

CANADA—U.S. TRANSPORTATION BORDER WORKING GROUP NEWSLETTER

Issue 5 — Spring 2011

From the Desk of Co-Chair Jim Cheatham:



This is an exciting time in the border community. My office recently co-hosted a Greening Transportation at the Border Workshop in San Diego, CA. The former Detroit River International Crossing (DRIC), now called the New International Trade Crossing (NITC) project appears to be gaining the support to advance. Stephen Harper recently issued a shared border perimeter declaration, and the next TBWG Meeting is going to be held in Minneapolis, Minnesota.

The Greening Transportation at the Border Workshop was very successful in sharing best practices in Green Transportation with our Canadian and Mexican border partners. Green initiatives are slowly but surely working their way into the mainstream of infrastructure construction and this Workshop was the first step for our border partners to come together and discuss these timely issues. Well over 120 border partners showed up in San Diego to participate in the two day agenda that focused on improving the environment at the border.

For many years the DRIC/NITC project has maneuvered through environmental documents and studies. It appears that Michigan's Governor Rick Snyder has adopted the DRIC/NITC as his priority and hopefully the light at the end of the tunnel won't just be the cars going through the Detroit-Windsor Tunnel: it will be the DRIC/NITC actually beginning construction.

The recent declaration by President Obama and Canadian Prime Minister Harper on "Beyond the Border: Shared Perimeter Vision for Perimeter Security and Economic Competitiveness" illustrates the common bond that the Canada and the U.S. share. The declaration focuses on four key areas of Cooperation; 1. Addressing Threats Early; 2. Trade Facilitation, Economic Growth, and Jobs; 3. Integrated Cross-border Law Enforcement; and 4. Critical Infrastructure and Cybersecurity. Obviously, TBWG will play an integral role in working with all of the bi-national federal agencies that will comprise the Beyond the Border Working Group (BBWG). This group will be charged in the coming months with developing an Action Plan to realize the goals of this joint declaration. The full text of the joint Declaration can be found at: <https://obamawhitehouse.archives.gov/the-press-office/2011/02/04/declaration-president-obama-and-prime-minister-harper-canada-beyond-border>.

The next TBWG meeting is going to be held at the Minneapolis Airport Embassy Suites on April 19 and 20, 2011. As with all TBWG Meetings, the agenda will have a compilation of timely presentations and subcommittee meetings. This meeting will be immediately followed by a Border Master Planning Peer Exchange on April 21, 2011. I hope to see as many of our TBWG participants in Minneapolis and urge you to enjoy the many attractions that Minneapolis has to offer! It will be a very interesting meeting and I hope to see you there!

From the Desk of Co-Chair Ted Mackay:



Welcome back to the Transportation Border Working Group (TBWG) newsletter. On February 4, Prime Minister Stephen Harper and President Barack Obama issued a joint declaration entitled *Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness*. You can read the complete text in this newsletter. With almost 10 years of

successful cooperation on border issues, the TBWG is well placed to make an important contribution to this initiative.

An emerging issue for the TBWG is exploring the potential for regional master planning for the Canada-U.S. border. As defined in the California-Baja California Border Master Plan, a regional national plan is a *bi-national comprehensive approach to coordinate planning and delivery of projects at land ports of entry (POEs) and transportation infrastructure serving those POEs*.

To that end, the TBWG will host a Regional Master Planning Workshop and Peer Exchange, on April 21, 2011, in Minneapolis. This is a great opportunity for the Great Plains States and Prairie Provinces to create a unique border master plan that addresses regional border issues and challenges. I strongly encourage all Great Plains States and Prairie Provinces to attend the peer exchange and be a part of this new TBWG process.

Finally, we look forward to our Spring Plenary planned for April 19-20, 2011, in Minneapolis. We hope you will join us and our federal, state and provincial border partners to discuss new solutions for border security and trade support and learn about the latest developments in border-related technology, research, infrastructure, and environmental sustainability.

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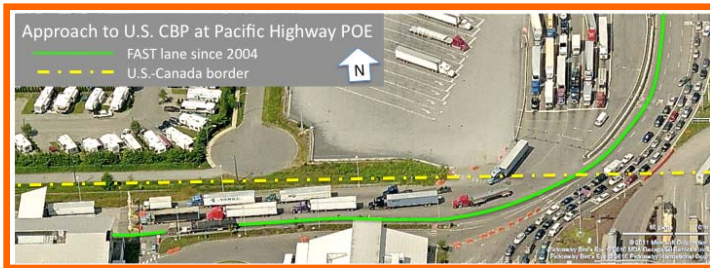
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Agencies To Test and Measure FAST Lane Changes at the Washington State — British Columbia Border

By Hugh Conroy, Whatcom Council of Governments & Chris Hoff, Transport Canada, Pacific Region

During the second week of April at the Pacific Highway border between BC and WA, U.S. Customs & Border Protection (CBP) will be completing a 30-day test of an alternative regional operation of the Free and Secure Trade program (FAST).



