

CANADA—U.S. TRANSPORTATION BORDER WORKING GROUP NEWSLETTER

Issue 14 — Fall 2015

Western Jurisdictions Establish the Inland Border Working Group (IBWG)

David Lettner, Senior Transportation Planning Consultant, Manitoba Infrastructure and Transportation

On April 24, 2015 transportation agencies representing the western jurisdictions of Manitoba, Saskatchewan, Alberta, British Columbia, Minnesota, North Dakota, Montana, Idaho and Washington agreed to form the "Inland Border Working Group" (IBWG). The formation of the IBWG was an outgrowth of earlier discussions at TBWG circa 2009 to establish a border forum that could represent western jurisdictions on border issues in a manner similar to the International Mobility and Trade Corridor (IMTC) project (ie: Cascade Gateway) or the Eastern Border Transportation Coalition (EBTC) that represents the transportation agencies of Ontario, Quebec, New Brunswick, Nova Scotia, Michigan, New York, Vermont and Maine.

The initial purpose and objectives of the IBWG will be to:

- ◆ Establish an up-to-date contact list for IBWG jurisdictions
- ◆ Provide effective coordination of western border issues
- ◆ Communicate, coordinate and participate with TBWG
- ◆ Promote participation by IBWG members at TBWG
- ◆ Other issues as deemed appropriate by the IBWG membership

Each of the nine (9) western jurisdictions identified a lead and alternate representative to participate on IBWG. The IBWG membership selected a chair (David Lettner, Manitoba Infrastructure and Transportation) and an alternate chair (Ben Ehreth, North Dakota Department of Transportation) for an initial term of 2 years. The chair and alternate chair of IBWG will reflect bi-national representation and these positions will alternate between Canada and the United States after each 2-year term.

On May 26, 2015 the IBWG formally requested that TBWG consider establishing a western seat on the TBWG Steering Committee for the IBWG. This request reflects a similar status granted to IMTC and EBTC regarding their participation on the TBWG Steering Committee. The IBWG chair or alternate chair would participate on the TBWG Steering Committee. On June 26, 2015 the TBWG co-chairs (Tom Oommen of Transport Canada and Ken Petty of the US DOT / Federal Highway Administration) notified IBWG that their request for a seat on the TBWG Steering Committee had been approved. The co-chairs noted in their decision letter that, "the IBWG will serve as a valuable component to the TBWG and improve the cooperative planning process for both countries to engage the provinces and states that comprise your membership".

The IBWG member jurisdictions look forward to closer working relationships with one and another on border planning matters of mutual interest and in supporting the mandate of TBWG on a range of bi-national border initiatives related to policy, infrastructure, technology and data.

For more information on IBWG contact David Lettner.
E-mail: david.lettner@gov.mb.ca Telephone: 204.945.5270

Tricia M. Harr Named as the New Planning and Interstate Team Leader for FHWA Border and Interstate Team

Tricia M. Harr, AICP was recently selected for the position of Senior Transportation Specialist/Border and Interstate Planning Team Leader in the FHWA Office of Planning, Environment and Realty, Office of Planning. In this capacity, she manages activities related to international transportation border planning between the US and Canada through the Transportation Border Working Group (TBWG) and the US and Mexico through the Joint Working Committee (JWC).



Tricia M. Harr, FHWA's new Border and Interstate Team Leader

Tricia has over 15 years of experience in multi-modal transportation planning at the Federal, state, and local level and has experience in all aspects of the National Environmental Policy Act (NEPA) and environmental processes. Prior to joining the Border Planning Team, she was an Environmental Protection Specialist in the FHWA Office of Planning, Environment & Realty, Office of Project Development and Environmental Review at USDOT Headquarters. In this capacity, she worked on national policy initiatives related to NEPA and served as a project development specialist to several FHWA division offices. She has extensive experience coordinating with DOT modal administrations, other Federal agencies, and a wide variety of stakeholders during the transportation planning process.

