



IMTC Steering Committee Meeting Agenda

Thursday, January 17, 2019

9:00am – 12:00am

Blaine Boating Center, Blaine, WA

Map: <https://goo.gl/maps/EpotoBo7Cfk>

Remote access

Please visit & join the meeting space from your computer, tablet, or smartphone.

<https://www.gotomeet.me/wcog/imtc-steering-committee-meeting-2>

You can also dial in using your phone.

United States: +1 (571) 317-3129

Canada: +1 (647) 497-9391

Access Code: 209-548-893

1) Introductions and current event updates

a) US CBP updates

i) Extended NEXUS hours at Peace Arch. New Port Director at Sumas. Reimbursable services agreement in place at Skagit (County) Regional Airport.

2) Review of November 27-28 TBWG meeting

a) Focus on infrastructure coordination

3) Updated resource manual (available at meeting) and corresponding online data dashboard

a) Steering Committee/Core Group contacts that need refreshing?

4) Pacific Highway & Douglas-Peace Arch Traffic Study - overview of initial results & discussion of additional scenarios to test

5) Communications Protocol tabletop exercise – next steps

6) IMTC project list – initial refresh for 2019

a) Discussion of proposed smaller-scale studies:

i) Lynden-Aldergrove study / coordinated report on issues and opportunities

ii) Cross-border mail / parcel pickup study

Issue

A large share of regional cross-border personal vehicle volume is trips by Canadian residents to pick up mail at post-offices and postal service businesses just across the border in the U.S. The summer phase of the ongoing 2018/19 Passenger Vehicle Survey shows that trips made primarily to pick up mail in the U.S. make up 11 percent of all trips by Canadian residents. Furthermore, relative to other trip purposes, mail has increased as a share, up from five percent of trips by Canadian residents in the summer of 2013.

Trips made by Canadian residents for shopping (23 percent) and, more specifically for purchasing gas (18 percent), are largely motivated by cost savings (as a function of currency exchange rate, commodity pricing differences, etc.) or product selection. As online shopping has grown overall, it makes sense that the same cost and product factors create incentives for Canadian residents to order online from U.S. based retailers. But the cost advantage of Canadian residents having packages delivered to U.S. PO boxes rather than their home addresses is assumed to be caused by meaningful differences in shipping costs and shipping speed. If the degree of these differences changes (in either direction), the impact on cross-border travel demand could be significant. Therefore, it would be valuable to understand more about the sources of cost and time differences and their relationship to individuals' related shipping and travel behaviors.

Additionally, Washington State sales tax border communities Whatcom County, WA (e.g. Blaine, Sumas) collect sales tax on on-line purchases delivered to mailboxes in their cities.

Research objective

This research would be conducted to address the following questions:

- What is the price difference between having a package shipped from a U.S. based retailer to a U.S. PO box versus a Canadian residential address?
- What are the primary sources of shipping price differences and what is the potential for them to change?
- What is the current relationship between cost-savings and travel distance and can estimates of this relationship help us understand possible impacts of possible changes in policy or business practices?

Proposed method and scope

- Literature review: What other studies have been done of cross-border online retail.
- Initial interviews with PO Box location managers/owners: Improve issue understanding. Refine research questions. Also, seek approval/permission for interviews with patrons (described below).
- Interviews with standardized questions of Canadian resident patrons of U.S. PO box locations.
 - Blaine, WA and Sumas, WA.
 - At least one weekday and one weekend day.
 - USPS and private PO box locations.
 - Goal of 300 complete questionnaires (? – adjust based on estimate of location specific foot traffic)
 - Questions: (asked of Canadian residents picking up mail at U.S. PO box location)
 - Is the mail you're picking up a retail purchase or other? (if other, end)
 - What company/ies is/are your packages from?
 - Product type?
 - What changes in shipping costs or service would cause you to have mail like this sent directly to your home?
 - What city do you live in?
 - How often do you pick up mail in the U.S.

