

IMTC

The International Mobility & Trade Corridor Program

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www.theIMTC.com

The International Mobility & Trade Corridor Program (IMTC) identifies and promotes improvements to mobility and security for the border crossings that connect Whatcom County, Washington State and Lower Mainland British Columbia. Together, this region is known as the Cascade Gateway.

For nineteen years IMTC participants have coordinated planning, identified shared system needs, and optimized investments and operations through collaboration, innovation, and partnerships.

GOALS

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

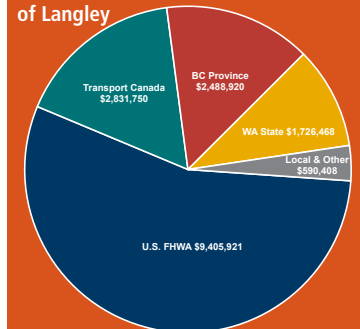
PARTICIPANTS

TRANSPORTATION: US FHWA • Transport Canada • BC Ministry of Trans. & Infrastructure • WA State Dept. of Trans. • BC TransLink • Whatcom Trans. Authority • Port of Vancouver BC • Port of Bellingham
INSPECTION: US Customs & Border Protection • Canada Border Services Agency • US Border Patrol
MUNICIPALITIES: Surrey • Langley Township • White Rock • Abbotsford • Bellingham • Blaine • Lynden • Sumas • Whatcom County
INDUSTRY: BC & WA Trucking Associations • Brokerages • Duty Free Stores • Chambers of Commerce • Tourism Associations
OTHER GOVERNMENT: Whatcom Council of Governments • US & Canadian Consulates • State, Provincial, Federal Legislators • US GSA
NGOs: Border Policy Research Institute • Vancouver Board of Trade • Cascadia Academy • Pacific Corridor Enterprise Council

PROJECT FUNDING

1999-2015

US FUNDING PARTNERS: US Federal Highway Administration • WA State • Port of Bellingham • Cities of Blaine, Sumas, and Lynden • Border Policy Research Institute, Western WA Univ.
CANADIAN FUNDING PARTNERS: Transport Canada • Province of BC • BC TransLink • Cities of Surrey, White Rock, Abbotsford, and the Township of Langley



RESULTS

REGIONAL PROJECTS: Cross-border freight studies • Dynamic Border Management • Passenger intercept surveys • Border data warehouse • NEXUS & FAST marketing • Shipping, rail, transit studies • Truck pre-clearance evaluation • Border facilities assessments • Border simulation modeling • I-5 interchange analysis • ITS initiatives
REGIONAL ACTION ON NATIONAL POLICIES: Beyond the Border Action Plan • Border Infrastructure Investment Plan • US - Canada Transportation Border Working Group • Border Wait Time Working Group
DEVELOPMENT OF COLLABORATIVE TOOLS: Annual Cascade Gateway Project List • IMTC Resource Manual • Cascade Gateway Construction Schedule • Communications Protocol • IMTC Performance Review • Cascade Gateway Border Data Warehouse • US - Canada Border Data Warehouse



THE CASCADE GATEWAY

PEACE ARCH/DOUGLAS: Over 5 million cars in 2015 • 3rd busiest passenger crossing on US - Canada border • 46% of traffic uses NEXUS lanes
PACIFIC HIGHWAY: Over 3 million cars, 785,000 trucks, and 29,000 buses in 2015 • 3rd busiest bus crossing, 4th busiest commercial crossing on US - Canada border • \$36 million of goods cross every day (USD)
LYNDEN/ALDERGROVE: Over 1 million cars and 58,000 trucks in 2015 • 78% of travelers cross at least once a month • \$117 million of goods crossed in 2015 (USD)
SUMAS/ABBOTSFORD-HUNTINGDON: 1,100 buses, 266,000, and nearly 2 million cars crossed in 2015 • 2nd busiest pedestrian and 7th busiest passenger vehicle crossing on US-Canada border
PT ROBERTS/BOUNDARY BAY: Over 2 million cars and 25,000 trucks crossed in 2015 • 5th busiest passenger vehicle and 3rd busiest pedestrian crossing on US-Canada border • 44% of travelers cross at least once a week

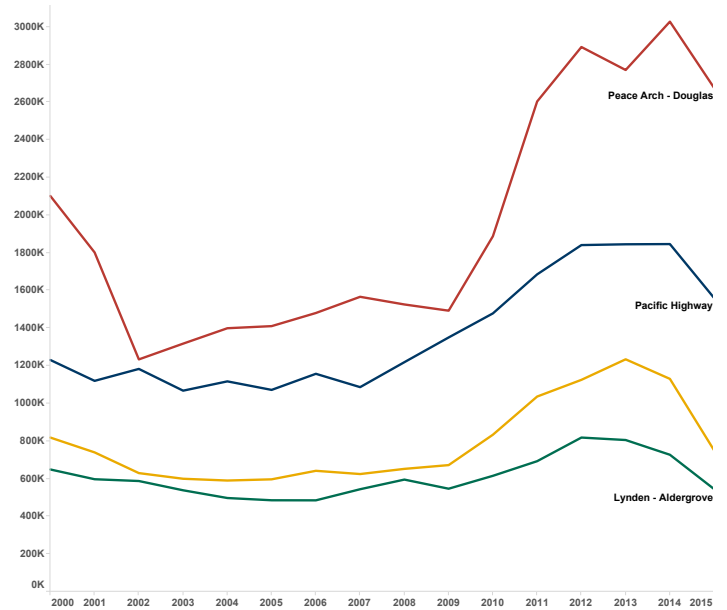
2015 Cascade Gateway Trade & Travel Trends

