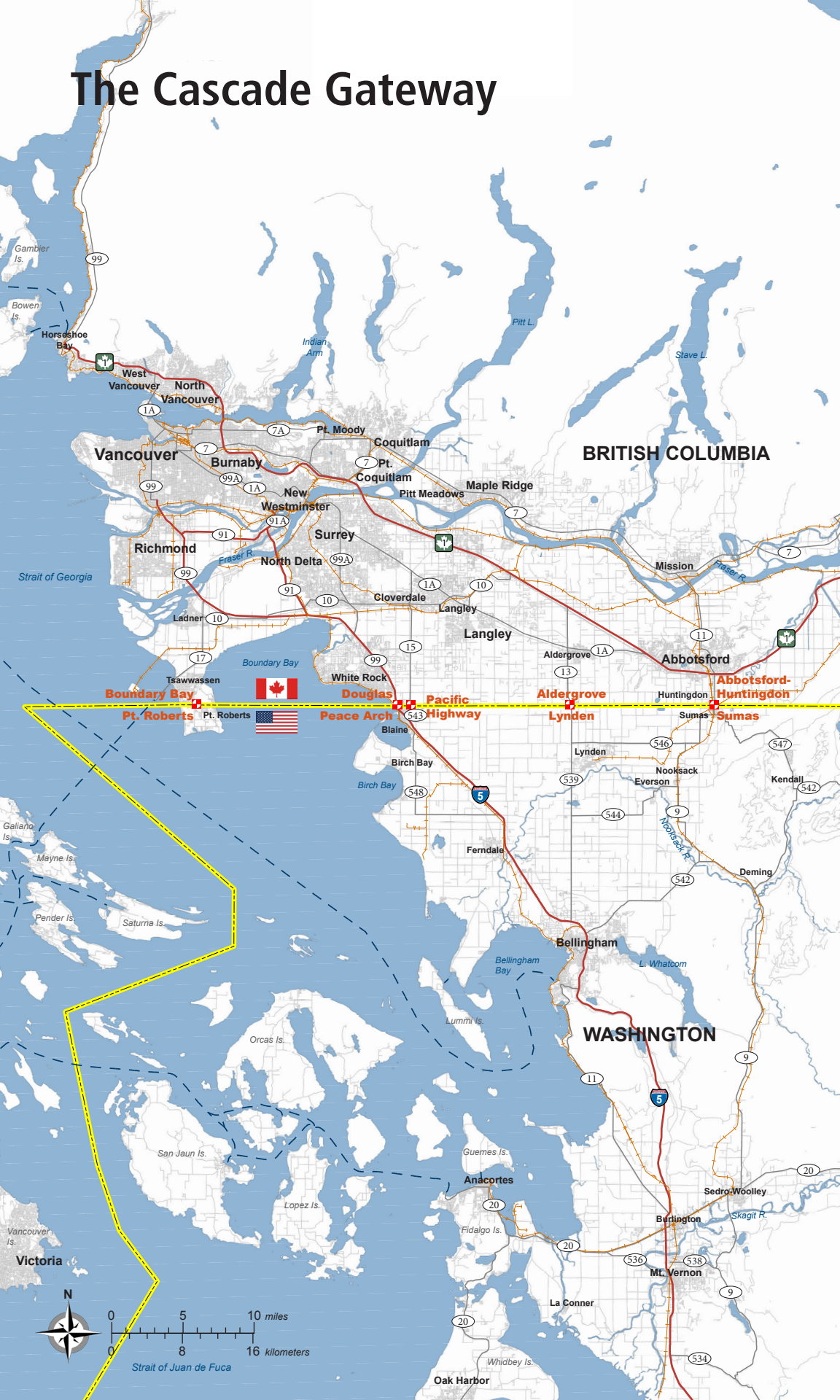
S1.5 Support improvement and operation of the Cascade Gateway as a system rather than five individual ports-of-entry.

S1.6 Plan for future capacity of Cascade Gateway land border facilities as trade and travel volumes grow, periodically update estimates of how all modes (road, rail, marine, and air) could be optimally used to servce international transportation demand on the corridor.

S1.7 Engage with other regional, cross-border coalitions and participate in the border-wide Canada - U.S. Transportation Border Working Group (TBWG).

S1.8 Conduct near-term and long-term planning for the Cascade Gateway.

The Cascade Gateway



Goal 2: Improve regional, cross-border trade and transportation data

Planning and systems management requires current, data-based information. Furthermore, information best supports *interagency* cooperation when all parties are involved in how data are collected and synthesized.

S2.1 Collect and share transportation and trade data.

S2.2 Maintain and improve border wait time systems.

S2.3 Maintain and improve data products including border wait time data archives, booth status data, and periodic sample surveys of cross-border trucks and passenger vehicles.

Goal 3: Support infrastructure improvements

Border crossing infrastructure (roads, port facilities, information systems hardware, etc.) is an aggregation of components owned and operated by multiple agencies in two countries. Therefore, in the border environment, dedicated attention to coordinated planning, design, and project delivery is needed in order to identify and benefit from the many opportunities for increased efficiency and productivity. Sustained, proactive coordination also increases opportunities for funding partnerships.

S3.1 Improve border crossing approach roads.

S3.2 Improve cross-border rail.

S3.3 Improve corridor connections of trade and travel routes.

S3.4 Integrate Intelligent Transportation Systems (ITS).

S3.5 Encourage harmonization of cross-border ITS systems, standards, and products.

Goal 4: Support coordinated implementation of U.S. and Canadian border policy

IMTC provides an important regional mechanism for federal *and* sub-national government agency representatives to collaboratively assess needs for policy change and consider if multi-agency strategies could improve implementation of adopted national and binational policies.

S4.1 Coordinate improvements, operations, and communications in accordance with the goals of federal policies including the Beyond the Border Action Plan.

S4.2 Specifically, maximize coordination with annual updates to the Binational Infrastructure Investment Plan (BIIP).

S4.3 Complement, as appropriate, border related initiatives of British Columbia and Washington State, including memoranda of coopration and the Joint Transportation Executive Council (JTEC).

S4.4 Explore options for funding future Cascade Gateway improvements including binational financing mechanisms.

Goal 5: Improve operations

IMTC supports dialogue between agencies, industries, and communities that helps identify and evaluate possible improvements to how border facilities are operated and how some aspects of traffic and inspection programs (e.g. NEXUS, FAST) are managed.

S5.1 Improve traffic management at all Cascade Gateway ports-of-entry.

S5.2 Support ongoing effectiveness of the NEXUS program.

S5.3 Support optimal operations of the FAST (Free and Secure Trade) programs.

S5.4 Coordinate support for adequate staffing of border inspection facilities.

S5.5 Use data-based tools to evaluate operational alternatives such as transportation demand modeling and facility simulation modeling.

S5.6 Support integration of information systems when appropriate including ITS.

S5.7 Support identification of consistent funding for maintenance of ITS (wait times, traffic management, etc.).

S5.8 Support operational improvements envisioned under the Beyond the Border Action Plan:

S5.8.1: Support implementation of pre-clearance for passenger rail.

S5.8.2: Support consideration of alternatives enabled by a pre-clearance agreement such as shared border operations zones at ports-of-entry and off-border inspection functions.

S5.8.3: Support optimal adoption and application of radio frequency identification (RFID) technology (for both NEXUS and non-NEXUS travel documents).

IMTC structure

The IMTC is organized in three levels:

Steering Committee

The Steering Committee meets monthly and is the working level group consisting of the government agencies with operational responsibilities at the Cascade Gateway ports-of-entry. Starting with federal, state, and provincial inspection and transportation agencies, the Steering Committee also includes other government departments (consulates, facilities agencies), at-border municipalities, legislative offices, and project-level partners.

Core Group

The Core Group (which includes the Steering Committee) meets less frequently and includes industry associations, non-governmental organizations, and other government entities with a more general interest in border operations and policy. The Core Group 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.

Participating agencies

Representatives and members of the following agencies, organizations and institutions regularly participate in the IMTC Core Group.

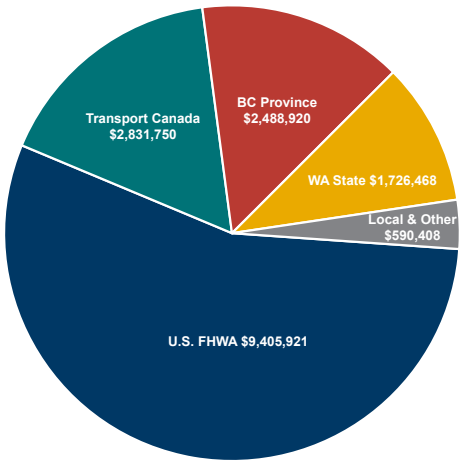
A & A Contract Customs Brokers Ltd.
Abbotsford Duty Free
Airporter Shuttle/Bellair Charters
Amtrak
B.C. Ministry of Jobs, Tourism & Skills
B.C. Ministry of Transportation & Infrastructure
B.C. Trucking Association
Bellingham/Whatcom Chamber of Commerce & Industry
Better Borders Northwest
Birch Bay Chamber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

Project funding

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

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 in WA.

Funding by source, 1999-2015*



Project prioritization

Every year the IMTC Core Group approves an updated IMTC Project List that includes construction projects, ITS projects, planning efforts, and port-of-entry improvements.

While prioritization is agreed upon by the Core Group, it does not serve as a guideline for what project gets funded first. Projects on the list are funded based on what funding is available. The following list was approved Spring 2016 and lists funded (F) and unfunded (UF) projects.

** Listed in U.S. dollars. Does not include $24,557,500 from U.S. Federal Highway Administration for I-5 improvements at Exit 276 related to the Peace Arch re-design.*

1	Pac. Hwy Commercial FAST Lane Realignment (CBSA)	F
2	Pac. Hwy Commercial Large Scale Fixed Imaging (CBSA)	F
3	Pac. Hwy Border Crossing Master Plan (CBSA)	F
4	CBSA Primary Booth RFID Installations (CBSA)	F
5	Booth Status Data Integration with ATIS (WCOG)	F
6	Coordination of Binational Planning - IMTC (WCOG)	UF
7	BC Highway 11 NEXUS Lane Improvements (BCMOTI)	F
8	External Traffic Counts - Whatcom County (WCOG)	UF
9	Cascade Gateway Border Circulation Analysis Phase II	UF
10	Additional Passenger Inspection Lanes at CBP Pac. Hwy	UF
11	Pac. Hwy Cross-Border Pedestrian Improvements	UF
12	Peace Arch/Douglas Pedestrian Path Completion	UF
13	Exit 274 Interchange IJR Update	UF
14	Boundary Bay Port of Entry Redevelopment	F
15	Exit 274 Interchange Final Design	UF
16	SR 539 Congestion Relief: Lynden to SR 546	F
17	Pac. Hwy Southbound Lane-to-Booth Traffic Flow	UF
18	Pac. Hwy Northbound Active Lane Management	UF
19	Pt. Roberts/Boundary Bay Border Wait Time Installation	UF
20	Bluetooth/Wi-Fi Border Wait Time System	UF
21	BC Highway 13 Border Approach Improvements	F

IMTC projects

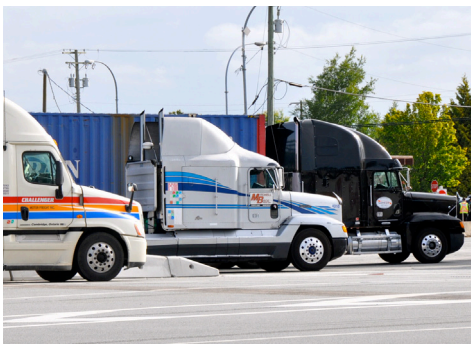
IMTC has helped identify and fund over two dozen infrastructure, operational, and research projects since 1999. The following list is a chronology of IMTC projects (from most recent to oldest). More details about each project can be found on the IMTC website at: www.theIMTC.com.

Booth Status Data Integration

(Upcoming) WCOG received a grant from U.S. FHWA and matching funds from B.C. Ministry of Transportation to implement the integration of U.S. Customs & Border Protection data with the BCMOTI advanced traveler information system. This new dataset will produce more acurate wait time estimates at the four primary Cascade Gateway crossings.

IMTC Border Freight Operations Study

(Active) This project is updating regional freight data for all commercial ports-of-entry, including the collection of data regarding origin-destination, commodity, vehicle type, and trusted trader status. Additional data on commercial wait times are also being collected at specific ports-of-entry. This data will update commercial vehicle data last collected in 2009.



Dynamic Border Management

(Active) The Dynamic Border Management project is three integreated tasks that address Cascade Gateway challenges of maintaining wait-time system accuracy, and maximizing system capacity. The project has developed a border facilities micro simulation platform, developed a business case for an RFID pilot project, and will develop a model-based wait time validation and calibration methodology.

2013 Passenger Vehicle Intercept Survey

(Completed 2014) WCOG partnered with the Border Policy Research Institute 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

(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 partner agencies and the public regarding historic wait times at the border. This project continues to improve ways to track system performance and changing demands.

Sumas/Abbotsford - Huntingdon Improvements

(Completed 2013) WCOG and 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. BCMOTI also constructed a southbound NEXUS lane at Sumas, which will be lengethened over the next few years.

NEXUS Marketing ***(Completed 2012)***: WCOG partnered with Canada Border Services Agency (CBSA), U.S. Customs & Border Protection (CBP), WSDOT, and BCMOTI 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.

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 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. 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 (CVO) 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 to increase 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 CVO 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 analyzed the potential of shortsea shipping to serve a meaningful share of the future West Coast cross-border freight traffic, and described the most feasible service types and supporting actions that governments could take.

Highway 15 Improvements

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

Southbound NEXUS Lane

(Completed 2004): A dedicated NEXUS lane was constructed on southbound B.C. Highway 99 to provide NEXUS travelers with a longer queue bypass.

Abbotsford - Sumas Border 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 CVO Evaluation Survey

(Completed 2002): This was 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 expanded cross-border rail services and the improvements needed to pursue these scenarios. 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 time information for travelers to improve 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.

The Cascade Gateway

2nd
busiest passenger car crossing on the U.S. - Canada border (Blaine, WA)

76%
of travelers cross at least once a month

87%
increase in passenger traffic in last 10 years

2nd
busiest passenger rail crossing on the U.S. - Canada border

The Cascade Gateway System of Border Crossings

Over 36,000 cars and 3,000 trucks cross through the Cascade Gateway system of border crossings every day, carrying almost $44 million (USD) in daily trade. The Cascade Gateway is a prominent international trade and travel connection.

Because of the proximity of the five land ports-of-entry between Whatcom County, WA and the Lower Mainland of BC, these ports are considered a system of border crossings. Therefore impacts at one crossing have repercussions for the other areas of the region, and solutions to challenges have a ripple effect in improving efficiency, mobility, and security at all of the regional ports.

The Cascade Gateway consists of five land ports-of-entry. From west to east, these include:

Point Roberts/Boundary Bay

This crossing operates 24 hours a day and primarily processes passenger vehicles. It has a NEXUS lane and can also process commercial vehicles and imports.

Peace Arch/Douglas

The third busiest vehicle crossing on the U.S. - Canada border by itself, this facility only processes passenger vehicles. It has numerous NEXUS lanes, a southbound Ready Lane, and is one mile from the Pacific Highway crossing.

Pacific Highway

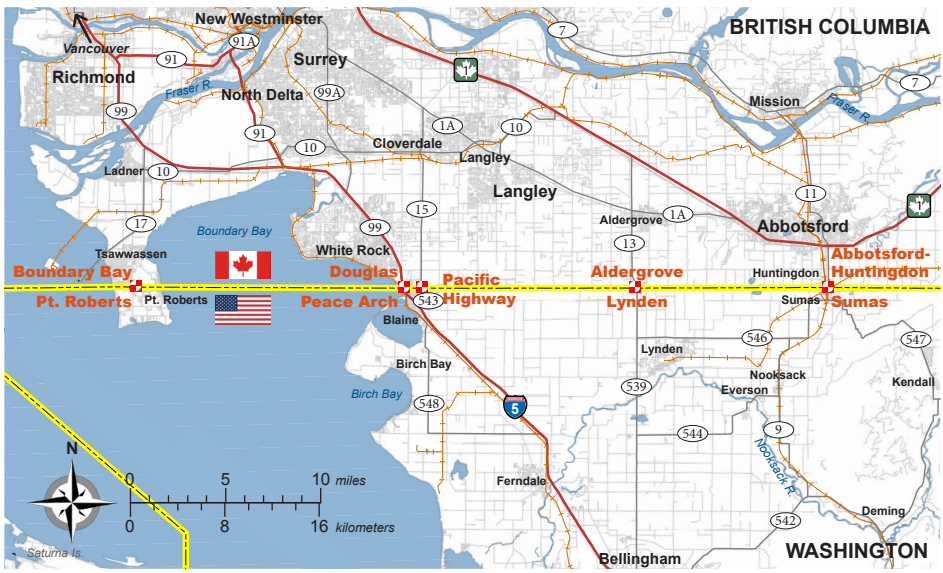
The fourth busiest commercial crossing on the U.S. - Canada border, Pacific Highway is the primary commercial processing port for the region. It also processes passenger vehicles and buses. It serves both FAST and NEXUS traffic.

Lynden/Aldergrove

This rural crossing is open 8:00 a.m. - 12:00 a.m. daily. Northbound, the new facility is a full passenger vehicle and commercial processing port. Southbound, the port is a permit-only/empty processing facility for commercial loads, and primarily processes passenger vehicles.

Sumas/Abbotsford-Huntingdon

This 24 hour crossing processes passenger and commercial traffic. It has a NEXUS lane in each direction and livestock inspection facilities.



2015 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 (2014)	6 year trend (since 2010)
Car volume	-15%	18%
Truck volume	2%	11%
Bus volume	-2%	-4%
NEXUS lane usage	4%	22%
Weekend border wait times	-37%	-26%

Data sources: *Canada Border Services Agency, U.S. Customs & Border Protection, Cascade Gateway Border Data Warehouse*

Data compiled by: *Whatcom Council of Governments*

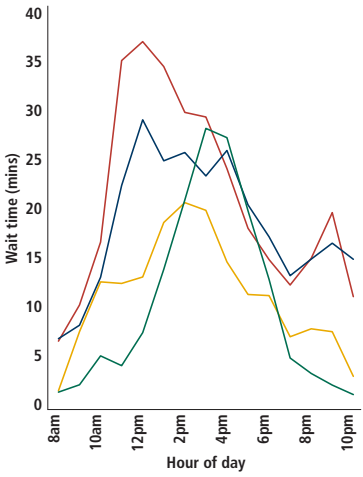
Peak wait time estimates
August 2015

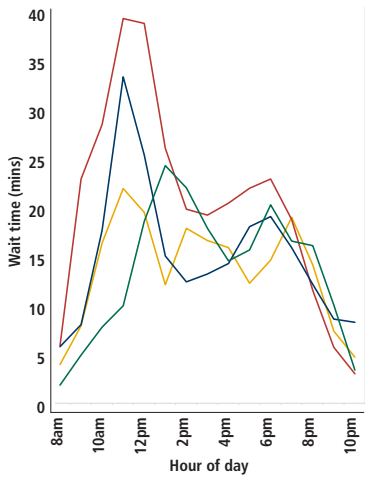
Peace Arch/Douglas | Pacific Highway | Lynden/Aldergrove | Sumas/Abb-Huntingdon

Weekday

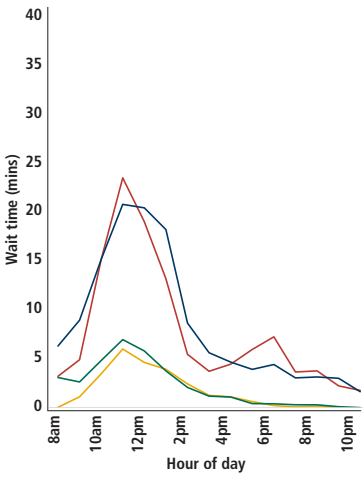
Weekend

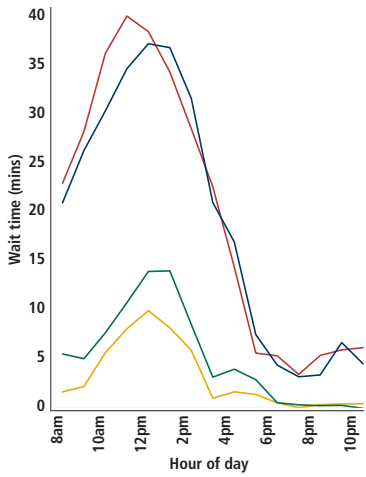
Northbound





Southbound

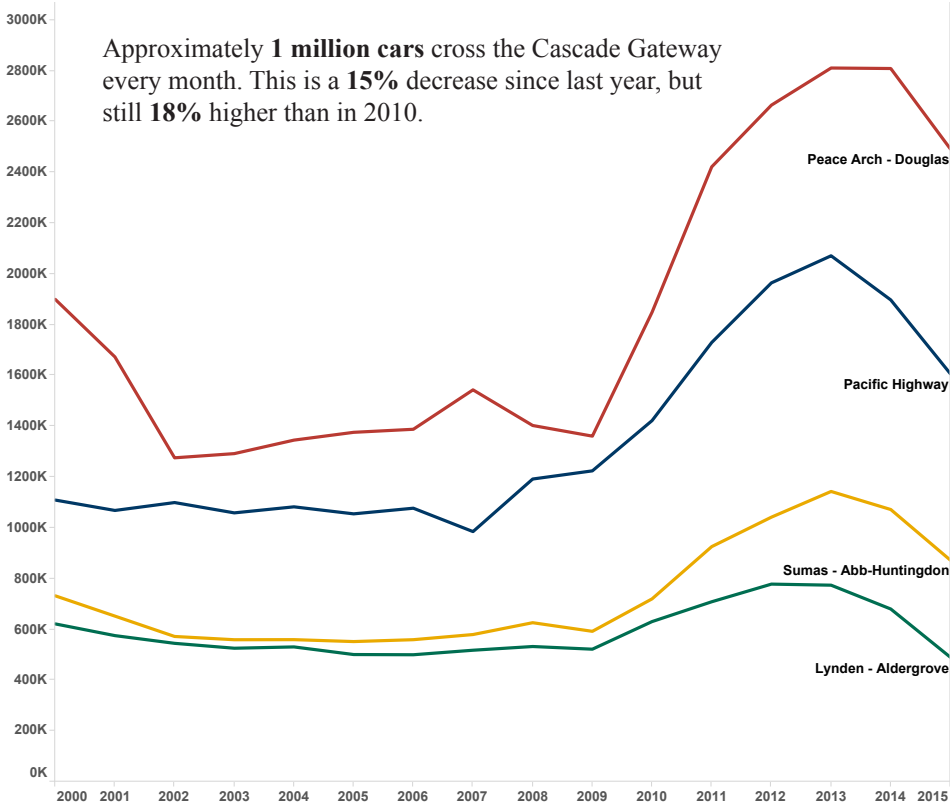




Note: *Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon. - Thurs. Weekend data averaged Sat. - Sun.*

Data source: *Cascade Gateway Border Data Warehouse*
Data compiled by: *Whatcom Council of Governments*

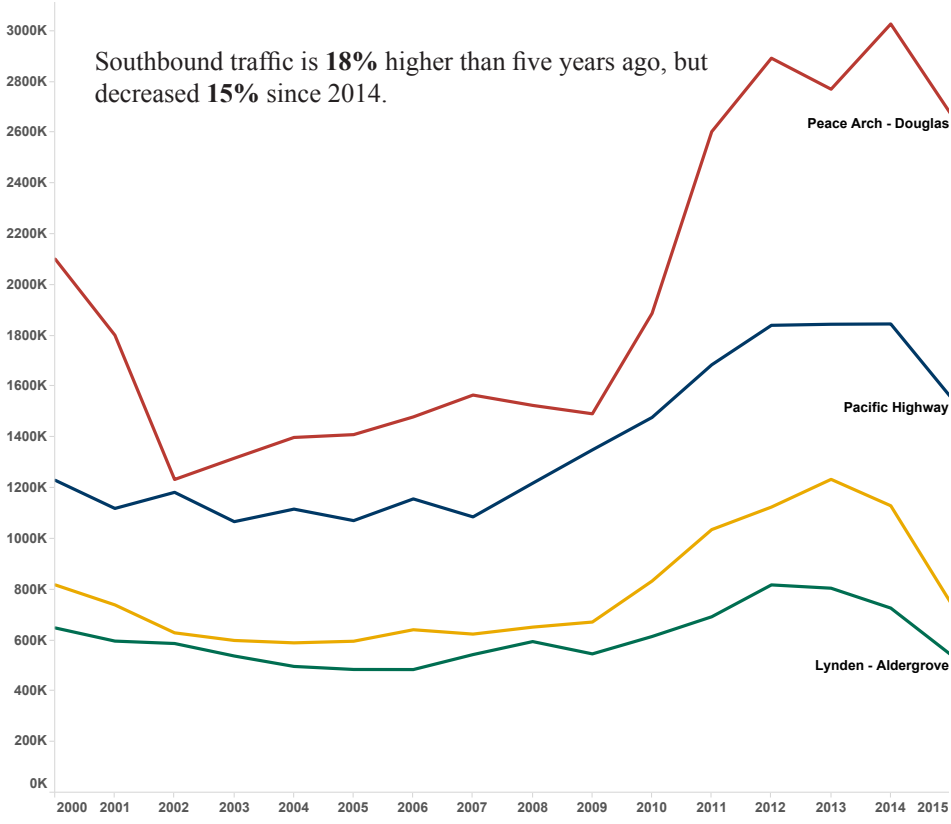
15 Year auto volumes
Northbound, 2000 - 2015



	Peace Arch - Douglas	Pacific Highway	Lynden - Aldergrove	Sumas - Abb-Huntingdon	TOTAL
2000	1,899,833	1,109,346	621,656	732,263	**4,363,098**
2001	1,673,091	1,068,422	575,494	652,328	**3,969,335**
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**
2013	2,810,892	2,071,366	774,092	1,143,216	**6,799,566**
2014	2,808,907	1,897,489	680,237	1,072,043	**6,458,676**
2015	2,491,762	1,606,416	490,014	872,402	**5,460,594**

