

**BORDER INFRASTRUCTURE INVESTMENT  
PLAN CANADA – UNITED STATES  
DECEMBER 2014**



Transport  
Canada

Transports  
Canada





## TABLE OF CONTENTS

INTRODUCTION .....	1
MAJOR BORDER CROSSINGS .....	5
Point Roberts, WA - Delta, BC (Boundary Bay) .....	6
Blaine, WA (Peace Arch) - Surrey (Douglas), BC .....	9
Blaine, WA - Surrey, BC (Pacific Highway) .....	12
Lynden, WA - Aldergrove, BC .....	15
Sumas, WA - Abbotsford, BC (Huntingdon) .....	18
Eastport, ID - Kingsgate, BC .....	21
Sweetgrass, MT - Coutts, AB (joint facility) .....	24
Raymond, MT - Regway, SK .....	27
Portal, ND - North Portal, SK .....	30
Pembina, ND - Emerson, MB .....	33
Sault Ste. Marie, MI - Sault Ste. Marie Bridge, ON (International Bridge) .....	38
Port Huron, MI - Sarnia, ON (Blue Water Bridge) .....	42
Detroit, MI - Windsor, ON (Detroit-Windsor Tunnel) .....	46
Detroit, MI - Windsor, ON (Ambassador Bridge) .....	49
Buffalo, NY - Fort Erie, ON (Peace Bridge) .....	52
Niagara Falls, NY - Niagara Falls ON (Rainbow Bridge) .....	56
Lewiston, NY - Queenston, ON (Lewiston-Queenston Bridge) .....	59
Alexandria Bay, NY - Lansdowne, ON (Thousand Islands Bridge) .....	63
Ogdensburg, NY - Prescott, ON .....	66
Massena, NY - Cornwall, ON (Seaway International Bridge) .....	69
Champlain, NY - Saint Bernard-de-Lacolle, QC (Route 15) .....	73
Highgate Springs, VT - St-Armand, QC .....	77
Derby Line, VT - Stanstead, QC (Route 55) .....	81
Houlton, ME - Woodstock, NB .....	84
Calais, ME - St. Stephen, NB (3rd Bridge) .....	87
NEW INTERNATIONAL TRADE CROSSING/DETROIT RIVER INTERNATIONAL CROSSING ..	90
MEDIUM-SIZED BORDER CROSSINGS .....	91
SMALL AND REMOTE BORDER CROSSINGS .....	110
NEXT STEPS .....	111
ANNEX A – SMALL AND REMOTE PORTS OF ENTRY .....	113
Canada – United States Small and Remote Ports of Entry Initiative Report on Progress .....	113

Updated List of Small and Remote Ports of Entry.....	116
ANNEX B – LIST OF BORDER CROSSINGS .....	118
ANNEX C – EXCERPT OF BEYOND THE BORDER ACTION PLAN .....	122
Beyond the Border: A Shared Vision for Perimeter Security and Economic Competiveness.....	122
Invest in Improving Shared Border Infrastructure and Technology .....	123
ANNEX D – WEBSITES AND CONTACTS .....	125
ANNEX E – DATA TABLES & SOURCES.....	126
ANNEX F – ACRONYMS.....	130

## **INTRODUCTION**

Our 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, Canadian Prime Minister Stephen Harper and U.S. President Barack Obama 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 numerous binational initiatives to implement the Vision set out by the Leaders and 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.

These investments depend on appropriation of funds approved by the Canadian Parliament and the U.S. Congress. Nothing in the Action Plan or this report 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. CBP investments are to be delivered in partnership with the General Services Administration (GSA), which functions as CBP's ports of entry Service Provider.

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)

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 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.

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 May and June 2013, Canada announced funding of up to \$127 million 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, at a value of approximately \$151 million. The following investments 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 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 Blue Water Bridge Canada for additional stacked/staggered booths and other improvements on the plaza.

The combined investment at U.S. Initial Priority locations since December 2011 totals approximately \$151 million.

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.

For each of these border crossings, a binational profile showed existing infrastructure, major Federal/Provincial/State/border operator projects in the previous five years, opportunities for infrastructure improvements, and planned or proposed projects over the coming five years.

Consultations with Federal, State, Provincial and local stakeholders were conducted through meetings of the Canada – U.S. Transportation Border Working Group (TBWG), and separate follow-on discussions to solicit and validate information were undertaken to inform BIIP 1.0.

BIIP 1.0 included an annex on a binational approach for preparing plans for 62 small and remote border crossings. The U.S. – Canada Small and Remote Port Working Group, made up of representatives of CBP and CBSA, prepared this annex.

### **Border Infrastructure Investment Plan 2.0**

This second edition of the BIIP (BIIP 2.0) is significantly expanded to cover all road border crossings between Canada and the U.S. This edition features detailed profiles on 25 major ports of entry as determined by combining the top 20 crossings by two-way trade and the top 15 crossings based on two-way, non-commercial traffic volume. The composition of this list will be updated every five years based on the most recent statistics available at that time. Each binational profile shows existing infrastructure, major projects in the previous five years, opportunities for infrastructure improvements and approved/funded projects over the coming five years.

BIIP 2.0 includes information on intelligent transportation systems (ITS) projects that impact processing capacity for major crossings. Examples include border wait-time measurement technology, traffic management centers, and advance traveler information systems (ATIS). New funding appropriations confirmed since BIIP 1.0 was prepared are noted.

The significant progress that has been made to establish a new major border crossing at Detroit-Windsor – the New International Trade Crossing (NITC), as it is known in the U.S., or the Detroit River International Crossing (DRIC), as it is known in Canada – is described in BIIP 2.0.

A new section in BIIP 2.0 briefly describes previous and approved/funded Federal and Provincial/State projects at 34 medium-sized border crossings, as well as approved/funded Federal projects at 60<sup>1</sup> small/remote border crossings.

Finally, Annex A on the Small and Remote Ports Joint Action Plan has been updated. This Annex provides an update on progress on the deliverables under the Small and Remote Ports of Entry Initiative.

TC, USDOT, CBSA and CBP prepared the first and second editions of the BIIP. Opportunities for infrastructure improvements identified in the BIIP are indicative only and may not translate into projects in the future. The U.S. and Canada will continue to seek the resources to implement many of the specific 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 2.0, it is a document of the two Federal Governments, intended to enhance our binational capacity to better identify and coordinate border infrastructure investments.

The BIIP, along with several other initiatives under the 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 wait times;
- Increased reliability of just-in-time shipments;
- 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.

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<sup>1</sup> Note that 62 Ports of Entry (POE) were originally identified as part of the small and remote initiative. However, the U.S. POE Whitetail, MT, was closed in January 2013. The opposite Canadian POE, Big Beaver, SK, was closed in April 2011. The U.S. POE Jamieson's Line, NY, closed August 21, 2014. The opposite Canadian POE, Jamieson's Line, QC, was also closed in April 2011.



