

AGENDA

IMTC Steering Committee Meeting

Thursday, March 18, 2010
9:00am – 12:00pm

Hazelmere Country Club, Surrey, British Columbia

1. **Introductions**
2. **Current event updates**
 - a. Funding: Status of various project funding initiatives
3. **Project updates:** Aldergrove-Lynden assessment, Border Circulation Analysis, TBCR program
4. **WA-BC joint working group:** Executive Council meeting March 23 – update
5. **Passenger rail**
 - a. WSDOT update (Federal funding for regional rail improvements)
 - b. Cascadia Institute & Cascadia Center project to develop resources for planning passenger rail improvements between Vancouver, BC and the border – Charles Kelley, Bruce Agnew
6. **IMTC project list discussion:** Review of updated project list and identification of needed detail prior to proposed adoption at next month's Core Group meeting
7. **Cross-border travel volumes**
 - a. Recently completed 2009 volumes review
 - b. Olympics related cross-border travel volumes
 - c. New IMTC Resource Manual coming next month

IMTC OBJECTIVES

WCOG suggestion: delete objectives in red (obsolete)

The goal of the IMTC Project is to improve safety, mobility, and security for the Cascade Gateway. To this end, the following objectives have been identified:

Improve planning and data collection

- Improve travel information and data.
- Promote development and management of the Cascade Gateway as a system.
- Determine the feasibility of rail, transit, and marine options.
- Monitor work completed by regional and national-level planning initiatives.
- **Monitor the Western Hemisphere Travel Initiative issue.**

Promote infrastructure improvements

- Improve border crossing approach roads.
- Improve rail crossings and connections.
- Improve corridor connections of trade and travel routes.
- Integrate Intelligent Transportation Systems (ITS).

Promote improvements to operations, policy, and border staffing

- Promote coordination and improvements in accordance with the goals of federal initiatives, including the Security and Prosperity Partnership and the U.S. - Canada Smart Border Declaration.
- Increase resources and staffing levels at border inspection facilities.
- Improve traffic management at all Cascade Gateway ports-of-entry.
- Ensure ongoing sustainability of the NEXUS and FAST programs.
- Encourage institutional collaboration and integration of information systems.
- Promote harmonization and consolidated administration of pre-approved travel programs including commercial travel.
- Explore options for binational financing structures for future improvements.
- Pursue shared U.S. - Canadian border inspection facilities including the creation of accord processing zones.
- Consider off-border inspection functions.
- Promote the adoption of pre-clearance for passenger rail under Canada's 1999 Pre-Clearance Act.
- **Pursue IMTC objectives with specific attention to improvements that support efficient, predictable international travel to and from the 2010 Winter Olympic Games in British Columbia.**

**Proposal to Prepare a Discussion Paper and Background Briefing Book
On Approaches and Opportunities to Enhance, Amtrak Cascades Passenger Rail
Service and On Time Performance, From the Canadian Border to Vancouver**

Background

Intercity passenger rail service along what has been characterized as the Cascadia Corridor has undergone an incremental transformation over the past 15 years. The transformation has been led by the State of Washington, in cooperation with BNSF railway and Amtrak as the service provider. Passenger rail service was reinstated in 1994 between Eugene, Oregon and Vancouver, British Columbia. In 1999, the service was rebranded with the launch of *Amtrak Cascades* and the purchase of Talgo tilt trains, with a capacity to reach speeds in excess of 110 mph.

During this period over US\$1 billion has been invested in capital and operating expenses. The largest portion of this investment has been from the State of Washington, through Washington State Department of Transportation (WSDOT). The State purchased the passenger trains, provides an operating subsidy to Amtrak and is responsible for service marketing. In addition, in cooperation with BNSF, a rail infrastructure planning and investment plan was undertaken and executed, to address the challenges of running a passenger rail service on a shared track with freight trains.

Throughout this period WSDOT invested in their executive and administrative capacities to plan and manage passenger rail investments and marketing. During this period all WSDOT rail service project managers were certified and on-time and on-budget project management performance was improved from 40% to 90%.

These capital and service investments have seen the Seattle to Portland passenger service grow to 4 trains a day with an average trip time of 3 hours and 30 minutes and 2 trains a day to Vancouver, B.C. (beginning in August 2009) with an average trip time of 3 hours and 45 minutes, with border clearance variables adding an additional 20-30 minutes.

In December 2008, WSDOT tabled their Mid Range Plan, which identified over US\$ 800 million in new capital investment. The plan was to increase daily round trips to Portland to 8 a day and to improve on-time performance from 60%-92% and to grow ridership to over 900,000 by 2017. The plan indicated that the Seattle to Vancouver, B.C. route would only grow to 2 round trip trains a day and that owing to capital investment uncertainties north of the US border further service expansions were not contemplated.

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With the election of the Obama Administration, passenger rail became an investment priority in the stimulus plan. The stimulus plan allocated US\$8 billion for intercity passenger rail. The State of Washington applied for \$ 1.3 billion in August of 2009 and was granted \$590 million in January of 2010. Which projects will receive funding has not yet been announced.

The consensus view among WSDOT officials is that the bulk of these capital projects will be on track improvements on the Seattle to Portland portion of the line.

The US Federal Government has taken a leadership role in establishing intercity passenger rail as a national priority. The stimulus program was only a first step in an ongoing investment in higher speed and high speed passenger rail service in North America. Numerous bills and appropriations are working their way through Congress to secure longer term investments in passenger rail service.

Within the Cascadia Corridor region, passenger rail is on the agenda of the recently announced, Washington State and British Columbia, Memorandum on Action on Regional Transportation Planning and Coordination signed in October of 2009. The action plan affirmed commitment to further develop and advance a shared vision of high-speed rail service as a key to long term economic development of the Pacific Coast Region. On February 12, 2010, The Pacific Coast Governors and the Premier of B.C. signed a collaborative action plan that included further study into high speed rail from San Diego to Vancouver, B.C., among government agencies and private partners.

At the local government level in August, 2009, the Mayor of Vancouver and the Mayor of Portland signed an MOU to work together to plan for high speed rail along the Cascadia Corridor.

