



# IMTC Core Group Meeting Agenda

Thursday, April 18, 2019

9:00am – 12:00pm

@ Hazelmere Golf & Tennis Club, 18150 8<sup>th</sup> Avenue, Surrey, British Columbia ([View Map](#))

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1. Welcome & Introductions
2. British Columbia – Washington: sustaining binational partnerships  
**Brandon Lee** – Canadian Consul General, Seattle  
**Katherine Dhanani** – U.S. Consul General, Vancouver
3. Regional federal legislative perspectives on U.S.-Canada cross-border travel and trade  
**Rick Larsen** – Representative, U.S. Congress
4. Looking ahead at U.S. and Canadian border operations strategies  
**Adele Fasano** – U.S. Customs & Border Protection, Director of Field Operations, Seattle Field Office
5. Trade Policies: The USMCA, U.S.-China trade, and implications for the region  
**Edward Alden** – Ross Distinguished Professor of Canada-United States Business & Economic Relations, Western Washington University
6. Seattle, WA – Vancouver, BC corridor initiatives
  - a. Cascadia Innovation Corridor’s Cross-Border Committee  
**Laurie Trautman** – Director, Border Policy Research Institute, Western Washington University  
**Matt Morrison** – Executive Director, Pacific Northwest Economic Region
  - b. Ultra High Speed Ground Transportation Study  
**Jason Beloso** – Manager Planning & Strategic Assessment, Rail Office, WA State Department of Transportation
7. BC Ministry of Transportation & Infrastructure and WA State Dept. of Transportation updates
  - a. B.C. Highway 11 & 13 border project updates  
**Lina Halwani** – Director Planning, B.C. Ministry of Transportation & Infrastructure, South Coast Region
  - b. SR 539, Scoping for SR 548-Bell Rd, WSDOT support and partnerships to sustain IMTC **Todd Carlson** – Transportation Planning & Engineering Services Manager, Mt. Baker Region, WA State Department of Transportation
8. Recap of March IMTC Border Incident Response Communications Protocol tabletop exercise
9. IMTC Project List – 2019 update

# Ultra High Speed Ground Transportation Study Business Case Analysis

## International Mobility and Trade Corridor (IMTC) Core Group Meeting

Thursday | April 18, 2019

Jason Beloso | Strategic Planning Manager  
Rail, Freight, and Ports Division  
Washington State Department of Transportation

## Timeline of studies

- **2017 Legislative session** - \$300,000 approved for preliminary feasibility study (Microsoft and trades contributed an additional \$60,000 for an economic analysis)
- **Dec. 2017** – Report submitted to legislature and presented to Joint Transportation Committee
- **Jan. 2018** – Economic analysis addendum shared with legislature
- **2018 Legislative session** - \$750,000 approved for business case analysis (Microsoft, British Columbia and Oregon contribute a combined additional \$650,000 towards the analysis)
- **June 2019** – Business case analysis will be completed and submitted to the legislature
- **2019 Legislative session** – Governor has requested \$3.25 million to develop a new ultra-high-speed transportation authority, conduct outreach and undertake preliminary environmental review



# Overview of ultra-high-speed ground transportation

- Would link Seattle, Portland, and Vancouver, BC, with possible additional stops in between
- Travel time between each city expected to be less than an hour
- Speeds up to 250 mph
- Analyzing rail, maglev and hyperloop options
- Connections to existing trains, transit, and rideshare options
- Requires separate new right-of-way
- Probably significant tunneling and/or elevated tracks and bridges
- Anticipates public and private investment
- Seen as improving mobility, environment, and quality of life
- Viewed as a catalyst for economic growth in the entire Cascadia mega-region



