Information sheets are prepared and maintained for each project currently approved by IMTC Program organizations for their 2013 list of shared priorities for Cascade Gateway border improvements. Information sheets are updated as needed and thus include a version-date. Current copies, inclusive of any changes to information below, are available in the future-projects section at theIMTC.com.

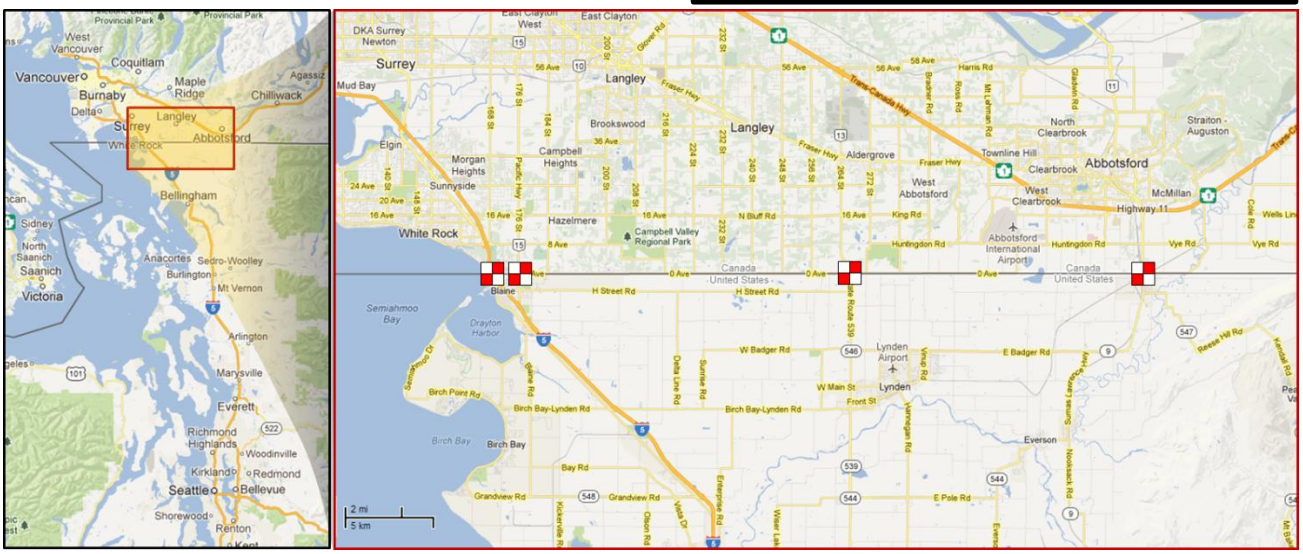
Commercial Vehicle Survey

Overview

This project will result in refreshed commercial vehicle origin-destination & commodity-flow data for the three Cascade Gateway commercial ports-of-entry. The target time for this work is summer and late fall of 2013/2014.

Location

The map below shows the border crossings, related approach roads, and border-region road network of the Cascade Gateway –the geographic focus of this project.



Why this project is needed

It is approaching five years since the last IMTC commercial vehicle origin-destination and commodity-flow survey was completed in the Cascade Gateway (last done in June, 2009).

The resulting information on, origin-destination patterns, freight-flow geography, and carrier and vehicle characteristics is an important part of transportation system planning – explaining reasons for changes in demand, identifying emerging needs for reallocation of resources and targeted investments, and revealing opportunities for system optimization from operational and policy changes.

Specific applications of updated information on regional cross-border truck freight include:

- Information for policy makers of both the U.S. and Canada, about changes in the relationship between regional production and consumption and cross-border trade corridors.
- Updated profile of regional cross-border commodities *related to* types of carrier firms, vehicle types, and specific logistics and transportation system requirements. This type of information is critical for assessing uptake in voluntary, trusted trader programs (FAST programs).
- Continued monitoring of the potential of other modes (ex. rail and marine) to serve future shares of trade flows currently all on highways.
- Trip-end analyses that illuminate changing logistics flows, roles for near-border freight services (3PLs), border-related system needs for adjacent communities, and the relevance of connections with regional intermodal centers.

Results

The primary product of this project will be a publically available database of survey records. The database will be corrected for errors and augmented with expansion factors developed from hourly vehicle counts.

Other products will include a project report. In addition to summarizing data highlights and notable shifts from prior surveys the report will documenting data collection schedules, methods, observed anomalies, and recommendations for improving future efforts.

Application to other IMTC projects

In addition to refreshing frequently used data sources and building on a valuable data time series, this project will have direct applications for other current priority IMTC projects. These include:

- Regional Mapping of Near-border Freight Logistics
- Circulation Analysis Phase II
- Regional Economic Model
- Northbound Pacific Highway Active Lane Management

Estimated project Schedule

Data collection activities are envisioned for the month of June, 2014. Based on this, an estimated timeline includes:

- Logistics planning and coordination, hiring, training, etc.: March-May, 2014
- Survey instrument(s), database, and hardware/software configuration: April-May, 2014
- Data collection: June, 2014
- Data cleansing, database development, and reporting: July – October, 2014

Cost

This project is estimated to cost $100,000.

This project is not currently funded.

Administration, funding, and partnerships

As with the 2009 survey this project could be done jointly by the Whatcom Council of Governments and the Border Policy Research Institute.

Funding support would be looked for and/or requested from U.S. Customs and Border Protection, Canada Border Services Agency, Washington State DOT, British Columbia MOT, Transport Canada, and U.S. Federal Highway Administration.

As with all past border survey projects, collaboration with and support from U.S. Customs and Border Protection and Canada Border Services Agency is essential.