# **MAJOR BORDER CROSSINGS**

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

### I. Crossing Overview

#### Port-Specific Information:

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

#### Traffic and Trade:

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$2		\$15	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	17,560	1,085,045	7,496	1,129,902

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	3
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Spaces</b>	2
<b>Dedicated NEXUS Lanes</b>	Yes
<b>Dedicated FAST Lanes</b>	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 (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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	0
<b>Primary Non-Commercial Lanes</b>	3
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Spaces</b>	12
<b>NEXUS</b>	Yes
<b>FAST</b>	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 (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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

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

### I. Crossing Overview

#### Port-Specific Information:

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

#### Trade and Traffic:

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	Not a commercial POE		Not a commercial POE	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	N/A	2,605,365	N/A	2,671,127

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	0
<b>Primary Non-Commercial Lanes</b>	10
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Spaces</b>	60; plus 1 enclosed inspection garage
<b>NEXUS</b>	Yes
<b>FAST</b>	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. No significant infrastructure improvements 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• NEXUS Enrollment Center is being relocated from the port location to a nearby stand-alone facility.	Summer 2014	None

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	N/A - POE does not process commercial traffic
<b>Primary Non-Commercial Lanes</b>	10
<b>Secondary Commercial Docks/Bays</b>	N/A
<b>Secondary Non-Commercial Spaces</b>	26
<b>NEXUS</b>	Yes
<b>FAST</b>	N/A

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

- a. In 2008, CBSA completed a major modernization, expansion and replacement of the POE facilities.

**2. Transportation**

- a. Greening the Border Signal System Southbound (2008).
- 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. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>Extensive work undertaken within last 5 years, no additional expansion planned at this time.</li></ul>		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>Highway 99 &amp; 16 Ave. interchange (16<sup>th</sup> Ave. is a border circulation route) supports border circulation between Lower Mainland POEs.</li><li>Highway 91 &amp; 72 Ave. interchange - supports border circulation between Lower Mainland POEs.</li></ul>	2015 for both.	

## Blaine, WA - Surrey, BC (Pacific Highway)

### I. Crossing Overview

#### Port-Specific Information:

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

#### Trade and Traffic:

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$6,023		\$12,683	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	348,814	1,676,970	374,337	1,971,821

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	3
<b>Primary Non-Commercial Lanes</b>	7
<b>Secondary Commercial Docks/Bays</b>	9
<b>Secondary Non-Commercial Spaces</b>	4; plus 1 enclosed inspection garage
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Phase I of truck cargo pre-inspection pilot project completed in 2013.

##### 2. Transportation

- a. No significant infrastructure improvement projects 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. Assessment of infrastructure needs ongoing.



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

**Inspection Infrastructure**

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

**Transportation Infrastructure**

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

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	3
<b>Primary Non-Commercial Lanes</b>	11
<b>Secondary Commercial Docks/Bays</b>	8
<b>Secondary Non-Commercial Spaces</b>	16
<b>NEXUS</b>	Yes
<b>FAST</b>	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. Hwy 15 FAST lane extension (2007/2008).
- b. Upgrades to Hwy 15 truck staging area / FAST queue jump lane (2011/2012).
- c. Hwy 15 4-laning (32<sup>nd</sup> Ave to Hwy 1), complete 4-laning from border to Hwy 1 (2008/2009).
- d. Hwy 10 4-laning (Hwy 15 to Hwy 91) (2008/2009).
- e. Hwy 91A Queensborough North Interchange (2008/2009).
- f. Hwy 91A Howe St. Interchange (2007/2008).

**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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Extensive work undertaken within the last 5 years, no additional expansion planned at this time.</li></ul>		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Highway 99 &amp; 16 Ave interchange (16<sup>th</sup> Avenue is a border circulation route) supports border circulation between Lower Mainland POEs.</li><li>• Highway 91 and 72 Avenue interchange supports border circulation between Lower Mainland POEs.</li></ul>	2015 for both.	

## Lynden, WA - Aldergrove, BC

### I. Crossing Overview

#### Port-Specific Information:

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

#### Trade and Traffic:

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$30		\$243	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	42,129	715,303	13,092	777,010

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	0
<b>Primary Non-Commercial Lanes</b>	3
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Spaces</b>	3
<b>NEXUS</b>	No
<b>FAST</b>	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
• Planned Infrastructure (next 5 years): State Route WA-539/Lynden-Aldergrove port of entry (POE) improvements (A53915A), \$9M.	2014	

### 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 Spaces	4
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. ATIS expansion (Highway 11, Highway 13, Highway 1, Highway 99, and Highway 91) (2012).
- b. Greening the border idle reduction (static signage) (2011).

#### C. Proposed Infrastructure Projects/Opportunities:

##### 1. Inspection

- a. The CBSA will undertake a complete redevelopment, modernization and expansion of the port facilities. The new inspection facilities will not only offer expanded capacity for the travelling public, but will also provide a commercial inspection facility and additional dedicated commercial PIL lanes.

##### 2. Transportation

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

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Redevelopment, modernization and expansion of the port inspection facilities.</li></ul>	Winter/Spring 2016	

**Transportation Infrastructure**

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

## Sumas, WA - Abbotsford, BC (Huntingdon)

### I. Crossing Overview

#### Port-Specific Information:

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

#### Trade and Traffic:

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$1,407		\$1,789	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	135,873	1,025,751	135,873	1,025,751

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	4
<b>Secondary Commercial Docks/Bays</b>	2
<b>Secondary Non-Commercial Spaces</b>	3; plus 1 enclosed inspection garage
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

#### 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, 2010, \$130K.
- b. State Route WA-9 border approach lane improvements, 2012, \$15K.

**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. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	6
<b>Secondary Commercial Docks/Bays</b>	2
<b>Secondary Non-Commercial Spaces</b>	12
<b>NEXUS</b>	Yes
<b>FAST</b>	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. Highway 1 Westbound climbing lane at Mt. Lehman, completed in 2010.
- b. Initial Highway 11 NEXUS lane construction from 0 Ave. to the railway tracks 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. Funded/Approved Infrastructure Investments (next 5 years):**

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Extensive work undertaken within the last 5 years, no additional expansion planned at this time.</li></ul>		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Abbotsford area border-related highway improvements: Vye Rd (8<sup>th</sup> Ave) rail overpass (supports border circulation between Lower Mainland POEs),</li><li>• Southbound NEXUS extension (8<sup>th</sup> AVE to existing NEXUS lane - 1.8 km (1.1 mi) extension).</li></ul>	2015 for both.	



