

AGENDA

IMTC Steering Committee Meeting

Thursday, February 17, 2011
9:00am – 12:00pm

Canadian Peace Arch/Douglas Port-of-Entry, Surrey, British Columbia

1. Current event updates

2. Project updates

- a. Border Data Warehouse Upgrade & BIFA Integration project
- b. NEXUS marketing
- c. Southbound FAST Lane Pilot Study

3. CBSA's Aldergrove study update – John Linde, Canada Border Services Agency

4. CBP passenger operations updates – Greg Alvarez, U.S. Customs & Border Protection

- a. NEXUS Sumas
- b. Ready lane

5. TOPIC FOCUS: Cross-Border Tourism

a. **B.C. Tourism trends and cross-border tourism** – Colleen McCormick and Angela Xu, B.C. Ministry of Tourism, Trade and Investment

- i. The impact of the 2010 Vancouver Olympic Games
- ii. BC Tourism trends for 2010/2011 & cross-border tourism
- iii. Moving forward: challenges and opportunities

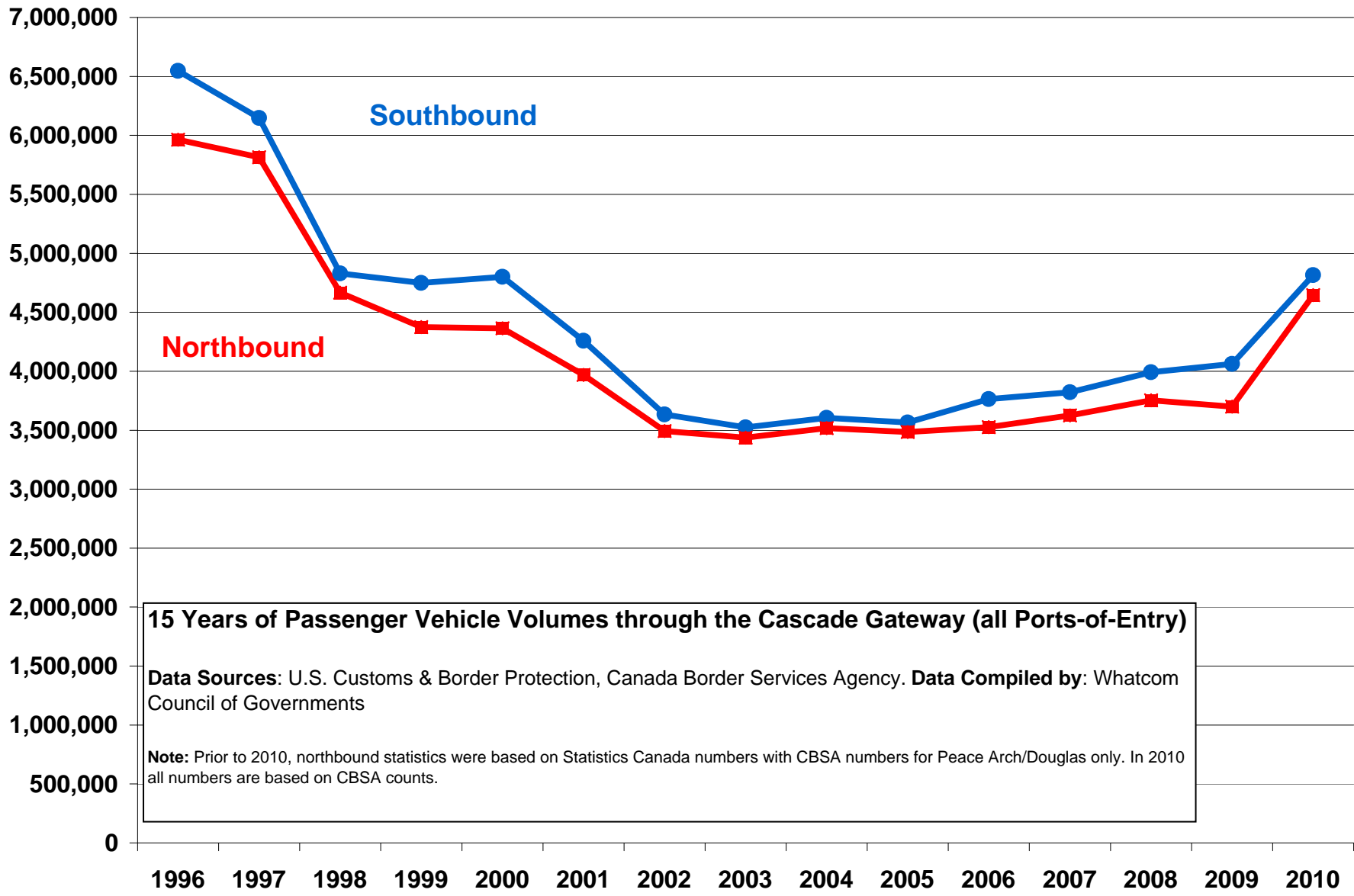
b. **Cross-border initiatives**

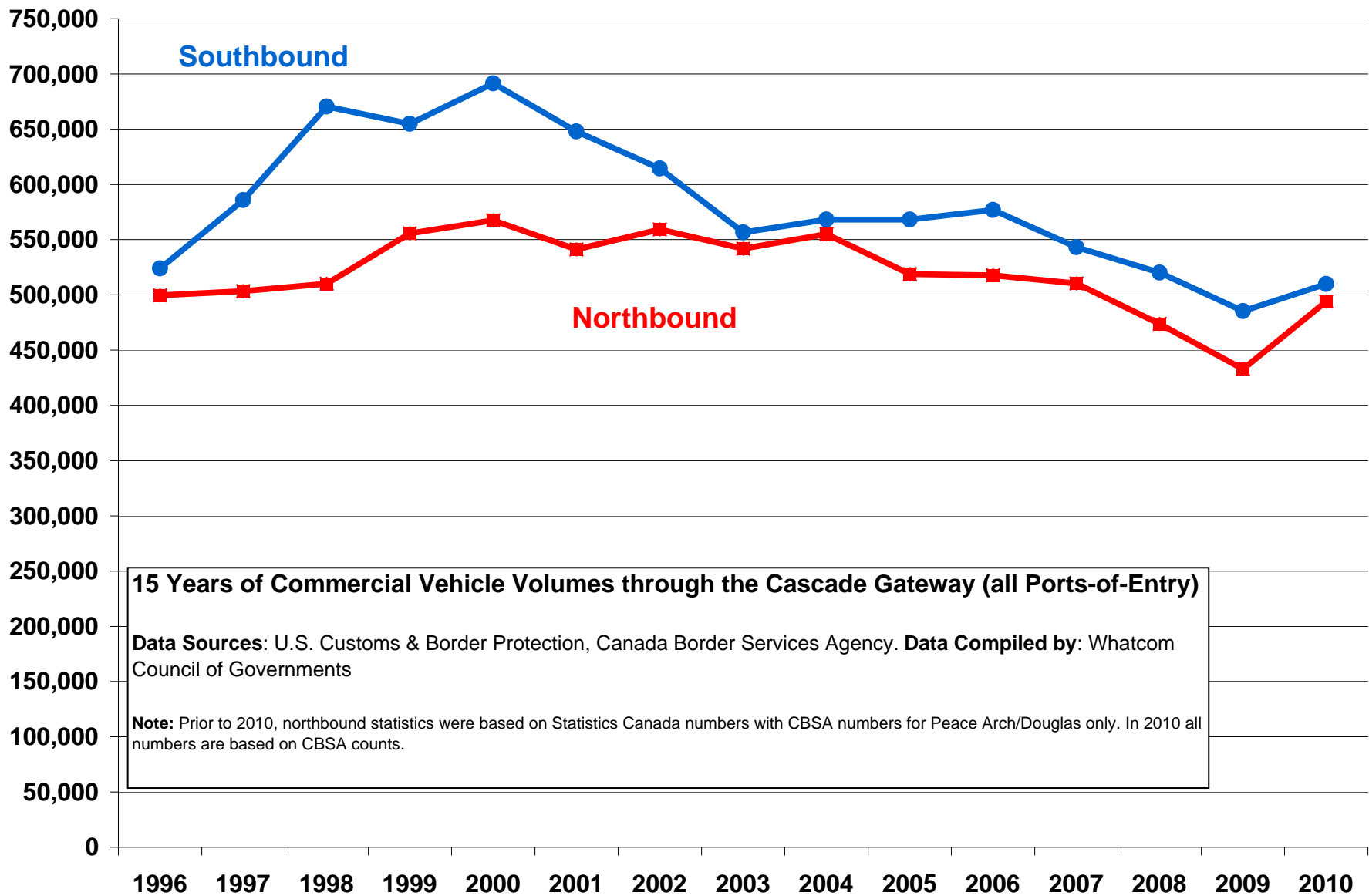
- i. Bellingham/Whatcom tourism perspectives – Ken Oplinger, Bellingham/Whatcom Chamber of Commerce
- ii. Two-Nation Vacation initiatives for 2011-2012 – Bruce Agnew, Cascadia Project
- iii. Amtrak Cascades tourism marketing initiatives – Andrew Wood, WA State Department of Transportation Rail Office

