

## CANADA—U.S. TRANSPORTATION BORDER WORKING GROUP NEWSLETTER

### Issue 10 — Fall 2013

#### Anthony Foxx Becomes the 17th U.S. Secretary of Transportation

In nominating him, President Obama said, "I know Anthony's experience will make him an outstanding Transportation Secretary. He's got the respect of his peers, mayors, and governors all across the country. And as a consequence, I think that he's going to be extraordinarily effective."

Foxx joined the U.S. Department of Transportation after serving as the mayor of Charlotte, North Carolina, from 2009 to 2013. During that time, he made efficient and innovative transportation investments the centerpiece of Charlotte's job creation and economic recovery efforts. These investments included extending the LYNX light rail system, the largest capital project ever undertaken by the city, which will build new roads, bridges, transit as well as bicycle and pedestrian facilities; expanding Charlotte-Douglas International Airport, the sixth busiest in the world; working with North Carolina Governor Beverly Perdue to accelerate the I-485 outer belt loop using a creative design-build-finance approach, the first major project of its kind in North Carolina; and starting the Charlotte Streetcar project.

Prior to being elected mayor, Foxx served two terms on the Charlotte City Council as an At-Large Representative. As a Council Member, Foxx chaired the Transportation Committee, where he helped shepherd the largest transportation bond package in the city's history, enabling Charlotte to take advantage of record low interest rates and favorable construction pricing to stretch city dollars beyond initial projections. Foxx also chaired the Mecklenburg-Union Metropolitan Planning Organization.

Foxx is an attorney and has spent much of his career in private practice. He also worked as a law clerk for the U.S. Sixth Circuit Court of Appeals, a trial attorney for the Civil Rights Division of the U.S. Department of Justice, and staff counsel to the U.S. House of Representatives Committee on the Judiciary.



Foxx received a law degree from New York University's School of Law as a Root-Tilden Scholar, the University's prestigious public service scholarship. He earned a bachelor's degree in History from Davidson College.



#### Lisa Raitt appointed as Minister of Transport

Lisa Raitt was first elected to the House of Commons in 2008 and re-elected in 2011.

In July 2013, Ms. Raitt was appointed Minister of Transport. Previously, she was appointed Minister of Natural Resources in October 2008 and Minister of Labour in January 2010. Prior to her election to the House of Commons, Ms. Raitt was the President and Chief Executive Officer of the Toronto Port Authority (TPA). She had previously served as the TPA's general counsel and harbourmaster.

As a lawyer, Ms. Raitt specialized in the areas of intellectual property, commercial litigation and shipping arbitration.

Ms. Raitt is an active member of her community. She volunteered as a Halton canvasser and fundraiser for the Canadian National Institute for the Blind, and for her children's hockey, soccer and gymnastics organizations. In 2002, Ms. Raitt was invited to become a member of the Canadian chapter of the worldwide Young Presidents' Organization.

She is a graduate of St. Francis Xavier University and holds a Master of Science degree from the University of Guelph. She earned her law degree from Osgoode Hall at York University.

Ms. Raitt resides in Oakville, Ontario, and is the mother of two boys.

## From the Desk of Ted Mackay:

For over ten years, the Transportation Border Working Group has provided a valuable forum for federal, state and provincial authorities to identify and collaborate on technology, infrastructure, data and other policy matters affecting transportation, trade and travel across the Canada-US border. The work we do together on these issues is vitally important, and Transport Canada is honored to be part of this group and to serve as its Canadian chair.

Some of you will have heard that Jim Cheatham, who has served as the U.S. Chair of the TBWG for the past several years, has recently retired. It has been a privilege to work with Jim, a true professional with tremendous knowledge and experience in transportation (among other fields). On behalf of my colleagues at Transport Canada and other Canadian TBWG members, I offer my best wishes to Jim on his retirement and assure him that he will be missed by all.

I also take this opportunity to let you know that I will be moving to a new position at Transport Canada in the next few weeks and therefore stepping down as Canadian chair of the TBWG. I want to thank everyone involved in the TBWG for making it one of the most rewarding, interesting and valuable experiences of my 26-year public service career. Keep up the good work!

Finally, we are holding our TBWG Plenary meeting in Montreal, October 22-23. I strongly encourage you to attend, both because Montreal is a fantastic city, and because we will have an excellent program.



