

**Transportation Border Working Group
October 23-25, 2006
Sheraton Fallsview Hotel
Niagara Falls, Ontario**

Day One, Monday, October 23

**1. General Services Administration/Canada Border Services Agency/State
Departments of Transportation/Customs and Border Protection Project Status
Meeting:**

A. General Services Administration (GSA), Ralph Scalise

(Handout)

1. Calais/St. Stephen
2. Derby Line, VT: Vermont Agency of Transportation funding interchange construction
3. Jackman, ME:
 - a. Design 50% complete
 - b. Discussions with HydroQuebec to bring 3-phase electrical service to site
 - c. Canadian facility recently completed
4. Madawaska, ME:
 - a. Constrained site
 - b. Additional site and design funds needed
 - c. Program requirements to be revisited
 - d. Similarities to Calais/St. Stephen
5. Alexandria Bay, NY:
 - a. On hold – Determination needed if stand-alone or joint-shared
 - b. Unarmed Canadian inspectors was a problem (inspectors to be armed)
 - c. Other occupancy concerns being addressed
6. Champlain, NY:
 - a. Administration, Cargo buildings construction in progress
 - b. Anticipate opening late 2008/early 2009
 - c. Construction progress of Canadian cargo inspection facility (Quebec) in synchronization with U.S. facility
7. Massena, NY:
 - a. 100% construction documents complete
 - b. Advertisement for bids approximately two months
 - c. Estimated completion date 2010
8. Detroit, MI Cargo Inspection Facility: Renovation and expansion project 38% complete
9. Warroad, MN: Concept design to begin
10. Portal, ND:
 - a. Facility replacement project

- b. Experienced bid bust
 - c. Redesign project to be re-advertised end of October – full and open competition
 - d. Anticipate 2009 completion
11. Blaine, WA (Peace Arch):
- a. 2007 construction start/2010 completion (in time for Olympics)
 - b. Memorandum of Agreement developed with FHWA

B. Canada Border Services Agency (CBSA), Daniel Lagace

- 1. Douglas: Problem finding bidders – workforces drawn to work in Alberta
- 2. British Columbia: Cascade, Fraser:
 - a. Smaller projects
 - b. Impacted by short construction season, availability of construction materials
- 3. Quebec, Lacolle: Commercial inspection facility to be ready by Spring 2008, in synchronization with highway reconfiguration project
- 4. Quebec, Philipsburg: CBSA needs further requirements development
- 5. New Brunswick, St. Stephen: Facility replacement project

C. State Departments of Transportation

- 1. Michigan Department of Transportation (MDOT), Mohammed Alghurabi - Detroit River International Crossing:
 - a. Two Practical Alternatives under review:
 - 1. One site approximately 1 ½ miles south of Ambassador Bridge: 1,800m span
 - 2. One site approximately 3 miles south of Ambassador Bridge: **13,000m** span
 - b. Public presentation in December to lead toward (final) Preferred Alternative
 - c. U.S. and Canadian project teams proceeding with deep borings (approximately 1,500 feet) for geotechnical conditions:
 - 1. Seeking bedrock in extensive brinewell field
 - 2. Expect to take four months to complete
 - 3. May direct the Preferred Alternative selection process
 - d. Trying to avoid Sandwich, ON location – historic area
 - e. Significant dates:
 - 1. Final site selection: June 2007
 - 2. Final environmental assessment: mid-2008
 - 3. Crossing open: late-2013
 - f. Existing oil storage facility may be a physical security concern
 - g. Existing operating railroad (low traffic volume) facility may be a physical security concern; may be offset with a rail gamma-ray inspection system installation
 - h. Intermodal (rail) volume not expected to reach a level over the 30-year planning horizon to make a difference – cross border truck traffic will be the determining factor

- i. Approximately half of the commercial traffic is local (Detroit/Windsor) – heavily interconnected automobile production
 2. New York State Department of Transportation (NYSDOT), Jerry Cioffi: Bond authorization to fund smaller border crossing projects statewide
 3. WHATCOM Council of Governments, Hugh Conroy: Status of shared facilities per the Shared Border Accord – CBSA and CBP consult in advance on all projects, determine if any are considered for shared, which shall move forward
- D. Customs and Border Protection (CBP):
1. Port of the Future concept:
 - a. 100-acre plaza
 - b. Lead design disciplines likely to be civil/transportation engineering
 - c. Prefabricated/modular construction considered for smaller/remote sites
 2. FAST enrollment/designated access: Low participation does not justify a designated lane
 3. Use of ITS (variable message signs) to provide advance notification of lane availability
 4. Bi-level booths: Provide ability to process automobiles/trucks from same location – expedite processing

