

BORDER INFRASTRUCTURE INVESTMENT PLAN 3.0
CANADA – UNITED STATES
AUGUST 2016



Transport
Canada

Transports
Canada



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
OVERVIEW	2
DEVELOPMENT OF PERFORMANCE MEASURES	6
NEXT STEPS	8
MAJOR BORDER CROSSINGS.....	9
Point Roberts, WA - Delta, BC (Boundary Bay)	10
Blaine, WA (Peace Arch) - Surrey (Douglas), BC	13
Blaine, WA - Surrey, BC (Pacific Highway)	16
Lynden, WA - Aldergrove, BC	19
Sumas, WA - Abbotsford, BC (Huntingdon)	22
Eastport, ID - Kingsgate, BC	25
Sweetgrass, MT - Coutts, AB (joint facility)	28
Raymond, MT - Regway, SK.....	31
Portal, ND - North Portal, SK	34
Pembina, ND - Emerson, MB	38
Sault Ste. Marie, MI - Sault Ste. Marie, ON (International Bridge)	42
Port Huron, MI - Sarnia, ON (Blue Water Bridge).....	46
Detroit, MI - Windsor, ON (Detroit-Windsor Tunnel)	50
Detroit, MI - Windsor, ON (Ambassador Bridge)	53
Buffalo, NY - Fort Erie, ON (Peace Bridge).....	56
Niagara Falls, NY - Niagara Falls ON (Rainbow Bridge)	60
Lewiston, NY - Queenston, ON (Lewiston-Queenston Bridge)	63
Alexandria Bay, NY - Lansdowne, ON (Thousand Islands Bridge).....	67
Ogdensburg, NY - Prescott, ON (Ogdensburg – Prescott International Bridge)	71
Massena, NY - Cornwall, ON (Seaway International Bridge).....	74
Champlain, NY - Saint Bernard-de-Lacolle, QC (Route 15).....	78
Highgate Springs, VT - St-Armand, QC	81
Derby Line, VT - Stanstead, QC (Route 55).....	85
Houlton, ME - Woodstock, NB.....	88
Calais, ME - St. Stephen, NB (3rd Bridge).....	91

GORDIE HOWE INTERNATIONAL BRIDGE PROJECT	94
MEDIUM-SIZED BORDER CROSSINGS	95
SMALL AND REMOTE BORDER CROSSINGS.....	116
ANNEX A – SMALL AND REMOTE PORTS OF ENTRY	117
Canada - United States Small and Remote Ports of Entry Initiative Report on Progress	117
Updated List of Small and Remote Ports of Entry	119
ANNEX B – LIST OF BORDER CROSSINGS	121
ANNEX C – EXCERPT OF BEYOND THE BORDER ACTION PLAN.....	125
Beyond the Border: A Shared Vision for Perimeter Security and Economic Competiveness	125
Invest in Improving Shared Border Infrastructure and Technology	126
ANNEX D – WEBSITES AND CONTACTS	128
ANNEX E – DATA TABLES & SOURCES.....	129
ANNEX F – ACRONYMS.....	137

EXECUTIVE SUMMARY

In 2011, the Prime Minister of Canada and the President of the United States issued the Beyond the Border (BTB) Action Plan which included over 30 initiatives aimed at making the Canada-U.S. border more efficient, safe, and secure. As part of this Action Plan, Canada and the U.S. agreed to pursue a border infrastructure initiative. The first element of the initiative was a commitment to making significant investments in physical infrastructure at key border crossings. The second element was an agreement to enhancing binational coordination of border infrastructure investments through the establishment of a binational Border Infrastructure Investment Plan (BIIP).

The first edition of the BIIP (BIIP 1.0) was released in May 2013 and focused on the Initial Priority border crossings identified in the BTB Action Plan. BIIP 2.0, completed in December 2014, was expanded to include profiles on 25 major road border crossings and projects at 34 medium-sized border crossings. A section on what is now referred to as the Windsor-Detroit Gordie Howe International Bridge project was included.

This edition, BIIP 3.0, features updated profiles on the 25 major ports of entry and updated project information on the 34 medium-sized border crossings. A new section on performance measures has been added, as well as cross-border trade and traffic data for both 2013 and 2014.

OVERVIEW

The integrated Canada – United States of America (U.S.) transportation system is an essential component of our economic and social well-being. It supports our bilateral trade relationship, the largest in the world, and has helped make North America a competitive force globally. Central to this relationship is the longest shared border in the world. Every day, Canada and the U.S. work together on trade facilitation, trusted-traveler programs, and border infrastructure projects that support border security while facilitating legitimate trade and travel.

Beyond the Border Declaration

On February 4, 2011, the Prime Minister of Canada and the President of the United States issued a joint Declaration entitled “*Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness*”. The Declaration focused on four areas of cooperation:

- Addressing threats early;
- Facilitating trade, economic growth and jobs;
- Integrating cross-border law enforcement; and
- Improving critical infrastructure and cyber-security.

The Declaration included the following statement on border infrastructure:

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.

Beyond the Border Action Plan

On December 7, 2011, the Prime Minister and President released the Beyond the Border Action Plan. The Action Plan includes over 30 binational initiatives to implement the Vision set out by the Leaders to make the Canada – U.S. border more efficient, safe, and secure.

As part of the Action Plan, the two countries agreed to pursue a major new infrastructure initiative proposed and developed by Transport Canada (TC), the U.S. Department of Transportation (USDOT), the Canada Border Services Agency (CBSA) and U.S. Customs and Border Protection (CBP). This initiative has two key elements. First, Canada and the U.S. committed to making “significant investments in physical infrastructure at key crossings to relieve congestion and speed the movement of traffic across the border.” The Action Plan listed the following as examples of significant infrastructure upgrades:

- Customs plaza replacement and redevelopment;
- Additional primary inspection lanes and booths;
- Expanded or new secondary inspection facilities; and
- Expanded or new connecting roads, highway interchanges, and bridges.

In the Action Plan, Canada and the U.S. identified Initial Priority border crossings at which significant upgrades are to be made. Based on a preliminary assessment of investment needs, Canada prioritized (east to west):

- Lacolle, Quebec;
- Lansdowne, Ontario (Thousand Islands Bridge);
- Fort Erie, Ontario (Peace Bridge).
- Emerson, Manitoba; and
- North Portal, Saskatchewan.

The U.S. prioritized (east to west):

- Alexandria Bay, New York (Thousand Islands Bridge);
- Lewiston, New York (Lewiston – Queenston Bridge);
- Buffalo, New York (Peace Bridge); and
- Port Huron, Michigan (Blue Water Bridge).

These investments depend on appropriation of funds approved by the Canadian Parliament and the U.S. Congress. CBP investments are to be delivered in partnership with the General Services Administration (GSA), which functions as CBP's port of entry Service Provider.

The second key element of the border infrastructure initiative involves enhancing our capacity to coordinate border infrastructure investments at the binational level. This enhanced capacity was to be achieved through the establishment of a binational five-year Border Infrastructure Investment Plan (BIIP) that is to be renewed annually. The BIIP aims to ensure a mutual understanding of available funds for targeted projects and the schedule, scope, and responsibilities for those projects. The BIIP is to be prepared in consultation and coordination with all applicable local, State or Provincial and Federal stakeholders. The BIIP covers significant upgrades that have an impact on transportation and inspection capacity.

Nothing in the Action Plan or the BIIP is intended to give rise to rights or obligations under domestic or international law; neither the Action Plan nor this document is intended to constitute an international treaty under international law.

The BIIP, along with several other initiatives under the Beyond the Border Action Plan, is designed to support the fluid movement of commercial and non-commercial traffic across our border. Modernization of major border crossings is expected to provide the following long-term economic benefits:

- Reduced border wait times (BWT);
- Increased reliability of just-in-time shipments;
- Reduced costs for shippers, carriers and travelers;
- Decreased fuel consumption and greenhouse gas emissions due to reduced engine idling at the border; and
- Increased safety and security.

Improving our cross-border infrastructure is a long-term process. As other projects are identified, they will be detailed in future editions of the BIIP.

Since the Beyond the Border Action Plan was released in December 2011, both countries have made considerable progress in delivering on the Beyond the Border infrastructure initiative. In

2013, Canada announced funding of up to \$127 million¹ for significant infrastructure upgrades at four of its five Initial Priority ports of entry:

- Lacolle, Quebec - \$47 million;
- Lansdowne, Ontario - \$60 million;
- Emerson, Manitoba - \$10 million; and
- North Portal, Saskatchewan - \$10 million.

The U.S. also has made considerable progress to improve the flow of people and goods across the border at its identified Initial Priority crossings. Investments valued at approximately \$151 million have been made or were announced for these U.S. crossings:

- The Buffalo and Fort Erie Public Bridge Authority in New York announced the investment of \$13 million to widen the approach leading to the Peace Bridge U.S. port of entry and is working with CBP to renovate and expand its commercial warehouse facilities using innovative financing techniques. The New York State Department of Transportation has announced the investment of \$22 million for an improved connection to U.S. Interstate 190.
- The Michigan Department of Transportation has completed projects valued at \$89 million to reconstruct and widen Interstate 94/69 to improve access to the Blue Water Bridge and leveraged \$1.5 million from then-Blue Water Bridge Canada for additional stacked/staggered booths and other improvements on the plaza.

The Governments of Canada and the U.S. will continue to coordinate with non-federal border stakeholders to invest in infrastructure to facilitate trade and travel between both countries.

Border Infrastructure Investment Plan 1.0

In May 2013, the two countries released the first edition of the BIIP (BIIP 1.0), which focused on the five Canadian and four U.S. Initial Priority border crossings, along with the corresponding ports of entry opposite each of these priority locations. Because of overlap in the two lists, seven major border crossings were therefore featured (east to west):

- Lacolle, Quebec – Champlain, New York;
- Lansdowne, Ontario – Alexandria Bay, New York (Thousand Islands Bridge);
- Queenston, Ontario – Lewiston, New York (Queenston – Lewiston Bridge);
- Fort Erie, Ontario – Buffalo, New York (Peace Bridge);
- Sarnia, Ontario – Port Huron, Michigan (Blue Water Bridge);
- Emerson, Manitoba – Pembina, North Dakota; and
- North Portal, Saskatchewan – Portal, North Dakota.

Border Infrastructure Investment Plan 3.0

The third edition of the BIIP (BIIP 3.0) features updated profiles of the 25 major ports of entry, including information on Intelligent Transportation Systems (ITS) projects. The BIIP 3.0 describes previous and approved/funded Federal and Provincial/State projects at 34 medium-sized border crossings.

¹ All dollar figures pertaining to projects in Canada are in Canadian dollars, while dollar figures pertaining to projects in the U.S. are in U.S. dollars.

The third edition includes an updated section on the Windsor-Detroit Gordie Howe International Bridge project (formerly known as the New International Trade Crossing in the U.S., or the Detroit River International Crossing in Canada) and a new section/discussion on performance measures for the border infrastructure initiative.

Annex A on the Small and Remote Ports Joint Action Plan has been revised by CBSA and CBP. It provides an update on the deliverables under the Small and Remote Ports of Entry Initiative.

BIIP 3.0 also includes an annex containing trade and traffic data for both 2013 and 2014.

BIIP 3.0 was prepared by TC, USDOT, CBSA and CBP, which also prepared the two previous editions. Opportunities for infrastructure improvements identified in the BIIP are indicative only and may not translate into projects in the future. Authorities and infrastructure owners in the U.S. and Canada will continue to seek the resources to implement the planned or proposed projects identified. All projects at these locations, and other border crossings, are to be completed consistent with all necessary environmental assessments, permitting requirements, legislative approvals, and any applicable government funding appropriations. While States, Provinces, and border operators were consulted in the preparation of BIIP 3.0, it is a document of the two Federal Governments, intended to enhance our binational capacity to better identify and coordinate border infrastructure investments.

DEVELOPMENT OF PERFORMANCE MEASURES

Each initiative identified under the 2011 Beyond the Border Action Plan included specific performance measures that were to be used to measure success and report on progress. Under the Action Plan, TC, USDOT, CBSA and CBP committed to reporting, through the BIIP, on:

- increased primary inspection capacity (i.e. lanes and booths);
- number and percentage increase of secondary inspection bays;
- increased space for secondary inspections (commercial);
- percentage increase in space for secondary inspection (commercial);
- reductions in border wait times (BWT); and
- reductions in greenhouse gas emissions, based on border wait times.

It should be noted that the capacity of a port of entry to effectively and efficiently process commercial and passenger traffic volumes is impacted by a number of factors, including: growth in the number of primary inspection lanes; expansion of the secondary examination space; and/or investments in equipment and technology. Furthermore, delays at the border can be caused by a variety of factors, including: level of economic activity; exchange rates; seasonality and holiday travel; time of day; staffing; policy or technology changes; security considerations and enforcement actions. As a result, direct causality between the completion of significant infrastructure projects and changes in BWT is difficult to establish. Reductions in BWT, and associated calculations of reduced greenhouse gas emissions, should therefore be understood as indicative only of the impact of infrastructure investments.

Rather than reporting on the seven Initial Priority ports (contained in the BIIP 1.0), as required under the BTB Action Plan, the four partner agencies have agreed to extend reporting to all 25 major POEs through the profiles in the BIIP. Over time, this reporting is expected to provide a broader and more consistent understanding of the impact of infrastructure investments at the border.

TC, USDOT, CBSA and CBP have agreed that performance measures will be tracked and reported once a project has been completed and facilities occupied for a minimum period of one year. Discussions amongst partner agencies on how to best report on the performance measures for this initiative are ongoing.

Currently, the increased primary inspection capacity (i.e. lanes and booths) and the number and percentage increase of secondary inspection bays can be tracked and reported based on the information contained within the BIIP's 25 major port of entry profiles. The four partner agencies have determined that, for security reasons, increases in space for secondary commercial inspections will be reported on using a 3-tiered scale: minor increase; moderate increase; or significant increase. The partner agencies are working to finalize the formula that will be used for this new metric.

The BIIP partners are also exploring the best approach for reporting on reductions in BWT at major ports of entry where significant infrastructure projects have been completed and facilities occupied for one year. Under the BTB Action Plan, the four partner agencies agreed that BWT reported through the BIIP would be measured using automated BWT technology either in place

or to be installed under the separate BWT technology initiative. As part of renewed discussion on performance measures, this approach has been reaffirmed. Future editions of the BIIP will report changes in BWT at crossings where automated BWT technology has been installed and validated. As of December 2015, such technology is in place at the following ports of entry: Pacific Highway, Peace Arch, Sumas/Huntingdon, Lynden/Aldergrove, Peace Bridge, Queenston-Lewiston and Blue Water Bridge.² As additional ports of entry are instrumented with BWT technology, or alternative and accurate means of measuring BWT applied, reporting on this measure and greenhouse gas emissions will be extended to additional crossings. In the next edition of the BIIP, the partner agencies will confirm the manner in which BWT data will be reported.

As committed to under the BTB Action Plan, environmental impacts of infrastructure investments at border crossings are to be conveyed by reporting on reduced greenhouse gas emissions calculated on the basis of BWT and traffic volume data. While CBP and CBSA manually report estimated BWT at major ports of entry, providing a valuable service for motorists, this data is not statistically reliable compared to BWT data generated by automated measurement technology. The partner agencies have agreed that manually-estimated BWT data should not serve as the basis for calculating greenhouse gas emissions. Therefore, reduced greenhouse gas emissions will only be calculated and reported for crossings where automated BWT measurement technology has been installed and validated.

² CBP currently only reports BWT on its website and mobile app using data from automated BWT measurement technology for the Peace Bridge and Queenston-Lewiston Bridge. CBP anticipates linking its website and mobile app to existing automated BWT systems at other POEs after performing independent validation of the collected BWT data from those systems.

NEXT STEPS

Canada and the U.S. will continue to report progress on approved/funded projects through the BIIP and will consult with State and Provincial departments of transportation, border agencies, and bridge and tunnel operators in the development and preparation of the document.

USDOT, TC, CBP and CBSA are to monitor prospective projects and crossing enhancements identified as “opportunities” and will update and expand entries for these, as appropriate. With respect to performance measures, the four partner agencies are committed to continuing discussions and will report on developments and progress in future editions of the BIIP.

