

CANADA—U.S. TRANSPORTATION BORDER WORKING GROUP NEWSLETTER

Issue 3 — Spring 2010

From the Desk of Co-Chair Jill Hochman:



TBWG Co-Chair Jill Hochman during a presentation at the TBWG Meeting in Chicago, IL back in March, 2009.

Dear Northern Border Colleagues: This is the last newsletter article that I write as the TBWG Co-Chair. As many of you already know, I am retiring on March 1st from the Federal Highway Administration. When Jacques Rochon and I conceptualized the TBWG a few years ago, we envisioned a bi-national working group that would effectively grow relationships and collaboration so that our two countries could more effectively work together on the difficult and varied tasks of coordinating border crossings. After almost a decade of practice, I am very pleased and proud of the cooperative association that has evolved into what TBWG is today.

The TBWG continues to meet and exchange ideas and policy concerns. The members of the TBWG are a wonderful group of people who recognize the importance of the relationship between our two countries as well as the critical role that transportation plays in that relationship. And, the TBWG continues to improve its communications and meetings so that it is being recognized as a valuable border information source.

Every year since the first TBWG meeting was held in December, 2002, in Windsor, we have met both of our countries to improve and nurture the working relationships that are vital to maintaining the safe and reliable flow of goods and people across our mutual border. It has been an honor to play a part in the birth of that process and to serve as the Co-Chair. I have enjoyed working with all of the TBWG members and our participants.

In closing, I want to sincerely thank all of my fellow TBWG participants for a truly rewarding and enjoyable professional experience. And, I want to thank all of my staff for their hard work and dedication in making the TBWG such a great success. I will miss all of you.

To your continued success,
Jill Hochman

From the Desk of Co-Chair Ted Mackay:

The TBWG is now entering its tenth year since the founding MOU between the US and Canada in 2000. To state the obvious, much has changed along the Canada-US border in the past decade, especially after 9/11. However, at least one thing has remained the same: the determination of all stakeholders to make the border as secure and efficient as possible.

Transport Canada sees the TBWG as a successful partnership, not only for the Canadian and U.S. federal governments, but also for states and provinces. Given the complexity and number of cross-border transportation issues at the heart of our integrated economy, dealing with them in an integrated and collaborative manner is essential, and the TBWG helps to do just that.



TBWG Co-Chair Ted Mackay, taken at the TBWG Meeting in Toronto, Ontario,

Thanks to Manitoba Infrastructure and Transportation and Transport Canada regional officials for their help in putting together a great plenary meeting in Winnipeg in October, which included:

- a site visit to the Emerson, Manitoba - Pembina, North Dakota border crossing; and a number of discussions and presentations that addressed border and transportation issues of specific interest to the Great Plain states and Prairie provinces.

Finally, I would like to recognize and thank two departing members of our Steering Committee for their tremendous contribution to the TBWG:

- **Jill Hochman**, US Co-Chair, representing the Federal Highway Administration; and **Walter Steeves**, representing the Eastern Border Transportation Coalition. Both Jill and Walter played very important roles in the work of the TBWG since its inception and their experience, knowledge and guidance will be missed.

I encourage federal, state and provincial officials with a particular interest in border transportation to attend our next plenary meeting in Boston, Massachusetts on April 13-14, 2010.

Three Distinguished TBWG Leaders Retire



TBWG Co-Chair Jill Hochman and FHWA Deputy Administrator Greg Nadeau together at Jill's Retirement Open House

the Federal Highway Administration (FHWA). Jim and Walter will join us in Boston for their last TBWG meeting before retiring.

Jill Hochman has served as the U.S. Co-Chair of TBWG since its inception in 2001. Her guidance and vision as the Director of FHWA's Office of Interstate and Border Planning has allowed the TBWG to grow and mature into the effective and cooperative bi-national group that it is today. Most of the cooperative efforts that TBWG has enjoyed over the past 10 years are due, in part, to her leadership. Jill's contributions are going to be sorely missed by all of TBWG.



Walter Steeves, Executive Director and Managing Consultant of the Eastern Border Transportation Coalition

Walter Steeves has served as a member of our TBWG Steering Committee since 2001 and has been a calm and steady voice of reason in guiding the Steering Committee in many of its decisions of the past decade. As the Executive Director and Managing Consultant of the Eastern Border Transportation Coalition (EBTC), Walter has been instrumental in coordinating the TBWG with the EBTC and working to promote international trade interests along the U.S. - Canada border.