**IMTC
Cascade Gateway Cross-border Mail Study
Proposal**

DRAFT January 17, 2019

- What other activities/trip purposes will you/have you do/done while in the U.S.
- Shipping-cost research
 - With a list of companies informed by questionnaires (e.g. Amazon, Walmart, Zappos, Macys, etc.), set up and run numerous shipping price checks on matching orders to a U.S. border city PO Box vs a set list of Lower Mainland BC address locations.
 - Develop and database of different service options (standard postal, UPS, FedEx, etc.) and speed options).
- P.O. Box costs & service options
 - How are PO Box services priced (set PO Box #s by time, per delivery, etc.?)
- Policy and business-practice research
 - Contact and interview industry representatives / other experts about potential for changes to determinants of shipping cost and/or pricing.
 - Depending on emergence of themes, develop some future scenarios.
- Estimate impacts of possible changes in U.S.-Canada shipping

Estimated schedule

This project would begin after conclusion of the winter phase of the IMTC Passenger Vehicle Survey project and final report. Estimated duration of the above scope elements is as follows.

Scope Elements	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Literature review				■								
PO box locations - manager interviews				■	■							
PO box patron questionnaire interviews					■	■						
Shipping cost research						■	■					
Policy and business practice research				■			■					
Scenario based impact estimates								■				
Report								■				

Estimated Cost

This research project is estimated to cost \$18,000

IMTC

INTERNATIONAL MOBILITY & TRADE CORRIDOR PROGRAM

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

The IMTC Program is run by the Whatcom Council of Governments (WCOG), a U.S. metropolitan planning organization (MPO) in Bellingham, Washington. Being largely composed 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.**

21 years of coordinated border planning for the Cascade Gateway region

\$41 million (USD) of projects funded in the U.S. and Canada

Binationally recognized as a model of cross-border collaboration



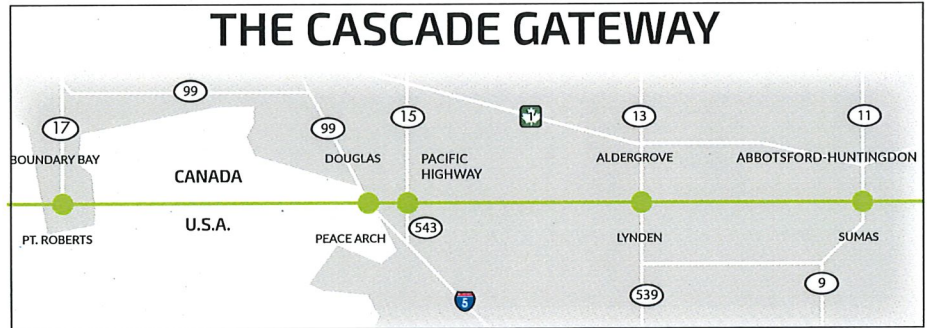
GOALS & STRATEGIES

1. Coordinate planning
2. Improve regional cross-border trade and transportation data
3. Support infrastructure improvements
4. Support coordinated implementation of U.S. and Canadian border policy
5. Improve operations

PARTICIPANTS

B.C. Ministry of Transportation • B.C. Trucking Association • Border Policy Research Institute (WWU) • Canada Border Services Agency • Canadian Consulate • Chambers of Commerce • Duty Free Stores • Port of Bellingham • TransLink • Transport Canada • U.S. Border Patrol • U.S. Consulate • U.S. Customs & Border Protection • U.S. Federal Highway Administration • U.S. General Services Administration • Vancouver Airport Authority (YVR) • Whatcom Council of Governments • WA State Department of Transportation

THE CASCADE GATEWAY



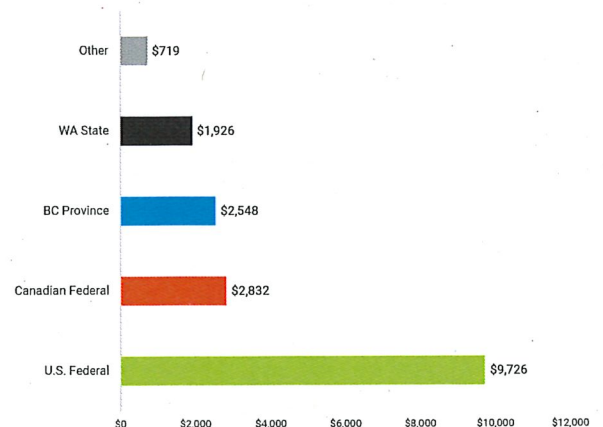
2018 Project List

Every year the IMTC Core Group approves an updated prioritized project list that includes funded and unfunded* projects that benefit the region as a whole.