In December of 2009 the Cascadia Institute of BC and the Cascadia Center for Regional Development of Washington, hosted a passenger rail symposium in Vancouver, bring together 60 bi-national leaders from governments, the private sector and the nongovernmental civil society organizations. At that meeting Senator Mary Margret Haugen, Chair of the Washington State Senate Committee on Transportation indicated that a third train to Vancouver should be planned for in cooperation with WSDOT, BNSF railway and Canadian Governments. The Executive Director of Whatcom County Council of Governments expressed the view that the International Mobility and Trade Corridors Project (IMTC) would be reestablishing the Rail Committee, to address bi-national passenger rail investments issues that could lead to rail infrastructure investments north of Everett and north of the border to Vancouver station.

To gain approval of a third train and to significantly grow ridership there will need to be improvements in reduced travel times and on-time performance. The issue of uncertainties about passenger rail investment north of the U.S. border will have to be addressed.

The WSDOT Mid Range Plan and numerous engineering studies have been undertaken to address the challenges of operating a passenger rail service on freight tracks. The challenge has

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been to address freight train interferences/overtakes and a track and signal infrastructure designed and maintained for freight traffic. The Mid Range Plan assessed and incorporated maintenance standards-freight and passenger speeds and engineering design factors that dictate the type and maximum operating velocities of a train that can traverse a section of track. These include: gradient; vertical and horizontal alignment restraints; clearances; track design including super elevation, spiral length and length of tangent between curves.

The WSDOT Mid Range plan has been designed to examine how to achieve the maximum speed and at what cost, using tilt body equipment on the existing alignment. The current priority investments are south of Everett to Portland. The north of Everett to Vancouver infrastructure enhancements will require a coordinated bi-national planning and investment plan. The second train to Vancouver was achieved through a coordinated approach with WSDOT, BNSF railway, *Amtrak Cascades* and the Government of British Columbia investing about \$ 3 million in a freight train siding at Colebrook.

Project Proposal

The project proposal is to prepare a Discussion Paper and a Background Briefing Book on approaches and opportunities to reduce travel times and to enhance the on- time performance of the *Amtrak Cascades* passenger rail service from the Canada/US border to the Vancouver station. These documents would be presented to a reestablished Rail Subcommittee of the IMTC for discussion and as an aide in bi-national planning. The IMTC is a coalition of US-Canadian business and government entities that identifies and promotes mobility and facilitates a forum for ongoing communications between agencies that affect regional transportation and coordinated planning of the Cascades Gateway. The IMTC Rail Subcommittee will invite representation from the Canada and US Governments, State of Washington and BC Governments, Whatcom County and BC Municipalities, Metro Vancouver, TransLink, the private sector and NGO's.

The IMTC is a recognized regional working group focused on binational cross-border transportation planning and project coordination. The IMTC is currently completing the bi-national Border Circulation Analysis supported by the BC-Washington State Transportation Protocol which is an aide to a jointly developed Cascade Gateway strategy and priority actions to improve capacity and efficiency of cross border travel and trade routes.

The Discussion Paper and Background Briefing Book will focus on track improvement and regulatory issues that could have an impact on reduced travel times and on-time performance. The methodology used by the WSDOT Mid Range Plan will be a starting point. BNSF will be consulted on their views and existing studies and analysis of current track infrastructure issues and regulatory issues. WSDOT and Amtrak officials will be consulted and key engineering firms with extensive experience in rail transportation issues. Transport Canada officials and BCMOT officials will be consulted on their views, past studies and priorities.

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The discussion paper and the briefing book will be designed as an aide and reference guide for those agencies and officials that seek to develop a consensus on priorities and next steps to developing a bi-national plan for improved passenger rail service and the requirements that could lead to support for a third round trip train, between Vancouver and Seattle.

The discussion paper will report for reference purpose only, the current studies underway and former studies on the New Westminster swing bridge. Again for reference purposes only, the border clearance issues will be identified. These two issues are relevant to improved passenger rail performance but will remain outside of the scope of the discussion paper.

Project Proponents

The Cascadia Institute

The Cascadia Institute (CI) is uniquely qualified to carry out the development of this discussion paper and briefing book. The CI has been engaged in passenger rail issues within the Cascadia region for over 17 years. Along with our partners in Seattle, The Cascadia Center for Regional Development, the CI has been working closely with and has established professional relationships with key executives and officials at WSDOT, BNSF railway, *Amtrak Cascades* and the IMTC on enhanced passenger rail service issues. The CI was recently invited by the Rail Association of Canada to make a presentation at the North American Forum on Passenger Rail in Ottawa and in October 2009 and was invited and presented to the House of Commons Committee on Transportation and Communities, on the issues of passenger rail in the Cascadia Corridor.

The Cascadia Institute has been a partner with the Cascadia Center in Seattle in hosting a series of public, bi-national forums on passenger rail issues in Vancouver, Seattle and Portland over this past year.

The Cascadia Institute was a founding member of the IMTC and has continued an ongoing participation in IMTC affairs.

The Executive Director of the Cascadia Institute, Keith McPherson, was the former Executive Director of the Gateway Council. He served in that position for over 10 years and is most familiar with the surface transportation issues in the lower mainland of British Columbia.

The Cascadia Center for Regional Development, Seattle

The Cascadia Center (www.cascadiacenter.org) has been a leading organization in the Cascadia region in the facilitation of public policy development and bi-national planning and investments in the transportation, trade and tourism issues. The Center was a founding member of the IMTC,

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and a founding member of the West Coast Corridor Coalition on transportation Issues. The Executive Director of the Cascadia Center currently serves as the Chair or the Transportation Committee of the Pacific North West Economic Region (PNWER), a coalition of private sector interests and Governments from B.C., Alberta, Yukon, Saskatchewan, Northwest Territories, and the states of Washington , Alaska, Oregon, Montana and Idaho.

In cooperation with All Aboard Washington, the Cascadia Center has invested substantially in leading the public discussion on passenger rail services within the Cascadia region.

The Cascadia Center receives core funding from a grant from the Bill & Melinda Gates Foundation to invest in transportation planning issues within the region.

