

Minnesota Border Planning

Facilitating Transportation Across The Northern Border



Minnesota 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 **58,000 trucks**, **1.1 million personal vehicles**, and **1.7 million vehicle passengers** crossed through the **seven Land Ports of Entry (LPOEs)** along Minnesota's **547 miles of shared border** with the provinces of Ontario and Manitoba, Canada.^{1,2}



The Baudette-Rainy River Bridge. Source: Minnesota Department of Transportation.

Focus on the Minnesota Border

Along the Minnesota border, planning efforts include:

Coordination



In 2001, FHWA and its counterparts in Canada created the Canada-U.S. Transportation Border Working Group (TBWG). The FHWA Minnesota Division

and the **Minnesota Department of Transportation (MnDOT)** 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 Lancaster, MN–Tolstoi, MB, and International Falls, MN–Fort Frances, ON. The International Falls Area Gateway Corridor Improvement Project was completed in 2015 with enhanced lighting, landscaping, bike trail grading, and way-finding signs approaching the International Falls crossing.³

Projects



In 2016, MnDOT completed international corridor enhancements to U.S. Highway 59 between the Canadian border and south of Lancaster, MN. The project

resurfaced 17.4 miles/28 kilometers of pavement to ensure continued access to the **Lancaster–Tolstoi LPOE**.² It is important to the region's local residents and tourism industry to ensure continued access to the Lancaster-Tolstoi LPOE, an important crossing to the region's local residents and tourism industry.

FHWA Coordination Spotlight:

International Border Bridge Project Peer Exchange

In June 2012, FHWA facilitated a technical workshop in Oakdale, MN, that offered an overview of the international border project development process. FHWA worked closely with MnDOT to coordinate the workshop, which featured relevant case studies, as well as border project management insights from General Services Administration (GSA) staff. Representatives from Michigan, New York, and Vermont also participated in the event. In 2013, FHWA held a follow-up stakeholder meeting in Duluth, MN.

FHWA Project Spotlight:

Baudette, MN–Rainy River, ON International Bridge Replacement

The Baudette-Rainy River Bridge provides critical access to and from Minnesota and Ontario. Deterioration of the bridge means it cannot support most overweight traffic, and high or wide loads are impacted by the vertical and overhead truss members. MnDOT, with the support of FHWA, will develop a new structure located on an alignment to the south of the existing bridge. The project will include reconstruction of both international approaches and is expected to begin in 2018.

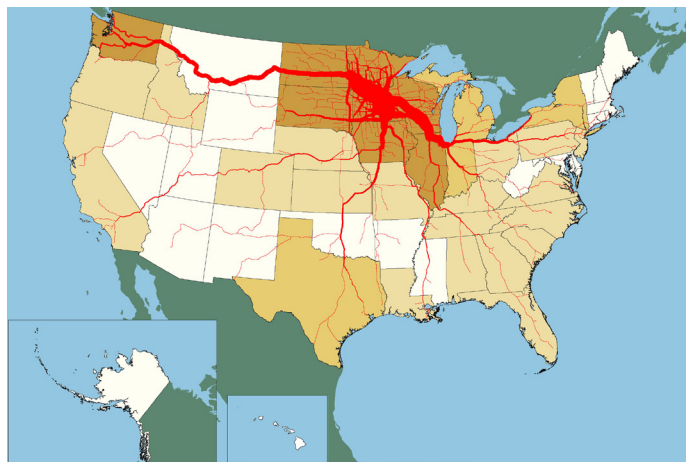
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To learn more, visit: www.fhwa.dot.gov/planning/border_planning

Minnesota Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, MN



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

Did You Know?

- Minnesota shares the **fourth-longest border with Canada** at 547 miles. It trails only Alaska (1,538), Michigan (721), and Maine (611).²
- Of its 547 miles of international border, Minnesota shares approximately **427 miles with Ontario** and **120 miles with Manitoba**.
- Increased shale oil drilling in the Bakken Region of North Dakota, the Alberta tar sands, and other locations have **increased crude oil movement** through Minnesota and Canada via trucks and trains.⁴
- More than **150 firms** and **13,000 employees** are associated with the trucking industry in Minnesota, accounting for **\$2.5 billion in economic activity** on top of the value of their goods.⁴
- Cereal grains account for roughly **a quarter of all freight movement** within Minnesota. Ten percent of Minnesota's exports to Canada in 2016 were food manufactures.⁴

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

- In 2013, **40 percent of Minnesota's Gross State Product** relied on freight-related industries.⁴
- Canada is Minnesota's primary international trade partner. Minnesota **exported \$19 billion** in goods during 2016, more than 20 percent (\$4.1 billion) traveling across the border to Canada.⁵



Freight Movement by Rail in Minnesota¹

- Freight movement by rail is a critical economic driver in Minnesota, and rail growth has been a focus of the TBWG. In 2016, the ports of **Baudette, MN–Rainy River, ON**; **International Falls, MN–Fort Frances, ON**; and **Warroad, MN–Sprague, MB** were three of the top four ports for trains processed.
 - **Baudette (MN):** 3,751
 - Laredo (TX): 3,739
 - **International Falls (MN):** 3,704
 - **Warroad (MN):** 3,528
 - Eagle Pass (TX): 3,062
- International Falls processed **546,000 loaded rail containers** in 2016, more than 25 percent of the 2 million loaded rail containers inspected in the U.S.

Minnesota's Top 5 Exports, 2016⁵



Citations

1. Bureau of Transportation Statistics
2. International Boundary Commission
3. BIIP, 3.0

4. Minnesota Statewide Freight System Plan, 2016
5. International Trade Administration



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