6. U.S. – Canada Border Vision

NOTE: The April meeting date has changed. The next IMTC meetings are as follows:

- **March 17, 2011:** Steering Committee 9am-12pm @ Blaine Boating Center, Blaine
- **April 14, 2011:** Core Group 9am-12pm @ Squalicum Boathouse, Bellingham





FEDERAL HIGHWAY ADMINISTRATION

Overview: The Federal Highway Administration (FHWA) promotes the development, operation, and management of an intermodal transportation system that is economically efficient, environmentally sound, provides a foundation for the Nation to compete in the global economy, and moves people and goods safely. In FY 2012, the President’s request provides the resources necessary for State, local and other Federal transportation agencies to improve the condition and performance of their highway and roadway system, in ways that protect the environment, provide user access and choices, and take advantage of advances in technology and innovation. As proposed in the Department’s Surface Transportation Reauthorization proposal, the request includes a new funding structure that will support FHWA’s efforts to preserve and improve the Nation’s infrastructure.

Federal Highway Administration				
(Dollars in Millions)				
		FY 2010 Actual	FY 2011 Revised	FY 2012 Request
Accounts	Federal-Aid Highways Obligation Limitation	\$ 39,696 ^{1/}	\$ 41,107	\$ 69,675
	Exempt Mandatory Federal-Aid Highways	\$ 739	\$ 739	\$ 739
	Limitation on Admin Expenses ^{2/}	[\$ 417]	[\$ 417]	[\$ 441]
	Highway Infrastructure Program (GF)	\$ 650	\$ 650	\$ -
	Miscellaneous Appropriations (GF)	\$ 291 ^{3/}	\$ 293	\$ -
	Sub-Total	\$ 41,376	\$ 42,789	\$ 70,414
	Miscellaneous Appropriations (M)	\$ -	\$ -	\$ 100
	Total	\$ 41,376	\$ 42,789	\$ 70,514
	Proposed Rescission	\$ 0	\$ 0	\$ -630
	FTE	2,907	2,979	3,015

Brackets [] indicate non-add entries.

^{1/} Reflects a net \$1.411 billion flex funding transfer to FTA. In FY 2010, the total enacted Federal-Aid Highways obligation limitation was \$41.1 billion.

^{2/} Includes funding for FHWA general operating expenses (GOE) and the Appalachian Regional Commission.

^{3/} Reflects a net transfer of \$1.4 million to FTA.

SUMMARY OF REQUEST

- The President is requesting **\$70.5 billion in FY 2012 to invest in our Nation’s highways and bridges.** This is a \$29 billion increase over the FY 2010 enacted funding level. **For highways, this represents the first-year of a six-year \$336 billion proposal to put more Americans to work rebuilding the country’s infrastructure for the 21st century.** The President’s request proposes to **replace over 55 SAFETEA-LU highway programs with five core programs** that invest in the roads most critical to

the national interest. This proposal will enhance the safety, livability, condition, and efficiency of our Nation's highway system while also strengthening local economies across America.