New funding appropriations or major government approvals will be noted in the future BIIP updates. For the Initial Priority border crossings identified in the BIIP, the U.S. and Canada are to continue to advance border infrastructure projects through their normal approvals and applicable budgetary appropriations, working with all applicable stakeholders. As next steps for small and remote border crossings, U.S. CBP and CBSA continue to develop recommendations for each of the crossings identified under the Small and Remote Ports of Entry Initiative. Prior to the implementation of these recommendations, stakeholder engagement will be undertaken in relevant jurisdictions and CBSA and CBP will obtain the necessary approvals and funding appropriations for implementation.

MAJOR BORDER CROSSINGS

Point Roberts, WA - Delta, BC (Boundary Bay)

I. Crossing Overview

Port-Specific Information:

	United States	Canada
Port of Entry Name	Point Roberts	Boundary Bay
Hours of Operation	24/7	24/7
Connecting Municipalities	Point Roberts, WA	Delta, BC
Port Ownership	GSA	CBSA
Connecting Infrastructure	Municipal Road - Tyree Drive	Municipal Road - 56 th Street

Traffic and Trade:

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$2		\$14	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	17,748	1,201,565	6,860	1,154,691

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	3
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities (next 5 years):

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments:

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	0
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	12
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities (next 5 years):

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments:

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Blaine, WA (Peace Arch) - Surrey (Douglas), BC

I. Crossing Overview

Port-Specific Information:

	United States	Canada
Port of Entry Name	Peace Arch	Douglas
Hours of Operation	24/7	24/7
Connecting Municipalities	Blaine, WA	Surrey, BC
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. Interstate-5 (I-5)	Prov. Hwy BC-99

Trade and Traffic:

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	Not a commercial POE		Not a commercial POE	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	Not Applicable (N/A)	3,080,591	N/A	2,829,762

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	N/A
Primary Non-Commercial Lanes	10
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	60; plus 1 enclosed inspection garage
NEXUS	Yes
FAST	N/A

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Port replacement including primary and secondary inspection capacity and associated inbound and outbound lane improvements completed in 2011.

2. Transportation

- a. Completed I-5/D Street interchange improvements and a new bridge over the CBP Port of Entry. Completed section of sidewalk/walkway from CBSA plaza to CBP Port of Entry. 2010-2011.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	N/A
Primary Non-Commercial Lanes	10
Secondary Commercial Docks/Bays	N/A
Secondary Non-Commercial Capacity	26
NEXUS	Yes
FAST	N/A

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Additional Advanced Traveller Information System (ATIS) Signage (Highway 99, Highway 1, Highway 91, Highway 13, Highway 11) (2012).
- b. Highway 99 & 16th Avenue interchange (16th Ave. is a border circulation route) supports border circulations between Lower Mainland POEs (2014).

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Roof/soffit replacement.	2016	
<ul style="list-style-type: none">• Re-painting of underside of steel canopy elements.	2016	
<ul style="list-style-type: none">• Various enhancements to Infrastructure (Roof, Chiller, Canopy, and Generator) and Secondary Inspection Lane.	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Assessment of infrastructure needs ongoing.		

Blaine, WA - Surrey, BC (Pacific Highway)

I. Crossing Overview

Port-Specific Information:

	United States	Canada
Port of Entry Name	Blaine	Pacific Highway
Hours of Operation	24/7	24/7
Connecting Municipalities	Blaine, WA	Surrey, BC
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route WA-543	Prov. Hwy BC-15

Trade and Traffic:

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$7,496		\$14,093	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	362,034	1,856,891	396,794	1,911,144

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	3
Primary Non-Commercial Lanes	6
Secondary Commercial Docks/Bays	9
Secondary Non-Commercial Capacity	4; plus 1 enclosed inspection garage
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Phase I of truck cargo pre-inspection pilot project completed in 2013.
- b. NEXUS Enrollment Center was relocated from the port location to a nearby stand-alone facility in January 2015.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Expand employee parking, visitor parking and commercial lot areas.
- b. Improve commercial and non-commercial inspection capacity.
- c. Include exit control infrastructure.

2. Transportation

- a. Add a third northbound lane on SR 543 from Boblett Street to H Street to facilitate truck movements, queue storage and future dynamic lane assignments among General Purpose (GP)/FAST trucks, GP & NEXUS traffic. Also add new signal and sidewalk/shared use trail on north side of Boblett from Blaine High School across SR 543.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	3
Primary Non-Commercial Lanes	11
Secondary Commercial Docks/Bays	8
Secondary Non-Commercial Capacity	16
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

In 2012, CBSA completed a number of infrastructure upgrades including:

- a. Modernization, expansion and replacement of Commercial Inspection facilities.
- b. Construction of 5 new traveler primary inspection lanes (PILs).
- c. Reconfiguration of NEXUS lane.

2. Transportation

- a. Upgrades to Hwy 15 truck staging area / FAST queue jump lane (2011/2012).
- b. Additional ATIS signage (Highway 99, Highway 1, Highway 91, Highway 13, Highway 11) (2012).
- c. Highway 99 & 16th Avenue interchange supports border circulation between some Lower Mainland POEs (2014).

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

a. Assessment of infrastructure needs ongoing.

2. Transportation

b. Hwy 15 FAST queue jump lane, second phase.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Structural integrity repairs identified in previously commissioned assessment to include shoring of structural (sub-slab) elements, re-surfacing of floors and replacement of damaged doorways/vestibules. • Warehouse apron design and specifications to address issues with offloading commercial vehicles. • Design and specifications for re-paving of traffic operations. • Conversion of existing regular traffic lane to NEXUS. • Fixed Large Scale Imaging infrastructure development currently out for tender. • Additional repaving, enhancements to Secondary Inspection Lanes, and Commercial Loading Zones. 	2016	
	March 2017	
	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Lynden, WA - Aldergrove, BC

I. Crossing Overview

Port-Specific Information:

	United States	Canada
Port of Entry Name	Lynden	Aldergrove
Hours of Operation	8AM-12AM	8AM-12AM
Connecting Municipalities	Lynden, WA	Aldergrove, BC
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route WA-539	Prov. Hwy BC-13

Trade and Traffic:

	United States		Canada	
2014 Imports Trade Value (in Millions CDN\$)	\$21		\$267	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	43,303	775,679	9,900	678,288

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	3
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. State Route WA-539/Lynden-Aldergrove port of entry improvements (A53915A), \$9M. 2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Complete widening of SR 539 from Birch Bay Lynden Road to the border.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	2
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	4
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. The CBSA completed redevelopment, modernization and expansion of the port facilities. The new inspection facilities offer expanded capacity for the travelling public and provide a commercial inspection facility and additional dedicated commercial PIL lanes (2015).

2. Transportation

- a. ATIS expansion (Highway 11, Highway 13, Highway 1, Highway 99, and Highway 91) (2012).
- b. Greening the border idle reduction (static signage) (2011).
- c. Highway 99 & 16th Avenue interchange supports border circulation between some Lower Mainland POEs (2014).

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Highway 13 expansion (Zero Avenue – 8th Avenue), ultimately 5-lane cross section (southbound 3 lanes GP, NEXUS/bus, GP and FAST trucks. Northbound 2 GP lanes).

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Expansion of Commercial Facilities.	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Sumas, WA - Abbotsford, BC (Huntingdon)

I. Crossing Overview

Port-Specific Information:

	United States	Canada
Port of Entry Name	Sumas	Abbotsford-Huntingdon
Hours of Operation	24/7	24/7
Connecting Municipalities	Sumas, WA	Abbotsford, BC
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route WA-9	Prov. Hwy BC-11

Trade and Traffic:

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$1,906		\$2,075	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	148,047	1,170,667	86,421	1,096,876

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	2
Secondary Non-Commercial Capacity	3; plus 1 enclosed inspection garage
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. A new NEXUS lane was added and opened for use in May 2012.

2. Transportation

- a. Improvements to Railroad Ave. in Sumas, WA to accommodate CBP's revised traffic pattern for truck exits from the POE, \$130K (2010).
- b. State Route WA-9 border approach lane improvements, \$15K (2012).

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Improve primary and secondary commercial inspection capacity.
- b. Include stand-alone commercial building.
- c. Improve traffic patterns to mitigate vehicle and pedestrian congestion.
- d. Reconfigure port to better facilitate traffic routing and commercial vehicle turning radii.

2. Transportation

- a. Continue NEXUS lane south from Garfield Street to Third Street.

D. Funded/Approved Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	6
Secondary Commercial Docks/Bays	2
Secondary Non-Commercial Capacity	12
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Construction of additional commercial PIL and expansion of commercial inspection facility was completed in March 2012.
- b. Introduction of NEXUS lane in December 2012, as announced in the Beyond the Border Action Plan.

2. Transportation

- a. Initial Highway 11 NEXUS lane construction from 0 Ave. to the railway tracks completed in 2012.
- b. Additional ATIS signage (Highway 99, Highway 1, Highway 91, Highway 13, Highway 11) (2012).

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Abbotsford area border-related highway improvements: Vye Rd (8th Ave) rail overpass (supports border circulation between Lower Mainland POEs).
- b. Southbound NEXUS extension (8th Ave. to existing NEXUS lane – 1.8 km/1.1 mile extension)

D. Funded/Approved Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Design and specifications for re-paving of all asphalt areas of port. • Complete boiler plant replacement. Existing plant is beyond life-cycle limits and cannot be repaired due to lack of available replacement parts. • Enhancements to Exit Control Systems, replacement of boilers, and replacement of Direct Digital Control Systems 	TBD	
	TBD	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Eastport, ID - Kingsgate, BC

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Eastport	Kingsgate
Hours of Operation	24/7	24/7
Connecting Municipalities	Eastport, ID	Kingsgate, BC
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. Route 95	Prov. Hwy BC-95

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$1,354		\$2,541	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	2,221	146,851	59,006	119,907

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	2
Secondary Commercial Docks/Bays	2
Secondary Non-Commercial Capacity	2; plus 2 bay enclosed inspection garages
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years)

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Repair decks on 2 US-95 bridges, total cost \$172k (2011).

C. Proposed Infrastructure Projects/Opportunities

1. Inspection

- a. Expand and/or reconfigure commercial dock to improve commercial vehicle circulation.
- b. Improve cattle inspection facilities to mitigate commercial traffic congestion.
- c. Install kennel facilities.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Replace Round Prairie Creek bridge and seal cost	2017	\$5.3 million estimated cost

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	2
Secondary Commercial Docks/Bays	2
Secondary Non-Commercial Capacity	5
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years)

1. Inspection

- b. In 2012, CBSA completed a major modernization, expansion and replacement of the travelers and commercial inspection facilities.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Review and design southbound lane configuration to increase length of lanes to separate out commercial traffic (specifically vehicles carrying livestock) from the other traffic.
- b. Look at other possible operational improvements to reduce delays or store/stage queues.
- c. Paving of the employee parking lots to reduce slips and falls.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Extensive work undertaken within last 5 years, no additional expansion is planned at this time.• Acquisition of additional land in support of mandate	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Assessment of infrastructure needs ongoing.		

Sweetgrass, MT - Coutts, AB (joint facility)

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Sweetgrass	Coutts
Hours of Operation	24/7	24/7
Connecting Municipalities	Sweetgrass, MT	Coutts, AB
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. I-15	Prov. Hwy AB-4

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$6,816		\$9,914	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	147,617	305,735	163,573	234,793

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	2 enclosed inspection garages
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years)

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	4 (3 docks and 1 bay)
Secondary Non-Commercial Capacity	4
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years)

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Heavy truck bypass road reconstruction at Coutts/Sweetgrass border crossing completed in 2010.
- b. \$2.0M pavement overlay, from Coutts North (15.4 km) (9.6 mi) Southbound lane and (1.9 km) (1.2 mi) Northbound lane completed in 2012.

C. Proposed Infrastructure Projects/Opportunities

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Energy retrofits and additional paving.	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Raymond, MT - Regway, SK

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Raymond	Regway
Hours of Operation	24/7	24/7
Connecting Municipalities	Raymond, MT	Regway, SK
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route MT-16 N	Prov. Road SK-6 N

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$454		\$472	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	18,279	26,314	15,119	22,550

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	2
Secondary Commercial Docks/Bays	1
Secondary Non-Commercial Capacity	1 enclosed inspection garage
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. I-15 Mill and Overlay project completed in 2013.
- b. Replacement of interstate guide signs including new guide signs at the border crossing, completed in 2014-2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Expand visitor/staff parking area to facilitate vehicle maneuvering.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Placement of 4 variable message signs (with one located at the Sweetgrass border crossing) to provide road and weather condition information to southbound I-15 travelers.	TBD (2016-2019)	

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	1
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	1
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvement projects completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Portal, ND - North Portal, SK

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Portal	North Portal
Hours of Operation	24/7	24/7
Connecting Municipalities	Portal, North Dakota	North Portal, Saskatchewan
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route ND-52	Prov. Hwy SK-39

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$3,411		\$9,920	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	99,071	109,215	121,784	88,140

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

Inspection Component	Description
Primary Commercial Lanes	3
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	3
Secondary Non-Commercial Capacity	1 enclosed inspection garage space
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Construction of a replacement inspection facility to include a main port building, Border Patrol building, non-commercial secondary building, non-intrusive inspection (NII) building, garage / training building including a firing range, 3 commercial inspection lanes, 2 non-commercial inspection lanes, and officer and public parking space completed in 2012.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Striping and signage to delineate passenger vehicles from commercial vehicles and eliminate associated on street parking to enhance border crossing and traffic operations.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Mill and overlay of 1.1 miles (1.8 km) of State Route 52 from border south. 	2017	Estimated Cost \$291k

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	1
Secondary Commercial Docks/Bays	1 Bay
Secondary Non-Commercial Capacity	6
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. See Section D below.

2. Transportation

- a. The Government of Saskatchewan is undertaking preliminary planning work to determine the feasibility of twinning the Highway 6 & 39 corridor between Regina and North Portal.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• The Government of Canada is investing up to \$10M for improvements to the North Portal border crossing to make it more efficient, secure and reliable for trade and travel. The expansion and modernization of the CBSA commercial facility is expected to provide increased capacity for commercial and traveler traffic and minimize border wait times, while at the same time strengthening security. The scope of the project is expected to include:<ul style="list-style-type: none">a. Increasing the capacity to process vehicles by adding one additional PIL lane and supporting IT infrastructure to bring the total primary inspection capacity to 3 lanes;b. Installation of 2 hi-lo PIL booths to allow flexibility to process both commercial vehicles and travelers;c. Construction of a commercial examination facility capable of supporting a full off-load examination of goods seeking entry to Canada.	The project is scheduled to be completed by 2017.	Project details under consideration.

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Changes to the roadway at North Portal in order to accommodate the extra space needed to maneuver vehicles. • The Government of Saskatchewan is constructing a 12km (7.5 mi) long two-lane truck route on Highway 39 around the city of Estevan. This new route will allow trucks travelling on the border corridor to bypass the congestion in the city centre. The Government of Canada is contributing \$17M to this project through the Building Canada Fund. • The Government of Saskatchewan is planning to twin a 10km (6.2 mi) segment of Highway 39 between Estevan and the junction of Highway 18. Upgrading the existing two-lane facility to a four-lane divided highway will improve safety and mobility on a busy segment of the Highway 39 border corridor. 	<p>Same as above.</p> <p>The project is scheduled to be completed by 2016.</p> <p>The project is scheduled to be completed by 2017.</p>	

Pembina, ND - Emerson, MB

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Pembina	Emerson
Hours of Operation	24/7	24/7
Connecting Municipalities	Pembina, North Dakota	Emerson – West Lynn, Manitoba
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. I-29, State Route ND-81	Prov. Hwy MB-75

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$7,104		\$13,409	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	230,487	370,502	207,046	330,445

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	4
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	6
Secondary Non-Commercial Capacity	4 enclosed inspection garage spaces
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Mill and overlay I-29 30.1 miles (48.4 km) terminating at the U.S./Canada border, \$12.5 million, 2013.
- b. Widen 0.66 miles (1 km) of I-29 at the POE \$1.8 million, 2013.

