

Alaska Border Planning

Facilitating Transportation Across The Northern Border



Alaska 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, the private sector, and various stakeholders. In 2016, over **12,000 trucks**, **122,000 personal vehicles**, and **261,000 vehicle passengers** crossed through the **five Land Ports of Entry (LPOEs)** along Alaska's **1,538 miles of shared border** with the Yukon Territory and province of British Columbia, Canada.^{1,2}



Port Alcan's Historic Milepost 1221. Source: www.travelandleisure.com; Accent Alaska/Alamy

Focus on the Alaska Border

Along the Alaska border, planning efforts include:

Coordination



In 2001, FHWA and its counterparts in Canada created the U.S.–Canada Transportation Border Working Group (TBWG). The FHWA Alaska Division and the **Alaska Department of Transportation & Public Facilities (ADOT & PF)** coordinate and participate in many of TBWG's border-related events, studies, and workshops.

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, including Poker Creek, AK–Little Gold Creek, YK; Alcan, AK–Beaver Creek, YK; Dalton Cache, AK–Pleasant Camp, YK; Skagway, AK–Fraser, YK; and no U.S. Port–Stewart, YK.³

Projects



Recent infrastructure improvements near Alaska's border includes deployment of **Intelligent Transportation Systems** within 100 miles of the Canada border along the

corridors approaching the Haines, Klondike, Taylor, Top of the World, and Alaska Highway border crossings. Enhancements include dynamic message boards, temperature data probes, weather cameras and sensors, weigh-in-motion, and traffic counters. Communications have been updated to support ITS applications that integrate with road weather information systems and the traffic monitoring for highways.

FHWA Project Spotlight:

William Henry Moore Bridge Replacement

The Captain William Moore Bridge is a critical link between Skagway, British Columbia, and the Yukon's vital highway network. Built in 1976, the bridge was designed to accommodate seismic activity from a fault line that runs through the gorge. The bridge, however, is nearing the end of its usable life, especially as the volume of heavy trucks increases. In 2016, ADOT & PF received approximately \$5 million in Federal funding to construct its replacement. Work began in 2017.

FHWA Project Spotlight:

AK's Road Weather Information System

The Alaska Road Weather Information System is a collection of environmental sensor stations located along Alaska's major roadways, with each sensor collecting data on pavement conditions, atmospheric conditions, and subsoil temperatures. ADOT & PF, in partnership with statewide and Canadian agencies, developed a web application that provides travelers with real-time, quality-checked weather observations for the Alaska-Canadian (ALCAN) Highway and connecting routes. This project served as one of three regional demonstrations for Phase 1 of the FHWA's Clarus Initiative.

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

Alaska Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, AK



Credit: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, version 3.4, Office of Freight Management and Operations.

Did You Know?

- Frequent harsh weather means **U.S. inspections for the Skagway–Fraser LPOE take place 7.9 miles away from the actual border**. This is the farthest from the border of any U.S. land border crossing.
- Border inspections at Beaver Creek are conducted **17.8 miles from the actual border**, the farthest from the border of any Canadian land border crossing.
- Beaver Creek, the Canadian crossing adjacent to the US crossing of Alcan, is the **westernmost community** in Canada.
- Despite their relative proximity, the U.S. and Canadian ports of entry are always an hour apart. The Alaskan ports sit in the **Alaskan time zone**, while the Canadian ports sit in the **Pacific time zone**.

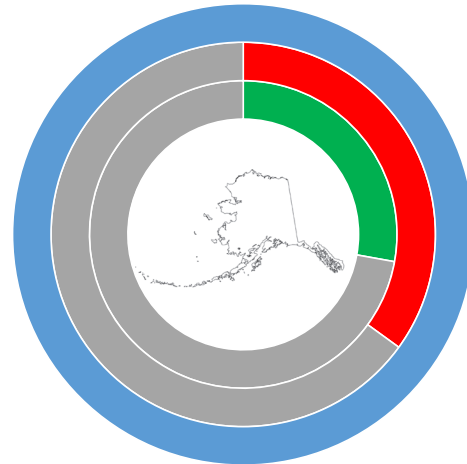
Poker Creek–Little Gold Creek LPOE

- Poker Creek–Little Gold Creek LPOE is the **northernmost** and **westernmost international border crossing** in North America, as well as the one at the **highest elevation** (4,127 feet).
- Poker Creek–Little Gold Creek shares the same latitude coordinate as **Reykjavik, Iceland** (64.08°).

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

- **Two-thirds of Alaskan exports** to Canada are minerals and ores, which accounted for **\$322.7 million** in 2016. Petroleum and coal products (**\$69.7 million**) and fish (**\$58.4 million**) are second and third at 14.4 and 12 percent, respectively.⁴
- The value of Alaskan products exported to Canada by truck increased **18 percent** from 2015 (\$65.5 million) to 2016 (\$84.4 million).⁴
- In 2016, U.S. Customs agents processed the **highest number of personal vehicles** (122,000) and **personal vehicle passengers** (261,000) since 1998 and 2000, respectively.¹

The Alaska–Canada Border²



The U.S.–Canada border spans **5,525 miles** across 13 noncontiguous states, from the North Slope Borough of Alaska to the Gulf of Maine.

The U.S.–Mexico border is **1,933 miles** across four states. This distance is roughly **35 percent** of the distance that comprises the northern border.

The border shared by Alaska, the Yukon Territory, and the province of British Columbia is **1,538 miles** long. This means the Alaskan border comprises more than **28 percent** of the total shared border between the U.S. and Canada.

Citations

1. Bureau of Transportation Statistics
2. International Boundary Commission

3. BIP, 3.0
4. International Trade Administration



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