

# AGENDA

## IMTC Steering Committee Meeting

Thursday, June 19, 2014, 9:00am – 12:00pm  
Bellingham Cruise Terminal, Bellingham, Washington

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1. **Current event updates**
  - a. U.S. CBP FY2014 budget update
2. **Project updates**
  - a. **Dynamic Border Management** – Recent notification of availability of US FHWA research funding, continued discussion to define scope of work.
  - b. **Bus operations at Pacific Highway**
    - i. Summer changes?
    - ii. Southbound APIS pilot?
    - iii. Continuing discussion of northbound alternatives evaluation
  - c. **Transportation System Management & Operations (TSM&O) draft implementation plan** – follow up to the FHWA SHRP2 capability maturity workshop.
3. **RFID pilot project** – David Davidson, BPRI
4. **Review of future project list** - Discussion
5. **IMTC representation to TBWG**
6. **Binational Infrastructure Investment Plan (BIIP) regional feedback** – coordinated with WSDOT, BCMOT, CBSA, CBP.
7. **Beyond the Border Outreach Workshop** – outline for fall General Assembly to be held in September or October.

# Statement of Work

International Mobility and Trade Corridor Program – IMTC

Dynamic Border Management—Systems Optimization Tools – Draft: June 9, 2014

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## Background

In December, 2013, the Whatcom Council of Governments (WCOG) submitted an application to the U.S. Federal Highways Administration's Integrated Corridor Management (ICM) planning grants program for \$144,609. The required 20 percent match funding (\$36,152) was committed by the British Columbia Ministry of Transportation and Infrastructure (BC MoTI). The estimated total project cost was \$180,761. The application proposed planning and development efforts for border-operations in the Cascade Gateway to be undertaken in coordination across multiple agencies on both sides of the U.S.-Canada border through the IMTC Program which WCOG is the lead agency of. WCOG's ICM proposal was titled Dynamic Border Management (DBM). It listed four challenges and four strategies for addressing them:

### Cascade Gateway Challenges

- Maintaining wait-time system accuracy,
- Underused infrastructure capacity,
- Inefficient lane-to-booth allocation, and
- Reactive queue management

### DBM Strategies

- Border traffic simulation modeling enhancements,
- Integrated ATIS (border wait-time measurement systems) validation,
- Active lane and booth management methods, and
- Near term border traffic prediction

## Current opportunity

As of this writing, the ICM Planning Grants initiative has not made selections for awards nor has an expected timeline for that process been communicated. In the mean time, FHWA's Border Planning Office has recently offered \$150,000 of MAP-21 research funds to WCOG to employ its DBM strategies towards reducing congestion and improving border transportation operations at Cascade Gateway border crossings. BC MoTI has confirmed it is able to *shift* its previous match commitment from the ICM application to this FHWA research funding. With the 20 percent match, available funding will be \$187,500.

## Near-term next steps

Currently, WCOG is conferring with IMTC agencies who submitted support letters for the ICM application (WSDOT, US CBP, CBSA, Transport Canada, BC MoTI). FHWA has advised that while the objectives and vision of the initial ICM application are what they would like the research funds to advance, it is not necessary that WCOG and other IMTC partners stay with the original list of DBM strategies detailed in the December 2013 application. Additionally, there is a preference for a narrower scope that aims to implement strategies rather than a broad scope dedicated to planning and feasibility study.

The FHWA research funds will need to be obligated by the end of the current U.S. federal fiscal year (September 30, 2014). The project funded with these funds will then need to be added to WCOG's Transportation Improvement Program (TIP) at its policy board's July 9 meeting so that the state of Washington can add the project to its state TIP (STIP) before the end of September.

While more time can be taken to develop a detailed *scope* of work, a less detailed statement of work is needed for WCOG’s regional TIP, the STIP, and subsequent obligation.