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

15 Year auto volumes
Southbound, 2000 - 2015

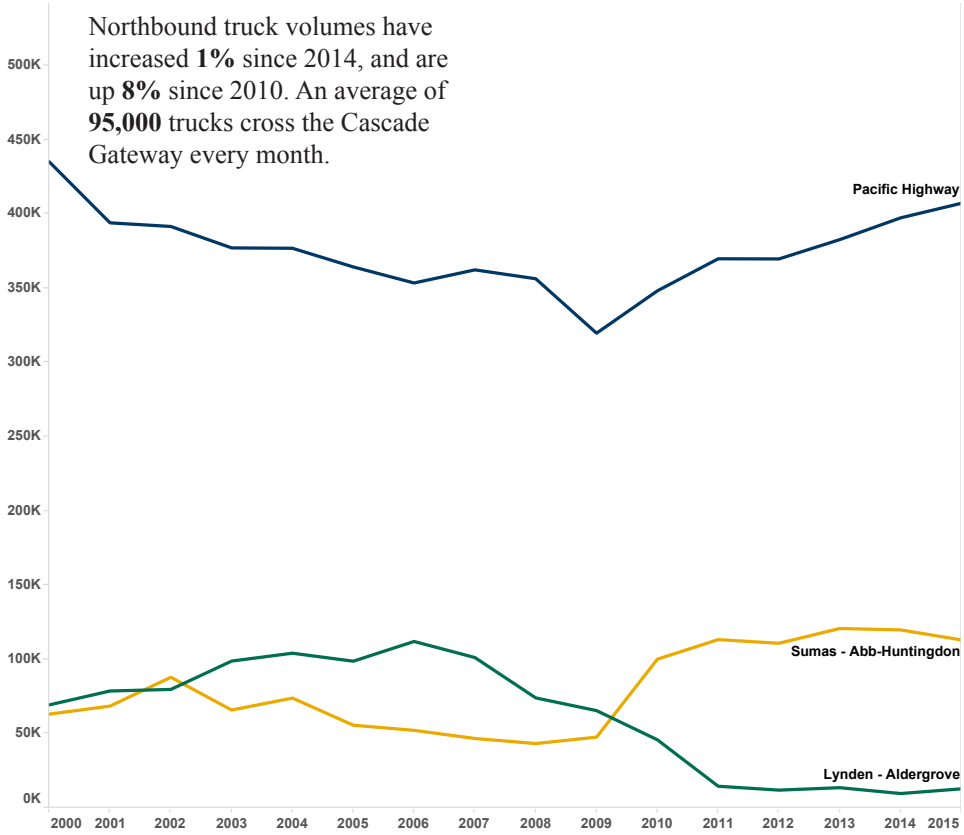


	Peace Arch - Douglas	Pacific Highway	Lynden - Aldergrove	Sumas - Abb-Huntingdon	TOTAL
2000	2,101,604	1,230,543	649,060	818,539	**4,799,746**
2001	1,801,854	1,119,638	597,213	739,761	**4,258,466**
2002	1,233,687	1,183,098	587,693	629,762	**3,634,240**
2003	1,317,364	1,067,614	538,502	599,730	**3,523,210**
2004	1,399,227	1,116,979	497,451	590,282	**3,603,939**
2005	1,410,388	1,071,677	485,456	596,678	**3,564,199**
2006	1,480,119	1,157,180	485,098	641,945	**3,764,342**
2007	1,566,172	1,086,344	544,102	624,764	**3,821,382**
2008	1,525,446	1,218,933	595,306	652,221	**3,991,906**
2009	1,492,435	1,350,196	546,850	672,262	**4,061,743**
2010	1,887,733	1,478,021	615,318	833,653	**4,814,725**
2011	2,603,582	1,685,342	693,068	1,036,379	**6,018,371**
2012	2,892,861	1,840,844	818,521	1,125,050	**6,677,276**
2013	2,770,743	1,845,061	805,458	1,234,184	**6,655,446**
2014	3,027,629	1,846,218	727,189	1,130,251	**6,731,287**
2015	2,675,283	1,559,541	544,673	917,131	**5,696,628**

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

15 Year truck volumes
Northbound, 2000 - 2015

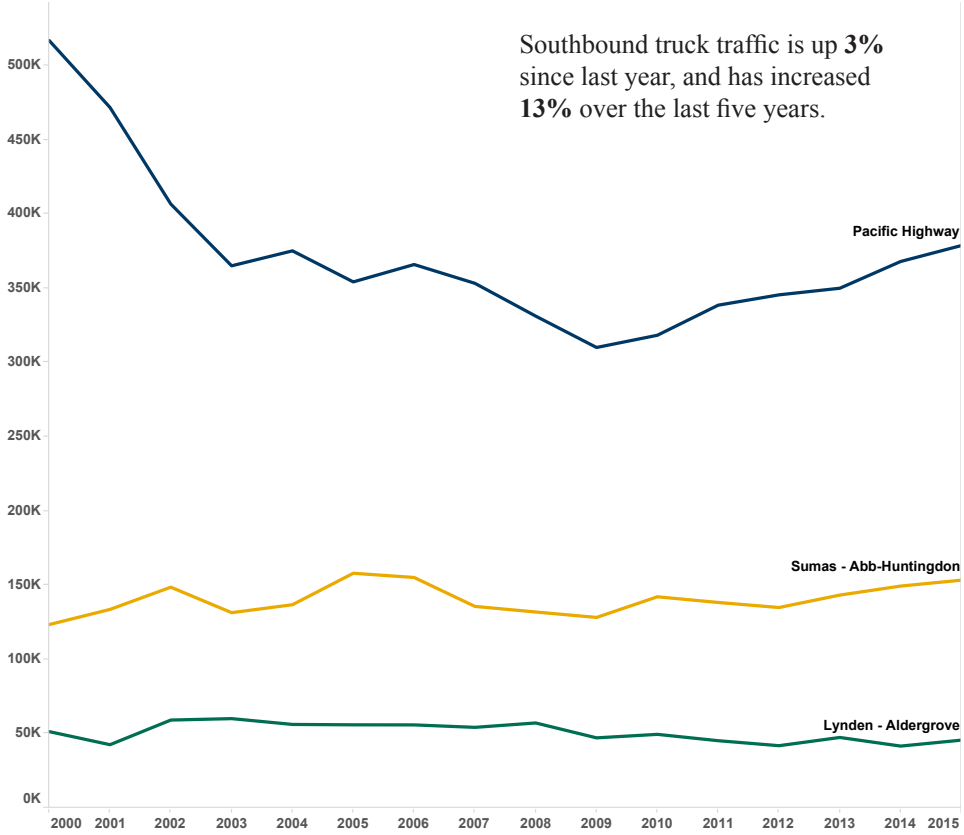
Northbound truck volumes have increased **1%** since 2014, and are up **8%** since 2010. An average of **95,000** trucks cross the Cascade Gateway every month.



	Pacific Highway	Lynden - Aldergrove	Sumas - Abb-Huntingdon	TOTAL
2000	435,166	69,316	63,093	**567,575**
2001	394,038	78,689	68,526	**541,253**
2002	391,584	79,742	87,924	**559,250**
2003	377,157	98,841	65,858	**541,856**
2004	376,900	104,147	73,907	**554,954**
2005	364,325	98,765	55,642	**518,732**
2006	353,526	112,052	52,187	**517,765**
2007	362,354	101,211	46,687	**510,252**
2008	356,380	74,040	43,286	**473,706**
2009	319,707	65,475	47,601	**432,783**
2010	348,223	45,817	100,103	**494,143**
2011	369,823	14,536	113,286	**497,645**
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**
2015	407,207	12,789	113,076	**533,072**

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

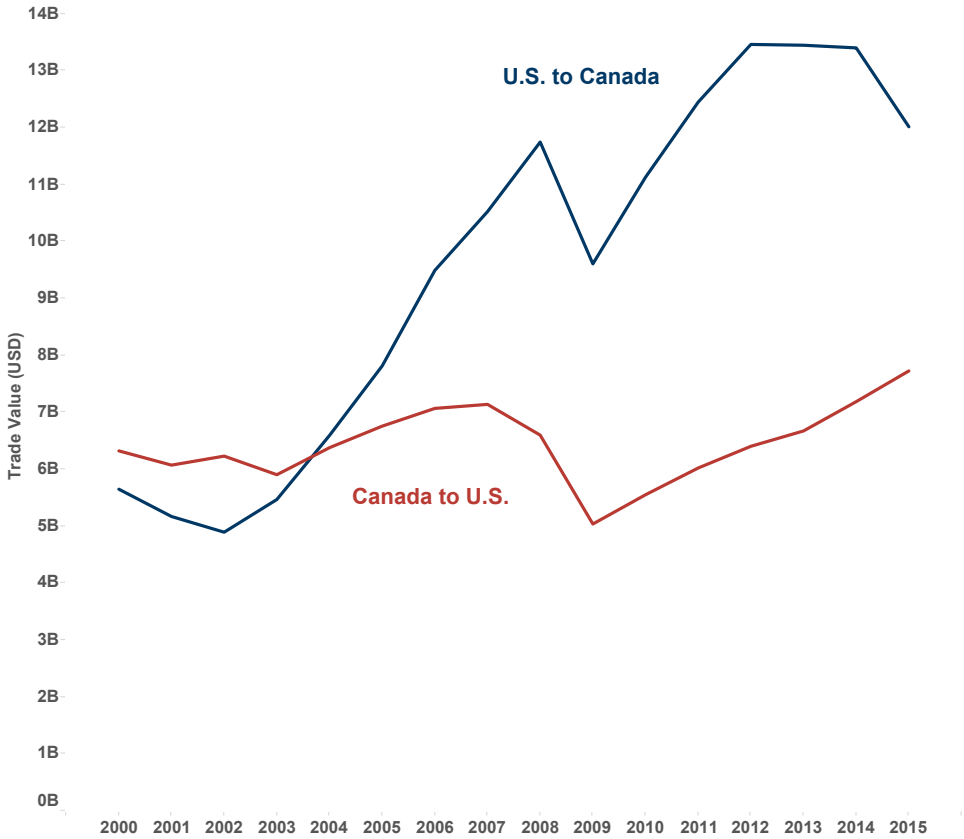
15 Year truck volumes
Southbound, 2000 - 2015



	Pacific Highway	Lynden - Aldergrove	Sumas - Abb-Huntingdon	TOTAL
2000	516,829	51,330	123,420	**691,579**
2001	471,731	42,519	133,648	**647,898**
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**
2013	349,983	47,396	143,297	**540,676**
2014	367,994	41,580	149,361	**558,935**
2015	378,747	45,598	153,353	**577,698**

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

U.S. - Canada trade value by truck
2000 - 2015



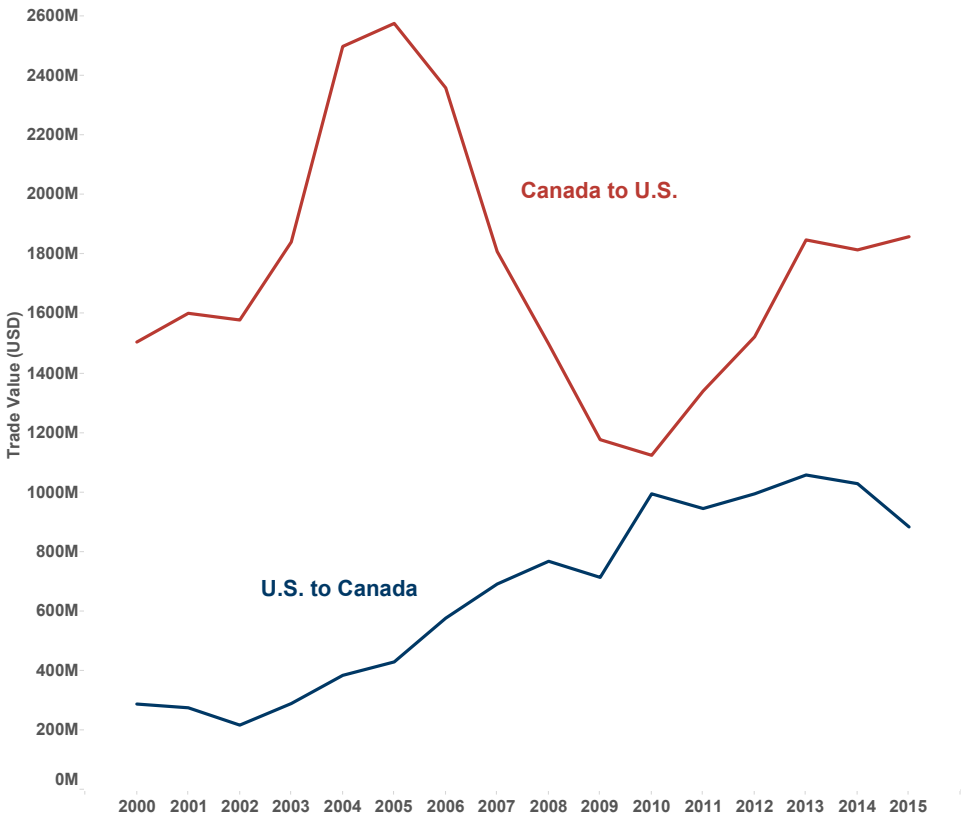
	Canada to U.S.	U.S. to Canada	TOTAL
2000	$6,322	$5,650	$11,972
2001	$6,049	$5,214	$11,263
2002	$6,373	$4,985	$11,358
2003	$5,704	$5,483	$11,187
2004	$5,667	$6,367	$12,034
2005	$5,475	$7,312	$12,787
2006	$5,485	$8,577	$14,062
2007	$5,305	$9,068	$14,372
2008	$4,265	$9,545	$13,810
2009	$3,899	$8,184	$12,083
2010	$3,898	$9,040	$12,939
2011	$3,850	$9,358	$13,208
2012	$4,249	$10,083	$14,333
2013	$4,406	$10,115	$14,521
2014	$4,742	$10,131	$14,873
2015	$6,257	$9,697	$15,954

Note: *All figures are in billions and are based on declared trade value and are adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Statistics import and export price indices.*

Data source: *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
2000 - 2015



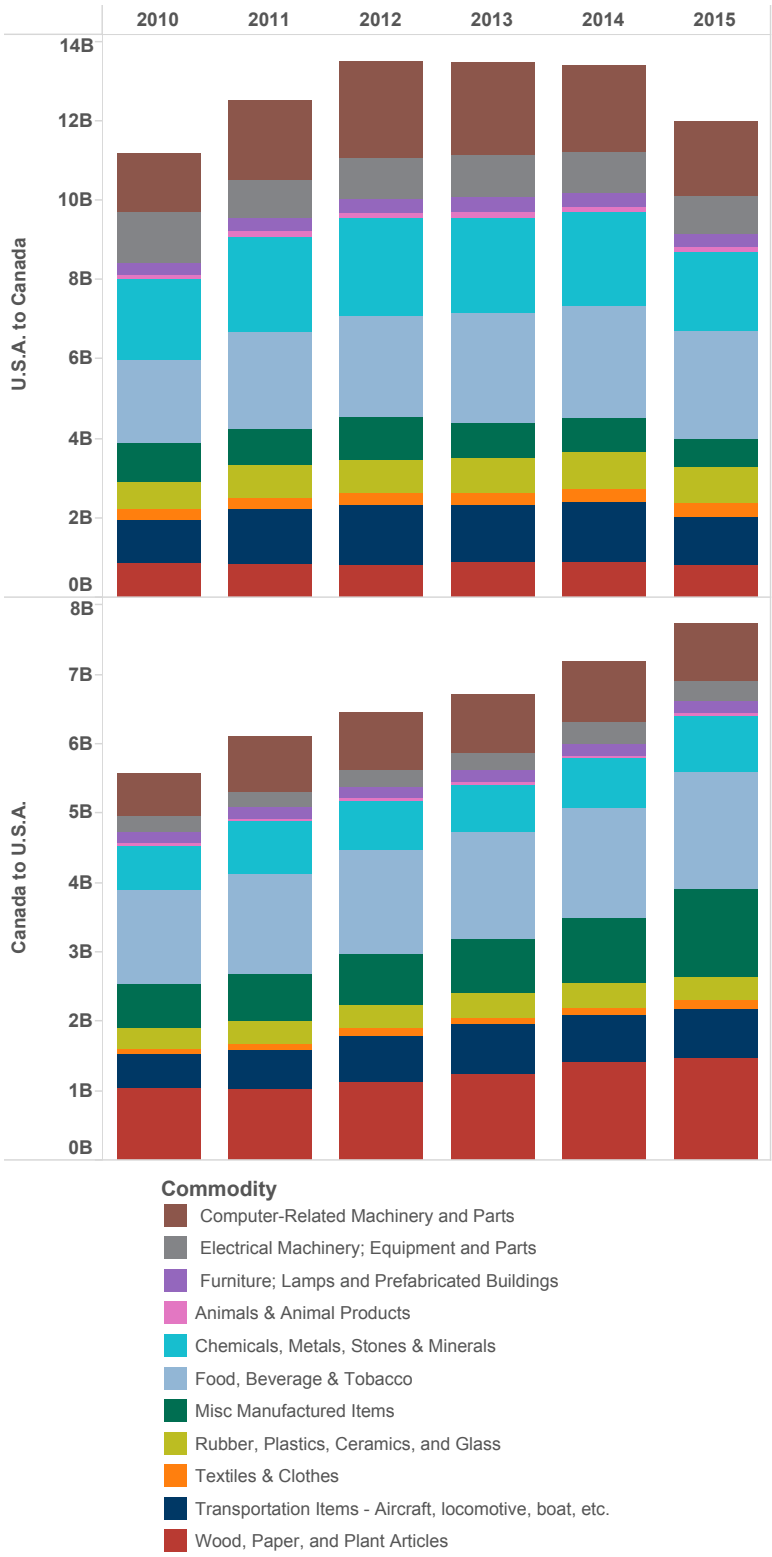
	Canada to U.S.	U.S. to Canada	TOTAL
2000	$1,505	$288	$1,794
2001	$1,602	$276	$1,878
2002	$1,580	$217	$1,797
2003	$1,842	$290	$2,132
2004	$2,499	$385	$2,884
2005	$2,577	$430	$3,007
2006	$2,360	$577	$2,937
2007	$1,810	$692	$2,502
2008	$1,499	$768	$2,267
2009	$1,177	$714	$1,891
2010	$1,125	$995	$2,120
2011	$1,341	$946	$2,286
2012	$1,523	$995	$2,518
2013	$1,849	$1,059	$2,907
2014	$1,815	$1,029	$2,845
2015	$1,860	$884	$2,744

Note: *All figures are in billions and are based on declared trade value and are adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Statistics import and export price indices.*

Data source: *U.S. Bureau of Transportation Statistics, U.S. Bureau of Labor Statistics*

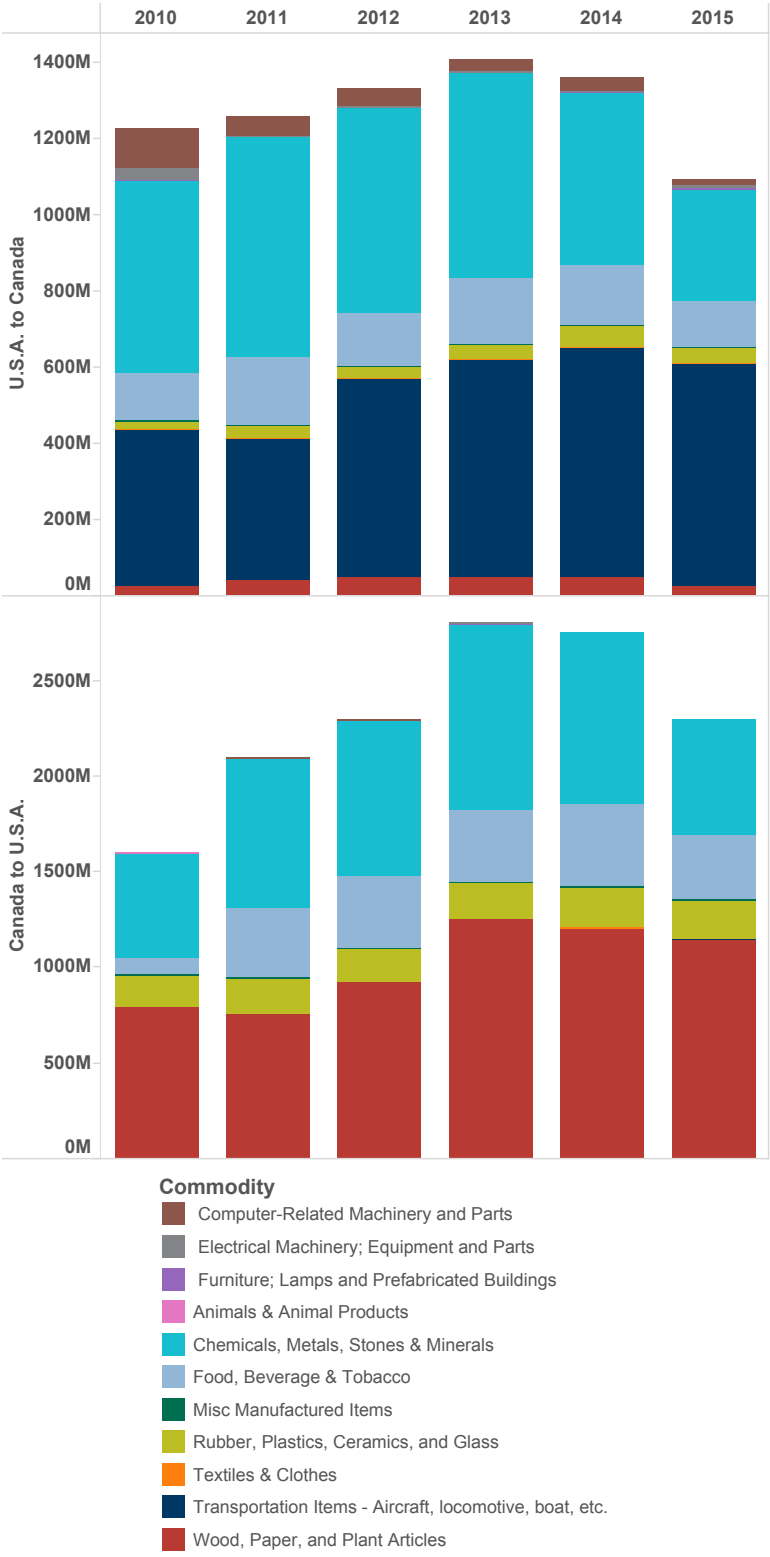
Data compiled by: *Whatcom Council of Governments*

Truck trade value by commodity
2010 - 2015



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

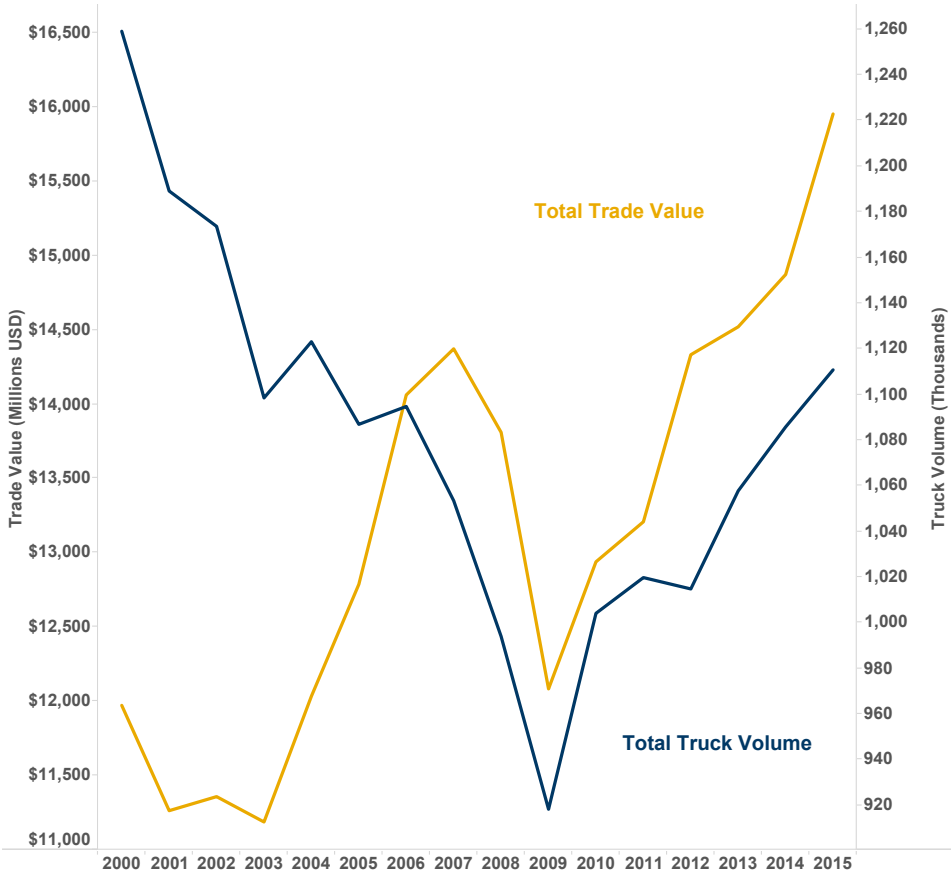
Rail trade value by commodity 2010 - 2015



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

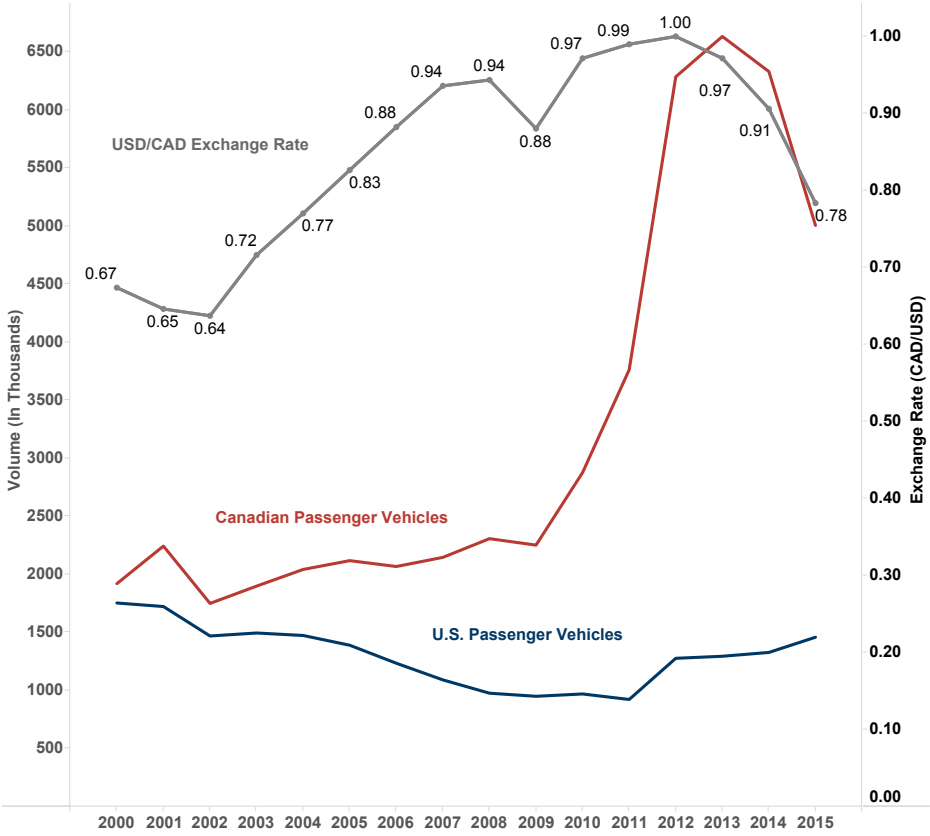
Truck volume and trade value
2000 - 2015

This chart compares truck volume with trade value for all Cascade Gateway commercial ports-of-entry (excluding Point Roberts/Boundary Bay). Values have been adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Bureau of Labor Statistics import and export price indices. Annual truck volumes include both northbound and southbound.



