

## **NOTES**

### **Transportation Border Working Group October 20/21, 2004 Plenary Meeting Delta Bow Valley Hotel, Calgary, Alberta**

#### **1. Introductions/Meeting Objectives (Isabelle Trepanier)**

- Isabelle Trepanier introduced herself as the new Canadian Co-Chair of the Transportation Border Working Group (TBWG) and Acting Director of the Border and Highway Policy Branch of Transport Canada (TC). As well, she introduced Raymond Sabourin and Paul Arvanitidis as new TC Policy Advisors who are working on border policies and initiatives.
- A thank-you was extended to Stephanie Roth, Roger Petzold and Jill Hochman for their direct involvement in the planning of the Calgary plenary. It was noted that Roger Petzold would act as U.S. Co-Chair for the meeting because Jill Hochman was not able to attend.
- Four general objectives were outlined for the meeting:
  - The focus of Day 1 was on a regional theme that brought to light Western border issues. Day 1 included presentations and guest speakers from regional transportation and customs colleagues, from private sector stakeholders that have a strong Western presence, and from an Alberta Agriculture keynote speaker who delivered a presentation on the impact of BSE on the Alberta and global beef industry, and on the Western economic trade corridor.
  - A second objective centered on the TBWG 2004 Survey results. A roundtable dialogue session was set aside on Day 2 to elicit suggestions from participants regarding future directions for the TBWG.
  - A third objective concerned the TBWG custom of convening Subcommittee break-out sessions, which was followed by status updates from the three Subcommittee Chairs.
  - A final objective was to encourage direct government-to-government communication and dialogue on a number of relevant initiatives and on-going or future projects.
- A thank you was extended to all guest speakers for their contributions and effort, and a wish was extended for an informative and productive meeting to all participants.

## **2. Washington Update (Roger Petzold)**

- The current legislative session could best be described as “murky.” The FHWA’s authorizing legislation, the Transportation Equity Act for the 21<sup>st</sup> Century, expired on September 30, 2003, and USDOT has been operating under a series of extensions since then. The current extension runs through May 31, 2005
- In addition, the US federal fiscal year began on October 1. A budget for USDOT for fiscal year 2005 has not yet been passed by Congress; therefore, the department is operating under a Continuing Resolution.
- It is very difficult to speculate right now on what will happen with respect to the authorizing legislation.
- FHWA’s main focus right now is on strengthening communications, with Canadian counterparts at TC, with other US and Canadian federal agencies with operations at land border ports of entry, with state, provincial, local and territorial partners who implement transportation programs at a local level.
- My office is also charged with implementing FHWA’s strategic goal on global connectivity. The strategic objective is to sustain the economic efficiency of goods movement on the surface transportation system. The national performance objective is to improve travel time reliability on freight significant corridors and at land border crossings.
- One of the activities in support of the global connectivity goal is convene an annual conference with the General Services Administration (GSA) and Department of Homeland Security (DHS) to enhance coordination between the transportation community and the federal land border inspection agencies. Two conferences have been held, with the most recent being in June, 2004, in Chicago. Many of the participants at this Calgary plenary from the US side were in attendance. A Top 10 List of action items was developed to enhance working relationships, and progress is being made on those items. Planning is underway for the next conference, which will be in San Diego in April, 2005.
- Other activities to support global connectivity include improving information exchange about border activities (through websites and other mechanisms), document and disseminate noteworthy practices on the northern border, and investing in corridor and border improvements for direct improvements in productivity and reductions in delay at border crossings.
- Members and friends of the TBWG play a role in many of these activities, and are our partners in implementing and furthering our work in global connectivity.