Peace Arch/Douglas Pedestrian Path Completion (F) • Pacific Highway Pedestrian Route Improvements (PF) • IMTC - Coordination of Binational Planning (PF) • Cascade Gateway Border Circulation Analysis Phase II (U) • Exit 274 Interchange IJR Update (U) • Commercial Vehicle Wait Time Assessment/Validation (U) • 2018-2019 Passenger Intercept Survey (F) • Additional Passenger Booths Southbound Pacific Highway (U) • Pacific Highway Southbound Lane to Booth Traffic Flow (U) • Pacific Highway Northbound Active Lane Management (U) • Bluetooth/Wi-Fi Border Wait Time System (U) • Cascade Gateway Border Data Warehouse 3.0 System Upgrade (U) • Pt. Roberts/Boundary Bay Border Wait Time System (U) • RFID Travel Document Targeted Distribution Pilot (U) • Pacific Highway Border Crossing Master Plan (F) • B.C. Highway 13 Border Approach Improvements (F) • B.C. Highway 11 NEXUS Lane Improvements (F) • SR 539 Congestion Relief Lynden to SR 546 (Badger Rd) (F) • External Traffic Counts (Whatcom County Borders) (F)

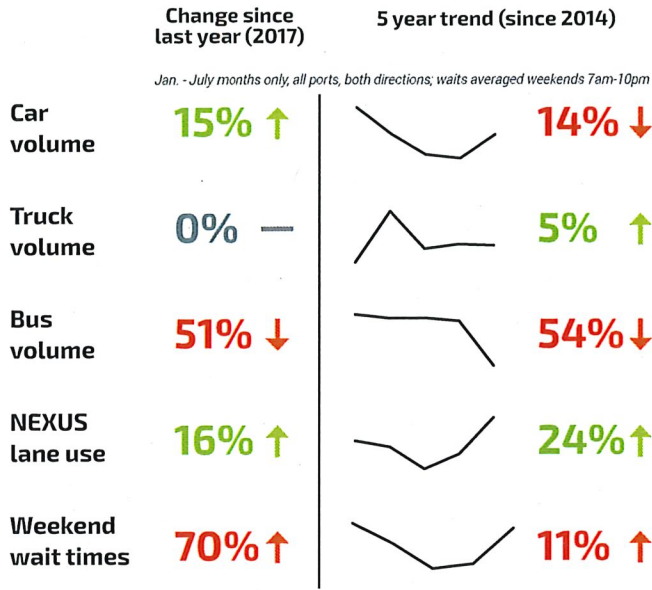
* F = Funded, PF = Partially Funded, U = Unfunded

IMTC FUNDING BY SOURCE (1999-2019)

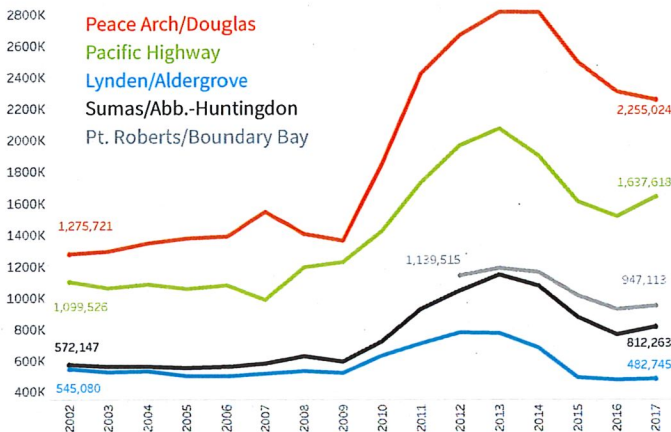


Listed in U.S. dollars (in thousands). Does not include \$24,557,500 from U.S. Federal Highway Administration for I-5 improvements at Exit 276 related to the Peace Arch redesign.