Jim Steele, the Division Administrator of FHWA's Michigan Division, has been a staunch TBWG supporter and contributor since the TBWG came into existence. As FHWA's top official in Michigan, Jim has been instrumental in guiding Michigan's bi-national efforts to design and construct the Detroit River International Crossing in collaboration with Canada and in coordinating roadway infrastructure throughout Michigan.

Jill, Walter and Jim – we applaud you for your well-deserved retirements and wish you well in the next chapter of your personal lives. We wish you safe passage on your new adventures with the hope of many healthy years with friends and family.



Jim Steele, FHWA Michigan Division Administrator

Security of International Bridges and Tunnels

January 2010

There are 24 vehicular and nine rail international bridges and tunnels located in Canada: in Ontario (into several U.S. states), Quebec (Vermont) and New Brunswick (Maine). These bridges and tunnels are vital to Canada's transportation system and to Canada's trade with the U.S., as most of Canada's exports are transported via these crossings.

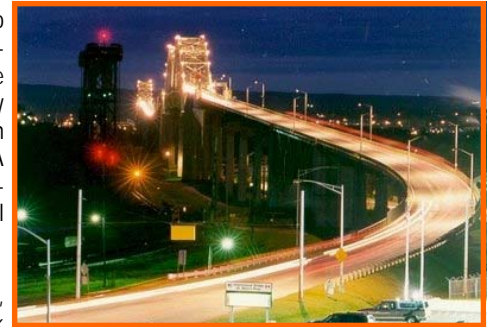
The *International Bridges and Tunnels Act* (IBTA), which came into effect in April 2007, was introduced to ensure the safety and security of all international bridges and tunnels in Canada, while maintaining the legitimate flow of people and goods at these vital trade links.

First Steps

Transport Canada has:

- Held two security workshops (December 2008 and October 2009) with international bridge and tunnel owners and operators, actively engaging them in developing policies related to the security provisions under the IBTA.
- Conducted bi-lateral meetings with its counterparts in the U.S. to ensure that the approaches from both sides of the border complement one another; and
- Conducted site visits at selected facilities (a total of 19 out of the 33 international bridges and tunnels since March 2009).

TC used these activities to collect data on current security measures and give stakeholders the opportunity to provide their opinions on the possible use of the IBTA framework to improve international bridge and tunnel security.



The International Bridge at Sault Ste-Marie, Ontario

TC has analyzed the data, conducted a security risk assessment in fall 2009 with the support of security experts from other federal security departments/agencies, and carried out Blast Vulnerability Assessments at select crossings — to further assess vulnerabilities and risks.

Next Steps

Transport Canada will:

- Develop policy options outlining recommendations for implementing security provisions under IBTA;
- Consult stakeholders before finalizing options by the end of March 2010; and
- Introduce an implementation plan.



Entrance photograph of the Detroit—Windsor International Tunnel

For more information please contact Shelley Wang at shelley.wang@tc.gc.ca.

Scenes from the Winnipeg TBWG Meeting



Jonathan Sabeau, Co-Chair of the Technology Sub-Committee, addressing the audience during the Technology Sub-Committee Session.



A 49th Parallel sign greets motorists as they cross the U.S.—Canadian Border at the Emerson/Pembina Port of Entry.



Roger Petzold, Team Leader of the FHWA Interstate, Border, and GIS Team addressing the Plenary session of the TBWG Meeting.



Freight carriers arrive at the U.S. Emerson Port of Entry waiting for processing by the U.S. Customs and Border Protection.



Wayne Arseny, Superintendent of International Traffic Operations - at the Emerson Port of Entry answers question during a guided tour of the port of entry facility.



David Davidson, Project Manager for Western Washington University's Border Policy Research Institute addresses the TBWG membership on the IMTC Cascade Gateway 2009 Commercial Vehicle Operations Survey.



Julia Moore with the U.S. Customs and Border Protection, updates meeting participants during the Ottawa and Washington D.C. session.



TBWG Participants brave the threat of rain to tour the Pembina U.S. Port of Entry in North Dakota.



TBWG Participants prepare for a long bus ride from the Meeting Hotel to the Emerson—Pembina Port of Entry for a guided tour of the facility.



TBWG Co-Director Ted Mackay addressing the meeting participants during the "Small Ports of Entry: Challenges and Opportunities" session.