Note: *All figures are based on declared trade value and are adjusted to 2000 U.S. Dollars, based on U.S. Department of Labor Statistics import and export price indices.*
Data source: *U.S. Bureau of Transportation Statistics, U.S. Bureau of Labor Statistics*
Data compiled by: *Whatcom Council of Governments*

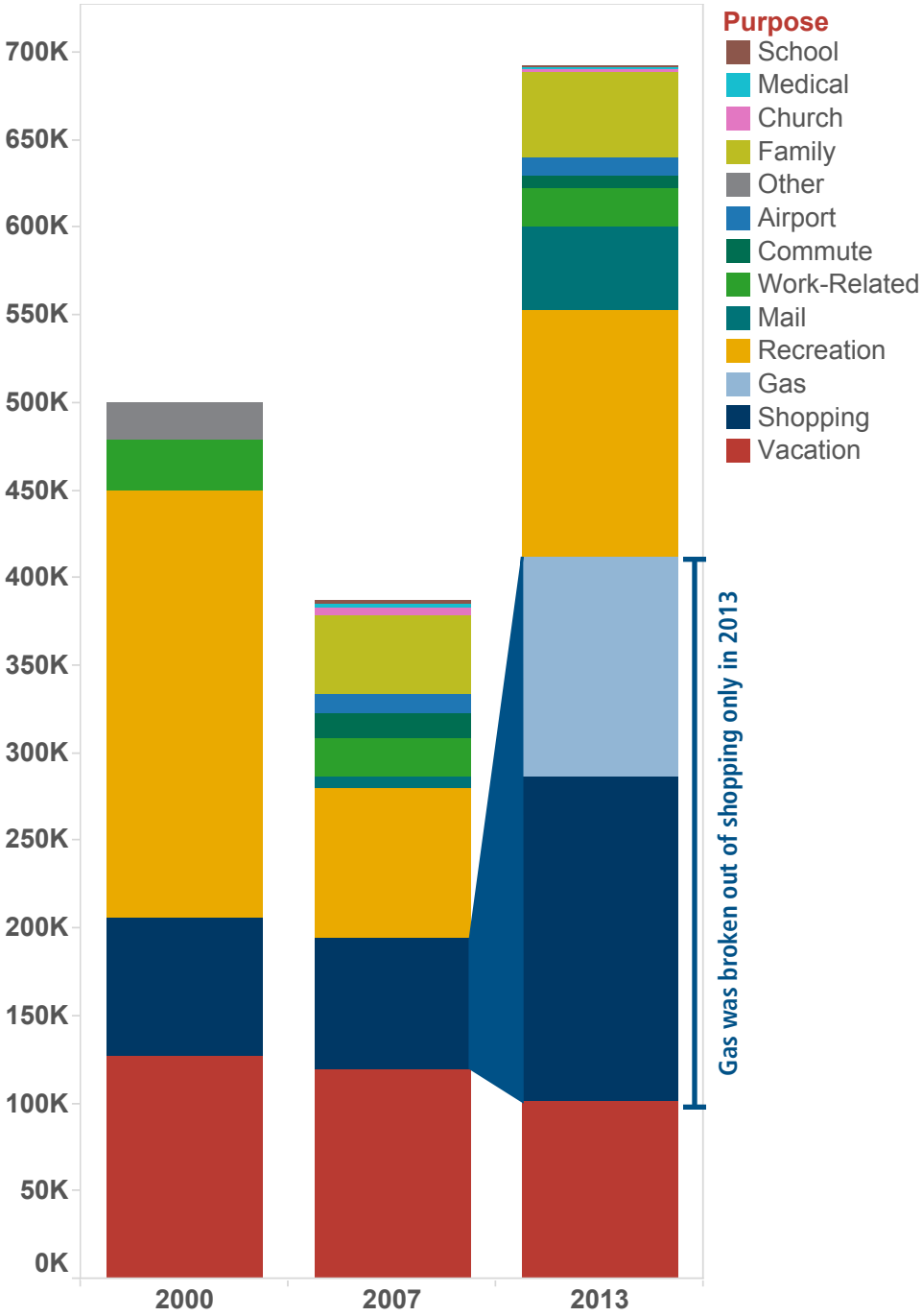
Exchange rate and auto trips
2000 - 2015



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

Travel characteristics (Winter 2014)

Trip purpose

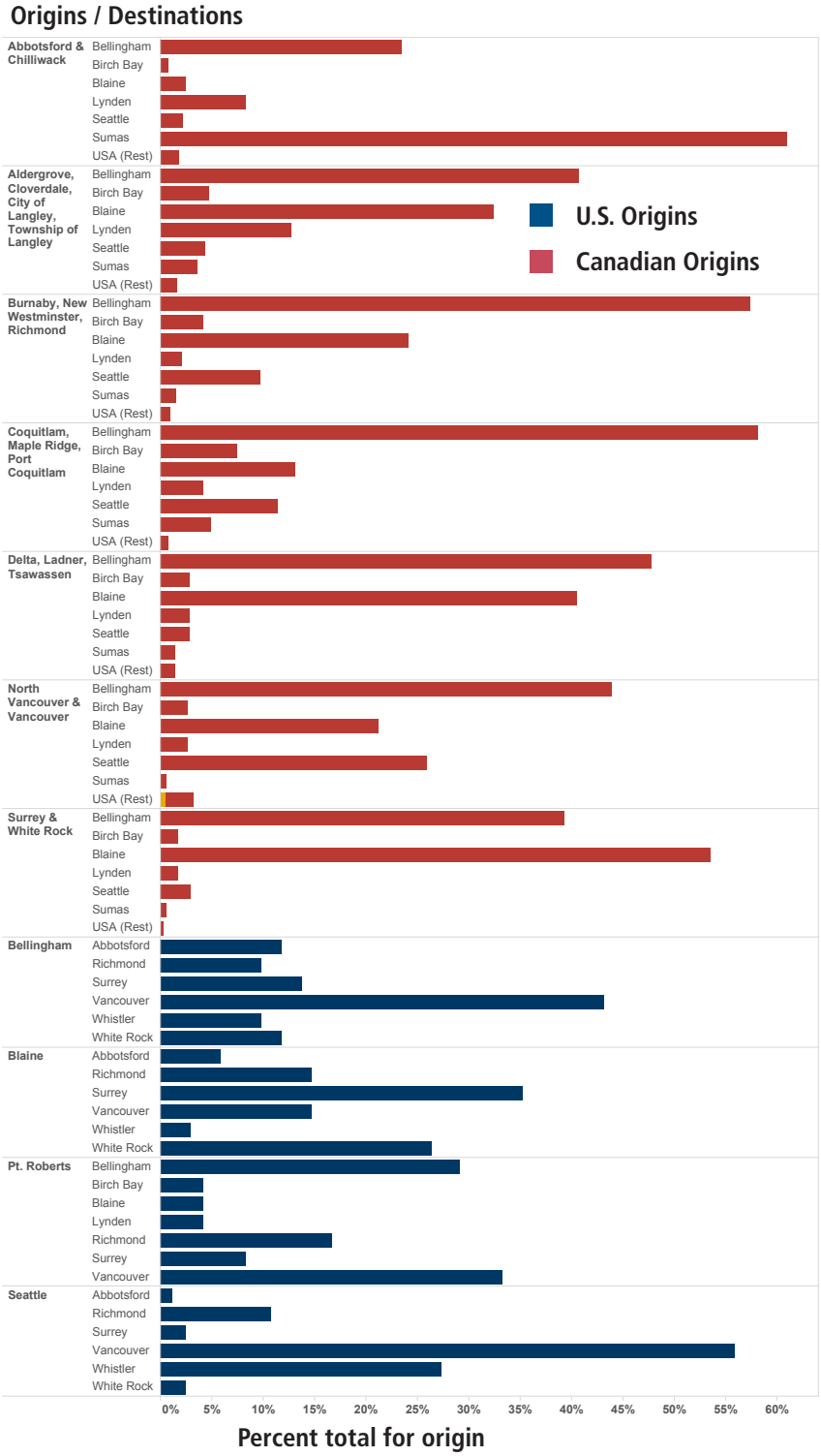


Figures are averages for both directions, Pacific Highway and Peace Arch/Douglas only.

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

Travel characteristics (Winter 2014)

Origins/destinations



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

Travel characteristics (Winter 2014)

Trip frequency

Port	At least once a day	Once a week	Once a month	Once every 2 months	2-5 times per year	Once a year or less
Lynden - Aldergrove	1%	26%	46%	8%	14%	4%
Pacific Highway	1%	40%	42%	5%	10%	2%
Peace Arch - Douglas	2%	32%	36%	6%	13%	11%
Pt Roberts - Boundary Bay	8%	44%	37%	3%	7%	1%
Sumas - Abb. Huntingdon	2%	47%	38%	5%	7%	1%

Why no NEXUS card?

Application a hassle	9%
Application in process	8%
Card being renewed	1%
Cost too high	6%
Don't cross enough	22%
Don't want to	4%
Meaning to	10%
No reason/don't know	24%
non-NEXUS passenger	6%
Not eligible	2%
Other	6%
Other program flaw	1%
Unfamiliar	1%
Waiting for appointment	1%

Passengers per vehicle

Port	1	2	3	4	5
Lynden - Aldergrove	25%	54%	11%	8%	2%
Pacific Highway	49%	40%	6%	4%	1%
Peace Arch - Douglas	45%	41%	9%	4%	1%
Pt Roberts - Boundary Bay	77%	20%	2%	1%	
Sumas - Abb. Huntingdon	56%	34%	7%	3%	

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

Travel characteristics (Winter 2014)

Why choose this crossing?

	Peace Arch - Douglas	Pacific Highway	Lynden - Aldergrove	Sumas - Abb. Huntingdon
ATIS (border wait time signs)	7%	4%	7%	1%
Avoid congestion	3%	10%	30%	1%
Duty Free Store	0%	2%	N/A	N/A
Following directions	3%	3%	1%	1%
Most direct route	66%	66%	59%	91%
NEXUS lane	4%	4%	N/A	1%
Other	2%	2%	1%	1%
Preferred route	10%	6%	2%	3%
Road came here/Don't know	5%	3%		0%

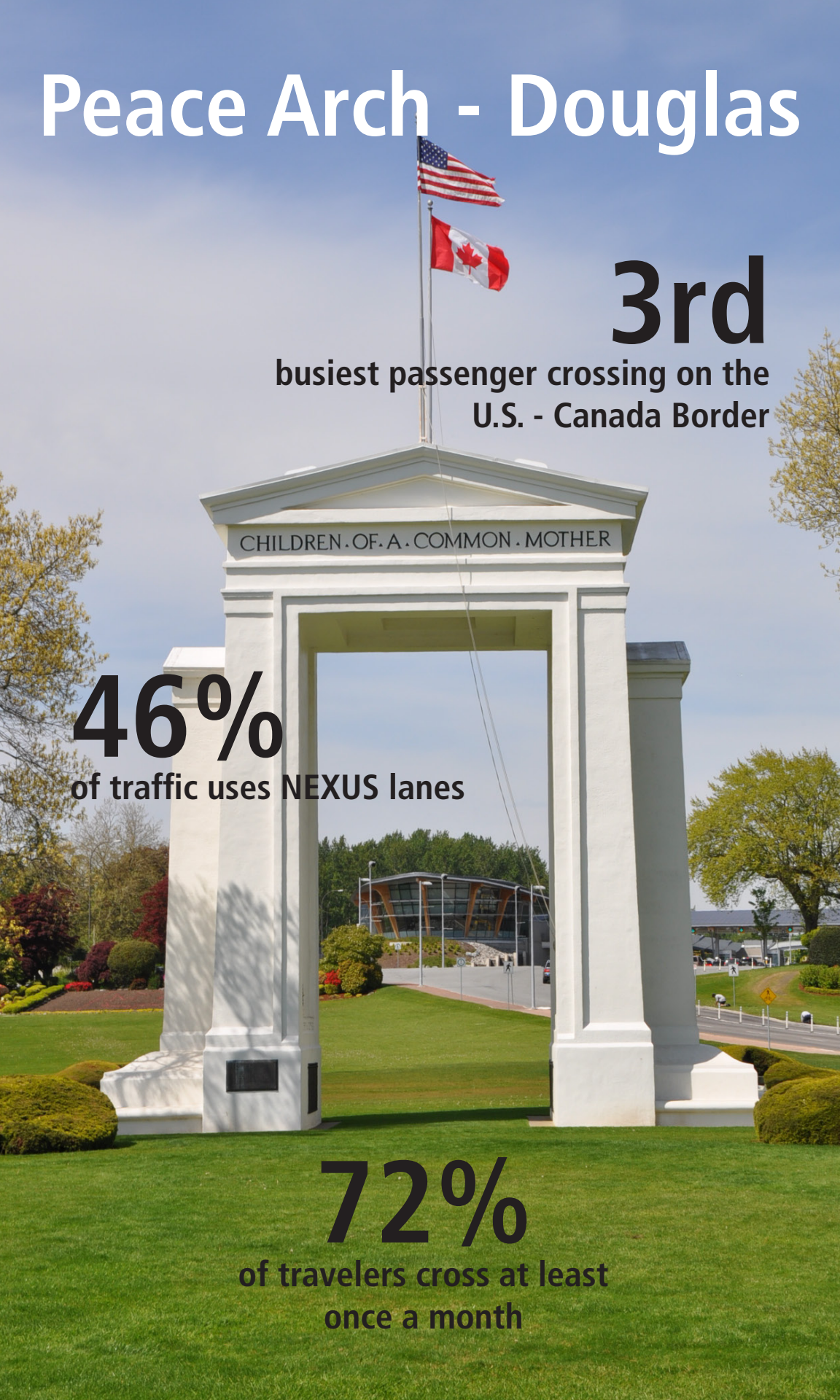
Trip purposes for those with destinations in Whatcom County

Bellingham	Airport	3%
	Business	2%
	Family	4%
	Gas	4%
	Healthcare	1%
	Mail	1%
	Recreation	9%
	Shopping	75%
	Vacation	3%
Birch Bay	Business	5%
	Family	18%
	Gas	2%
	Mail	4%
	Recreation	47%
	Shopping	7%
	Vacation	16%
Blaine	Business	3%
	Family	2%
	Gas	55%
	Mail	20%
	Recreation	5%
	Shopping	14%
	Vacation	1%
Custer	Family	50%
	Recreation	25%
	Vacation	25%
Everson	Business	25%
	Family	50%
	Recreation	25%

Ferndale	Family	30%
	Gas	13%
	Mail	4%
	Recreation	39%
	Shopping	13%
Lummi Island	Recreation	100%
Lummi Nation	Recreation	83%
	Shopping	17%
Lynden	Family	20%
	Gas	23%
	Mail	4%
	Recreation	19%
	Shopping	33%
	Vacation	1%
Nooksack	Recreation	100%
Sumas	Gas	48%
	Mail	29%
	Recreation	3%
	Shopping	19%

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

Peace Arch - Douglas



3rd

busiest passenger crossing on the U.S. - Canada Border

46%

of traffic uses NEXUS lanes

72%

of travelers cross at least once a month

Peace Arch - Douglas

The Peace Arch (U.S.) and Douglas (Canadian) ports-of-entry between Blaine, WA and Surrey, B.C. are unique 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 ports are accessed by Interstate 5 and B.C. Highway 99.

Peace Arch - Douglas is the third busiest port-of-entry on the U.S. - Canada border; and when combined with the Pacific Highway crossing (less than a mile east), the two ports are the second busiest passenger vehicle crossing.

Border Infrastructure Investment Plan components

The U.S. - Canada Border Infrastructure Investment Plan (BIIP) is a document crafted under the U.S. - Canada Beyond the Border Action Plan, developed by Transport Canada, the U.S. Department of Transportation (USDOT), Canada Border Services Agency (CBSA), and U.S. Customs & Border Protection (CBP). The document profiles major ports-of-entry, listing existing infrastructure, major projects in the previous five years, opportunities for infrastructure improvements, and approved/funded projects over the coming five years.

U.S. Infrastructure

Recent improvements: The port facility was replaced in 2010. Subsequent improvements have enabled dynamic assignments of NEXUS and Ready Lanes to any booth.

In 2014 a new NEXUS Enrollment Center was built, relocating the facility to a stand-alone facility near the port but more accessible to the traveling public.

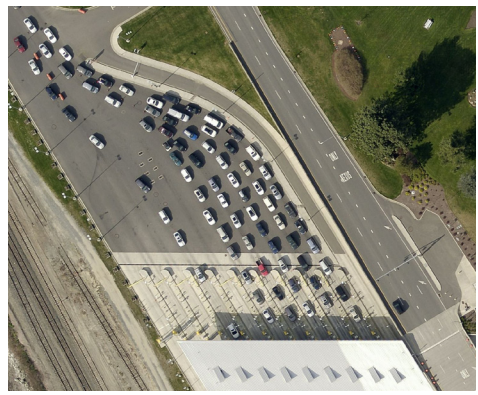
Canadian Infrastructure

Recent improvements: Canada Border Services Agency (CBSA) completely replaced its port facility in 2008. Improvements included a second NEXUS booth.

In 2008, as part of the Greening the Border initiative under an agreement, an anti-idling system was installed southbound to encourage motorists to turn off their vehicle engines while waiting in border lineups.

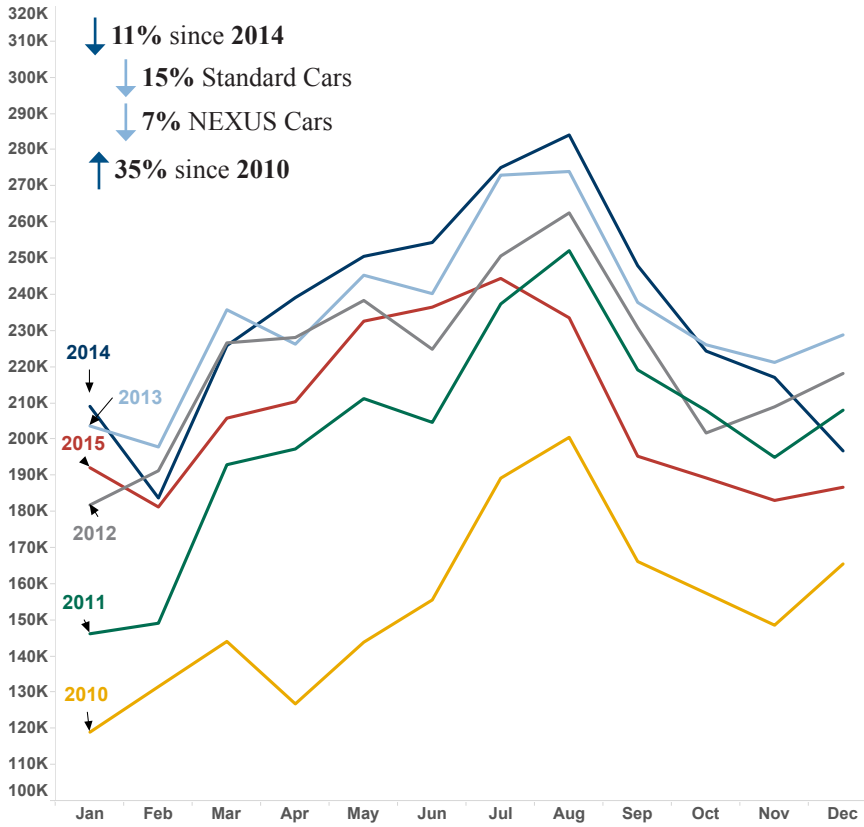
BC Ministry of Transportation (BCMOTI) also installed additional border wait time signs in 2012 to better alert travelers to delays at all Cascade Crossings.

Approved/funded investments: The B.C. Highway 99 and 16th Avenue interchange is being developed to support better circulation between the Lower Mainland's ports-of-entry.



Similarly, improvements to the Highway 91 and 72nd Avenue interchange will support border circulation improvements. Both of these improvements are estimated for completion in 2016.

Douglas auto volumes
Northbound, 2010 - 2015

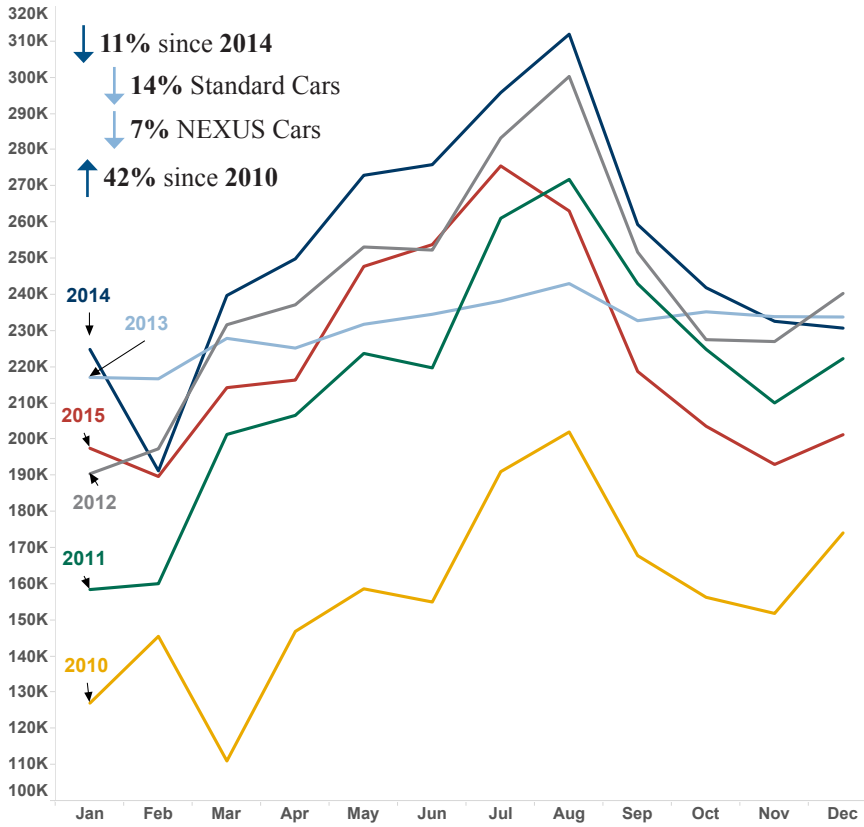


	2010				2011				2012			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	81,717	37,333	119,050	31%	107,401	38,856	146,257	27%	117,525	64,329	181,854	35%
Feb	99,920	31,710	131,630	24%	103,629	45,543	149,172	31%	123,348	67,979	191,327	36%
Mar	102,282	41,855	144,137	29%	134,981	58,024	193,005	30%	149,808	76,886	226,694	34%
Apr	96,025	30,846	126,871	24%	136,159	61,192	197,351	31%	147,740	80,439	228,179	35%
May	106,471	37,462	143,933	26%	144,553	66,730	211,283	32%	152,716	85,707	238,423	36%
Jun	108,923	46,688	155,611	30%	140,933	63,775	204,708	31%	142,527	82,396	224,923	37%
Jul	137,127	52,153	189,280	28%	169,105	68,345	237,450	29%	162,022	88,687	250,709	35%
Aug	144,806	55,770	200,576	28%	176,735	75,456	252,191	30%	173,469	89,166	262,635	34%
Sep	116,926	49,318	166,244	30%	148,272	70,959	219,231	32%	144,475	86,421	230,896	37%
Oct	107,352	50,120	157,472	32%	136,803	71,192	207,995	34%	122,517	79,263	201,780	39%
Nov	104,218	44,412	148,630	30%	128,821	66,223	195,044	34%	129,309	79,705	209,014	38%
Dec	117,589	47,982	165,571	29%	138,925	69,164	208,089	33%	134,592	83,641	218,233	38%
TOTAL	**1,323,356**	**525,649**	**1,849,005**	**28%**	**1,666,317**	**755,459**	**2,421,776**	**31%**	**1,700,048**	**964,619**	**2,664,667**	**36%**

	2013				2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	122,918	80,795	203,713	40%	115,394	93,746	209,140	45%	99,719	92,452	192,171	48%
Feb	117,804	80,110	197,914	40%	99,572	84,238	183,810	46%	92,574	88,742	181,316	49%
Mar	144,991	90,853	235,844	39%	124,432	101,505	225,937	45%	105,444	100,431	205,875	49%
Apr	133,373	92,968	226,341	41%	130,229	108,973	239,202	46%	107,285	103,132	210,417	49%
May	144,749	100,647	245,396	41%	134,025	116,584	250,609	47%	119,386	113,300	232,686	49%
Jun	141,122	99,184	240,306	41%	137,795	116,655	254,450	46%	123,746	112,827	236,573	48%
Jul	165,229	107,834	273,063	39%	153,600	121,552	275,152	44%	135,656	108,858	244,514	45%
Aug	169,042	105,037	274,079	38%	161,653	122,524	284,177	43%	130,173	103,444	233,617	44%
Sep	136,431	101,449	237,880	43%	133,060	114,986	248,046	46%	103,023	92,327	195,350	47%
Oct	124,898	101,273	226,171	45%	117,186	107,241	224,427	48%	95,832	93,513	189,345	49%
Nov	125,086	96,200	221,286	43%	113,089	104,048	217,137	48%	91,206	91,918	183,124	50%
Dec	128,400	100,499	228,899	44%	101,150	95,670	196,820	49%	92,733	94,041	186,774	50%
TOTAL	**1,654,043**	**1,156,849**	**2,810,892**	**41%**	**1,521,185**	**1,287,722**	**2,808,907**	**46%**	**1,296,777**	**1,194,985**	**2,491,762**	**48%**

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

Peace Arch auto volumes
Southbound, 2010 - 2015

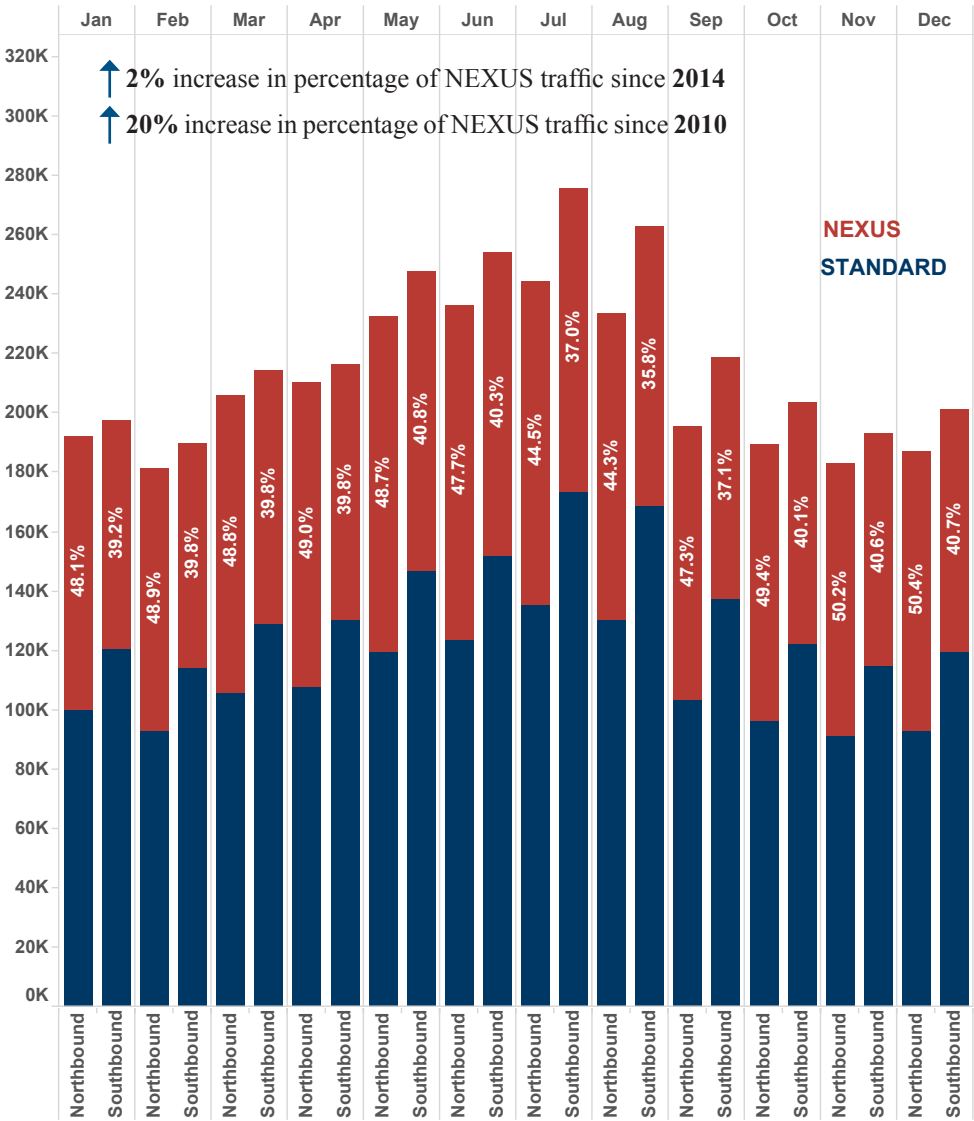


	2010				2011				2012			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	84,671	42,411	127,082	33%	126,784	31,696	158,480	20%	131,119	59,370	190,489	31%
Feb	108,253	37,293	145,546	26%	126,482	33,626	160,108	21%	133,295	64,108	197,403	32%
Mar	74,758	36,333	111,091	33%	142,508	58,868	201,376	29%	156,536	75,170	231,706	32%
Apr	112,372	34,539	146,911	24%	148,213	58,435	206,648	28%	163,767	73,457	237,224	31%
May	123,563	35,124	158,687	22%	162,753	61,018	223,771	27%	173,683	79,521	253,204	31%
Jun	111,206	43,836	155,042	28%	161,539	58,240	219,779	26%	176,446	75,911	252,357	30%
Jul	191,078	0	191,078	0%	204,490	56,652	261,142	22%	204,910	78,433	283,343	28%
Aug	202,055	0	202,055	0%	205,524	66,371	271,895	24%	220,877	79,484	300,361	26%
Sep	167,869	0	167,869	0%	179,614	63,427	243,041	26%	173,925	77,846	251,771	31%
Oct	156,341	0	156,341	0%	159,113	65,796	224,909	29%	152,672	74,909	227,581	33%
Nov	151,882	0	151,882	0%	145,958	64,132	210,090	31%	153,903	73,154	227,057	32%
Dec	174,149	0	174,149	0%	156,007	66,336	222,343	30%	163,787	76,578	240,365	32%
TOTAL	**1,658,197**	**229,536**	**1,887,733**	**12%**	**1,918,985**	**684,597**	**2,603,582**	**26%**	**2,004,920**	**887,941**	**2,892,861**	**31%**

