

AGENDA

IMTC Steering Committee Meeting

Thursday, October 15, 2009
9:00am – 12:00pm

U.S. Customs & Border Protection Conference Room
Pacific Highway Port-of-Entry, Blaine, Washington

1. **Introductions**
2. **Current event updates**
3. **Summary of October 9 Governor/Premier meeting:** Related materials
4. **Summary of recent Lynden-Aldergrove subcommittee meeting**
5. **2010 Olympics:** Implications for cross-border freight demand?
6. **Rail:**
 - a. Applications for USDOT high-speed rail funding, Amtrak Cascades marketing, and updates on second-train performance: Andrew Wood, WSDOT
 - b. Rail pre-clearance, re-engaging the IMTC Rail subcommittee: Bruce Agnew, Cascadia Center, Discovery Institute



Canada's
Pacific Gateway



NEWS RELEASE

For Immediate Release
2009PREM0045-000458
October 9, 2009

Office of the Premier
Office of the Governor of Washington

B.C., WASHINGTON STATE PARTNER ON CROSS-BORDER OPPORTUNITIES

SEATTLE – Premier Gordon Campbell and Washington Governor Chris Gregoire signed a framework agreement today that will see B.C. and Washington co-operate on transportation and other initiatives, including developing a shared vision for high-speed rail service and jointly advocating for direct harbour-to-harbour air service between Vancouver and Seattle.

“Working together we’ve made key steps forward in improving the movement of goods and people across our shared border and pursuing initiatives that build our competitiveness, strengthen the regional economy, and create growth on both sides of the border,” said Premier Campbell. “The framework agreement we’ve signed today sets the stage for future growth in critical sectors like transportation, and confirms the strength of the partnership between our jurisdictions.”

“I am appreciative of the strong partnership we have developed with British Columbia,” Gregoire said. “We come together to discuss the issues that affect us all, and develop solutions that benefit us all. From trade relations to climate change, working together we have made incredible progress to benefit both sides of the border. I value our annual joint-summits, and am confident the framework agreement we’ve signed will ensure economic growth for the entire Pacific Northwest region.”

The Framework for Transportation, Competitiveness and Prosperity was signed at the culmination of the joint Cabinet between Washington and British Columbia, held Oct. 9 in Seattle.

The agreement sets out a number of steps B.C. and Washington can jointly undertake to create jobs, build the economy and improve the movement of goods and people between jurisdictions, including:

- Develop and advance a shared vision of high-speed rail service as key to the long-term economic development of the Pacific Coast region, including securing the long-term operation of Amtrak’s second daily train between Seattle and Vancouver.
- Jointly advocate for border-clearance services without additional cost to interested air service providers attempting to implement international harbour-to-harbour air service between Vancouver and Seattle in both jurisdictions.
- Working with respective regulatory bodies to explore opportunities to expand reciprocal credential recognition to other regulated trades or professions.

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- Establish a management structure to co-operate on initiatives of mutual interest related to multi-modal regional transportation planning and co-ordination.
- Co-operate on new and existing border transportation management and trans-boundary freight regulation initiatives.
- Maintain leadership in North America in providing and benefiting from open and non-discriminatory access to government procurement, encourage others to adopt similar procurement approaches and continue to explore other areas for further co-operations.
- Explore opportunities to undertake joint purchasing, which could produce significant savings for governments and taxpayers.
- Support the completion of the bi-national Border Circulation Analysis and engage stakeholders in the review of recommendations and jointly develop a Cascade Gateway Strategy and priority actions to improve capacity and efficiency of cross-border travel and trade routes.

Six other agreements were also signed during the B.C-Washington Joint Cabinet meeting, including:

- Workplan on Cross-Border Issues Relating to Firearms, Illegal Drugs and Organized Crime.
- Agreement in Principle on Traffic Safety Collaboration.
- Memorandum of Co-operation on H1N1 and other Public Health Threats.

This is the fourth joint Cabinet meeting between B.C. and Washington. Since 2005, B.C. and Washington have signed 24 agreements.

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A backgrounder follows.