- **Highway Safety Improvement Program**: **\$2.5 billion** funds the revamped highway safety program, which includes a performance-based framework where States will demonstrate how their funds will increase safety. A new Highway Safety Data Improvement Program is also included. **The President's request almost doubles the funding for Federal investment in highway safety programs to reduce fatalities and injuries on public roads versus the prior six-year reauthorization.**
- **National Highway Program (NHP)**: **\$32.4 billion** funds the new performance-based highway program, which targets investment to maintain roads critical to the National interest while also providing flexibility to the States for making transportation investment decisions on the larger system of Federal-aid eligible highways. NHP streamlines and consolidates portions of several existing programs including Interstate Maintenance, National Highway System, Bridge, and the Surface Transportation Program into two new subprograms.
 - **Highway Infrastructure Performance Program**: **\$16.8 billion** funds a formula-based program designed to improve the infrastructure condition and performance on an expanded National Highway System. This 220,000-mile network includes the Interstate System, all principal arterials, intermodal connectors, and other roads important to mobility, commerce, national defense, and intermodal connectivity. The enhanced system is an objectively defined network of national interest that will operate as a cohesive highway system to support interstate commerce and economic competitiveness, which will carry 55% of all traffic and 97% of all truck-borne freight.
 - **Flexible Investment Program**: **\$15.6 billion** funds a formula-based program that provides flexibility to the States to invest in infrastructure preservation, congestion mitigation, or performance improvement projects on any Federal-aid eligible highway.
- **Livable Communities Program**: **\$4.1 billion** funds formula and competitive grant programs to establish place-based planning, policies, and investments to help communities increase transportation choices and access to transportation services.
- **Federal Allocation Program**: **\$1.4 billion** funds transportation projects on Federal and Tribal lands. This new structure consolidates several existing programs with inherently Federal responsibilities into one program with five components: Federal Lands Transportation, Federal Lands Access, Tribal Transportation, Emergency Relief, and Workforce Development.
- **Research, Technology, and Education Program**: **\$661 million** funds research, technology, and education to provide a comprehensive, nationally coordinated program that will advance DOT organizational goals, while accelerating innovation delivery and technology implementation.
- In addition to the five core programs, the budget request includes funding for the following key priorities:
 - **Transportation Leadership Awards**: **\$1.3 billion** funds a competitive grant program that will support State departments of transportation, metropolitan planning organizations, tribal governments and other transportation agencies with making necessary reforms leading to innovations in transportation policy.

“Up-Front” \$50 Billion Economic Boost: \$27.65 billion funds an “Up-Front” economic boost to the highway program that jump-starts job creation and progress on highway and bridge projects.

- **\$25 billion** funds investment in critical highway infrastructure.
- **\$2.2 billion** funds support of significant improvements at **land ports of entry (LPOEs) facilities**, which link directly to the transportation infrastructure at border crossing locations.
- **\$450 million** funds the growing demand for highway **credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA)**.
- **Six-year Department’s Surface Transportation Reauthorization Proposal:** Over six years, the Budget requests \$336 billion in funding for road and bridge improvements and construction, a **48 percent increase** relative to the \$227 billion enacted in SAFETEA-LU. The proposal will **simplify the highway program structure** and **establish a performance-based highway program** in the critical areas of safety and state of good repair. In addition, the proposal will fund transportation projects that improve quality of life in both rural and urban areas, provide users with enhanced transportation choices, and improve air quality in large metropolitan areas.
- The proposal treats highway and all surface transportation spending as **mandatory** and funding will be **subject to “PAYGO” provisions, ensuring spending does not exceed its dedicated revenue**. Since the current framework for funding transportation investments is not financially sustainable, the President is committed to working with Congress on a funding solution that **does not add to the deficit**. Additionally, the proposal will convert the current Highway Trust Fund into a **new Transportation Trust Fund (TTF)** with four accounts – one for highways, one for transit, one for high-speed passenger rail, and one for the National Infrastructure Bank. However, existing revenues will continue to be dedicated to highway, highway safety, and transit programs.

Beyond the Border: a shared vision for perimeter security and economic competitiveness

A declaration by the Prime Minister of Canada and the President of the United States of America

4 February 2011
Washington, D.C.

Canada and the United States are staunch allies, vital economic partners, and steadfast friends. We share common values, deep links among our citizens, and deeply rooted ties. The extensive mobility of people, goods, capital, and information between our two countries has helped ensure that our societies remain open, democratic, and prosperous.

