

BIFA Steering Committee, May 17, 2006

In attendance: Mike Onder, Susan Spencer, Gordie Peters, Luc Lefebvre, Steve Erwin, Steve Tzikas, Hugh Conroy, Melissa Miller, Crystal Jones, Jonathan Sabean.

ACTION BY

1. Uses of the BIFA to date:

- NITTEC used the BIFA for the update of their bi-national regional architecture in June-July 2005.
- Ontario has incorporated the BIFA and the U.S. and Canadian national architectures into their architecture for the Intelligent Border Crossing (IBC) initiative – it is probably more akin to a regional architecture, so starting with the large Architecture template makes sense.
- Whatcom County will use the BIFA for an update of their Regional Architecture. They have acquired Turbo Architecture for documentation. However, they are not using BIFA for their ATIS project architecture.
- The I-87 group has not used the BIFA yet for their Queue-end warning and Border wait time reporting systems, but they have brought in a new consultant (ConSysTec) who were involved in the development of the BIFA and will be applying the BIFA.
- The Lacolle-Champlain queue-end warning project was done previous to BIFA, therefore, BIFA was not incorporated into the architecture. It would be interesting to compare before and after BIFA.
- The Northeast Association of State Transportation Officials (NASTO) will be meeting in June – is there an opportunity for them to use it?
- Crystal has a deliverable in their unit's Performance Plan to document who is using the BIFA for technology applications at the border. If there are other people using BIFA, please let Crystal know.

All

2. Lessons learned:

- The BIFA template is too big for single projects – there is too much to extract. It is easier to start from scratch for smaller projects.
- BIFA is designed to fill in the blanks for you. It describes *potential* links. You will need to cut out things you don't need (e.g. bridges & tunnels).
- BIFA is at the same scale as the Canadian and U.S. National ITS Architectures.
- There was a suggestion that BIFA-specific flows be added to the U.S. National Architecture. David Binkley is the consultant on the update – he will evaluate what parts of BIFA can be added.
- The U.S. Architecture group is organizing some training on how to use a regional ITS architecture for a project. Crystal will follow up and send invites if they are open to the public. It may be limited to State DOTs and MPOs.

Crystal

Turbo

- For the Whatcom County project, they are tying in with BCMOT, who have their own architecture. Turbo was designed with the U.S. National Architecture.

Melissa wondered if anyone has any experience integrating Turbo with the Canadian Architecture?

- In Turbo, “enforcement” is defaulted to DOT type agencies, not border-specific agencies. It would have been helpful to be able to extract BIFA-specific elements such as inspection enforcement. In Turbo, there is no way to show linkages to CBP.
- The BIFAWG may want to develop an online training tool on how to use Turbo to implement the BIFA into a project architecture.

Users Group

- There is a need for a Users Group or Peer Network that people could access to call for help when implementing BIFA. Otherwise, the only people one could turn to for help are consultants who would charge for their time. Smaller projects may not have consultants on contract to provide help, whereas large (Regional Architecture) projects usually will.
- The Peer group could identify challenges that arise from trying to apply the BIFA. A catalog/library can be established that includes documentation on where BIFA has been applied in the past. As we get more examples, there is less need for paid expertise because people can learn from past documented examples.
- Everyone is invited to provide feedback on the Iteris website. The comments can be collected and a consultant can be brought in to address the challenges identified on a semi-regular basis. There may be an opportunity to use the Webex webcasting service to share lessons learned and pose questions to an expert panel.
- Jonathan to investigate whether write-ups could be archived on the TBWG website – will also see whether there is capability for ftp and a message board.
- Crystal to investigate whether the Freight Planning listserv could be used for peer dialogue.
- Crystal will send out Peer-to-peer network information
- Crystal will draft a strategy for user group support
- The group could be called the BIFA Use and Maintenance Group.

All

Jonathan

Crystal
Crystal
Crystal

3. Possible pilot:

- Canada and the U.S. have an ongoing commitment in the Security and Prosperity Partnership (SPP) to do a BIFA pilot project.
- The recently released Canadian federal budget did not include any specific funds for BIFA. However, there may be a pool of funds that could be accessed.
- To access money for a BIFA pilot project, a detailed, jointly developed business case would be required.
- For example, if the I-87 came up with a project that was already scoped out, we could partner with them if they already have a detailed plan and are looking for a funding partner.
- Perhaps bits of projects in Washington/B.C. or Ontario/New York could be designated as a BIFA pilot. Steve E. suggested an Ontario/Michigan pilot.
- Luc mentioned the Real-Time System Management Information Program

contained in Section 1201 of SAFETEA-LU. Mike noted that the program does not provide any funding.

