



International Mobility & Trade Corridor Program Steering Committee Meeting Summary

June 18, 2019

Meeting packet available at: theIMTC.com/meetings

Meeting location

The meeting was held at CBSA Douglas Port-of-Entry, Surrey, BC.

Meeting attendance

B.C. Ministry of Transportation and Infrastructure [BC MoTI]: Amanda Pellam, Simon Leung
Bellingham, Port of [POB]: John Michener
Border Policy Research Institute [BPRI] at Western Washington University [WWU]: Laurie Trautman
Canada Border Services Agency [CBSA]: Chris Van Ness, Dan Bubas, Marcus Johnson, Roberta Kerr, Leanne Richardson, John McNeilly
Canadian Consulate General in Seattle: Rob Kerr
Pacific Corridor Enterprise Council: Jim Kohnke
U.S. Customs and Border Protection [US CBP]: Ron McMillan
Washington State Department of Transportation [WSDOT]: Cliff Hall, Todd Carlson
Whatcom Council of Governments [WCOG]: Hugh Conroy, Jaymes McClain, Melissa Fanucci
White Rock (City of) Council: Christopher Trevelyan

Current Event Updates

Dan Bubas: The City of Delta has added traffic delineators to the southbound approach to the Point-Roberts port-of-entry (POE). The delineation will separate the NEXUS lane from standard lanes farther in advance – some non-NEXUS travelers use the NEXUS lane to jump the border line-up

Todd Carlson: The Washington State legislature approved of \$1MM for the road-rail grade separation project on Peace Portal Dr in Blaine.

Cliff Hall: Mr. Hall submitted as a nominee the Whatcom Council of Governments (WCOG) for the Association of Metropolitan Planning Organizations (AMPO) Excellence in MPO Coordination and Partnership award for the agency's two decades of work in international coordination through the IMTC.

Hugh Conroy: The Washington State Department of Transportation's (WSDOT) Ultra-High-Speed Ground Transportation Business Case was recently released.

John McNeilly: There was a recent incident at the Canada Border Services Agency (CBSA) Aldergrove POE. Equipment used for construction on Highway 13 rolled downhill and caused damage to Aldergrove facility building and canopy. Repairs to the building will be ongoing for the next several months.

John Michener: The Port of Bellingham is working with U.S. Customs and Border Protection (CBP) to create a Foreign Trade Zone on the Bellingham waterfront.

Laurie Trautman: The next Pacific Northwest Economic Region (PNWER) annual summit will be in Saskatoon, Saskatchewan from July 21 to 25.

Melissa Fanucci: An updated draft of the Peace Arch-Pacific Highway Pedestrian Signage plan is being finalized. There will have a signage plan meeting following the next IMTC meeting on September 19.

Rob Kerr: The Canadian Consulate General in Seattle will be doing a border tour with the Western Governors' Association (WGA).

Overview of the June 18-19 Canada-US Transportation Border Working Group (TBWG) meeting in Burlington, VT

Hugh Conroy: Mr. Conroy and Melissa Fanucci attended the Transportation Border Working Group (TBWG) meeting in Burlington, Vermont from June 18-19. As part of the meetings, they toured the small East Richford POE.

The meetings included discussion of the old Border Infrastructure Investment Plan (BIIP) and strategies of collaborating on planning between agencies and scaling the BIIP-style format to the regional level.

Melissa Fanucci: There was discussion of a border infrastructure inventory that would list key infrastructure, technology, and operations at each POE.

Hugh Conroy: WCOG staff reviewed the IMTC's origins and current infrastructure planning and construction activity in the Cascade Gateway.

Ron McMillan: The CBP Pacific Highway booth expansion/reconfiguration is fully funded and will begin in the Fall. Tim Younkins has become the acting Port Director at Lynden. Former Lynden Port Director Phil Stanford has moved to Bellingham.

Hugh Conroy: WCOG staff also reviewed the IMTC Peace Arch-Pacific Highway pedestrian signage plan, the recent border incident tabletop exercise, and examples of data collection and regional collaboration, including the Peace Arch-Pacific Highway Traffic Study.

