



# The International Mobility & Trade Corridor Program

## Steering Committee Meeting Agenda

Thursday, July 16, 2015

9:00am – 12:00pm

@ CBSA Douglas port-of-entry conference room

*Please note, an RSVP is required for this meeting location.*

- 
1. Introductions
  2. Current event updates
  3. Project updates and related discussion
    - a. Dynamic Border Management
      - i. Continued refinements to RFID business case
      - ii. RFID on the agenda at October TBWG meeting
    - b. Border Freight Operations study
      - i. Update and preliminary observations
  4. Border Infrastructure Investment Plan (BIIP) 3.0
    - a. Defining projects on IMTC Project list for incorporation
    - b. Coordinating responses between WA and BC

# IMTC Border Freight Operations Study

## Preliminary Data Collection Update

### Data Collection schedule

---

Pacific Highway Southbound	July 6 – July 9	(M-Th)
Pacific Highway Northbound	July 13 – July 16	(M-Th)
Abbotsford-Sumas Northbound	July 20 – July 23	(M-Th)

### Data Fields

---

Carrier name, base city and state/province  
Hazard placard type and UN number  
FAST lane usage  
Empty/Loaded status  
Vehicle classification

### Preliminary Data (Pac-Hwy southbound)

---

#### Carriers recorded crossing most frequently\*

KAG West (Kenan Advantage Group)	W Sacramento	CA
TC Trans Inc	Blaine	WA
Stryder	Sumner	WA
Accord Transportation	Surrey	BC
Freight Line Express	Richmond	BC
Berry and Smith Trucking Ltd	Penticton	BC
Khalis Transport	Surrey	BC
Praxair	Edmonton	AB
International Parcel Service	Surrey	BC
LTI Inc	Lynden	WA

#### Percent of trucks observed using the FAST approach lane\*

26% (457/1772)

\*preliminary results; may change in data cleanup

**Recently submitted proposed action for inclusion in TBWG Action Plan**

**Action 2.3: (DRAFT for upcoming review and consideration)  
Evaluate opportunities to increase the use of radio frequency identification (RFID) among cross-border travelers.**

<p><b>Need</b></p>	<p>The continued deployment of RFID technology is an adopted BtB strategy.</p> <p>While RFID is a potential source of significant system capacity and border wait-time reduction, individuals' acquisition of <i>non-NEXUS</i> RFID documents, primarily state and provincial enhanced drivers' licenses (EDLs), has remained too low to generate such results.</p> <p>The need is to identify and evaluate strategies that could complement inspection-agency investments in RFID reader hardware by significantly increasing the share of non-NEXUS cross-border trips made by individuals using an RFID.</p> <p>TBWG was established in part to support binational applications of information technology to improve border operations and explore alternatives to infrastructure-based capacity. RFID hardware installation is already a binational strategy under BtB. Effective strategies to increase RFID use by travelers will also need to be binational and multi-agency – requirements that align well with the composition of TBWG.</p>
<p><b>Responsibility</b></p>	<p>Policy &amp; Research issue area co-chairs / TBWG Steering Committee</p>
<p><b>Outcomes</b></p>	<p>Under this action item, TBWG will be a forum to identify and evaluate strategies to optimize the effectiveness of RFID technology at border crossings.</p> <ul style="list-style-type: none"> <li>• The TBWG Steering Committee will encourage representatives from stakeholder agencies to develop strategies and to attend TBWG meetings to further these discussions.</li> <li>• Continue as a venue for sharing information from individual agencies and regional efforts.             <ul style="list-style-type: none"> <li>○ Regional RFID business case development by the IMTC Program as part of its Dynamic Border Management project</li> </ul> </li> <li>• Document discussion and conclusions to support possible policy and investment decisions to possibly advance one or more implementations.</li> </ul>
<p><b>Next Steps</b></p>	<p>Multi agency discussion at Fall 2015 plenary meeting Toronto.</p>
<p><b>Status</b></p>	<p>Active.</p>

**May 2015 BtB Implementation Report (Annex: BtB Forward Plan)**

**“RFID Documents (CIC, CBSA // DHS/CBP)**

Implement a strategy to promote, incentivize and support an increased number of RFID-enabled documents used by cross-border travellers to optimize the lane segmentation technology deployed at the border” (pg 17)