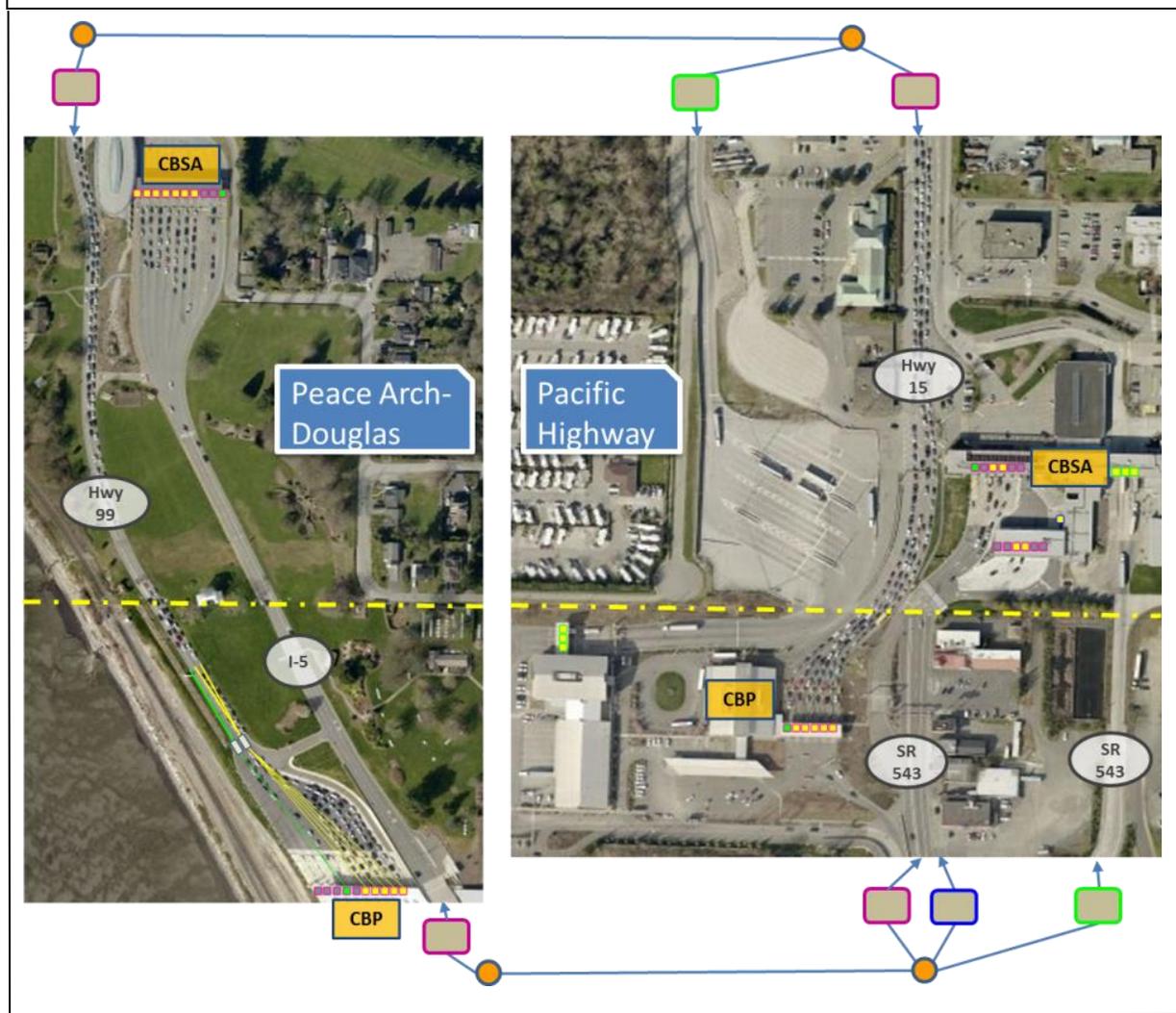
## Statement of work

Discussions with IMTC agencies have identified three initiatives that fit with the DBM vision and reflect current priorities as well as an expectation that these initiatives will offer lasting functionality and benefits.

### Border area simulation modeling

Simulation modeling is desired to compare the benefits of alternative investments and other operations and policy changes to border transportation and inspection systems management.

Mock-up of the envisioned microsimulation coverage of Peace Arch-Douglas & Pacific Highway: Inputs (vehicle volumes, arrival rates) and parameters (distributions of: NEXUS, FAST; vehicle occupancy; vehicle type, etc.) would enter the simulated system at illustrated nodes.



The objectives of this task will be **1)** evaluate and select from available, off-the-shelf, general-purpose simulation software (probably discrete event micro-simulation), **2)** model existing operations of Peace Arch – Douglas and Pacific Highway border crossings inclusive of the roads

that approach and connect them, and **3)** use the developed model to test and measure operational strategies or policy changes. Changes to data-based parameters related to border transactions and traffic-management policies should allow scenario testing of other dynamic border management strategies such as signalized booth assignment for commercial traffic, and RFID pilot (discussed below), and wait-time measurement system performance.

It is envisioned that, in addition to standard quantitative reporting, output from the simulation model will be animated for improved communication of results. Additional development of outputs from a simulation model should align with border performance metrics identified in the BtB Action Plan as well as metrics under consideration by IMTC agencies for ongoing project identification and systems management in the Cascade Gateway.

### **Cascade Gateway RFID pilot: targeted distribution**

The 2012 U.S.-Canada Beyond the Border Action Plan (BtB) includes a section titled, “Invest in Improving Shared Border Infrastructure and Technology.” An initiative under this section is, “Facilitate secure passage and expedite processing through implementing Radio Frequency Identification (RFID) technology at appropriate crossings.”

At border stations equipped with vicinity RFID readers, an RFID-carrying individual’s information can be queried when the traveler is next in line – before arrival at the booth. This is reported to save over 20 seconds per vehicle at the primary inspection booth because required queries can be completed *before* the RFID user pulls up to the inspection officer. U.S. and Canadian passport books, which most non-NEXUS travelers currently use, are equipped with proximity RFID technology so, while they are compliant with U.S. law, they must be *held* to a passport reader to be read.

The province of British Columbia and state of Washington have both offered RFID enhanced drivers’ licenses (EDLs) since 2009. Development of EDLs was motivated by U.S. passage of the Western Hemisphere Travel Initiative (WHTI).

The NEXUS program uses the same RFID technology in its cards. But for the 65 percent or so of Cascade Gateway border crossings *not* being made through NEXUS booths, wider adoption of this time-saving RFID technology offers huge improvements in border efficiency, congestion relief, and reduction of GHG emissions from idling vehicles.

While U.S. CBP has developed the Ready Lane program to offer some travel-time reduction incentive to RFID users, the dedicated Ready Lane inspection booth is at the end of the standard traffic queue like all the other booths. Unlike NEXUS membership, RFIDs do not offer an immediate benefit to *individuals*. The benefit of increasing RFID use is a *system benefit* that, as realized, will be shared with all users and system operators. This key difference makes it very difficult to rely on travelers to voluntarily pay the approximately \$20 premium for an EDL over a standard license.”

EDLs are one currently available form of RFID accepted at U.S. and Canadian border crossings. Another is the U.S. Passport Card.

The task to be undertaken here is to advance a publically funded, targeted distribution of RFIDs (EDLs or Passport Cards) to regional travelers observed to be frequent, non-NEXUS land-border crossers. This proposal is based on a recent *Border Brief* published by the Border Policy Research Institute at Western Washington University – [Pilot Project: Using RFID to Reduce Border Queues](#).

Because full implementation of a pilot would depend on policy and funding decisions external to WCOG and IMTC agency representatives, work will begin with development of a business case and portrayal of operational benefits using microsimulation (discussed above). In the event an implementation strategy is identified and approved by agency decision makers, work will continue on this task to support agency implementation as appropriate with regional communications, data collection, and performance measurement.

### **Establishing an integrated border wait-time validation & calibration methodology**

This task will create a more standardized method of ATIS (border wait time systems) validation and calibration between state and provincial transportation agencies (BC MoTI and WSDOT) who own and maintain the systems and the federal inspection agencies (US CBP and CBSA) whose facilities and operations are a primary subject and user of the information.

This activity will build on the positive experiences and documentation of recent coordinated validation efforts between CBSA and WSDOT.

Consultations with inspection agency management and IT staff and with state and provincial transportation agency representatives (and ITS engineers) will explore and document data availability, data sharing options, and opportunities for efficiency gains through improved data management. This will be conducted for both northbound and southbound systems (with CBSA and with CBP).

The product from this task will be a documented and replicable interagency process for data sharing and analysis to periodically validate and calibrate border wait-time measurement systems. Ongoing benefits are expected to include more accurate system measurements and information for travelers, and avoidance of costly data collection. Additionally, it is hoped that the simulation modeling discussed above can assist with anticipation of how infrastructure and policy changes may affect wait time measurement algorithms and be used to identify needed adjustments.

# Looking at commercial truck and bus volumes in a single month at Pacific Highway port-of-entry, northbound

## Setup

Volumes broken up by day in the month of March and by hour in an average midweek day (Wednesday) and an average weekend day (Saturday/Sunday) for 2013 and 2014.