To preserve and extend the benefits our close relationship has helped bring to Canadians and Americans alike, we intend to pursue a perimeter approach to security, working together within, at, and away from the borders of our two countries to enhance our security and accelerate the legitimate flow of people, goods, and services between our two countries. We intend to do so in partnership, and in ways that support economic competitiveness, job creation, and prosperity.

We have advanced our prosperity through the *Canada-U.S. Free Trade Agreement* and the *North American Free Trade Agreement*. Over \$250 billion of direct investment by each country in the other, and bilateral trade of more than half-a-trillion dollars a year in goods and services create and sustain millions of jobs in both our countries. At the Canada-U.S. border, nearly one million dollars in goods and services cross every minute, as well as 300,000 people every day, who cross for business, pleasure, or to maintain family ties.

Canada and the United States share a long history of cooperation in defending our values and freedoms. We stand together to confront threats to our collective security as partners in the North Atlantic Treaty Organization. We work shoulder-to-shoulder in the defence of both our nations through the North American Aerospace Defence Command (NORAD).

We share responsibility for the safety, security, and resilience of Canada and of the United States in an increasingly integrated and globalized world. We intend to address security threats at the earliest point possible in a manner that respects privacy, civil liberties, and human rights.

I. Principles

We intend to work together in cooperation and partnership to develop, implement, manage, and monitor security initiatives, standards, and practices to fulfill our vision. We recognize that our efforts should accelerate job creation and economic growth through trade facilitation at our borders and contribute directly to the economic security and well-being of both Canada and the United States.

We intend to strengthen our resilience – our ability to mitigate, respond to, and recover from disruptions. Success depends on readiness at all levels of our governments, within our communities, and among private sector owners and operators of our infrastructure, systems, and networks. We rely on secure communications and transportation networks, including our civil

aviation system, and we intend to work together to make them resilient enough to continue operating in the face of a natural disaster or attack.

We expect to use a risk management approach where compatible, interoperable, and – where possible – joint measures and technology should proportionately and effectively address the threats we share. Effective risk management should enable us to accelerate legitimate flows of people and goods into Canada and the United States and across our common border, while enhancing the physical security and economic competitiveness of our countries.

We build on the efforts of many partners – from police and other emergency workers to our armed forces – who continue to safeguard us from the complex threats we face.

We also recognize that cooperation across air, land, and maritime domains, as well as in space and cyberspace, our enduring bi-national defence relationship, and military support for civilian authorities engaged in disaster response efforts and critical infrastructure protection, have all contributed significantly to the security of our populations.

We recognize that greater sharing of information will strengthen our ability to achieve the goals of this vision.

We intend to work together to engage with all levels of government and with communities, non-governmental organizations, and the private sector, as well as with our citizens, on innovative approaches to security and competitiveness.

We value and respect our separate constitutional and legal frameworks that protect privacy, civil liberties, and human rights and provide for appropriate recourse and redress.

We recognize the sovereign right of each country to act independently in its own interest and in accordance with its laws.

We expect to work together with third countries and with international organizations, and intend to facilitate security sector reform and capacity building around the globe, to enhance standards that contribute to our overall security.

Key Areas of Cooperation

Addressing Threats Early

Collaborating to address threats before they reach our shores, we expect to develop a common understanding of the threat environment through improved intelligence and information sharing, as well as joint threat assessments to support informed risk management decisions.

We intend to develop an integrated strategy that would enable us to meet the threats and hazards that both our nations face, including natural disasters and man-made threats, including terrorism.

We expect to continue strengthening our health security partnership, through existing mechanisms for cooperation on health emergencies, and by further enhancing our collective preparedness and response capacity to a range of health security threats, including influenza pandemics.

We intend to work together to uncover and disrupt threats that endanger the security of both Canada and the United States and to establish those agreements or policies necessary to ensure timely sharing of information for combined efforts to counter the threats. We intend to ensure we have the ability to support one another as we prepare for, withstand, and rapidly recover from disruptions. We intend to make the *Agreement Between the Government of Canada and the Government of the United States of America on Emergency Management Cooperation*, updated in 2008, a cornerstone of these efforts.

To increase security, counter fraud, and improve efficiency, we intend to work together to establish and verify the identities of travellers and conduct screening at the earliest possible opportunity. We intend to work toward common technical standards for the collection, transmission, and matching of biometrics that enable the sharing of information on travellers in real time. This collaboration should facilitate combined Canadian and United States screening efforts and strengthen methods of threat notification.