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BACKGROUND

October 9, 2009

Office of the Premier
Office of the Governor of Washington

FRAMEWORK FOR TRANSPORTATION, COMPETITIVENESS AND PROSPERITY

Preamble

The State of Washington and the Province of British Columbia,

Sharing a common border and a longstanding relationship of friendship and trust;

Recognizing that the employment and standard of living of Washingtonians and British Columbians depends significantly on open trade of goods and services;

Committed therefore to remaining the leaders in our respective countries in providing and benefiting from open and non-discriminatory access to government procurement processes and to make the most efficient and effective use of taxpayer dollars as well;

Committed to maintaining high environmental, consumer, and health protections while at the same time desiring to address unnecessary impediments to an integrated and vibrant Pacific coast regional economy;

Partners in leading on climate actions and partnerships at the state and provincial level;

Recognizing the economy-wide benefits to be realized with efficient, integrated regional transportation systems;

Wishing to examine opportunities to enhance the ability of people in Washington and British Columbia to share their knowledge and skills;

Committed to exploring opportunities to coordinate action and establish partnerships aimed at ensuring security and efficiency at the border while promoting legitimate cross border trade and travel;

Desiring to strengthen regional planning and coordination to enhance action and results on shared multi-modal transportation priorities, including a shared long-term vision of a Pacific Northwest high-speed rail corridor.

NOW THEREFORE HEREBY AGREE AS FOLLOWS:

A. Regional Transportation

Washington State and the Province of British Columbia commit to work together to give effect to the Memorandum on Action on Regional Transportation and Planning signed at the 2009 Washington-British Columbia Joint Cabinet Meeting, as follows:

High Speed Passenger Rail Service

1. Recognizing the potential benefits of high speed passenger rail in the Pacific coast region, Washington State and the Province of British Columbia affirm their commitment to:
 - Further develop and advance a shared vision of high-speed rail service as key to the long-term economic development of the Pacific coast region; and,
 - Jointly advocate for the extension of border clearance services without additional cost to accommodate the long-term operation of Amtrak's second daily train between Seattle and Vancouver.

Harbor-to-Harbor Air Service

2. Recognizing that harbor-to-harbor air service between Seattle and Vancouver has the potential to significantly enhance trade and travel opportunities in the region, Washington State and the Province of British Columbia commit to:
 - Jointly advocate for border clearance services without additional cost to interested air service providers in both jurisdictions in their attempt to implement international harbor to harbor air service; and,
 - Take reasonable steps within the respective authority of Washington State and the Province of British Columbia to support implementation of the proposed service.

Expediting Cross Border Movements – Border Circulation Analysis

3. Recognizing that the bi-national Border Circulation Analysis was endorsed in the 2006 British Columbia – Washington State Transportation Protocol and subsequently supported by the 2008 British Columbia-Washington State Action Plan on Border Management, Washington State and the Province of British Columbia commit to:
 - Support the completion of the study and engage stakeholders in the review of recommendations, and jointly develop a coordinated Cascade Gateway Strategy and priority actions to improve capacity and efficiency of cross border travel and trade routes.

Enhancing Regional Transportation – Trans-boundary Freight Regulation and Border Transportation Management

4. Recognizing that land ports-of-entry are key nodes and bottlenecks within the regional transportation system, Washington State and the Province of British Columbia commit to:
 - Cooperate on new and existing border transportation management and trans-boundary freight regulation initiatives, with a view to coordinating efforts by both jurisdictions in conjunction with other agencies towards their advancement.

Joint Management for Action

5. To facilitate action on shared regional transportation priorities Washington State and the Province of British Columbia commit to:
 - Establish a management structure to cooperate on initiatives of mutual interest related to multi-modal regional transportation planning and coordination, and related bi-national transportation issues;

- The joint structure will be comprised of an Executive Council (with membership of: Secretary of Transportation; Minister of Transportation and Infrastructure; and one Executive member from each agency) and a Working Group of senior representatives from the Washington State Department of Transportation and British Columbia's Ministry of Transportation and Infrastructure and Intergovernmental Relations Secretariat as founding members, and will work to engage other governments, departments and agencies, and business entities, subject to the direction of the Executive Council, on specific transportation issues;
- The Working Group will be responsible for developing terms of reference and an annual action plan to be approved by the Executive Council. The Working Group will convene periodically to manage the annual action plan and report at least annually on progress to the Executive Council;
- Initially, the Working Group will focus on opportunities for collaboration in the areas outlined above.