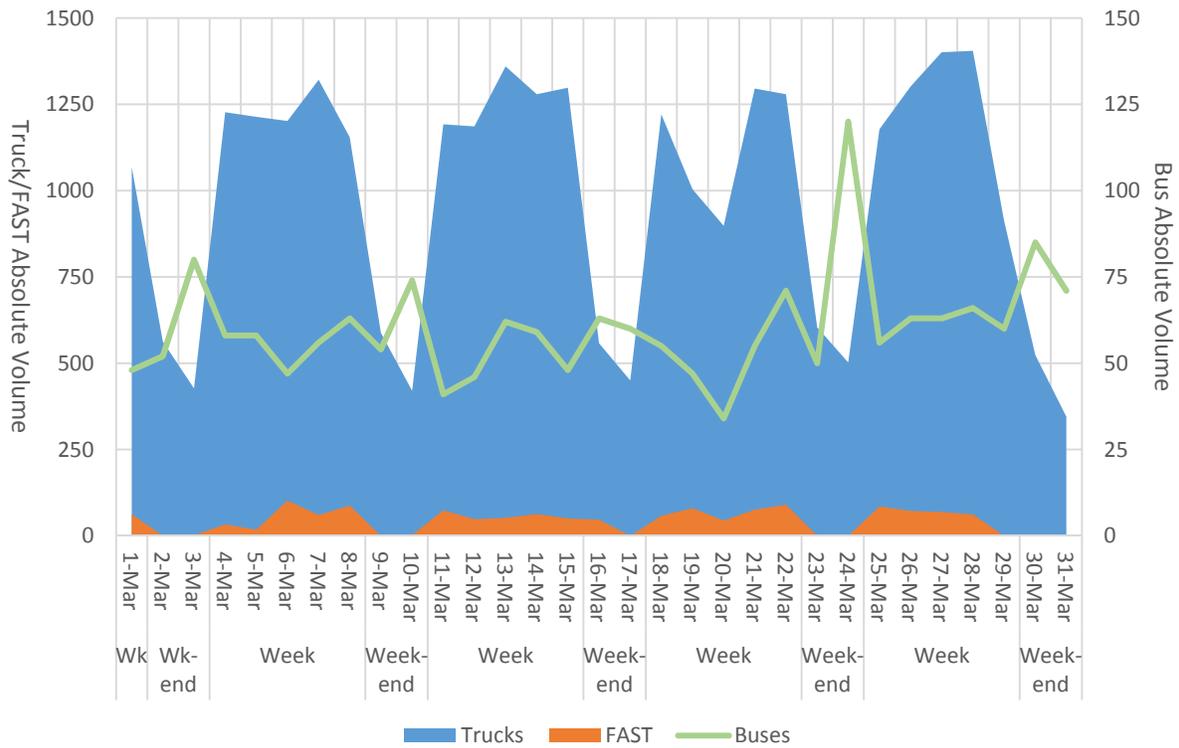
Notes on graphs:

There are two vertical axes – one for the volume of commercial regular and FAST trucks (blue and orange, respectively) and one for the volume of buses (green). The vertical axes are always a 10-to-1 truck-volume-to-bus-volume ratio. The horizontal axis is always time.

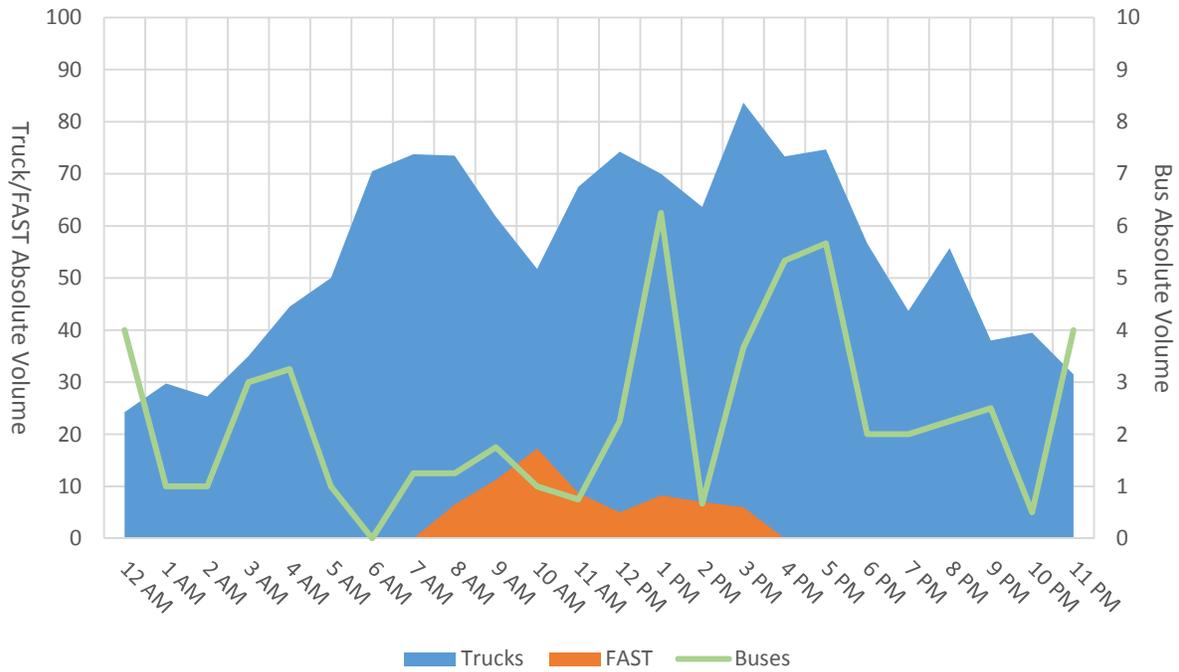
Data gathered from the Cascade Gateway Border Data Warehouse:

<http://www.cascadegatewaydata.com/>

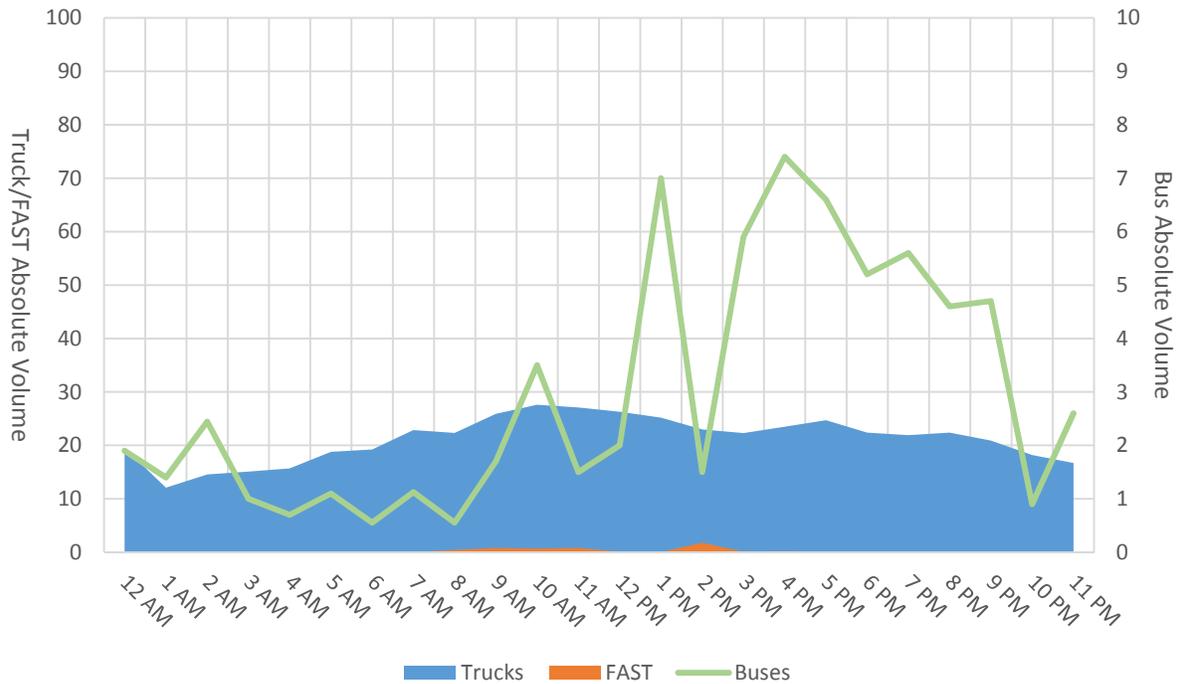
Daily Truck & Bus Volumes  
March 2013



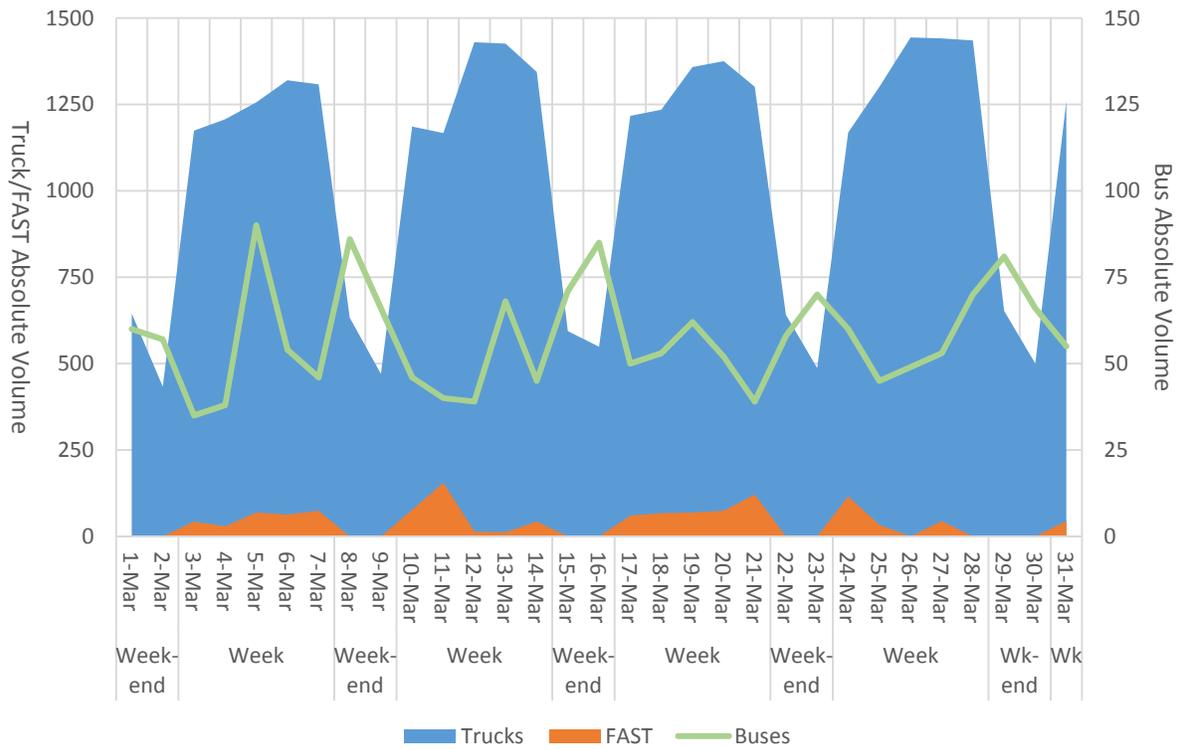
Hourly Truck & Bus Volumes  
Average Mid-Week Day in March 2013