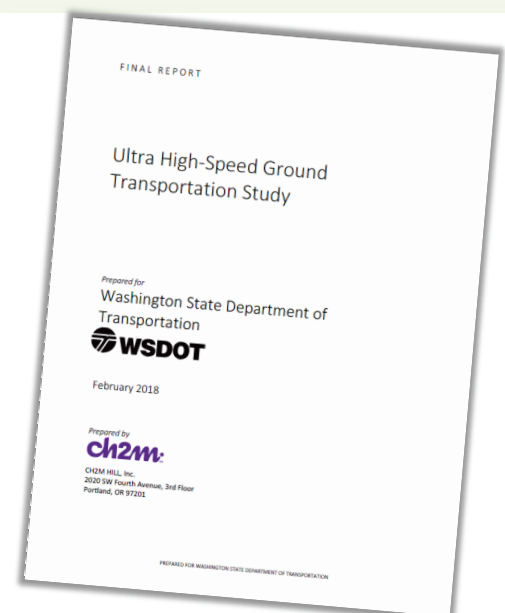
## 2017 preliminary feasibility study

### Very high-level, preliminary analysis

- Advisory group of representatives from the public, private and nonprofit sectors in Washington, Oregon and British Columbia provided input
- Found 12 daily round trips may be optimal
- Looked at scenarios ranging from three to seven station stops
- Evaluated effect of connecting to a new east-west route to Spokane
- Annual ridership projected between 1.7 and 2.1 million soon after opening
- Capital construction costs ranging from \$24 to \$42 billion
- Potential to ultimately cover annual operating and maintenance costs with ticket sales, but how soon varies by technology

### Economic analysis (supplement to the feasibility study)

- Preliminary analysis shows large economic development potential
- Forecasts generating 200,000 jobs (both construction and long-term)
- Forecasts GDP increasing by \$321 to \$388 billion over 20 years
- Projects decreasing greenhouse gas emissions by more than 28,000 metric tons/year



# 2019 business case analysis

## Purpose and Goals

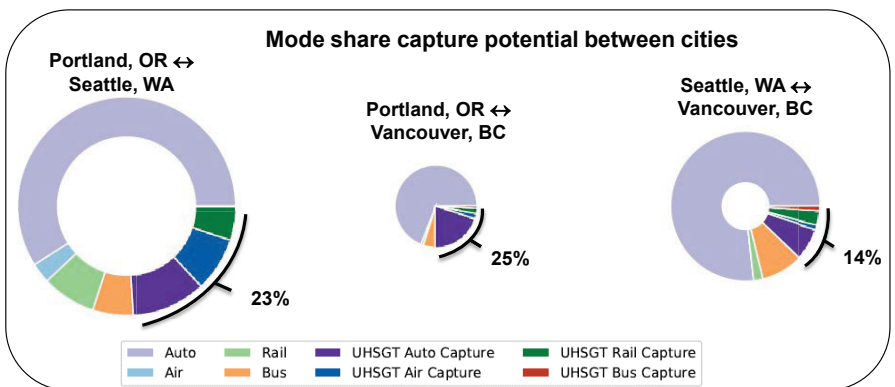
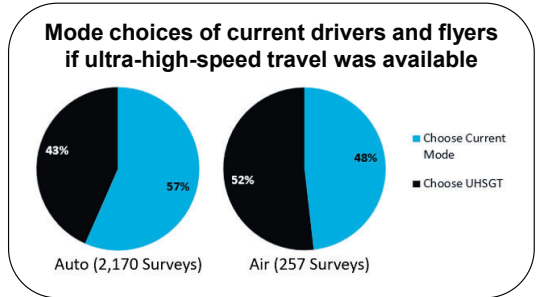
- Independently assess economic, environmental and financial strategic case for ultra-high-speed system
- Analyze how it might be a catalyst for regional economic growth and integration
- Develop ridership projections and economic impact forecasts
- Identify service, route and possible stations
- Identify funding options from a range of possible sources
- Explore potential governance models



# Initial findings amongst current travelers

## Stated preference survey of travelers in the corridor

- Surveyed both leisure and business travelers
- 2,400 respondents
- Found significant interest, with 74% saying they would “definitely try” ultra-high-speed system



## Initial findings from Advisory Group members

Insights from Advisory Group – 40 stakeholders representing businesses; non-profits; local, state and provincial governments



## Initial findings from business leaders offer similar opinions

### Insights from interviews with business leaders

- Given today's congestion and population growth, can't imagine Cascadia Region in 30-50 years without it
- View this PNW corridor as similar to east coast's New York to Washington, D.C. corridor
  - Conducting business
  - Connecting with family and friends
  - Attending cultural, entertainment and sporting events
- Improve ability to access, recruit and retain talent
- Availability of more affordable workforce housing
- Ease of doing business (a meeting between cities vs. a full-day or two-day trip)
- Increased opportunity for collaboration
- Able to compete in world economy in future years

- A better quality of life through:
  - Improved access to education, training and jobs
  - Less time spent commuting
  - Less green house gas emissions, better health
- Reduced cost of doing business
- A transportation system that might be crucial for natural disaster recovery
- Creating additional capacity on I-5 corridor for freight and broadband