### **3. Ottawa Update (Isabelle Trepanier)**

- The October 5, 2004, Speech from the Throne outlined the Canadian Government's intention to enhance capacity to expand international trade and commerce, with a particular focus on North America and emerging markets.
- To this end, the Throne Speech stated that the Government will build on the successful Smart Borders initiative and on measures designed to develop a more sophisticated and informed relationship involving business and government officials in the United States.
- From the Throne Speech excerpts, and recent public statements by TC Minister Lapierre, Deputy Prime Minister MacLellan, and Industry Minister Emerson, we can expect that economics and trade issues will be linked closely with transportation, border and security issues, and that the combined policies/initiatives will feature prominently in the federal Government's agenda.
- In tandem with the Throne Speech, TC Minister Lapierre has outlined three priorities for the Department:
  - The Border
  - Security
  - Infrastructure
- At the September, 2004, meeting of the Council of Ministers responsible for Transportation and Highway Safety, a resolution was adopted that the Border Infrastructure Fund should be replenished and extended. Although Minister Lapierre supported the resolution, he cautioned that federal funding was subject to the budget process.

### **4. Update on Shared Border Accord Meeting, Meech Lake, October, 2004 (Isabelle Trepanier)**

- TC attended its third Shared Border Accord meeting at Meech Lake, in the first week of October.
- TC was pleased to have FHWA Deputy Administrator Richard Capka present. It was the first time that USDOT participated. Our joint-participation in the future will provide both departments with the opportunity to continue working together to realize the development and implementation of important border policies and initiatives.
- Representing TC was Surface Policy Director General Helena Borges, who was asked to deliver a presentation on the Windsor-Detroit corridor. The presentation

was very well received and prompted a useful dialogue, with both Commissioners weighing-in with questions and comments.

- TC is anticipating renewed activity on initiatives that originated within the Smart Border Declaration and the Shared Border Accord, and which might gain momentum within the confines of a new North American Initiative, or a similar effort.
- MacLellan-Ridge announced in early October that they will move forward with consultations with private stakeholders regarding the implementation of a land preclearance regime at the Fort-Erie/Buffalo Peace Bridge. The consultations will take place in Buffalo on December 8, 2004, and will be Chaired by Canada's National Security Advisor Rob Wright and by Undersecretary Asa Hutchinson. The primary objective of the consultations will be to receive private stakeholder feedback regarding the re-location of American customs inspectors to the Canadian side of the bridge under an "Airport Preclearance-Plus" model.

## **5. Results of TBWG 2004 Survey (Stephanie Roth, Paul Arvanitidis)**

- A summary paper of the results of the TBWG 2004 Survey was distributed to participants in the general information package. In total, 18 colleagues responded to the Survey. Participants were encouraged to review the summary paper in preparation for the TBWG Future Directions roundtable dialogue on Day 2 of the Calgary plenary.
- A number of key themes that emerged from the Survey included the difficulty that many jurisdictions are experiencing securing travel funds, opinions regarding the balance between presentations, dialogue and Subcommittee sessions at plenary meetings (including a desire for more two-way dialogue), a list of potential TBWG priorities, and ideas for guest-speakers and possible TBWG members (among other themes). Overall, Subcommittee sessions and products received favourable reviews.

## **6.1 Border Information Flow Architecture (BIFA) Subcommittee Notes (Jonathan Sabean)**

### Agenda:

1. Material provided by Steve Erwin (MTO) on past initiatives;
2. Update on the facilitated workshop(s);
3. Discussion of the DRAFT Border Processes table;
4. Next steps; and
5. Possible name change.

### Opening:

- The meeting was held in conjunction with the bi-annual TBWG meeting in Calgary, Alberta on October 20, 2004 at 1400 MST. Crystal Jones of FHWA co-chaired the meeting on behalf of Mike Onder along with Jonathan Sabeau of TC on behalf of Susan Spencer. Ms. Jones and Mr. Sabeau welcomed the participants and reviewed the objectives of the meeting.