## Eastport, ID - Kingsgate, BC

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$1,864		\$1,953	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	61,869	146,857	61,869	146,857

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics

Inspection Component	Description
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	2
<b>Secondary Commercial Docks/Bays</b>	2
<b>Secondary Non-Commercial Spaces</b>	5
<b>NEXUS</b>	No
<b>FAST</b>	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. 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
• 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	2
Secondary Non-Commercial Spaces	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 those with livestock) from the other traffic.
- b. Look at other possible operational improvements to reduce delays or store/stage queues.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>Extensive work undertaken within last 5 years, no additional expansion is planned at this time.</li></ul>		

**Transportation Infrastructure**

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

## Sweetgrass, MT - Coutts, AB (joint facility)

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$ 7,471		\$9,172	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	132,331	198,366	155,908	276,051

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics

Inspection Component	Description
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	3
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Spaces</b>	2 enclosed inspection garages
<b>NEXUS</b>	No
<b>FAST</b>	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.		

### 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 Spaces	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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

## Raymond, MT - Regway, SK

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$403		\$352	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	19,241	23,337	11,079	22,700

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	2
<b>Secondary Commercial Docks/Bays</b>	1
<b>Secondary Non-Commercial Spaces</b>	1 enclosed inspection garage
<b>NEXUS</b>	No
<b>FAST</b>	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. Expand visitor/staff parking area to facilitate vehicle maneuvering.

##### 2. Transportation

- a. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	1
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Spaces</b>	1
<b>NEXUS</b>	No
<b>FAST</b>	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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

## Portal, ND - North Portal, SK

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$2,633		\$9,302	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	107,477	93,979	125,274	92,720

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics

Inspection Component	Description
<b>Primary Commercial Lanes</b>	3
<b>Primary Non-Commercial Lanes</b>	2
<b>Secondary Commercial Docks/Bays</b>	2
<b>Secondary Non-Commercial Spaces</b>	1 enclosed inspection garage space
<b>NEXUS</b>	No
<b>FAST</b>	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 building (NII), 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 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	1
<b>Secondary Commercial Docks/Bays</b>	1 Bay
<b>Secondary Non-Commercial Spaces</b>	6
<b>NEXUS</b>	No
<b>FAST</b>	No

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

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

**2. Transportation**

- a. In 2008, sections of Highway 39 leading to the POE were upgraded. The Government of Canada has spent \$12M to rehabilitate and upgrade sections of Highway 39 leading to the North Portal border crossing.

**C. Proposed Infrastructure Projects/Opportunities:**

**1. Inspection**

- a. See Section D below.

**2. Transportation**

- a. Northbound traffic growing exponentially due to expanding oil and gas industries in Alberta and Saskatchewan. 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"> <li>• 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"> <li>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;</li> <li>b. Installation of 2 bi-level PIL booths to allow flexibility to process both commercial vehicles and travelers;</li> <li>c. Construction of a commercial examination facility capable of supporting a full off-load examination of goods seeking entry to Canada.</li> </ul> </li> </ul>	<p>The project is scheduled to be completed by 2017.</p>	<p>Project details under consideration.</p>

**Transportation Infrastructure**

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> <li>• Changes to the roadway at North Portal in order to accommodate the extra space needed to maneuver vehicles.</li> </ul>	<p>Same as above.</p>	

## Pembina, ND - Emerson, MB

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$6,063		\$12,891	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	214,012	306,981	194,990	346,076

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	3
<b>Primary Non-Commercial Lanes</b>	6
<b>Secondary Commercial Docks/Bays</b>	6
<b>Secondary Non-Commercial Lanes</b>	4 enclosed inspection garage spaces
<b>NEXUS</b>	No
<b>FAST</b>	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. 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**

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

**Transportation Infrastructure**

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

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	5
<b>Secondary Commercial Docks/Bays</b>	2 Bays
<b>Secondary Non-Commercial Spaces</b>	5
<b>NEXUS</b>	Yes
<b>FAST</b>	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>• The Province of Manitoba and the State of North Dakota (with funding support from the Government of Canada) are performing a joint study of existing and future commercial and private traffic, and border infrastructure needs at the Pembina – Emerson port of entry. The project scope is expected to examine:               <ol style="list-style-type: none"> <li>i. The construction of 2 new dedicated Canada-bound commercial lanes to remove these vehicles from the general traffic queue;</li> <li>ii. The construction/designation of a dedicated FAST lane;</li> <li>iii. Relocate parking and seized vehicle compound to accommodate the expansion and renovation of the commercial examination facility; and</li> <li>iv. Construction of a bus processing center.</li> </ol> </li> </ul>	TBD	<p>Next step is to engage an architect to provide a functional design of the selected alternative.</p> <p>Review of needs being undertaken via Pembina – Emerson POE Study. Phase 1 is a conceptual study outlining two alternatives for future development. Pending approval of provincial funding.</p> <p>Phase 2 of the study is to provide a functional design of the selected alternative and be completed by December 2013. Phase 2 funding partners are to be the Province of MB and the Government of Canada.</p>

**Transportation Infrastructure**

Project Description	Estimated Completion Date	Additional Comments
<ul style="list-style-type: none"> <li>• Potential improvements detailed above.</li> </ul>	TBD	





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

**I. Crossing Overview**

**Shared Infrastructure**

<b>Bridge Description</b>	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.
<b>Year Built</b>	Construction completed in 1960 and officially opened on October 31, 1962.
<b>Bridge Ownership</b>	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 The St. Mary's River Bridge Company (SMRBC) as a separate legal entity to oversee the operation of the bridge.

**Port-Specific Information**

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

**Trade and Traffic**

	<b>United States</b>		<b>Canada</b>	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$974		\$1,246	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	41,724	973,940	48,071	942,710

## 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 Lanes	6; 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. No significant infrastructure improvement projects 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
<ul style="list-style-type: none"> <li>• Adding a booth to the bus lane to increase non-commercial primary capacity.</li> </ul>	Winter 2013	

#### Transportation Infrastructure

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

### 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 off site)
Secondary Non-Commercial Spaces	12
NEXUS	1 (only dedicated weekdays between 15:00-17:00)
FAST	No

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. One new PIL booth.

##### 2. Transportation

- a. New commercial inspection warehouse located off site.

#### C. Infrastructure 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"> <li>• Total Plaza redevelopment – increase to 7 total lanes of traffic (4 traveler, 2 bi-level, one commercial) with commercial secondary moved back onsite.</li> <li>• Phase One (includes ramp widening, bridge sand storage building and new Duty Free) has been tendered and awarded. Estimated completion of this phase in summer 2014.</li> </ul>	2017-18	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 acquisitions.

### Transportation Infrastructure

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

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

### I. Crossing Overview

#### Shared Infrastructure

<b>Bridge Description</b>	Two 3-lane spans
<b>Year Built</b>	Span 1: 1938; Span 2: 1997
<b>Bridge Ownership</b>	Canadian portion of bridges owned, operated and maintained by Blue Water Bridge Canada (BWBC). U.S. portion of bridges owned by Michigan Department of Transportation (MDOT).