## TWBG Co-Chair James Cheatham Retires:

After nearly 42 years of distinguished Federal civil service, TBWG Co-Chair James Cheatham, P.E., Director for the FHWA Office of Planning in the Office of Planning, Environment, and Realty retired effective August 2, 2013. He had served as the Director of Planning for almost six years. During his tenure as Director, he led several major programs for The Office of Planning including implementing statewide and metropolitan planning programs, administering the Transportation Planning Capacity Building and Travel Model Improvement Programs, serving as the Planning Discipline Support Champion, overseeing the implementation of performance-based planning and programming, and facilitating the border and corridor program.

His achievements also included the development of a framework for a performance based approach to planning and programming and the delivery of workshops to provide training and capacity building to Division Office staffs, State Department of Transportations, Metropolitan Planning Organizations, and Federal stakeholders. Prior to becoming the Director of the Office of Planning, he was the Division Administrator for the Pennsylvania Division and District of Columbia Division, the Assistant Division Administrator for the Minnesota Division, and the

Jim also had a very successful career in the U.S. Army Reserve and recently retired a few years ago as a Major General with his last assignment as the U.S. Army Materiel Command's Assistant Deputy Commanding General for Reserve Affairs.

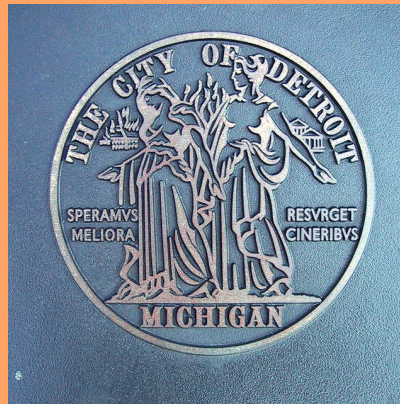
A native of Texas, Jim was a graduate of Prairie View A&M University with a degree in civil engineering and a Masters of Science of Engineering from Purdue University. He also was a graduate of the U.S. Army Command and General Staff College and the U.S. Army War College.



# Scenes from the Detroit TBWG Meeting



*Christine Drennen, the Public Administration Specialist with the Toledo Metropolitan Area Council of Governments, during her presentation on National, Regional, and Local Freight Perspectives.*



*J.T. Anderson, Resident Engineer with the Minnesota Department of Transportation, presenting on the Baquette—Rainy River Bridge during the Infrastructure Session.*



*TBWG Co-Chair Ted Mackay, CBSA's Caroline Xavier, CBP's Ana Hinojosa, and TBWG Co-Chair during the panel presentation on the Ottawa and Washington D.C. update.*



*FHWA Deputy Administrator, Greg Nadeau, during his presentation on "Moving Ahead for Progress in the 21st Century".*



*Roy Norton, the Consul General of Canada in Detroit, during his presentation on "Canadian Perspectives in Michigan".*



*Laura Mester, Chief Administrative Officer for the Michigan Department of Transportation, provided a local welcome presentation at the start of the Plenary Session.*

# A LEVEL OF SERVICE FRAMEWORK FOR EVALUATING LAND-BASED PORT OF ENTRY PERFORMANCE

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

Major land-based ports of entry (POE's) are vital surface transportation gateways that facilitate the legitimate flow of goods and people between two nations. Appropriate planning methodologies are essential for assessing the adequacy of port infrastructure and services to meet forecasted demand. However, the development and application of appropriate planning methodologies to assess POE delay and congestion impacts have not kept pace with the growing significance of these key surface transportation assets. A common planning tool that can be used by all transportation and border service agencies to evaluate proposed POE infrastructure investments, staffing and / or technology deployment as well as providing standardized, longitudinal analysis illustrating comparative service level data on a system-wide basis has tremendous application and utility.