	2013				2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	143,460	73,677	217,137	34%	141,115	83,770	224,885	37%	120,206	77,339	197,545	39%
Feb	143,460	73,294	216,754	34%	115,719	75,592	191,311	40%	114,150	75,596	189,746	40%
Mar	143,460	84,480	227,940	37%	148,908	90,889	239,797	38%	129,051	85,258	214,309	40%
Apr	143,460	81,792	225,252	36%	152,528	97,398	249,926	39%	130,327	86,080	216,407	40%
May	143,460	88,364	231,824	38%	169,629	103,399	273,028	38%	146,820	101,009	247,829	41%
Jun	143,460	91,139	234,599	39%	176,505	99,470	275,975	36%	151,492	102,370	253,862	40%
Jul	143,460	94,798	238,258	40%	195,572	100,314	295,886	34%	173,549	102,068	275,617	37%
Aug	143,460	99,625	243,085	41%	202,892	109,147	312,039	35%	168,857	94,305	263,162	36%
Sep	143,460	89,362	232,822	38%	164,336	95,076	259,412	37%	137,513	81,273	218,786	37%
Oct	143,460	91,823	235,283	39%	149,495	92,450	241,945	38%	122,064	81,575	203,639	40%
Nov	143,460	90,485	233,945	39%	141,839	90,816	232,655	39%	114,589	78,483	193,072	41%
Dec	143,460	90,384	233,844	39%	139,149	91,621	230,770	40%	119,284	82,025	201,309	41%
TOTAL	**1,721,520**	**1,049,223**	**2,770,743**	**38%**	**1,897,687**	**1,129,942**	**3,027,629**	**37%**	**1,627,902**	**1,047,381**	**2,675,283**	**39%**

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

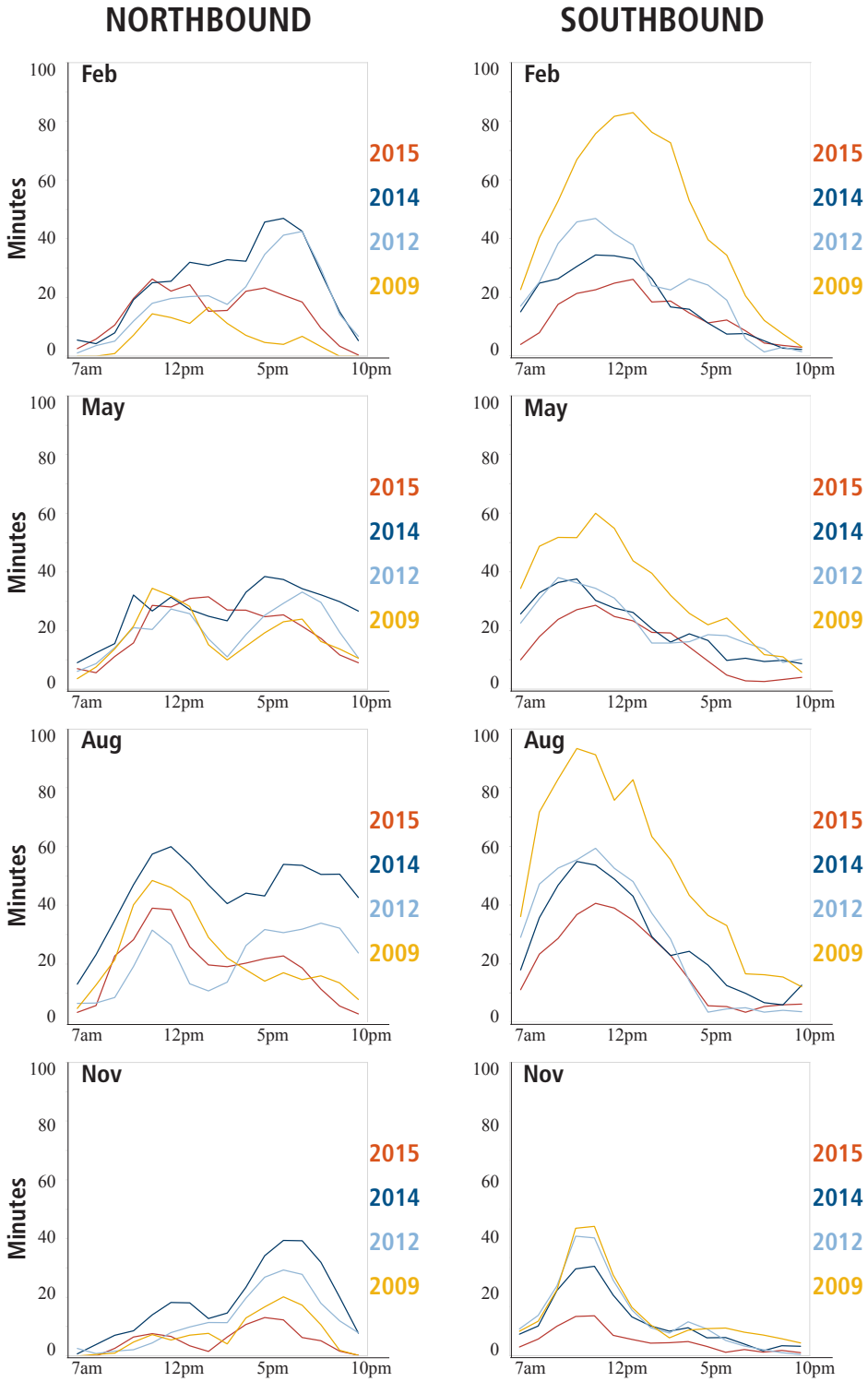
Peace Arch - Douglas
Standard vs. NEXUS auto volumes
2015



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

Peace Arch - Douglas wait times

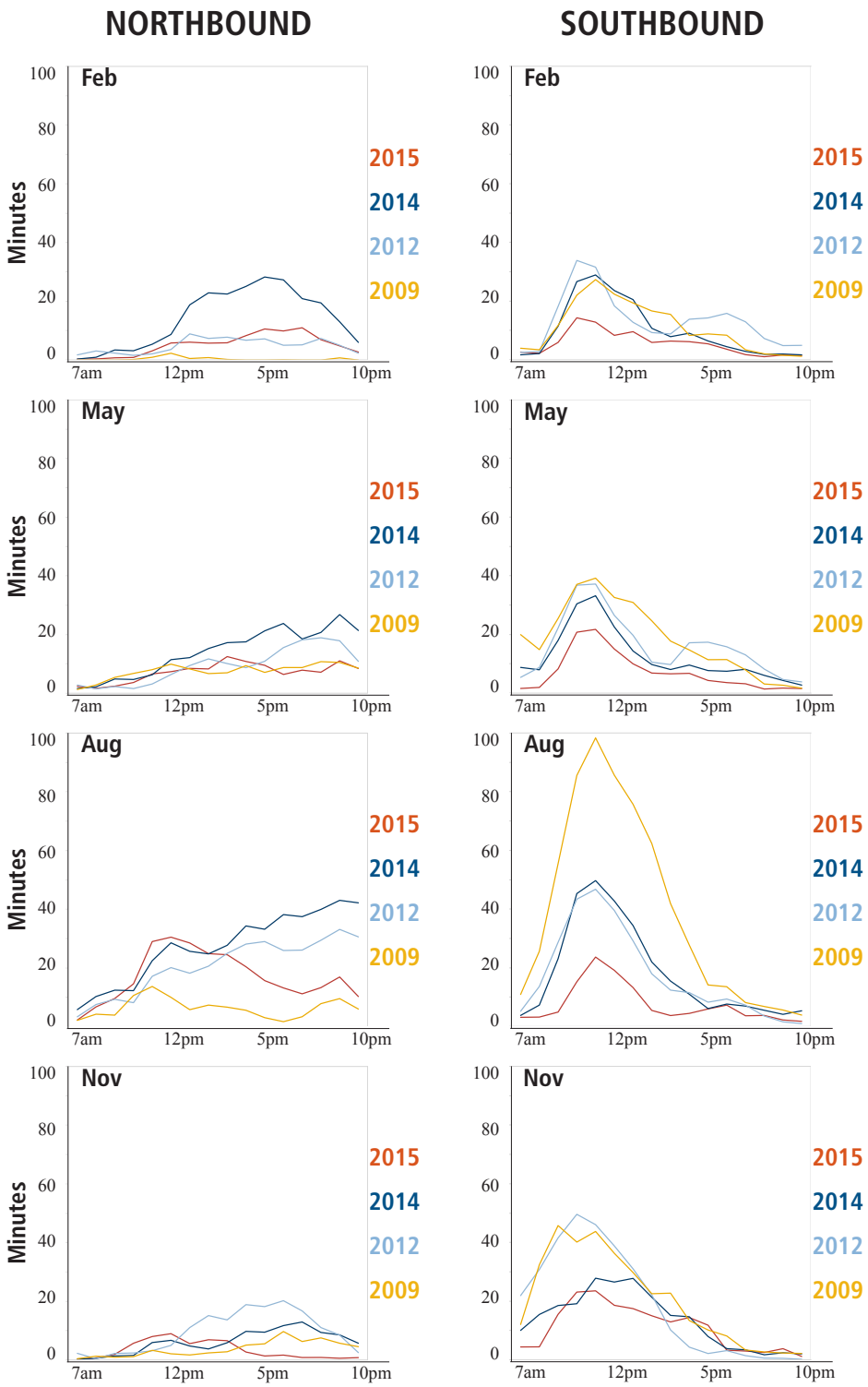
Weekends, 2009, 2012, 2014, 2015



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*

Peace Arch - Douglas wait times

Weekdays, 2009, 2012, 2014, 2015



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*

Passenger travel characteristics

Trip purpose by frequency of crossings, Peace Arch-Douglas (Winter 2014)

Data source: *2014 IMTC Passenger Intercept Survey*
Data compiled by: *Whatcom Council of Governments*


Pacific Highway
3rd
busiest bus crossing on the U.S. - Canada border
4th
busiest commercial crossing on the U.S. - Canada Border
$36million
of goods cross every day (USD)
40%
of travelers use the NEXUS lane

Pacific Highway

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 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.

Border Infrastructure Investment Plan components

U.S. Infrastructure

Recent improvements: Phase I of the national truck cargo pre-inspection pilot project was completed here in 2013.

Proposed improvements: U.S. CBP is looking to expand employee and visitor parking, as well as improvements to commercial and non-commercial inspection capacity, including the possible addition of primary inspection booths.

Canadian Infrastructure

Recent improvements: In 2012, CBSA completed a number of infrastructure upgrades that included expansion and replacement of commercial inspection facilities, five new traveler primary inspection booths, and the reconfiguration of the NEXUS lane.

Numerous transportation improvements to B.C. Highway 15 and the commercial staging area over the last few years have focused on improving commercial throughput and maximizing efficiency for queued trucks, with a jump lane for FAST-approved movements.

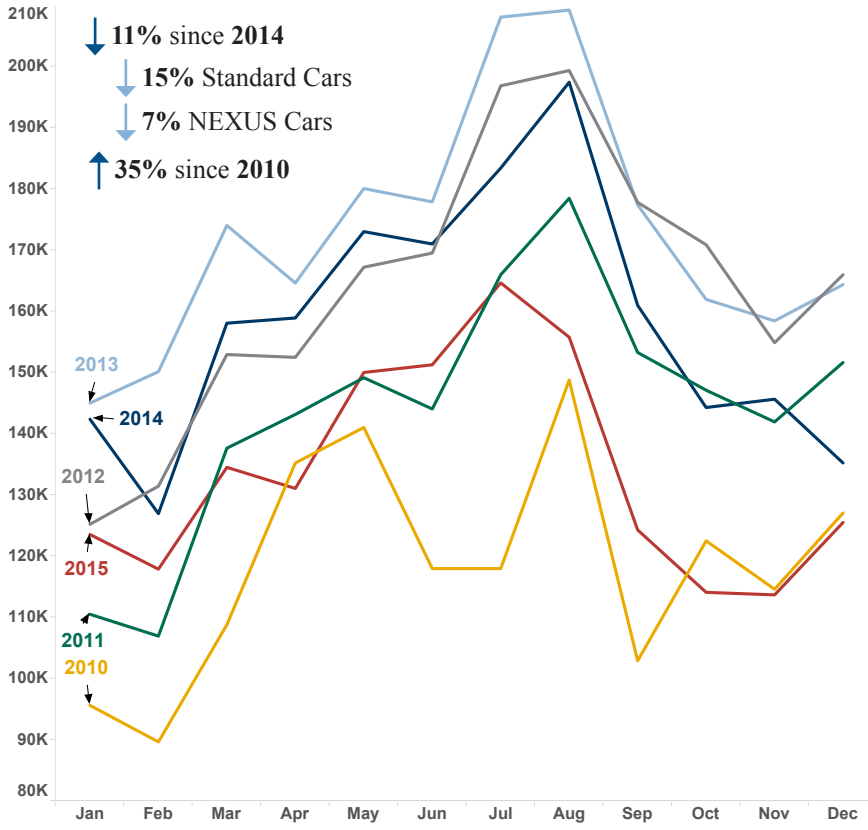
Proposed improvements: CBSA is undertaking a Pacific Highway master plan to assess infrastructure needs at the crossing.

A subcommittee of IMTC participants is also developing a Pacific Highway Pedestrian Plan to address the need for safer pedestrian facilities and signage at the border.

Approved/funded investments: The B.C. Highway 99 and 16th Avenue interchange is being developed to support better circulation between the Lower Mainland's ports-of-entry.

Similarly, improvements to the Highway 91 and 72nd Avenue interchange will support border circulation improvements. Both these improvements are estimated for completion in 2016.

Pacific Highway auto volumes
Northbound, 2010 - 2015

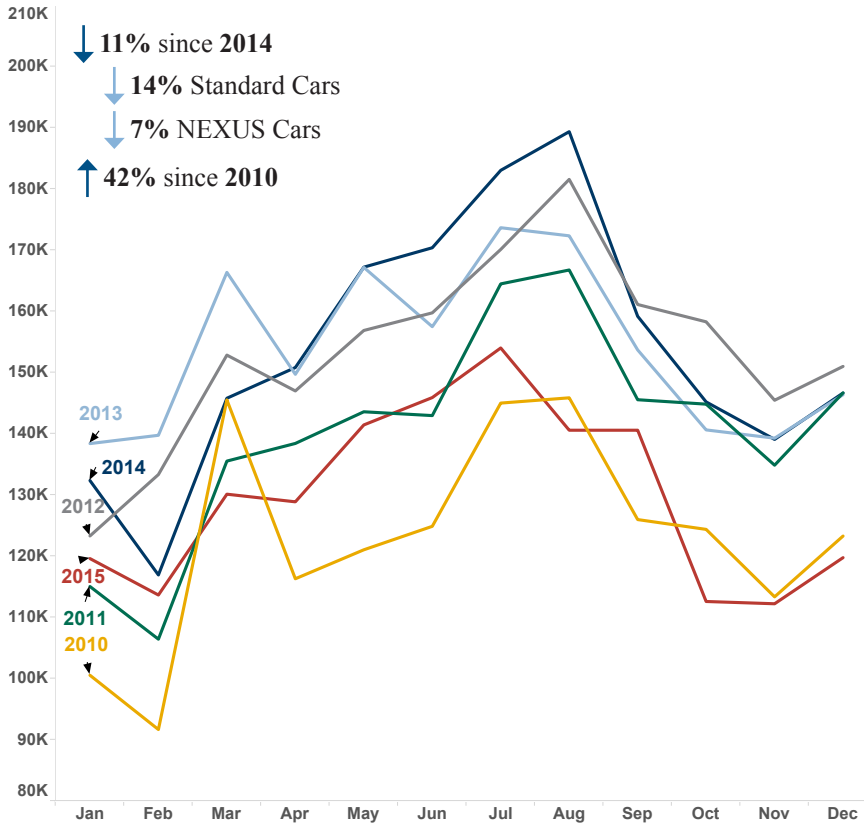


	2010				2011				2012			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	79,864	15,774	95,638	16%	94,310	16,210	110,520	15%	93,209	32,003	125,212	26%
Feb	75,322	14,339	89,661	16%	88,459	18,494	106,953	17%	96,149	35,298	131,447	27%
Mar	91,300	17,511	108,811	16%	114,438	23,219	137,657	17%	111,621	41,335	152,956	27%
Apr	103,804	31,441	135,245	23%	118,620	24,549	143,169	17%	109,361	43,138	152,499	28%
May	111,011	30,029	141,040	21%	122,667	26,508	149,175	18%	122,152	45,072	167,224	27%
Jun	98,105	19,879	117,984	17%	116,981	27,086	144,067	19%	124,539	45,000	169,539	27%
Jul	97,883	20,101	117,984	17%	136,074	29,921	165,995	18%	146,923	49,938	196,861	25%
Aug	127,828	20,961	148,789	14%	144,673	33,810	178,483	19%	149,722	49,636	199,358	25%
Sep	83,712	19,220	102,932	19%	121,100	32,191	153,291	21%	130,832	46,986	177,818	26%
Oct	102,340	20,175	122,515	16%	113,387	33,741	147,128	23%	122,274	48,624	170,898	28%
Nov	96,472	18,137	114,609	16%	110,029	31,922	141,951	22%	111,110	43,768	154,878	28%
Dec	106,985	20,086	127,071	16%	120,695	30,967	151,662	20%	119,811	46,192	166,003	28%
TOTAL	**1,174,626**	**247,653**	**1,422,279**	**17%**	**1,401,433**	**328,618**	**1,730,051**	**19%**	**1,437,703**	**526,990**	**1,964,693**	**27%**

	2013				2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	100,615	44,406	145,021	31%	90,374	52,023	142,397	37%	72,411	51,148	123,559	41%
Feb	104,170	45,983	150,153	31%	80,535	46,431	126,966	37%	70,244	47,652	117,896	40%
Mar	120,769	53,284	174,053	31%	101,776	56,307	158,083	36%	80,139	54,386	134,525	40%
Apr	111,283	53,360	164,643	32%	98,743	60,184	158,927	38%	75,915	55,163	131,078	42%
May	120,930	59,146	180,076	33%	107,535	65,506	173,041	38%	87,509	62,516	150,025	42%
Jun	120,885	57,012	177,897	32%	105,784	65,233	171,017	38%	89,321	61,959	151,280	41%
Jul	144,441	63,645	208,086	31%	115,035	68,388	183,423	37%	102,563	62,099	164,662	38%
Aug	148,519	60,720	209,239	29%	129,781	67,664	197,445	34%	99,253	56,532	155,785	36%
Sep	119,927	57,473	177,400	32%	97,386	63,604	160,990	40%	74,371	49,926	124,297	40%
Oct	105,709	56,254	161,963	35%	85,523	58,779	144,302	41%	64,661	49,441	114,102	43%
Nov	103,514	54,939	158,453	35%	87,855	57,805	145,660	40%	64,234	49,456	113,690	44%
Dec	107,040	57,342	164,382	35%	80,062	55,176	135,238	41%	72,028	53,489	125,517	43%
TOTAL	**1,407,802**	**663,564**	**2,071,366**	**32%**	**1,180,389**	**717,100**	**1,897,489**	**38%**	**952,649**	**653,767**	**1,606,416**	**41%**

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

Pacific Highway auto volumes
Southbound, 2010 - 2015

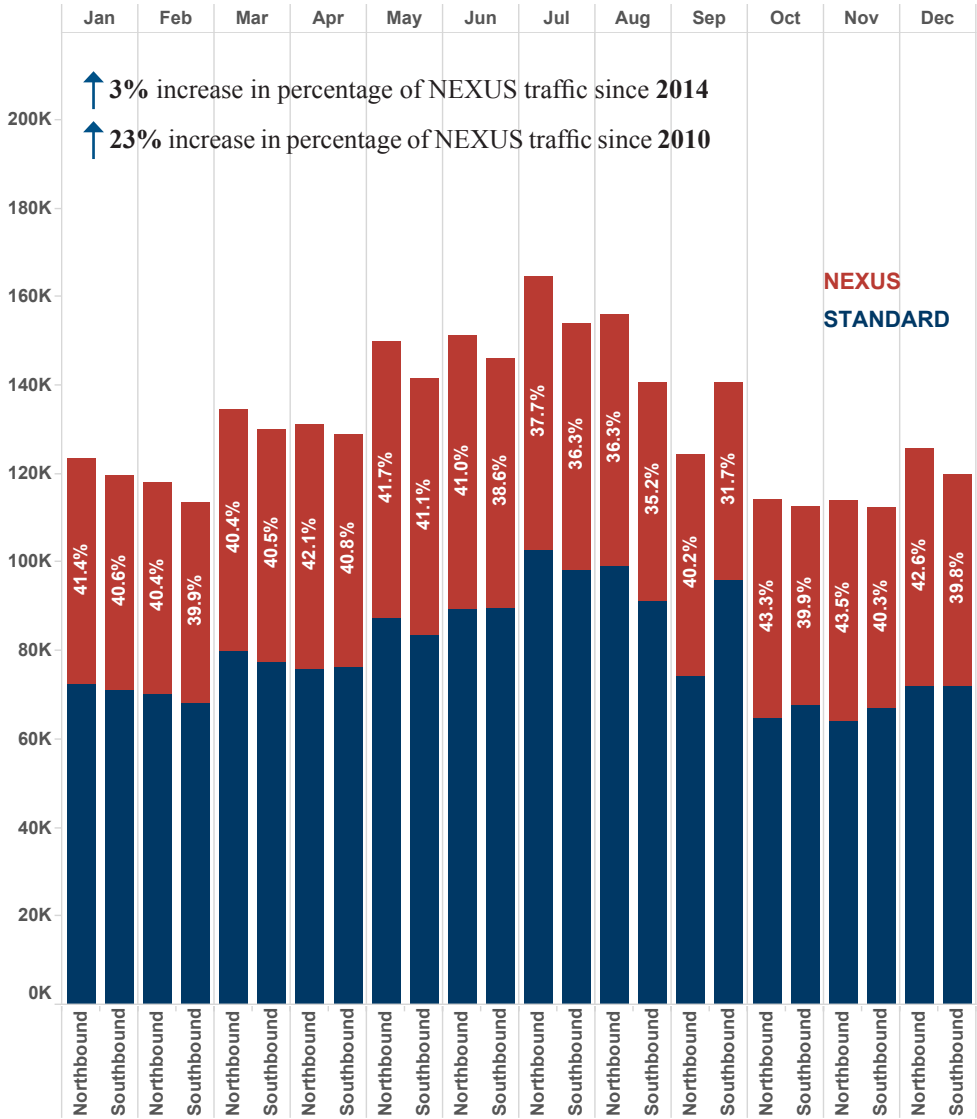


	2010				2011				2012			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	83,946	16,612	100,558	17%	95,665	19,394	115,059	17%	92,899	30,415	123,314	25%
Feb	76,721	14,969	91,690	16%	84,175	22,275	106,450	21%	100,052	33,296	133,348	25%
Mar	129,355	16,190	145,545	11%	106,423	29,125	135,548	21%	113,801	39,065	152,866	26%
Apr	97,615	18,706	116,321	16%	110,312	28,120	138,432	20%	109,099	37,913	147,012	26%
May	101,808	19,246	121,054	16%	114,646	28,959	143,605	20%	115,037	41,853	156,890	27%
Jun	105,748	19,143	124,891	15%	113,711	29,272	142,983	20%	114,865	44,903	159,768	28%
Jul	126,445	18,580	145,025	13%	135,438	29,063	164,501	18%	124,866	45,263	170,129	27%
Aug	123,450	22,436	145,886	15%	135,865	30,905	166,770	19%	133,571	48,002	181,573	26%
Sep	104,449	21,544	125,993	17%	115,809	29,765	145,574	20%	117,755	43,379	161,134	27%
Oct	102,196	22,193	124,389	18%	111,750	33,101	144,851	23%	109,382	48,922	158,304	31%
Nov	94,048	19,318	113,366	17%	105,224	29,653	134,877	22%	100,992	44,495	145,487	31%
Dec	102,472	20,831	123,303	17%	113,366	33,326	146,692	23%	103,514	47,505	151,019	31%
TOTAL	**1,248,253**	**229,768**	**1,478,021**	**16%**	**1,342,384**	**342,958**	**1,685,342**	**20%**	**1,335,833**	**505,011**	**1,840,844**	**27%**

	2013				2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	93,317	45,090	138,407	33%	83,490	48,882	132,372	37%	71,002	48,619	119,621	41%
Feb	94,482	45,282	139,764	32%	73,325	43,619	116,944	37%	68,302	45,366	113,668	40%
Mar	114,481	51,899	166,380	31%	92,841	52,976	145,817	36%	77,380	52,761	130,141	41%
Apr	98,935	50,791	149,726	34%	94,297	56,537	150,834	37%	76,253	52,640	128,893	41%
May	111,636	55,561	167,197	33%	105,447	61,786	167,233	37%	83,387	58,069	141,456	41%
Jun	104,825	52,684	157,509	33%	108,963	61,441	170,404	36%	89,585	56,342	145,927	39%
Jul	118,937	54,743	173,680	32%	118,966	64,088	183,054	35%	98,163	55,869	154,032	36%
Aug	118,749	53,606	172,355	31%	129,042	60,330	189,372	32%	91,139	49,453	140,592	35%
Sep	103,623	50,088	153,711	33%	100,321	58,886	159,207	37%	96,035	44,557	140,592	32%
Oct	87,920	52,724	140,644	37%	89,251	55,964	145,215	39%	67,656	44,953	112,609	40%
Nov	88,725	50,566	139,291	36%	85,341	53,750	139,091	39%	67,003	45,234	112,237	40%
Dec	92,385	54,012	146,397	37%	90,683	55,992	146,675	38%	72,049	47,724	119,773	40%
TOTAL	**1,228,015**	**617,046**	**1,845,061**	**33%**	**1,171,967**	**674,251**	**1,846,218**	**37%**	**957,954**	**601,587**	**1,559,541**	**39%**

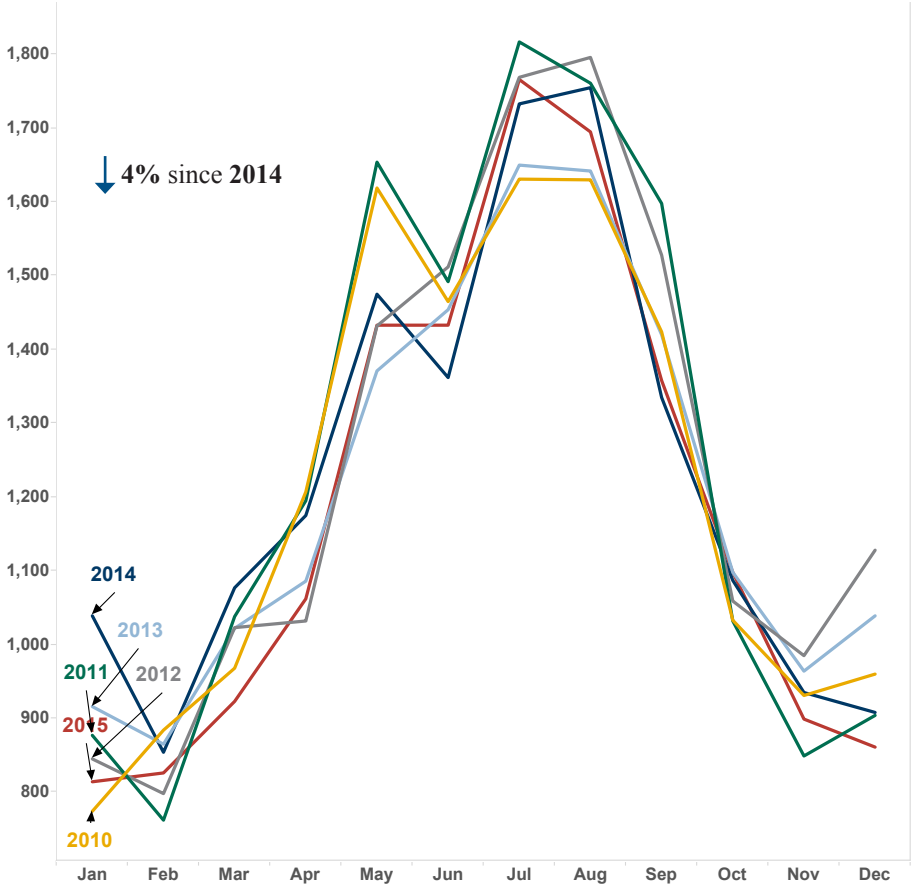
Data source: *U.S. Customs & Border Protection*
Data compiled by: *Whatcom Council of Governments*