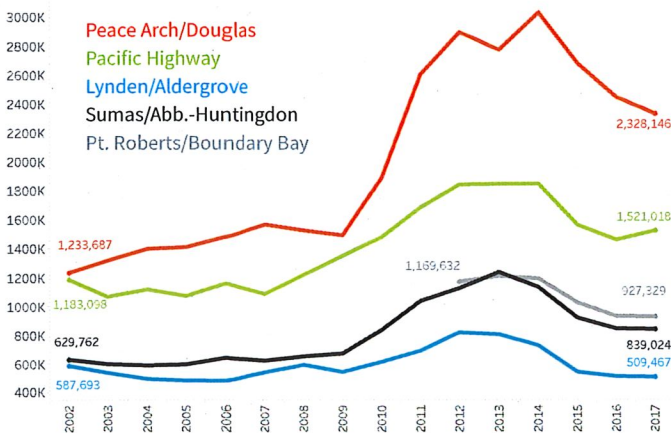
2018 METRICS



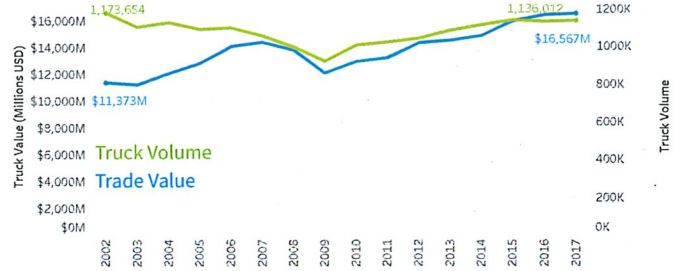
NORTHBOUND AUTO VOLUMES (2002-2017)



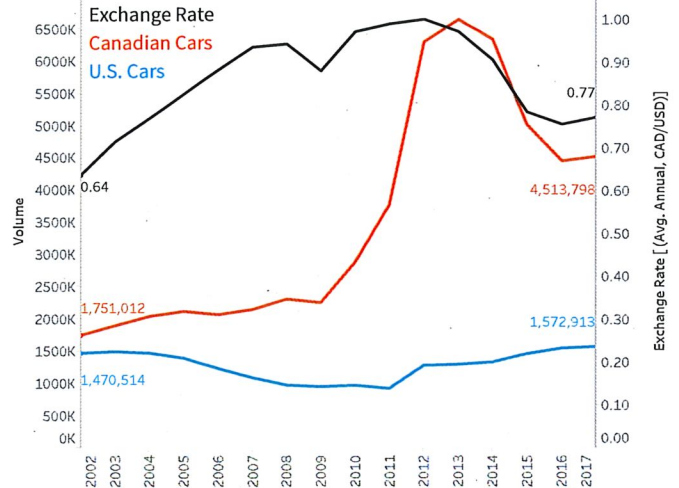
SOUTHBOUND AUTO VOLUMES (2002-2017)



TRUCK VOLUMES VS. VALUE (2002-2017)

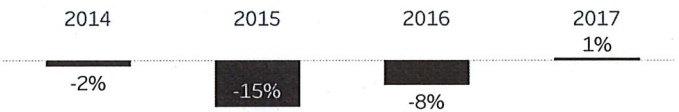


EXCHANGE RATE & AUTO TRIPS (2002-2017)

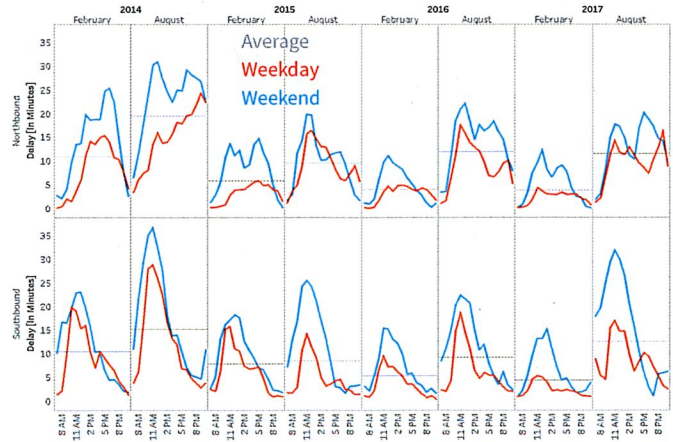


YOY AUTO VOLUME CHANGES

(All ports, both directions)