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International Mobility & Trade Corridor Project (IMTC) Future Project Priority List

P = Planning C = Construction

| Priority | Project Title | Description | Estimated Cost |
|----------|--|---|----------------|
| P-1 | IMTC Facilitation | Two years of support for the Whatcom Council of Governments (WCOG) to lead the International Mobility and Trade Corridor Project (IMTC) – a binational, public-private planning coalition focused on the four main BC-WA border crossings that serve the US Interstate 5 – BC Highway 99 corridor between Seattle, WA and Vancouver, BC. | \$500,000 |
| P-2 | Cascade Gateway Border Circulation Analysis Phase II | The Circulation Analysis will sustain cross-border mobility by ensuring that the Cascade Gateway transportation network remains adequate amidst growing traffic and land use. Important components of meeting this goal are preservation of capacity and information for drivers. Phase I is quantifying existing cross-border system demands and compiling planned improvements and local development objectives. Forecasting methods will be evaluated. Information, measurements, and selected forecasting techniques will be applied in Phase II. Phase II will include: 1) identification of specific improvements using the information and tools developed in Phase I, 2) Preliminary planning and cost estimation for specific improvements, and 3) overall funding strategies. | \$200,000 |
| P-3 | NEXUS Marketing | Based on previous marketing efforts, this project will promote increased regional NEXUS enrollment. Both CBSA and CBP have recently upgraded primary booths and are capable of expanding beyond one dedicated NEXUS booth if demand warrants. While NEXUS lanes currently clear over 25 percent of traffic at Peace Arch/Douglas and Pacific Highway, recent IMTC travel surveys indicate concentrated populations of potential NEXUS users in Surrey, BC and Bellingham, WA. Additionally, final stages of construction of US Peace Arch inspection booths will likely reduce capacity during the peak travel season—a upcoming condition that could motivate additional NEXUS enrollments. | \$200,000 |
| P-4 | Regional Economic Policy Model | This project will acquire and populate a regional economic policy model capable of using high-resolution economic output measures to estimate the effects of alternative investments and policy decisions—on both sides of the Cascade Gateway border. This is especially valuable for a cross-border region where vital economic links are acknowledged by many but rarely quantified. | \$1,000,000 |
| P-5 | NEXUS Expansion Feasibility Study | This study will examine the feasibility of expanding the road network northbound and southbound at Lynden/Aldergrove and Sumas/Huntingdon ports-of-entry for the potential of adding future NEXUS lanes for passenger travelers. The study will complete preliminary planning necessary prior to design, right-of-way acquisition, and construction. | \$300,000 |
| P-6 | Cascade Gateway Counts & Classification Assessment | This project will evaluate the various vehicle count and classification systems in place across the Cascade Gateway and determine if improvements can be made to improve the consistency and accuracy of counts. | \$20,000 |
| P-7 | Communications Protocol Assessment | This assessment will evaluate the effectiveness of the Cascade Gateway Communication Protocol in place between WA State Department of Transportation, B.C. Ministry of Transportation, Royal Canadian Mounted Police, WA State Patrol, U.S. Customs & Border Protection, and Canada Border Services Agency. The assessment will include a table-top emergency exercise to test the functionality of the current protocol. | \$10,000 |

International Mobility & Trade Corridor Project (IMTC) Future Project Priority List

P = Planning C = Construction

| Priority | Project Title | Description | Estimated Cost |
|----------|--|---|----------------|
| C-1 | Advanced Traveler Information (ATIS) Expansion projects | <p>The first part of this expansion is a set of five projects identified by WSDOT which broaden loop-detector and camera coverage, link with additional data stations, and improve fiber and communications/transmission systems. (\$8,630,000)</p> <p>The second component will examine the feasibility of adding truck-delay measurements, similar to those already in place northbound at SR 543 and managed by WSDOT, at all southbound Cascade Gateway commercial vehicle crossings, and at the northbound Aldergrove and Huntingdon crossings. It will also look at innovative ways to communicate this information to truck drivers. Additionally, research will be conducted on the current usability of truck-delay information and what policies or business-practices might affect truckers' ability to use delay information for cross-border routing decisions. (\$1,000,000).</p> <p><i>*This project merges two formerly separate projects *</i></p> | \$9,630,000 |
| C-2 | Pacific Central Station Passenger Improvements | The existing inspection area at Pacific Central Station shared by U.S. and Canadian inspectors needs to be modified to handle higher volumes of Amtrak Cascades passengers and to support possible adoption of pre-clearance of rail travelers bound for the U.S., per the requirements of the Canada Pre-Clearance Act. | \$750,000 |
| C-3 | SR 539 Lynden/ Aldergrove Congestion Relief, Birch Bay-Lynden Road to the Border | This project will widen State Route 539 (Guide Meridian) to four lanes from Birch Bay-Lynden Road to the border crossing. Inputs to this project will come from the Cascade Gateway Border Circulation Analysis. The project construction will begin where the current WSDOT widening projects ends, and will include better division of commercial and passenger vehicles approaching the border. <i>It will also provide an opportunity for a dedicated lane for expedited clearance programs. Includes Lynden to Badger (\$30m); Badger to border, (\$30m); and border approach lanes (\$15m).</i> | \$75,000,000 |
| C-4 | Swift Customs Facility Capacity Improvements | Increase rail capacity at the Swift rail inspection facility near Blaine to improve security and schedule reliability for Amtrak trains. | \$10,000,000 |
| C-5 | Exit 274 Interchange Preliminary Design | Complete the preliminary design and environmental documentation for revisions to the partial interchange consisting of a full tight diamond configuration. <i>The preliminary design process will include geometric alignment, foot print, hydraulic report, environment reconnaissance, and NEPA. Final design work will continue as a future phase. The design will be based on data from the Border Circulation Analysis from the IMTC and the completed Interchange Justification Report (approved by FHWA - Jan, 2010).</i> | \$300,000 |
| C-6 | Exit 274 Interchange Final Design | This project will design revisions to the I-5 interchange in Blaine, constructing a full interchange with southbound off-ramps and northbound on-ramps. The design process will also include: preparation of environmental documentation and address connections for eastbound traffic headed towards alternate border crossings via SR 539 and SR 546; improve access to the rapidly-growing Birch Bay area; and evaluate a grade separated rail crossing at Bell Road (SR 548). The design will be based on data from the Border Circulation Analysis and from the IMTC Blaine I-5 APDR Study. | \$3,000,000 |
| C-7 | Peace Arch / Douglas Errant Truck Warning System | The Peace Arch – Douglas border crossing connecting US I-5 to BC Hwy. 99 is dedicated to passenger automobile traffic only. However, many trucks each day mistakenly approach the U.S. and Canadian facilities and cause significant delay while inspection agency staff provide direction to over-height bypass lanes, etc. This project is to research and develop an innovative warning system for trucks that still have time to navigate away from Peace Arch/Douglas and arrive at the commercial crossing at Pacific Highway. | ? |
| C-8 | Cross-Border Transit Pilot Project | Pilot of a fixed cross-border transit service between Whatcom County and the Lower Mainland of B.C. Intended connections with B.C. TransLink bus routes would provide a cross-border public transportation service between Bellingham WA and White Rock or Surrey, B.C. | \$1,800,000 |
| C-9 | I-5 Slater Road to Grandview Master Plan | WSDOT project as part of Ferndale long-term planning. | \$500,000 |
| C-10 | I-5 & SR 539 ITS Improvements | This is a suite of ITS improvements for WSDOT routes which include: I-5 Fairhaven to Slater Rd ramp metering (\$5,000,000); I-5 N. Bellingham ITS (\$1,300,000); I-5 Main Street to Birch Bay-Lynden Rd ITS (\$3,720,000); I-5 D Street ramp metering (\$100,000); SR 539 Horton to Ten Mile Rd ITS (\$1,500,000); and SR 539 Ten Mile to Lynden ITS (\$760,000) | \$12,380,000 |