**26 interviews with large and small businesses from various sectors, trade organizations, and government entities throughout the region**

*They're confident our region can make it happen  
Business leaders believe we need to develop a broad vision that is compelling, exciting, coalescing, and easy to comprehend*

## Work in progress through June 2019

### Analyzing various station stop scenarios

- Looking at scenarios with up to nine stations and modal connections
- Comparing stations in downtown cores vs suburban sites vs airport locations
- Finding the sweet spot between benefits and costs of adding more stations and/or increasing speed of travel
- Developing possible schedules with a mix of express service and multi-stops (perhaps not every train needs to stop at every station)

### Construction considerations

- Comparing cost of right-of-way acquisition and land use issues through high-population centers vs more suburban alignments
- Analyzing ability to construct a fairly straight alignment that's necessary for some of the technologies being considered
- Looking at topography of corridor that will require tunneling, elevated tracks, bridges, and grade separation from roadways

### Economic analysis

- Ensuring equity is at the forefront of decisions
- Analyzing this region's future growth potential in global market
- Looking at enhanced connections across industry clusters
- Examining more infill development possibilities and opportunities for innovative start-ups
- Thinking about possible transformations in small towns and weighing job opportunities with quality of life issues

### Funding and finance

- Important to create a governance authority able to seek public and private funding
- Identifying a range of funding options and tools
- Ensuring revenue-sharing related to economic development around stations

## Governor's 2019 proposal to continue project work

### Seeking funds to develop a corridor authority

- Participation from Washington, Oregon, British Columbia
- Abides by MOU signed by Governor Inslee and British Columbia Premier Horgan in October 2018
- Builds on results of the current business case analysis being conducted
- Will address governance and operating structures, legal instruments, and contracting requirements
- Requires robust community engagement process to help refine the alignment of the corridor
- Requires preliminary environmental review of the project
- Requires recommendations to advance the development of the corridor
- Premier Horgan pledged an additional \$300,000 CAD to continue work on the project in February 2019

### Report due to Governor and Legislature by June 30, 2020, to include:

- Assessment of current laws in Washington, Oregon and British Columbia related to this project
- Summary of community engagement process

### Requesting total of \$3.25 million to undertake this work

- Department of Transportation – Program Y
- \$3,000,000 from the multimodal transportation account – state appropriation
- \$250,000 from the multimodal transportation account – private/local appropriation

## Questions?

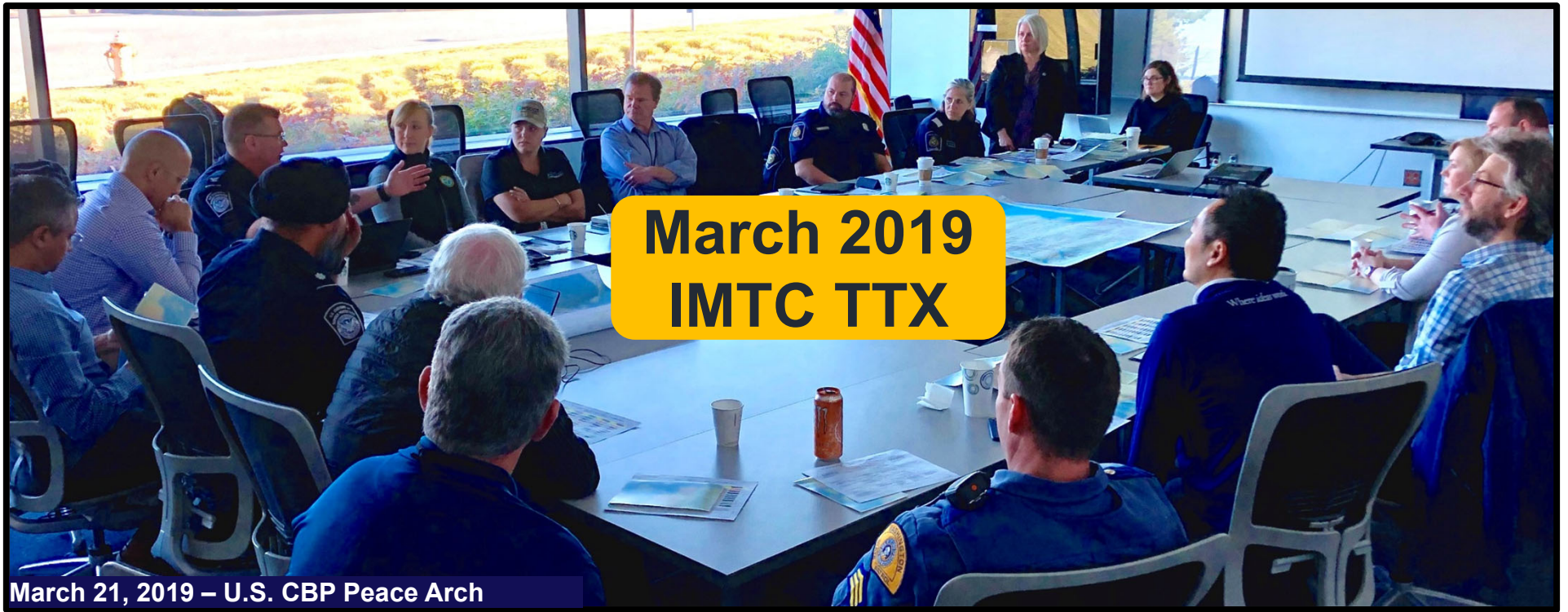
For more information,  
please contact:

**Jason Beloso**

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**March 2019  
IMTC TTX**

**March 21, 2019 – U.S. CBP Peace Arch**

**Tested the 2007 IMTC Incident Response Communications Protocol against a significant, route-blocking, multi-vehicle crash.**

- Convened signatory agencies' staff with communications responsibilities.
- Confirmed key assumptions.
- Identified improvements to implement.
- Established important connections between operating agencies' staff.
- Consensus to maintain contact for ongoing support of procedures.



	Project Type	Associated port-of-entry (PoE)	Project	Primary agency	Project Status	Funding Status	Estimated Cost (USD)	Est. Start & End Date
<b>UNFUNDED Projects Identified by IMTC Participants</b>								
1	Road-POE Ops.	Multiple	<p><b>RFID Travel Document Targeted Distribution Pilot</b> Following on IMTC agencies' RFID Business Case and the U.S. and Canada's adopted RFID objectives in the 2015 <i>Beyond the Border Forward Plan</i>, this project entails a publically funded distribution of currently approved RF cross-border travel documents (e.g. passport companion card) to approximately 40,000 identifiable, frequent cross-border travelers who possess valid passports. Because 70-80 percent of Cascade Gateway regional cross-border travelers are Canadian citizens, and implementation would requires federal approvals, the leading commitment would need to be from the <i>Canadian</i> federal government. The overall strategy however provides ample opportunity for partner government agencies to join and fund portions of a coordinated issuance of non-NEXUS RF documents to similarly identified frequent travelers (U.S. CBP &amp; Dept. of State, WA Dept. of Licensing, ICBC).</p>	IRCC? (with CBSA, CBP, US State, WA DOL, ICBC)	* BtB Forward Plan RFID objective March 2015. * IMTC Business Case: Oct. 2015. * Added to TBWG Action Plan 2016 for continued discussion.	Unfunded		TBD
2	Planning	Multiple	<p><b>RFID Pilot - performance evaluation</b> If the above RFID Travel Document Targeted Distribution Pilot is proceeds, this project would engage the appropriate IMTC partners to develop and conduct the necessary data collection and analysis to evaluate the effectiveness of the pilot relative to IMTC's border operations goals and the efficiency gains estimated in earlier modeling and presented in the business case.</p>	WCOG (with CBSA, US CBP, WA, BC, BPRI, others)	Pending advancement of RFID pilot and separate funding.	Unfunded	\$50,000	TBD
3	Non-motorized	Pac. Hwy.	<p><b>Pacific Highway- cross-border pedestrian route improvement</b> The U.S. CBP and CBSA ports of entry at Pacific Highway lack a safe and clear pedestrian route between them -- for people entering either country on foot, for people conducting border-related transactions while their vehicle is parked, and inspection agencies' interactions with each other. This project will design and construct a clearly demarcated pedestrian route that achieves the inspection agencies' objectives of safety, clarity, and improved pedestrian flow awareness.</p>	CBSA, CBP, MoTI, WSDOT	<b>Underway:</b> Various components installed.	Agencies funding as able	TBD	2018-19
4	Planning	Multiple	<p><b>Coordination of binational planning -- The IMTC Program</b> IMTC is led by the Whatcom Council of Governments (WCOG). <a href="#">Funding is sufficient for WCOG staff to do the work of the program through calendar year 2019.</a> With costs of \$240,000 per year, IMTC partners are working with WCOG to maintain a funding-coalition to secure funding for three years - 2019-2021.</p>	WCOG	WA State (WSDOT) funding for 2 years at \$100,000/yr. is in proposed state budget.	Partial funding	3 years: \$720,000	Continuous
5	Planning	Multiple	<p><b>Cascade Gateway border circulation analysis phase II</b> Phase II of the Cascade Gateway Border Circulation Analysis will identify specific improvements using the information and tools developed in Phase I; preliminary planning and cost estimation for specific improvements; evaluation with WCOG traffic and simulation models, and overall funding strategies.</p>	BC MoTI, WSDOT	Interest WSDOT & BC MoTI. Discussed further at June 2016 regional border planning peer exchange.	Unfunded	\$50,000	TBD