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$20,010		\$30,055	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	690,238	1,845,520	797,915	1,880,483

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	7
<b>Primary Non-Commercial Lanes</b>	6 with 3-stacked and 3-staggered booths
<b>Secondary Commercial Docks/Bays</b>	23 spaces; this is short dock space only, no bays or space for inspections
<b>Secondary Non-Commercial Lanes</b>	12
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Installation of 3 stacked and 3 staggered booths funded by 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	7
<b>Primary Non-Commercial Lanes</b>	11
<b>Secondary Commercial Docks/Bays</b>	8 Bays (Note: also 2 bays for CFIA)
<b>Secondary Non-Commercial Spaces</b>	35
<b>NEXUS</b>	Yes
<b>FAST</b>	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 as part of a cost-shared program for investment in critical infrastructure. Project 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. Construction of commercial vehicle highway on-ramp from bridge plaza completed in 2008.

**C. Proposed Infrastructure Projects/Opportunities:**

**1. Inspection**

- a. Further opportunities being evaluated as part of master capital plan update, to be 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.

**2. Transportation.**

- a. Future phases of further 8 km (5 mi) of Hwy 402 expansion are under evaluation.
- b. Further opportunities being evaluated as part of master capital plan update, to be concluded in 2013, as above.



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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>Demolition of original plaza administration building that was vacated in 2011.</li></ul>		

**Transportation Infrastructure**

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

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

### I. Crossing Overview

#### Shared Infrastructure

<b>Tunnel Description</b>	Subaqueous 2 lane tunnel approximately 1.5 km (1 mi) in length.
<b>Year Built</b>	Formally dedicated in November 1930.
<b>Tunnel Ownership</b>	Jointly owned by the Cities of Windsor, Ontario, and Detroit, Michigan, managed under contract by Detroit-Windsor Tunnel LLC.

#### Port-Specific Information

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

#### Trade and Traffic

	<b>United States</b>		<b>Canada</b>	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$121		\$236	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	42,031	1,863,355	19,158	1,843,131

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	10
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Lanes</b>	14; plus 1 enclosed inspection garage to accommodate 2 vehicles
<b>NEXUS</b>	Yes
<b>FAST</b>	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 (2) new inspection booths installed in 2010.

**2. Transportation**

- a. Upgrades to the Detroit Tunnel plaza.
- b. Increased the number of PIL lanes/booths.
- c. Expanded the vehicle queuing area.
- d. Addition of 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
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

Inspection Component	Description
Primary Commercial Lanes	2
Primary Non-Commercial Lanes	9
Secondary Commercial Docks/Bays	0
Secondary Non-Commercial Spaces	12
NEXUS	Yes
FAST	Yes

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

- a. None identified.

**2. Transportation**

- a. Windsor Tunnel Improvements to plaza and approaches - \$34.2M project budget with \$10M provided by the Government of Canada.
- b. Additional CCTV cameras installed at Detroit-Windsor Tunnel approaches in 2011- \$1.2M expenditures cost shared between the Government of Canada and the city of Windsor.
- 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• New commercial facility being constructed.	October 31, 2014	

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

## Detroit, MI - Windsor, ON (Ambassador Bridge)

### I. Crossing Overview

#### Shared Infrastructure

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

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$48,582		\$59,559	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	1,489,922	2,150,093	1,353,317	2,278,346

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	13 plus one exit control
<b>Primary Non-Commercial Lanes</b>	19
<b>Secondary Commercial Docks/Bays</b>	16
<b>Secondary Non-Commercial Lanes</b>	12
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

- a. Installation of 7 non-commercial booths in 2008.

**2. Transportation**

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

**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 the environmental impact statement (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 by 2017, pending EIS and other appropriate approvals.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure need ongoing.	2017	

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure need ongoing.		

### III. Canadian Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
Primary Commercial Lanes	13
Primary Non-Commercial Lanes	16
Secondary Commercial Docks/Bays	4 (located off-site)
Secondary Non-Commercial Spaces	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. No significant infrastructure improvement projects completed within the last five years.

#### 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 2015. Requires final Canadian Environmental Assessment Act (CEAA) and International Bridges and Tunnels Act (IBTA) approvals.

##### 2. Transportation

- a. Requires CEAA assessment and IBTA approval. Planned for completion in 2017 and fully funded by CTC:
  - i. Replace existing span with new six-lane bridge.
  - ii. Widen approach lanes to Canada.

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

##### Inspection Infrastructure

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

##### Transportation Infrastructure

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

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

### I. Crossing Overview

#### Shared Infrastructure

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

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$28,848 <sup>2</sup>		\$21,798	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	627,495	2,292,760	602,915	2,370,698

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	7 (up to 5 lanes can be converted to car lanes)
<b>Primary Non-Commercial Lanes</b>	11
<b>Secondary Commercial Docks/Bays</b>	11 bays
<b>Secondary Non-Commercial Lanes</b>	25, plus 1 enclosed inspection garage
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

<sup>2</sup> 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. Secondary non-commercial and administration building renovations were completed in 2009.

**2. Transportation**

- a. NY Gateway Connections improvements to the U.S. Peace Bridge Plaza.
- b. Toll booths and PBA administration relocated to Canada in 2007.

**C. Proposed Infrastructure Projects/Opportunities:**

**1. Inspection**

- a. Plaza expansion or reconfiguration to facilitate better on-site traffic circulation.
- b. Commercial warehouse expansion.
- c. Inclusion of exit control systems and outbound capabilities.
- d. Reconfigure and/or expand main building.
- e. Reconfigure and/or expand queuing and inspection areas.
- f. Improve vehicular and pedestrian circulation and traffic flow.

**2. Transportation**

- a. Improved access to the Interstate.
- b. Existing bridge deck replacement.
- c. Improved access from bridge to plaza.
- d. Second bridge span to support additional capacity and redundancy in infrastructure (not in immediate future).

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• \$23M commercial warehouse expansion and renovation to increase useable square footage, reconfigure existing spaces, and additional bay build-out.</li> </ul>	Design complete. Construction to commence in Winter 2013. Completion in Spring 2015.	Design complete. Lease for expanded space executed with GSA
<ul style="list-style-type: none"> <li>• Phase II Beyond the Border Pre-Inspection Pilot</li> </ul>	2014	

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• Exit consolidation and direct connection to I-190. Cost estimate of \$22M.</li> </ul>	In EIS process. Construction scheduled for Summer 2013.	A State project with PBA as a cooperating agency.