Prior to FHWA, Tricia was an Environmental Protection Specialist at the Federal Transit Administration (FTA) at USDOT Headquarters, where she provided policy guidance on the NEPA process to FTA's regional offices and transit agencies. Tricia has also served as a guest lecturer at Johns Hopkins University, where she spoke on utilizing innovative methods to streamline and manage the NEPA process. Prior to joining USDOT, she was a consultant in Austin, Texas, where she worked on NEPA documents for the Texas Department of Transportation and the FHWA-Texas division office.

Tricia has received several awards for her work while at USDOT, including the Secretary's Partnering for Excellence Award, Excellence in Teamwork Award, FTA Outstanding Achievement Award, and the Secretary's Meritorious Achievement Award (Silver Medal).

Tricia has a master's degree in regional planning with concentrations in land use planning and real estate from Cornell University, Ithaca, NY, and is an AICP-certified planner. She is a Wisconsin native and former resident of Upstate New York, so she is used to cold, snow, and hockey and is sure to fit in well with her Canadian counterparts. She is looking forward to getting reacquainted with colleagues along the Northern and Southern borders and also meeting some new individuals well.

Scenes from the Portland TBWG Meeting



Lenore Duff, Director General, Surface Transportation Policy, Transport Canada presenting during the Rail Session of the TBWG Meeting.



Greg Nadeau, Administrator for the Federal Highway Administration, addressing the TBWG audience.



Tom Oommen, Director of Highway, Border, and Motor Carrier, Transport Canada, serving as the TBWG Meeting Co-Chair.



Kenneth Petty, Director of Planning, Federal Highway Administration, serving as the TBWG Meeting Co-Chair.



Todd Carlson, WSDOT Planning and Engineering Services Manager, commenting during one of the TBWG sessions.



Maria Chau, Senior Community Planner with the FHWA-New York Division presenting on the New York State Freight Plan



Ed Courtemanch, Senior Director of Planning Services of Amtrak, giving a presentation during the Rail Session.



Ron Rienas, General Manager of the Peace Bridge, asking a question during the TBWG Meeting.

Measuring and Analyzing the Fluidity of Canadian Transportation Supply Chains

Measuring, monitoring and analyzing a country's major transportation gateways and corridors is increasingly important in today's world of highly complex, interconnected and competitive global supply chains. Recognizing its importance to Canada's gateways and trade corridors and its overall economy, Transport Canada's (TC's) Transportation and Economic Analysis group has been measuring the fluidity of the country's major supply chains since 2009. The main aim of this work is to provide objective multi-modal evidence-based metrics on performance, and an analytical framework to identify areas of concern.

These metrics enable Canada to measure its own performance and do comparative analysis within the North American (and global) marketplace. They focus on bottlenecks and impediments along major trade corridors as well as resilience issues and the competitiveness of Canada's supply chains. The fluidity performance metrics are developed with industry on a voluntary basis using a phased approach. For phase 1, TC's fluidity indicator project focused on the import supply chain on containers moving through major trade corridors. This measured the end-to-end transit times for the trade lanes (see Figure 1 to the left). Transit times are defined as the ocean voyage from loading port, port dwell, and rail and truck transit to inland destinations, using data collected from carriers and third-party providers

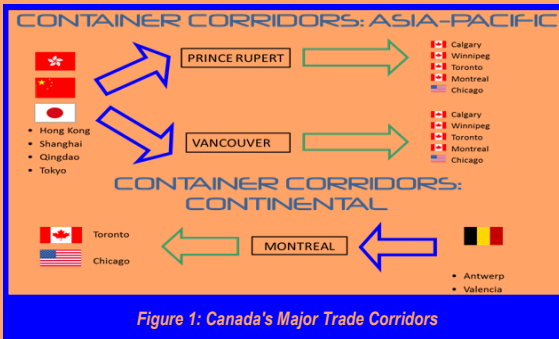


Figure 1: Canada's Major Trade Corridors

Figure 2 to the right, shows the transit times for Canada's two west coast container ports: Port Metro Vancouver and Prince Rupert.