- c. Dynamic Message Sign (DMS)/Camera Installation at the POE, \$1 million, 2013.
- d. Traffic signal installation near the POE, \$193k, 2014
- e. I-29 Micro-surfacing and Pavement Marking, 30.5 miles (49 km) terminating at U.S./Canada border, \$3.2 million. 2015.
- f. I-29 Median Crossovers at Pembina, \$600k. 2015.
- g. ITS, Signage, Bikeway/Walkway Improvements and Paving, \$9.3 million. 2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Renovate and/or expand main building to accommodate import specialists, mission support specialists, port director, and administrative staff.
- b. Improve primary commercial inspection capacity.
- c. Improve primary non-commercial inspection capacity.
- d. Reconfigure port to better facilitate commercial vehicle turning radii.
- e. Remove parking lot and commercial inspection queuing area grass and gravel islands to facilitate traffic flow and enable additional parking.

2. Transportation

- a. Southbound: realign approach to commercial PILs.
- b. Northbound: add dedicated / new commercial lane.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • North Dakota Department of Transportation (NDDOT) is conducting a study to determine alignment and construction costs for two new segregated northbound commercial lanes for Interstate 29. NDDOT had budgeted \$9.3M and submitted a TIGER grant application for \$12M to cover the costs of planned commercial lane improvements in the U.S. 	Fall 2017	Coordination with CBSA/ Public Services and Procurement Canada (PSPC) and Manitoba Infrastructure and Transportation (MIT) ongoing as part of the NDDOT planning process

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	5
Secondary Commercial Docks/Bays	2 Bays
Secondary Non-Commercial Capacity	5
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. \$1.2M, Province of Manitoba Highway MB-75 Southbound improvements undertaken in 2012:
 - i. advance notification;
 - ii. channelization & lane assignment strategies; and
 - iii. duty free intersection management.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- See Section D below.

2. Transportation

- Southbound: improvements at the border to Manitoba Highway 75 to facilitate full vehicle segregation (new commercial lane) on approach to U.S. plaza (Preliminary Study).
- Northbound: infrastructure to facilitate fully segregated auto/commercial CBSA inspection (Preliminary Study).
- Inadequate access to Duty Free Shop during lengthy Southbound queues.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> <li data-bbox="162 270 889 625">CBSA has an \$11.2M budget to construct a new commercial plaza to process northbound truck traffic entering Canada from the U.S. The commercial plaza will include 3 new bi-level PIL booths. There will be a dedicated FAST lane, and lighting and queuing technology will stream traffic so that FAST trucks receive priority processing over conventional commercial vehicles (“FAST-1st” model) , at any available commercial PIL booth. <li data-bbox="162 634 889 737">Addition to a tertiary garage and bond room enhancements. 	<p data-bbox="896 270 1170 625">April 2017</p> <p data-bbox="896 634 1170 737">Late 2017</p>	<p data-bbox="1177 270 1424 485">CBSA retained a consultant through PSPC to undertake the design in April 2015.</p> <p data-bbox="1177 493 1424 737">Coordination with NDDOT and MIT ongoing as part of the CBSA/PSPC planning process.</p>

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> <li data-bbox="162 896 906 1283">MIT is undertaking a functional design study to determine all highway alignment improvements in Canada necessary to support the recommended port improvement concept. The functional design will determine all roadway alignments, costs and planning considerations. 	<p data-bbox="912 896 1167 1283">Fall 2017 for commercial lane improvements in Canada</p>	<p data-bbox="1174 896 1427 1251">The MIT functional design will be completed in 2016. Coordination with NDDOT and CBSA/ PSPC is ongoing as part of the MIT planning process.</p>

Sault Ste. Marie, MI - Sault Ste. Marie, ON
(International Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	Two separate steel truss arch bridges with suspended deck; a double arch span crossing the four locks on the U.S. side and a single arch span crossing the Canadian lock. Two lanes, 3 km (2 mi) long.
Year Built	Construction completed in 1960 and officially opened on October 31, 1962.
Bridge Ownership	The Federal Bridge Corporation Ltd. (FBCL) is the owner of the Canadian half of the international bridge and associated structures between Sault Ste. Marie, Ontario and its U.S. counterpart. The U.S. owner, the Michigan Department of Transportation (MDOT) is responsible for the operation and maintenance of the entire bridge through a ten-year agreement with FBCL. FBCL and MDOT established Sault Ste. Marie Bridge Authority (SSMBA) as a separate legal entity to oversee the operation of the bridge.

Port-Specific Information

	United States	Canada
Port of Entry Name	International Bridge	International Bridge
Hours of Operation	24/7	24/7
Connecting Municipalities	Sault Ste. Marie, MI	Sault Ste. Marie, ON
Port Ownership	MDOT	FBCL
Connecting Infrastructure	U.S. I-75	Municipal Rd. - Huron Street

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$1,058		\$1,209	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	44,088	976,167	48,469	852,615

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	6; plus 2 enclosed inspection garage spaces
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Booth added to bus lane to increase non-commercial primary capacity. Completed in 2014.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Expand commercial lot.
- b. Increase lane width leading from commercial primary lane.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	2
Secondary Commercial Docks/Bays	1 (located on site at International Bridge Administration building)
Secondary Non-Commercial Capacity	12
NEXUS	Yes; weekdays between 15:00-17:00
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. One new PIL booth.
- b. Phase One: Completed (see section D).
- c. Phase Two: Construction of inspection lanes on the former Duty Free building site has started. Commercial inspection warehouse relocated on site pending completion of the new plaza buildings.

2. Transportation

- a. No significant infrastructure improvement projects completed within the last five years.

C. Infrastructure Opportunities:

1. Inspection

- a. New below grade infrastructure (water, sanitary and storm sewers).
- b. New electrical substation.

2. Transportation.

- a. New outbound commercial truck ramp to the U.S., as well as truck queuing area and/or potential for outbound inspections.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Total Plaza redevelopment – increase to 7 total lanes of traffic (4 traveler, 2 bi-level, one commercial) with commercial secondary inspection moved back onsite. Phased project. <ul style="list-style-type: none"> ○ Phase One (includes ramp widening, bridge sand storage building and new Duty Free store) was completed in summer 2014. ○ Phase Two (includes construction of inspection lanes on the former Duty Free building site) has begun. ○ Phase Three (includes the demolition of existing inspection lanes and construction of new border security buildings) and timelines have not yet been determined. 	2017-18	<p>Funding of \$44.1M originally committed in 2009; amended agreement with additional funding of \$7.3M and extension to 2017-18 of the project construction due to delayed land acquisition.</p> <p>To add back the commercial warehouse inspection space within the Commercial building requires \$450K in additional funding.</p>

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • The above project includes roadwork associated with the changes to the POE configuration which will aid in the flow of traffic around the site. 	See above.	

Port Huron, MI - Sarnia, ON (Blue Water Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	Two 3-lane spans
Year Built	Span 1: 1938; Span 2: 1997
Bridge Ownership	Canadian portion of bridges owned, operated and maintained by FBCL. U.S. portion of bridges owned by MDOT.

Port-Specific Information

	United States	Canada
Port of Entry Name	Port Huron	Sarnia
Hours of Operation	24/7	24/7
Connecting Municipalities	Port Huron, MI	Point Edward and Sarnia, ON
Port Ownership	MDOT and leased to GSA	FBCL
Connecting Infrastructure	U.S. I-94 and I-69	Prov. Hwy ON-402

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$25,566		\$33,969	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	754,053	2,005,415	818,753	1,870,990

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	9 (all have Hi-Lo booths that can process non-commercial traffic on weekends)
Primary Non-Commercial Lanes	4 (3 stacked lanes, 4 th lane leads to 3 staggered booths: 9 booths in total)
Secondary Commercial Docks/Bays	23 spaces; short dock space only
Secondary Non-Commercial Capacity	12
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

Installation of 3 stacked and 3 staggered booths funded by then-BWBC completed in summer 2012.

2. Transportation

- a. Corridor approaching BWB on the U.S. side has seen significant work. A 2-year construction project on the Black River Bridge adjacent replacement sections was completed in fall 2012. Project cost is \$150 M, \$30 M received through U.S. DOT. The project increases capacity in the area near the international crossing from 4 lanes to 9 lanes.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Improve commercial and non-commercial inspection capacity.
- b. Include inspection exit control capacity.
- c. Renovate and/or expand main building to facilitate CBP operations.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	7
Primary Non-Commercial Lanes	11
Secondary Commercial Docks/Bays	8 Bays (Note: also 2 bays for CFIA)
Secondary Non-Commercial Capacity	35
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Construction of central complex encompassing: CBSA commercial inspection, 8-bay warehouse inspection area and administration facilities, with seven adjacent commercial PIL booths; Heimann Cargo Vision Mobile (HCVM), a mobile screening X-ray system, inspection lane and storage garage; CFIA inspection corral, laboratory and administrative offices; and 51 commercial parking spaces (2009-2011).
- b. Conversion of Primary Non-Commercial Inspection lane to second NEXUS lane completed in 2013.

2. Transportation

- a. Canadian plaza approach widened in conjunction with Provincial Highway ON-402 widening project and installation of variable message and electronic informational signs in 2009/2010.
- b. Phase 1 reconstruction and expansion of the 4 km (2.5 mi) corridor of Highway 402 approaching BWB to improve traffic flow and safety. Ontario Ministry of Transportation (MTO) project that includes \$9.19M in federal funding. includes:
 - i. Rebuilding of east- and westbound lanes and repairing five bridges on/over Highway 402;
 - ii. Expansion of westbound highway from two to four lanes;
 - iii. Installation of new lighting and variable message signs; and
 - iv. Upgrading of Sarnia south truck inspection station to a new commercial vehicle inspection facility configuration.

The project was completed in 2012. Future phases involving a further 8 km (5 mi) of the highway are under evaluation.

- c. Installation of a Border Wait Time (BWT) measurement system was completed in 2014. The system includes bluetooth and loop based detection, with a physical plant located on Hwy. 402 on the Canadian side, near the PILs, and on the U.S. side of border. The project has been carried out as a partnership between MTO, MDOT and FBCL. Hybrid Border Advisory Signs, currently in detailed design, will be located further upstream on Highway 402 and will disseminate commercial and passenger vehicle BWT.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Further opportunities have been evaluated as part of master capital plan update, which was concluded in 2013. Master capital development plan to provide for multi-phase development of bridge plaza. Plan update is investigating opportunities for shared efficiencies and improvements through the joint development of entire bridge property, as well as preparing long-term development programs for each of the Canadian and U.S. sides. No implementation schedule at this time.

2. Transportation

- a. Future phases of further 8 km (5 miles) of Hwy 402 expansion are under evaluation.
- b. Further opportunities have been evaluated as part of master capital plan update, which was concluded in 2013, as above.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
Demolition of original plaza administration building that was vacated in 2011.	December 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Assessment of infrastructure needs ongoing.		

Detroit, MI - Windsor, ON (Detroit-Windsor Tunnel)

I. Crossing Overview

Shared Infrastructure

Tunnel Description	Subaqueous 2 lane tunnel approximately 1.5 km (1 mi) in length.
Year Built	Formally dedicated in November 1930.
Tunnel Ownership	Jointly owned by the City of Windsor, Ontario, and Syncora Guarantee, a Bermuda based insurance company. Managed under contract by Detroit-Windsor Tunnel LLC.

Port-Specific Information

	United States	Canada
Port of Entry Name	Detroit-Windsor Tunnel	Detroit-Windsor Tunnel
Hours of Operation	24/7	24/7
Connecting Municipalities	Detroit, MI	Windsor, ON
Port Ownership	Syncora Guarantee	City of Windsor
Connecting Infrastructure	Jefferson Ave. via State Route MI-10	Municipal Rd. - Goyeau Street

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$201		\$256	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	39,755	1,965,022	15,627	1,826,018

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	10
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	20; plus 2 bays
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. As part of the upgrades to the Detroit Tunnel plaza (Completed in 2012)
 - i. Expanded CBP secondary inspection area;
 - ii. Separate bus processing; and
 - iii. Renovated CBP administration offices.
- b. Two new inspection booths installed in 2010.

2. Transportation

- a. Upgraded the Detroit Tunnel plaza.
- b. Increased the number of PILs/booths.
- c. Expanded the vehicle queuing area.
- d. Added electronic tolling in 2010.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Renovations to tunnel systems.	2016	

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	10
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	12
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. New commercial facility opened in January 2015.

2. Transportation

- a. Improvements to plaza and approaches to accommodate current and future traffic volumes - \$34.2M project budget with \$10M provided by the Government of Canada. Completed in 2014.
- b. Additional CCTV cameras installed at approaches in 2011- \$1.2M expenditures cost-shared between the Governments of Canada and Ontario.
- c. Electronic tolling installed in 2012.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation.

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Detroit, MI - Windsor, ON (Ambassador Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	4 lane, undivided suspension bridge
Year Built	Construction started on August 16, 1927 and the bridge was completed and opened to traffic on November 6, 1929.
Bridge Ownership	U.S.: Detroit International Bridge Company (DIBC) Canada: Canadian Transit Company (CTC)

Port-Specific Information

	United States	Canada
Port of Entry Name	Ambassador Bridge	Ambassador Bridge
Hours of Operation	24/7	24/7
Connecting Municipalities	Detroit, MI	Windsor, ON
Port Ownership	GSA leases the passenger facility from the DIBC and owns the cargo inspection facility.	CTC
Connecting Infrastructure	U.S. I-75 , I-96	Prov. Hwy ON-401, Municipal Road - Huron Church Road

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$55,192		\$77,694	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	1,473,820	2,107,430	1,268,102	2,209,893

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	13 plus one exit control
Primary Non-Commercial Lanes	19
Secondary Commercial Docks/Bays	16
Secondary Non-Commercial Capacity	20
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Gateway project completed allowing direct freeway access and egress from bridge. 2012.
- b. Electronic toll collection initiated for U.S.-bound trucks. 2012.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Construct new primary inspection booths and secondary parking.
- b. Construct new secondary inspection building.
- c. Construct new CBP commercial inspection booths.
(All projects noted above are planned for completion by 2017, pending EIS and other appropriate approvals.)
- d. Expand main building to better accommodate CBP operations.
- e. Expand and/or reconfigure secondary inspection lanes; include bus plaza.
- f. Improve non-commercial traffic secondary inspection routing and spaces.

2. Transportation

- a. Replace existing span with new six-lane bridge. Fully funded by DIBC-planned for completion within four years of approval.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	13
Primary Non-Commercial Lanes	16
Secondary Commercial Docks/Bays	5 (located off-site)
Secondary Non-Commercial Capacity	24
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. New Herb Gray Parkway completed and opened to traffic July 2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Relocate CBSA commercial off-site facility to the POE.
- b. Complete replacement and expansion of port of entry facilities, fully funded by CTC. Includes new commercial inspection booths, secondary parking and CBSA commercial docks and administrative building along with additional brokerage facilities, if required. Planned for 2017. Awaiting International Bridges and Tunnels Act (IBTA) approvals.

2. Transportation

- a. Awaiting IBTA approval. Planned for completion within four years of approval and fully funded by CTC:
 - i. Replace existing span with new six-lane bridge.
 - ii. Widen approach lanes in Canada.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Buffalo, NY - Fort Erie, ON (Peace Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	3,580 foot/1,091 meter steel structure with three lanes and a reversible center lane.
Year Built	Officially dedicated on August 7, 1927.
Bridge Ownership	Owned, operated and maintained by the Buffalo and Fort Erie Public Bridge Authority (PBA).

Port-Specific Information

	United States	Canada
Port of Entry Name	Buffalo (Peace Bridge)	Fort Erie (Peace Bridge)
Hours of Operation	24/7	24/7
Connecting Municipalities	Buffalo, NY	Fort Erie, ON
Port Ownership	PBA and leased to GSA	PBA
Connecting Infrastructure	U.S. I-190, via Baird Drive	Prov. Hwy ON-2 (Queen Elizabeth Way)

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$34,394 ³		\$26,594	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	619,028	2,220,985	615,132	2,152,377

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	7 (up to 5 lanes can be converted to car lanes)
Primary Non-Commercial Lanes	11
Secondary Commercial Docks/Bays	8
Secondary Non-Commercial Capacity	20, plus 1 enclosed inspection garage
NEXUS	Yes
FAST	Yes

³ Some exports from the Queenston port of entry are reported as exports from the Fort Erie port of entry based on combined data that Statistics Canada receives from the U.S. Government.