### **Attendees:**

#### In person:

Jonathan Sabeau, Transport Canada	Crystal Jones, FHWA
Dan Grochowalski, Transport Canada, Quebec Region	Hugh Conroy, Whatcom County CoG
Wayne Sauer, CBSA	
Daniel Morin, Foreign Affairs Canada	
Connie van Rosmalen, Manitoba Transportation	
Nancy Lynch, New Brunswick DOT	
Andy Cipywnyk, Saskatchewan Highways	
Donan Carrier, Alberta DOT	

#### On the phone:

Luc Lefebvre, Quebec (MTQ)	Don Melcher, GSA
Mimi Sukhdeo, Transport Canada, Pacific Region	Bruce Eisenhart, Consultant,
Bowen Tritter, Consultant, Delcan Corporation	Consensus Systems Technologies - Architecture Support Team

### Key Discussion:

Material provided by Steve Erwin (MTO) on past initiatives:

- Ms. Jones noted that Stephen Erwin had distributed some documents related to the BIFAWG activities. Ms. Jones has put the electronic documents on a CD and has sent copies to anyone who requested them. She again extended the offer to anyone else who is interested in receiving a copy. It was decided that the co-chairs would ask Mr. Erwin to talk to the material at the next BIFAWG teleconference – e.g. highlight the especially relevant portions. This may open the door for a discussion around how to best make use of the material.

Discussion of the DRAFT Border Processes table:

- Mr. Sabeau initiated discussion on the Border Process Table. He noted that Jerry Cioffi (NYS DOT) had suggested at another meeting that there are processes that could happen after a conveyance has cleared a border crossing – e.g. Safety Inspections conducted at inspection stations just downstream from the border. There is an opportunity for the safety authorities to receive advance information from the jurisdiction that the truck just passed through, potentially leading to

efficiencies and fewer stops for the truck. Mr. Sabeau suggested that another section be added to the diagram to capture this or any other process that happens after the vehicle has left the border plaza area.

- Ms. Van Rosmalen suggested that the collection and distribution of Weather Information be included in the table. Mr. Conroy noted that other traveller information such as local spots of interest, or a list of Identification documentation needed when crossing the border, is currently broadcast in Washington on the approach to the border. This information should be included in the scope as well.
- Mr. Grochowalski noted that Customs sometimes does roadside spot checks for certain restricted substances, and they may not want traffic diverted away from those spot checks by DOTs using Changeable Message Signs, for example. Alternatively, the DOT may be available to use their signage to bring traffic to the spot checks.
- Ms. Jones volunteered to obtain the information on data elements identified by the Data Group during their meeting at Port Huron to see if it would be useful to the Border Architecture effort.
- Mr. Conroy suggested that the next step should be to input the process information into a relational database for easy manipulation and analysis. Mr. Eisenhart will undertake this next step, using Turbo Architecture, which uses an Access database. It would be easy to sort by “Information Used” for example, to easily identify all the users of common information. There are three objectives to this next step:
  - Identify duplication of collection of information
  - Identify information needs not currently being met
  - More easily populate the data (a Word table is awkward)
- It will be imperative to do an inventory of existing systems at the border before the first full-day workshop. However, this would be generic, identifying *types* of systems, not specific systems.

#### Update on the Facilitated Workshop(s):

- There was brief discussion of the workshops for the group. The first workshop, a webcast, will be scheduled for one day during the week of 6 December, 2004. This will be a two-hour meeting that provides an overview of the border architecture initiative, basic architecture terms, and the architecture development process. In addition, the BIFAWG hopes to use this webcast as a form of outreach. Members of the working group are encouraged to invite anyone who has an interest in border operations and our initiative. There was limited

discussion on of the two face-to-face workshops, except they will be scheduled in the early part of 2005.

- Ms. Jones and Mr. Sabeau will re-visit the Schedule of tasks to be completed, evaluate our progress to date and update the plan as needed. Kris from Michigan DOT stated the importance of having a schedule and tracing milestones. Ms. Jones asked Mr. Eisenhart for a technical opinion on the criticality of completed the systems inventory. Mr. Eisenhart noted that this should be completed before the first face-face meeting of the group. As such, systems inventory will be one of the key next steps for the BIFAWG group.