- There will be a meeting of the I-95 Intermodal Committee in Newark, New Jersey on June 20, 2006, 9:00am-2:30pm, at the North Jersey Transportation Planning Authority. The I-95 is having a Ports Summit which will discuss the linkages to the highway network that extends between ports (Halifax to New York).
- The West Coast Corridor Coalition is exploring project ideas and methods of funding. They have an ITS Subcommittee.
- The Intelligent Border Crossing (IBC) initiative in Ontario is probably a couple of months away from identifying projects that could be used for a BIFA pilot.
- It would be worthwhile if each region had a piece of the BIFA to test.
- Gordie will talk to Alicia Nolan to see if she knows of any other candidate projects.
- Projects we fund can provide feedback that can go back into updating the BIFA.
- The BIFA Steering Committee needs to consider: 1) BIFA as a tool; 2) support at the project level for applying it; and 3) a feedback and refinement mechanism.

Gordie

Single Window

- Hugh saw a presentation at the CanAm BTA on the US CBP-CBSA ACE-ACI Working Group. (This is a working group under the ACE Trade Support Network, a network which also includes an ITDS group and the Multi-modal Manifest working group.)
- An output from these efforts has been the North American standardization of the ANSI message set used for electronic filing of manifests, advanced-cargo information, etc.
- These efforts fit in with work under the World Customs Organization on a single, multi-modal manifest. The International Trade Data System (ITDS) is a subject in these discussions and it was in this context that the term "single window" was used to describe the result of taking the ITDS platform and making it global.
- The single-window term may be the objective under ACE to create one place (a single window) where a shipper can report all the things that the various government agencies require.
- In addition to identifying pilot-project applications of the BIFA, these concurrent developments in the customs and inspections environments point to uses of the BIFA that are of direct importance to advancing the TBWG action plan.
- First, if the information-flows associated with the ACE-supported ITDS can be shown in way that reflects what are now-improved data-sharing capabilities (standardized ANSI message sets, etc.), this would perhaps help advance the Data Action item by better illustrating what non-customs agencies are looking for, what new connections would be necessary, what kind of data storage might be beneficial, etc. ITDS is of great interest to the Data subgroup of TBWG because it holds the potential to obviate the need for very expensive vehicle intercept surveys for gathering important data on trends in travel demand (commodity flow, origin-destination, etc.).

- Second, one of the core objectives of the US-Canada MOU that gave rise to TBWG was an interest in coordinating each country's approach to promoting intermodalism. In the TBWG Action Plan, intermodalism now falls under the broader objective of coordinating programming and planning for cross-border transportation. The BIFA could help illustrate the implications of a newly-standardized, North American or global, multi-modal manifest. Questions that policy-makers could use such an illustration to inform might include; Does the emergence of a multi-modal manifest incrementally change the business case for intermodalism (private, public, incentives, subsidies, regulations, etc.)
- The Single Window discussion should be reflected in the marketing material

Crystal

4. Marketing:

- The ITS Joint Program Office (JPO) in FHWA will be updating the U.S. National Architecture in the near future. When it is distributed on a CD, it will include resources and references (“bookshelf”) – the BIFA document will be included in the bookshelf.
- Crystal passed around a draft Freight Information flyer that she had prepared.
- Crystal will take a first crack at a BIFA Marketing Plan, including identifying the audience. Crystal will explore possible workshops or training.
- Susan will be speaking at the World Congress on Architectures. Any ideas anyone has on the benefits of Architecture can be sent to Susan
- Mike will send Susan some terminology that was used in a recent conference in Geneva where single window/ITDS/data reusability within government agencies and with industry was discussed. Russia may be particularly interested because of all their land border crossings with other countries.
- Some marketing should be targeted to border stakeholders and consultant firms using Turbo Architecture – how do you use Turbo with BIFA? What it can do for your project?
- Steve T. will be sending his thoughts on the marketing material. It would be useful to couch the BIFA in terms of SPP (security oriented). Incident response; business resumption after an attack on the POE; redirecting traffic; secured border between ports; how do you prevent port runners; tracking containers; ensure that trucks get back into Canada without jumping the highway.
- To package BIFA marketing to engage CBP with transportation agencies, you need to focus your efforts on something they’re already working on. Steve T. will send Crystal some thoughts on areas within the SPP to focus on. There is an expectation with SPP to get a lot done.
- Existing programs such as FAST/NEXUS may not be as interested in getting involved because they have their own plans. However, other SPP working groups may be looking for ideas because they don’t have existing programs.

Crystal

All

Mike

Steve T.

Steve T.

Crystal
Jonathan

Crystal and Jonathan will be available at the TBWG if anyone has question. An update will be provided at the meeting.

All

Proposed date for next meeting: Wednesday, July 19, 2006 at 1:00pm EST.