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Installation of LED signage in 2012.
- b. Bus processing improvements completed in 2012.
- c. Phase II Beyond the Border Cargo Pre-Inspection Pilot completed in 2014.
- d. Installation of new Radiation Portal Monitors for all inspection lanes completed in spring 2015.
- e. \$25M Commercial warehouse expansion and renovation to increase useable space, reconfigure existing spaces, and additional bay build-out completed in 2016.
- f. IT systems and related infrastructure upgraded in 2016.

2. Transportation

- a. \$13M bridge approach widening entering U.S. plaza completed in 2014.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Plaza expansion or reconfiguration to facilitate better on-site traffic circulation.
- c. Reconfigure and/or expand queuing and inspection areas.
- d. Improve vehicular and pedestrian circulation and traffic flow.

2. Transportation

- a. Existing bridge deck replacement.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> Exit consolidation and direct connections to I-190. Cost estimate of \$66M. 	Construction underway. Scheduled for completion. Spring 2017.	A State project with PBA as a cooperating agency.
<ul style="list-style-type: none"> Bridge re-decking. Cost estimate of \$80M. 	In design - construction scheduled to start in fall 2016, completion in spring 2019.	Design and construction costs to be funded by the PBA.

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	5
Primary Non-Commercial Lanes	15
Secondary Commercial Docks/Bays	8 Bays
Secondary Non-Commercial Capacity	32
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- Installation of LED signage in 2014.
- Phase II of U.S.-bound truck cargo pre-inspection pilot completed in January 2015.

2. Transportation

- Added 5th commercial lane in 2010 – \$0.87M federal contribution.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- Potential of U.S.-bound pre-inspection or preclearance pending legislation and agreement between Canada and the U.S.

2. Transportation.

- Bridge re-decking to begin in fall 2016.
- Bridge widening at the Canadian approach to be completed in 2016.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Bridge re-decking – cost estimate \$80M	In design - construction to commence in fall 2016 and be completed in spring 2019.	Design and construction costs to be funded by the PBA.
<ul style="list-style-type: none">Canadian bridge lane approach widening – cost estimate \$10M.	Design underway. Completion in 2016.	IBTA approval granted. Funded by PBA.

Niagara Falls, NY - Niagara Falls ON (Rainbow Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	Four-lane, steel arch bridge.
Year Built	Constructed 1939 – 1941 and officially dedicated on November 1, 1941.
Bridge Ownership	Owned, operated and maintained by the Niagara Falls Bridge Commission (NFBC).

Port-Specific Information

	United States	Canada
Port of Entry Name	Rainbow Bridge U.S.	Rainbow Bridge Canada
Hours of Operation	24/7	24/7
Connecting Municipalities	Niagara Falls, NY	Niagara Falls, ON
Port Ownership	NFBC	NFBC
Connecting Infrastructure	State Route 104 (Main St.) via Robert Moses Parkway	Prov. Hwy ON-420

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	Not a commercial POE		Not a commercial POE	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	N/A	1,701,446	N/A	1,453,521

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	0
Primary Non-Commercial Lanes	17 plus 1 bus lane
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	14, plus 2 inside Covered Canopy
NEXUS	Yes (limited hours)
FAST	N/A

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Plaza re-paved in 2011.
- b. Perimeter security fencing installed in 2011.
- c. Six primary lane gates installed in 2011.
- d. Medium security secondary area at bus terminal completed in 2014.
- e. Addition of LED signage completed in 2014.

2. Transportation

- a. Bridge re-decking and finger joint replacement completed in 2010.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Improved signage and connection to and from the Robert Moses Parkway.
- b. Improved directional signage approaching bridge plaza.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs going.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Interchange reconstruction of Route 957A (Robert Moses Parkway) at John B. Daly Blvd (Southern CBD Gateway) in the City of Niagara Falls, Niagara County, \$4.5M.	2016-2017	

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	0
Primary Non-Commercial Lanes	15
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Capacity	20
NEXUS	No
FAST	N/A

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Expansion of the bus processing facility (August 2015).
- 2. **Transportation**
 - a. Stone repairs on the archway over River Road completed in 2010.
 - b. Bridge re-decking and finger joint replacement in 2010.
 - c. Rock stabilization in Niagara Gorge completed in 2011.

C. Proposed Infrastructure Projects/Opportunities:

- 1. **Inspection**
 - a. Assessment of infrastructure needs ongoing.
- 2. **Transportation.**
 - a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Lewiston, NY - Queenston, ON (Lewiston-Queenston Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	Steel arch bridge with 5 reversible lanes. Bridge is 1,600 feet/488 meters long. Bridge deck is 370 feet/113 meters above the Niagara River.
Year Built	Officially dedicated November 1, 1962.
Bridge Ownership	Owned, operated and maintained by NFBC.

Port-Specific Information

	United States	Canada
Port of Entry Name	Lewiston	Queenston (Niagara Falls)
Hours of Operation	24/7	24/7
Connecting Municipalities	Lewiston, NY	Niagara Falls, ON
Port Ownership	Owned NFBC and leased to GSA	NFBC
Connecting Infrastructure	U.S. I-190	Prov. Hwy ON-405

Trade and Traffic

	United States		Canada	
2014 Imports (in Millions CDN \$)	\$360 ⁴		\$12,642	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	342,859	1,253,227	357,376	1,491,647

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

Inspection Component	Description
Primary Commercial Lanes	4
Primary Non-Commercial Lanes	6
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	10; plus 1 enclosed inspection garage space
NEXUS	Yes (limited hours)
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Main building security holding area completed in 2010.
- b. Installation of an exit control booth completed in 2012.
- c. Addition of LED signage in 2012.

⁴ Some exports from the Queenston port of entry are reported as exports from the Fort Erie port of entry based on combined data that Statistics Canada receives from the U.S. Government.

2. Transportation

- a. Rehabilitation of Interstate I-90 to the Canadian border in 2015.
- b. Multicourse overlay of Lewiston-Queenston Bridge Plaza access ramp in the Town of Lewiston in August 2015.
- c. Addition of automated BWT measurement system bluetooth technology.

C. Infrastructure Opportunities:

1. Inspection

- a. Rebuild and expand both the Travellers and Commercial CBP inspection facilities to meet current demand and security requirements. The Lewiston port of entry was originally built in 1962 and is in much need of replacement.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Plaza reconfiguration and renovations to include the construction of a new duty free store, demolition of the old store, new NFBC maintenance facility, re-routing of plaza underground utilities and re-routing of Canada-bound road to expand size of plaza. 	2016	NFBC Board of Commissioners has approved \$35M to complete this work. Duty Free Americas has also approved \$8M for its new facility.

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	5
Primary Non-Commercial Lanes	10
Secondary Commercial Docks/Bays	8 Bays
Secondary Non-Commercial Capacity	32
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Plaza Redevelopment (federal funding of \$62M) includes:
 - i. Substantial completion of Phase II of the Queenston Plaza in 2011. This included new CFIA and CBSA facilities and 10 new non-commercial PILs.
 - ii. Phase III (new duty free store, currency exchange, public washrooms, associated parking, overhead pedestrian bridge and access tower) substantially completed June 2013.
 - iii. Phase IV (U.S.-bound road realignment, east- and west-bound traffic dividing and security wall, and landscaping) completed November 2013.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Infrastructure Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments:

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Alexandria Bay, NY - Lansdowne, ON (Thousand Islands Bridge)

I. Crossing Overview

Shared Infrastructure

Facility Description	Series of two lane bridges.
Year Built	Constructed in 1937. East Rift Bridge constructed in 1958.
Bridge Ownership	FBCL and Thousand Island Bridge Authority

Port-Specific Information

	United States	Canada
Port of Entry Name	Alexandria Bay	Lansdowne
Hours of Operation	24/7	24/7
Connecting Municipalities	Alexandria Bay, NY	Gananoque, Ontario
Port Ownership	GSA	FBCL
Connecting Infrastructure	U.S. I-81	Prov. Hwy ON-137
Facility Description	Series of two lane bridges	
Year Built	Constructed in 1937. East Rift Bridge constructed in 1958.	

Trade and Traffic

	United States		Canada	
2014 Imports (in Millions CDN\$)	\$8,855		\$7,018	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	189,229	653,319	166,408	838,478

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1; plus 2 hi-lo booths capable of processing both non-commercial and commercial traffic
Primary Non-Commercial Lanes	7
Secondary Commercial Docks/Bays	4; plus external inspection capacity
Secondary Non-Commercial Capacity	6; plus 3 enclosed inspection garage spaces
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Installation of new hi-lo booth and VACIS ground booth completed in 2014.

2. Transportation

- a. Widening of roadway between West Rift Bridge and U.S. inspection facility.

C. Infrastructure Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Planned/Proposed Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Phase I of \$106M major capital construction project includes construction of new commercial operations building and installation of hi-lo inspection booths.	2018	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	4
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	3 Bays
Secondary Non-Commercial Capacity	10
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Construction of enclosed inspection garage.
- b. Roofing replacement of secondary inspection canopy.

2. Transportation

- a. Improvements to Highway 137 approach to Thousand Islands Bridge at Ivy Lea.

C. Infrastructure Opportunities:

1. Inspection

- a. Federal funding of up to \$60 million for complete replacement and expansion of POE facilities announced in 2013. The project started in 2014-15 and is scheduled for completion in 2018.

2. Transportation

- a. Some roadwork around the site is part of the project described above with a potential completion date of 2017-18.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Plaza re-development: <ul style="list-style-type: none"> ○ New Traveller: Commercial Facilities ○ Expansion to 9 Traveller lanes and 4 commercial lanes 	2017-2018	Site works have begun.

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Transfer of part of Highway 137 from MTO to FBCL.	TBC	Negotiations with MTO have been initiated. Purchase of approximately 1.5 acres of land from the private sector will streamline traffic flow.

Ogdensburg, NY - Prescott, ON (Ogdensburg – Prescott International Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	2.4 km/1.5 mi long suspension bridge linking Ogdensburg, NY and Prescott, ON.
Year Built	1960
Bridge Ownership	The bridge is managed by the Ogdensburg Bridge and Port Authority, a State of NY public benefit corporation.

Port-Specific Information

	United States	Canada
Port of Entry Name	Ogdensburg	Prescott
Hours of Operation	24/7	24/7
Connecting Municipalities	Ogdensburg, NY	Prescott, ON
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route NY-812	Prov. Hwy ON-16

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$1,266		\$469	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	37,455	375,189	28,134	354,415

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2, plus 1 hi-lo booth capable of processing both commercial and non-commercial traffic
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	4; plus 2 enclosed inspection garage spaces
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Reconstruction of Patterson Street in the City of Ogdensburg from Route 37 to the Port of Ogdensburg. Project cost estimate of \$6M. 2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Additional primary lane gates.

2. Transportation

- b. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	2
Secondary Non-Commercial Capacity	11
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. In 2012, CBSA completed a major modernization, expansion and replacement of the POE traveler and commercial inspection facilities.

2. Transportation

- a. No significant infrastructure improvement completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation.

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Massena, NY - Cornwall, ON (Seaway International Bridge)

I. Crossing Overview

Shared Infrastructure

Bridge Description	Two separate bridges; one that spans the St. Lawrence Seaway (South Channel Bridge) and the other connects the City of Cornwall to Cornwall Island (North Channel Bridge).
Year Built	South Channel Bridge opened in 1958; North Channel Bridge opened in 1962 and was replaced in 2013.
Bridge Ownership	FBCL and the Saint Lawrence Seaway Development Corporation (SLSDC). Operated by the Seaway International Bridge Corporation.

Port-Specific Information

	United States	Canada
Port of Entry Name	Massena	Cornwall
Hours of Operation	24/7	24/7
Connecting Municipalities	Rooseveltville (Massena), NY	Cornwall, ON
Port Ownership	SLSDC	CBSA
Connecting Infrastructure	State Route NY-37	Prov. Hwy ON-138N

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$546		\$199	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	24,216	910,774	14,629	866,667

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	3; 1 bypass lane
Primary Non-Commercial Lanes	6
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	8; plus 2 enclosed inspection garage spaces
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Installation of exit control booth completed in 2012.
- b. NII building renovations completed in 2013.
- c. Addition of automated LED signage completed in 2014.

2. Transportation

- a. No significant infrastructure improvement projects completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	5
Secondary Commercial Docks/Bays	1
Secondary Non-Commercial Capacity	5
NEXUS	No
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Interim POE in City of Cornwall constructed 2009-2011, which included three (3) new PIL lanes and POE offices in temporary modular trailers.
- b. New North Channel Bridge required CBSA to construct a new interim POE on the Canal Lands.
- c. 5 PIL lanes and 1 commercial lane were included in the design of the new POE.
- d. New interim POE offices and moving of temporary modular trailers were prepared to align with the opening of the new North Channel Bridge on January 24, 2014. FBCL managed the project for CBSA.
- e. A semi-permanent building was constructed to replace the temporary offices and trailers. The new building was opened in August 2014.

2. Transportation

- a. New Niagara Gas 12 inch diameter pipeline between Cornwall and Cornwall Island.
- b. New combined sewer overflow chamber.
- c. The new North Channel Bridge was completed and opened on January 24, 2014. Demolition of the old North Channel span was completed in 2016.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Preclearance legislation and approval in U.S. and Canada would allow for the possibility of the relocation of Canadian POE from Cornwall to Massena.

2. Transportation.

- a. Assessment of infrastructure needs ongoing due to coordination of related work by others.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • The \$74.8M project encompasses the construction of a new low-level bridge in Cornwall, to replace the deteriorating North Channel Bridge of the Seaway International Bridge Crossing, as well as related infrastructure improvements. <p>Phases:</p> <ul style="list-style-type: none"> • Design and project management (2006-2017), \$4.6M; • In water works (2010-2012), \$9M • NCB and approaches, CBSA POE (2011-2013), \$34.3M; and • Demolition (2014-2016), \$17.2M • Brookdale Ave, Water St. improvements (2016-2017), \$9.7M. <ul style="list-style-type: none"> • The last phase of the project, the realignment of Brookdale Avenue was delayed to accommodate the construction of the new interim POE. Construction to start in 2016. 	<p>Bridge: opened on January 24, 2014</p> <p>Demolition: 2016</p> <p>Brookdale Avenue and Cornwall Island road realignment scheduled for 2016-2018.</p>	

Champlain, NY - Saint Bernard-de-Lacolle, QC (Route 15)

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Champlain	Lacolle (Route 15)
Hours of Operation	24/7	24/7
Connecting Municipalities	Champlain, NY	Saint Bernard-de-Lacolle, QC
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. I-87	Prov. Hwy QC-15

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$14,017		\$9,800	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	282,742	1,154,058	257,691	818,129

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	9
Primary Non-Commercial Lanes	10
Secondary Commercial Docks/Bays	8
Secondary Non-Commercial Capacity	10; plus 5 enclosed inspection garage spaces
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. New NII building completed in 2013.
- b. Construction of an Import Specialist area completed in 2013.

2. Transportation

- a. Replacement of the bridge carrying Rt. 11 over I-87 and rehabilitation of I-87 to the Canadian border, Town of Champlain, Clinton County, \$18.4 million, 2014-2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Construction of an Import Specialist Area	2016	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Construction of a new truck inspection facility on I-87 near the Canadian border, located next to the GSA Port of Entry, Town of Champlain, Clinton County (\$13.05 Million).	2016	

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	3
Primary Non-Commercial Lanes	9
Secondary Commercial Docks/Bays	6
Secondary Non-Commercial Capacity	13
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. Construction of 2 new temporary Non-Commercial PILs to increase processing capacity during peak periods.
- b. Government of Canada announced \$10 million dollars in federal funding for expansion of CBSA commercial processing facilities in 2009. Project completed in December 2015.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. See Section D below.

