

Maine Border Planning

Facilitating Transportation Across The Northern Border



Maine 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 **299,000 trucks**, **2.2 million personal vehicles**, and **3.4 million vehicle passengers** crossed through the **25 Land Ports of Entry (LPOEs)** along Maine's **611 miles of shared border** with the provinces of Quebec and New Brunswick, Canada.^{1,2}



The Madawaska-Edmundston Bridge. Photo credit: fixitnowmaine.org

Focus on the Maine Border

Along the Maine 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 Maine Division and

the Maine Department of Transportation (MaineDOT) coordinate and participate in many of TBWG's border-related events, studies, and workshops. Maine is also a member of the **Eastern Border Transportation Coalition (EBTC)**, which provides a forum for Maine to coordinate and support improvements to the U.S.–Canada border transportation system.

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 Houlton, ME–Woodstock, NB and Calais, ME–St. Stephen, NB.

Projects



The International Avenue Bridge at Calais–St. Stephen was used as a case study for the **International Border Bridge Project Peer Exchange** in 2012. The new bridge opened in 2010 to relieve the heavy

traffic and extensive delays that existed at the nearby Milltown and Ferry Point border crossings. FHWA helped to organize the workshop to benefit Northern Border states.

FHWA Coordination Spotlight:

TBWG Spring Plenary: Portland, ME

In 2015, TBWG hosted its spring plenary in Portland, bringing together transportation and border agencies to coordinate on a variety of border transportation issues. The plenary featured updates from the border infrastructure, technology, trade and traffic data, and policy committees. Participants focused on research and implementation of border wait time and other intelligent transportation systems.

FHWA Project Spotlight:

Madawaska, ME–Edmundston, NB Critical Bridge Improvements

Built in 1921, the bridge connecting Madawaska, Maine to Edmundston, New Brunswick is reaching the end of its useful life. In 2017, federal, state, and local partners began meeting to examine solutions for this important international bridge. MaineDOT will look to TBWG and its members, including the EBTC and the Border Policy Research Institute, to ensure that contemporary best practices and lessons learned regarding U.S.–Canada international bridges are applied.

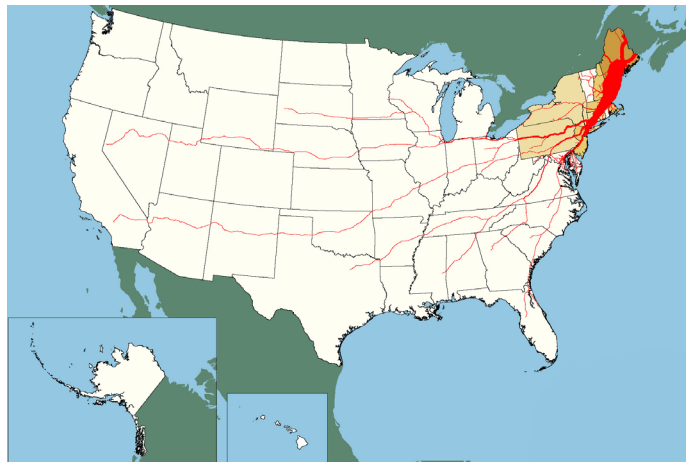
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To learn more, visit: www.fhwa.dot.gov/planning/border_planning

Maine Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, Maine



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

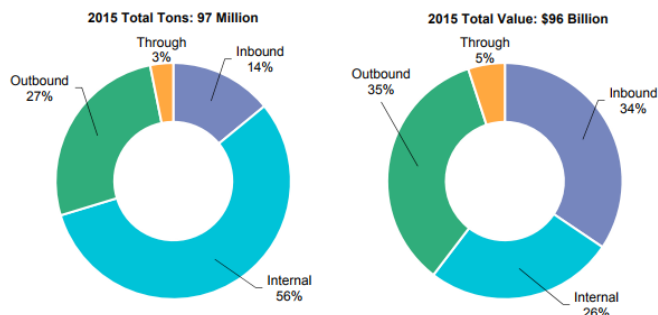
Did You Know?

- Maine shares the **third-longest border with Canada** at 611 miles, trailing only Alaska (1,538), Michigan (721). However, due to the fact that Michigan's entire 721-mile border with Canada is water, Maine has the **second-longest land border** with Canada.²
- Maine has the **second-most LPOEs** of any border state with 25. Only Texas (29) has more.
- Canada is Maine's primary international trade partner. **Maine exported \$2.8 billion in goods in 2016**, with \$1.37 billion in product crossing the border into Canada.³
- Maine's greatest export in 2016 was fish and other marine products, accounting for **\$366 million—or 27 percent—**of the state's exports to Canada.³
- The Houlton, ME–Woodstock, NB LPOE is the busiest in Maine. In 2016, it processed **\$3.5 billion in trade: \$1.1 billion in exports and \$2.4 billion in imports.**¹

Importance of Maine – Canada Border Transportation to the U.S. Economy⁴

Maine's border entries serve a vital role in the state's economy, as well as the economy for the entire East Coast. The 2017 Maine Integrated Freight Strategy noted that Canada accounts for **84 percent** of Maine's international freight trade by weight (13 million tons) and **80 percent** by value (\$17 billion).⁴

Direction of Flows by Weight and Value in Maine, 2015



Source: FHWA Freight Analysis Framework Version 4.3; Consultant analysis.

Much of the shipments that passed through Maine were destined for other regions on the eastern seaboard. In 2015:

- New Hampshire accounted for **26 percent** of Maine's inbound freight tonnage, followed by Massachusetts (15 percent) and New York (10 percent).
- The Northeast accounted for **82 percent** of Maine's inbound freight by weight and nearly **60 percent** by value.
- California, Georgia, North Carolina, Ohio, South Carolina, and Texas each accounted for **over 185,000 tons** of inbound freight.

Maine's top commodity by weight in 2016 was logs, accounting for **12 percent** of total tonnage.

Maine's Top 5 Exports, 2016³



Citations

1. Bureau of Transportation Statistics
2. International Boundary Commission

3. International Trade Administration
4. Maine Integrated Freight Strategy, 2017



February 2018

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