Boston Long Wharf the Site of the Next TBWG Meeting



View of the Boston Marriott Long Wharf looking east towards the historic district. The Boston Aquarium Subway Station is located directly south of the hotel's front door for easy access from Logan Airport.

The next TBWG meeting is less than a month away. The availability of hotel rooms at the Boston Marriott Long Wharf are extremely limited because the initial block of 40 rooms has already been reserved by participants that booked ahead of time. Participants who have not made reservations can still attempt to contact the Marriott Long Wharf Hotel by calling 800-228-9290 or 617-227-0800. Please inform the customer service representative that you are with the Transportation Border Working Group meeting to determine if additional rooms have been made available to our meeting group. If no additional rooms can be made available, you can attempt to contact the following hotels and ask for availability at the government rate.

Courtyard Boston Logan Airport
225 William F McClellan Highway
Boston, MA 02128
(617) 569-5250

Hilton Logan Airport
85 Terminal Street
Boston, MA 02129
(617) 568-6700

Ontario Bridges & Tunnels: A Window to U.S – Canada Trade

One significant indicator of trade and economic conditions between the United States and Canada has historically been the amount of trucking activity crossing over from one country to the other. The Public Border Operators Association, which represents bridge and tunnel operators in Ontario that cross over into Michigan and New York, provides a monthly update of freight, passenger, and bus traffic that crosses over the U.S. – Canadian Border.

Historically, this data has been used as a bellwether indicator to economic activity between the U.S. and Canada. Overall, freight traffic between Ontario, New York and Michigan in of January and February 2009 rose at a rate of almost 12% compared to data of the same period in 2010. When isolating the data and comparing February of 2009 versus February 2010 data, the increase was almost 11%.

The flow of passenger vehicles and buses carrying passengers showed a different picture. Passenger traffic for the same area and time periods experienced negative growth with yearly comparison of -3% and a monthly comparison of almost -6%. The passenger data could be a direct reflection of the near parity between the U.S. and Canadian Dollar.

All of the data cited above can be downloaded from the Blue Water Bridge of Canada at the following web link:

http://www.bluewaterbridge.ca/research_library/traffic_and_toll_data

New Land Port of Entry Opens in Calais, Maine

One of the greenest places to enter the United States is also one of the newest. Near the most Eastern part of Maine is the United States Land Port of Entry in Calais. It's the first new border crossing point on the northern border in at least 20 years.



Thomas Winkowski, Custom and Border Protection's Assistant Commissioner, Office of Field Operations speaks at the ceremonial opening of the Calais Port of Entry. (Photo courtesy of John Bronson of Bronson Audio Visual)

When plans were drawn up for this border station, the General Services Administration (GSA) worked with architects to make it as green as possible - inside and out. The windows - more than 225 in all- allow natural light to illuminate every occupied space inside saving the cost of turning on all those light fixtures. The bathrooms are furnished with low-flow fixtures, consuming 40 percent less water than traditional plumbing. Outside, a boulder garden does more than look nice. All of the granite was blasted from the site during excavation. Some pieces were crushed for use in foundation work and the remaining was used for landscaping rather than paying to haul it away.

The facility cost \$53 million to build and used recycled and locally-available materials during construction to save money in fabrication, packaging and transportation. It is the first Land Port of Entry in the country on track to earn LEED (Leadership in Energy and Environmental Design) gold certification as developed by the US Green Building Council. The new inspection facility provides for agency expansion space and alleviates traffic congestion from downtown Calais, Maine and St. Stephen, New Brunswick. It is equipped with state-of-the-art security equipment that allows for efficient secondary commercial vehicle inspection.

On November 23, GSA's New England Region hosted the Calais Port of Entry ceremonial opening. Acting GSA Regional Administrator and Master of Ceremonies Glenn Rotondo was joined by US Ambassador to Canada David Jacobson, U.S. Senator Susan Collins (R-Maine), Representative Michael Michaud (D-Maine), U.S. Customs and Border Protection Assistant Commissioner Thomas Winkowski, GSA Chief Architect Les Shepherd and Maine Department of Transportation Commissioner David Cole. Honored guests from state, local and Canadian government joined community members in the celebration. A ribbon cutting was held in front of the new traffic inspection lanes followed by a tour of the building. Partially funded through the American Recovery and Reinvestment Act, this facility is part of a larger infrastructure project that includes a new international bridge connecting the US and Canada.



