The Cascade Gateway

BRITISH COLUMBIA

WASHINGTON

Whatcom County

Lower Mainland

Point Roberts – Boundary Bay

Peace Arch - Douglas

Pacific Highway

Lynden - Aldergrove

Sumas - Huntingdon
A unique border crossing community

- 76% of border travelers in this region cross at least once a month
- 3rd busiest passenger crossing on U.S. – Canada border.
- The Cascade Gateway has had disproportionate population growth for over 20 years.

Population Growth, 2008-2018

- USA: 8%
- Canada: 10%
- WA: 11%
- BC: 10%
- Whatcom County: 13%
- BC Border Region: 17%
Stakeholders at the border

- Govt. agencies
- Private interests
- Conveyances
- People & goods

- City of Surrey
- Duty Free Stores
- BCMOT
- Trucks
- Cars
- Buses
- Travelers
- Cargo
- US Customs & Border Protection
- Drivers
- Brokerages
- City of Blaine
- WA-Trucking Assoc.
- WSDOT
- FHWA
- BC Trucking Assoc.
- Transport Canada
- Canada Border Services Agency
20 years of passenger vehicle volumes

2019 Traffic volume at late 90s levels
20 Years of truck volumes

- **PACIFIC HIGHWAY**
  - 2000: 951,995
  - 2019: 755,153

- **SUMAS/ABB-HUNTINGDON**
  - 2000: 186,513
  - 2019: 261,925

- **PT. ROBERTS/BOUNDARY BAY**
  - 2000: 120,646
  - 2019: 89,023

- **LYNDEN/ALDERGROVE**
  - 2000: 24,959
  - 2019: 11,851
The IMTC is a U.S. – Canadian coalition of government and business entities that identifies and promotes improvements to mobility and security for the Cascade Gateway.

**IMTC Objectives**

- Plan Cascade Gateway as a system
- Improve data collection and information
- Identify and fund needed improvements
  - Infrastructure
  - Operations
  - Technology
  - Security
IMTC Organization

Steering Committee (30)
Meets monthly/bi-monthly
Makes recommendations

Core Group (60)
Meets 2-3 times a year
Makes decisions

General Assembly (100+)
Meets as needed
Dialogue with broad constituency
Provides feedback

What IMTC is:
- A forum
- A platform for coordination
- An informal trust-based coalition
- A source of border-related data

What IMTC is not:
- An agency
- A recipient of funds
- A source of funds
- A policy-making body
**IMTC Public Sector Participation**

**Transportation**
- U.S. Federal Hwy Administration
- Transport Canada
- U.S. Federal Transit Administration
- WA State Dept. of Transportation
- B.C. Ministry of Transportation
- Port of Bellingham
- Port Metro Vancouver
- Whatcom Council of Governments
- TransLink
- Whatcom Transportation Authority

**Other Governmental**
- U.S. General Services Administration
- U.S. Consulate, Vancouver
- Canadian Consulate, Seattle
- Local, state, provincial and federal legislators

**Inspection/Enforcement**
- Canada Border Services Agency
- U.S. Customs & Border Protection
- U.S. Border Patrol

**At-border Municipalities**
- Whatcom County, WA
- City of Surrey, BC
- City of Blaine, WA
- City of Lynden, WA
- City of Sumas, WA
- City of Abbotsford, BC
- Township of Langley, BC
IMTC Private Sector & NGOs

Private Sector

- BC Trucking Association
- WA Trucking Association
- Duty Free stores
- NW Motorcoach Association
- BNSF Railroad
- Amtrak
- Border brokerages

Non-Governmental

- Chambers of commerce
- Cascadia Center
- Pacific NorthWest Economic Region
- Pacific Corridor Enterprise Council
- Tourism BC
- Vancouver Board of Trade
### Summary of IMTC Projects 1999-2009

<table>
<thead>
<tr>
<th>Year</th>
<th>Projects</th>
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<tr>
<td>1999</td>
<td>2000 Trade &amp; Travel Survey, IMTC Coordination</td>
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<td>IMTC Coordination, ATIS Southbound, Rail Study, Cross-Border Traffic Model, ITS/CVO Phase II, PACE Marketing</td>
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<td>IMTC Coordination, Shortsea Shipping Study, BC Hwy 99 NEXUS Lane Extension</td>
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<td>IMTC Coordination, ATIS Border Data Warehouse, Border Data Warehouse BIFA, 2008 Passenger Intercept Survey</td>
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<td>IMTC Coordination, NEXUS &amp; EDL Marketing, 2009 CVO Study</td>
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<td>IMTC Coordination, FAST First Evaluation, NEXUS &amp; EDL Marketing</td>
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</table>
Current Projects:
Border Data Warehouse 3.0 Upgrade
Current Projects:
Pacific Highway Port Redesign
Current Projects:
Peace Arch Northbound Anti-idling System
Current Projects:
Border Simulation Modeling