<ul style="list-style-type: none"> <li>• Bridge approach widening. Cost estimate of \$13M.</li> </ul>	Design complete. First phase started in August 2013. Completion in Fall 2014.	Allows for extension of NEXUS lane.
<ul style="list-style-type: none"> <li>• Bridge re-decking. Cost estimate of \$90-100M.</li> </ul>	In design - construction scheduled to start in early 2015.	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 Spaces	32
NEXUS	Yes
FAST	Yes

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Redesign of Canadian plaza, including security and technology enhancements, additional commercial capacity and upgrades to support trusted shipper programs.

##### 2. Transportation

- a. Commercial Lane Improvement – \$0.87M federal contribution (complete).

#### C. Proposed Infrastructure Projects/Opportunities:

##### 1. Inspection

- a. For phase II of truck cargo pre-inspection pilot project, relocation of U.S. primary commercial functions to Canada.
- b. Phase II of truck cargo pre-inspection pilot project in Canada began on February 24, 2014.

##### 2. Transportation.

- a. Bridge re-decking
- b. Bridge twinning in future as warranted by traffic demand and port of entry capacity.

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

**Inspection Infrastructure**

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

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>Bridge re-decking.</li></ul>	In design - construction to start in early 2015.	Design and construction costs to be funded by the PBA.

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

### I. Crossing Overview

#### Shared Infrastructure

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

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	Not a commercial POE		Not a commercial POE	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	N/A	1,843,726	N/A	1,730,421

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	0
<b>Primary Non-Commercial Lanes</b>	17
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Lanes</b>	Covered Canopy
<b>NEXUS</b>	Yes
<b>FAST</b>	No

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Plaza re-paved in 2011.

- b. Perimeter security fencing installed in 2011.
- c. Six (6) primary lane gates installed in 2011.

**2. Transportation**

- a. Bridge re-decking and finger joint replacement completed in 2010.
- b. Construction of Niagara Falls International Rail Station & Intermodal Center in the City of Niagara Falls, Niagara County, \$24.1M, 2013.

**C. Proposed Infrastructure Projects/Opportunities:**

**1. Inspection**

- a. Expand pre-primary space to facilitate vehicle queuing during peak hours.
- b. Reconfigure and/or expand main building to include holding cell and interview room improvements.
- c. Improve primary non-commercial inspection capacity.
- d. Include additional secondary non-commercial garage bay.

**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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Addition of LED signage.	2014	

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• 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.	2015 for both	
• Bridge repairs at Pine Avenue over Gill Creek in the City of Niagara Falls, Niagara County, \$300K.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	0
<b>Primary Non-Commercial Lanes</b>	15
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Spaces</b>	20
<b>NEXUS</b>	Yes
<b>FAST</b>	No

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

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

**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**

Bus processing facilities only permit inspection of approximately ½ of a motor coach at a time (40 passengers). Buses back up on bridge blocking traffic. Facilities need to be expanded to process a minimum of 2 buses at a time and provide additional stacking.

**2. Transportation.**

- a. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• Detailed design completed in 2012 by MacDonald Zuberic to significantly increase bus processing capacity.</li> <li>• Construction of the bus processing facility.</li> </ul>	<p>Work to be tendered in Spring 2014.</p> <p>2014</p>	<p>Estimated cost of design and construction \$3.7M approved by Board on June 24, 2013. There is a local proposal for a left turn lane from the plaza onto Falls Avenue. Estimated cost unknown but could exceed \$2M.</p>

**Transportation Infrastructure**

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

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

### I. Crossing Overview

#### Shared Infrastructure

<b>Bridge Description</b>	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.
<b>Year Built</b>	Officially dedicated November 1, 1962.
<b>Bridge Ownership</b>	Owned, operated and maintained by NFBC.

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports (in Millions CDN \$)</b>	\$263 <sup>3</sup>		\$11,103	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	312,511	1,382,998	344,753	1,662,122

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics

Inspection Component	Description
<b>Primary Commercial Lanes</b>	4
<b>Primary Non-Commercial Lanes</b>	6
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Spaces</b>	10; plus 1 enclosed inspection garage space
<b>NEXUS</b>	No
<b>FAST</b>	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.

<sup>3</sup> 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 87 to the Canadian border.
- b. Construction of a new truck inspection facility on Interstate 87 near the Canadian border.
- c. Multicourse overlay of Lewiston-Queenston Bridge Plaza access ramp in the Town of Lewiston.

**C. Infrastructure Opportunities:**

**2. Inspection**

- a. Reconfigure and/or renovate plaza.
- b. Reconfigure and/or expand main building to include additional space for adequate interview rooms and holding cells.
- c. Reconfigure and/or expand non-commercial inspection garage and commercial dock.
- d. Include additional inspection booths to facilitate commercial and non-commercial processing.
- e. Improve bus processing capacity.
- f. Main building reconfiguration and renovations. Construction of new CBP main building, secondary processing facilities and additional primary inspection booths pending negotiations with U.S. government (CBP/GSA) regarding financing strategy and staffing.

**3. Transportation**

- a. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

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

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• 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.</li> </ul>	Spring 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 Spaces	32
NEXUS	Yes
FAST	Yes

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

a. Plaza Redevelopment (federal funding of \$62M) includes:

- i. Phase I of the reconstruction of the Queenston Plaza was completed in 2009. This consisted of an expanded footprint of the entire plaza, the addition of five new commercial inspection lanes, and the construction of a new toll house and maintenance facility.
- ii. Substantial completion of Phase II of the Queenston Plaza in 2011. This included new Canadian Food Inspection Agency and CBSA facilities and 10 new non-commercial PILs
- iii. Phase III (new duty free store, currency exchange, public washrooms, associated parking, overhead pedestrian bridge and access tower) substantially completed June 2013.
- iv. Phase IV (U.S.-bound road realignment, east- and westbound traffic dividing and security wall, and landscaping) completed November 2013.

##### 2. Transportation

- a. Reconstruction and bridge rehabilitation, from the Queenston-Lewiston Bridge toll plaza to the QEW in Niagara Falls, were completed in 2009.
- b. Highway 405 was expanded to include two dedicated commercial truck lanes leading to bridge.

#### 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

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

### I. Crossing Overview

#### Shared Infrastructure

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

#### Port-Specific Information

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

#### Trade and Traffic

	<b>United States</b>		<b>Canada</b>	
<b>2012 Imports (in Millions CDNS)</b>	\$7,759		\$6,453	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	176,108	647,695	163,727	832,377

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	2 plus one hi/lo booth capable of processing both non-commercial and commercial traffic.
<b>Primary Non-Commercial Lanes</b>	7
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Spaces</b>	6; plus 3 enclosed inspection garage spaces
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

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

**2. Transportation**

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

**C. Infrastructure Opportunities:**

**1. Inspection**

- a. Reconfigure and/or expand queuing and commercial inspection areas to accommodate increased traffic volumes.
- b. Expand undersized commercial inspection facilities.
- c. Expand passenger processing facilities to include larger lobby, interview rooms, compliant hold rooms, medium secondary areas.
- d. Major replacement and expansion project to include construction of a new main building and commercial building with docks; new inspection facilities, lanes, booths, canopies, and NII equipment; enclosed secondary bays and added firing range capacity; expanded commercial queuing and parking area.