B. Competitiveness and Prosperity

Washington State and the Province of British Columbia commit to work together to give effect to the Memorandum to Enhance Competitiveness and Prosperity in Washington and British Columbia signed at the 2009 Washington-British Columbia Joint Cabinet Meeting, as follows:

Cooperating on government procurement

6. Washington and British Columbia will strive to maintain their leadership in North America in providing and benefiting from open and non-discriminatory access to government procurement, encourage others to adopt similar procurement approaches and continuing to explore other areas for further cooperation.
7. Recognizing that the combined purchasing power of Washington and British Columbia could produce significant savings for governments and taxpayers, and new efficiencies and opportunities for suppliers, Washington and British Columbia will explore opportunities to undertake joint purchasing. Results of this work, with recommendations, will be presented at the 2010 Joint Cabinet Meeting.

Minimizing impediments to a stronger regional economy through effective regulation

8. Having demonstrated through effective regulation that jurisdictions can maintain high environmental, consumer, and health protections while addressing unnecessary burdens on business:
 - Washington and British Columbia recognize that significant progress has been made by some regulatory bodies in the United States and Canada in facilitating reciprocal recognition of credentials for regulated trades and professions. Accordingly, they will work with our respective regulatory bodies to explore opportunities to expand reciprocal credential recognition to other regulated trades or professions, including emerging occupations common to both jurisdictions, for consideration not later than at the 2010 Joint Cabinet Meeting.

- Washington and British Columbia will explore opportunities to identify and minimize unnecessary impediments to a more integrated and competitive regional economy. Results of this work, with recommendations, will be presented at the 2010 Joint Cabinet Meeting.

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Appendix A

Scope Detail Timeline

Aldergrove/Lynden Border Crossing Project

Version: 13 Oct 2009

1	2	3	4	5	6	7	8	9
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun

0. Technical advisory meetings

1. Identify performance requirements of operators, users, and affected communities (CBSA, CBP, carriers (BCTA), shippers, BC MoT, WSDOT, & others.

1a	Commercial users questionnaire development	■							
1b	Compilation of baseline trade & travel demand / tech memo	■	■						
1c	Commercial user survey effort / summary / tech memo	■	■						
1d	Input of currently available commercial & traveler data into cross border traffic model (consultant)		■	■					
1e	Model assessment of current demand/ tech memo			■	■				
1f	Agency stakeholder (BC MoT, WSDOT, CBP, CBSA) requirements/ responses to users & model/ tech memo(s)				■	■			
1g	Draft final Element 1 Report					■	■		

2. Identify needed roadway & inspection facility infrastructure upgrades on both sides of the border to meet *current* requirements.

2a	WA roadways memo						■	■		
2b	BC roadways memo						■	■		
2c	CBSA station memo						■	■		
2d	CBP station memo						■	■		

3. Undertake or consolidate research on economic projections, freight data (trade value & volume), border travel times, Cascade Gateway system interactions, and demonstrate how improvements to this crossing relate to other initiatives (e.g., Asia-Pacific Gateway strategy).

4a	Parrallel initiatives memo		■							
4b	Evaluation of forecasting methods			■						
4c	Identification of available time-series data			■						
4d	Forecast-based out-year volumes & routes (consultant?)				■					
4e	Assignment of future demand to x-bdr model					■				
4f	Border <i>operations</i> model test development (Border Wizard?)			■						
4g	Development of future scenarios and alternatives					■				
4h	X-bdr traffic model runs						■			

These are all pending products of the IMTC
Border Circulation Analysis

Aldergrove-Lynden specific memos regarding these products.

4. Development of *future* road and port- specific performance requirements relative to forecast demand.

5a	Conceptual cost estimates								■	
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5. Development of overall results/ project report

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