# BIIP 3.0 DRAFT CRITICAL PATH

**Project: BIIP 3.0**

**Organizations: TC, FHWA, CBSA & CBP**

**Report as of: May 28 2015**

## Timelines & Critical Dates

	April	May	June	July	August	September	October	November	December	January
Consultations with States, Provinces, Territories, bridge & tunnel operators	April-June									
Discussion of performance indicators			June-August							
Drafting			June-August							
First draft						Sept 1st				
Revision/endorsement by BIIP Steering Committee						Sept 29th				
Consult and feedback at TBWG Fall 2015 Plenary							Oct/Nov			
Final draft for approvals by partner agencies								Nov		
Revisions/editing									Dec 1st	
Target date for partner approvals									Dec 15th	
Submission to PCO/NSS for approvals									subsequent to partner approvals	
Web coding/translation/communications coordination									Dec-Jan	
Publication									subsequent to PCO/NSS approvals and publication preparations	

**INTERNATIONAL MOBILITY TRADE CORRIDOR PROGRAM (IMTC)  
2015 FUTURE PROJECT PRIORITY LIST**

Priority	Project	Est. cost	Type
1	<b>Exit 274 interchange preliminary design</b>	\$300,000	Planning
Complete the preliminary design and environmental documentation for revisions to the partial interchange consisting of a full tight diamond configuration. The preliminary design process will include geometric alignment, foot print, hydraulic report, environment reconnaissance, and NEPA.			
2	<b>Exit 274 interchange final design</b>	\$3,000,000	Planning
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).			
3	<b>Peace Arch/Douglas bicycle and pedestrian route improvements</b>	\$70,000	Construction
Depending on discussions among stakeholder agencies and municipalities, this project would complete design and improvement of pedestrian and bicycle pathways and way-finding strategies to complement recently enhanced U.S. and Canadian border clearance facilities for bikers and walkers.			
4	<b>Pacific Highway southbound lane-to-booth traffic flow improvement</b>	TBD	Construction
Border approach traffic lanes at this location unevenly distribute traffic volume to inspection booths. This generates additional congestion and creates a discrepancy between published border wait times and individual driver experiences. This project will develop traffic management strategies and improvement alternatives to optimally direct current traffic volumes to the corresponding open-booth capacity.			
5	<b>SR 539 congestion relief: Lynden to H Street</b>	\$30,000,000	Construction
This project will widen State Route 539 (Guide Meridian) to four lanes from the City of Lynden to H Street.			
6	<b>Pacific Highway northbound active lane management</b>	TBD	Planning
This project will evaluate the feasibility of using dynamic over-lane LED signage to enable CBSA to synchronize booth designations at Pacific Highway's port-of-entry with varying designations of approach lanes for the booths (autos, NEXUS, bus, etc.)			
7	<b>Regional mapping of near border freight logistics</b>	\$50,000	Planning
This will be an investigation of near border freight logistics trends such as locations of carrier bases, location of production or distribution facilities, truck parking and/or trailer staging, shipment consolidation, etc. What aspects have changed? What are the implications or observable opportunities for infrastructure, operations, and policy? How stable are these conditions?			
8	<b>Regional economic model</b>	\$650,000	Planning
This project will acquire and populate a regional economic model to estimate the effects of alternative investments and policy decisions—on both sides of the Cascade Gateway border. Estimated cost assumes five years of licensing, staff operation, and data that would include coverage of both U.S. and Canadian economic analysis zones.			
9	<b>Point Roberts/Boundary Bay border wait time/ATIS installation</b>	TBD	Construction
Passenger vehicle traffic has increased dramatically at this POE and with that volume have come longer wait times. In the context of the Beyond the Border Action Plan, this POE is in the top-20 passenger vehicle volume locations on the U.S.-Canada and is thus also a national priority for a wait-time-system installation. This project will involve installing a wait-time measurement system in both directions (for regular and NEXUS traffic) and connect the distribution of 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.			
10	<b>External traffic counts (Whatcom County borders)</b>	\$80,000	Study
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.			
new	<b>BlueTooth wait time validation</b>	\$80,000	Construction
In addition to providing an additional wait-time measure to use to validate existing system estimates, a BlueTooth-based measure will accord better with agency-tracking of experienced wait times vs. the existing system's configuration to estimate wait times for the next arriving vehicle.			