2009 Cross-Border Traffic Volumes

2009

Data Sources: U.S. Customs & Border Protection, Canada Border Services Agency, Statistics Canada Data Compiled by: Whatcom Council of Governments

Southbound

| | | Auto | | | | | Truck | | | |
|------|-------|------------------|------------------|----------------|----------------|------------------|-----------------|---------------|----------------|----------------|
| Year | Month | Peace Arch | Pacific Highway | Lynden | Sumas | Total | Pacific Highway | Lynden | Sumas | Total |
| 2009 | Jan | 93,367 | 87,403 | 35,584 | 49,699 | 266,053 | 26,368 | 6,452 | 8,545 | 41,365 |
| | Feb | 91,536 | 83,912 | 37,954 | 48,302 | 261,704 | 23,247 | 3,628 | 9,201 | 36,076 |
| | Mar | 110,718 | 99,833 | 42,724 | 51,892 | 305,167 | 25,236 | 4,043 | 10,629 | 39,908 |
| | Apr | 113,843 | 104,469 | 43,253 | 49,540 | 311,105 | 25,631 | 4,359 | 11,064 | 41,054 |
| | May | 126,488 | 120,222 | 47,129 | 55,791 | 349,630 | 25,499 | 3,790 | 10,029 | 39,318 |
| | Jun | 124,641 | 117,428 | 45,806 | 57,819 | 345,694 | 27,083 | 4,313 | 11,729 | 43,125 |
| | Jul | 137,792 | 140,176 | 55,065 | 72,907 | 405,940 | 28,110 | 2,305 | 13,095 | 43,510 |
| | Aug | 154,259 | 147,021 | 64,117 | 84,379 | 449,776 | 26,493 | 3,347 | 11,847 | 41,687 |
| | Sep | 140,313 | 121,258 | 48,061 | 66,845 | 376,477 | 26,614 | 3,705 | 11,247 | 41,566 |
| | Oct | 135,014 | 112,530 | 43,211 | 59,384 | 350,139 | 26,040 | 4,037 | 11,079 | 41,156 |
| | Nov | 129,059 | 105,913 | 41,931 | 53,427 | 330,330 | 24,895 | 3,461 | 10,115 | 38,471 |
| | Dec | 135,405 | 109,931 | 42,015 | 57,438 | 344,789 | 24,521 | 3,408 | 9,657 | 37,586 |
| | | 1,492,435 | 1,350,096 | 546,850 | 707,423 | 4,096,804 | 309,737 | 46,848 | 128,237 | 484,822 |

Northbound

| | | Auto | | | | | Truck | | | |
|------|-------|------------------|-------------------|----------------|----------------|------------------|-----------------|---------------|---------------|----------------|
| Year | Month | Peace Arch** | Pacific Highway** | Aldergrove | Huntingdon | Total | Pacific Highway | Aldergrove | Huntingdon | Total |
| 2009 | Jan | 77,057 | 74,922 | 31,225 | 38,109 | 221,313 | 25,972 | 5,470 | 3,257 | 34,699 |
| | Feb | 78,988 | 71,318 | 37,903 | 37,862 | 226,071 | 24,099 | 5,188 | 3,706 | 32,993 |
| | Mar | 95,515 | 87,835 | 39,955 | 45,595 | 268,900 | 26,055 | 5,365 | 3,972 | 35,392 |
| | Apr | 97,569 | 89,113 | 41,472 | 45,190 | 273,344 | 26,374 | 6,078 | 3,866 | 36,318 |
| | May | 110,454 | 98,741 | 46,779 | 52,537 | 308,511 | 26,826 | 5,252 | 3,845 | 35,923 |
| | Jun | 103,665 | 116,583 | 43,302 | 48,445 | 311,995 | 27,740 | 6,016 | 4,082 | 37,838 |
| | Jul | 132,773 | 136,599 | 48,473 | 61,491 | 379,336 | 28,194 | 5,836 | 4,164 | 38,194 |
| | Aug | 149,029 | 148,911 | 55,583 | 67,758 | 421,281 | 27,673 | 6,236 | 3,786 | 37,695 |
| | Sep | 137,001 | 114,048 | 45,940 | 55,550 | 352,539 | 27,090 | 4,375 | 4,577 | 36,042 |
| | Oct | 130,216 | 83,559 | 45,716 | 46,734 | 306,225 | 27,464 | 6,293 | 4,405 | 38,162 |
| | Nov | 122,040 | 98,846 | 42,515 | 46,214 | 309,615 | 26,227 | 4,902 | 3,929 | 35,058 |
| | Dec | 126,792 | 103,856 | 43,145 | 46,866 | 320,659 | 25,993 | 4,464 | 4,012 | 34,469 |
| | | 1,361,099 | 1,224,331 | 522,008 | 592,351 | 3,699,789 | 319,707 | 65,475 | 47,601 | 432,783 |