The above photograph is an aerial shot taken of the new Calais—St. Stephen Border Port of Entry

Border in peak condition for the Olympics

By Hugh Conroy, Whatcom Council of Governments

U.S.-Canada border crossings on routes to the 2010 Winter Olympic Games experienced a surge in traffic during the two weeks of competition and festivities (February 12 through February 28). However, federal border inspection agencies and provincial and state transportation agencies planned ahead, dedicating extra staff and resources to prepare for conditions ranging from high traffic volumes to incident management. The absence of a "border story" other than the Olympic torch's visit to the 49th parallel's Peace Arch Park on February 9, is a testament to the success of these efforts.



Douglas port-of-entry, Surrey, BC. Canada Border Services Agency (CBSA) operated all ten primary inspection booths during the Olympic Games time frame. Shown here: Monday, February 15, around 10:00 AM. Photo: Hugh Conroy, WCOG

The graph at right plots 24-hr. pre-Olympics and Olympics-days traffic (in blue) along with average 24-hr. day-of-week auto counts from 2009's peak month, August (in orange). Auto volume during the first Olympic weekend was similar to the previous six weeks. By Tuesday, counts were up by about 2,000. On the weekend of Saturday, February 20, 24 hr. counts rose to the level of a peak summer weekend—about 4,000 more per day than the previous six weekends. While the number of Olympics tickets purchased by residents of Oregon and Washington (estimated to be about 38,000) would not fully explain the jump in traffic, additional factors were certainly ideal for motivating the traveling public. Unseasonably sunny weather was preceded by significant regional U.S. media coverage that featured Downtown Vancouver's Olympics festivities as well as the best ways to get there—including the new TransLink Canada Line light rail service from stations that are closer to the border with plentiful parking. The peak volume border traffic patterns during the Games—concentrated northbound arrivals in the morning and heavy southbound volumes in the evening—were a reversal of typical peak patterns and support the notion that the cross-border travel stream included a higher than usual proportion of U.S. residents. Comparing the cumulative auto counts during the Olympics to the previous six weeks' border traffic, it is estimated that 34,000 *additional* cars (occupied by 76,000 people) crossed the border because of the Games. Thanks to increases in the number of border station booths, increased inspection staffing levels, and other additional resources and planning, the Saturday peaks were the only periods that travelers experienced wait times over 30 minutes. For the most part, wait times in both directions were under ten minutes.