FIGURE 1: Level-of-Service Framework for POE Applications

In response to these methodology gaps, Manitoba Infrastructure and Transportation (MIT) developed a level-of-service (LOS) framework and analysis as part of the work undertaken during the Pembina-Emerson POE Study (2012). The impetus for developing an LOS methodology for assessing POE performance is rooted in the dynamic nature of port peaking patterns and based on queuing theory. Based on LOS concepts in the Highway Capacity Manual (HCM), the LOS methodology developed by MIT can be applied to any major POE to assess port service levels and performance. Figure 1 illustrates the LOS framework for POE's which utilizes standard A-F service level categories found in other HCM applications. Service levels A-B reflect no delay or minimal delay conditions, C-D short to moderate delays and E-F significant to severe delays. The LOS methodology is a tool that can provide consistent and standardized system-wide measurement of POE performance and service levels for any or all of the following scenarios:

- Various policy level settings
- Pre to post improvement scenarios
- Port to port comparisons
- Border to border comparisons
- A snapshot for any or all 8,760 hours in a year
- Longitudinal analysis over a 20+ year planning horizon
- Service level standards and assess impacts of LOS policy changes
- Evaluate Primary Inspection Lane (PIL) infrastructure or staffing levels
- Evaluate various processing time scenarios
- Output generated by direction of travel
- Output generated by vehicle type

The LOS algorithms developed by MIT convert hourly forecasts of vehicle arrivals into hourly service levels. Changes in service policy can be evaluated by modifying the policy criteria in the LOS framework (volume/capacity ratio and delay measures). By changing processing time or PIL scenarios, multi-variant trade-off analysis can be performed to evaluate all 175,200 hours over a 20-year planning period. In this manner, the impact of adjusting either PIL capacity (infrastructure / staffing) or increased / decreased processing time scenarios can be evaluated within the context of a pre-set LOS policy. For any given future year the LOS methodology makes it possible to assess any combination of these three variables by evaluating the output tables which illustrate how many hours fall into each specific A-F LOS category.

The LOS methodology is distinct and different from border wait time measurement insofar as it has predictive capabilities based on forecast data inputs for a 20+ year planning period. As such, the LOS methodology can also provide standardized, longitudinal analysis for various combinations of policy, service and infrastructure scenarios. Combining the LOS framework (a trade-off analysis) with 30th highest hour design (an infrastructure design approach) provides transportation policy makers, planners and engineers with greater flexibility to assess the implications of various port improvement scenarios and their phasing considerations. Furthermore, the LOS concept was envisioned as a means to convey port performance and service levels in a manner that is meaningful and easily understood by elected officials, stakeholders and the public alike.

In June 2013 the LOS methodology was presented to the Canadian Transportation Research Forum where it received the Ron Rice award for best conference paper. Papers on the LOS concept have been accepted for presentation at the Transportation Association of Canada 2013 conference and submitted to the Transportation Research Board for consideration at their 2014 annual meeting. The next step in refining the LOS methodology is to modify the algorithms to capture benefit-cost data (delay, fuel and emissions) for comparing various port improvement scenarios. With these refinements and further concept validation, the LOS framework and methodology for POE's could be given consideration for inclusion as an accepted practice in the HCM.

David Lettner developed the LOS framework for POE applications and will be presenting the full methodology at the fall 2013 TBWG plenary in Montreal. David's MIT colleague, Dr. Jake Kosior, developed the algorithms that converted hourly forecast arrivals into LOS categories.

| Level of Service | Flow Conditions | LOS Description   | Secondary Measures to Be Considered          |                                      |           |
|------------------|-----------------|---|--|--------------------------------------|-----------|
|                  |                 |   | Magnitude of Average Vehicle Delay (minutes) | Duration of the Delay Period (hours) | v/c Ratio |
| <b>A</b>         |                 | Free flow conditions entering PIL plaza, unimpeded maneuverability within PIL plaza, queuing limited to a few vehicles in each PIL, no delay, driver comfort levels are very high.<br><b>No Delays</b>                                      | <5 min                                       | negligible                           | < 0.9     |
| <b>B</b>         |                 | Near free flow conditions entering PIL plaza, drivers experience minor restrictions when maneuvering vehicles within PIL plaza, queuing within PIL plaza only, minimal delay, driver comfort levels are high.<br><b>Minimal Delays</b>      | ≥ 5 min<br>< 15 min                          | negligible                           | 0.9-1.2   |
| <b>C</b>         |                 | Maneuvering within PIL plaza becomes constrained, queuing extends beyond PIL plaza onto highway facility and begins to affect lane assignment strategies, moderate delay, driver comfort levels are acceptable.<br><b>Short Delays</b>      | ≥ 15 min<br>≤ 20 min                         | < 1 hr                               | 1.2-1.4   |
| <b>D</b>         |                 | Queuing extends upstream on highway facility and begins to affect maneuvering related to both advance notification and lane assignment strategies, moderate delay, drivers may experience poor levels of comfort.<br><b>Moderate Delays</b> | >20 min<br>≤ 25 min                          | 1-2 hr                               | 1.4-1.6   |
| <b>E</b>         |                 | Queuing extends significantly upstream on highway facility, queue length limits effectiveness of advance notification and lane assignment strategies, significant delay, very poor driver comfort levels.<br><b>Significant Delays</b>      | >25 min<br>≤ 45 min                          | > 2 hr                               | 1.6-2.5   |
| <b>F</b>         |                 | Queuing extends significantly upstream on highway facility, queue length limits effectiveness of advance notification and lane assignment strategies, severe delay, extremely poor driver comfort levels.<br><b>Severe Delays</b>           | >45 min                                      | > 2 hr                               | >2.5      |

