

U.S.–Canada Border Planning

Facilitating Transportation Across The Northern Border



U.S.–Canada Border Transportation Planning

Border transportation planning involves the development of goals, objectives, and strategies for moving people and goods across the U.S.–Canada border. FHWA leads multiple binational stakeholders to collaboratively create safe and effective cross-border transportation.

FHWA also facilitates the development and maintenance of the surface transportation system along the U.S.–Canada border to address existing and anticipated demand for cross border travel and trade while working with federal, state, regional, and local agencies, international partners at Transport Canada, the private sector, and various stakeholders. The trade relationship between the U.S. and Canada is the largest in the world. In 2016, over **378,000 trucks**, **661,000 personal vehicles**, and **1.2 million vehicle passengers** crossed through the **119 Land Ports of Entry** (LPOEs) along the U.S.'s **5,525 miles of shared border** with Canada.^{1,2}



Rainbow International Bridge, Niagara Falls. Image credit: Wikimedia / Verne Equinox

Focus on the Northern Border

Along the Northern Border, planning efforts include:

Coordination



In February 2016, U.S. DOT Secretary Anthony Foxx and Transport Canada Minister of Transport Marc Garneau signed an updated **Memorandum of**

Cooperation to strengthen binational transportation planning and cooperation between the U.S. and Canada.

Policy, Plans, and Programs



The third edition of the **Border Infrastructure Investment Plan (BIIP)** exemplifies FHWA's support for binational planning. BIIP 3.0 includes information

about planned infrastructure projects and improvements at LPOEs.

Projects



FHWA is providing technical assistance and coordination to support the replacement of the aging **Baudette–Rainy River International Bridge** between

Minnesota and Ontario.

Research



Recent FHWA-sponsored research in Washington state includes a **Cross-Border Freight Operations Study** and a **Border Radio Frequency Identification (RFID) Pilot Project** to help reduce border wait

times using modern technology.

FHWA Coordination Spotlight: Transportation Border Working Group

In 2001, FHWA and Transport Canada created the U.S.–Canada Transportation Border Working Group (TBWG) to enhance binational cooperation on transportation planning and to facilitate the safe, efficient, and economical movement of people and goods across the border. Biannual TBWG plenaries provide a forum for interagency collaboration on transportation planning, policy implementation, and technology deployment. The 2018-2020 TBWG Action plan describes the planned projects and focus areas for TBWG.

FHWA Coordination Spotlight: Border Master Plan Peer Exchange

In 2016, TBWG co-sponsored a Regional Border Master Planning workshop in Bellingham, Washington. More than 40 stakeholders who were interested in advancing border infrastructure improvements participated from federal, state, provincial, and private sector agencies. The event enhanced opportunities to advance regional border transportation planning efforts in Washington.

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To learn more, visit: www.fhwa.dot.gov/planning/border_planning

U.S.–Canada Border Transportation: Facts and Figures



Image credit: 123rf.com (mg7)

Did You Know?

- The U.S.–Canada border is approximately **5,525 miles long** and is **the longest international border in the world**.
- There are **119 active land border crossings** and **31 rail crossings** along the Northern Border, which spans 11 U.S. states and eight Canadian provinces.
- In 2016, the busiest U.S.–Canada LPOEs¹ (as measured by number of personal vehicles entering the U.S.) were:

- 1) Buffalo, NY–Niagara Falls, ON: **4.8 million**
- 2) Detroit, MI–Windsor, ON: **4 million**
- 3) Blaine, WA–Surrey, BC: **3.9 million**

- Approximately **38 million vehicles** crossed from Canada into the U.S. in 2016,¹ including:



27.3 million personal vehicles
carrying 49.8 million people



5.9 million trucks
carrying 66 million tons of goods



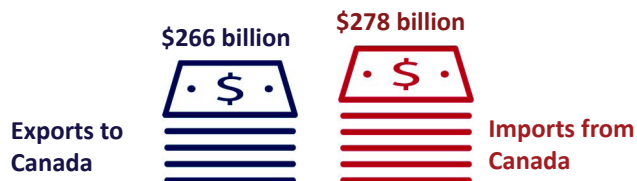
88,000 buses
carrying 287,000 people



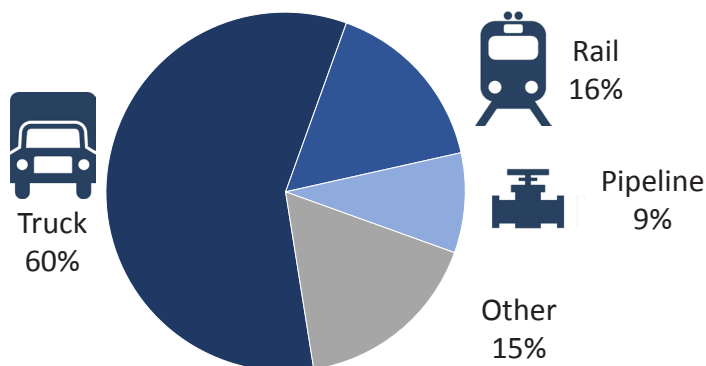
446,000 pedestrians
through land ports of entry

Importance of U.S. – Canada Border Transportation to the U.S. Economy

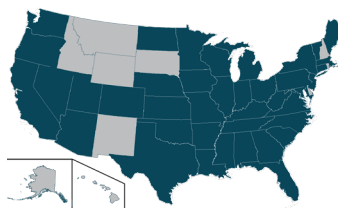
- Canada is the U.S.'s largest export market and second-largest import market.² In 2016, trade with Canada totaled **\$544 billion**.¹



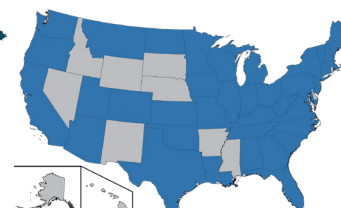
- By value, 85 percent of trade with Canada in 2016 moved across the border by surface transportation modes: trucks, rail, or pipelines.¹



- Trade with Canada is not limited to the Northern Border States: In 2016, 40 states exported more than \$1 billion in goods to Canada, and 38 states imported more than \$1 billion in goods from Canada.¹



Exported more than \$1 billion to Canada
All but AK, DE, HI, ID MT, NH, NM, RI, SD, WY



Imported more than \$1 billion from Canada
All but AK, AR, DE, ID, HI, MS, NE, NM, NV, RI, SD, WY

Citations

1. Bureau of Transportation Statistics

2. U.S. Census Bureau



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