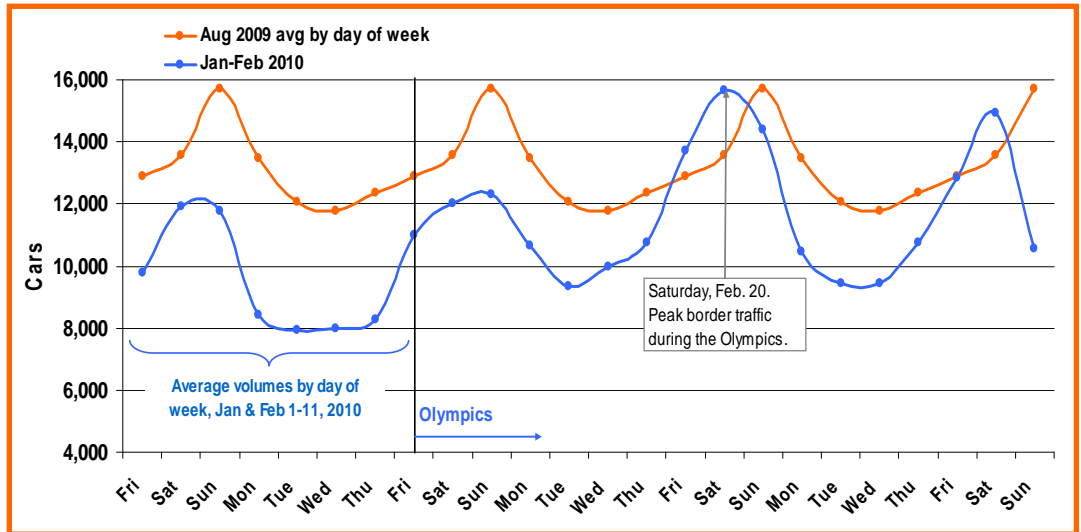
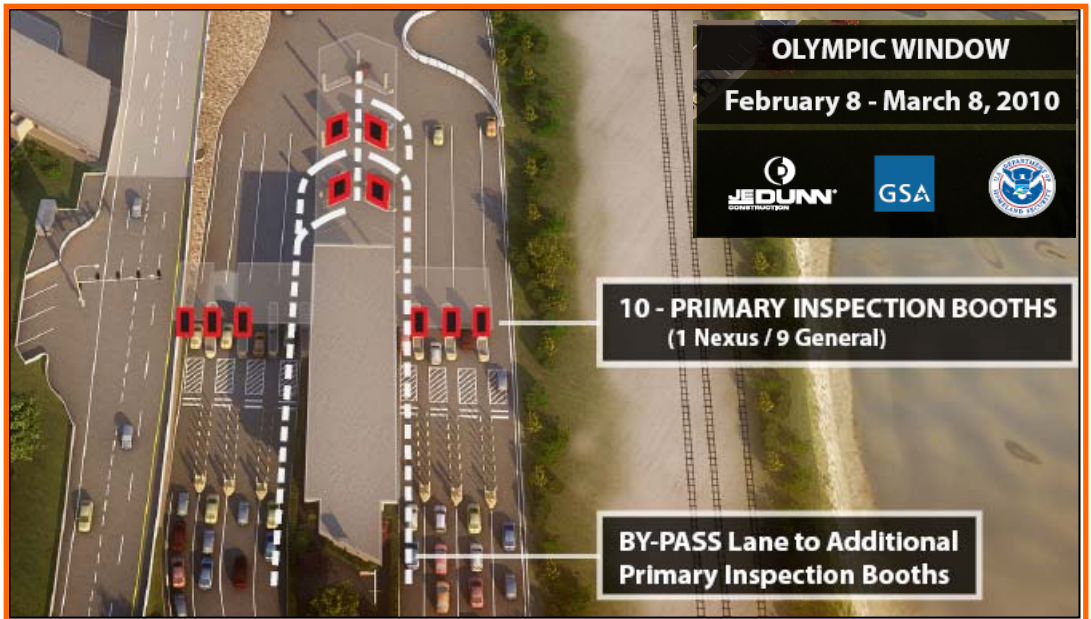


Figure: 24-hour cross-border traffic volume, inbound to Canada at Douglas, Pacific Highway, Aldergrove, and Huntingdon ports-of-entry combined. Source: IMTC Cascade Gateway Border Data Warehouse (cascadegatewaydata.com)



U.S. Customs & Border Protection installed four temporary inspection booths at Peace Arch in preparation for the Olympic Games. The station is in the middle of a full replacement scheduled for completion in November 2010. The new facility will have ten primary booths. Graphic: JE Dunn, GSA, CBP

Hold the **DATE**

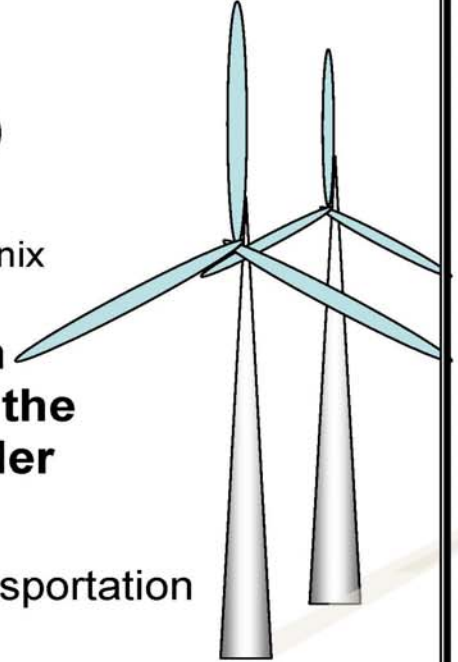


Greening Transportation at the Border Workshop

May 12 & 13, 2010

Phoenix, Arizona

Doubletree Guest Suites Phoenix
320 N. 44th St.



Purpose: To exchange information on transportation Greening efforts in the U.S./Mexico and U.S./Canada Border Regions.

The workshop will focus on **four** Border transportation themes to include:

- ✚ Green Technology,
- ✚ Performance / Reliability Measures,
- ✚ Livability / Sustainability &
- ✚ Green Financing / Industry

For more information or to register for participation at the workshop, please contact Sylvia Grijalva via e-mail at Sylvia.Grijalva@dot.gov or (602) 510 7986.

A partnership initiative by the **U.S. / Mexico Joint Working Committee (JWC) on Transportation Planning &**



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