2. Transportation.

- a. See Section D below.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Modernization and expansion of CBSA facilities, PILs and bus processing center, and renovating and expanding the CBSA travelers' facility. • Expansion of enforcement area and secondary travelers' examination facilities, improving the road configuration, and upgrading the officer arming facilities. • Enhancements to anti-port running measures and general enhancements to various infrastructure items (water treatment and fire prevention) 	<p style="text-align: center;">December 2018</p> <p style="text-align: center;">Late 2017</p>	<p>Up to an additional \$47M in federal funding was announced in Spring 2013.</p>

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Paving of Highway 15 Northbound (km 0 to km 4 / mi 0 to mi 2.5). 	<p style="text-align: center;">2014-2015</p>	
<ul style="list-style-type: none"> • Paving of Highway 15 Southbound (km 6 to km 11 /mi 3.7 to mi 6.8). 	<p style="text-align: center;">2015-2016</p>	
<ul style="list-style-type: none"> • Rehabilitating culvert, Highway 15 southbound to km 5 /mile 3.1 	<p style="text-align: center;">2015-2016</p>	
<ul style="list-style-type: none"> • Rebuilding ramp culvert, Exit #1 of Highway 15 south. 	<p style="text-align: center;">2015- 2016 2016-2017</p>	
<ul style="list-style-type: none"> • Reconstructing culvert, Highway 15 km 1.3 /mile 0.8 	<p style="text-align: center;">2016-2017</p>	
<ul style="list-style-type: none"> • Paving Highway 15 southbound (km 6 to km 0 / mile 3.7 to mile 0). 		
<ul style="list-style-type: none"> • Reconstruction of Guay/Glass bridge approach, above Highway 15 (1 km / 0.6 mi). 	<p style="text-align: center;">2016-2017</p>	
<ul style="list-style-type: none"> • Paving Highway 15 (km 11 to km 14.5 / mile 6.8 to mile 9) 	<p style="text-align: center;">2016-2017</p>	
<ul style="list-style-type: none"> • Repairing the Lacolle River bridge, southbound (3.3 km / 2.1 mile). 	<p style="text-align: center;">2018-2019</p>	
	<p style="text-align: center;">2020 and +</p>	

Highgate Springs, VT - St-Armand, QC

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Highgate	St. Armand/Philipsburg
Hours of Operation	24/7	24/7
Connecting Municipalities	Highgate Springs, VT	St. Armand, QC
Port Ownership	GSA	CBSA
Connecting Infrastructure	US I-89	Prov. Hwy QC-133

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$3,766		\$2,237	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	94,234	546,087	93,615	444,182

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	5
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	4; plus 5 enclosed inspection garages
NEXUS	Yes
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Improve primary commercial inspection capacity.
- b. Reconfigure and/or expand parking area.
- c. Expand primary bus processing area.
- d. Improve outbound inspection capacity.
- e. Expand and upgrade the customs area security center.
- f. Expand and reconfigure commercial vehicle lanes and upgrade booths to meet demand from new highway construction coming in from Canada.
- g. Upgrade all non-commercial lane booths to standards.
- h. Renovate and upgrade secondary lanes and enclosed secondary garages to standards.
- i. Renovate commercial building and expand secondary processing and officer work area for better flow and functionality.
- j. Renovate main port building and expand secondary processing, hard secondary and officer work area for better flow and functionality.

2. Transportation

- a. Safety improvements along I-89 in Swanton and Highgate beginning near Exit 21 and extending northward to border. Work will include sign replacement, drainage improvements, repair/replacement of ROW fence, improve guardrail, and repair bridge decks, curb and railing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	5
Secondary Commercial Docks/Bays	4; 2 additional bays available for smaller vehicles
Secondary Non-Commercial Capacity	16
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Improvements to Route 133 south, between CBSA commercial building and the duty free shop to resolve road safety and traffic flow issues. The work included installation of a parking lot, repaving of the shoulder of Route 133 and the addition of pavement markings and signage.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Install electronic way finding, lane signage and redo/upgrade all traffic and building/lane signage.
- b. Reconfigure traffic flow and install absconder enforcement system.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Enhancements to lighting and security.	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Extension of Quebec Highway 35 between Saint-Jean-sur-Richelieu and St. Armand and the Vermont border. Construction of this 4-lane 38 km (23.6 mi) highway segment will complete the expressway link between Montreal and Boston. The project includes a vehicle control area located 4 km (2.5 mi) from the border northbound, installed in	The Highway 35 completion project was planned in four separate phases. The first two phases, from Saint-Jean-sur-Richelieu to Saint-Sébastien (24.5km/15.2 mi), were completed and	While it is difficult to predict traffic volumes for the coming years, various analyses suggest that the new highway,

<p>cooperation with the Société de l'assurance automobile du Québec. The design of the last segment of Highway 35 to be built (segment 4) just south of the border, was finalized with the Quebec Regional Office of the Canada Border Services Agency, which approved the plans. TC helped fund this project (\$13M).</p>	<p>opened in October 2014. Phases 3 and 4, from Saint-Sébastien to the U.S. border, are in the preparation stage and their respective preliminary studies have been completed.</p>	<p>combined with the extension of Highway 30 south of Montreal, could increase traffic at the St. Armand/Highgate Springs border crossing. Furthermore, an analysis of heavy vehicle movement conducted in the early 2000s revealed that 30% of current truck traffic using the Stanstead (Hwy 55) and Lacolle (Hwy 15) border crossings would likely use the St. Armand border crossing if there was a major expressway link.</p>
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Derby Line, VT - Stanstead, QC (Route 55)

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Rock Island/Derby Line	Standstead Route 55
Hours of Operation	24/7	24/7
Connecting Municipalities	Derby Line, VT	Standstead, QC
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. I-91	QC Route 55

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$1,968		\$631	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	96,782	717,591	85,017	277,900

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	3
Secondary Non-Commercial Capacity	2 enclosed inspection garages
NEXUS	No
FAST	Yes

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> \$31.5M - Port refresh activities to include main building, perimeter security, primary and secondary inspection, bus processing improvements, signage and new commercial secondary/warehouse. 	2018	Design approved by GSA in September 2015. Construction to start in 2016.

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> Deck rehabilitation and preventive maintenance actions on Bridge Number 1 on the U.S.-5 Connector in Derby Line 	2018	Estimated Cost \$2.5-\$5 million

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	8
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Installing ITS (dynamic signage and variable message signs) to provide users with information and help manage traffic at the approach to the border (installed in 2009-2010 and calibration currently under way). The border wait time display system is functional, but not fully automated. To ensure consistency, full automation of the display system has been postponed pending confirmation of nature and scope of other BWT initiatives, particularly under the Beyond the Border Action Plan.
- b. Resurfacing of the first two kilometers of Highway 55 North to improve ride quality at the border (2010).

- c. Reconstruction of Exit 2 on Hwy 55 North and construction of a control area for heavy vehicles in cooperation with the Société de l'assurance automobile du Québec (2011).

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation.

- a. Assessment of infrastructure needs ongoing.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Enacements to anti-port running measures and HVAC Systems. 	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • An evaluation of infrastructure needs for the functioning of the ITS is underway. 	TBC	

Houlton, ME - Woodstock, NB

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Houlton	Woodstock
Hours of Operation	24/7	24/7
Connecting Municipalities	Houlton, ME	Woodstock, NB
Port Ownership	GSA	CBSA
Connecting Infrastructure	U.S. I-95	Prov. Hwy NB-95

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$2,485		\$1,416	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	84,187	332,901	47,099	292,705

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	6
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	3; plus 2 enclosed inspection garage spaces
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. Pavement improvements on I-95 southbound from the border south to Dyer Brook, estimated cost, \$8.5 million. March 2015.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Improve traffic circulation around the commercial warehouse.
- b. Include additional remote parking for employees and visitors.
- c. Expand cargo building.
- d. Upgrade booths, canopies, enclosed garages, signage and perimeter security.

- e. Reconfigure main port building to facilitate operations including relocation/expansion of hard secondary security, customs area security center, secondary processing and supervisory and officer work areas.
- f. Upgrade and expand commercial building to facilitate operations.

2. Transportation

- a. Install electronic way finding, lane signage and redo/upgrade all traffic and building/lane signage.
- b. Reconfigure traffic flow and install absconder enforcement system.

D. Funded/Approved Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
• Assessment of infrastructure needs ongoing.		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	1
Primary Non-Commercial Lanes	3
Secondary Commercial Docks/Bays	2
Secondary Non-Commercial Capacity	5
NEXUS	Yes
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Assessment of infrastructure needs ongoing.

2. Transportation

- a. Assessment of infrastructure needs ongoing.

D. Funded/Approved Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Complete overhaul of the crossing (building complex) has been approved, including warehouses, booths and canopies.	2017-18	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">Assessment of infrastructure needs ongoing.		

Calais, ME - St. Stephen, NB (3rd Bridge)

I. Crossing Overview

Port-Specific Information

	United States	Canada
Port of Entry Name	Calais-International Avenue	St. Stephen (3 rd Bridge)
Hours of Operation	24/7	24/7
Connecting Municipalities	Calais, ME	St. Stephen, NB
Port Ownership	GSA	CBSA
Connecting Infrastructure	State Route MA-9	Prov. Hwy NB-1

Trade and Traffic

	United States		Canada	
2014 Imports Trade Value (in Millions CDN \$)	\$1,942		\$1,345	
2014 Traffic (Inbound)	Commercial	Non-Commercial	Commercial	Non-Commercial
	61,437	206,429	47,673	147,425

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	3
Primary Non-Commercial Lanes	6
Secondary Commercial Docks/Bays	6
Secondary Non-Commercial Capacity	10 (6 open, 4 enclosed)
NEXUS	Yes (mornings only)
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. State Route 9 pavement preservation, 2011, Project cost \$26k. Main Street/State Route 9 paving in Calais, 2014, \$251k.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Land acquisition to expand overall POE.
- b. Preserve, rehab existing main port building.
- c. Demolish old garage and warehouse and replace with an extension to the existing main port building to house hard secondary and passenger processing.
- d. Replace canopy and booths with state of the art structures to handle non-commercial and recreational vehicles.
- e. Build out secondary inspection area with new enclosed secondary capability and covered lanes to accommodate recreational vehicles and vehicles with boats in tow.
- f. Re-route traffic into secure site and limits and build new primary lanes with the latest technology.

2. Transportation

- a. Way finding signage and port/lane signage.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> • Assessment of infrastructure needs ongoing. 		

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	4
Secondary Commercial Docks/Bays	4
Secondary Non-Commercial Capacity	12
NEXUS	Yes (LED signage allows for NEXUS at peak times)
FAST	No

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection

- a. No significant infrastructure improvements completed within the last five years.

2. Transportation

- a. No significant infrastructure improvements completed within the last five years.

C. Proposed Infrastructure Projects/Opportunities:

1. Inspection

- a. Modifications to the generator complex are anticipated by 2018-19 and the 2nd canopy is expected to be elevated to ease truck access.

2. Transportation.

- a. The need for an additional NEXUS lane is being studied.

D. Approved/Funded Infrastructure Investments (next 5 years):

Inspection Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Enhancements to Arming Room, fuel storage and PIL enhancements.	Late 2017	

Transportation Infrastructure

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none">• Assessment of infrastructure needs ongoing.		

GORDIE HOWE INTERNATIONAL BRIDGE PROJECT

As indicated in BIIP 1.0, projects to establish new border crossings may be added to updates of the BIIP when warranted. Given the expansion of the BIIP to cover all road border crossings and the significant progress made to establish a major new publicly-owned port of entry at Detroit – Windsor, Canada and the U.S. decided to include an update on the Gordie Howe International Bridge (GHIB) (formerly known as the New International Trade Crossing in the U.S., or the Detroit River International Crossing in Canada), in subsequent editions of the BIIP.

On June 15, 2012, Canada and Michigan concluded a Crossing Agreement for the GHIB project which establishes the framework for their respective roles and responsibilities for the construction, financing, operation and maintenance of the new international crossing.

In December 2012, FHWA issued a Buy-America waiver to permit the use of Canadian and U.S. iron and steel in the construction of the project. On April 12, 2013, the Presidential Permit was issued for the GHIB project followed by the Bridge Permit for the GHIB being issued by the U.S. Coast Guard on May 30, 2014.

The Canadian Crown Corporation established to oversee the design, construction and operation of the GHIB, the Windsor-Detroit Bridge Authority (WDBA), started its operations in August 2014 and is now fully operational. It is working with its Canadian and U.S. partners to complete pre-procurement and early project works such as property acquisition and utility relocation in both Canada and Michigan. On July 20, 2015, the WDBA launched the procurement process to select the private sector partner to design, finance, construct, operate and maintain the GHIB through a public-private partnership arrangement. It is expected the P3 procurement process will be completed in late 2016 or early 2017 with the goal of having the new international bridge open for traffic in 2020.

MEDIUM-SIZED BORDER CROSSINGS

Hours of Operation	For U.S. POE hours of operation, consult CBP.gov . For Canadian POE hours of operation, consult cbsa-asfc.gc.ca .
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Port of Entry	Poker Creek, AK (joint facility)	Little Gold Creek, YT (joint facility)
Connecting Roadway	State Route AK-9 – Top of the World Hwy	Territorial Hwy YT-9 – Top of the World Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	Additional staff residences. Modernized and expanded generator capacity.
Transportation	Develop and deploy ITS within 100 mi (160 km) of the U.S./Canada border on the Haines, Klondike, Taylor, Top of the World and Alaska Highways. Technologies may include dynamic message boards; temperature data probes; weather cameras and sensors; weigh-in-motion; and traffic counters. Upgrade communications along the corridor as necessary to support ITS applications. ITS applications will integrate with the new generation 511, road weather information system, and the traffic monitoring system for highways. \$3.7M for all crossings in Alaska. (2013-2015)	Restoration & Bituminous Surface Treatment – km 1880.5 – 1902.5 (mi 1168.5 – 1182.2) (2013-14) \$5.4 million expended (Beaver Creek) Septic drainage improvements were completed on July 6, 2015.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Renovations are underway to replace exterior stairs, floor, as well as installing gate on the Canadian side.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Alcan, AK	Beaver Creek, YT
Connecting Roadway	State Route AK-2	Territorial Hwy YT-1

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	Additional staff residences.
Transportation	Alaska Highway 1222-1235 Rehabilitation of 13 miles (20.9 km) of highway including paving and drainage improvements.	Highway restoration, including some culvert replacements and bituminous surface treatment. Value of approximately \$5.5M.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Septic repairs scheduled for 2015-2016; Radon remediation to POE and House #10 residence; and water system upgrades to existing 6 wells.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Dalton Cache, AK	Pleasant Camp, BC
Connecting Roadway	State Route AK-7 – Haines Hwy	Prov. Hwy BC-3 – Haines Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	Additional staff residences.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Port Modernization/Replacement/Lighting and Security Enhancements.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Skagway, AK	Fraser, BC
Connecting Roadway	Klondike Hwy	Prov. Hwy BC-2 – Klondike Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	Aspects of ongoing bridge and associated road work as detailed below. Area wide Avalanche gates currently in construction, 2015. New gate installed at Canadian border on the Klondike Hwy.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Port Modernization/Replacement.
Transportation	Replace the Captain William Henry Moore Bridge, full depth replacement of pavement in certain locations, grind and pave with pavement overlay full length, and other improvements. Cost estimate of \$24.7M. (2014) Skagway Klondike Highway Improvements-Highway Reconstruction, Cost and Date TBD.	Assessment of infrastructure needs ongoing.

Port of Entry	No Corresponding U.S. Port	Stewart, BC
Connecting Roadway	5 th Ave – Glacier Hwy	Prov. Hwy BC-37A

Recent Infrastructure (previous 5 years)

Inspection	N/A	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	New bridge over Bitter Creek on Hwy 37A. On Highway 37A between Stewart and the Port, replaced large culverts to accommodate tidal changes into the lagoon.