**2. Transportation**

- a. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Installation of new hi/lo booth.</li><li>• Installation of VACIS ground booth.</li></ul>	U.S. Fiscal Year 2014 for both.	

**Transportation Infrastructure**

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

### 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 Spaces	10
NEXUS	Yes
FAST	No

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Expansion of VACIS inspection area.
- b. Construction of enclosed inspection garage.
- c. Roofing replacement of secondary inspection canopy.

##### 2. Transportation

- a. Improvements to Highway 137 approach to Thousand Islands Bridge at Ivy Lea.
- b. Rehabilitation of the Thousand Island Parkway Bridge in Gananoque was completed in 2007.

#### C. Infrastructure Opportunities:

##### 1. Inspection

- a. Federal funding for complete replacement and expansion of port of entry facilities. Funding (up to \$60M) announced in 2013. Could include road configuration and traffic routing improvements, maintenance/storage garage, and brokerage facilities. This project could start in 2014-15 with a project duration of 4 years.

##### 2. Transportation

- a. Assessment of infrastructure needs ongoing. Some works required as noted above. Some roadwork around the site is part of this project 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"> <li>• Assessment of infrastructure needs ongoing.</li> </ul>		

##### Transportation Infrastructure

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

## Ogdensburg, NY - Prescott, ON

### I. Crossing Overview

#### Shared Infrastructure

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

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$1,167		\$323	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	33,770	359,932	26,205	358,945

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

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

**2. Transportation**

- b. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Reconstruction of Patterson Street in the City of Ogdensburg from Route 37 to the Port of Ogdensburg. Project cost estimate of \$6M.	Construction to begin in 2014. Scheduled for completion in 2015.	

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	3
<b>Primary Non-Commercial Lanes</b>	3
<b>Secondary Commercial Docks/Bays</b>	2
<b>Secondary Non-Commercial Spaces</b>	11
<b>NEXUS</b>	No
<b>FAST</b>	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 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Extensive work undertaken within the last 5 years, no additional expansion is currently planned.</li></ul>		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• None identified.</li></ul>		



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

### I. Crossing Overview

#### Shared Infrastructure

<b>Bridge Description</b>	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).
<b>Year Built</b>	South Channel Bridge opened in 1958; North Channel Bridge opened in 1962 and was replaced in 2013.
<b>Bridge Ownership</b>	Federal Bridge Corporation Ltd. (FBCL) and the Saint Lawrence Seaway Development Corporation (SLSDC). Operated by the Seaway International Bridge Corporation.

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$570		\$183	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	29,491	914,054	14,817	892,680

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	3; 1 by-pass lane
<b>Primary Non-Commercial Lanes</b>	6
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Lanes</b>	8; plus 2 enclosed inspection garage spaces
<b>NEXUS</b>	No
<b>FAST</b>	No

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

- a. Port replacement completed to include construction of a new head house, inspection building, primary inspection lanes and canopies, secondary inspection garage, and secondary cargo inspection warehouse in 2009.
- b. Installation of exit control booth completed in 2012.
- c. NII building renovations completed in 2013.

**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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Addition of automated LED signage.	11/2014	

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	2
<b>Secondary Commercial Docks/Bays</b>	0 (currently done off site at sufferance warehouse)
<b>Secondary Non-Commercial Spaces</b>	5
<b>NEXUS</b>	No
<b>FAST</b>	No

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

- a. Interim POE in City of Cornwall constructed 2009-2011
- b. Three (3) new PIL lanes.
- c. POE offices in temporary modular trailers.

**2. Transportation**

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

**C. Proposed Infrastructure Projects/Opportunities:**

**1. Inspection**

- a. Successful preclearance negotiations between the U.S. and Canada (Beyond the Border) would allow for the possibility of the relocation of Canadian POE from Cornwall to Massena once agreement finalized and empowering legislation adopted.

**2. Transportation.**

- a. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• New North Channel Bridge required CBSA to construct a new interim POE on the Canal Lands.</li> <li>• 5 PIL lanes and 2 commercial lanes with secondary capacity for both streams will be included in the design of the new POE.</li> <li>• New temporary POE offices and moving of temporary modular trailers were prepared to align with the opening of the new North Channel Bridge in January 2014. FBCL responsible for project management.</li> </ul>	Temporary POE / bridge opened on January 24, 2014	Phased approach to coincide with bridge opening in January 2014.

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• This \$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. Demolition of the old NCB and associated roadway changes are also part of this project.</li> <li>• New NCB opened on January 24, 2014 with additional roadwork completed to accommodate the temporary POE facilities.</li> </ul>	Bridge: opened on January 24, 2014 Final approaches: 2013-14 Demolition: 2016	See table following.

### Project Benchmarks and Timelines

<b>Phase</b>	<b>Timeline</b>	<b>Cost</b>
I - Design and project management	2006-2010	\$4.9M
II - In water works	2010-2012	\$9.3M
III - NCB and approaches	2011-2013	\$34.3M
IV - Demolition & Brookdale Ave, Water St. improvements	2013-2016	\$26.3M
<b>Total</b>		<b>\$74.8M</b>

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

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$12,812		\$9,056	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	276,606	787,100	277,840	783,189

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

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

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Construction of the new Champlain Inspection Facility (Port fully modernized to include new main building, commercial warehouse facility, non-commercial inspection lanes, etc.) completed in 2009.
- b. New NII building completed in 2013.
- c. Construction of an Import Specialist area completed in 2013.

##### 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**

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

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Replacement of the bridge carrying Rt.11 over I-87, and rehabilitation of I-87 to the Canadian border, Town of Champlain, Clinton County, (\$18.4M).</li><li>• 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, (\$7M).</li></ul>	2014 for both.	

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	3
<b>Primary Non-Commercial Lanes</b>	9
<b>Secondary Commercial Docks/Bays</b>	6
<b>Secondary Non-Commercial Spaces</b>	13
<b>NEXUS</b>	Yes
<b>FAST</b>	Yes

**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. Ten million dollars in federal funding for the expansion of the CBSA commercial processing facilities (2009). Project completion scheduled for Spring 2015.