PEACE ARCH/DOUGLAS WAIT TIMES



Data Sources: Bank of Canada, Canada Border Services Agency, Cascade Gateway Border Data Warehouse (www.cascadegatewaydata.com), Statistics Canada, U.S. Bureau of Transportation Statistics, U.S. Bureau of Labor Statistics, U.S. Customs & Border Protection. Data Compiled By: Whatcom Council of Governments

More data are available online at:
www.THEIMTC.com

	Project Type	Associated port-of-entry (PoE)	Project	Primary agency	Project Status	Funding Status	Estimated Cost	Est. Start & End Date	Related IMTC Goals	Est. start date	Listed in BIIP	Status	Application of performance measures	Other plans that list this project
UNFUNDED Projects Identified by IMTC Participants														
14	Road-POE Ops.	Multiple	RFID Travel Document Targeted Distribution Pilot 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 85% percent of Cascade Gateway regional cross-border travelers are Canadian citizens, and implementation of this project 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 simultaneously join and fund their portion of a coordinated issuance of non-NEXUS RF documents to similarly identified frequent travelers (U.S. CBP & Dept. of State, WA Dept. of Licensing, ICBC).	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	Operations					
15	Data	Multiple	RFID Pilot - performance evaluation If the above RFID Travel Document Targeted Distribution Pilot is procedes, 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.	WCOG (with CBSA, US CBP, WA, BC, BPRI, others)	Pending advancement of RFID pilot and separate funding.	Unfunded	\$50,000	TBD	Data Operations					
1	Non-motorized	Peace Arch - Douglas	Peace Arch/Douglas pedestrian path completion Design and construction of a paved pedestrian route from the mid-point of the Peace Arch field (where an existing path connection to the CBSA Douglas facility ends) to the CBP Peace Arch inspection facility.	Washington State Parks	Existing design and cost estimate.	Unfunded	\$70,000	2017?	Infrastructure	Jun-17		Complete		
2	Non-motorized	Pac. Hwy.	Pacific Highway- cross-border pedestrian route improvement 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.	CBSA, CBP, MoTI	Statement of need jointly developed by CBSA & CBP. Follow-on planning underway among IMTC partners.	Unfunded	TBD	2018	- Planning - Infrastructure					
3	Planning	Multiple	Coordination of binational planning -- The IMTC Program IMTC is led by the Whatcom Council of Governments (WCOG). Funding is sufficient for WCOG staff to do the work of the program through calendar year 2017. With costs of \$240,000 per year, IMTC partners are working with WCOG to complete a funding-coalition to secure funding for three years - 2018-2020.	WCOG	56% of 3-yr funding target - WSDOT \$200,000 - US FHWA \$80,000 - WCOG \$90,000 - YVR \$30,000	Partial funding	3 years: \$720,000	2018-2020	All	Jan-18				
4	Planning	Multiple	External traffic counts (Whatcom County borders) Commonly performed with license-plate readers, this project will provide data to improve regional travel demand modeling: separate counts of trips to, from, and through the county road network specific to points of entry and exit.	WCOG	Awaiting funding. Alternative, proxy measurements being explored.	Unfunded	\$80,000	TBD	Data	Jun-17		Complete		
4	Planning	Multiple	Cascade Gateway border circulation analysis phase II 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.	BC MoTI, WSDOT	Standing interest, especially by WSDOT & BC MoTI. Discussion to be furthered as part of June 2016 regional border planning peer exchange.	Unfunded	\$50,000	2017?	Planning	Jan-17				
5	Road	Peace Arch - Douglas	Exit 274 interchange -- IJR update This project will update the previously completed and approved interchange justification report done in 2003.	Blaine, WA / WSDOT	Defined scope of work.	Unfunded	\$100,000	TBD	Infrastructure			Rescoped & funded		