It has become clear over the past couple of years that FAST has produced measurably different outcomes in the regions it has been implemented. While the incentives of expedited border processing would seem sufficiently compelling, the three-component enrollments required for FAST status—driver, carrier, and shipper—have been much more attainable in regions where cross-border freight contains significant volumes of intra-firm, intermediate goods (e.g. the auto industry).

The Pacific Highway crossing joining British Columbia and Washington State is a case in point. While driver and carrier enrollments are high, regional shippers of cross-border goods have never shown significant interest. Indeed, the 2009 IMTC Commercial Vehicle Operations Survey done by the Border Policy Research Institute (BPRI) at Western Washington University and the Whatcom Council of Governments (WCOG) found that, of the 23 percent of U.S. bound trucks at Pacific Highway using the FAST lane, 77 percent were empty. The difficulty attracting shippers has relegated FAST to being an underused empty lane. Regional carriers and their drivers would like to make better use of the dedicated infrastructure but the regional predominance of finished goods and trucking industry competition insulate shippers from the costs of border delay.

Seeing the interest in alternatives BPRI developed a discrete-event simulation model to test different operational formats. A basic finding of the model was that reversion of the FAST lane (and booth) to a standard booth would significantly reduce wait times for all trucks (system time) while only slightly lengthening FAST trucks' wait times.

As shown in the table below, at 2009 truck volumes, opening three lanes to all traffic would reduce system average wait time by 4.53 minutes while adding about 30 seconds to FAST lane users' current wait. If volumes increase by 20 percent, the lost relative benefit to FAST increases a bit but still results in an average system wait-time of about half of what it would be if the FAST booth remained restricted.

Scenarios		2009 Truck Volume			Truck Volume up 20%		
		Wait time (min.)		Utilization	Wait time (min.)		Utilization
		Avg.	Max. (avg.)		Avg.	Max. (avg.)	
Baseline: 2 Standard, 1 FAST Lane	Standard	7.6	31.0	61.0%	36.0	76.8	72.4%
	FAST	1.0	8.3	29.3%	1.7	11.9	35.0%
	System	6.1	25.9	50.4%	28.2	62.1	59.9%
No FAST: 3 Standard lanes	System	1.6	12.3	51.3%	7.1	33.7	61.9%
System Change		-4.5	-13.6	0.8%	-21.1	-28.4	2.0%
FAST Change		0.6	4.0	21.9%	5.4	21.8	27.0%

Finding the above results meaningful and relevant to internal objectives, CBP reached out to regional partners to plan and conduct the test in which the inspection booth and the BC Highway 15 lane dedicated to FAST trucks were

reallocated (for U.S.-bound traffic only). The inspection booth was operated as a third standard truck booth. The dedicated approach lane was absorbed into a modified alignment providing improved access to buses, NEXUS vehicles, and standard passenger vehicles. Through the regional IMTC working group, planning and execution of the pilot was coordinated with Canada Border Services Agency (CBSA), BC Ministry of Transportation (BC MoT), Washington State Department of Transportation (WSDOT), Transport

Canada, BPRI, and WCOG. Funding for data collection and analysis was provided by WSDOT. Funding and execution of numerous sign-modifications and communications was provided by BC MoT. Detailed data were collected by BPRI and WCOG. Segmented measures of vehicle arrival, processing, and departures were also collected for a two-week baseline period prior to the test. Preliminary results from the pilot should be available by April 27.

For additional information from various involved agencies, please contact hugh@wco.org.

Greening Transportation at the Border Workshop Held in San Diego

Over 120 transportation, security, and environmental professionals recently gathered at the San Diego, California Marriott Marina and Resort for the first Greening Transportation at the Border Workshop. The purpose of the two-day workshop was to increase awareness of green transportation projects, technology, and concepts that could possibly be applied among our shared international borders with Canada and Mexico. The workshop concentrated on four major themes: Green Technologies, Performance and Reliability Measures, Livability and Sustainability, and Green Financing and Industry.

Ms. Laurie Berman, Director of the California Department of Transportation's (Caltrans) District 11, was the first local public official to welcome and address the workshop. Ms. Berman expressed California's support of the Workshop's important goals of sharing information to address environmental issues at international borders. Caltrans' District 11 is comprised of San Diego and Imperial Counties, which form the southern boundary of the United States and Mexico.