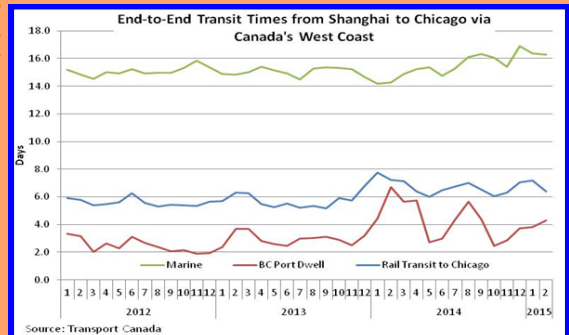


Figure 2: Fluidity of Import Containers

For Phase 2, TC's project assesses important export supply chains of bulk commodities (e.g. grain, coal and potash) to overseas markets, as well as manufactured goods (e.g. automotive) and semi-finished products (e.g. lumber) to the United States (U.S.). A key part component of the work on supply chains for the U.S. has been using "big data" to measure the performance of the truck portion of supply chains, especially at border crossings. The fluidity of trucking is measured using geospatial data from a large sample of truck activity compiled by third-party providers of satellite tracking services to Canadian trucking firms to monitor their fleets (approximately

30,000 trucks). Through the use of this data, border wait times for U.S. bound traffic at major crossings can be estimated using a geofence to delineate where queuing traffic begins and ends (Figure 3 to the left).

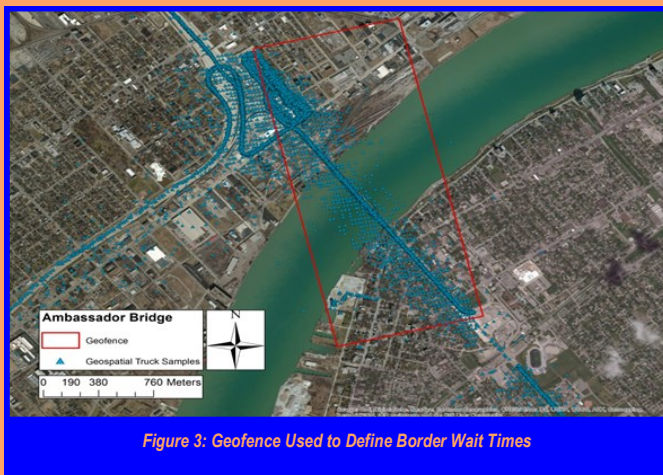


Figure 3: Geofence Used to Define Border Wait Times

supply chains which offer increased visibility and transparency, promote competitiveness, and can assist with policy advice on addressing potential.

For more information please contact Andrew Carter, Transport Canada at: andrew.carter@tc.gc.ca or (613) 949-6589.

Figure 4 to the right shows the estimated wait times at Canada's busiest border crossing, the Windsor-Detroit Ambassador Bridge. Through these fluidity measurement projects, TC in collaboration with industry stakeholders has developed sophisticated transportation performance metrics of Canada's major

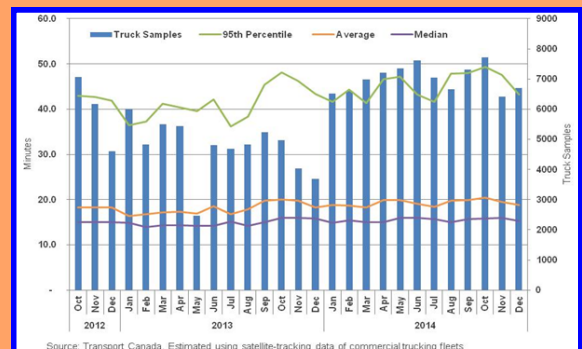


Figure 4: Border Wait Times at Windsor-Ambassador

Goods Movement Program in Peel Region

The Region of Peel is situated in the west-central portion of the Greater Toronto and Hamilton Area (GTHA). Three municipalities make up the Region of Peel: the City of Mississauga, the City of Brampton, and the Town of Caledon. Peel covers 1,225 square kilometres, including a mix of urban, suburban, rural, agricultural and natural landscapes.