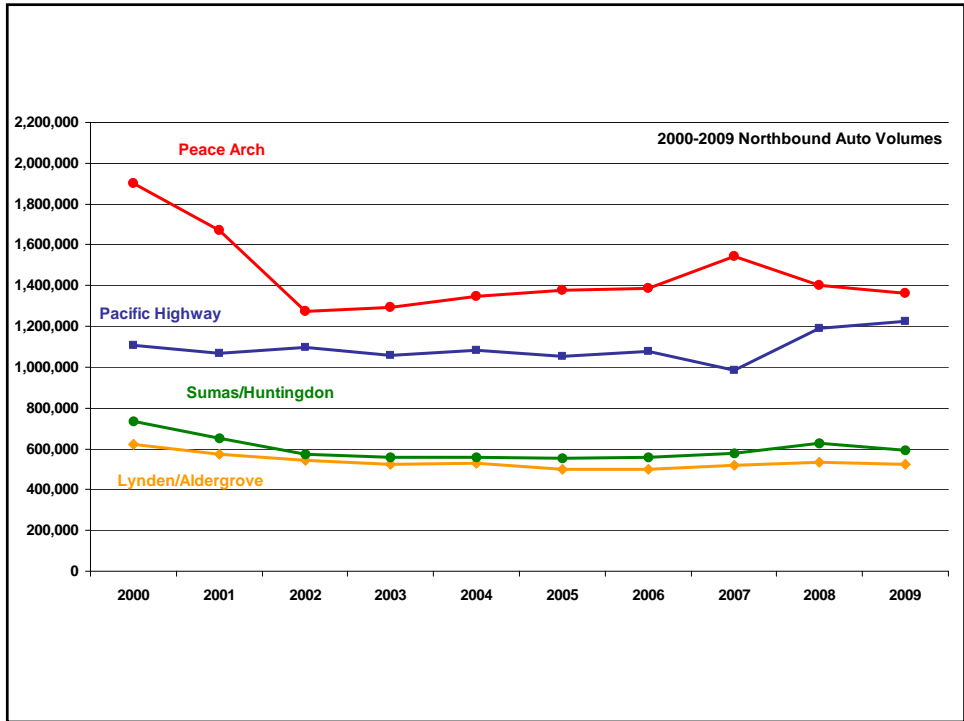
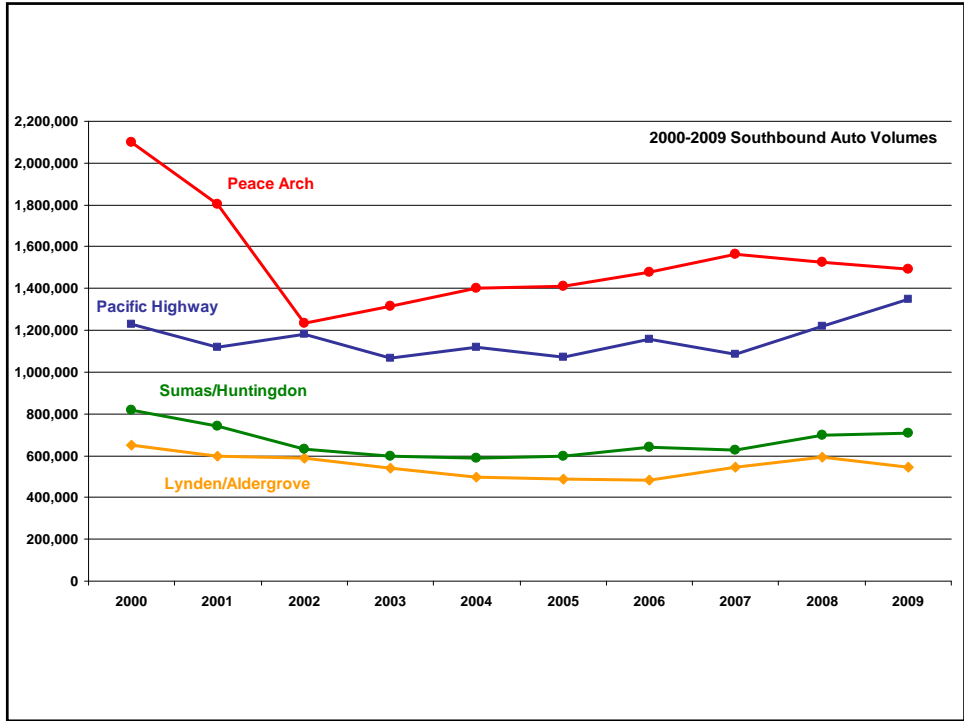
2009 Cross-Border Traffic Volumes

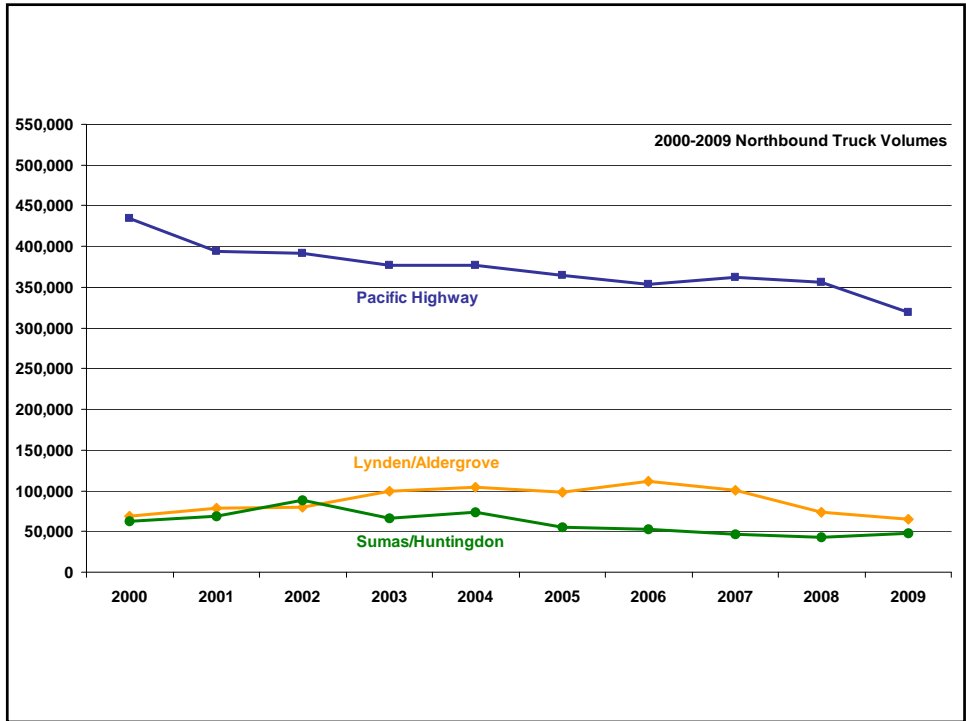
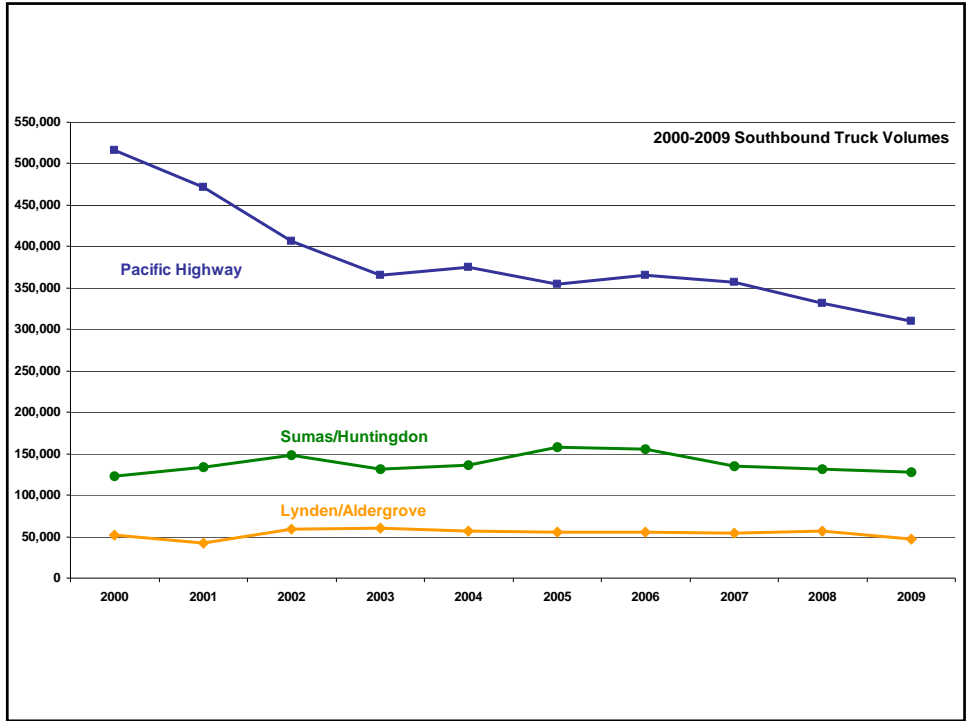
NB & SB Combined