Mr. Jim Cheatham, the Director of Office of Planning for the Federal Highway Administration, addressed the bi-national workshop and said, "We believe this workshop is very important and will lead to applying Greening techniques along our borders". Mr. Cheatham also thanked the workshop coordinating committee that consisted of representatives from the U.S. - Mexico Joint Working Committee (JWC), the Transportation Border Working Group (TBWG), the Environmental Protection Agency (USEPA), Transport Canada, the Canadian Border Services Agency, the Customs and Border Protection Agency, Natural Resources Canada, the Commission for Environmental Cooperation, and many other state and provincial agencies. The Coordinating Committee was charged with developing the workshop's agenda and speakers on environmental issues affecting the borders.

Joining Mr. Cheatham as hosts for the Workshop was Mr. José San Martín of Mexico's Secretariat of Communications and Transportation and Mr. Hal Parker of Canada's Border and Services Agency.

The Keynote Speaker at the Workshop's luncheon was Mr. Gerónimo Gutiérrez, Managing Director, North American Development Bank (NADBANK). NADBANK is a bi-national financial institution that is capitalized and governed equally by the United States and Mexico for the purpose of financing environmental projects certified by the Border Environmental Cooperation Commission.

This successful workshop was the first step in addressing environmental issues at the border. It will serve as the template for future workshops and conferences as the trilateral partnerships of Canada, Mexico, and the United States advance greening practices that will improve the quality of life for the border communities that are directly affected by land port of entries.

Scenes from the Quebec City TBWG Meeting



Greg Nadeau, FHWA's Deputy Administrator was on hand to address the participants during the Perspectives on Transportation Session.



Annette Gibbons, the Director General, Surface Transportation Policy for Transport Canada, during the Perspectives on Transportation Session.



Fred Eberhart, U.S. Department of Transportation, during the Washington D.C. and Ottawa Update Session.



Tony Shallow, Policy Committee Co-Chair, during the Policy Subcommittee Session.



Ron Rienas, Executive Director of the Public Border Operators Association during the National Border Infrastructure Update Session.



Julia Moore with CBP, gives a project update during the National Border Infrastructure Update Session.



Travis Black, FHWA Co-Chair of the Border Infrastructure Coordination Sub-Committee during his subcommittee session.



Gordon Rogers, Whatcom Council of Governments, and Ted MacKay, Transport Canada, networking during one of the breaks.



Mike Makowsky, Saskatchewan Ministry of Highways and Infrastructure talking with Hal Parker, CBSA, during one of the networking breaks.



Kris Wisniewski, the new Executive Director of the Eastern Border Transportation Coalition during the plenary luncheon.



TBWG Participants listen to one of the many informative sessions.



Stan Korosec, Blue Water Bridge Canada, and Fred Eberhart, USDOT, listening during one of the Border Presentations.



Office of the
Prime Minister



Cabinet du
Premier Ministre

Declaration by President Obama and Prime Minister Harper: A Shared Vision for Perimeter Security and Economic Competitiveness

The United States and Canada are staunch allies, vital economic partners, and steadfast friends. We share common values, deep links among our citizens, and deeply rooted ties. The extensive mobility of people, goods, capital, and information between our two countries has helped ensure that our societies remain open, democratic, and prosperous.

To preserve and extend the benefits our close relationship has helped bring to Americans and Canadians alike, we intend to pursue a perimeter approach to security, working together within, at, and away from the borders of our two countries to enhance our security and accelerate the legitimate flow of people, goods, and services between our two countries. We intend to do so in partnership, and in ways that support economic competitiveness, job creation, and prosperity.

We have advanced our prosperity through the *U.S.-Canada Free Trade Agreement and the North American Free Trade Agreement*. Over \$250 billion of direct investment by each country in the other, and bilateral trade of more than half-a-trillion dollars a year in goods and services create and sustain millions of jobs in both our countries. At the U.S.-Canada border, nearly one million dollars in goods and services cross every minute, as well as 300,000 people every day, who cross for business, pleasure, or to maintain family ties.

The United States and Canada share a long history of cooperation in defending our values and freedoms. We stand together to confront threats to our collective security as partners in the North Atlantic Treaty Organization. We work shoulder-to-shoulder in the defense of both our nations through the North American Aerospace Defense Command (NORAD).

We share responsibility for the safety, security, and resilience of the United States and of Canada in an increasingly integrated and globalized world. We intend to address security threats at the earliest point possible in a manner that respects privacy, civil liberties, and human rights.

For the complete text, please use the following hyperlink: <https://obamawhitehouse.archives.gov/the-press-office/2011/02/04/declaration-president-obama-and-prime-minister-harper-canada-beyond-bord>

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