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6	Road	Peace Arch - Douglas	Exit 274 interchange final design This project will design revisions to the I-5 interchange in Blaine, and will include: preparation of environmental documentation and address connections for eastbound traffic headed towards alternate border crossings via SR 539 and SR 546; improve access to Birch Bay; and evaluate a grade separated rail crossing at Bell Road (SR 548).	Blaine, WA / WSDOT	Defined scope of work.	Unfunded	\$3,000,000	2020	Infrastructure	Jan-19		Update this		
7	Road-POE- Ops.	Pac. Hwy.	Commercial vehicle wait-time assessment/validation 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		Unfunded		Summer 2019	Planning			Still a concern?		
8	Planning	Multiple	2018-19 Passenger Vehicle Survey This project will complete a five-year update of data collected from cross-border passenger vehicle drivers on trip origin & destination, purpose, and other vehicle, vehicle-occupancy, and trip characteristics. Sampling will be done 3-4 days at each Cascade Gateway POE, in both directions, in summer (2018) and winter (2019). The project will include surveying of passenger busses at Pacific Highway. In-person surveying will be supplemented with a pilot test of distributed requests to submit similar information on-line.	WCOG & BPRI	Scope of work drafted. Budget estimated. Seeking match for a 50% request to FHWA.	Unfunded	\$118,000	May-18	Data	May-18		Funded & underway		
9	POE	Pac. Hwy.	Additional passenger inspection booths at CBP Pacific Highway This project would add three primary inspection booths to the existing array of six booths.	US CBP / GSA	Updated: Feasibility study & cost est. complete	Unfunded	\$6-8 mil	2020?	Infrastructure				model results?	
9	Road-POE Ops.	Pac. Hwy.	Pacific Highway southbound lane-to-booth traffic flow Passenger vehicle approach lanes here unevenly distribute traffic to inspection booths. This generates additional congestion and creates a discrepancy between published border wait times and individual driver experiences. This project will identify and implement a solution to evenly distribute all lanes of standard vehicles 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 connection to adjacent improvement	Unfunded	TBD	TBD	Operations	TBD				
10	Road-POE Ops.	Pac. Hwy.	Pacific Highway northbound active lane management 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. This concept can also be explored in coordination with CBSA planning for needed improvements at the Pacific Highway POE	WSDOT / CBSA	Acknowledged opportunity for improved traffic flow & congestion relief. Awaiting funding or connection to adjacent project.	Unfunded	TBD	TBD	Operations	TBD				
11	Road-POE Ops.	Multiple	Bluetooth/Wi-Fi border wait time system In addition to providing an additional wait-time measure to use to validate existing system estimates, a Bluetooth or Wi-F, based measure will 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.	CBSA, U.S. CBP, WSDOT, BC MoTI	Recurring interest from multiple agencies.	Unfunded	\$150,000	TBD	Operations	TBD				
12	Road-POE Ops.	Multiple	Inclusion of CBP VPC data feed with the Cascade Gateway Data Warehouse archive. Currently, selected booth status data elements that were made available for improvement of Cascade Gateway border wait time systems in 2014 are 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	New Project: Could proceed after VPC data integration project is completed (spring 2017?)	Unfunded	\$150,000	2017?	Data					

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13	Road-POE Ops.	BndrBay - Pt. Roberts	Point Roberts/Boundary Bay border wait time/ATIS installation As one of the top-20 ports for personal vehicle volume, the Beyond the Border Action Plan identifies Pt. Roberts-Boundary Bay for installation of a wait-time-system. The envisioned system would cover both directions (for regular and NEXUS traffic) and distribute resulting wait-time information to existing real-time media (BC MoT and WSDOT internet based services) and archive wait-time system data in the regional border-data warehouse.	U.S. CBP / CBSA / Township of Delta / Whatcom County	Listed under BTB Action Plan. Awaiting funding or further action from CBP & CBSA.	Unfunded	TBD	TBD	Operations	TBD		Pull this project?		
	POE	Pac. Hwy.	CBSA POE redevelopment	CBSA	?	Under review			Infrastructure					
	Road-POE Ops.	Douglas	Metered arrival signal system for personal vehicles / anti-idling zone	WSDOT, CBSA	Concept development	Unfunded	TBD		Operations			More detail needed		
	Planning	Abb-Hnt--Sumas & Aldergrove-Lynden assessment	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	Early proposal	WCOG - IMTC in-house	---		Planning					
	Planning	Multiple	Cross-border parcel pickup dynamics -- current and future and impacts on travel demand	WCOG	Early proposal	WCOG - IMTC in-house	---		Planning					