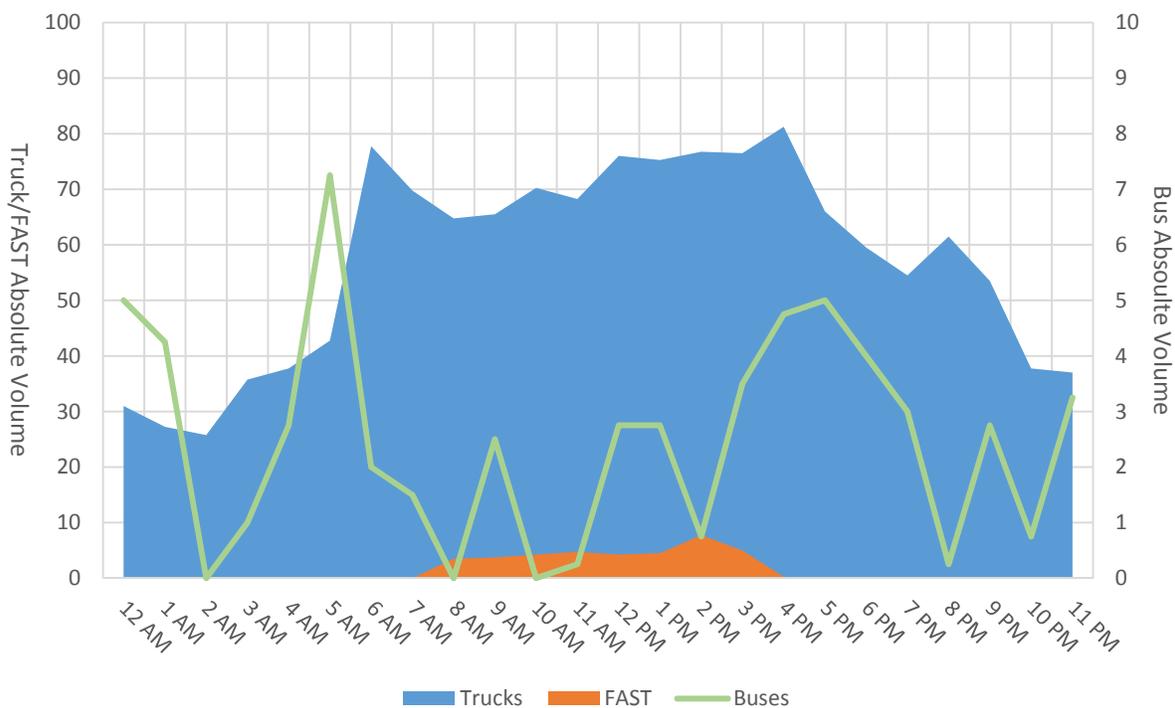
Hourly Truck & Bus Volumes  
Average Weekend Day in March 2013



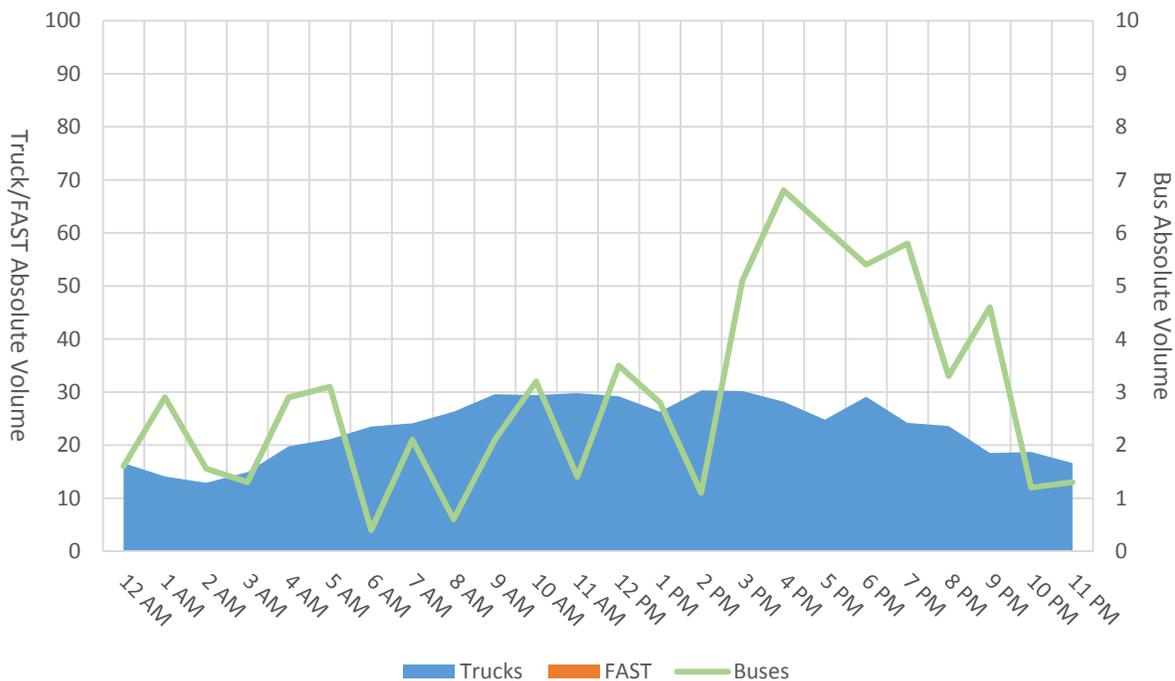
Daily Truck & Bus Volumes  
March 2014



Hourly Truck & Bus Volumes  
Average Mid-Week Day in March 2014



Hourly Truck & Bus Volumes  
Average Weekend Day in March 2014



## Background

In March 2013, the Whatcom Council of Governments (WCOG), as lead agency of the International Mobility and Trade Corridor Program (IMTC), was selected by the U.S. Federal Highway Administration (FHWA) to participate in a structured program focused on improving regional transportation system management and operations (TSM&O). This program, Organizing for Reliability, is funded under FHWA's Strategic Highway Research Program (SHRP2).

WCOG's proposal to the SHRP2 focused on binational, interagency collaboration in the Cascade Gateway region and, more specifically, on the border wait time (BWT) systems implemented through a decade of cooperation between Washington State, British Columbia, U.S. Customs and Border Protection (US CBP), and Canada Border Services Agency (CBSA). U.S. FHWA and Transport Canada, primary IMTC participants, were also involved in planning and funding regional BWT systems. In addition to informing travelers of current wait times, these systems help match route choice to capacity, inform agency operations and staffing, and provide robust performance and planning data.

The SHRP2 Organizing for Reliability program recognizes that even for the best technology to be effectively applied to operations of integrated facilities, there must also be well supported interagency collaboration. This program is an opportunity for IMTC agencies, including WCOG as the lead agency, to step back from our ongoing work on issues and projects and, using our shared systems operations goals, assess the ways our agencies work together, identify some changes or additional resources that would likely improve collaboration, and work with FHWA support over the next two years to create and advance an implementation plan.

## Completed actions

**October 30, 2013:** Following selection for the Organizing for Reliability initiative, the SHRP2 team from FHWA conducted an **initial face-to-face meeting** with WCOG staff and IMTC agency representatives to review background, the expected process and level of commitment, and resources available to advance program objectives.

**March 19, 2014:** The FHWA team and the consulting team facilitated a two hour senior leadership meeting. The purpose of the **senior leadership meeting** was to ensure that upper management of IMTC agencies had an opportunity to hear FHWA's intent with the Organizing for Reliability program, share their agencies' perspectives on regional operations goals and strategies, and hear counterpart senior managers' perspectives.

**March 20, 2014:** The consulting team and FHWA representatives facilitated a day-long self-assessment workshop attended by IMTC's SHRP core team for the Capability Maturity Model effort. A technical memorandum detailing the workshop is attached to this document as Appendix A.