In order to promote mobility between our two countries, we expect to work towards an integrated Canada-United States entry-exit system, including work towards the exchange of relevant entry information in the land environment so that documented entry into one country serves to verify exit from the other country.

We intend to cooperate to identify, prevent, and counter violent extremism in our two countries. By working cooperatively on research, sharing best practices, and emphasizing community-based and community-driven efforts, we will have a better understanding of this threat and an increased ability to address it effectively.

We intend to formulate jointly Canada-United States privacy protection principles that should inform and guide our work in relation to facilities, operations, programs, and other initiatives contemplated by this *Declaration*.

We intend to work together to promote the principles of human rights, privacy, and civil liberties as essential to the rule of law and effective management of our perimeter.

Trade Facilitation, Economic Growth, and Jobs

We intend to pursue creative and effective solutions to manage the flow of traffic between Canada and the United States. We will focus investment in modern infrastructure and technology at our busiest land ports of entry, which are essential to our economic well-being.

We will strive to ensure that our border crossings have the capacity to support the volume of commercial and passenger traffic inherent to economic growth and job creation on both sides of the border.

To enhance our risk management practices, we intend to continue planning together, organizing bi-national port of entry committees to coordinate planning and funding, building, expanding or modernizing shared border management facilities and border infrastructure where appropriate, and using information technology solutions.

We intend to look for opportunities to integrate our efforts and where practicable, to work together to develop joint facilities and programs – within and beyond Canada and the United States – to increase efficiency and effectiveness for both security and trade.

We aim to build on the success of current joint programs by expanding trusted traveller and trader programs, harmonizing existing programs, and automating processes at the land border to increase efficiency.

We will look for ways to reduce the cost of conducting legitimate business across the border by implementing, where practicable, common practices and streamlined procedures for customs processing and regulatory compliance.

We intend to work towards developing an integrated cargo security strategy that ensures compatible screening methods for goods and cargo before they depart foreign ports bound for Canada or the United States, so that once they enter the territory of either we can, together, accelerate subsequent crossings at land ports of entry between our two countries.

We recognize the importance of the *Canada-U.S. Framework for the movement of Goods and People across the Border During and Following an Emergency*, agreed to in 2009. It underscores the importance of coordinated, cooperative, and timely border management decision making to mitigate the impacts of disruptions on our citizens and economies.

Integrated Cross-border Law Enforcement

We intend to build on existing bilateral law enforcement programs to develop the next generation of integrated cross-border law enforcement operations that leverage cross-designated officers and resources to jointly identify, assess, and interdict persons and organizations involved in transnational crime.

We intend to seek further opportunities to pursue national security and transnational crime investigations together to maximize our ability to tackle the serious security threats that these organizations and individuals present.

We intend to improve the sharing among our law enforcement agencies of relevant information to better identify serious offenders and violent criminals on both sides of the border.

Critical Infrastructure and Cybersecurity

We intend to work together to prevent, respond to, and recover from physical and cyber disruptions of critical infrastructure and to implement a comprehensive cross-border approach to strengthen the resilience of our critical and cyber infrastructure with strong cross-border engagement.

Canada and the United States benefit from shared critical and cyber infrastructure. Our countries intend to strengthen cybersecurity to protect vital government and critical digital infrastructure of national importance, and to make cyberspace safer for all our citizens.

We intend to work together to defend and protect our use of air, land, sea, space, and cyberspace, and enhance the security of our integrated transportation and communications networks.

II. Implementation and Oversight

Canada and the United States intend to establish a Beyond the Border Working Group (BBWG) composed of representatives from the appropriate departments and offices of our respective federal governments.

Responsibility for ensuring inter-agency coordination will rest with the Prime Minister and the President and their respective officials.

We intend for the BBWG to report to their respective Leaders in the coming months, and after a period of consultation, with a joint Plan of Action to realize the goals of this declaration, that would, where appropriate, rely upon existing bilateral border-related groups, for implementation.

The BBWG will report on the implementation of this declaration to Leaders on an annual basis. The mandate of the BBWG will be reviewed after three years.

Source: <http://www.pm.gc.ca/eng/media.asp?id=3938>