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6	Road	Peace Arch Douglas	<b>WA SR 548 rail grade separation - study / design</b> This project, funded by WA's Connecting Washington funds, will complete initial design of a grade separation of Bell Rd. in Blaine over the BNSF railroad tracks. Trains are often stopped here while processing through US CBP's VACIS scanner located about 3,000 ft. south of this intersection. This results in frequent backups on Bell Rd and Peace Portal Dr.	Blaine, WA / WSDOT	Scope under development.	Funded	\$550,000	2019
7	Road-POE-Ops.	Pac. Hwy.	<b>Commercial vehicle wait-time assessment/validation</b> This project will collect field data on commercial vehicle wait times, compare to system-generated measures, assess sources of discrepancies, recommend any identified improvements needed. If follow-on actions are simple, this project could include follow-on confirmation of effectiveness.	WSDOT, CBSA, BCMoT, CBP	Discussions occurring with primary stakeholders. Identification of system validation strategy.	Unfunded / coordinate d agency actions	\$20,000	Summer 2019
8	POE	Pac. Hwy.	<b>Additional passenger inspection booths at CBP Pacific Highway</b> This project would add four primary inspection booths to the existing array of six booths.	US CBP / GSA	<b>Update:</b> Feasibility study & cost est. complete	Unfunded	\$6-8 mil	2020?
9	Road-POE Ops.	Pac. Hwy.	<b>Pacific Highway southbound lane-to-booth traffic flow</b> Passenger vehicle approach lanes here unevenly distribute traffic to inspection booths. This generates additional congestion and creates significant discrepancies between real-time wait time estimates and individual driver experiences. This project will identify and implement a solution to more evenly distribute standard vehicle arrivals to all open standard inspection booths. This objective could also be addressed in planning and design of proposed additional primary inspection booths at this location.	U.S. CBP / BC MoTI	Acknowledged improvement. Awaiting funding opportunity or coordination with booth-addition project.	Unfunded	TBD	TBD
10	Road-POE Ops.	Pac. Hwy.	<b>Pacific Highway northbound active lane management</b> To optimize traffic operations as the relative volume of different modes (standard autos, NEXUS autos, trucks, buses) changes by hour-of-day and day-of-week, this project will evaluate the feasibility of dynamically assigning approach lanes on state route 543 to dynamically-designated inspection booths at the CBSA port of entry. Microsimulation can be used for evaluation. <a href="#">This concept can also be explored in coordination with CBSA planning for needed improvements at the Pacific Highway POE.</a>	WSDOT / CBSA	Acknowledged opportunity for improved traffic flow & congestion relief. Awaiting funding or connection to adjacent project.	Unfunded	TBD	TBD
11	Road-POE Ops.	Multiple	<b>Bluetooth/Wi-Fi border wait time system</b> In addition to providing an additional wait-time measure to use to validate existing system estimates, a Bluetooth or Wi-F, based measure could provide an "actual wait time" (the estimated wait time actually experienced by vehicles that just <i>departed</i> ) which matches better with hour-by-hour tracking by inspection agencies. The existing, loop-based system estimates "current wait time," the estimated wait time for the next <i>arriving</i> vehicle (better for traveler information).	CBSA, U.S. CBP, WSDOT, BC MoTI	Recurring interest from multiple agencies.	Unfunded	\$150,000	TBD