#### Possible Name Change

- Mr. Sabeau proposed changing the name of the working group to Bi-national Linking Architecture for Canada-U.S. BOrder Xings (BLACBOX). There was no support for a name change.
- Documents provided:
  - DRAFT Border Processes table v.5
  - Border Processes slide v.3
  - Related documents from Stephen Erwin (MTO)

Proposed Date for Next Meeting

TBD

Adjournment: 3:00pm MST

## **6.2 Border Infrastructure Compendium Subcommittee Notes (Raymond Sabourin)**

### COMPENDIUM COMMITTEE

## **SUMMARY OF DISCUSSIONS**

Participants:

Jerry Cioffi, New York State, DOT  
Isabelle Trépanier, TC  
Raymond Sabourin, TC  
Philip Davies, TC

Roger Petzold, FHWA  
Stephanie Roth, FHWA  
Julie Milner, GSA  
Avi Ickovich (from BC DOT)  
Ted MacKay, Foreign Affairs, Washington Embassy

- The following is a summary of the points made by the participants of the Compendium Committee on October 21, 2004.
- According to Stephanie Roth, the original purpose of the Compendium was to respond to item 19 of the Shared Border Accord and to be ready for the next round of Congressional funding (here is what we need at borders – here is what we have in our hopper – how do we rank projects and what is the rational). Another purpose was to give a good snap shot inventory of border infrastructure projects and to start working on coordination.
- Jerry Cioffi continued the meeting by explaining the background context on the compendium and what the status was. Work on the original Compendium by Sears-Brown was completed in December 2003 and a summary is available on FHWA's web site at: <http://www.fhwa.dot.gov/uscanada/studies/index.htm>
- Given that the survey results indicated that the Compendium was a good idea, the group decided that the work should continue to move forward. Key issues that need to be addressed as work move forward include:
  - a) There is a need to have a complete set of information for the overall border facilities (need a picture of each crossing, plans, specific information of each crossing).
  - b) What projects are currently a programmed/approved and those that are long-range planning?
  - c) Focus on the large crossings (25-30 commercial crossings) vs. information on small crossings and rail crossings?
  - d) How do we update the information? Current information is from 2001-02 and the Compendium is not a relational data base (cannot do cross-relational search).
  - e) Who should house the compendium?
  - f) How will information be shared? With whom?
- It was suggested that FHWA and TC should be the organizations that house the Compendium and that they would be in the best position to get additional information from States, Provinces, as well as the border Agencies.
- A protocol of sharing border infrastructure information between States/Provinces was never resolved. Sharing of information could be done locally. However, FHWA/TC/Customs Agencies should have access to all the information.



Compendium will never get too detailed but should provide a national source of information on border infrastructure projects. Congress asked for this information.

- There is also a need to get representation on this working group from CBP and CBSA. The Compendium should become useful to everybody. We should know how the border Agencies set their priorities and what are their infrastructures plans.

#### Next Steps:

- It was agreed that TC should be the co-chair of the WG for Canada and that FHWA would consider taking the lead on the U.S. side.

Note: After the Calgary meeting, it was determined that Vermont DOT (Karen Songhurst) would retain the U.S. lead.

- The WG needs to establish a workplan to deal with the issues identified above. The first step is to have a conference call in November. We also need to make sure that the right people attend. The working group should be composed of TC, FHWA, CBP, CBSA and a few States and Provinces.