2. Trade and Traffic Data Information Exchange:

A. Transport Canada (TC), Tony Shallow

(PowerPoint presentation)

1. GPS Traffic Tracking (Turnpike Global Technologies “Route Tracker” transponders)
2. Data maintenance at TC, TBWG websites
3. Border wait time measurement system:
 - a. Able to filter the data to determine how much time spent at side of road (tour of duty), duty-free, etc., to give a truer picture of wait times
 - b. Engine performance monitoring:
 - c. Fuel consumption
 - d. Emissions (air quality monitoring)
4. “Route Tracker” units Bluetooth connected
5. Turnpike Global Technologies provides reporting services:
 - a. Beneficial to the small fleet (less than 20 trucks)
 - b. Beneficial to shippers without information technology staff
 - c. Cost: \$12 (US) per month per truck
6. Physical layout of border crossing (e.g., bridge), geography, etc. requires that the model algorithm be customized for each crossing:
 - a. Length and configuration of approach lanes, queues, are all different and therefore affect data processing
 - b. Video recording used to validate transponder readings

- c. Only subscription trucks are tracked
- d. Crossing times do not include secondary inspection activities, broker visits
(Note: Secondary inspections at Cargo Inspection Facility in Detroit are tracked)

B. Federal Highway Administration (FHWA) Bureau of Transportation Statistics, Steve Begnino: Border Crossing and Transborder Freight Data

(PowerPoint presentation)

- 1. Data provided by CBP (inbound only) for U.S. borders with Canada and Mexico
- 2. Information available to 1993; available on-line from 1995 to present
- 3. Freight information provided by Bureau of Census (some data protected by confidentiality concerns)

3. Border Freight Scoping Study

(PowerPoint presentation)

- A. Volpe National Transportation Systems, Scott Smith:
- 1. Three-month study recently concluded focusing on the Buffalo area (Erie and Niagara counties)
 - 2. Currently only in the scoping phase
 - 3. No modeling work completed yet (TRANSIMS microsimulation model to be used)
 - 4. Freight issues: Cross-border and domestic
 - 5. Highway network modeling will need to consider physical characteristics (road geometrics, intersections, signalization, etc.)

4. BIFA (Border Information Architecture) Training Course

- A. FHWA, Crystal Jones; TC, Jonathan Sabean:
- 1. See BIFA website
 - 2. Intelligent Transportation Systems (ITS) deployment – framework/guidance to deploy systems at border
 - 3. Decision made to establish bi-national partnerships to deploy systems at border crossings
 - 4. Regional architectures developed for Metropolitan Planning Organizations (MPO) – regional architectures required in order to receive federal funding
 - 5. U.S. and Canadian national templates: BIFA-unique
 - 6. Connect the regional templates
 - 7. Start at higher level; focus down to specific sites
 - 8. Share successes/lessons learned – important to maintain, update the architecture for it to remain effective
 - 9. Who funds the ongoing maintenance?

10. Obvious benefit to large crossings, multiple locations
 11. How does it benefit the small, isolated crossing?
 12. Likely to have some applicability (see website) – not all elements may apply
- B. Interactive Workshops – David, Emiliano (consultants): Use and maintenance of regional ITS architecture
1. Held in four sites to date, more planned
 2. Is a border-related workshop desired?
 3. Real-world considerations – another tool to do your job
 4. Long-range planning objectives
 5. Project-specific concerns
 6. Pilot project deployment (pending availability of funding) - Project criteria:
 - a. Identify stakeholders, share of funds (DOT matching funds)
 - b. Partner with other levels of government, agencies
 - c. Size of project/range of volume
 - d. Maturity of planning: Already identified need/waiting to be deployed
 - e. Build on existing technologies – maximize the number of beneficiaries, cost-sharers; foster the greatest level of benefit
 - f. Safety/security enhancements
 - g. Innovation – something not being done anywhere else
 - h. Must demonstrate back to TBWG its value, benefit
 - i. Connectivity to non-transportation stakeholders?