Peel Region is situated at the junction of some of North America's most important east-west and north-south trade routes. In the past 15 years, Peel's location on major trade corridors and the availability of appropriately zoned and priced land, access to a skilled workforce, and proximity to

major markets in the GTHA and beyond have led to strong growth in the number of manufacturing, warehousing and goods movement-related businesses locating in the region. Goods movement and manufacturing are key to Peel's economic vitality and Peel is a significant freight hub for the GTHA, Southern Ontario and the rest of Canada. Some indicators of the importance of goods movement to Peel, and of Peel's role in the broader goods movement sector, are that:

- ◆ Freight transportation, warehousing, and manufacturing account for almost 27% of Peel's employment;
- ◆ There are over 2,000 trucking companies in Peel;
- ◆ Pearson International Airport handles more air cargo than the Vancouver and Montreal airports combined;
- ◆ The CN Brampton and CP Vaughan intermodal terminals are two of the largest in Canada;
- ◆ Peel accounts for 15% of Ontario's exports;
- ◆ Approximately \$1.5 billion worth of goods move through Peel every day on the east-west highways;
- ◆ Truck activity in Peel represents about 25% of all truck activity in Ontario.



To better facilitate, plan, and implement goods movement infrastructure and services through partnerships between levels of government and the private sector, the Region established the Peel Goods Movement Task Force in 2009. The mission of the Task Force is to support businesses with a transportation system that moves goods and delivers services safely, quickly and efficiently, maximizes economic opportunities and reduces the associated environmental and community impacts.

The members of the Task Force and its Technical Working Group developed the Peels Goods Movement Strategic Plan (2012-2016) which identi-

fies 23 action items to improve how goods are moved within and through Peel. One of these action items includes improving border crossing.

Peel Region is currently striving to improve travel between the Greater Toronto Area and the border and cross-border trade. The key border crossing issue facing trucking is the unreliability of transit times owing to delays associated with border crossing processes. The most important access issue for the trucking industry is congestion and the lack of resilience in the highway network linking Peel Region with Michigan and New York border crossings.

There are a few actions that are being implemented by various levels of government to inform cross-border transportation policies and actions and ultimately help improve cross-border goods movement in Southern Ontario. For example, initiatives for improving data availability and planning for cross-border goods movement include:

- ◆ Gathering data on border crossing performance
- ◆ Developing a Commodity Flow Survey and Freight Analysis Framework
- ◆ Expanding MTO Commercial Vehicle Survey to cover Peel Region roads

Initiatives for improving border infrastructure include:

- ◆ Improving key truck routes to border crossing
- ◆ Completing the New International Trade Crossing

A systems approach is needed in order to achieve the vision for goods movement in Peel Region (such as reduced delay and better travel time reliability). Such an approach must also consider the economic context in which projects are established and implemented, using measures such as return on investment to link transportation investment decisions to the local, regional and national economies.

Through continued collaboration, members of the Peel Goods Movement Task Force can, and will bring about positive changes to the efficiency, effectiveness and safety of Peel's goods movement transportation system so as to preserve jobs, attract potential investors to the Region and be open for business.

For more information please contact Sabbir Saiyed, Ph.D., P.Eng., Region of Peel at: sabbir.saiyed@peelregion.ca or (905) 791-7800 ext: 4352.





Transportation Border Working Group

Fall Plenary– October 27-28, 2015

The Fairmont Royal York Hotel, Toronto, ON

Transport Canada & the U.S. Federal Highway Administration invite you to attend the 2015 Fall Plenary of the Transportation Border Working Group taking place Oct. 27-28 at the Fairmont Royal York Hotel in Toronto, Ontario.

A special hotel room rate of \$199.00 (\$ CDN) has been arranged for participants. Participants should make their room reservation directly at <https://resweb.passkey.com/go/transborder2015>

or through the toll free number [1-800-663-7229]. Please quote the **“Transportation Border Working Group”** or group code **“TRAN1015”** in order to receive the special conference rate. Reservations must be made by **October 5**. After this date, the conference rate may not be guaranteed.

Discussions and presentations will cover a range of transportation and border-related issues: infrastructure; border wait time technology; trade and traffic data; freight planning; RFID technology; and the Beyond the Border Action Plan.

For more information, or to register for the meeting, please contact at Transport Canada: Nadine Welter at: Nadine.Welter@tc.gc.ca or 613-990-1528 and Daniel McGregor at Daniel.McGregor@tc.ca or 613-998-1929

Visit the TBWG website at: www.thetbwg.org