There was discussion of future study possibilities, such as Sumas-Abbotsford-Huntingdon and Lynden-Aldergrove POE redevelopment and future demand/routing scenarios. The NEXUS program, its continued growth, and recent survey results were also discussed.

Melissa Fanucci: Examples of the Border Data Warehouse update with Tableau dashboard capabilities were shown.

Discussion on early work on the IMTC Aldergrove-Lynden/Abbotsford-Huntingdon-Sumas Traffic Study

Hugh Conroy: Mr. Conroy has been assembling statistics for an Aldergrove-Lynden/Abbotsford-Huntingdon-Sumas traffic study. The study will in part provide IMTC agencies with a document analyzing the need for a NEXUS lane at the Lynden POE. Freight routing patterns through the eastern Cascade Gateway are also being analyzed.

Freight origin-destination patterns/routes

Hugh Conroy: Mr. Conroy reviewed freight origin and destination patterns observed from the 2015 IMTC Border Freight Operations study. The study matched origins and destinations with the specific POEs used to cross the border. This kind of analysis allows for observing patterns in routes and identifying more optimal POE routing.

There is a large percentage of empty trucks crossing southbound through the Lynden POE.

Dan Bubas: The CBSA Aldergrove POE was constructed with the ability to expand as future border volume dictates.

Amanda Pellam: Metro Vancouver is currently going through an update of a regional growth strategy which will help preserve the industrial land-uses and current industries in the Lower Mainland. Metro Vancouver's area of coverage does not extend to Abbotsford or Chilliwack, however the finalized policies may affect freight routing through Pacific Highway.

Baseline analysis of NEXUS use and potential

Hugh Conroy: The 2018 IMTC Passenger Vehicle Intercept Survey collected data on the reasons for non-NEXUS users not being enrolled in the NEXUS program. Several categories of response indicate a population of cross-border drivers who could be better targeted with media and awareness about the benefits of the NEXUS program.

Peace Arch-Douglas and Pacific Highway Traffic Study update: Adding scenarios of increased NEXUS enrollment

Jaymes McClain: Earlier this year, WCOG developed a traffic study that estimated the effects of increased lane capacity at the CBP Pacific Highway POE and decreased capacity at the CBSA Pacific Highway POE due to port construction. The analysis was conducted using WCOG's border area simulation model, developed in ExtendSim. To forecast border traffic volumes, staff used population growth estimates for Washington State and British Columbia. The original scenarios with forecast traffic volumes were run without any change in the proportion of border-crossers using the NEXUS lane. However, NEXUS enrollment in the region has grown significantly over the past decade and is anticipated to continue to grow.

WCOG has traffic data from CBP and CBSA that splits NEXUS and standard lane usage going back to 2010. Using the program Tableau to analyze the trend of the increase in NEXUS usage over the past 9 years, a forecast was developed to estimate the ratio of NEXUS lane users at the Peace Arch-Douglas and Pacific Highway POEs out to 2022. Forecasting to further years was deemed too inaccurate for this analysis. For

scenarios analyzing border conditions in 10 years, a proxy estimate and goal of 65 percent NEXUS lane usage was used.

The Traffic Study is currently being updated with the described NEXUS forecasting. A new draft of the study will be available within the next several weeks.

Cascade Gateway Border Data Warehouse 3.0 feedback survey

Melissa Fanucci: A feedback survey for the Cascade Gateway Border Data Warehouse is attached in the meeting packet. The survey will help determine improvements needed for the updated version of the data archive based on current stakeholder use.

The update will address several deficiencies in the current data archive. NEXUS volume archiving, especially for dynamically assigned southbound NEXUS lanes, will continue to be improved. The outdated front-end of the website will be improved with Tableau dashboard capabilities and the increasingly-expensive-to-maintain back-end will be expanded to address the large amount of data that is now being archived from the CBP Vehicle Primary Client (VPC) system.