Day Two, Tuesday, October 24

1. Washington/Ottawa Updates:

- A. U.S. Transportation Update, FHWA, Jill Hochman:
1. New Secretary of Transportation: Mary Peters
 2. Three priorities:
 3. Safety
 4. Look at transportation work as a whole system – all things are interrelated
 5. 21st century solutions for 21st century problems
 6. FHWA Montana Division Administrator, Jan Brown, to become Texas Division Administrator
 7. New FHWA Administrator: Rick Kapka
 8. Cindy Burbank to retire
 9. Budget:
 - a. CBP budget approved
 - b. GSA, DOT budgets under continuing resolution
- B. Customs and Border Protection Update, Trent Frazier
1. Key operational programs concerning land ports of entry:
 2. Secure Border Initiative (SBI):

3. Operations between land ports of entry
4. Operational planning unit through layered approach to close the gaps
5. Force the crossers to the land ports of entry
6. Enforcement through personnel deployment and technologies
7. Trusted Traveler Programs: Expedite movement of legitimate traffic and trade

C. Canada Border Services Agency (CBSA), Kathy Carroll: Five strategic priorities:

(PowerPoint presentation)

1. E-manifest/compatible risk targeting and inspection regimes
2. C-T PAT/Partners in Protection- expand linkages with U.S. programs
3. Business resumption planning – emergency continuity of operations
4. Trusted Travelers – Integrated enrollment, document integrity
5. Land pre-clearance

D. General Services Administration Update, Ralph Scalise:

(See presentation above for additional information)

1. Capital construction program management – new Public Buildings Service Administrator, Robert Fraga
2. 2007 construction project statistics
3. 2008 Capital Program: Madawaska, Derby Line, Warroad
4. 2009 Capital Program: Richford, VT, Detroit River International Crossing, International Falls, MN, Dunseith

E. FHWA Bureau of Transportation Statistics, Steve Beningo:

1. Searchable web-based database for transportation statistics (www.bts.gov/itt)
2. Transborder data program under further development – allow customizable reports
3. Posted data current through December 2005
4. U.S. and Canadian data collected current through April 2006 – not yet posted

F. U.S. Coast Guard (USCG) Update, Nick Mpras:

1. St. Croix River crossing permit issue, good for two years
2. Detroit International Bridge Company – Companion span:
 - a. USCG issued public notice for review of permit application
 - b. Objections raised on Canadian side of border
 - c. Coastal zone management approval required prior to issuance of permit
3. Detroit River International Crossing (DRIC): Proposed new crossing
4. More than a dozen new projects developing along southwestern (U.S.) border

G. Transport Canada (TC) Update, Isabelle Trepanier:

1. USDA removed objections to exempt inspection fees from certain agricultural products; TC in favor of removing fees as a means of easing border congestion – favors other methods of obviating pest threats
2. Western Hemisphere Travel Initiative (WHTI)
3. Passcard: 60-day review and comment period
4. DRIC: Updated study to be posted to TBWG
5. International Bridges and Tunnels Act:
 - a. New bill in Canadian Senate to strengthen safety, security inspections
 - b. Addresses government regulation of tolls
 - c. Facing objection from Bridge and Tunnel Operators Association (BTOA)
6. Infrastructure funding commitments:
7. \$66B, including community infrastructure, highways and borders
8. Further consultation with Provinces and Territories – how to leverage funding to greatest purpose
9. Higher focus on corridors, rather than right at the border
10. New funding anticipated by end of calendar year (five-year budget cycles)
11. Asia-Pacific Gateway Initiative (handout) – new look at multimodal transportation network
12. Security and Prosperity Partnership (SPP) – Ministerial meeting in 2007:
 - a. Requesting input from agencies
 - b. TBWG deliverables under scrutiny
 - c. National Roadside Survey underway (22 sites – U.S. bound traffic), expect to be completed by end of calendar year

2. Private-Public Partnerships (PPPs), FHWA, Keith Bishop (for Fred Weller):

(PowerPoint presentation)

- A. Federal Highway Trust Fund expected to run out of funds in 2009
- B. What are PPPs?
- C. Legally enforceable contractual agreements between public-sector and private-sector entities
- D. Public partners include quasi-governmental entities (e.g., bridge authorities)
- E. Private partners are generally a for-profit entity
- F. Partnership agreement/arrangement: Variety of (legal) structures for a variety of purposes
- G. Examples of PPPs for existing facilities:
 1. Chicago Skyway: \$1.83B for 99-year lease (2004)
 2. Indiana Toll Road: \$3.85B for 75-year lease (2006)
- H. Examples of PPPs for new facilities:
 1. Toronto: 108 km Route 407 (ETR)
 2. San Diego: South Bay Expressway
 3. Austin: Texas State Highway 130
 4. Dallas/Fort Worth: Texas State Highway 121
- I. PPPs for significant improvements – not just for highways:

1. Dakota, Minnesota and Eastern Railroad improvements
2. Port of Miami: Truck access improvements
- J. PPP and Federal Credit Programs:
 1. TIFIA (Transportation Infrastructure Finance and Innovation Act) – 33% financing
 2. RRIF (Railroad Rehabilitation and Improvement Financing) – 100% financing
 3. PAB (Private Activity Bond)
 4. State infrastructure banks (via SAFETEA-LU)

3. Overview of EBTC's (Eastern Border Transportation Coalition) Fall Workshop – "Border Infrastructure Projects...Avoiding the potholes; Paving the road", Walter Steeves:

(PowerPoint presentation)

- A. EBTC looking at developing "how to" guide for border projects
- B. Being an international bridge commission makes bi-national processes easier than for a single crossing asset owned by two separate entities (e.g., Ambassador Bridge, Detroit-Windsor Tunnel)
- C. Labor, tax/duty issues to be looked into
- D. ITS/CVO concerns; overlap with BIFA
- E. Synopsis of workshop to be posted on EBTC website: www.ebtc.info

4. NYDOT (New York Department of Transportation) Border and Corridors Initiatives, Jerry Cioffi:

- A. Corridors:
 1. Customer based – who the users are
 2. Comprehensive/big picture: Multiple modes – more than highways
 3. Complementary: Connecting to other metropolitan/interstate/international corridors and gateways – more than highways
 4. Evolving framework
 5. Corridor teams and managers
 6. Stakeholders and partnerships
- B. Statewide trade overview study:
 1. Multimodal
 2. Beyond state borders
 3. Identify bottlenecks, underlying causes
 4. Identify strategic solutions and economic opportunities
 5. Identify stakeholder involvement
- C. I-87 Multimodal Corridor Study: Montreal – New York City
 1. Smart corridor visioning plan
 2. Innovative showcase
- D. Bi-national Transportation for Niagara Frontier:
 1. New York Department of Transportation

- 2. Ontario Ministry of Transportation (MTO)
- 3. Cross-border coordination – model on successes of WHATCOM Counties IMTC
- 4. Bi-national coordinating group
- E. International bridges study

5. Canada's Asia-Pacific Gateway Strategy, TC, Virginia Young:

(Power Point Presentation/Handout)

6. Lunch keynote Speaker: Ron Rienas, Peace Bridge Experience

(PowerPoint presentation)

7. Working Group Updates:

- A. Policy Subcommittee
- B. Compendium Subcommittee:
 - 1. On-line: Top 33 U.S./Canadian crossings
 - 2. 35-40 to be added (primarily passenger processing volumes)
- C. Border Infrastructure Architecture Subcommittee

8. Status of Strategic Resource Assessment, CBP, Trent Frazier:

- A. Began late 2003
- B. Land Port of Entry (LPOE) evaluation to target necessary improvements, operational/facilities conditions
- C. 27 data points
- D. 3-year iterative cycle
- E. Feasibility study process: GSA expected to contact Canadian Transport Ministries, CBSA
- F. Advanced Targeting Systems:
 - 1. Uses inputs from pre-clearance information on commercial manifests, law enforcement databases (NCIC, TECS) to determine if secondary inspection necessary upon arrival
 - 2. Nothing yet in place for passenger vehicles – no requirement to advance report

9. Security and Prosperity Partnership (SPP) North American Competitiveness Council Working for Border Crossings and Trade Capacity, FHWA, Fred Eberhardt:

- A. Border operations an important activity – continue to develop program interfaces

- B. North American Competitive Council: tri-national organization to advance North American business interests (U.S. representative: Jason Conley, U.S. Chamber of Commerce)

10. Presidential Permit Process, Department of State, Pedro Erviti:

11. Open Mike/U.S. Northern Border Pooled Fund Discussion

12. Draft TBWG Action Plan Update, FHWA, Jill Hochman:

(Handout)

- A. U.S. Northern Border Pooled Fund: Legislation providing funds from Highway Trust Fund for border states – allows for research applicable to TBWG
- B. Series of concepts (see previous emails) worth further pursuit:
 - 1. Michigan and Montana have committed funds
 - 2. How do these align with TBWG work plan (refer to yellow shaded blocks), Pooled Fund study?
- C. Compendium under continuous development