## **Transportation**

- a. Between 2002 and 2008, the Ministère des Transports du Québec made major improvements to Highway 15 between Montreal and the Lacolle border crossing. Near the border, these improvements included the following items:
  - i. At the approach to the Canadian and U.S. customs facilities, and behind the duty free shop, a dedicated lane for trucks to separate the flow of commercial vehicles and non-commercial vehicles was constructed. This project was fully coordinated with the redevelopment of U.S. facilities in Champlain in terms of design, construction and operations. The new route has been operational since January 2007.
  - ii. Construction of a control post equipped with ITS technology capable of screening vehicles to be inspected on Highway 15, 4 km (2.5 mi) north of the border. This component of the project was completed in collaboration with the Société de l'assurance automobile du Québec. The control post and ITS became operational in 2007-2008.
  - iii. Installation of a traffic management system on the last 10 km (6.2 mi) of Highway 15 south to detect congestion and notify users via variable message signs. Future deployment would display the time between the variable message sign and arrival at the U.S. border.
  - iv. These improvements were accompanied by additional lighting and signaling, which restricts the movement of heavy vehicles to the right lane. The left lane accommodates FAST-accredited trucks in addition to passenger vehicles. The Government of Canada contributed financially to improvements in this corridor.

### **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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• Expansion of secondary commercial examination facility.</li> <li>• Additional improvements: Modernization and expansion of CBSA facilities, PILs and bus processing center, and renovating and expanding the CBSA travelers' facility.</li> <li>• Expansion of enforcement area and secondary travelers' examination facilities, improving the road configuration, and upgrading the officer arming facilities.</li> </ul>	<p>Project completion scheduled for Spring 2015.</p> <p>TBD</p>	<p>\$10M in federal funding was approved in 2011.</p> <p>Up to an additional \$47M in federal funding was announced in Spring 2013. Final project details under consideration.</p>

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• Paving of Highway 15 Northbound (km 0 to km 4 – mi 0 to mi 2.5).</li> <li>• Paving of Highway 15 Southbound (km 6 to km 0 – mi 3.7 to mi 0).</li> <li>• Repair bridge over the Lacolle River Southbound (3.3 km – 2.1 mi).</li> <li>• Reconstruction of Guay/Glass bridge approach, above Highway 15 (1 km – 0.6 mi).</li> </ul>	<p>2014-2015 2016-2017 2017-2018</p> <p>from 2015 to 2016</p>	



## Highgate Springs, VT - St-Armand, QC

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$3,223		\$2,398	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	86,730	406,175	93,561	428,602

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	5
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Lanes</b>	4; plus 5 enclosed inspection garages
<b>NEXUS</b>	Yes
<b>FAST</b>	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 improvement projects 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. Assessment of infrastructure needs ongoing.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	1
<b>Primary Non-Commercial Lanes</b>	5
<b>Secondary Commercial Docks/Bays</b>	4 (2 additional bays available for smaller vehicles)
<b>Secondary Non-Commercial Spaces</b>	16
<b>NEXUS</b>	Yes
<b>FAST</b>	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 in this sector. The work included installation of a traffic 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 wayfinding, 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**

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

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"> <li>• Extension of 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 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).</li> </ul>	<p>The new highway is expected to fully open to traffic in 2018-2019.</p>	<p>While it is difficult to predict traffic volumes for the coming years, various analyses have revealed that the new highway, combined with the extension of Highway 30 south of Montreal, could increase traffic at the St. Armand/Highgate Springs border crossing. Furthermore, an</p>

<ul style="list-style-type: none"> <li>• A complete project description, including the work schedule, is available on the “Major Project” page of the MTQ Web site at:   <a href="http://www.mtq.gouv.qc.ca/portal/page/portal/grands_projets_en/trouver_grand_projet/parachevement_a35">http://www.mtq.gouv.qc.ca/portal/page/portal/grands_projets_en/trouver_grand_projet/parachevement_a35</a> </li> </ul>		<p>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 were 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
<b>Port of Entry Name</b>	Rock Island/Derby Line	Standstead Route 55
<b>Hours of Operation</b>	24/7	24/7
<b>Connecting Municipalities</b>	Derby Line, VT	Standstead, QC
<b>Port Ownership</b>	GSA	CBSA
<b>Connecting Infrastructure</b>	State Route VT-5 via U.S. I-91	Prov. Hwy QC-143

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$1,579		\$500	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non- Commercial</b>	<b>Commercial</b>	<b>Non- Commercial</b>
	93,071	217,211	76,761	276,051

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	4
<b>Secondary Commercial Docks/Bays</b>	3
<b>Secondary Non-Commercial Lanes</b>	2 enclosed inspection garages
<b>NEXUS</b>	No
<b>FAST</b>	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 improvement projects completed within the last five years.

**C. Proposed Infrastructure Projects/Opportunities:**

**1. Inspection**

- a. Renovate and/or expand main building.
- b. Reconfigure port to improve inspection queuing and traffic flow.
- c. New commercial inspection facility and warehouse.

**2. Transportation**

- a. Reconfigure bus lane, and convert primary lane to dual use lane at Lane 1.

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

**Inspection Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
<ul style="list-style-type: none"><li>• Port refresh activities to include main building, perimeter security, primary and secondary inspection, bus processing improvements, signage and new commercial secondary/warehouse.</li></ul>	TBD	Funds appropriated, awaiting design award.

**Transportation Infrastructure**

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

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	4
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Spaces</b>	8
<b>NEXUS</b>	No
<b>FAST</b>	No

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

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

**2. Transportation**

- a. Construction of a third lane reserved for trucks going south on the last two kilometres of Hwy 55 and reconstruction of the intersection with Route 247 (2007-2009).
- b. Installation of 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 final equipment programming for the wait time measurement system is complete. The border wait time display system is functional, but not fully automated.

- c. Resurfacing of the first two kilometres of Hwy 55 North to improve ride quality at the border (2010).
- d. 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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

## Houlton, ME - Woodstock, NB

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$2,213		\$1,407	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	84,533	314,868	49,945	326,112

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	6
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Spaces</b>	3; plus 2 enclosed inspection garage spaces
<b>NEXUS</b>	Yes
<b>FAST</b>	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. 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, 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 wayfinding, 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**

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

**Transportation Infrastructure**

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

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

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

**B. Recent Infrastructure Improvements (previous 5 years):**

- 1. Inspection**
  - a. No significant infrastructure improvements completed within the last five years.
- 2. Transportation**
  - a. Twinning of Route 95 from Woodstock with I-95 Houlton, Maine completed in October 2007.