Approved/Funded Infrastructure (next 5 years)

Inspection	N/A	Port modernization/replacement.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Oroville WA (joint facility)	Osoyoos BC (joint facility)
Connecting Roadway	State Route WA-97	Prov. Hwy BC-97

Recent Infrastructure (previous 5 years):

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years):

Inspection	Assessment of infrastructure needs ongoing.	Repaving and various retrofits/enhancements.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Danville, WA (joint facility)	Carson, BC (joint facility)
Connecting Roadway	State Route WA-21	Prov. Hwy BC-41 – Danville Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	SR 21 and SR 20 29 mile chip seal project terminating at border, \$1.6 million, 2010.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Renovations to CBSA operational area underway, along with creating an interview room.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Frontier, WA	Paterson, BC
Connecting Roadway	State Route WA-25 – Little Sheep Creek Rd	Prov. Hwy BC-22 – Paterson-Trail Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	SR 25 Chip Seal project 27 miles (43.5 km) terminating at border. Estimated cost \$1.6 million, Construction planned for 2018.	Assessment of infrastructure needs ongoing.

Port of Entry	Porthill, ID	Rykerts, BC
Connecting Roadway	State Route ID-1	Prov. Hwy BC-21 – Creston-Rykerts Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Roosville, MT	Roosville, BC
Connecting Roadway	U.S. Route 93 – Dewey Ave	Prov. Hwy BC-93 – Kootenay Hwy

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	Enforcement block was added in 2012/13. Interview room, detention cell and search room were also added.
Transportation	U.S.-93 Overlay and Seal project at the border crossing (2011)	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Dunseith, ND	Boissevain, MB
Connecting Roadway	State Route ND-281	Prov. Hwy MB-10

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	New thru-grade culverts jacked (drainage improvements) in 2014 (\$1.4 M) Provincial Trunk Highway (PTH) 10 (14.5 km N of PTH 3 – PTH 23) Bituminous Paving (\$10M) completed in 2014.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	U.S.-281 thin overlay from border to 12.8 miles (20.5 km) south. 2017, Estimated cost \$2.9 million.	Project 1: Provincial Trunk Highway (PTH 10) (U.S. border –PTH 3). - bituminous paving (\$10M) - completed in 2015 Project 2: PTH 10 (PTH 3 – 14.5 km (9 miles) N of PTH 3). - Bituminous Paving (\$14M) scheduled for 2016.

Port of Entry	Lancaster, MN	Tolstoi, MB
Connecting Roadway	State Route MN-59	Prov. Hwy MB-59

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	Trunk Highway (TH) 59 to border, 17.4 mi (28.0 km), pavement resurfacing, cost estimate of \$4.34M. (February 2017)	No significant infrastructure improvement projects completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Provincial Trunk Highway (PTH) 59 from U.S. Border to St. Malo, 40.6 km (25.2 mi): shoulder restoration (2016). Cost estimate: \$500, 000.00

Port of Entry	Warroad, MN	Sprague, MB
Connecting Roadway	State Route MN-313	Prov. Hwy MB-12

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	(PTH 12 from Border to PTH 89, 47 km (29.2 mi): 2 new bridges and 2 new concrete box culverts (2014-15). Cost: \$11,150,000.00

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	PTH 12 from border to Provincial Road 308, 20.5 km (12.7 mi): Microsurfacing treatment (2017). Cost estimate: \$1, 100,000.00

Port of Entry	Baudette, MN	Rainy River, ON
Connecting Roadway	State Route MN-72 – 1 st Ave NE International Dr	Prov. Hwy ON-11 – Ellen St

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Addition of tertiary garage.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Grand Portage, MN	Pigeon River, ON
Connecting Roadway	State Route MN-61	Prov. Hwy ON-61

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Various minor enhancements to infrastructure.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	International Falls, MN	Fort Frances, ON
Connecting Roadway	State Route MN-53/U.S. Hwy71	Prov. Hwy ON-11

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	International Falls Area Gateway Corridor Improvement Project, lighting, landscaping, bike trail grading, way-finding signs, total estimate \$989k, Completed in Fall 2015.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	<p>Hwy 53 from Crescent Drive to 4th St., Mill & Overlay, signals, total estimate \$3.1M. (2015) Project now estimated at \$4.2 million, 2020 completion.</p> <p>Hwy 11 from ¼ mile (.4 km) east of County State-Aid Highway 332 to East Shore of Dove Island, Mill & Overlay, cost estimate \$3.4 million, completion date 2015.</p>	Assessment of infrastructure needs ongoing.

Port of Entry	Niagara Falls, NY	Niagara Falls, ON (Whirlpool Bridge)
Connecting Roadway	State Route NY-182 – Whirlpool St	Regional Road - Niagara Parkway

Recent Infrastructure (previous 5 years)

Inspection	Removed and replaced two primary inspection booths; installed crash gates; replaced concrete and asphalt pavement at inspection lanes; sidewalk, drainage and curb repair around CBP building. (2013)	Demolition and replacement of the existing Primary Inspection Booth and addition of 1 Primary Inspection Booth and associated civil works in 2014; also including CBSA building sidewalk and door replacement, and IT inspection loop installation.
Transportation	Rock stabilization in gorge. (2011) Concrete bridge deck approach removed and upgraded. (2012) Structural repairs and drainage improvements to the blacksmith shop building. (2102) Relocation of toll booths; pavement repair, concrete island replacement, and sidewalk renovation. (2013) Concrete re-facing and repainting of stone wall at the railroad abutment (4 sides). (2014) Gorge survey and repair. (2014)	Rock stabilization in gorge. (2011) Concrete bridge deck approach removed and upgraded. (2012) Concrete repair of railroad abutment face at River Road; repair of wing wall at Bridge St. and behind old IT building; installation of new plaza electrical service; installation of emergency generator. (2014) Gorge investigation and repair. (2014)

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Fort Covington, NY	Dundee, QC
Connecting Roadway	Water Street	Prov. Route QC-132

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs is ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Reconstruction of the culvert (Bateau Creek) located 500 m (0.3 miles) from the border is planned for 2019-2020.

Port of Entry	Trout River, NY	Trout River, QC
Connecting Roadway	State Route NY-30	Prov. Route QC-138

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvement projects completed within the last five years.	Re-paving.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Enhancement to port-running measures.
Transportation	Assessment of infrastructure needs ongoing.	Paving planned. (2017-2018) Reconstruction of a culvert (#16294). (2017-2018)

Port of Entry	Chateauguay, NY	Herdman, QC
Connecting Roadway	State Route NY-374	Prov. Route QC-202 – Monté de Douane Herdman

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	Re-paving.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Enhancement to port-running measures.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Mooers, NY	Hemmingford, QC
Connecting Roadway	Hemmingford Road	Prov. Route QC-219

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	Re-paving.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Storm water drainage system upgrade and redevelopment of Highway 219 in the Hemmingford urban area. (2015-2016)

Port of Entry	Overton Corners, NY	Lacolle (Route 221), QC
Connecting Roadway	State Route NY-276	Prov. Route QC-221

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	Re-paving.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Enhancement to port-running measures.
Transportation	Assessment of infrastructure needs ongoing.	Reconstruction of the bridge over the Lacolle River. (2015-2016)

Port of Entry	Rouses Point, NY	Lacolle (Route 223), QC
Connecting Roadway	State Route NY-11 – Lake Street	Prov. Route QC-223

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	Reconstruction of the Patenaude-Creek bridge. (2014)

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Enhancement to port-running measures.
Transportation	Assessment of infrastructure needs ongoing.	Reconstruction of the bridge over the Lacolle River. (2019-2020)

Port of Entry	Alburg, VT (joint facility)	Noyan, QC (joint facility)
Connecting Roadway	State Route VT-225 – Border Road	Prov. Route QC-225

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Lightning and signage enhancements.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Richford, VT	Abercorn, QC
Connecting Roadway	State Route VT-139	Prov. Route QC-139

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Paving project on VT 139. Cost and length of the project TBD.	Assessment of infrastructure needs ongoing.

Port of Entry	Derby Line, VT	Stanstead (Route 143), QC
Connecting Roadway	U.S. Route 5	Prov. Route QC-143 – Dufferin Rd.

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	HVAC enhancements.
Transportation	Statewide sign replacement including U.S.-5 in Derby Line, 2017, Estimated Cost \$250k.	Assessment of infrastructure needs ongoing.

Port of Entry	Norton, VT	Stanhope, QC
Connecting Roadway	State Route VT-114	Prov. Route QC-147

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Beecher Falls, VT	East Hereford, QC
Connecting Roadway	State Route VT-253	Prov. Route QC-253

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Jackman, ME	Armstrong, QC
Connecting Roadway	State Route ME-201	Prov. Route QC-173

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Minor enhancements and maintenance.
Transportation	Assessment of infrastructure needs ongoing.	Rehabilitation and construction of culverts along Highway 173 between 5 and 12 km (between 3.1 and 7.5 miles) north of the border crossing. (2015) Paving 6 km (3.7 miles) north of border crossing. (2018)

Port of Entry	Fort Kent, ME	Clair, NB
Connecting Roadway	State Route ME-161	Prov. Hwy NB-161/205

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	SR 161 Pavement Rehabilitation and Guardrail replacement, 2011, \$1.2 million The new \$13.9 M international bridge officially opened in July 2014. The removal of the old international bridge is ongoing.	The new \$13.9 M international bridge officially opened in July 2014. The removal of the old international bridge is ongoing.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Madawaska, ME	Edmundston, NB
Connecting Roadway	U.S. Hwy 1	Prov. Hwy NB-120

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	Pavement preservation on U.S.-1, 2012, \$839k	Widening of the booths to improve the turning radius was completed in 2015, allowing easier access for trucks. The lanes themselves were not improved.

Approved/Funded Infrastructure (next 5 years)

Inspection	Funded and approved main port building refresh activities to include primary and secondary canopy and booth upgrades.	Assessment of infrastructure needs ongoing.
Transportation	Pavement preservation at Bridge Avenue and Main Street/U.S. 1, 2017, Projected cost \$447k.	Assessment of infrastructure needs ongoing.

Port of Entry	Fort Fairfield, ME	Andover, NB
Connecting Roadway	State Route ME-167 – Boundary Line Rd	Prov. Hwy NB-190

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Minor repairs to infrastructure.
Transportation	Assessment of infrastructure needs ongoing.	Portion of Route 190 to be paved. (2016-17)

Port of Entry	Calais – Ferry Point, ME	St. Stephen, NB (Ferry Point Bridge)
Connecting Roadway	State Route ME-9	Prov. Hwy NB-1

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
Transportation	No significant infrastructure improvements completed within the last five years.	A 5.4 km (3.4 miles) section of Route 170 has been paved close to the border crossing from Shore Road to Valley Road.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

Port of Entry	Lubec, ME	Campobello, NB
Connecting Roadway	State Route ME-189	Regional Route 774 - Campobello Island N Road

Recent Infrastructure (previous 5 years)

Inspection	No significant infrastructure improvements completed within the last five years.	Extensive bridge maintenance was conducted during the summer of 2015 (July to September) requiring the partial closure of the bridge (1 lane) and full closure of the bridge on three different occasions.
Transportation	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.

Approved/Funded Infrastructure (next 5 years)

Inspection	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
Transportation	<p>Paving on SR 189, 2016, Projected cost \$1.9 million.</p> <p>Bike/ped facility-preliminary engineering only, 2016, projected cost \$23k.</p> <p>Preliminary engineering for future bridge improvements: FDR Memorial Bridge over Lubec Narrows located 0.11 of a mile (1.8km) northeasterly of Water Street at the Canadian border (2018). Preliminary engineering only, projected cost \$250k. Estimated cost of bridge improvements \$15M., bridge improvements completion (date TBD).</p>	Assessment of infrastructure needs ongoing.

SMALL AND REMOTE BORDER CROSSINGS

Under the Beyond the Border Action Plan, a Small Ports Working Group (SPWG) has been established, consisting of representatives from CBSA and CBP. Canada and the U.S. have developed an approach to reach consensus recommendations for each of the small and remote ports of entry (see Annex A). This approach encompasses the principles for coordination of joint investments and examines service-oriented and cost-effective options to be considered for each location. These options will include deliverables over the short-, medium-, and long-term, as well as a detailed work plan that describes how these deliverables are to be achieved.

CBSA remains committed to ensuring that existing port infrastructure is capable of supporting the delivery of the border inspection mandate at all ports of entry. In support of this objective, CBSA is to initiate port redevelopment projects at the following land border crossings:

- West Poplar, Saskatchewan;
- Willow Creek, Saskatchewan;
- Monchy, Saskatchewan;
- Coronach, Saskatchewan;
- Morses Line, Quebec;
- Forest City, New Brunswick

The capital investment at these ports aligns with the work of the SPWG as it will ensure that CBSA maintains service delivery capacity at small and remote land border crossings.

ANNEX A – SMALL AND REMOTE PORTS OF ENTRY

Canada - United States Small and Remote Ports of Entry Initiative Report on Progress

Introduction

The Beyond the Border Action Plan (Action Plan) commits Canada and the U.S. to jointly plan investments and enhance client service at small and remote POEs along the Canada-U.S. border, while maintaining program integrity.

CBSA and CBP are considering the implementation of service-oriented and cost-effective options for each of the 60⁵ POEs that have been identified under this initiative (see next section for updated list). These options include rationalization of hours of service (considering community needs); co-location (moving into shared facilities either straddling, or on one side of the border), and remote traveller processing (RTP).

Progress since Last Report

Rationalization of Hours of Service

The CBSA and CBP Small Ports Working Group is refining recommendations to inform senior leadership on small and remote ports that include analyses of hours of operation, technology-only processing solutions, and joint or co-managed facilities. A full analysis and recommendations for rationalization of hours will be completed at a later date, and will be based on the results of the CBSA remote traveller processing pilot, and considerations for co-location.

Co-location

To date, the U.S. and Canada have reached consensus at the working level on the development of a strategy for implementation of co-location initiatives. The CBSA expects that results from the evaluation of the RTP pilot will further inform its contribution to joint consultations and recommendations on co-location. It is important to note that co-location is dependent on the advancement of the legal framework associated with the *Land, Rail, Marine and Air Transport Preclearance Agreement*, which was signed on March 16, 2015, by Canada and the U.S.

Remote Traveller Processing

In May 2013, the CBSA announced plans to pilot RTP at two locations: Piney, Manitoba, and Morses Line, Quebec. The objectives of the pilot are to test the viability and potential benefits of implementing RTP at select small and remote POEs as a way to increase efficiency, while maintaining border integrity and access to needed border services.

During the pilot phase, travellers arriving at the POE after staffed hours of service will be processed by a border services officer located at a remote monitoring centre through a kiosk

⁵ Note that 62 POEs were originally identified as part of this initiative; however, the Canadian POE of Big Beaver, Saskatchewan, was closed in April 2011 and the adjacent U.S. POE of Whitetail, Montana, was closed in January 2013. Additionally, the Canadian POE of Jamieson's Line, Quebec, was closed in April 2011 and the adjacent U.S. POE of Jamieson's Line, New York, was closed in August 2014.

equipped with two-way audio and one-way video. Cameras will be installed to provide the officer with the ability to see the traveller and the vehicle. During staffed hours, travellers will be processed according to normal procedures.

The pilot at Morses Line, Quebec, was successfully launched on January 18, 2016, while the pilot at Piney, Manitoba, is planned for Fall 2016.

The pilot at Piney, Manitoba, will be a registered-user approach that will use technology to process travellers remotely. The CBSA will conduct pre-screening of travellers who apply for membership. Fees to register in this program are to be waived during the pilot phase. This approach is expected to enable the CBSA to assess a registered-user approach as a means of reducing the risk of inadmissible or high-risk travellers using the POE. Applicants must be Canadian or U.S. citizens, Canadian permanent residents, or lawful permanent residents of the United States. Only those who meet the assessment criteria are permitted to participate in this pilot.

At Morses Line, Quebec, a non-registered user approach to RTP is being piloted. Just as at Piney, Manitoba, this pilot is only open to Canadian and U.S. citizens, Canadian permanent residents, and lawful U.S. permanent residents; however, there are no requirements to pre-register to use the RTP solution at Morses Line, Quebec.

CBP continues to work towards the development and implementation of an RTP pilot.

Next Steps

CBSA and CBP will continue to work on the development of their respective RTP pilot projects. Similar to the outreach conducted at Morses Line, Quebec, CBSA will engage stakeholders in the community around Piney, Manitoba before the pilot begins to notify travellers of the services being offered through RTP and of their obligations when reporting to the CBSA via technology. Outreach activities will also be conducted to help travellers understand the registered-user approach at Piney, Manitoba and provide information on the registration process.