Pacific Highway
Standard vs. NEXUS auto volumes
2015



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

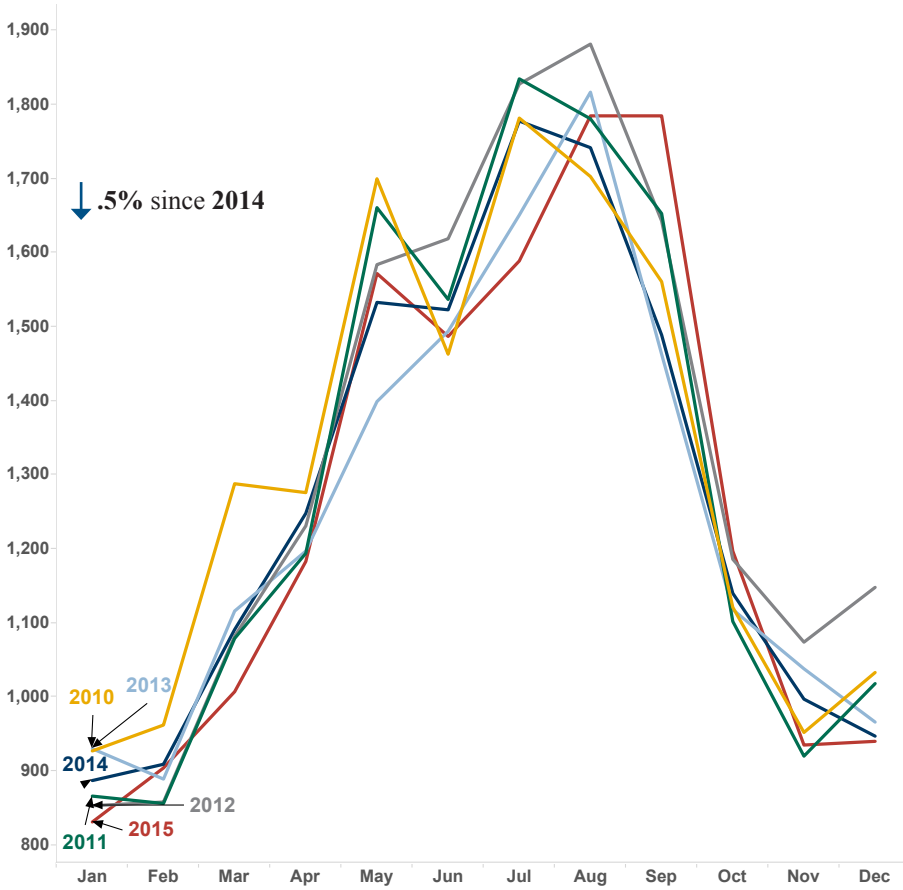
Pacific Highway bus volumes
Northbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	774	877	845	916	1,039	814
February	884	762	798	865	854	826
March	968	1,038	1,023	1,022	1,077	923
April	1,207	1,195	1,032	1,086	1,175	1,062
May	1,619	1,654	1,432	1,371	1,475	1,433
June	1,465	1,492	1,512	1,454	1,362	1,433
July	1,631	1,817	1,769	1,650	1,733	1,766
August	1,630	1,761	1,796	1,642	1,755	1,695
September	1,424	1,598	1,528	1,420	1,335	1,358
October	1,033	1,032	1,059	1,098	1,087	1,098
November	931	849	985	964	935	899
December	960	904	1,128	1,039	908	861
TOTAL	14,526	14,979	14,907	14,527	14,735	14,168

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

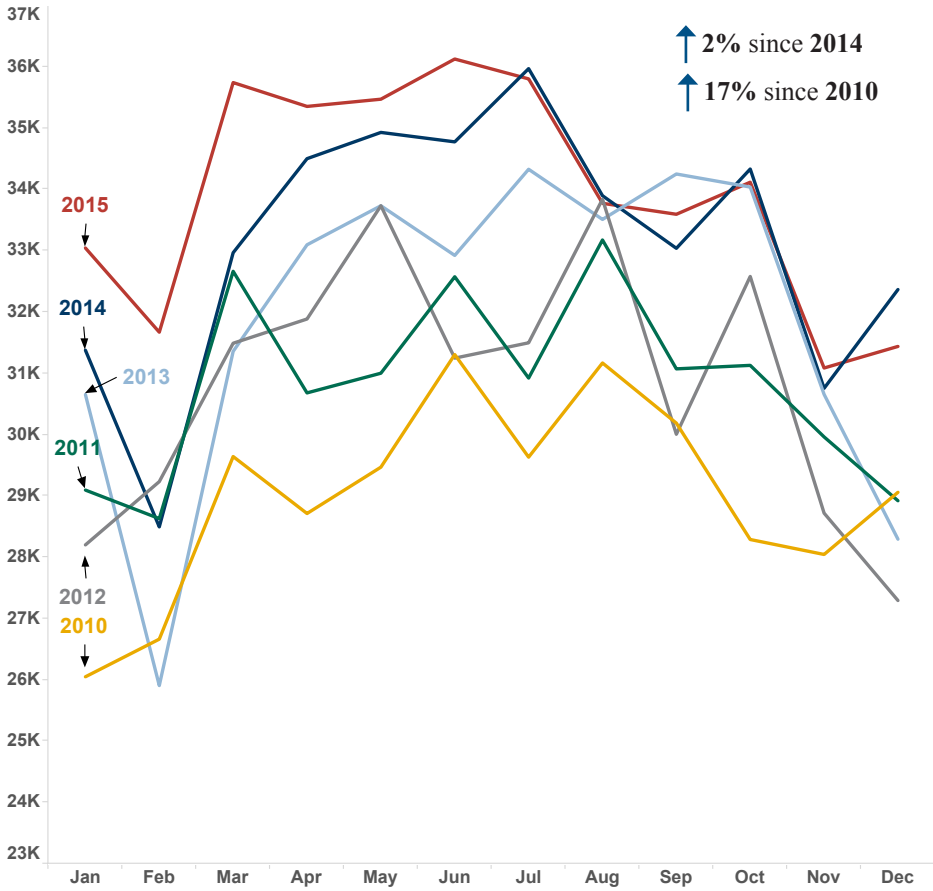
Pacific Highway bus volumes
Southbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	927	866	853	930	887	831
February	962	856	858	889	909	904
March	1,288	1,079	1,082	1,116	1,091	1,007
April	1,276	1,194	1,231	1,197	1,248	1,183
May	1,700	1,661	1,584	1,399	1,533	1,572
June	1,463	1,537	1,619	1,494	1,523	1,487
July	1,782	1,835	1,828	1,651	1,778	1,589
August	1,703	1,781	1,882	1,817	1,742	1,785
September	1,561	1,653	1,643	1,463	1,489	1,785
October	1,121	1,102	1,186	1,118	1,140	1,197
November	952	920	1,074	1,038	997	935
December	1,033	1,018	1,148	966	947	940
TOTAL	15,768	15,502	15,988	15,078	15,284	15,215

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

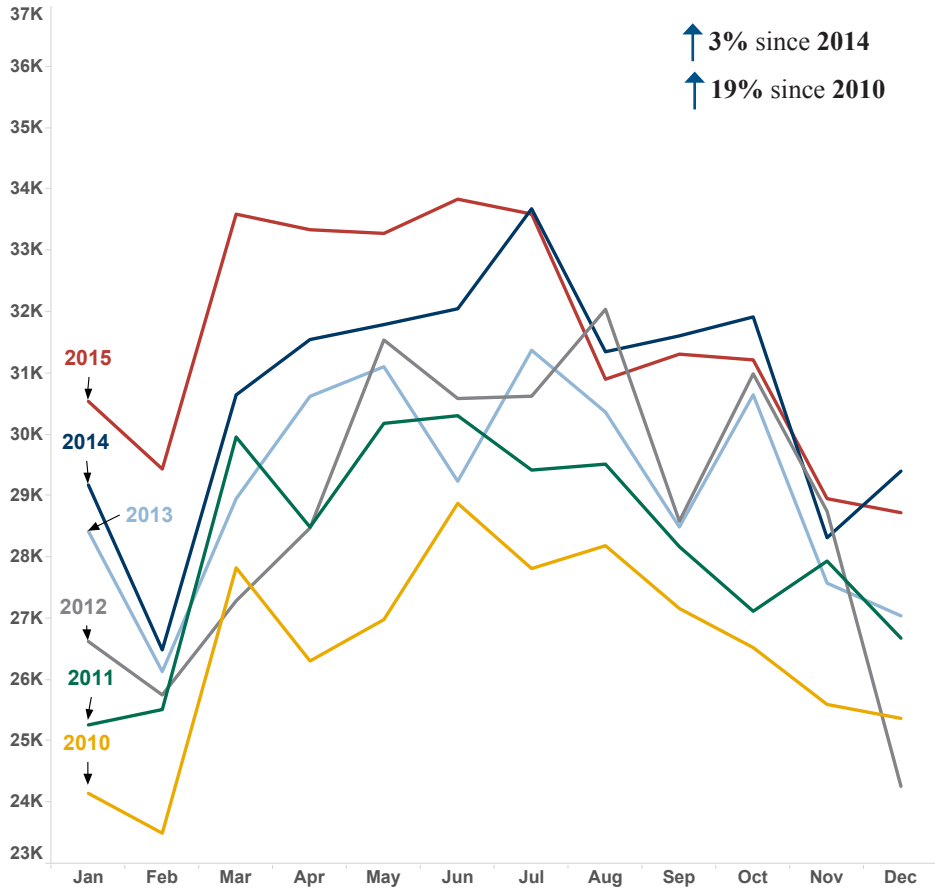
Pacific Highway truck volumes
Northbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	26,050	29,095	28,201	30,653	31,376	33,043
February	26,664	28,630	29,233	25,907	28,495	31,670
March	29,642	32,663	31,490	31,357	32,966	35,741
April	28,713	30,680	31,885	33,095	34,500	35,352
May	29,469	31,001	33,732	33,732	34,928	35,470
June	31,305	32,574	31,247	32,922	34,774	36,125
July	29,632	30,922	31,497	34,327	35,968	35,801
August	31,168	33,174	33,839	33,509	33,896	33,772
September	30,187	31,072	30,005	34,250	33,038	33,593
October	28,289	31,129	32,579	34,037	34,331	34,116
November	28,045	29,962	28,719	30,656	30,755	31,086
December	29,059	28,921	27,294	28,294	32,366	31,438
TOTAL	348,223	369,823	369,721	382,739	397,393	407,207

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

Pacific Highway truck volumes
Southbound, 2010 - 2015

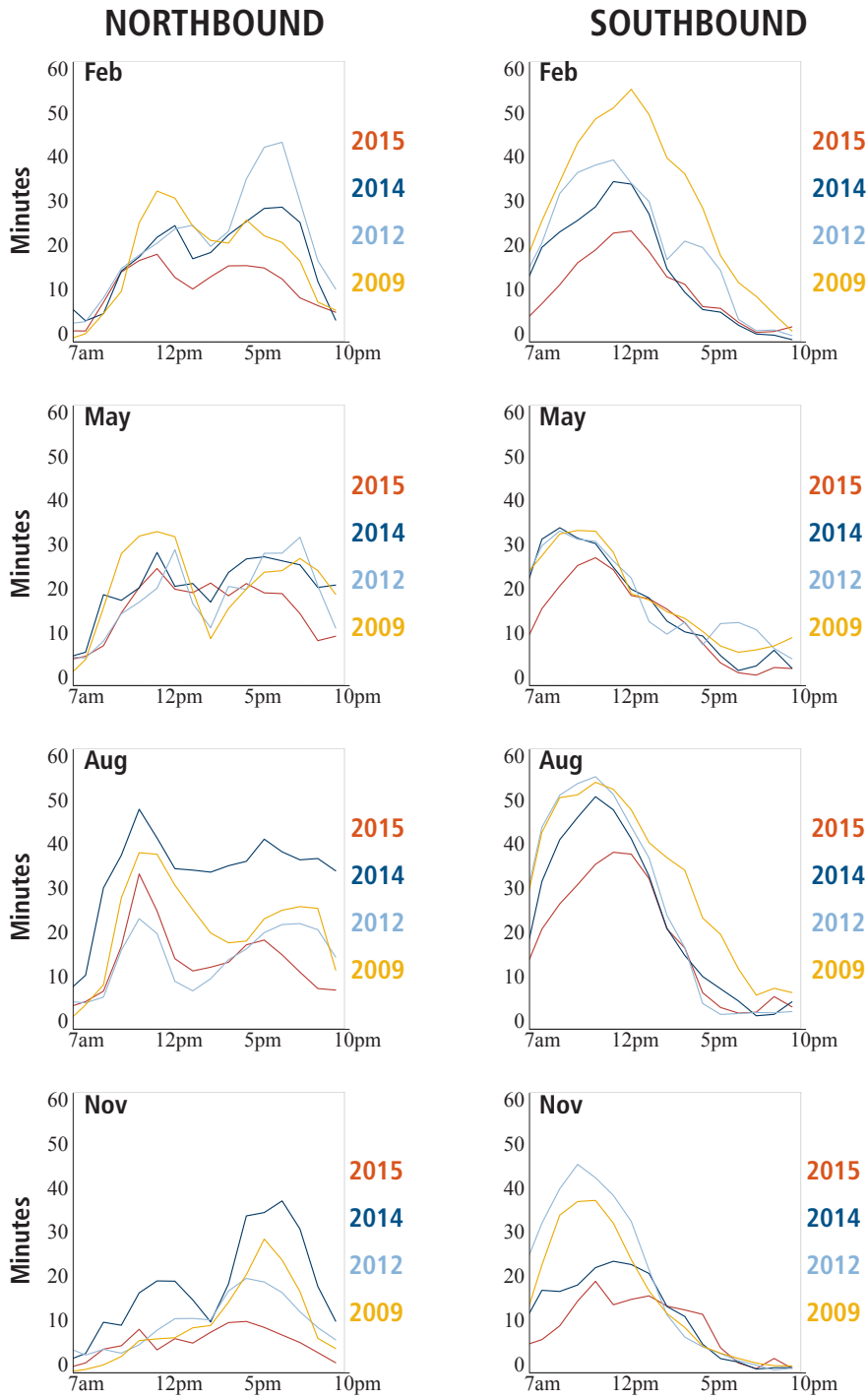


	2010	2011	2012	2013	2014	2015
January	24,149	25,265	26,625	28,421	29,177	30,541
February	23,499	25,516	25,754	26,135	26,489	29,439
March	27,828	29,960	27,288	28,954	30,647	33,595
April	26,308	28,491	28,477	30,624	31,550	33,341
May	26,983	30,183	31,543	31,107	31,794	33,281
June	28,878	30,308	30,588	29,238	32,052	33,839
July	27,815	29,421	30,626	31,375	33,683	33,597
August	28,188	29,518	32,043	30,366	31,351	30,903
September	27,164	28,172	28,588	28,493	31,610	31,312
October	26,526	27,119	30,991	30,649	31,919	31,218
November	25,599	27,937	28,748	27,577	28,318	28,955
December	25,372	26,680	24,264	27,044	29,404	28,726
TOTAL	318,309	338,570	345,535	349,983	367,994	378,747

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

Pacific Highway wait times

Weekends, 2009, 2012, 2014, 2015



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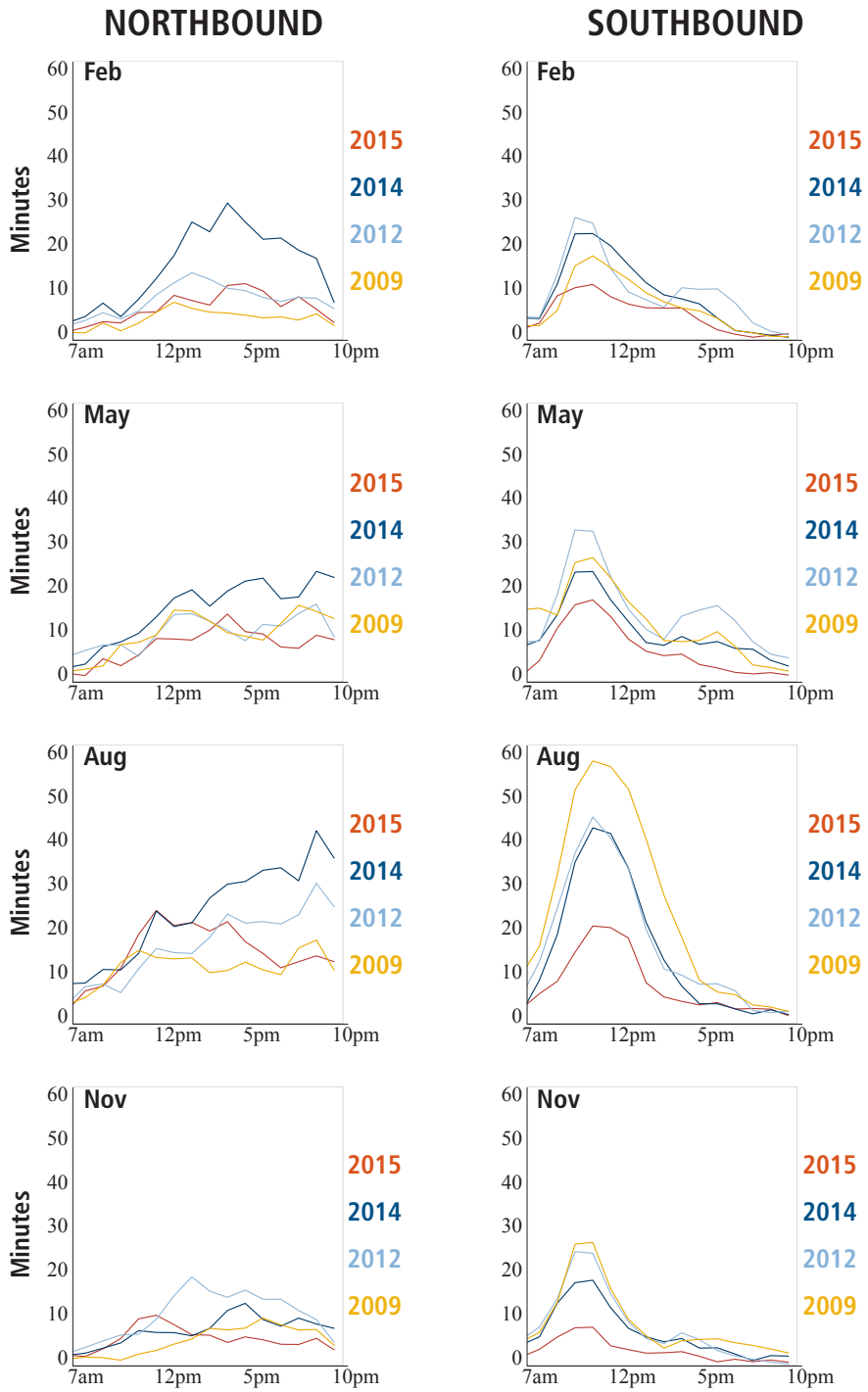
Data source: *Cascade Gateway Border Data Warehouse (www.cascadegatewaydata.com)*
Data compiled by: *Whatcom Council of Governments*

Pacific Highway wait times

Weekdays, 2009, 2012, 2014, 2015



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*

Passenger travel characteristics

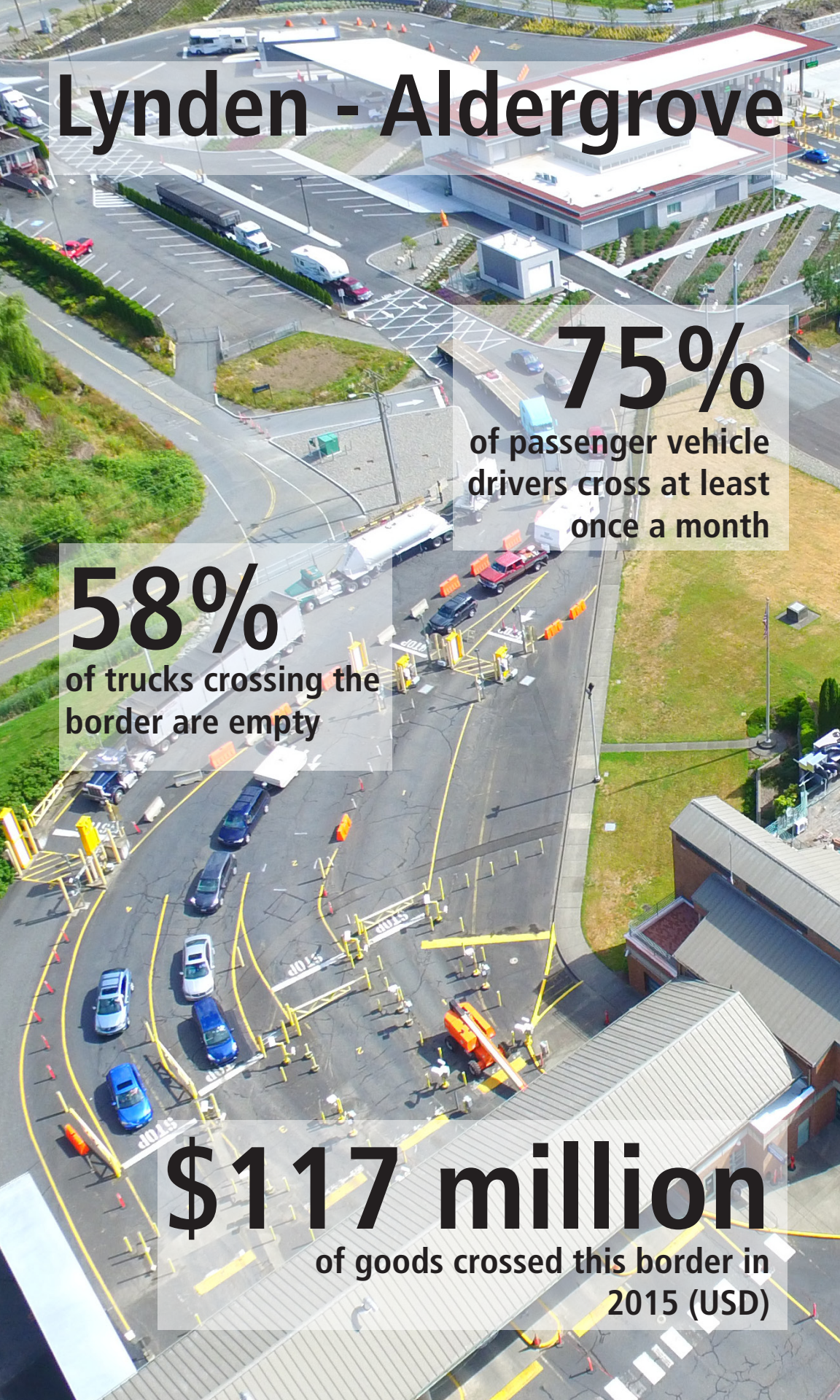
Trip purpose by frequency of crossings, Pacific Highway (Winter 2014)

Traveler Frequency

- At least once a day
- Once a week
- Once a month
- Once every 2 months
- 2-5 times per year
- Once a year or less

Data source: *2014 IMTC Passenger Intercept Survey*
Data compiled by: *Whatcom Council of Governments*

Lynden - Aldergrove



75%
of passenger vehicle drivers cross at least once a month

58%
of trucks crossing the border are empty

$117 million
of goods crossed this border in 2015 (USD)

Lynden - Aldergrove

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 8:00 a.m. - 12:00 a.m. daily. Northbound, the new inspection station is a full commercial facility as well as a passenger inspection facility, complete with a NEXUS lane. Southbound the port processes primarily passenger vehicles, with limited commercial vehicles (empties and permit-holders).

Despite being a comparatively rural border crossing, Lynden-Aldergrove processes significant volumes of passenger and commercial vehicles. Its location makes it an alternative to the larger, more congested ports-of-entry to the west.

Border Infrastructure Investment Plan components

U.S. Infrastructure

Recent improvements: No significant inspection-related infrastructure improvements have been completed within the last five years.

WA State completed a complete redesign of the approach lanes to the new northbound facility.

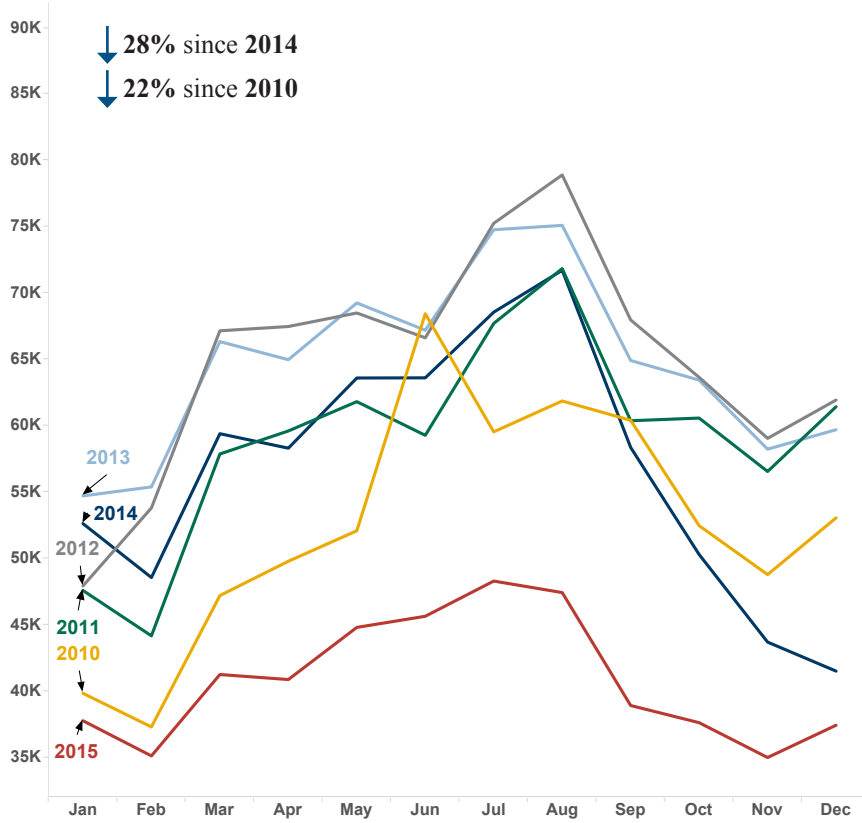
Approved/funded investments: WA State will be making improvements to SR 539 over the next five years.

Canadian Infrastructure

Recent improvements: In 2015 CBSA opened a new facility at Aldergrove that offers expanded capacity and a full commercial services.

Approved/funded investments: B.C. recently received funding to undertake improvements on BC Highway 13 to facillitate the easier movement of commercial vehicles from the new inspection facility, as well as improved mode separation southbound.

