



International Mobility & Trade Corridor Program Steering Committee Meeting Summary

February 12, 2020

Meeting packet available at: theIMTC.com/meetings

Meeting location

The meeting was held at Blaine Boating Center, Blaine, WA.

Meeting attendance

B.C. Ministry of Transportation and Infrastructure [BCMoTI]: Karamjeet Deogan

B.C. Trucking Association [BCTA]: Lindsay Samson

Blaine, City of: Ravyn Whitewolf

Border Policy Research Institute [BPRI]: Laurie Trautman

Canada Border Services Agency [CBSA]: Brad Valentine, Morgan McJannett, Michelle Copland

Pacific Northwest Economic Region [PNWER]: Matt Morrison

Surrey, City of: Don Buchanan*

Transport Canada: Chris Hoff

U.S. Customs and Border Protection [US CBP]: Kenneth Williams, Lisa Brown, Kellie McInnis*

Washington State Department of Transportation [WSDOT]: Cliff Hall*, Todd Carlson

Washington State Patrol [WSP]: Donovan Daly

Whatcom Council of Governments [WCOG]: Hugh Conroy, Jaymes McClain, Melissa Fanucci

White Rock, City of: Darryl Walker

**attended meeting by phone*

Current Event Updates

Melissa Fanucci: There is a Border Data Warehouse (BDW) 3.0 project meeting occurring after this meeting. This project will

Describe the BDW update project. In Whatcom County, updating ITS architecture. Describing project.

Ravyn Whitewolf: New development happening in Blaine off of 543.

Lindsay Samson: Information session recently, walking through application process for foreign workers.

BCTA just partnered with provincial govt to provide clean BC heavy vehicle fuel efficiency program, rebates – under BC EPC program.

Chris Hoff: TC looking at alternative fuel tech as well.

Hugh Conroy: TBWG is at end of April in Juneau, AK. Climate Action Task Force (Bham) has goal of banning internal combustion engines in Bham by 2035 – would be good to see how much traction these policies are getting, especially as it pertains to cross-border traffic.

Ken Williams: Last couple of weeks, trying to address coronavirus. Public Health services on site at Peace Arch to screen people traveling from China.

Brad Valentine: CBSA Looking to have electric vehicle charging stations at POEs here for employee vehicles.

Todd Carlson:

Matt Morrison: PNWER working a lot on preclearance, particularly with ferries.

Washington State Patrol – briefing on truck weigh-in-motion (WIM) and WSP regional initiatives

Donovan Daly: Have 56 stationary WIMs (in WA?). Working with WSDOT to determine money that goes into WIM versus other technology. Installing new WIM to try to leverage data to determine which vehicles to stop to help increase safety. Driver-caused incidents are greatest concern. With tech screening, could share onsite screening data with trucking companies regarding their vehicles. Building WIM on Hwy 9 near Van Zandt

Hugh Conroy: Was WIM integration with Port Man and Bow Hill to greenlight trucks.

Todd Carlson: Hwy 9 is very narrow, so observations on trucks using 9 are exacerbated because of their size.

Donovan Daly: WIM on 9 could also help keep trucks compliant if they are driving around WIMs on I-5.

Ken Williams: Interested in what data is collected and how it can be used by other law enforcement.

Donovan Daly: Very restricted, use data for safety and not law enforcement.

Hugh Conroy: Truck parking an issue as well?

Ravyn Whitewolf: Truck parking off of 543 is gone, so more trucks are parking south of town on Portal Way. Trailers are often left in public right of way. Potentially helping resolve issue with permit for parking facility by airport (that city will own) for trucks to park at to help enforce parking.

Review of errant trucks arriving at Peace Arch/Douglas: 10 years after signage improvements, is this a continuing problem?

Hugh Conroy: Previous discussion about VMS signage for trucks along I-5, BC hwy 99 about Douglas-Peace Arch not accepting commercial vehicles – route to Pacific Highway.

Morgan McJannett: Stationary signage has definitely helped northbound.

Ken Williams: Even one truck takes time. Radiation from loads takes a while. Will route trucks down I-5 (?). Still get one or two per week. Have had occasions where northbound vehicles reach the Peace Arch monument and don't want to cross the border (went too far by mistake), make a U-turn, and head south the wrong way on I-5.

Hugh Conroy: BC Signs seem more visible and better placed.

Ken Williams: Infrastructure for passenger vehicles saying there are no U-turns and preventing it would be helpful.

Douglas northbound anti-idling zone: discuss strategies for project development and implementation

Hugh Conroy: Could there be ways to integrate strategies to prevent U-turns and trucks coming to Douglas with an anti-idling zone?

Brad Valentine: Daniele Evans idea for Customs to control nearest light signal before plaza in order to stop traffic while booths are closed or re-ordered to prevent need for agents to go out and move traffic manually.

Hugh Conroy: Next steps, reach out to stakeholders directly and see if there is a need for a subcommittee or special meeting.

Karamjeet Deogan: Feb or March modeling of (anti-idling?) showed significant environmental benefits.

Emerging freight inspection strategies – discussion

Matt Morrison: Pre-Arrival Readiness Evaluation (PARE) at Peace Bridge. If truck isn't ready to cross bridge (to cross the border), they aren't allowed to cross. Truck goes through stages of PARE to assess readiness. Would like to explore what the possibilities might be to implement certain PARE processes at Pacific Highway. Duty-free could be utilized to incentivize trucks being ready with documents before they arrive at the border (if they were charged to park at duty-free to get documents ready).

New funding for Phase 1, IMTC simulation modeling to evaluate potential, traffic operations benefits of pre-primary empty-truck scanning at southbound Pacific Highway

Hugh Conroy: Modeling project to look at NII specifically, but also applicability of all things PARE in the region.

Ken Williams: Interest in ownership of property and infrastructure for PARE. Also, how routing to the other commercial ports in the region would be affected (if PARE makes trucks go to smaller ports and handle typically less volume). About 1/3 of trucks are estimated empty, sometimes as high as 40%. Opt-out component to NII too.

Hugh Conroy: Not many shippers are FAST, so most trucks using FAST lane are empty (otherwise fully FAST compliant). Discussing staging area assumptions.

Discussion of (temporary) barrier preventing non-empty trucks from using empty-dedicated primary inspection lane.

Ken Williams: Visited Borwnsfield, TX. Unmanned booths, truck is scanned and facial recognition and RFID is utilized to gather all critical information and have trucks released through border before they even get to primary inspection.

32 seconds to scan NII. 30 seconds from lot to booth. Eventually compliant trucks could roll through primary inspection without stopping (with RFID, facial recognition, NII scanner). Without all that, maybe 10 sec stop at booth.

Hugh Conroy: Still process to go through with allowing facial recognition by CBP in Canada.

Reliability of data main issue. And scalability.

Consideration of advancing a border wait time systems validation effort

Melissa Fanucci: Appetite for further discussion?

Jaymes McClain: Would be beneficial to have ongoing real-time system for customs agencies to use for reporting, and have that system inform/calibrate the ATIS.