	Project Type	Associated port-of-entry (PoE)	Project	Primary agency	Project Status	Funding Status	Estimated Cost (USD)	Est. Start & End Date
12	Road-POE Ops.	Multiple	<b>Cascade Gateway Border Data Warehouse 3.0</b> The current web interface was last updated seven years ago. In addition to historical wait times and related detector data, the warehouse is now also storing selected data elements from CBP's Vehicle Primary Client (VPC). Since 2014, the VPC data have been archived in a cloud-based database separate from the existing Cascade Gateway data warehouse. This project would modify the Cascade Gateway Data Warehouse to also be the repository for past and future VPC data elements thus enabling better and more efficient analysis of traffic data.	WCOG	<b>Update:</b> FHWA awarded \$100,000. Identifying additional funding partners.	Partially funded	\$200,000 - \$300,000	TBD
13	POE	Pac. Hwy.	CBSA POE redevelopment	CBSA	TBD	Under review	TBD	TBD
14	Road-POE Ops.	Douglas	<b>Douglas metered arrival signal system / anti-idling zone</b> Under consideration / feasibility assessment	WSDOT, CBSA	Concept development	Unfunded	TBD	
15	Planning	Multiple	<b>Abb-Hnt--Sumas &amp; Aldergrove-Lynden assessment</b> Overall traffic projections, freight O-D and routing, estimated effects of hours and operational differences on routes, etc. -- resulting in a medium term strategy set.	CBP, CBSA, BC MoTI, WSDOT	Scope under development.	WCOG - IMTC in-house	---	
16	Planning	Multiple	<b>Regional Cross-border Mail Study</b> Cross-border parcel pickup dynamics -- current and future and impacts on travel demand	WCOG	Scope and cost estimate complete	WCOG - IMTC in-house	\$18,000	Spring/Summer 2019
17	POE	BndrBay - Pt. Roberts	<b>Boundary Bay Port of Entry Redevelopment</b> Known needs for facility replacement.	CBSA	Unknown	Unfunded	TBD	TBD
18	Planning	Multiple	<b>Commercial Vehicle Freight &amp; Operations Study</b> Next 5-year update in this series of ongoing assessment of cross-border freight characteristics and at-border freight traffic management operations.	WCOG/BPRI	Future	Unfunded	\$185,000	2021
<b>FUNDED Projects - Initiated via IMTC and by individual agencies</b>								
19	Planning	Pac. Hwy.	<b>Passenger Vehicle Survey</b> Two season (summer, winter) passenger vehicle intercept survey at four Cascade Gateway POEs in both directions. Data collected large sample of driver interviews include: vehicle and passenger count, origin-destination, trip purpose, travel frequency, ID types, wait-time information systems used, and more. Products include data base, IMTC resource manual statistics, development of performance measures, and data sharing via Tableau	CBSA	Planning	<b>Funded:</b> US FHWA, BCMoT, Transport Canada,	\$120,000	2018-19
20	Planning	Pac. Hwy.	<b>Pacific Highway Border Crossing Master Plan for redevelopment</b> Development of a master plan to evaluate the current Canada Border Services Agency (CBSA) land border traffic facility at Pacific Highway, BC, using the guidelines of the Land Border Facilities Design Guide. The intention is to review the operational and program requirements at both the Pacific Highway Traffic and Commercial Operations for the purpose of completing the design and functionality of an existing facility.	CBSA	Planning	Funded	\$70,000	2017?

	Project Type	Associated port-of-entry (PoE)	Project	Primary agency	Project Status	Funding Status	Estimated Cost (USD)	Est. Start & End Date
21	Road	Lynden - Aldgrv.	<b>BC Highway 13 border approach improvements</b> This project is providing lane delineations at the southbound approach to the Lynden/Aldergrove ports-of-entry, and a truck climbing lane northbound.	BC MoTI	Preliminary designs and cost estimates.	Funded	\$25,500,000	Spring 2017 - Fall 2021
22	Road	Sumas - AbbHunt.	<b>BC Highway 11 NEXUS lane improvements</b> This project (as a stand-alone project or as part of a larger scope of work on this corridor) will result in a longer, dedicated approach for NEXUS passenger vehicles on southbound Highway 11 connecting to the U.S. Port of Entry at Sumas.	City of Abbotsford, BC MoTI, U.S. CBP	Construction Spring 2019	Funded		TBD
23	Road	Lynden - Aldgrv.	<b>SR 539 congestion relief: Lynden to SR 546 (Badger Rd.)</b> This project will widen State Route 539 (Guide Meridian) to four lanes from the City of Lynden to Badger Rd. (SR 546)	WSDOT	Preliminary designs exist. Redesign possible.	Funded	\$40,000,000	Start: 2023