### **6.3 Border Trade and Traffic Data Sub Committee Notes (Alicia Nolan)**

- The session began with a re-cap of activities from the last TBWG meeting in April, 2004 and discussed the activities that are presently underway.
- First, under the Data Steering Committee, 4 subcommittees have been formed to work on a variety of different topics. These subcommittees include: Border Survey, Counts and Classification, Border Delays, and ITDS Exploration. The subcommittees have been meeting periodically to discuss the issues pertaining to their subject matter and discuss next steps.
- In conjunction with these activities, there was a critical linkage between these groups and the decision by TC, working in conjunction with provincial partners, to undertake a National Roadside Survey (NRS) in 2006. The decision has now been taken to conduct another Canadian NRS, which will also have a Border Survey Component. Therefore, the discussion of the Border Trade and Traffic Data Subcommittee during the Calgary plenary addressed the next steps to initiate a bi-national approach to the conducting the Border Survey component, and the need for securing support and resources for that effort. A critical milestone for the effort will also include acquiring and using Weigh-In-Motion sensor technology at various locations to substantiate the NRS, and also to address future collection needs.

Next steps include:

- Internal discussion within FHWA for firm commitment of conducting the Border survey and identification of resources (both funding and personnel) for assistance on the Border Survey component
- FHWA outreach to other interested Federal Stakeholders (FMCSA, BTS, OTS, CBP)
- FHWA outreach to various State DOTs for interest and commitment for participation in the Border Component of the Survey. Discussion on critical components and data elements.
- Formation of Technical Advisory Coordination team (or another forum) that would have direct input to the development of the Border Survey component of the NRS. This could be the existing Border Survey data subcommittee.
- During the main session briefing, Tony Shallow presented a summary of TC's study for Border Delays using GPS technology. Extra copies of the report will be made available for distribution with the TBWG Calgary notes. This effort could be a useful component in conjunction with the efforts FHWA is exploring for border delay performance measures.
- Future actions of the Border Data Subcommittee will be discussing the future of the various internal subcommittees, next steps for border data collection, and coordination with BIFAWG.

## **7. Safety at Border Checkpoints (Roger Petzold)**

- On Sunday, September 26, a major crash occurred on I-87 in New York at a Border Patrol checkpoint (roughly 70 miles from the border). This event resulted in four fatalities and three injuries. Specifically, a tractor-trailer traveling southbound failed to stop in time at the checkpoint and crashed into a queue of stopped vehicles. In February, at roughly the same location, 55 individuals were injured in a similar crash involving a passenger bus. Both crashes are attributed to driver inattention.
- The National Transportation Safety Board will issue a recommendation addressing known issues that warrant attention.
- There is concern about how these checkpoints are set up and how coordination takes place between Border Patrol, State DOTs, and other interested parties.

FHWA Headquarters and Division staff are outlining appropriate next steps to enhance the safety of these checkpoints.

- There are approximately 50 - 100 second tier Border Patrol enforcement checkpoints in the border States. While this activity has traditionally been predominant in the southern border states, we can expect to see more in the northern border states.
- FHWA is taking a proactive approach in working with Customs and Border Protection (who oversees the Border Patrol) to address both this checkpoint and overall safety concerns at Border Patrol checkpoints.

## **8. TBWG Future Directions Roundtable Dialogue**

- A substantive discussion of the TBWG's accomplishments to-date, its structure, and future directions was concluded with a consensus for the formation of a smaller, more focused Future Directions Subcommittee.
- The new Subcommittee will be composed of representatives from FHWA, TC, CBSA, CBP and two state/provincial colleagues from both East and West. The Subcommittee will examine an Options Paper (to be prepared by TC) for restructuring and implementing changes within the TBWG, and for charting new directions. A series of conference calls will be held, beginning in December, 2004, and recommendations will be made to the entire TBWG at the next plenary meeting.

## **9. Border Technology Exchange Program (Ed Rodriguez)**

\* The following was circulated prior to the Calgary Plenary by Henry Nevares, Director, International Programs Office, Federal Highways Administration:

- During the TBWG plenary meeting in Calgary, participants will be fortunate enough to have several presentations on ongoing topics. This has created a full agenda. One of these will involve a discussion on the possibility of expanding the Border Technology Exchange Program (BTEP) to include the Canada-U.S. Border. We would like to take this opportunity to provide you with some background information on the BTEP for your consideration.
- The BTEP seeks to enhance the knowledge and skill of transportation personnel along the border region through exchange of technology, information and technical training. The precise model for a BTEP U.S./ Canada program will be developed as we learn from you how we can best serve the needs and interests along the border.