## Results of self-assessment

The IMTC core team worked through the self-assessment, evaluating IMTC's capability maturity level (on a scale of 1 to 4) using six dimensions. The results are summarized in the table below.

## Summary of IMTC's CMM Self-assessment results

The results of the workshop are intended to inform the development of a TSM&O implementation plan. Per the Capability Maturity Model (CMM), an implementation plan should identify actions that will help advance the institutional dimensions that are currently scored at the lowest level. For the IMTC, two dimensions are targeted: for: **business process** and **performance measurement**.

	Level 1 Performed	Level 2 Managed	Level 3 Integrated	Level 4 Optimized
Dimensions				
Business process		●		
Systems & Technology			●	
Performance Measurement		●		
Culture			●	
Organization & Staffing			●	
Collaboration				●

## Focus of IMTC's implementation plan

As stated above, the capabilities agreed to be at the lowest level receive primary attention in the resulting implementation plan. Two dimensions, business process and performance measurement were both assessed as level two: managed. The other four dimensions scored higher and so will not be given immediate attention.

## Implementation Plan

A first step in developing an implementation plan is to establish what the objectives are so that actions are identified based on how well they advance those objectives.

### IMTC Objectives

The IMTC coalition has a well-established and periodically reviewed and revised list of objectives. The most current version (approved in 2012) is listed below. To facilitate cross-reference in this implementation plan, the list is numbered.

**The goal of the IMTC Project is to improve safety, mobility, and security for the Cascade Gateway. To this end, the following objectives have been identified:**

**1. Improve planning and data collection**

- 1.1. Improve travel information and data.
- 1.2. Promote development and management of the Cascade Gateway as a system.
- 1.3. Determine the feasibility of rail, transit, and marine options.
- 1.4. Monitor work completed by regional and national-level planning initiatives.

**2. Promote infrastructure improvements**

- 2.1. Improve border crossing approach roads.
- 2.2. Improve rail crossings and connections.
- 2.3. Improve corridor connections of trade and travel routes.
- 2.4. Integrate Intelligent Transportation Systems (ITS).

- 3. Promote improvements to operations, policy, and border staffing**
- 3.1. Promote coordination and improvements in accordance with the goals of federal initiatives, including the Beyond the Border Action Plan. Increase resources and staffing levels at border inspection facilities.
  - 3.2. Improve traffic management at all Cascade Gateway ports-of-entry.
  - 3.3. Ensure ongoing sustainability of the NEXUS and FAST programs.
  - 3.4. Encourage institutional collaboration and integration of information systems.
  - 3.5. Promote harmonization and consolidated administration of pre-approved travel programs including commercial travel.
  - 3.6. Explore options for binational financing structures for future improvements.
  - 3.7. Pursue shared U.S. – Canadian border inspection facilities including the creation of accord processing zones.
  - 3.8. Consider off-border inspection functions.
  - 3.9. Promote the adoption of pre-clearance for passenger rail under Canada’s 1999 Pre-Clearance Act.

While the scope of IMTC’s objectives is broader than traffic management and operations (inclusive of infrastructure, multi-modal strategies, financing, etc.), operations is a primary objective and clearly a good fit with TSM&O tactics.

**Plan structure**

With separate sections below for the **CMM dimensions** of business process and performance measurement, the lists of identified **actions** are aimed at **CMM targets** based on the characteristics of the *next* capability level (level three) for that dimension.

**Milestones** are marked and labeled on a **timeline** over the expected two to three year implementation timeline. **Action leads** will be identified. A **cost** for associated effort will be estimated. Additional **notes** may be included about key inputs and risk factors.

**Business process (BP)**

**BP target**

The actions listed in this section are intended to advance IMTC planning and programming functions from the current level of being a “regionally coordinated approach to shared priorities,” to an approach that is more “integrated into jurisdictions’ overall multimodal transportation plans and related staged programs.”

**BP actions**

**BP 1.** Add IMTC as a core element of the WCOG (MPO) Unified Planning Work Program (UPWP).

**Lead:** WCOG

**Status:** Completed

**Tactics, milestones, & timeline:**

2014				2015				2016			
	✓										

**Estimated cost.** No additional cost—within existing WCOG/IMTC work program.

**Notes:** -none-

The SFY 2015 WCOG UPWP included the IMTC Program as a core function of WCOG’s work program. The document was finalized and approved by the WCOG Policy Board at its May 14 meeting.

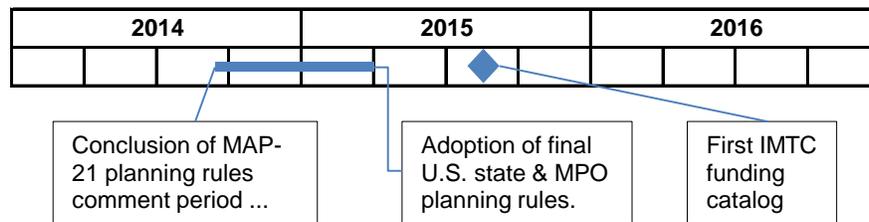
**BP 2.** Identify or establish mechanisms for the IMTC Program and IMTC identified projects to compete effectively for future funding.

**Lead:** WCOG

**Status:** Pending

**Tactics, milestones, & timeline:**

- Primary opportunities should be looked for from both the U.S. & Canadian federal governments with state and provincial partnership (as has been done in the past).
- As new U.S. Federal state and MPO planning rules are finalized and implemented, proactively adopt similar policies regarding cooperative, performance based project identification and prioritization.
- Produce and periodically update a catalog of past successful IMTC funding sources and reasonably approachable future funding sources.



**Estimated cost.** No additional cost – within existing WCOG/IMTC work program.

**Notes:** New funding strategies may be complemented by other actions identified here (below), namely the intent to better align IMTC project identification process with existing regional, state, and provincial planning and programming procedures.

**BP 3.** Explore opportunities for improved regional coordination between WSDOT, BC MoTI, and regional inspection agency management in providing inputs to U.S. FHWA and Transport Canada headquarters for their annual updates to the BtB Border Infrastructure Investment Plan (BIIP), an annually refreshed 5-year outlook of shared infrastructure investment priorities.