	Project Type	Associated port-of-entry (PoE)	Project	Primary agency	Project Status	Funding Status	Estimated Cost	Est. Start & End Date	Related IMTC Goals	Est. start date	Listed in BIIP	Status	Application of performance measures	Other plans that list this project
Unfunded Cascade Gateway Projects Identified in the Binational Infrastructure Investment Plan (BIIP)														
15	POE	Sumas - AbbHunt.	Improve primary and secondary commercial inspection capacity	US CBP	Proposed - BIIP 3	Unfunded	?	?	Infrastructure		x			
16	POE	Sumas - AbbHunt.	Include stand-alone commercial building	US CBP	Proposed - BIIP 3	Unfunded	?	?	Infrastructure		x			
17	POE	Sumas - AbbHunt.	(c) Improve traffic patterns to mitigate vehicle and pedestrian congestion (d) Reconfigure port to better facilitate traffic routing and commercial vehicle turning radii.	US CBP	Proposed - BIIP 3	Unfunded	?	?	-Operations -Infrastructure		x			
18	POE	Pac. Hwy.	Expansion of parking and commercial lot areas	CBP?	Proposed - BIIP 3	Unfunded	?	?	-Operations -Infrastructure	?	x			
19	POE	Pac. Hwy.	Improve commercial and non-commercial inspection capacity (related to additional passenger primary booth project?)	CBP?	Proposed - BIIP 3	Unfunded	?	?	-Operations -Infrastructure	?	x			
20	POE	Lynden - Aldgrv.	Port of Lynden (CBP) - infrastructure needs...("assessment ongoing")	CBP	Open section in BIIP	Unfunded	?	?	Infrastructure		x			
21	Road	Sumas - AbbHunt.	Continue NEXUS lane south from Garfield St. to Third St.	WSDOT	Proposed - BIIP 3	Unfunded	?	?	-Operations -Infrastructure		x			
22	Road	Pac. Hwy.	Add a third northbound lane on SR 543 from Boblett St to H St.	WSDOT	Proposed - BIIP 3	Unfunded	?	?	-Operations -Infrastructure	?	x			
23	Road	Pac. Hwy.	Signal / sidewalk / trail on north side of Boblett across SR 543	WSDOT	Proposed - BIIP 3	Unfunded	?	?	-Infrastructure	?	x			

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FUNDED Projects - Initiated via IMTC and by individual agencies														
25	Planning	Pac. Hwy.	Pacific Highway Border Crossing Master Plan for redevelopment 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?	Planning	Sep-16		Is this complete d?		
28	POE	BndrBay - Pt. Roberts	Boundary Bay Port of Entry Redevelopment This project was announced in November 2014, as part of a multi-year redevelopment plan for small and medium size border crossings across Canada.	CBSA	Currently in pre-planning phase	Funded	\$10,000,000	2018 start	Planning	Jun-18		Pull this?		
30	Road	Lynden - Aldgrv.	BC Highway 13 border approach improvements This project would provide lane delineations at the southbound approach to the Lynden/Aldergrove ports-of-entry, and also provide a truck climbing lane northbound.	BC MoTI	Preliminary designs and cost estimates.	Funded	\$?	Spring 2017 - Fall 2021	Infrastructure	TBD		Update with remaining scope?		
31	Road	Sumas - AbbHunt.	BC Highway 11 NEXUS lane improvements 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.	BC MoTI, U.S. CBP	Initial designs complete. Contingent on advancement of adjacent road improvements.	Funded	TBD	TBD	- Infrastructure - Operations	Jan-17	x			
32	Road	Lynden - Aldgrv.	SR 539 congestion relief: Lynden to SR 546 (Badger Rd.) 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	Infrastructure	Jun-23				