Notes:  
 v/c Ratio: Adapted from concepts in the Highway Capacity Manual (Transportation Research Board)  
 v/c Ratio: Forecasted hourly arrival rates  
 Capacity: Maximum theoretical capacity (total number of PIL booths x processing rate / vehicle / hour)

## International Stakeholder Meeting held in Duluth, Minnesota

By Chris Dingman, Northern Border Transportation Specialist

As a kickoff to work that will be done at the Baudette, Minnesota/Rainy River, Ontario crossing, the Minnesota Department of Transportation and the Ministry of Transportation Ontario co-hosted a stakeholder meeting on August 14, 2013 in Duluth, MN. There were over forty attendees who took part in person and via the telephone representing Federal, State, Provincial, Regional, County and Local agencies.



The meeting was facilitated by Chris Dingman and Dave Franklin of the Federal Highway Administration (FHWA) and incorporated active involvement from all participants. The morning featured small group breakout sessions, like the one shown in the photos provided, in which each group was asked the following questions:

*1. What impact do you perceive you and your agency will have on this proposed project as it moves through the project develop-*

*ment process?*

*2. What questions do you have about the timeline or details of this proposed project?*

Each of the four breakout groups had a project sponsor and a group recorder posted at their table. There were also telephones at three of the four break out tables enabling those who had phoned in for the meeting the opportunity to contribute. Phone-in participants were assigned a breakout table prior to the



meeting and provided with the phone number that corresponded to their table assignment. Discussion items were thoroughly debated and written up on large poster boards. Meeting facilitators then collected all of the posters and consolidated the comments, organizing them by topic area. The afternoon session was comprised of a larger group discussion of specific project topics including environmental, planning, design, traffic, construction, security, bridge and administration.

While most questions and issues that were raised by participants were addressed, there were a few items that required follow up by project sponsors. Communication protocols were established to allow project sponsors to reach out to stakeholders as a follow-up to this meeting and in the future. It

is anticipated that there will be continued outreach with this stakeholder group at a later date as the project development process reaches important milestones or there is a need to share specific information.

Participants were engaged throughout the day and provided helpful input and feedback. Special thanks to all who were involved in making the day a great success.



# Transportation Border Working Group

2013 Fall Meeting – October 22 & 23

Hôtel Omni Mont-Royal, Montréal, Québec

Transport Canada & the Federal Highway Administration invite you to attend the 2013 Fall Plenary of the Transportation Border Working Group on Oct. 22-23, 2013, at the Hôtel Omni Mont-Royal in Montréal, Québec.

A special room rate of \$169.00 has been arranged for participants. Individuals are to book reservations directly at the toll free number 1-800-THE-OMNI (842-6664) or the hotel at 1-514-284-110, extension 6000. Please quote the **“Transportation Border Working Group”** in order to receive the special conference rate. Reservations must be made by 5PM on Monday, September 30, 2013. After this date, the conference rate may not be guaranteed.

Discussions and presentations will cover a range of transportation and border-related issues including infrastructure, technology, data, the Beyond the Border Action Plan and policy questions. There will be a tour of the Port of Montréal.

For more information, contact Melissa Dawn Newhook at [melissadawn.newhook@tc.gc.ca](mailto:melissadawn.newhook@tc.gc.ca) or 613-949-3835. Please visit the TBWG website for more information at [www.thetbwg.org](http://www.thetbwg.org).

This TBWG Meeting will be webcasted for the benefit of our members who cannot attend the meeting in person. To join the webinar, please contact Travis Black, FHWA, at [Travis.black@dot.gov](mailto:Travis.black@dot.gov) or 202.366.6732.

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