**Lead:** WCOG - with WSDOT, BC MoTI, Blaine Area CBP, Pacific Highway District CBSA

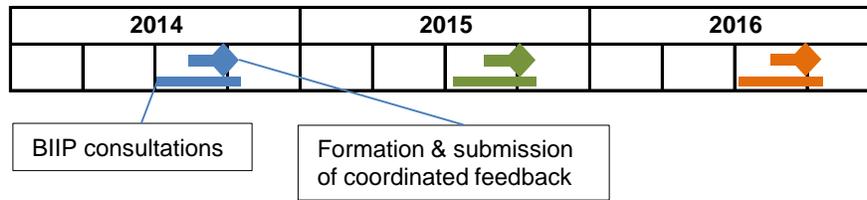
**Status:** Next step – research status of third BIIP consultative process and establish schedule for developing a coordinated feedback strategy.

**Tactics, milestones, & timeline:**

- This action should build on the IMTC’s own project identification procedures.
- Regional FHWA and TC representatives, and WCOG via the U.S.-Canada Transportation Border Working Group (TBWG) should ask HQ staff assigned to the BIIP for perspectives on how best to coordinate consultations and articulate investment priorities shared regionally and across agencies.

# TSM&O Capability Maturity Implementation Plan

- Optimally, in time to be considered for inclusion in the third BIIP, IMTC will facilitate BC MoT and WSDOT’s delivery of a coordinated update to the BIIP. To the extent possible, US CBP and CBSA’s investment priorities for Cascade Gateway ports-of-entry will be included at this stage.



**Estimated cost.** No additional cost / within existing WCOG/IMTC work program.

**Notes.** There are opportunities to build on earlier system planning discussions at the WA-BC Joint Transportation Executive Committee (JTEC).

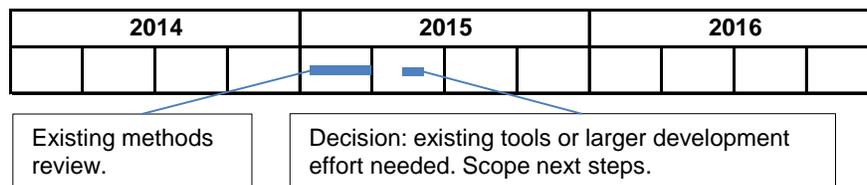
**BP 4.** Determine how IMTC could improve its ability to evaluate the economic impacts of alternative operations and/or investments, and identify methods for communicating these impacts to other agencies.

**Lead:** WCOG

**Status:** Not started.

**Tactics, milestones, & timeline:**

- With IMTC agencies and entities, review any methods and tools currently used estimate economic impacts and develop business-cases. This review should note any differences in methods, standard inputs, policy-based assumptions, etc.
- Decide if adequate and compatible methods exist that can be adopted by IMTC or if a higher level of effort is required (and still desired) to advance IMTC’s capability in this area.
- Based on conclusions from above, define next steps and, possibly, estimate the need for project funding.



**Estimated cost:** New work task for initial research. Preferred option could require dedication of resources and acquisition of software, etc.

**Notes:** There have been discussions in the past with other agencies who have also been interested in regional economic models set up for inputs and outputs in a cross-border geography.

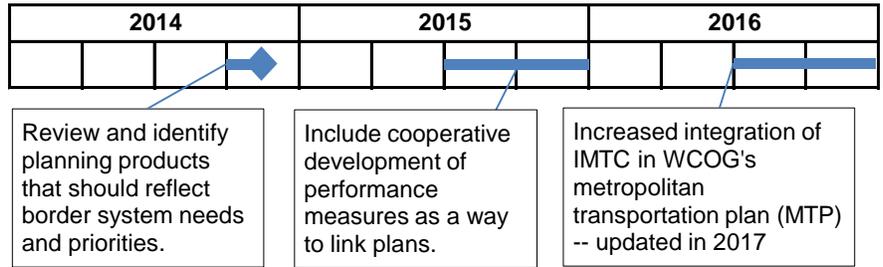
**BP 5.** Identify and pursue methods to ensure that IMTC projects and priorities are included in statewide [and provincial] plans (STIP, multimodal plan, rail plan, freight plan, etc.).

**Lead:** WCOG

**Status:** Underway

**Tactics, milestones, & timeline:**

- Build on the inclusion of IMTC as a core function in WCOG’s 2015 UPWP.
- List existing plans that make the most sense for covering cross-border operations and investment.
- As this action is pursued, document analogous linkages to project identification and prioritization in British Columbia and with regard to Canadian federal transportation investment planning and decision making.
- More fully integrate IMTC into WCOG’s next metropolitan transportation plan (MTP).
- As development of performance is coordinated with the state, strive to involve other partners in development and adoption of these system management tools (province, U.S. and Canadian federal border agencies).



**Estimated cost:** No additional cost / within existing WCOG/IMTC work program.

**Notes:**

## Performance measurement (PM)

### PM target

The actions listed in this section are aimed at advancing IMTC agencies’ collective capabilities in the area of performance measurement – how entities collect data and create and use information to improve system management. The CMM self-assessment identified IMTC’s current capability level on this dimension as level 2 (managed). Level-2 capability is characterized by the availability of data from various IT systems (ex. border wait-time systems, trade and travel surveys, agency statistics, etc.) and IMTC agencies’ warehousing and availing of archived data via the CascadeGatewayData.com interface. Progressing to level 3 will be characterized by IMTC agencies identifying and associating outcome measures with objectives and using those measures to inform identification of improvement projects and actions.

**PM 1.** Establish and document a repeatable method for exchanging data between transportation and inspection agencies to validate border wait times. Recognize and emphasize that the focus is on system accuracy, not the wait times themselves.

**Lead:** WCOG

**Status:** Underway

**Tactics, milestones, & timeline:**

- Incorporate this undertaking with the Dynamic Border Management initiative recently funded with FHWA Research funds.
- Build on a successful advanced traveler information system (ATIS) validation pilot project between WSDOT and CBSA at the Pacific Highway port of entry.

- Document intended methodology before next effort and follow up with lessons learned and refinements.
- Evaluate feasibility of the preferred method for both directions of traffic (BC highway to CBP port & WA highway to CBSA port).
- Conduct next effort with the intention of it being repeatable and adopted as part of an ongoing system validation program.

**Estimated cost:** This effort will be conducted as part of the Dynamic Border Management project funded by FHWA and BC MoTI.