13. Action Items; Next Plenary Meeting; Closing Remarks:

- A. Next TBWG conference: Chicago, May 2007
- B. Include private financing session – Public Private Partnerships

Day Three, Wednesday, October 25

1. Policy Subcommittee Session, Hugh Conroy:

- A. Worker access research findings
- B. Review/update Federal Motor Carrier Safety Administration (FMCSA) project (CCMTA - Canadian counterpart): Some preliminary information provided at Bellingham
- C. Trying to standardize processes between U.S. and Canada cross-border vehicle safety inspections:
 - 1. SAIC – U.S. consultant
 - 2. CVSA – Commercial Vehicle Safety Alliance (Canadian)
 - 3. Key differences:
 - 4. Driver's medical background
 - 5. Vehicle size/weight/dimensions

- D. Mary Phillips, Associate Director, Policy, FHWA
- E. Objectives of Study – Emphasis on safety matters:
1. Ensure motor carriers with cross-border traffic have access to information affecting trucking industry in U.S. and Canada
 2. Comprehensive safety code:
 3. Between countries
 4. Between states/provinces
 5. Exchange of data (including infractions) for common reporting
 6. Identify significant harmonization/reciprocity relative to CVSA/FMCSA
 7. Understand how regulatory policies affect cross-border trucking activities
 8. Research will result in report identifying priority projects and policy recommendations (U.S. and Canada)
- F. Cross-border worker access:
1. Construction projects, other
 2. Short-term cross-border work without visa
 3. Department of State C-175 (international science and technologies agreement): Arrangements for worker visit (beyond simple memoranda of agreements between CBSA/CBP)
 4. Visa allowance – temporary workers have
 5. Issues of c
 6. “construction” differ from “maintenance”
 7. Coutts/Sweetgrass: MOA created for this shared facility – may be useful as a model/template
- G. Peace Bridge agreement:
1. Covers U.S./Canadian taxation (employment) issues
 2. Permanent/contract employees
 3. Unique situation – other BTOA members interested
- H. Background checks/criminal investigation:
1. Lengthy (GSA) process
 2. Is a “construction zone” clearance procedure possible?
- I. How to progress from an “arrangement” to an “agreement”:
1. Avoid re-inventing processes or fall into undesirable consequences (enforceable or un-enforceable consequences)
 2. Is there a hierarchy of instruments (e.g., treaties, etc.) that exists, to be drawn from?
- J. Compilation of laws
1. What is the hierarchy/differences between arrangement/agreement/law/treaty/etc.?
 2. University research into cross-border issues (e.g., local economies, etc.) – What kind of work has been already been done and available?

K. American Planning Association:

1. Serve as clearinghouse for research?
2. Headquarters in Chicago – invite to participate in Spring 2007 Plenary

2. Border Implementation Plan/Compendium Subcommittee Session, Paul Arvanitidis (TC), Alicia Nolan (FHWA):

A. Border Compendium:

1. Top 33 crossings loaded to website
2. Phase II: Additional 35 sites (rated per passenger volumes) expected to be on line by end of October
3. Preliminary templates for updating
4. Update appropriate fields: Project status, etc.
5. Trade/traffic data periodically updated, most other input is static
6. Corridor projects: Within 100 km of border
7. NYDOT interest to add smaller crossings – send information to Paul/Alicia to have a template created. 6-7 partner input fields needed to populate template (e.g., Commercial crossing data - trade data, etc.).

B. Regional Workshops, Alicia Nolan (FHWA):

(Handout)

1. Infrastructure Committee
2. Concentrate on project information sharing
3. Build on existing regional meetings/organizations (e.g., EBTC, IMTC, etc.)
4. TBWG role/participation as an advocate of the efforts of the individual organizations (i.e., no controlling interest)
5. Use Compendium to keep project status current, select the appropriate ones for further presentation

C. Security and Prosperity Partnership (SPP) Commitment – Review of Language:

1. 3.3.1: Canada-U.S. agreed to complete review of transportation/border facility infrastructure projects within 24 months, prioritize by 2008
2. TBWG not in agreement – feels the prioritization should reside with states/provinces, not federal levels. Federal response: help promote regional workshops to exchange information between transportation and security interests

D. “Port of the Future” Meeting – FHWA/CBP/GSA: Describe the changes to be expected for U.S. land ports of entry, particularly the smaller sites that have not changed substantially over the past several years.

3. Optional Tour of Niagara Falls Bridges