The draft recommendations related to rationalization of hours of service are to be reviewed by CBSA and CBP officials in the context of the results of the RTP pilot.

As the *Land, Rail, Marine, and Air Transport Preclearance Agreement* is now signed, the CBSA and CBP will advance consultation and consensus as far as possible, recognizing that co-location is dependent upon the advancement of the associated legal framework.

Small and Remote Ports of Entry Initiative:

Updated List of Small and Remote Ports of Entry

	Canada	United States
1	Milltown, NB	Milltown, ME
2	St. Croix, NB	Vanceboro, ME
3	Forest City, NB	Forest City, ME
4	Fosterville, NB	Orient, ME
5	Bloomfield, NB	Monticello, ME
6	Centreville, NB	Bridgewater, ME
7	River de Chute, NB	Easton, ME
8	Four Falls, NB	No U.S. port of entry
9	Gillespie-Portage, NB	Limestone, ME
10	Grand Falls, NB	Hamelin, ME
11	St. Leonard, NB	Van Buren, ME
12	Pohénégamook, QC	St. Francis/Estcourt, ME
13	St-Pamphile, QC	St. Pamphile, ME
14	No Canadian port of entry	St. Zacharie, ME
15	St-Juste de Bretenières, QC	St. Juste, ME
16	Ste-Aurélie, QC	Ste. Aurelie, ME
17	Woburn, QC	Coburn Gore, ME
18	Chartierville, QC	Pittsburgh, NH
19	Hereford Road, QC	Canaan, VT
20	Stanstead (Beebe), QC	Beebe Plain, VT
21	Highwater, QC	North Troy, VT
22	Glen Sutton, QC	East Richford, VT
23	East Pinnacle, QC	Pinnacle Road, VT
24	Frelighsburg, QC	West Berkshire, VT
25	Morses Line, QC	Morses Line, VT
26	Clarenceville, QC	Alburg Springs, VT
27	Covey Hill, QC	Cannon Corners, NY
28	No Canadian port of entry	Churubusco, NY
29	South Junction, MB	Roseau, MN
30	Piney, MB	Pinecreek, MN
31	Gretna, MB	Neche, ND
32	Winkler, MB	Walhalla, ND
33	Windygates, MB	Maida, ND
34	Snowflake, MB	Hannah, ND
35	Crystal City, MB	Sarles, ND
36	Cartwright, MB	Hansboro, ND
37	Lena, MB	St. John, ND
38	Goodlands, MB	Carbury, ND

	Canada	United States
39	Coulter, MB	Westhope, ND
40	Lyleton, MB	Antler, ND
41	Carievale, SK	Sherwood, ND
42	Northgate, SK	Northgate, ND
43	Estevan Highway, SK	Noonan, ND
44	Torquay, SK	Ambrose, ND
45	Oungre, SK	Fortuna, ND
46	Coronach, SK	Scobey, MT
47	West Poplar River, SK	Opheim, MT
48	Monchy, SK	Morgan, MT
49	Climax, SK	Turner, MT
50	Willow Creek, SK	Willow Creek, MT
51	Wildhorse, AB	Wildhorse, MT
52	Aden, AB	Whitlash, MT
53	Del Bonita, AB	Del Bonita, MT
54	Carway, AB	Piegan, MT
55	Chief Mountain, AB	Chief Mountain, MT
56	Nelway, BC	Metaline Falls, WA
57	Waneta, BC	Boundary, WA
58	Cascade, BC	Laurier, WA
59	Midway, BC	Ferry, WA
60	Chopaka, BC	Nighthawk, WA

ANNEX B – LIST OF BORDER CROSSINGS
(WEST TO EAST)

	UNITED STATES	CANADA
1	Poker Creek AK (joint facility)	Little Gold Creek YT (joint facility)
2	Alcan AK	Beaver Creek YT
3	Dalton Cache AK	Pleasant Camp BC
4	Skagway AK	Fraser BC
5	No corresponding U.S. Port	Stewart BC
6	Point Roberts WA	Delta BC (Boundary Bay)
7	Blaine WA (Peace Arch)	Surrey BC (Douglas)
8	Blaine WA	Surrey BC (Pacific Highway)
9	Lynden WA	Aldergrove BC
10	Sumas WA	Abbotsford BC (Huntingdon)
11	Nighthawk WA	Chopaka BC
12	Oroville WA (joint facility)	Osoyoos BC (joint facility)
13	Ferry WA	Midway BC
14	Danville WA (joint facility)	Carson BC (joint facility)
15	Laurier WA	Cascade BC
16	Frontier WA	Paterson BC
17	Boundary WA	Waneta BC
18	Metaline Falls WA	Nelway BC
19	Porthill ID	Rykerts BC
20	Eastport ID	Kingsgate BC
21	Roosville MT	Roosville BC
22	Chief Mountain MT	Chief Mountain AB
23	Piegan MT	Carway AB
24	Del Bonita MT	Del Bonita AB
25	Sweetgrass MT (joint facility)	Coutts AB (joint facility)
26	Whitlash MT	Aden AB
27	Wild Horse MT	Wild Horse AB
28	Willow Creek MT	Willow Creek SK
29	Turner MT (joint facility)	Climax SK (joint facility)
30	Morgan MT	Monchy SK
31	Ophiem MT	West Poplar River SK
32	Scobey MT	Coronach SK
33	Raymond MT	Regway SK
34	Fortuna ND	Oungre SK
35	Ambrose ND	Torquay SK
36	Noonan ND	Estevan Highway SK
37	Portal ND	North Portal SK
38	Northgate ND	Northgate SK
39	Sherwood ND	Carievale SK
40	Antler ND	Lyleton MB
41	Westhope ND	Coulter MB
42	Carbury ND	Goodlands MB
43	Dunseith ND	Boissevain MB
44	St. John ND	Lena MB

45	Hansboro ND	Cartwright MB
46	Sarles ND	Crystal City MB
47	Hannah ND	Snowflake MB
48	Maida ND	Windygates MB
49	Walhalla ND	Winkler MB
50	Neché ND	Gretna MB
51	Pembina ND	Emerson MB
52	Lancaster MN	Tolstoi MB
53	Pinecreek MN	Piney MB
54	Roseau MN	South Junction MB
55	Warroad MN	Sprague MB
56	Baudette MN	Rainy River ON
57	Grand Portage MN	Pigeon River ON
58	International Falls MN	Fort Francis ON
59	Sault Ste. Marie MI (International Bridge)	Sault Ste. Marie ON (International Bridge)
60	Port Huron MI (Blue Water Bridge)	Sarnia ON (Blue Water Bridge)
61	Detroit MI (Detroit-Windsor Tunnel)	Windsor ON (Windsor-Detroit Tunnel)
62	Detroit MI (Ambassador Bridge)	Windsor ON (Ambassador Bridge)
63	Buffalo NY (Peace Bridge)	Fort Erie ON (Peace Bridge)
64	Niagara Falls NY (Rainbow Bridge)	Niagara Falls ON (Rainbow Bridge)
65	Niagara Falls NY (Whirlpool Bridge)	Niagara Falls ON (Whirlpool Bridge)
66	Lewiston NY (Lewiston-Queenston Bridge)	Niagara Falls ON (Queenston-Lewiston Bridge)
67	Alexandria Bay NY (Thousand Islands Bridge)	Lansdowne ON (Thousand Islands Bridge)
68	Ogdensburg Bridge, NY (Ogdensburg-Prescott International Bridge)	Prescott ON (Prescott-Ogdensburg International Bridge)
69	Massena NY (Seaway International Bridge)	Cornwall ON (Seaway International Bridge)
70	Fort Covington NY	Dundee QC
71	Trout River NY	Trout River QC
72	Chateauguay NY	Herdman QC
73	Churubusco NY	No corresponding Canadian Port
74	Cannon Corners NY	Covey Hill QC
75	Mooers NY	Hemmingford QC
76	Champlain NY	Saint Bernard-De-Lacolle QC (Route 15)
77	Overton Corners	Lacolle QC (Route 221)
78	Rouses Point NY	Lacolle QC (Route 223)
79	Alburg VT (joint facility)	Noyan QC (joint facility)
80	Alburg Springs VT	Clarenceville QC
81	Highgate Springs VT	St-Armand QC
82	Morses Line VT	Morses Line QC
83	West Berkshire VT	Frelighsburg QC
84	Pinnacle Road, VT	East Pinnacle QC

85	Richford VT	Abercorn QC
86	East Richford VT	Glen Sutton QC
87	North Troy VT	Highwater QC
88	Beebe Plain VT	Stanstead QC (Beebe)
89	Derby Line VT	Stanstead QC (Route 143)
90	Derby Line VT	Stanstead QC (Route 55)
91	Norton VT	Stanhope QC
92	Canaan VT	Hereford Road QC
93	Beecher Falls VT	East Hereford QC
94	Pittsburg NH	Chartierville QC
95	Coburn Gore ME	Woburn QC
96	Jackman ME	Armstrong QC
97	St. Zacharie, ME	No corresponding Canadian Port
98	Ste. Aurelie ME	Ste-Aur�lie QC
99	St. Juste ME	St-Just-De Breteni�res QC
100	St. Pamphile ME	St-Pamphile QC
101	Estcourt Station ME	Poh�n�gamook QC
102	Fort Kent ME	Clair NB
103	Madawaska ME	Edmundston NB
104	Van Buren ME	St. Leonard NB
105	Hamlin ME	Grand Falls NB
106	Limestone ME	Gillespie Portage NB
107	No Corresponding U.S. Port	Four Falls NB
108	Fort Fairfield ME	Andover NB
109	Easton ME	River De Chute NB
110	Bridgewater ME	Centreville NB
111	Monticello ME	Bloomfield NB
112	Houlton ME	Woodstock Road NB
113	Orient ME	Fosterville NB
114	Forest City ME	Forest City NB
115	Vanceboro ME	St. Croix NB
116	Calais ME	St. Stephen NB (3rd Bridge)
117	Milltown ME	Milltown NB
118	Calais – Ferry Point ME	St. Stephen NB (Ferry Point Bridge)
119	Lubec ME	Campobello NB

ANNEX C – EXCERPT OF BEYOND THE BORDER ACTION PLAN

Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness

On February 4, 2011, the Prime Minister of Canada and the President of the United States issued *Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness*. The Declaration established a new long-term partnership built upon a perimeter approach to security and economic competitiveness. This means working together, not just at the border, but “beyond the border” to enhance our security and accelerate the legitimate flow of people, goods, and services. Leaders called for the development of a joint Action Plan to realize this goal, which is embodied in this document.

This Action Plan sets out joint priorities for achieving that vision within the four areas of cooperation identified in the *Beyond the Border Declaration*: addressing threats early; trade facilitation, economic growth, and jobs; cross-border law enforcement; and critical infrastructure and cyber security. Nothing in this Action Plan is intended to give rise to rights or obligations under domestic or international law; this action plan is not intended to constitute an international treaty under international law. Work to implement this Action Plan will be subject to normal budget, legal, and regulatory mechanisms in each country and will be carried out in close consultation with interested stakeholders in both countries. In particular, progress on many of the elements of this Action Plan will depend on the availability of funding. In those cases, appropriations to support implementation will be sought through the normal budgetary processes of each country.

In addition to calling for this Action Plan, the Declaration of Leaders on February 4, 2011, also created a Canada–United States Regulatory Cooperation Council (RCC). Whereas this Action Plan aims to enhance security and economic competitiveness through measures taken at our shared perimeter and border, the RCC aims to better align our regulatory approaches to protect health, safety, and the environment while supporting growth, investment, innovation, and market openness. Some initiatives under this Action Plan will complement the work of the RCC, and indeed, could provide beneficial interim measures pending more fundamental regulatory solutions which may flow from the RCC.

Invest in Improving Shared Border Infrastructure and Technology

Coordinate border infrastructure investment and upgraded physical infrastructure at key border crossings.

Next Steps: We will develop a joint Border Infrastructure Investment Plan to ensure a mutual understanding of available funding for targeted projects and the schedule, scope and responsibilities for those projects in consultation and coordination with all applicable local, state or provincial and federal stakeholders.

We commit to make significant investments in physical infrastructure at key crossings to relieve congestion and speed the movement of traffic across the border. Examples of the significant infrastructure upgrades may include customs plaza replacement and redevelopment, additional primary inspection lanes and booths, expanded or new secondary inspection facilities, and expanded or new connecting roads, highway interchanges and bridges.

As initial respective priorities, Canada will put forward Emerson, MB; Lacolle, QC; Lansdowne, ON; North Portal, SK; and Peace Bridge, ON, and the United States will put forward for approval Alexandria Bay, NY; Blue Water Bridge, MI; Lewiston Bridge, NY; and Peace Bridge, NY, for such investments.

By June 30, 2012, we will develop coordinated project investment and implementation plans that will, together with infrastructure-specific actions at small/remote crossings, constitute the first bilateral five-year Border Infrastructure Investment Plan, to be renewed annually.

Measuring Progress: Transport Canada, the Canada Border Services Agency, the U.S. Department of Transportation and the U.S. Department of Homeland Security will report progress in a Border Infrastructure Investment Plan—Progress Report that outlines specific projects that are planned for future years and investments to date. The report also will describe increased capacity (measured by the number and percentage increase in inspection lanes and primary inspection booths), the number and percentage increase in secondary inspection bays, increased space for secondary inspections, and the percentage increase in space for secondary inspections and changes in border wait times. Reductions in the environmental impact due to reduced border wait times will be measured in decreases and percentage decreases in tons of greenhouse gas emissions. Transport Canada, the Canada Border Services Agency, U.S. Customs and Border Protection and the U.S. Department of Transportation also will report on reductions in wait times at the border.

Coordinate plans for physical infrastructure upgrades at small and remote ports of entry.

Next Steps: We will better coordinate joint port of entry investment and enhance client service by:

- Establishing a small- and remote-port working group to evaluate a binational approach to operational alignment (for example, mirroring hours), infrastructure investment and improved service;
- Arriving at consensus recommendations for all small and remote ports to include analyses of hours of operation, technology-only processing solutions, joint or co-managed facilities and aligned plans for expansions and closures;
- Based upon consensus recommendations, developing joint action plans for implementation, covering the short-, medium-, and long-term objectives; and
- Incorporating binational infrastructure recommendations into the bilateral five year Border Infrastructure Investment Plan.

Measuring Progress: Transport Canada, the Canada Border Services Agency, the U.S. Department of Transportation and the U.S. Department of Homeland Security will develop joint action plans for all small ports by June 30, 2012, and incorporate recommendations into the bilateral five-year Border Infrastructure Investment Plan on an annual basis, beginning June 30, 2012.

ANNEX D – WEBSITES AND CONTACTS

Canadian and United States Beyond the Border Websites:

Canada:

<http://www.publicsafety.gc.ca/cnt/brdr-strtg/bynd-th-brdr/index-en.aspx>

United States:

www.whitehouse.gov/the-press-office/2011/02/04/declaration-president-obama-and-prime-minister-harper-canada-beyond-bord

www.whitehouse.gov/sites/default/files/us-canada_btb_action_plan3.pdf

www.dhs.gov/beyond-the-border

Contact Information for Four Partner Agencies:

U.S. Customs and Border Protection (CBP): www.cbp.gov

Canada Border Services Agency (CBSA): www.cbsa-asfc.gc.ca

Transport Canada (TC): www.tc.gc.ca

Federal Highway Administration (FHWA): www.fhwa.dot.gov

Other:

The Canada-United States Transportation Border Working Group: www.thetbwg.org

ANNEX E – DATA TABLES & SOURCES

A. Crossing Overviews

- Canada Border Services Agency
- U.S. Customs and Border Protection
- Transport Canada
- U.S. Department of Transportation
- Individual border operators

B. Merchandise Trade Data

Transport Canada, adapted from Statistics Canada.

Exports from Canada – The mode of transport represents the mode of transport by which the international boundary is crossed. This may be different from the mode of transport within Canada. Some exports from the Queenston port of entry are reported as exports from the Fort Erie port of entry based on combined data that Statistics Canada receives from the U.S. Government.