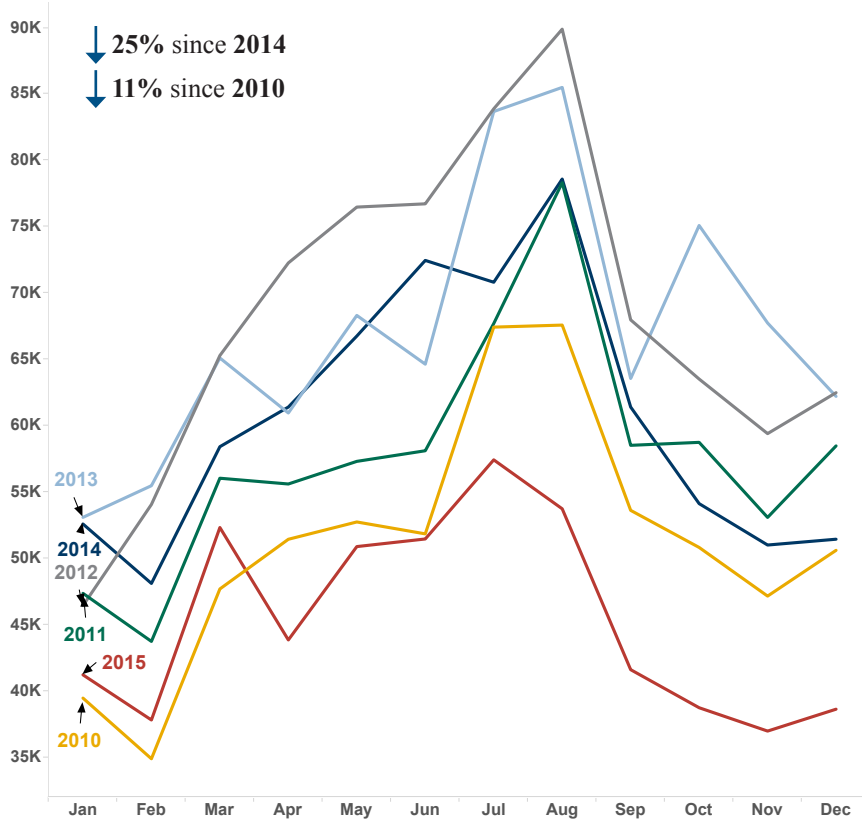
Aldergrove auto volumes
Northbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	39,824	47,581	47,920	54,710	52,622	37,757
February	37,290	44,157	53,804	55,388	48,555	35,104
March	47,194	57,873	67,161	66,347	59,401	41,241
April	49,782	59,607	67,484	64,983	58,310	40,863
May	52,082	61,819	68,504	69,262	63,602	44,794
June	68,444	59,279	66,632	67,206	63,614	45,633
July	59,544	67,716	75,267	74,782	68,567	48,289
August	61,868	71,852	78,914	75,112	71,725	47,421
September	60,412	60,377	67,980	64,922	58,365	38,904
October	52,466	60,581	63,652	63,443	50,293	37,609
November	48,778	56,552	59,051	58,234	43,686	34,982
December	53,056	61,435	61,940	59,703	41,497	37,417
TOTAL	630,740	708,829	778,309	774,092	680,237	490,014

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

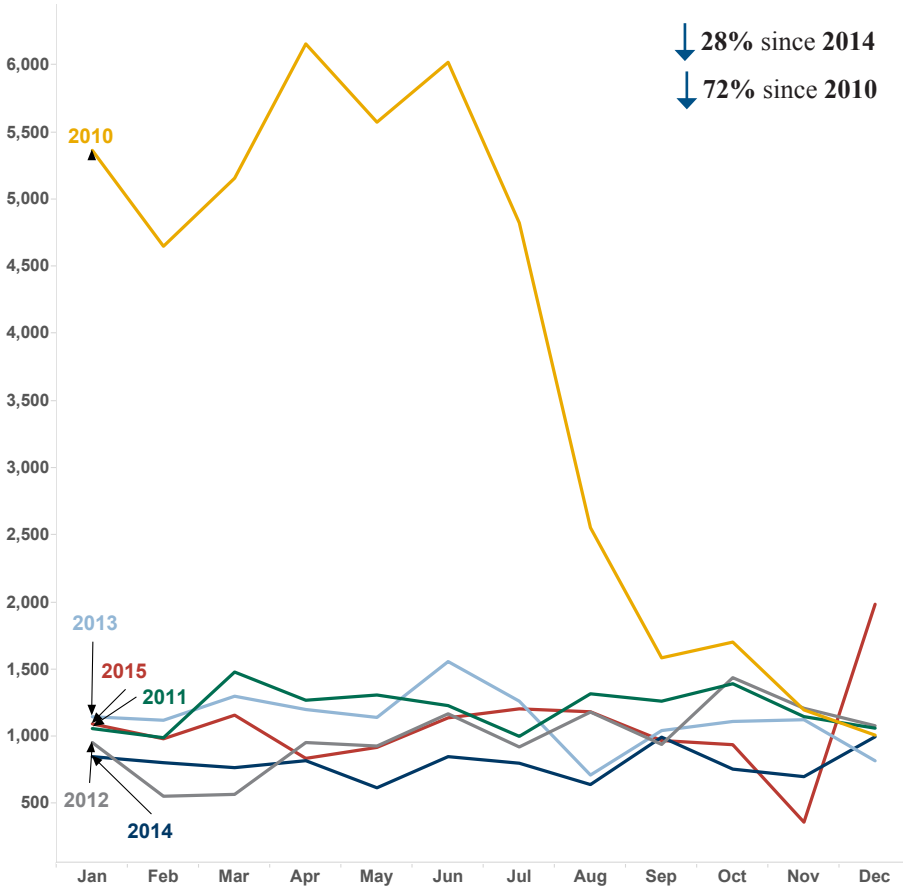
Lynden auto volumes
Southbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	39,464	47,364	46,434	53,092	52,593	41,217
February	34,888	43,738	54,065	55,481	48,110	37,813
March	47,694	56,044	65,295	65,111	58,422	52,327
April	51,440	55,609	72,279	60,963	61,411	43,849
May	52,746	57,315	76,491	68,321	66,763	50,889
June	51,848	58,116	76,736	64,644	72,469	51,463
July	67,439	67,710	83,902	83,698	70,824	57,430
August	67,592	78,328	89,907	85,516	78,605	53,738
September	53,620	58,525	67,986	63,566	61,412	41,607
October	50,824	58,749	63,523	75,102	54,129	38,737
November	47,156	53,088	59,408	67,748	51,006	36,976
December	50,607	58,482	62,495	62,216	51,445	38,627
TOTAL	615,318	693,068	818,521	805,458	727,189	544,673

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

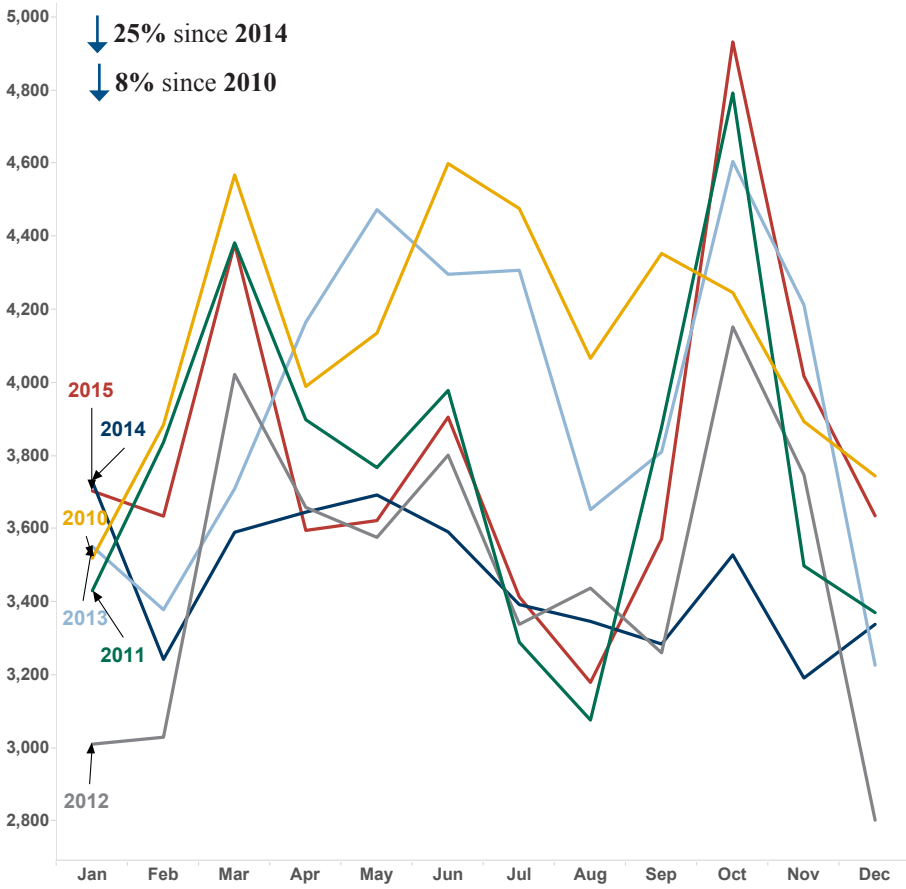
Aldergrove truck volumes
Northbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	5,366	1,060	956	1,148	851	1,095
February	4,652	992	556	1,122	806	984
March	5,159	1,481	570	1,301	769	1,160
April	6,159	1,271	956	1,202	821	838
May	5,576	1,310	930	1,143	619	920
June	6,022	1,231	1,170	1,559	851	1,140
July	4,826	1,002	923	1,264	802	1,207
August	2,556	1,319	1,183	714	643	1,185
September	1,587	1,264	942	1,045	996	971
October	1,704	1,394	1,439	1,113	758	940
November	1,199	1,149	1,211	1,126	702	363
December	1,011	1,063	1,081	820	999	1,986
TOTAL	45,817	14,536	11,917	13,557	9,617	12,789

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

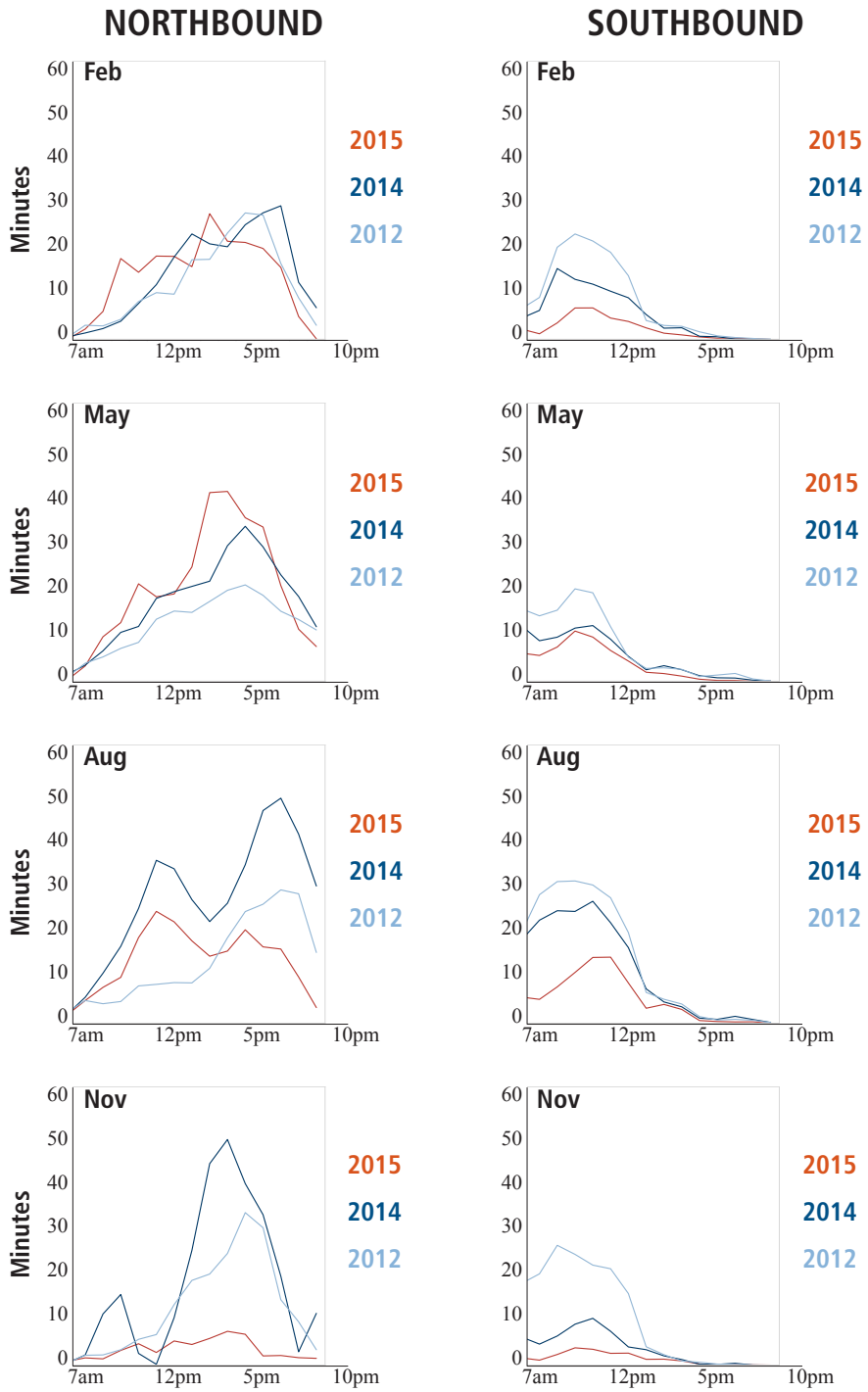
Lynden truck volumes
Southbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	3,520	3,431	3,011	3,552	3,730	3,704
February	3,885	3,837	3,030	3,379	3,243	3,635
March	4,569	4,383	4,023	3,710	3,591	4,380
April	3,990	3,899	3,659	4,166	3,646	3,596
May	4,136	3,768	3,577	4,474	3,693	3,623
June	4,600	3,979	3,802	4,297	3,592	3,906
July	4,477	3,290	3,339	4,308	3,393	3,414
August	4,067	3,077	3,438	3,653	3,347	3,180
September	4,354	3,879	3,261	3,811	3,285	3,573
October	4,247	4,793	4,153	4,606	3,529	4,933
November	3,894	3,499	3,748	4,213	3,192	4,018
December	3,745	3,371	2,803	3,227	3,339	3,636
TOTAL	49,484	45,206	41,844	47,396	41,580	45,598

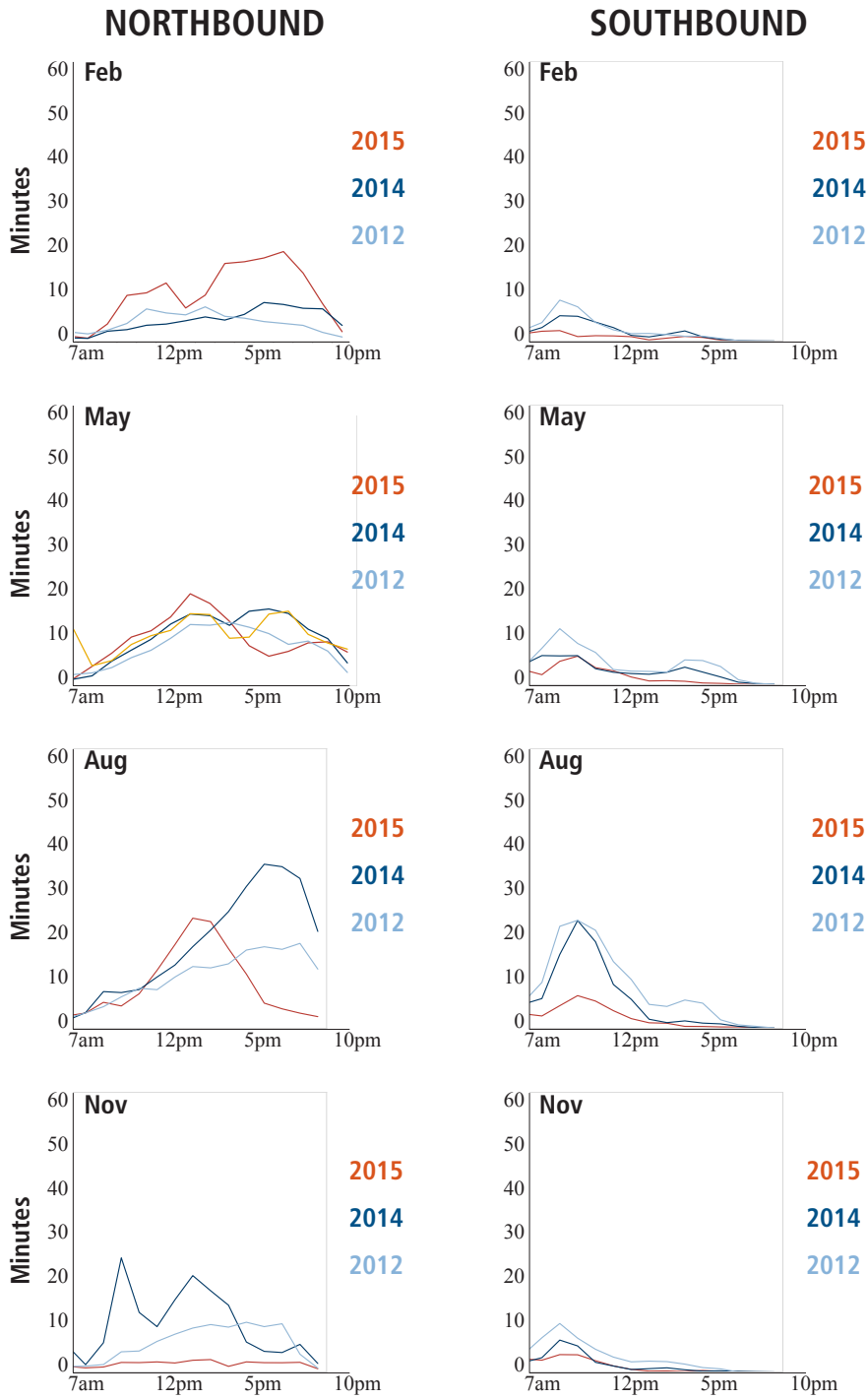
Data source: *U.S. Customs & Border Protection*
Data compiled by: *Whatcom Council of Governments*

Lynden - Aldergrove wait times
Weekends, 2012, 2014, 2015



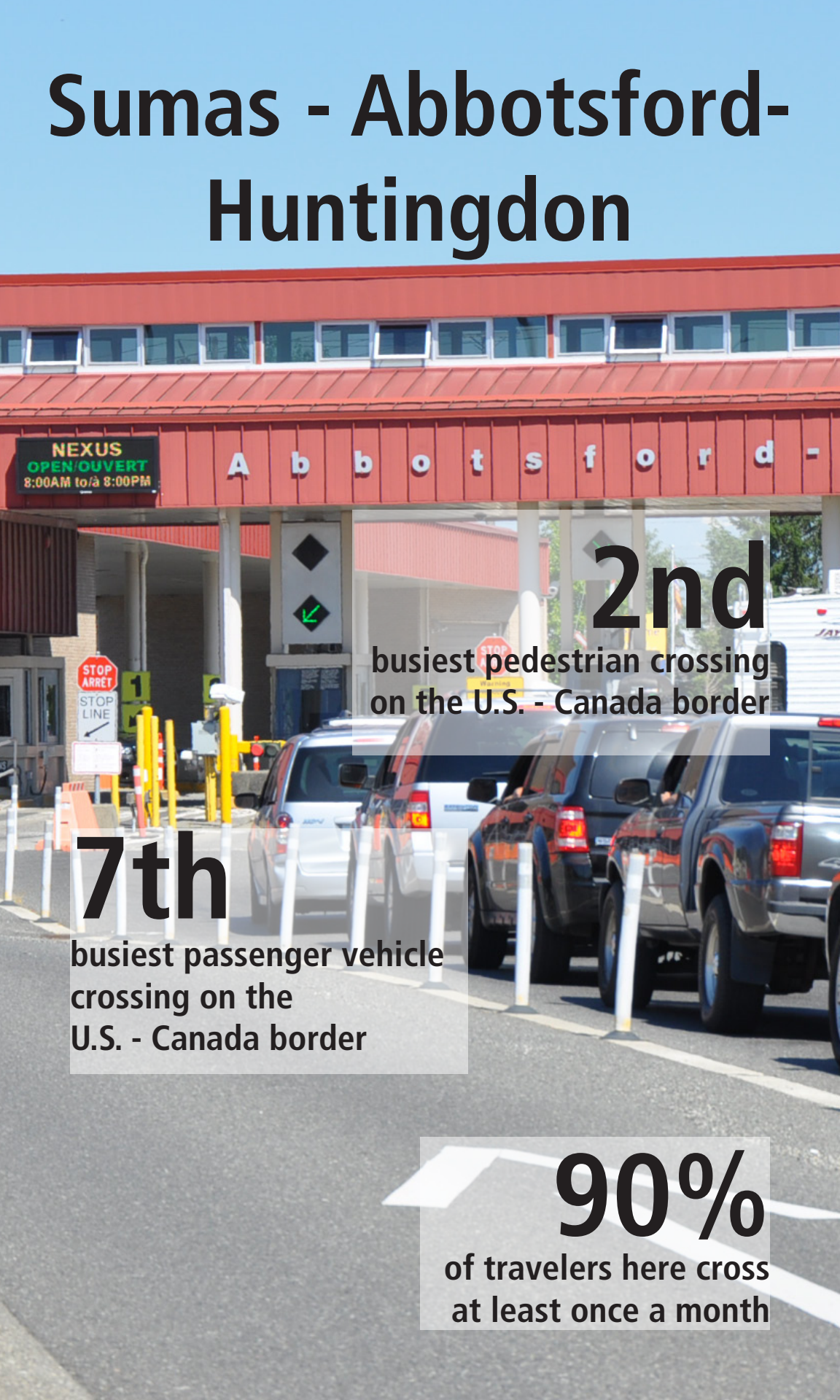
Note: *Figures are estimates and may be affected by construction or other factors. Weekday data averaged Mon-Thurs. Weekend data averaged Sat. - Sun.*
Data source: *Cascade Gateway Border Data Warehouse (www.cascadegatewaydata.com)*
Data compiled by: *Whatcom Council of Governments*

Lynden - Aldergrove wait times
Weekdays, 2012, 2014, 2015



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*

Sumas - Abbotsford-Huntingdon



2nd

busiest pedestrian crossing on the U.S. - Canada border

7th

busiest passenger vehicle crossing on the U.S. - Canada border

90%

of travelers here cross at least once a month

Sumas - Abbotsford-Huntingdon

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

In addition to processing vehicle traffic, Sumas - Abbotsford-Huntingdon is also the second busiest pedestrian crossing on the U.S. - Canada border. Over 46,000 pedestrians crossed in 2015, primarily to access mail boxes.

Border Infrastructure Investment Plan components

U.S. Infrastructure

Recent improvements: In 2012 a NEXUS lane was added by WA State, and additional approvements were made to border approach lanes to accomodate revised traffic patterns.

Proposed improvements: The Port of Sumas is looking to improve its primary and secondary commercial inspection capacity, including a stand-alone commercial building. There is also proposals to improve traffic patterns to mitigate vehicle and pedestrian congestion, and to better facilitate commercial vehicle turning radii.

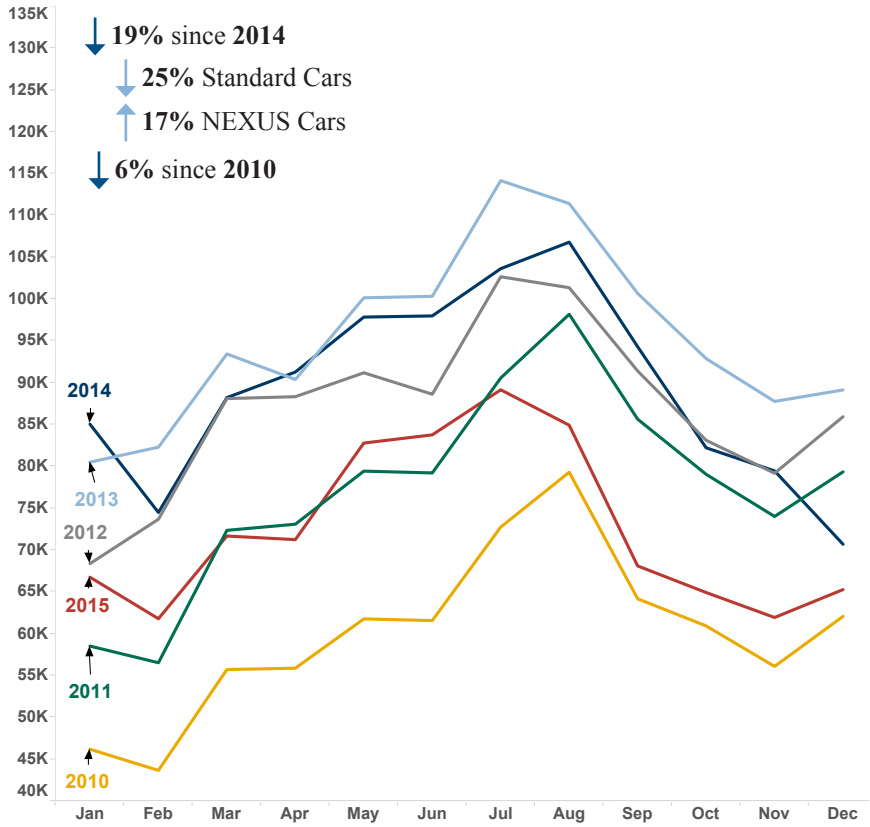
Canadian Infrastructure

Recent improvements: In 2012 an additional commercial primary inspection lane was completed, along with an expansion of the commercial inspection facility.

A NEXUS lane was added in December 2012.

Approved/funded investments: Improvements to the southbound NEXUS lane are anticipated, to reduce congestion and improve access. This extension is part of a larger project for Abbotsford area highway improvements including a rail overpass.