- By way of background, we would like to provide you with a description of the existing BTEP program along the U.S./ Mexican border. The BTEP has been in existence since 1994, and has grown to include six technology transfer centers in Mexico. The program includes the U.S. states of California, Arizona, New Mexico and Texas. On the Mexican side of the border, the member states are Baja California, Sonora, Chihuahua, Coahuila, Nuevo Leon and Tamaulipas. Technology Transfer Centers are located at Mexican universities in every Mexican State adjacent to the U.S. southern border. These centers are the result of cooperation between Federal, State, university, and private sector partners in both the US and Mexico with the FHWA's Office of International Programs as the lead facilitator in this collaboration effort.
- The list of activities carried out by the program include the provision of training courses, demonstration projects, personnel exchanges, workshop facilitation and seminars on areas of particular interest to the region's membership. BTEP has proven a highly successful forum for technology exchange promoting the safe, efficient and secure movement of people and goods along the U.S. Mexico border. The twinning relationships established and ongoing communication between the partners has proven highly beneficial for all of the participants.
- During the last TBWG meeting, this group discussed the initiatives that TBWG should undertake to support and enhance bi-national planning and coordination. We also discussed whether we had identified all the partners that were needed to make progress on initiatives. The Office of International Programs suggests that a BTEP U.S./Canada initiative might provide a significant forum for the enhancement of planning, coordination and cooperation. We are interested in learning from you what border activities would benefit from having the BTEP forum at their disposal. We would also like to know your level of interest in perhaps including the BTEP as a committee of the TBWG to work under the TBWG in support of border activities.
- To date, the Federal Highway Administration's Office of International Programs (OIP) and Office of Interstate & Border Planning officials have held preliminary meetings with TC to discuss efforts to extend the BTEP along the northern U.S.-Canada Border. The participants agreed that it would be beneficial to coordinate activities with TBWG. This would leverage existing resources and reduce the possibility of creating confusion among stakeholders.
- In September, the Office of International Programs wrote to the Division Offices along the Canadian border in an effort to learn what cross border activities they were involved with and to get their feedback on the types of activities that they would like to have included in the program. Specifically, we wished to know how the BTEP program might assist them in carrying out their border related mission.
- We learned that the several U.S. States / Canadian Provinces are already cooperating in many cross-border activities. The majority of these activities

involve transportation planning, road safety enhancement issues and other concerns. We would like to work more closely with the border region's transportation related stakeholders in support of their efforts. Our hope is that through the TBWG we can work in a concert of action on cross border activities of importance to the region.

- TC and FHWA officials have developed a few suggested areas of concentration that might provide the initial basis for cooperative activities. Although cooperation already exists in these areas among individual members, the BTEP could provide an ongoing forum for facilitation of coordination on a border-wide regional basis. Among the activities under consideration are:
  - Border Wizard (both U.S. and Canadian versions) training,
  - Border Data Needs assessments
  - Technical exchange through peer to peer
- We hope that during the Calgary plenary we will be able to further refine the list of activities that may be of interest to participants and learn how we may partner with you as you advance your action oriented priorities.

#### **10. Closing Remarks (Isabelle Trepanier, Roger Petzold)**

- Isabelle Trepanier and Roger Petzold thanked all participants for attending the meeting. Roger noted that the initial thinking for the next TBWG plenary was for a meeting in Detroit in May, 2005.
- It was announced that notes from the Calgary plenary would be distributed at a later time. The notes would include a summary of the proceedings and the break-out sessions. TC would also make available upon request a CD containing all of the power-point presentations from the meeting.