Imports to Canada – The mode of transport represents the last mode of transport by which the cargo was transported to the port of clearance in Canada and is derived from the cargo control documents of customs. This may not be the mode of transport by which the cargo arrived at the Canadian port of entry in the case of inland clearance. Import trade values may not reflect actual trade activity at certain ports due to the importer's options of clearing goods at destination customs offices, rather than at the port of entry.

C. Vehicle Traffic Data

Northbound: Transport Canada, data adapted from Statistics Canada.

Southbound: U.S. traffic volumes from Customs and Border Protection's Operations Management Report (OMR) Data Warehouse.

D. Border Crossing Infrastructure and Project Information

- Canada Border Services Agency
- U.S. Customs and Border Protection
- Transport Canada
- U.S. Department of Transportation
- International bridge and tunnel authorities
- Provinces of New Brunswick, Québec, Ontario, Manitoba, Saskatchewan, Alberta, and British Columbia and the Yukon Territory
- States of New York, Michigan, North Dakota, Maine, Vermont, Minnesota, Montana, Idaho, Washington and Alaska.
- Dollar amounts are not converted in the project descriptions - USD are used in the description of U.S. infrastructure projects and CAD are used in the description of Canadian infrastructure projects, unless otherwise noted.
- FAST/NEXUS information in the major POE profiles refers to presence of 1 or more FAST/NEXUS lanes. This includes both permanently dedicated lanes and variable lanes (e.g. NEXUS lane operating during peak hours only).

E. Data Tables

Commercial Trade Data

Value of 2-Way Trade: Top 25 POEs in 2013

Rank	POE	U.S. Exports* (\$ M)	Canada Exports* (\$ M)	Total* (\$ M)
1	Detroit - Windsor (Ambassador Bridge)	\$73,381	\$49,029	\$122,411
2	Buffalo - Fort Erie (Peace Bridge)	\$22,656	\$30,086	\$52,743
3	Port Huron - Sarnia (Blue Water Bridge)	\$30,992	\$21,607	\$52,599
4	Champlain - Saint Bernard-de-Lacolle (Route 15)	\$9,279	\$12,770	\$22,049
5	Blaine - Surrey (Pacific Highway)	\$13,175	\$6,450	\$19,625
6	Pembina - Emerson	\$12,969	\$6,322	\$19,291
7	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	\$6,843	\$8,263	\$15,106
8	Sweetgrass - Coutts	\$9,079	\$5,661	\$14,740
9	Portal - North Portal	\$9,173	\$2,939	\$12,112
10	Lewiston - Queenston (Lewiston-Queenston Bridge)	\$11,655	\$329	\$11,984
11	Highgate Springs - St Armand (Philipsburg)	\$2,434	\$3,626	\$6,060
12	Houlton - Woodstock	\$1,364	\$2,415	\$3,779
13	Sumas - Abbotsford (Huntingdon)	\$1,791	\$1,654	\$3,445
14	Eastport - Kingsgate	\$2,402	\$834	\$3,236
15	Calais - St. Stephen (3rd Bridge)	\$1,257	\$1,780	\$3,037
16	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	\$1,429	\$959	\$2,389
17	Derby Line - Stanstead (Route 55)	\$544	\$1,687	\$2,231
18	Ogdensburg - Prescott	\$387	\$1,186	\$1,573
19	Dunseith - Boissevain	\$354	\$479	\$833
20	Orville - Osoyoos	\$500	\$319	\$819
21	Raymond - Regway	\$431	\$356	\$788
22	Massena - Cornwall (Seaway International Bridge)	\$177	\$580	\$756
23	Jackman - Armstrong	\$241	\$313	\$553
24	Detroit - Windsor (Detroit-Windsor Tunnel)	\$253	\$159	\$412
25	South Junction - Roseau	\$250	\$127	\$376

*Transport Canada, 2013 two-way trade data adapted from Statistics Canada (\$CDN).

Commercial Trade Data
Value of 2-Way Trade: Top 25 POEs in 2014

Rank	POE	U.S. Exports* (\$ M)	Canada Exports (\$ M)	Total (\$ M)
1	Detroit - Windsor (Ambassador Bridge)	\$77,694	\$55,192	\$132,886
2	Buffalo - Fort Erie (Peace Bridge)	\$26,594	\$34,394	\$60,988
3	Port Huron - Sarnia (Blue Water Bridge)	\$33,969	\$25,566	\$59,535
4	Champlain - Saint Bernard-de-Lacolle (Route 15)	\$9,800	\$14,017	\$23,817
5	Blaine - Surrey (Pacific Highway)	\$14,093	\$7,496	\$21,589
6	Pembina - Emerson	\$13,409	\$7,104	\$20,513
7	Sweetgrass - Coutts	\$9,914	\$6,816	\$16,729
8	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	\$7,018	\$8,855	\$15,873
9	Portal - North Portal	\$9,920	\$3,411	\$13,331
10	Lewiston - Queenston (Lewiston-Queenston Bridge)	\$12,642	\$360	\$13,002
11	Highgate Springs - St Armand (Philipsburg)	\$2,237	\$3,766	\$6,002
12	Sumas - Abbotsford (Huntingdon)	\$2,075	\$1,906	\$3,982
13	Houlton - Woodstock	\$1,416	\$2,485	\$3,901
14	Eastport - Kingsgate	\$2,541	\$1,354	\$3,894
15	Calais - St. Stephen (3rd Bridge)	\$1,345	\$1,942	\$3,287
16	Derby Line - Stanstead (Route 55)	\$631	\$1,968	\$2,599
17	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	\$1,209	\$1,058	\$2,267
18	Ogdensburg - Prescott	\$469	\$1,266	\$1,735
19	Dunseith - Boissevain	\$402	\$666	\$1,068
20	Orville - Osoyoos	\$559	\$428	\$986
21	Raymond - Regway	\$472	\$454	\$926
22	Massena - Cornwall (Seaway International Bridge)	\$199	\$546	\$745
23	Jackman - Armstrong	\$251	\$360	\$611
24	Detroit - Windsor (Detroit-Windsor Tunnel)	\$256	\$201	\$457
25	South Junction - Roseau	\$288	\$126	\$414

*Transport Canada, 2014 two-way trade data adapted from Statistics Canada (\$CDN).

Vehicle Traffic Data

Total 2-Way Traffic Volume: Top 15 Non-Commercial Traffic 2013 (ranked by total traffic)

Total 2-Way	POE	Non-Commercial	Commercial	Total 2-Way Traffic Canada-U.S.
1	Detroit - Windsor (Ambassador Bridge)	4,494,812	2,790,873	7,285,685
2	Blaine (Peace Arch) - Surrey (Douglas)	5,880,097	N/A	5,880,097
3	Buffalo - Fort Erie (Peace Bridge)	4,656,976	1,220,754	5,877,730
4	Port Huron - Sarnia (Blue Water Bridge)	3,955,212	1,527,885	5,483,097
5	Blaine - Surrey (Pacific Highway)	3,958,915	731,909	4,690,824
6	Detroit - Windsor (Detroit-Windsor Tunnel)	3,797,889	59,926	3,857,815
7	Lewiston - Queenston (Lewiston-Queenston Bridge)	2,904,350	660,100	3,564,450
8	Niagara Falls - Niagara Falls (Rainbow Bridge)	3,449,818	N/A	3,449,818
9	Sumas - Abbotsford (Huntingdon)	2,355,413	216,301	2,571,714
10	Champlain - Saint Bernard-de-Lacolle (Route 15)	1,986,189	546,334	2,532,523
11	Point Roberts - Delta (Boundary Bay)	2,362,640	24,047	2,386,687
12	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	1,932,664	92,528	2,025,192
13	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	1,533,379	353,293	1,886,672
14	Massena - Cornwall (Seaway International Bridge)	1,767,504	42,054	1,809,558
15	Lynden - Aldergrove	1,555,124	65,062	1,620,186

Northbound: Transport Canada, 2013 data adapted from Statistics Canada.

Southbound: Custom and Border Protection's Operations Management Report (OMR) Data Warehouse.

Vehicle Traffic Data

Total 2-Way Traffic Volume: Top 15 Non-Commercial Traffic 2014 (ranked by total traffic)

Rank	POE	Non-Commercial	Commercial	Total 2-Way Traffic Canada-U.S.
1	Detroit - Windsor (Ambassador Bridge)	4,317,323	2,741,922	7,059,245
2	Blaine (Peace Arch) - Surrey (Douglas)	5,910,353	N/A	5,910,353
3	Buffalo - Fort Erie (Peace Bridge)	4,373,362	1,234,160	5,607,522
4	Port Huron - Sarnia (Blue Water Bridge)	3,876,405	1,572,806	5,449,211
5	Blaine - Surrey (Pacific Highway)	3,768,035	758,828	4,526,863
6	Detroit - Windsor (Detroit-Windsor Tunnel)	3,791,040	55,382	3,846,422
7	Lewiston - Queenston (Lewiston-Queenston Bridge)	2,744,874	700,235	3,445,109
8	Niagara Falls - Niagara Falls (Rainbow Bridge)	3,154,967	N/A	3,154,967
9	Champlain - Saint Bernard-de-Lacolle (Route 15)	1,972,187	540,433	2,512,620
10	Sumas - Abbotsford (Huntingdon)	2,267,543	234,468	2,502,011
11	Point Roberts - Delta (Boundary Bay)	2,356,256	24,608	2,380,864
12	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	1,828,782	92,557	1,921,339
13	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	1,491,797	355,637	1,847,434
14	Massena - Cornwall (Seaway International Bridge)	1,777,441	38,845	1,816,286
15	Lynden - Aldergrove	1,453,967	53,203	1,507,170

Northbound: Transport Canada, 2014 data adapted from Statistics Canada.

Southbound: Custom and Border Protection's Operations Management Report (OMR) Data Warehouse.

Total 2-Way Canada-U.S. Trade and Traffic in 2013: 25 Major Ports of Entry*

Rank	POE	Total 2-Way Trade 2013 (CAN \$M)	Total 2-Way Non-Commercial Traffic	Total 2-Way Commercial Traffic
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1-20 Ranked by Trade

1	Detroit - Windsor (Ambassador Bridge)	\$122,411	4,494,812	2,790,873
2	Buffalo - Fort Erie (Peace Bridge)	\$52,743	4,656,976	1,220,754
3	Port Huron - Sarnia (Blue Water Bridge)	\$52,599	3,955,212	1,527,885
4	Champlain - Saint Bernard-de-Lacolle (Route15)	\$22,049	1,986,189	546,334
5	Blaine - Surrey (Pacific Highway)	\$19,625	3,958,915	731,909
6	Pembina - Emerson	\$19,291	716,995	421,337
7	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	\$15,106	1,533,379	353,293
8	Sweetgrass - Coutts	\$14,740	548,509	290,000
9	Portal - North Portal	\$12,112	194,666	218,370
10	Lewiston - Queenston (Lewiston-Queenston Bridge)	\$11,984	2,904,350	660,100
11	Highgate Springs - Phillipsburg	\$6,060	965,515	182,575
12	Houlton - Woodstock	\$3,779	668,269	132,062
13	Sumas - Abbotsford (Huntingdon)	\$3,445	2,355,413	216,301
14	Eastport - Kingsgate	\$3,236	263,685	65,995
15	Calais - St. Stephen (3rd Bridge)	\$3,037	398,707	110,980
16	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	\$2,389	1,932,664	92,528
17	Derby Line - Stanstead (Route 55)	\$2,231	1,015,376	175,254
18	Ogdensburg - Prescott	\$1,573	768,700	63,244
19	Raymond - Regway	\$788	47,354	37,957
20	Massena - Cornwall (Seaway International Bridge)	\$756	1,767,504	42,054

21-25 Ranked by Non-Commercial Traffic

21	Blaine (Peace Arch) - Surrey (Douglas)	N/A	5,880,097	N/A
22	Detroit - Windsor (Detroit-Windsor Tunnel)	\$412	3,797,889	59,926
23	Niagara Falls - Niagara Falls (Rainbow Bridge)	N/A	3,449,818	N/A
24	Point Roberts - Delta (Boundary Bay)	\$16	2,362,640	24,047
25	Lynden - Aldergrove	\$385	1,555,124	65,062

* The methodology for establishing the 25 major POEs for the BIIP involved taking the top 20 POEs by 2-way trade and combined with the top 15 POEs by 2-way, non-commercial traffic volume for the baseline year of publication of the BIIP (2011 data). While the data in the BIIP is to be updated annually, the list of which POEs are considered major POEs is to be updated every five (5) years. This should allow any changes in trade and traffic patterns to emerge and be documented in the BIIP.

Total 2-Way Canada-U.S. Trade and Traffic in 2014: 25 Major Ports of Entry*

Rank	POE	Total 2-Way Trade 2014 (CAN \$M)	Total 2-Way Non-Commercial Traffic	Total 2-Way Commercial Traffic
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1-20 Ranked by Trade

1	Detroit - Windsor (Ambassador Bridge)	\$132,886	4,317,323	2,741,922
2	Buffalo - Fort Erie (Peace Bridge)	\$60,988	4,373,362	1,234,160
3	Port Huron - Sarnia (Blue Water Bridge)	\$59,535	3,876,405	1,572,806
4	Champlain - Saint Bernard-de-Lacolle (Route15)	\$23,817	1,972,187	540,433
5	Blaine - Surrey (Pacific Highway)	\$21,589	3,768,035	758,828
6	Pembina - Emerson	\$20,513	700,947	437,533
7	Sweetgrass - Coutts	\$16,729	540,528	311,190
8	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	\$15,873	1,491,797	355,637
9	Portal - North Portal	\$13,331	197,355	220,855
10	Lewiston - Queenston (Lewiston-Queenston Bridge)	\$13,002	2,744,874	700,235
11	Highgate Springs - Phillipsburg	\$6,002	990,269	187,849
12	Sumas - Abbotsford (Huntingdon)	\$3,982	2,267,543	234,468
13	Houlton - Woodstock	\$3,901	625,606	131,286
14	Eastport - Kingsgate	\$3,894	266,758	61,227
15	Calais - St. Stephen (3rd Bridge)	\$3,287	353,854	109,110
16	Derby Line - Stanstead (Route 55)	\$2,599	995,491	181,799
17	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	\$2,267	1,828,782	92,557
18	Ogdensburg - Prescott	\$1,735	729,604	65,589
19	Raymond - Regway	\$926	48,864	33,398
20	Massena - Cornwall (Seaway International Bridge)	\$745	1,777,441	38,845

21-25 Ranked by Non-Commercial Traffic

21	Blaine (Peace Arch) - Surrey (Douglas)	N/A	5,910,353	N/A
22	Detroit - Windsor (Detroit-Windsor Tunnel)	\$457	3,791,040	55,382
23	Niagara Falls - Niagara Falls (Rainbow Bridge)	N/A	3,154,967	N/A
24	Point Roberts - Delta (Boundary Bay)	\$16	2,356,256	24,608
25	Lynden - Aldergrove	\$288	1,453,967	53,203

* The methodology for establishing the 25 major POEs for the BIIP involved taking the top 20 POEs by 2-way trade and combined with the top 15 POEs by 2-way, non-commercial traffic volume for the baseline year of publication of the BIIP (2011 data). While the data in the BIIP is to be updated annually, the list of which POEs are considered major POEs is to be updated every five (5) years. This should allow any changes in trade and traffic patterns to emerge and be documented in the BIIP.

ANNEX F – ACRONYMS

BIIP	Border Infrastructure Investment Plan
CASC	Combined Area Security Center
CBP	U.S. Customs and Border Protection
CBSA	Canada Border Services Agency
CFIA	Canadian Food Inspection Agency
DHS	Department of Homeland Security
DOT	Department of Transportation
FAST	Free and Secure Trade
FBCL	Federal Bridge Corporation Limited
GP	General Purpose
GSA	General Services Administration
MDOT	Michigan Department of Transportation
NII	Non-Intrusive Inspection
NFBC	Niagara Falls Bridge Commission
PBA	Buffalo and Fort Erie Public Bridge Authority
PIL	Primary Inspection Lane
POE	Port of Entry
POV	Private Occupancy Vehicle
RFID	Radio Frequency Identification Device
SPWG	Small Ports Working Group
TC	Transport Canada
USDOT	United States Department of Transportation
VACIS	Vehicle and Cargo Inspection System