Abb. - Huntingdon auto volumes
Northbound, 2010 - 2015

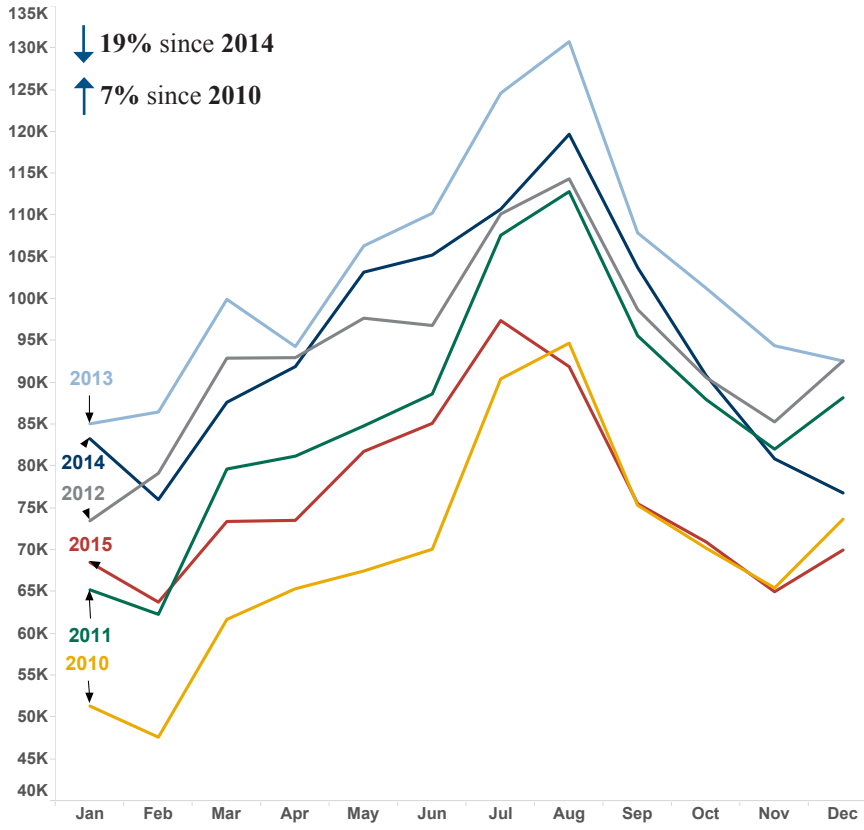


	2010				2011				2012			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	46,195		46,195		58,527		58,527		68,378	0	68,378	0%
Feb	43,667		43,667		56,535		56,535		73,686	0	73,686	0%
Mar	55,723		55,723		72,360		72,360		88,111	0	88,111	0%
Apr	55,881		55,881		73,095		73,095		88,335	0	88,335	0%
May	61,774		61,774		79,439		79,439		91,194	0	91,194	0%
Jun	61,575		61,575		79,223		79,223		88,634	0	88,634	0%
Jul	72,752		72,752		90,573		90,573		102,672	0	102,672	0%
Aug	79,306		79,306		98,189		98,189		101,365	0	101,365	0%
Sep	64,177		64,177		85,647		85,647		91,408	0	91,408	0%
Oct	60,937		60,937		79,058		79,058		83,032	91	83,123	0%
Nov	56,097		56,097		74,019		74,019		74,755	4,429	79,184	6%
Dec	62,077		62,077		79,354		79,354		80,642	5,303	85,945	6%
TOTAL	**720,161**		**720,161**		**926,019**		**926,019**		**1,032,212**	**9,823**	**1,042,035**	**1%**

	2013				2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	74,741	5,771	80,512	7%	73,779	11,276	85,055	13%	53,597	13,162	66,759	20%
Feb	76,169	6,133	82,302	7%	64,337	10,160	74,497	14%	49,180	12,617	61,797	20%
Mar	86,173	7,272	93,445	8%	76,181	12,044	88,225	14%	56,572	15,110	71,682	21%
Apr	82,976	7,416	90,392	8%	78,099	13,184	91,283	14%	55,447	15,805	71,252	22%
May	90,849	9,308	100,157	9%	83,399	14,456	97,855	15%	64,813	17,982	82,795	22%
Jun	90,831	9,506	100,337	9%	83,363	14,627	97,990	15%	65,294	18,480	83,774	22%
Jul	103,512	10,651	114,163	9%	88,106	15,533	103,639	15%	70,449	18,713	89,162	21%
Aug	101,409	10,012	111,421	9%	91,333	15,475	106,808	14%	66,028	18,898	84,926	22%
Sep	90,124	10,557	100,681	10%	78,744	15,563	94,307	17%	52,630	15,475	68,105	23%
Oct	82,006	10,885	92,891	12%	67,629	14,598	82,227	18%	49,345	15,584	64,929	24%
Nov	77,297	10,476	87,773	12%	65,065	14,400	79,465	18%	46,662	15,280	61,942	25%
Dec	77,827	11,315	89,142	13%	57,233	13,459	70,692	19%	48,914	16,365	65,279	25%
TOTAL	**1,033,914**	**109,302**	**1,143,216**	**10%**	**907,268**	**164,775**	**1,072,043**	**15%**	**678,931**	**193,471**	**872,402**	**22%**

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

Sumas auto volumes
Southbound, 2010 - 2015



	2010	2011	2012	2013	2014
January	51,356	65,252	73,503	85,096	83,307
February	47,635	62,318	79,179	86,507	76,035
March	61,712	79,690	92,941	99,973	87,667
April	65,377	81,228	93,005	94,330	91,934
May	67,506	84,847	97,720	106,365	103,223
June	70,102	88,656	96,847	110,266	105,261
July	90,461	107,632	110,171	124,622	110,753
August	94,736	112,854	114,377	130,769	119,707
September	75,355	95,621	98,750	107,913	103,767
October	70,237	88,001	90,626	101,309	90,859
November	65,478	82,064	85,324	94,427	80,909
December	73,698	88,216	92,607	92,607	76,829
TOTAL	833,653	1,036,379	1,125,050	1,234,184	1,130,251

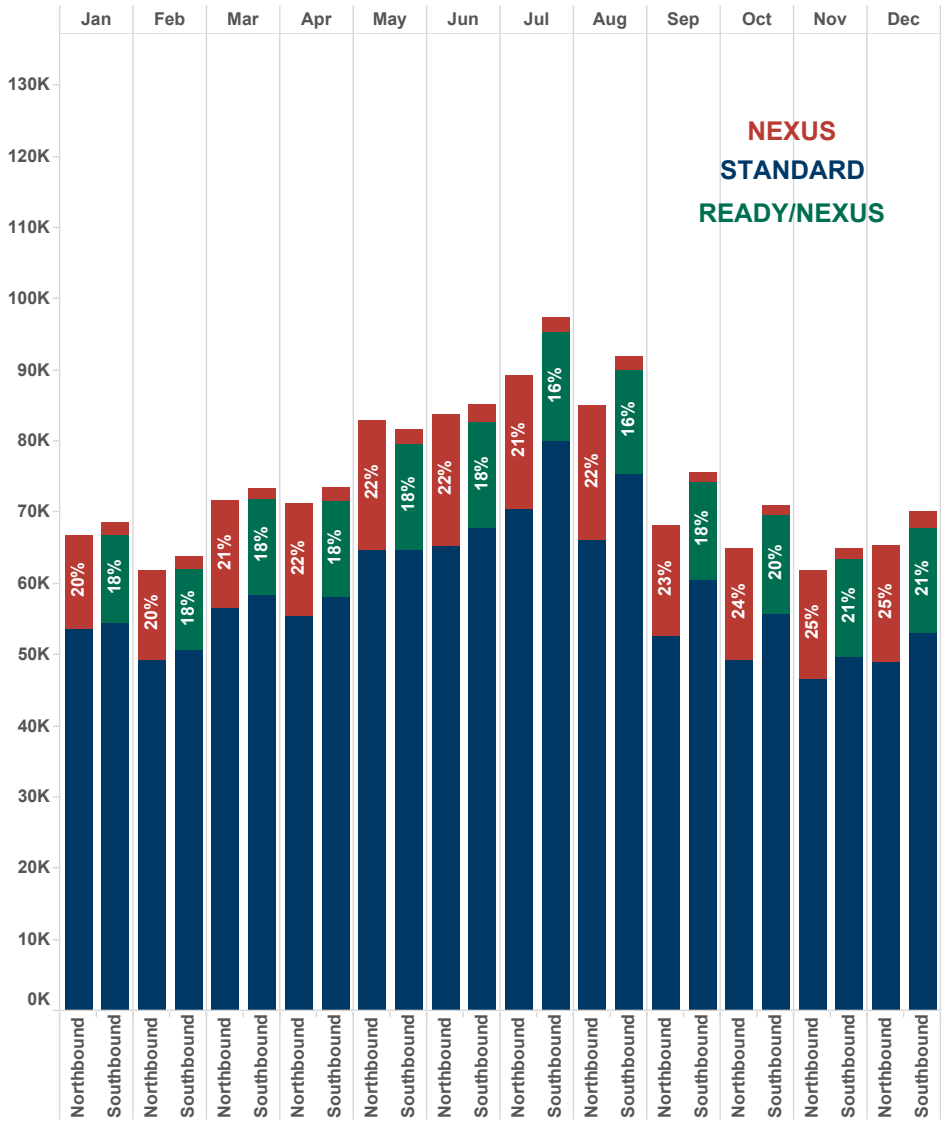
	2015			
	Standard	NEXUS	TOTAL	%NEXUS
Jan	54,439	14,089	68,528	21%
Feb	50,562	13,217	63,779	21%
Mar	58,362	15,060	73,422	21%
Apr	58,040	15,514	73,554	21%
May	64,753	17,042	81,795	21%
Jun	67,700	17,446	85,146	20%
Jul	79,978	17,457	97,435	18%
Aug	75,386	16,538	91,924	18%
Sep	60,600	14,944	75,544	20%
Oct	55,737	15,237	70,974	21%
Nov	49,678	15,343	65,021	24%
Dec	52,999	17,010	70,009	24%
TOTAL	728,234	188,897	917,131	21%

Note: In 2014 CBP started operating the NEXUS booth as a dual-purpose NEXUS/Ready Lane booth. Not until 2015 was a traffic count available for that booth that includes both NEXUS and RFID (Ready Lane) vehicles.

Note that this number includes NEXUS and all Ready Lane participants. Approximately 15% of those counted in this total are using documents other than NEXUS.

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

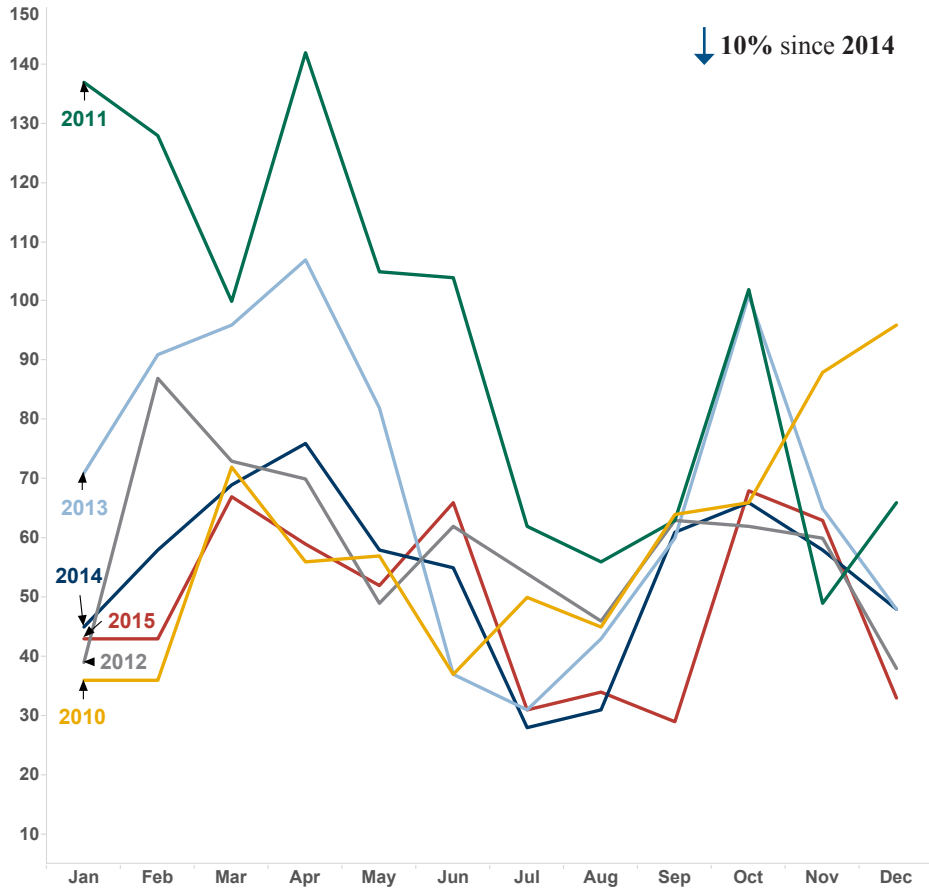
Sumas - Abb.-Huntingdon Standard vs. NEXUS auto volumes 2015



Note: *Southbound NEXUS numbers are obscured because the booth processes both NEXUS cards and other Ready Lane elgible radio frequency identification (RFID) documents. Based on the lack of prevelance of non-NEXUS RF travel documents, this is likely mostly NEXUS traffic.*

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

Abb. - Huntingdon bus volumes
Northbound, 2010 - 2015

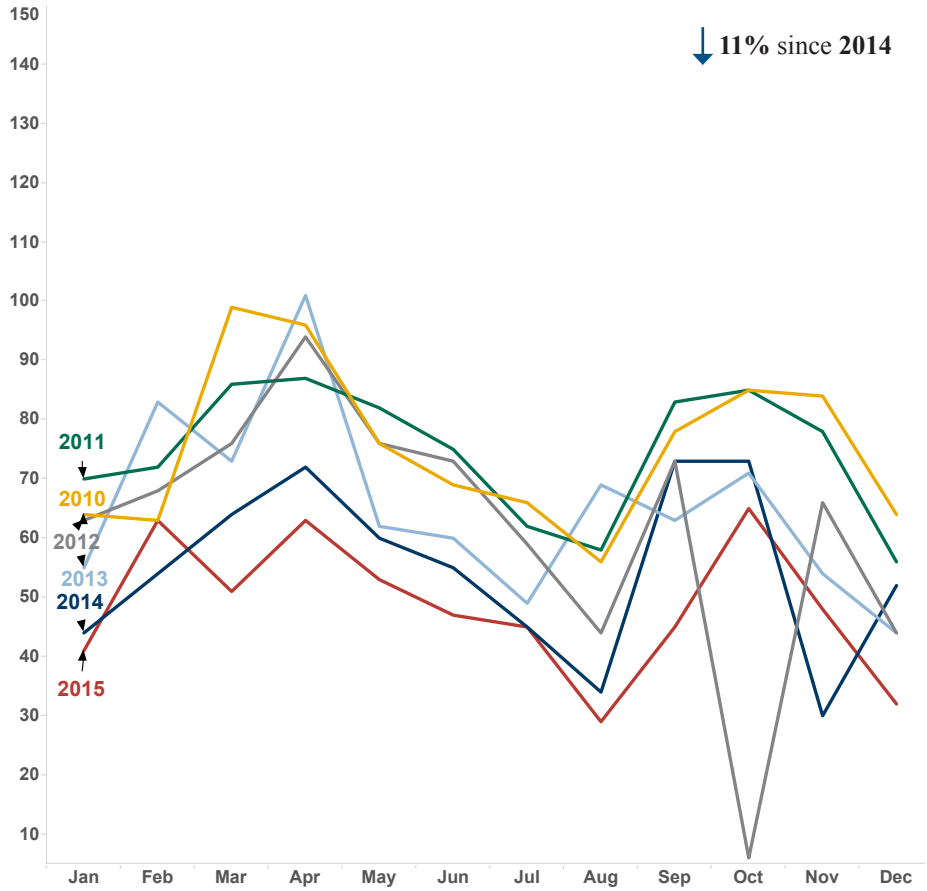


	2010	2011	2012	2013	2014	2015
January	36	137	39	71	45	43
February	36	128	87	91	58	43
March	72	100	73	96	69	67
April	56	142	70	107	76	59
May	57	105	49	82	58	52
June	37	104	62	37	55	66
July	50	62	54	31	28	31
August	45	56	46	43	31	34
September	64	63	63	60	61	29
October	66	102	62	101	66	68
November	88	49	60	65	58	63
December	96	66	38	48	48	33
TOTAL	703	1,114	703	832	653	588

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

Sumas bus volumes

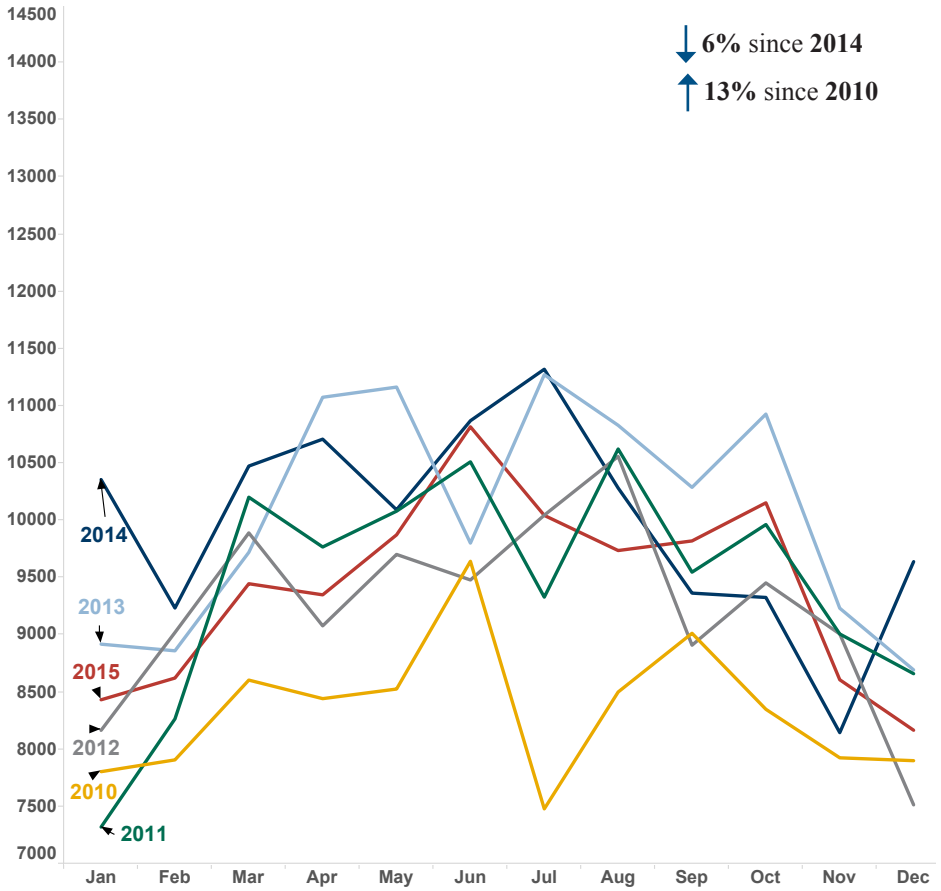
Southbound, 2010 - 2015



	2010	2011	2012	2013	2014	2015
January	64	70	63	55	44	41
February	63	72	68	83	54	63
March	99	86	76	73	64	51
April	96	87	94	101	72	63
May	76	82	76	62	60	53
June	69	75	73	60	55	47
July	66	62	59	49	45	45
August	56	58	44	69	34	29
September	78	83	73	63	73	45
October	85	85	6	71	73	65
November	84	78	66	54	30	48
December	64	56	44	44	52	32
TOTAL	900	894	742	784	656	582

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

Abb. - Huntingdon truck volumes
Northbound, 2010 - 2015

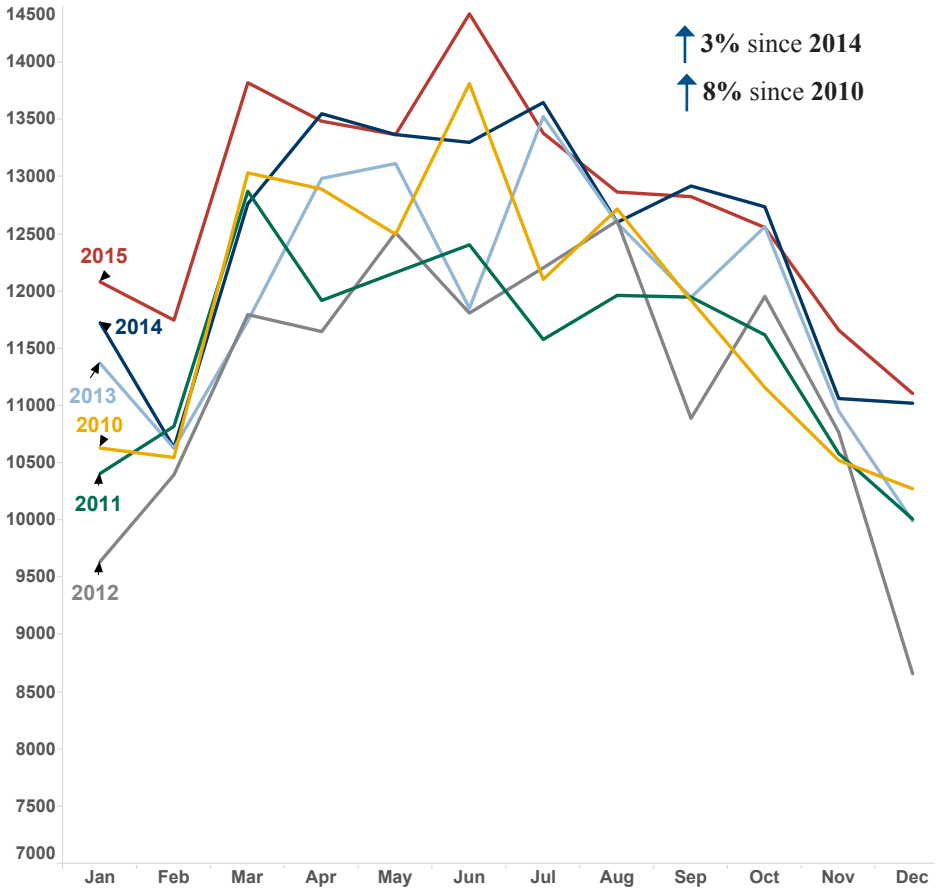


	2010	2011	2012	2013	2014	2015
January	7,805	7,321	8,166	8,919	10,357	8,433
February	7,908	8,266	9,021	8,861	9,235	8,623
March	8,605	10,203	9,891	9,721	10,475	9,447
April	8,443	9,768	9,079	11,076	10,710	9,350
May	8,527	10,081	9,703	11,165	10,093	9,874
June	9,643	10,512	9,480	9,802	10,871	10,818
July	7,480	9,330	10,046	11,273	11,321	10,044
August	8,501	10,624	10,559	10,831	10,283	9,737
September	9,014	9,548	8,910	10,289	9,365	9,821
October	8,350	9,964	9,454	10,929	9,327	10,154
November	7,926	9,008	9,008	9,233	8,146	8,608
December	7,901	8,661	7,515	8,694	9,640	8,167
TOTAL	100,103	113,286	110,832	120,793	119,823	113,076

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

Sumas truck volumes

Southbound, 2010 - 2015

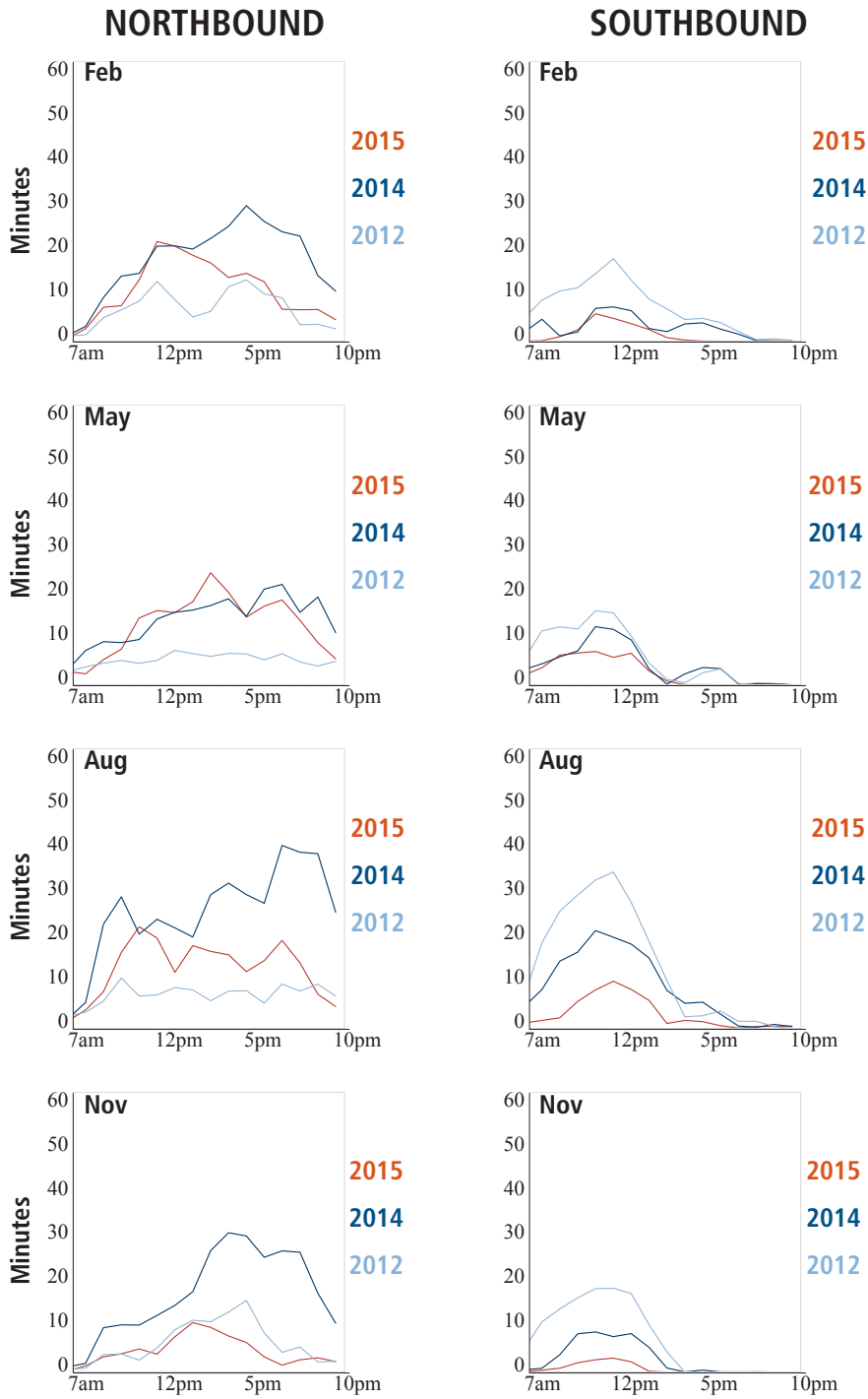


	2010	2011	2012	2013	2014	2015
January	10,632	10,410	9,640	11,373	11,726	12,084
February	10,550	10,822	10,399	10,631	10,635	11,750
March	13,037	12,876	11,798	11,742	12,767	13,824
April	12,895	11,922	11,650	12,988	13,553	13,488
May	12,500	12,166	12,513	13,118	13,371	13,370
June	13,817	12,408	11,812	11,854	13,303	14,426
July	12,106	11,581	12,207	13,528	13,651	13,383
August	12,721	11,966	12,617	12,599	12,604	12,869
September	11,923	11,951	10,892	11,949	12,922	12,829
October	11,161	11,621	11,957	12,566	12,740	12,559
November	10,524	10,584	10,769	10,954	11,065	11,662
December	10,277	10,012	8,661	9,995	11,024	11,109
TOTAL	142,143	138,319	134,915	143,297	149,361	153,353