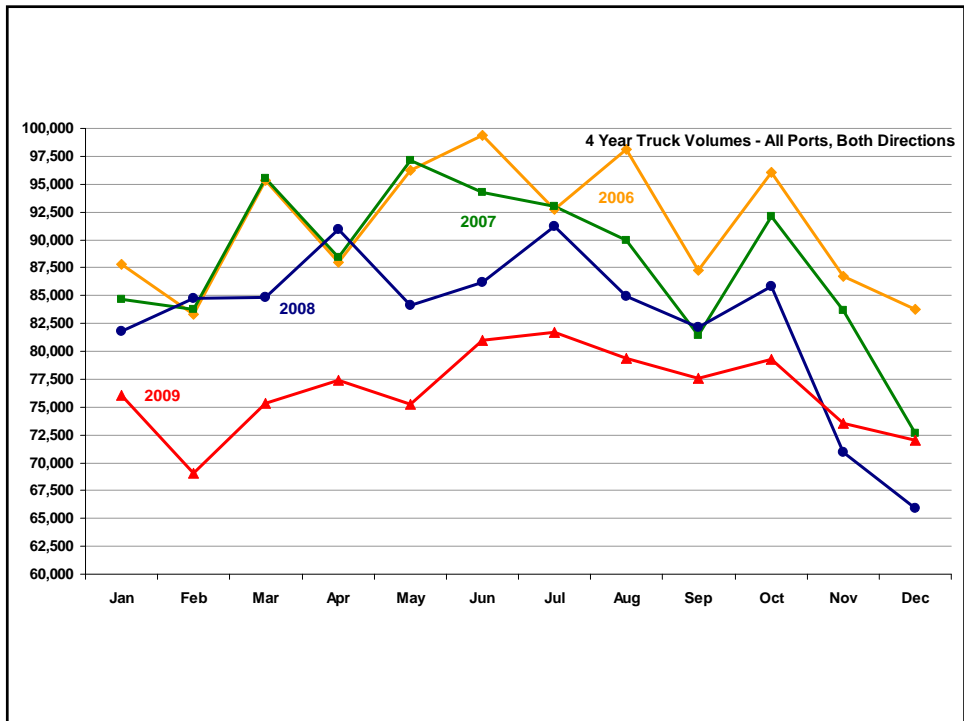
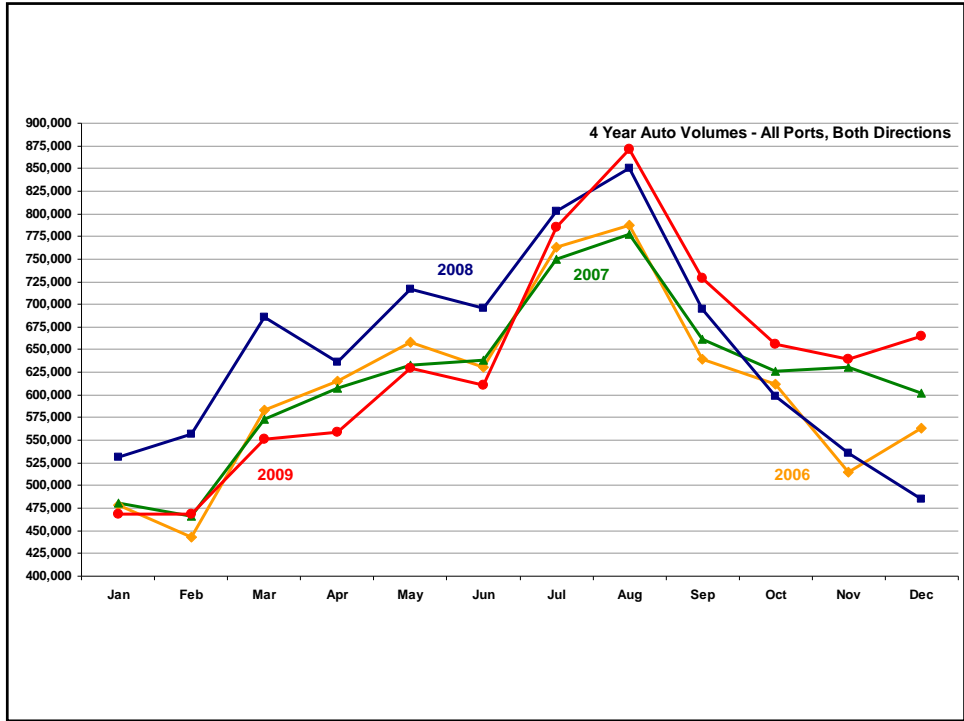
| | | Auto | | | | | Truck | | | | |
|------|-------|------------------|------------------|------------------|------------------|------------------|-----------------|----------------|----------------|----------------|--|
| Year | Month | Peace Arch | Pacific Highway | Aldergrove | Huntingdon | Total | Pacific Highway | Aldergrove | Huntingdon | Total | |
| 2009 | Jan | 151,501 | 162,513 | 66,809 | 87,808 | 468,631 | 52,340 | 11,922 | 11,802 | 76,064 | |
| | Feb | 151,230 | 155,096 | 75,857 | 86,164 | 468,347 | 47,346 | 8,816 | 12,907 | 69,069 | |
| | Mar | 183,006 | 188,115 | 82,679 | 97,487 | 551,287 | 51,291 | 9,408 | 14,601 | 75,300 | |
| | Apr | 186,749 | 192,989 | 84,725 | 94,730 | 559,193 | 52,005 | 10,437 | 14,930 | 77,372 | |
| | May | 209,379 | 218,457 | 93,908 | 108,328 | 630,072 | 52,325 | 9,042 | 13,874 | 75,241 | |
| | Jun | 205,891 | 209,724 | 89,108 | 106,264 | 610,987 | 54,823 | 10,329 | 15,811 | 80,963 | |
| | Jul | 270,565 | 276,775 | 103,538 | 134,398 | 785,276 | 56,304 | 8,141 | 17,259 | 81,704 | |
| | Aug | 303,288 | 295,932 | 119,700 | 152,137 | 871,057 | 54,166 | 9,583 | 15,633 | 79,382 | |
| | Sep | 277,314 | 235,306 | 94,001 | 122,395 | 729,016 | 53,704 | 8,080 | 15,824 | 77,608 | |
| | Oct | 265,230 | 196,089 | 88,927 | 106,118 | 656,364 | 53,504 | 10,330 | 15,484 | 79,318 | |
| | Nov | 251,099 | 204,759 | 84,446 | 99,641 | 639,945 | 51,122 | 8,363 | 14,044 | 73,529 | |
| | Dec | 262,197 | 213,787 | 85,160 | 104,304 | 665,448 | 50,514 | 7,872 | 13,669 | 72,055 | |
| | | 2,717,449 | 2,549,542 | 1,068,858 | 1,299,774 | 7,635,623 | 629,444 | 112,323 | 175,838 | 917,605 | |