2015 metrics

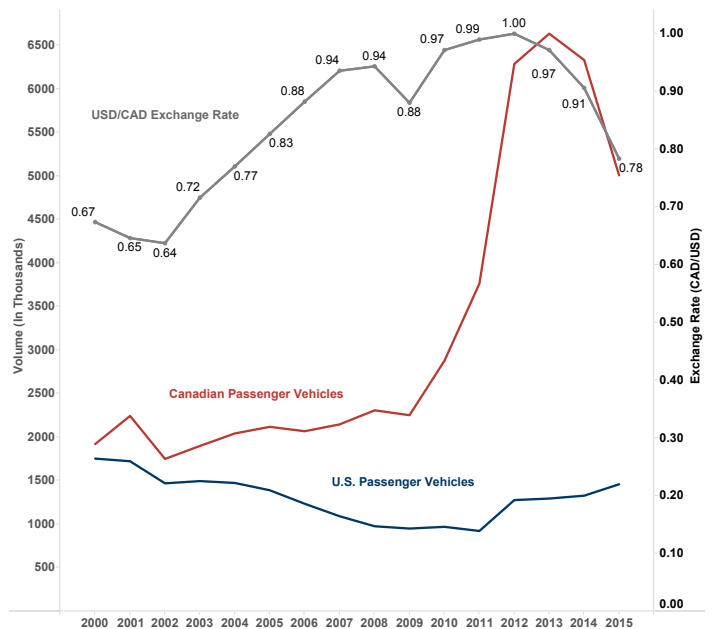
The following measures and trends are based on combined northbound and southbound volume counts for the four primary Cascade Gateway ports-of-entry (Point Roberts/Boundary Bay not included). NEXUS percentages of total traffic are averaged for all NEXUS ports. Wait times are averaged by year for all crossings, both directions, weekend only, 8am - 10pm.

	1 year trend (since 2014)	6 year trend (since 2010)
Car volume	↓ -15%	↑ 18%
Truck volume	↑ 2%	↑ 11%
Bus volume	↓ -2%	↓ -4%
NEXUS lane share of total traffic	↑ 4%	↑ 22%
Weekend border wait times	↓ -37%	↓ -26%

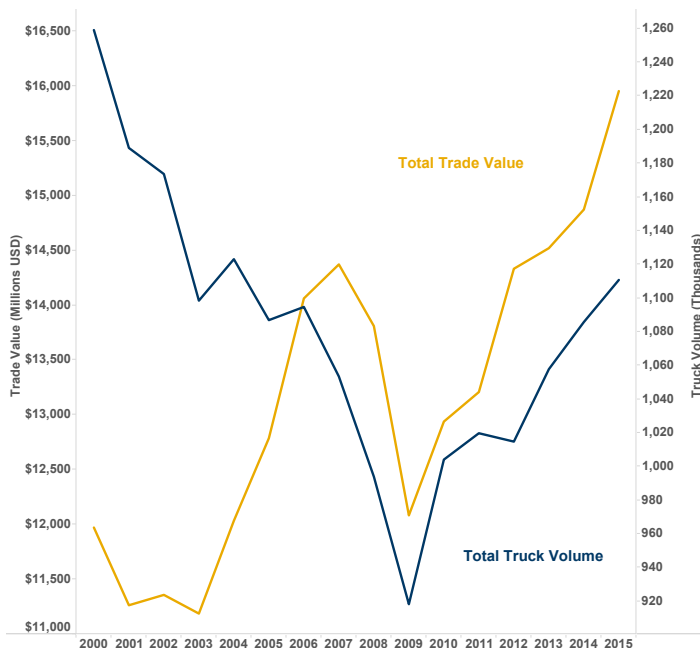
Auto volumes Southbound, 2000 - 2015



Exchange rate & auto trips 2000 - 2015



Truck volume & trade value* 2000 - 2015



Data sources: Canada Border Services Agency, U.S. Customs & Border Protection, Cascade Gateway Border Data Warehouse, Bank of Canada, Statistics Canada, U.S. Bureau of Transportation Statistics, U.S. Bureau of Labor Statistics

Data compiled by: Whatcom Council of Governments

More information: is available at the IMTC website: www.theIMTC.com or by calling (360) 685-8385.

* Adjusted for inflation