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

Sumas - Abb.-Huntingdon wait times

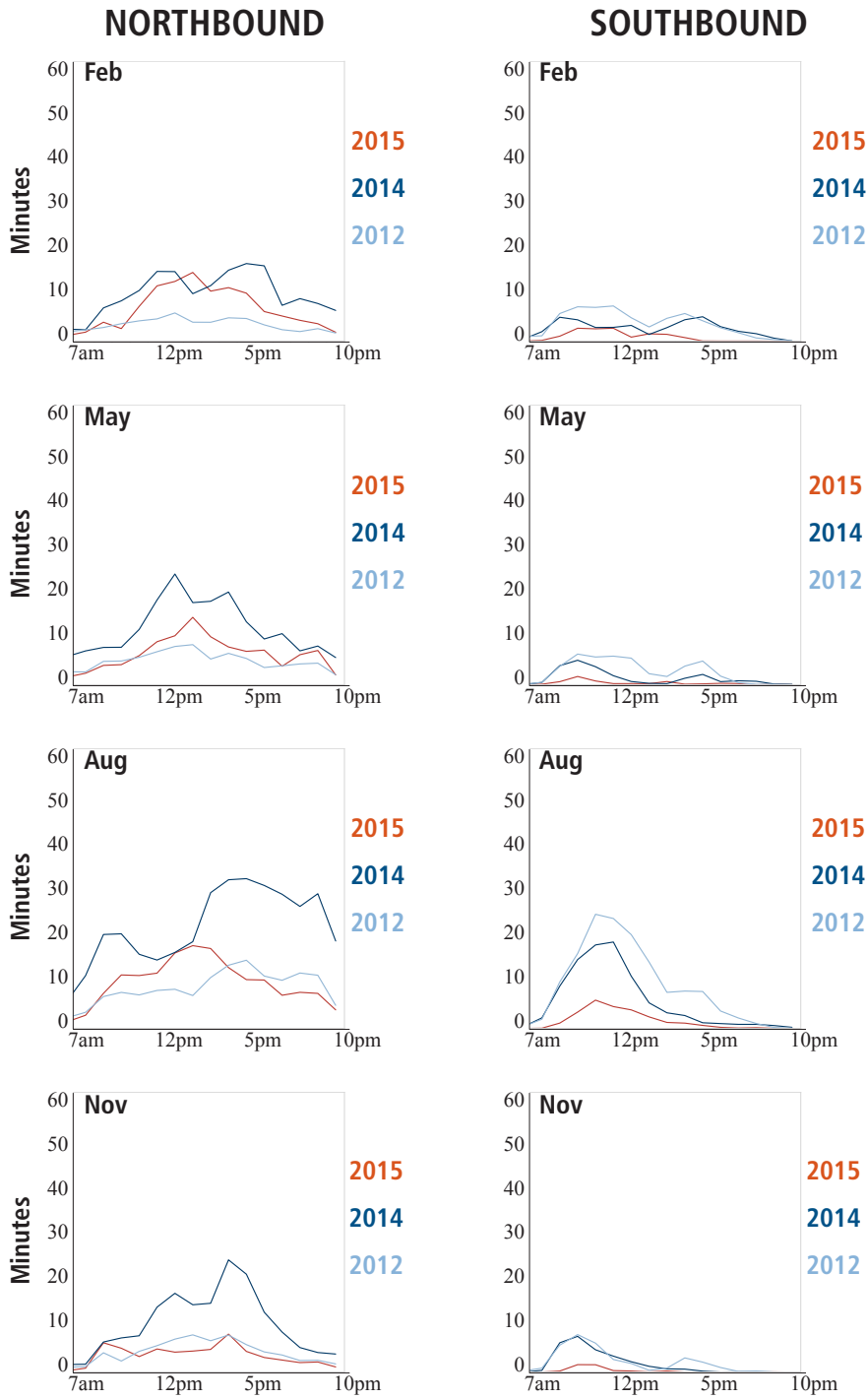
Weekends, 2012, 2014, 2015



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*

Sumas - Abb. Huntingdon wait times

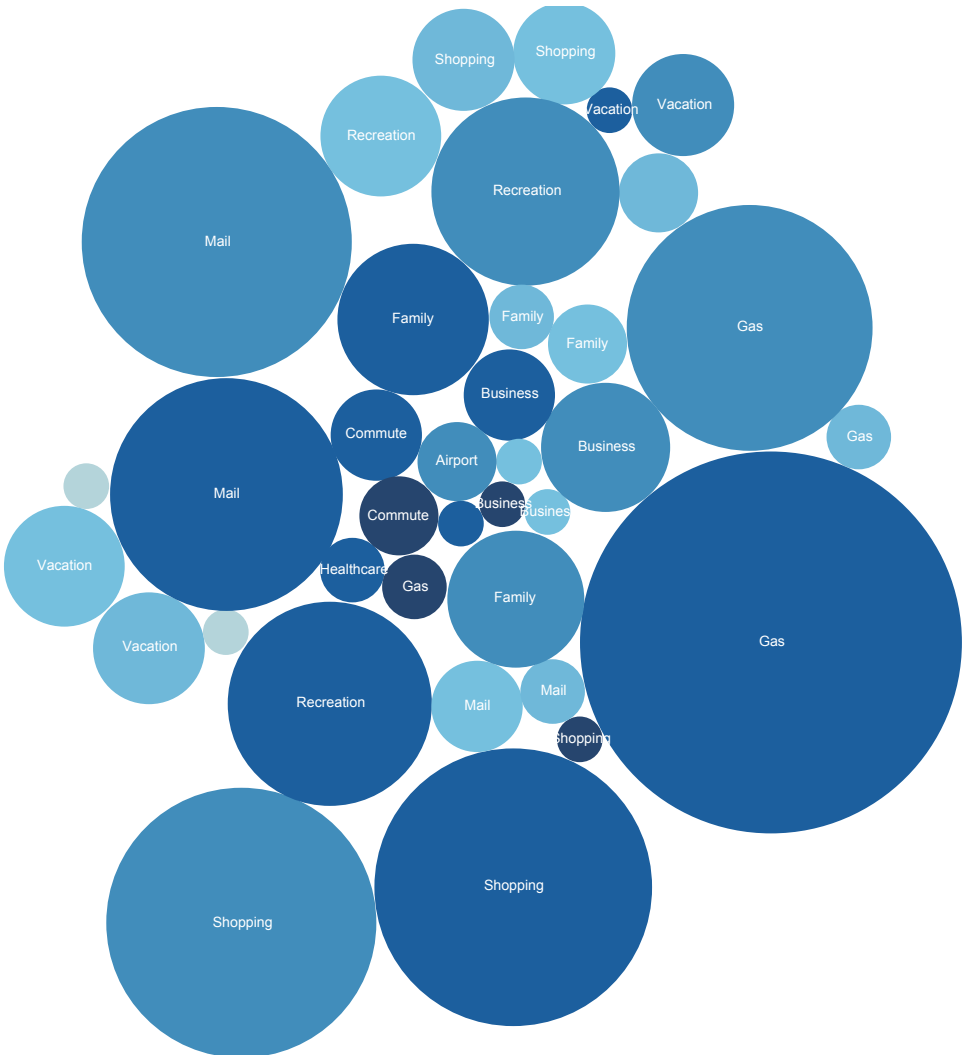
Weekdays, 2012, 2014, 2015



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*

Passenger travel characteristics

Trip purpose by frequency of crossings, Sumas - Abb.-Huntingdon (Winter 2014)



Data source: *2014 IMTC Passenger Intercept Survey*
Data compiled by: *Whatcom Council of Governments*

Point Roberts - Boundary Bay

5th

busiest passenger vehicle crossing on the U.S. - Canada border

44%

of travelers cross at least once a week.

3rd

busiest pedestrian crossing on the U.S. - Canada border

Point Roberts - Boundary Bay

Point Roberts, Washington is a 4.9 square mile geographic exclave of the United States, located on the southern tip of the Tsawwassen Peninsula in British Columbia. It is home to about 1,300 people. Despite its small size and separation from the rest of Washington State, nearby Canadian residents make numerous trips to Point Roberts, primarily for gas and mail services. Because of this, it is the fifth busiest crossing on the U.S. - Canada border, and third busiest pedestrian crossing.

Border Infrastructure Investment Plan components

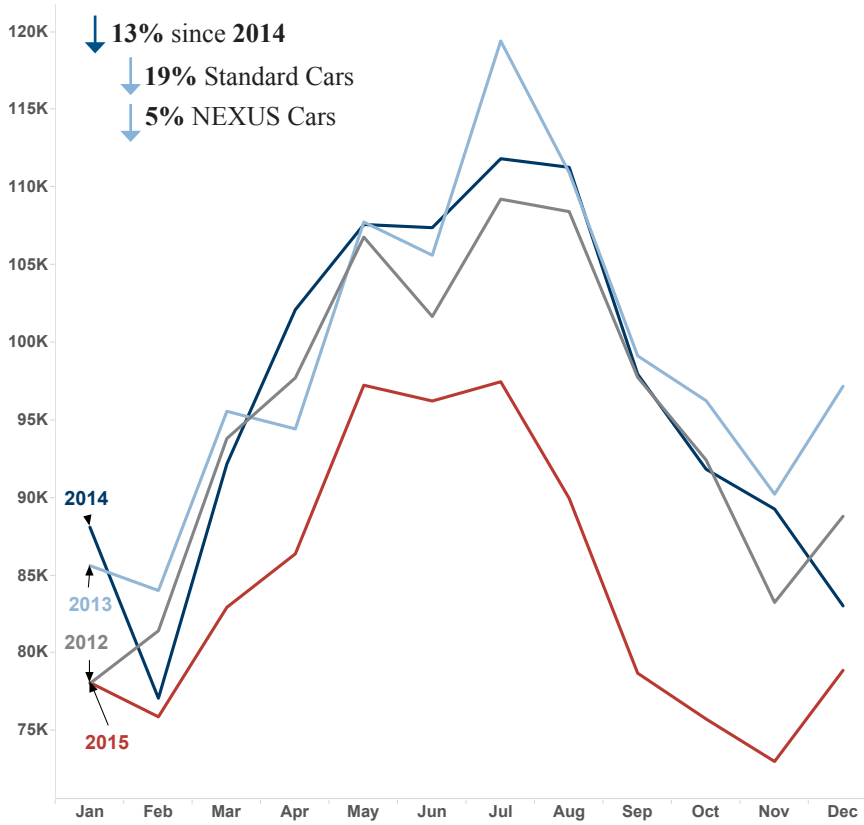
U.S. Infrastructure

Proposed improvements: The U.S. - Canada Border Wait Time Working Group has considered Point Roberts/Boundary Bay as a potential location for border wait time systems. However nothing is planned at this time.

Canadian Infrastructure

Proposed improvements: A port replacement project is funded, and a study is scheduled to begin to examine port needs.

Boundary Bay auto volumes
Northbound, 2010 - 2015

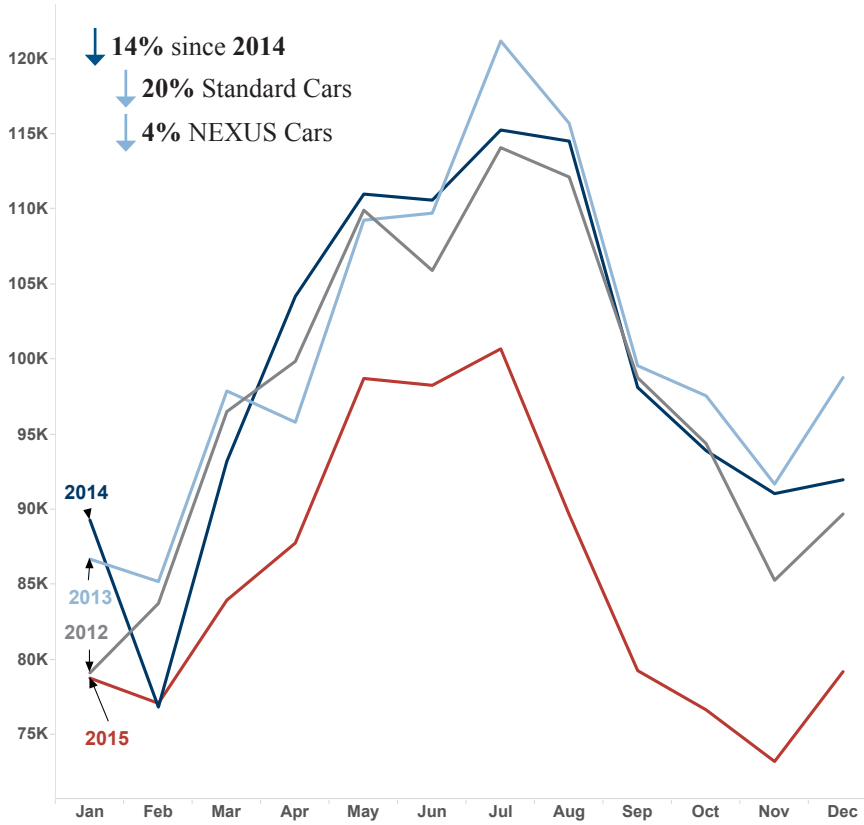


	2012				2013			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	50,673	27,385	78,058	35%	51,923	33,718	85,641	39%
Feb	53,402	28,046	81,448	34%	52,093	31,948	84,041	38%
Mar	62,584	31,246	93,830	33%	59,556	36,022	95,578	38%
Apr	65,427	32,305	97,732	33%	57,293	37,153	94,446	39%
May	69,545	37,247	106,792	35%	66,091	41,672	107,763	39%
Jun	63,322	38,360	101,682	38%	62,616	43,011	105,627	41%
Jul	67,349	41,886	109,235	38%	71,507	47,910	119,417	40%
Aug	66,904	41,529	108,433	38%	65,645	45,297	110,942	41%
Sep	60,050	37,719	97,769	39%	59,671	39,479	99,150	40%
Oct	57,221	35,219	92,440	38%	57,029	39,231	96,260	41%
Nov	50,570	32,706	83,276	39%	53,439	36,805	90,244	41%
Dec	54,009	34,811	88,820	39%	58,153	39,036	97,189	40%
TOTAL	**721,056**	**418,459**	**1,139,515**	**37%**	**715,016**	**471,282**	**1,186,298**	**40%**

	2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	51,841	36,274	88,115	41%	42,194	35,920	78,114	46%
Feb	44,931	32,177	77,108	42%	41,341	34,571	75,912	46%
Mar	54,327	37,864	92,191	41%	44,724	38,236	82,960	46%
Apr	60,158	41,962	102,120	41%	46,444	39,959	86,403	46%
May	61,335	46,268	107,603	43%	51,450	45,807	97,257	47%
Jun	59,615	47,785	107,400	44%	49,007	47,235	96,242	49%
Jul	61,614	50,226	111,840	45%	50,623	46,858	97,481	48%
Aug	61,627	49,658	111,285	45%	46,522	43,449	89,971	48%
Sep	55,334	42,634	97,968	44%	40,929	37,791	78,720	48%
Oct	51,000	40,850	91,850	44%	39,208	36,561	75,769	48%
Nov	49,330	39,955	89,285	45%	37,735	35,301	73,036	48%
Dec	46,623	36,431	83,054	44%	41,961	36,941	78,902	47%
TOTAL	**657,735**	**502,084**	**1,159,819**	**43%**	**532,138**	**478,629**	**1,010,767**	**47%**

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

Point Roberts auto volumes
Southbound, 2010 - 2015

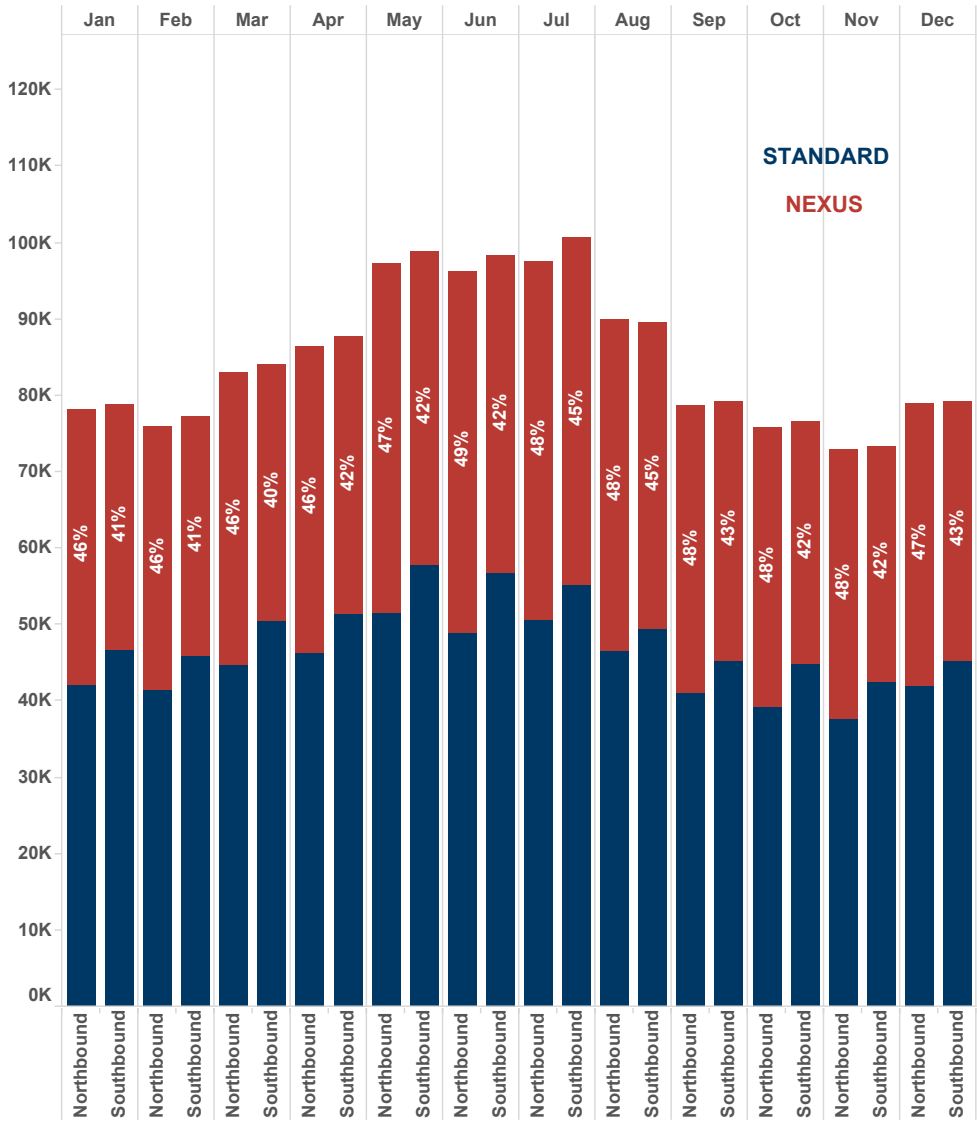


	2012				2013			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	53,816	25,322	79,138	32%	57,946	28,766	86,712	33%
Feb	57,553	26,210	83,763	31%	57,511	27,708	85,219	33%
Mar	66,545	29,988	96,533	31%	66,513	31,393	97,906	32%
Apr	68,974	30,903	99,877	31%	64,270	31,557	95,827	33%
May	77,241	32,698	109,939	30%	95,636	13,639	109,275	12%
Jun	73,340	32,587	105,927	31%	76,196	33,546	109,742	31%
Jul	80,876	33,225	114,101	29%	84,388	36,814	121,202	30%
Aug	77,586	34,560	112,146	31%	78,978	36,740	115,718	32%
Sep	68,274	30,513	98,787	31%	66,804	32,782	99,586	33%
Oct	63,832	30,570	94,402	32%	64,251	33,331	97,582	34%
Nov	56,687	28,616	85,303	34%	59,807	31,902	91,709	35%
Dec	58,409	31,307	89,716	35%	63,502	35,297	98,799	36%
TOTAL	803,133	366,499	1,169,632	31%	835,802	373,475	1,209,277	31%

	2014				2015			
	Standard	NEXUS	TOTAL	% NEXUS	Standard	NEXUS	TOTAL	% NEXUS
Jan	57,265	32,047	89,312	36%	46,732	32,058	78,790	41%
Feb	48,777	28,088	76,865	37%	45,874	31,242	77,116	41%
Mar	58,587	34,643	93,230	37%	50,476	33,507	83,983	40%
Apr	66,424	37,778	104,202	36%	51,273	36,511	87,784	42%
May	68,731	42,281	111,012	38%	57,761	40,977	98,738	42%
Jun	69,357	41,251	110,608	37%	56,631	41,651	98,282	42%
Jul	70,696	44,581	115,277	39%	55,299	45,412	100,711	45%
Aug	70,700	43,836	114,536	38%	49,572	40,098	89,670	45%
Sep	60,617	37,526	98,143	38%	45,301	33,990	79,291	43%
Oct	58,275	35,655	93,930	38%	44,795	31,883	76,678	42%
Nov	54,988	36,085	91,073	40%	42,491	30,751	73,242	42%
Dec	54,524	37,471	91,995	41%	45,180	34,043	79,223	43%
TOTAL	738,941	451,242	1,190,183	38%	591,385	432,123	1,023,508	42%

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

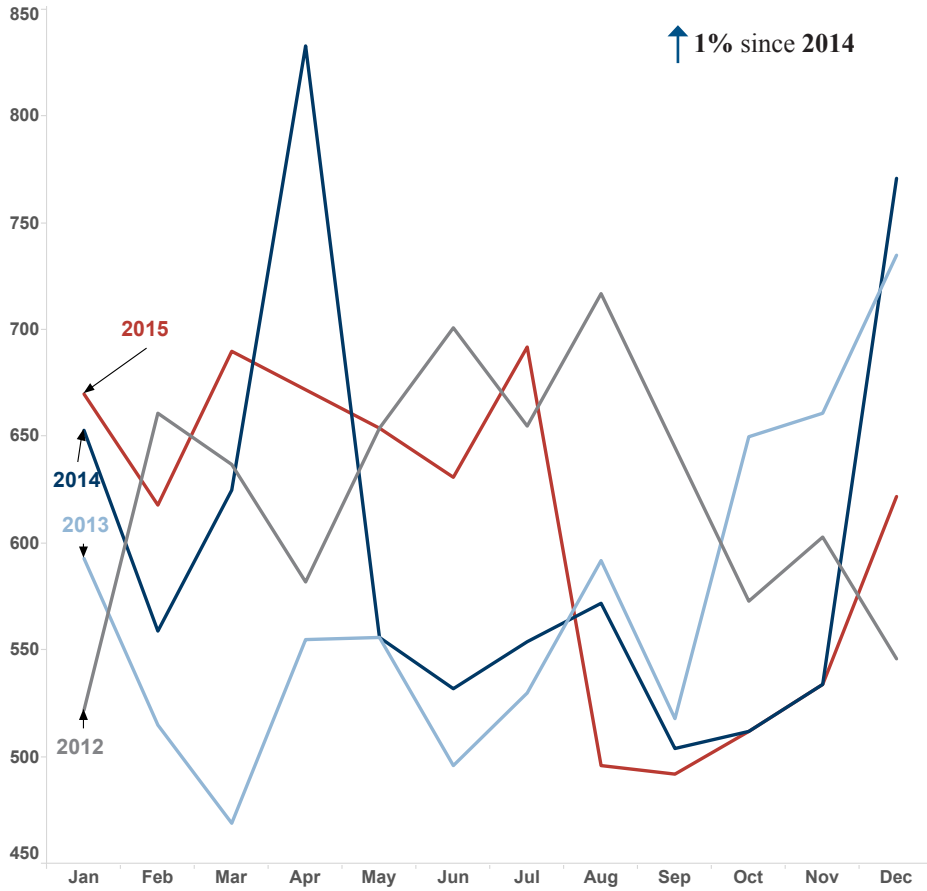
Point Roberts - Boundary Bay Standard vs. NEXUS auto volumes 2015



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

Point Roberts - B. Bay truck volumes

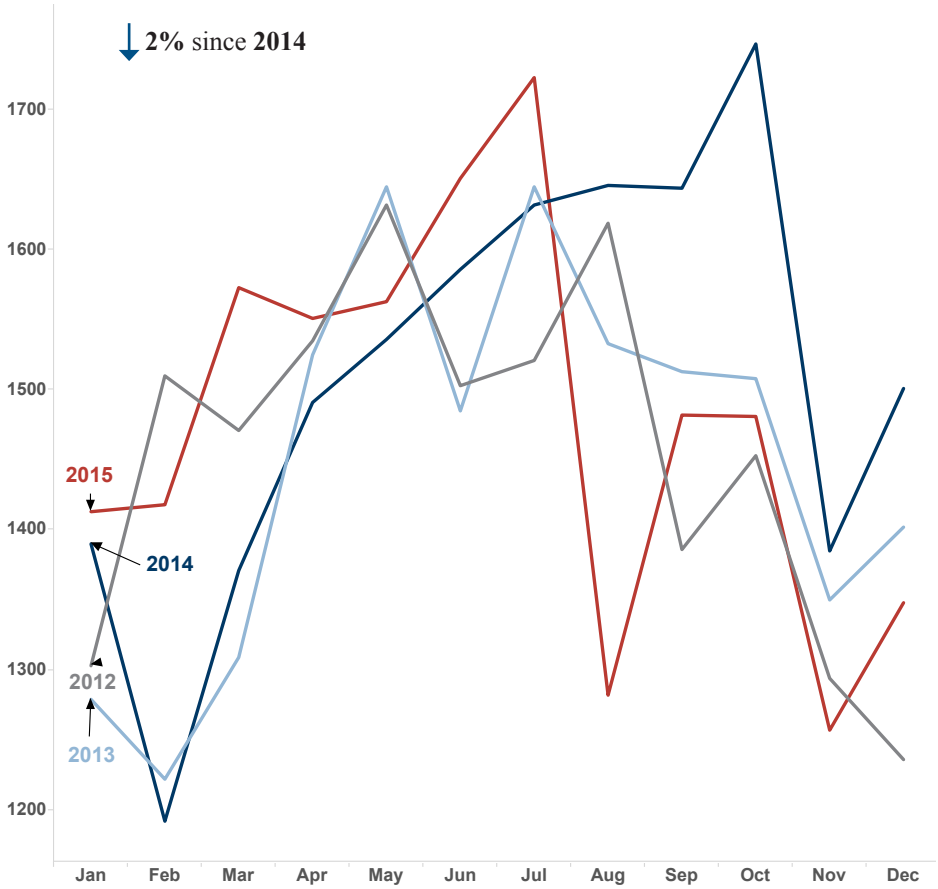
Northbound, 2010 - 2015



	2012	2013	2014	2015
January	522	593	653	670
February	661	515	559	618
March	637	469	625	690
April	582	555	833	672
May	654	556	556	654
June	701	496	532	631
July	655	530	554	692
August	717	592	572	496
September	645	518	504	492
October	573	650	512	512
November	603	661	534	534
December	546	735	771	622
TOTAL	7,496	6,870	7,205	7,283

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

Point Roberts truck volumes
Southbound, 2010 - 2015

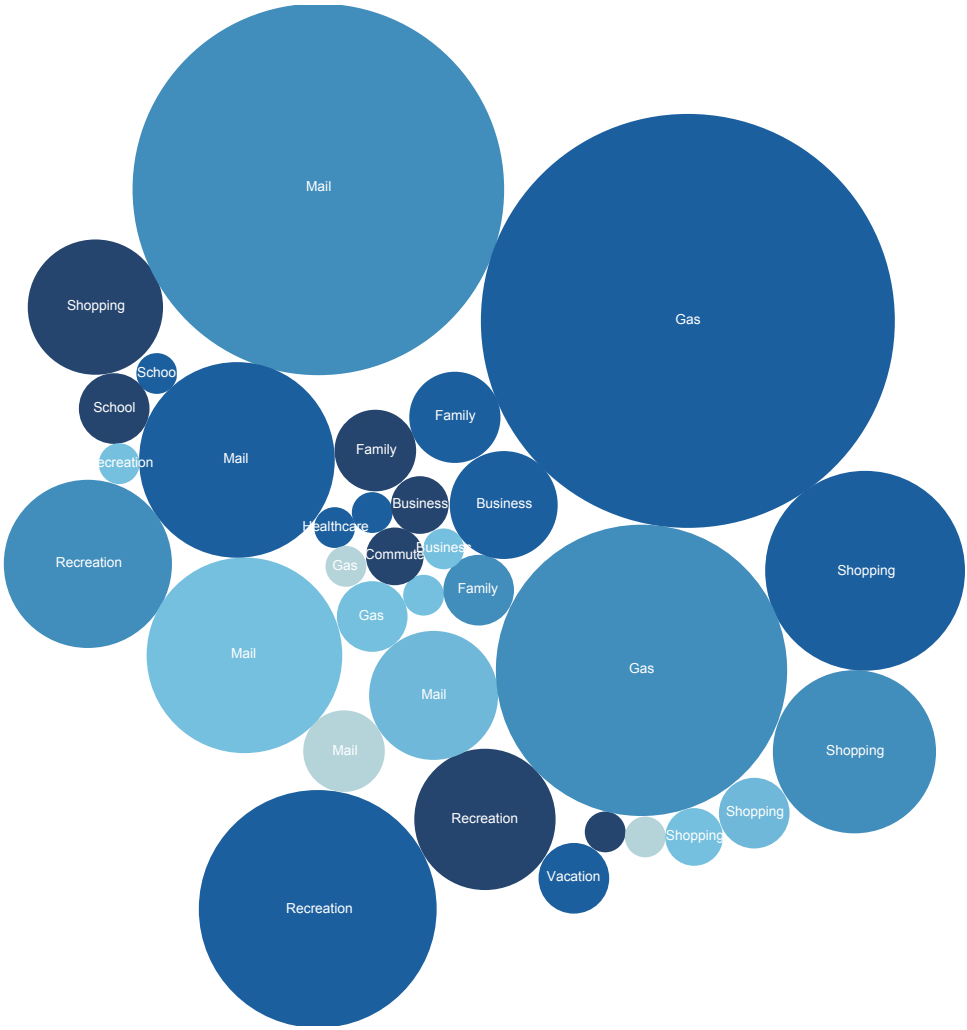


	2012	2013	2014	2015
January	1,303	1,279	1,390	1,413
February	1,510	1,222	1,192	1,418
March	1,471	1,309	1,371	1,573
April	1,535	1,525	1,491	1,551
May	1,632	1,645	1,536	1,563
June	1,503	1,485	1,586	1,651
July	1,521	1,645	1,632	1,723
August	1,619	1,533	1,646	1,282
September	1,386	1,513	1,644	1,482
October	1,453	1,508	1,747	1,481
November	1,294	1,350	1,385	1,257
December	1,236	1,402	1,501	1,348
TOTAL	17,463	17,416	18,121	17,742

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

Passenger travel characteristics

Trip purpose by frequency of crossings, Point Roberts - B. Bay (Winter 2014)



Data source: *2014 IMTC Passenger Intercept Survey*
Data compiled by: *Whatcom Council of Governments*