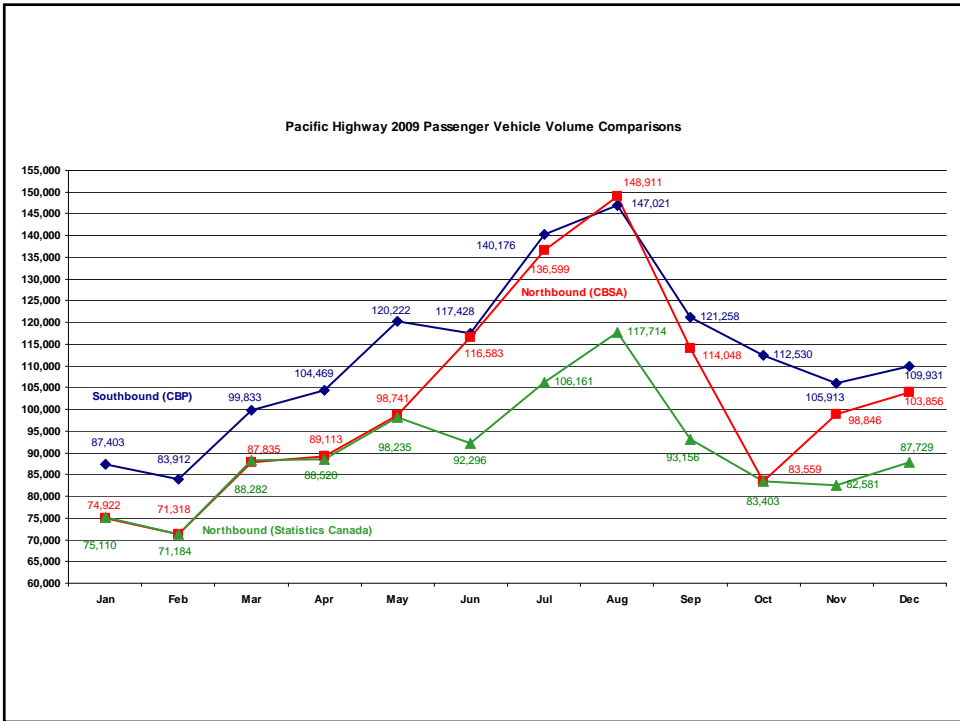
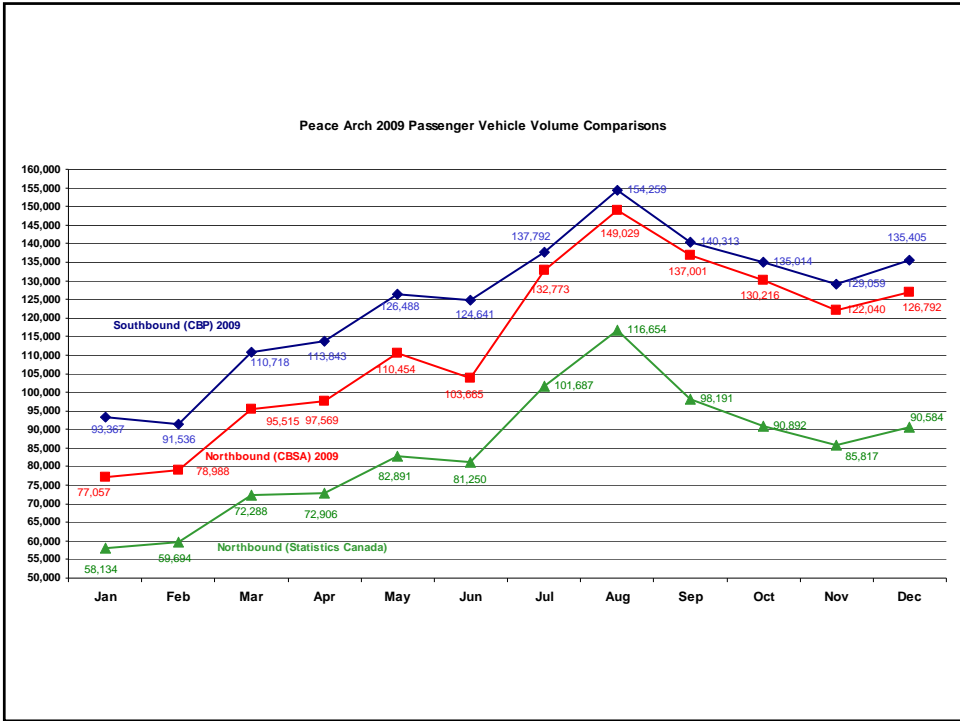
**OFFICIAL STATS CANADA NUMBERS