**Notes:**

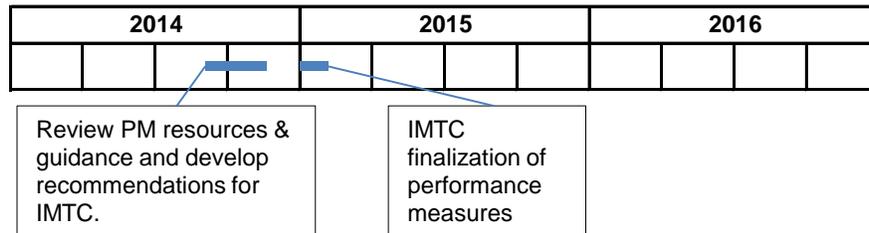
**PM 2.** IMTC will collaboratively develop an appropriate set of border-related performance measures as well as measures of IMTC’s performance as a cross-border planning coalition.

**Lead:** WCOG

**Status:** Underway

**Tactics, milestones, & timeline:**

- WCOG staff will review current literature, FHWA guidance, and take advantage of other FHWA resources (ex. training or workshops) via the SHRP2 program to develop initial recommendations for IMTC consideration.
- To the extent possible and appropriate, align the selection of performance measures with metrics identified in the U.S.-Canada Beyond the Border Action Plan (BtB)



**Estimated cost:** This effort is within the scope of WCOG’s ongoing work with IMTC but represents a new set of tasks.

**Notes:** This effort will likely be complemented by a national emphasis for metropolitan planning organizations (MPOs) in the U.S. to shift to performance based management.

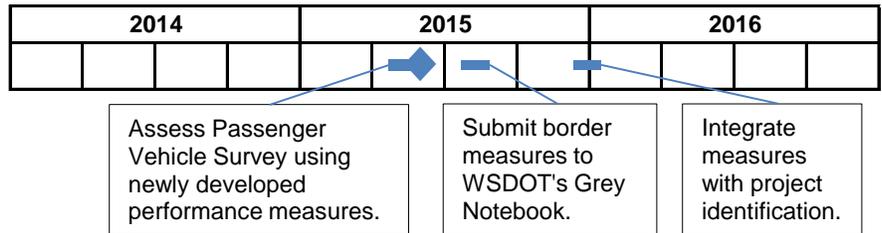
**PM 3.** Use adopted performance measures to conduct before-and-after analyses of completed projects.

**Lead:** WCOG

**Status:** Will begin following completion of PM 2.

**Tactics, milestones, & timeline:**

- With measures identified through completion of PM 2, assess the value of the 2013/14 Passenger Vehicle Survey.
- Submit measures of border performance to the WSDOT Grey Notebook.
- Include established performance measures in proposals and business cases for identification and prioritization of future projects supported by the IMTC coalition.



**Notes:**

**INTERNATIONAL MOBILITY TRADE CORRIDOR PROGRAM (IMTC)  
2014 FUTURE PROJECT PRIORITY LIST**

Suggested priority**	Project Title	Estimated Cost	Project Type	Status
1	Exit 274 interchange preliminary design	\$300,000	Planning	
2	Exit 274 interchange final design	\$3,000,000	Planning	
3	Peace Arch/Douglas bicycle and pedestrian route improvements	\$70,000	Construction	
4	Pacific Highway northbound bus approach assessment and preliminary design	\$50,000	Planning	UNDERWAY
5	Cascade Gateway border circulation analysis Phase II	\$50,000	Planning	
6	Pacific Highway northbound active lane management	TBD	Planning	DBM*
7	Cross-border commercial vehicle intercept data collection	\$250,000	Study	
8	RFID cost-benefit study	TBD	Study	DISCUSS/PRIORITIZE
9	Pacific Highway southbound lane-to-booth traffic flow improvement	TBD	Construction	
10	Regional mapping of near border freight logistics	\$50,000	Planning	
11	External traffic counts (Whatcom County borders)	TBD	Study	DISCUSS/PRIORITIZE
12	SR 539 congestion relief: Lynden to H Street	\$30,000,000	Construction	
13	Point Roberts/Boundary Bay border wait time/ATIS installation	TBD	Construction	PENDING FED. ACTION
14	Near-term predictions of significant changes in cross-border traffic	\$75,000	Study	DBM
15	Regional economic model	\$650,000	Planning	

\*DBM = Dynamic Border Management projects

\*\*Prioritizations based on last year's priorities.

Proposed format / agenda / discussion topics -- **DRAFT for discussion**  
IMTC - Canadian Consulate, Seattle  
**Beyond the Border Action Plan --regional accomplishments & stakeholder feedback**  
October 16, 2014 - Bellingham, WA.

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## Draft Agenda

### 9:00 start

- 1) **Welcome** - Canadian Consul General, Seattle; US Consul General, Vancouver
- 2) **Brief updates:** BtB progress to date, regional emphasis (*maybe we can select some highlights from the agencies and actions below*)
  - a) Transport Canada: NEXUS, BIIP, BWT, emergency traffic management
  - b) U.S. DOT (FHWA): BIIP, BWT
  - c) CBSA: NEXUS, FAST, pre-inspection, pre-clearance, BIIP, BWT, RFID, emergency traffic management.
  - d) U.S. DHS & CBP: NEXUS, FAST, border fees, BIIP, RFID, BWT, BPOCs, emergency traffic management

*Issues to consider for this section: - rcmp/us coast guard / shiprider, -rcmp/border patrol / ibets, radio interoperability, -cbsa / Prince Rupert container pilot pre-clearance 'inspect once - cleared twice', -pnwer/us coast guard / maritime commerce resilience & recovery*

### 3) **Facilitated round-table -- part I**

*Target audience /discussants: Freight carriers? Brokers? Bus companies? Chambers of commerce? Local elected officials? Manufacturers who ship cross-border?*

- a) Discussion questions
  - i) What **benefits** has your business or community noticed in the last couple of years - over the course of initial actions supported the BtB Action Plan?
  - ii) Could those benefits be made even greater - if so how?
  - iii) What **challenges** related to cross border travel and trade in this region have not gotten better?
    - (1) Ideas for addressing those?
  - iv) Of the BtB items that have not advanced as much as planned yet - how do you anticipate they might help your business or organization when more progress is made?
    - (1) Harmonization of trusted trader
    - (2) Single window
    - (3) Integrated cargo security
    - (4) Preclearance agreement
- 4) **Lunch & Keynote:** CBP Commissioner R. Gil Kerlikowske (not yet invited) / Alan Bersin?
- 5) **Facilitated round-table part II:**
  - i) Beyond the Border 2.0: What border-operations, information sharing, infrastructure, and policy initiatives do you think should be considered in addition to the existing BtB Action Plan? - and how would related changes benefit your business and/or community?
- 6) **Summary of discussion & last comments** - everyone has a chance to make a closing comment / suggestion

### 1:00 Adjourn