Scenario 1
Staging area approach lanes
- Mixed Empty-NII & FAST loaded approach.
- Dedicated NII primary

Baseline
Hours of the day

Lane designation key:
- Standard LOADED
- All EMPTY & FAST loaded
- FAST loaded
- All EMPTY
- All trucks

Holding lanes & signals
NII
Primary inspection approach lanes
Collaborative Efforts

Communication Protocol – Highway and Border Station Incents that Affect Cross-Border Travel

- US Customs & Border Protection
- Canada Border Services Agency
- BC Ministry of Transportation
- WA State Department of Transportation
- Royal Canadian Mounted Police
- WA State Patrol
- Transport Canada
### Coordinated Construction Schedule

This schedule portrays estimated start and end dates of active construction phases of the listed projects so that agencies can maximize awareness of cumulative impacts on traffic on regional cross-border routes and coordinate mitigation and traveler information accordingly.

#### Project Details

<table>
<thead>
<tr>
<th>Project Agency</th>
<th>Project Description</th>
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<th>2014</th>
<th>2015</th>
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#### Legend

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<thead>
<tr>
<th>Color</th>
<th>Description</th>
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<tbody>
<tr>
<td>Blue</td>
<td>Peace Arch - Douglas</td>
</tr>
<tr>
<td>Red</td>
<td>Pacific Highway</td>
</tr>
<tr>
<td>Green</td>
<td>Aldergrove - Lynden</td>
</tr>
<tr>
<td>Orange</td>
<td>Abbotsford-Huntingdon — Sumas</td>
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<tr>
<td>Brown</td>
<td>General impact</td>
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</table>
Coordinated Planning

TBWG: Transportation Border Working Group
IMTC 2019 Future Project List

1. RFID Travel Document Targeted Distribution Pilot & Performance Evaluation
2. Pacific Highway Cross-Border Pedestrian Route Improvements
3. Coordination of Binational Planning – The IMTC Program
4. Cascade Gateway Border Circulation Analysis Phase II
5. WA State Route 548 Rail Grade Separation Study/Design
6. Commercial vehicle wait-time assessment/validation
7. Additional Passenger Inspection Booths at CBP Pacific Highway
8. Pacific Highway Southbound Lane-to-Booth Traffic Flow Improvements
9. Pacific Highway Northbound Active Lane Management
10. Bluetooth/Wi-Fi Border Wait Time System
11. Cascade Gateway Border Data Warehouse 3.0 Upgrade
12. CBSA Pacific Highway Port-of-Entry Redevelopment
13. Douglas Metered Arrival Signal System/Anti-Idling Zone
14. Abbotsford-Huntingdon/Sumas & Aldergrove/Lynden Assessment
15. Regional Cross-Border Mail Study
16. Boundary Bay Port-of-Entry Redevelopment
17. Commercial Vehicle Freight & Operations Study
Data Collection

Studies
- PACE study
- 2000 trade and travel
- Abbotsford-Sumas
- Rail
- Transit
- ITS-CVO
- Blaine APDR
- Shortsea Shipping
- 2006 CVO Study
- 2008 travel study
- Border circulation analysis
- Lynden/Aldergrove study
- 2009 CVO study
- FAST pilot study
- 2013 travel study

Resources
- Website data
- Border data warehouse
- Annual resource manual
- Databases upon request
- Individualized reports
Indicators of effectiveness

System performance
Collaborative efforts
Binational funding
Coordinated strategies
$40 million in binational funding for regional priorities
Unparalleled levels of partnership
National best practice
Informing national policy (Beyond the Border Action Plan)
Current Status with Covid-19: Southbound Peace Arch/Pacific Hwy Auto Volume

- **2018 Volumes**: 10,606, 10,532
- **2019 Volumes**: 12,454
- **2020 Volumes**: 5,602, 230, 194

- **Feb 27**: First 2 Covid-19 deaths in WA State
- **Mar 11**: WHO declares Covid-19 a pandemic, 53% reduction
- **Mar 20**: 90% reduction
- **Apr 1**: 97% reduction
- **Apr 30**: 99% reduction
- **May 31**: 98% reduction

Mar 21: Border crossings restricted to essential travel only, 98% reduction
Current Status with Covid-19: Northbound Pacific Highway Truck Volume

2019 vs. 2020; Weekly (Mon-Fri) Cross-border Truck Volume;
Northbound Pacific Highway;
Mar, Apr, May, June; by Sequential Week

March 11: WHO declares COVID-19 a pandemic
March 21: Canada & U.S. restrict cross-border travel to essential trips only
2nd week April: Est. 25% down from 2019 trend
June 1-5: Est. 12% down from 2019
Future challenges and opportunities

• End of FHWA Coordinated Border Infrastructure funding
• Opportunities to leverage U.S. with Canadian funding
• Small investments for national trade flow impacts
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