| Month | Peace Arch | Pacific Highway | Aldergrove | Huntingdon | Total |
|-------|------------------|------------------|----------------|----------------|------------------|
| Jan | 58,134 | 75,110 | 31,076 | 37,970 | 202,290 |
| Feb | 59,694 | 71,184 | 32,238 | 37,817 | 200,933 |
| Mar | 72,288 | 88,282 | 39,907 | 45,627 | 246,104 |
| Apr | 72,906 | 88,520 | 41,045 | 44,903 | 247,374 |
| May | 82,891 | 98,235 | 46,127 | 52,084 | 279,337 |
| Jun | 81,250 | 92,296 | 44,922 | 49,896 | 268,364 |
| Jul | 101,687 | 106,161 | 49,439 | 60,883 | 318,170 |
| Aug | 116,654 | 117,714 | 55,032 | 67,865 | 357,265 |
| Sep | 98,191 | 93,156 | 45,410 | 55,171 | 291,928 |
| Oct | 90,892 | 83,403 | 43,717 | 49,567 | 267,579 |
| Nov | 85,817 | 82,581 | 41,829 | 46,287 | 256,514 |
| Dec | 90,584 | 87,729 | 43,198 | 46,929 | 268,440 |
| | 1,010,988 | 1,084,371 | 513,940 | 594,999 | 3,204,298 |



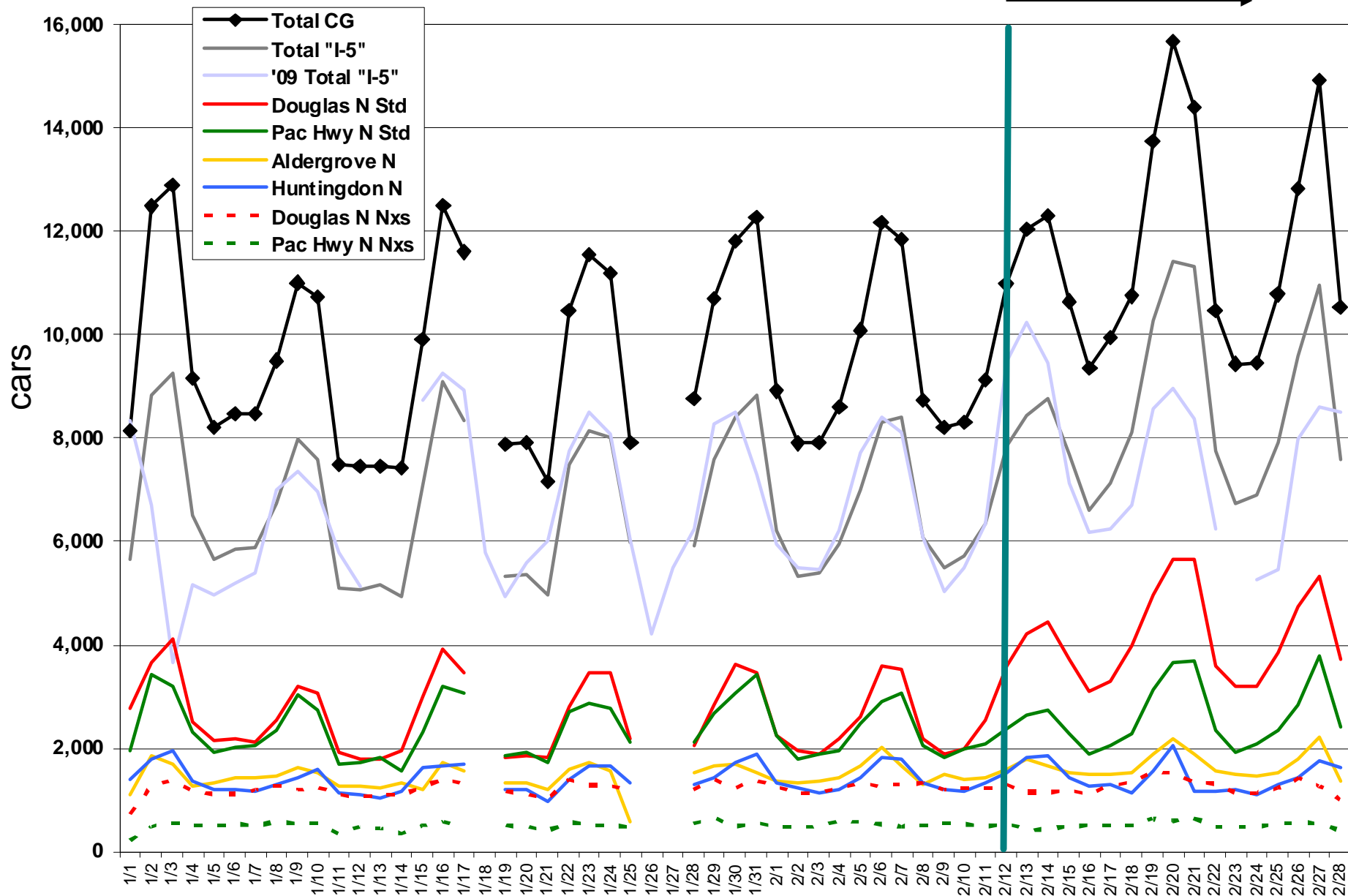






All 4 Ports – Daily Northbound Cars January – February 2010

Olympics →



Data source: www.cascadegatewaydata.com – archived border traffic data from WSDOT and BC MoT cross-border advance traveler information systems (ATIS).

Charts: by the Whatcom Council of Governments – www.wcoq.org