**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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

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

### I. Crossing Overview

#### Port-Specific Information

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

#### Trade and Traffic

	United States		Canada	
<b>2012 Imports Trade Value (in Millions CDN \$)</b>	\$1,612		\$1,241	
<b>2012 Traffic (Inbound)</b>	<b>Commercial</b>	<b>Non-Commercial</b>	<b>Commercial</b>	<b>Non-Commercial</b>
	67,214	581,346	67,264	566,839

### II. U.S. Infrastructure

#### A. Inspection Infrastructure Characteristics:

Inspection Component	Description
<b>Primary Commercial Lanes</b>	0
<b>Primary Non-Commercial Lanes</b>	2
<b>Secondary Commercial Docks/Bays</b>	0
<b>Secondary Non-Commercial Lanes</b>	2
<b>NEXUS</b>	No
<b>FAST</b>	No

#### B. Recent Infrastructure Improvements (previous 5 years):

##### 1. Inspection

- a. Construction of the new Calais-St. Stephen Inspection Facility (International Avenue) completed in 2009. The new facility relocated all commercial traffic from the Ferry Point location thus facilitating the reduction of wait times at the Ferry Point location due to commercial vehicle waiting and processing.

##### 2. Transportation

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

**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. Wayfinding signage and port/lane signage.

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

**Inspection Infrastructure**

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

**Transportation Infrastructure**

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

**III. Canadian Infrastructure**

**A. Inspection Infrastructure Characteristics:**

<b>Inspection Component</b>	<b>Description</b>
<b>Primary Commercial Lanes</b>	2
<b>Primary Non-Commercial Lanes</b>	4
<b>Secondary Commercial Docks/Bays</b>	4
<b>Secondary Non-Commercial Spaces</b>	12
<b>NEXUS</b>	Yes
<b>FAST</b>	No

**B. Recent Infrastructure Improvements (previous 5 years):**

**1. Inspection**

- a. The new port facilities at St. Stephen (3<sup>rd</sup> Bridge) were opened in 2008.

**2. Transportation**

- a. Completion of the four-lane Route 1 highway, between Waweig and the Canada/U.S. border at St. Stephen, including a new international bridge at the St. Croix River. The project was completed in November 2009. A new border crossing facility was constructed by Canada as part of this project.

**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**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

**Transportation Infrastructure**

<b>Project Description</b>	<b>Estimated Completion Date</b>	<b>Additional Comments</b>
• Assessment of infrastructure needs ongoing.		

## **NEW INTERNATIONAL TRADE CROSSING/ DETROIT RIVER INTERNATIONAL CROSSING**

As indicated in BIIP 1.0, projects to establish new border crossings may be added to subsequent updates of the BIIP when warranted. Given the expansion of the BIIP to cover all land border crossings and the significant progress made in the past year to establish a new publicly-owned major port of entry at Detroit – Windsor, Canada and the U.S. agreed to include the New International Trade Crossing (NITC), as it is known in the U.S., or the Detroit River International Crossing (DRIC), as it is known in Canada, in BIIP 2.0

On June 15, 2012, Canada and Michigan concluded a Crossing Agreement for the NITC/DRIC project which establishes the framework for their respective roles and responsibilities for the construction, financing, operation and maintenance of the new international crossing. This is a significant step forward for a prospective new project located on the largest commercial corridor between the U.S. and Canada, carrying approximately one quarter of the annual trade by land between the two countries.

Michigan concluded its U.S. National Environmental Policy Act requirements with USDOT endorsement of a Record of Decision in January 2009. Similarly, the governments of Ontario and Canada granted their environmental approvals in August and December 2009, respectively. 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 DRIC/NITC project.

Looking forward, the project will also require a Bridge Permit from the U.S. Coast Guard. Consideration of this permit will follow normal procedures and take into account public comments and the views of relevant agencies. The Government of Canada will follow the required processes with respect to approval of the construction of the new crossing in Canada.

## MEDIUM-SIZED BORDER CROSSINGS

<b>Hours of Operation</b>	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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<b>Port of Entry</b>	<b>Poker Creek, AK (joint facility)</b>	<b>Little Gold Creek, YT (joint facility)</b>
<b>Connecting Roadway</b>	State Route AK-9 – Top of the World Hwy	Territorial Hwy YT-9 – Top of the World Hwy

### Recent Infrastructure (previous 5 years)

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	Additional staff residences. Modernize and expand generator capacity.
<b>Transportation</b>	Develop and deploy ITS systems 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 but are not limited to: 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)	No significant infrastructure improvements completed within the last five years.

### Approved/Funded Infrastructure (next 5 years)

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	Additional staff residences.
<b>Transportation</b>	No significant infrastructure improvement projects completed within the last five years.	Highway restoration, including some culvert replacements and bituminous surface treatment. Value of approximately \$5.5M.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	Additional staff residences.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Port Modernization/Replacement
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.



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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	Aspects of ongoing bridge and associated road work as detailed below.	No significant infrastructure improvements completed within the last five years.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Port Modernization/Replacement.
<b>Transportation</b>	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)	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	No significant infrastructure improvements completed within the last five years.	New bridge over Bitter Creek on Hwy 37A.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Port modernization/replacement.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years):**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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):**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

<b>Port of Entry</b>	<b>Roosville, MT</b>	<b>Roosville, BC</b>
<b>Connecting Roadway</b>	State Route ID-93 – Dewey Ave	Prov. Hwy BC-93 – Kootenay Hwy

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	<p>Project 1: Provincial Trunk Highway (PTH 10) (U.S. border – 0.2 km (0.12 mi) S of PTH 3). Bituminous Pavement. Cost estimate of \$12.5M. (2017)</p> <p>Project 2: PTH 10 (U.S. border – 5.1 km (3.2 mi) N of PTH 3). Culvert Jacking. Cost estimate of \$1.1M. (2014)</p>

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	Trunk Highway (TH) 59, from MN TH 175 to the Canadian 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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	MN Hwy 72, bridge over the Rainy River between Baudette and Rainy River. Cost estimate of \$84.6M. (November 2017). The status of this project is that a RFP is being prepared by MnDOT for the preliminary engineering and environmental documentation work. It is anticipated the RFP will be issued early in 2014.	Bridge replacement (see Baudette).

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Hwy 53 from Crescent Drive to 4th St., Mill & Overlay, signals, total estimate \$3.1M. (2015)  International Falls Area Gateway Corridor Improvement Project, lighting, landscaping, way-finding signs, total estimate \$625K. (2014)	Assessment of infrastructure needs ongoing.
	Hwy 11 from ¼ mile east of County State-Aid Highway 332 to East Shore of Dove Island, Mill & Overlay, total estimate of \$5M. (2015)  There has been significant discussion about improving the TH 53 Customs Facility, they have completed planning work but design funding has been put on hold.	

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	Rock stabilization in gorge. (2011) Concrete bridge deck approach removed and upgraded. (2012) Structural repairs and drainage improvements to the blacksmith shop building. (2102)	Rock stabilization in gorge. (2011) Concrete bridge deck approach removed and upgraded. (2012)

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Remove and replace two primary inspection booths; install crash gates; replacement of concrete and asphalt pavement at inspection lanes; sidewalk, drainage and curb repair around CBP building. (2013)	CBSA building sidewalk and door replacement. I.T. inspection loop installation. Installation of additional CBSA inspection booth and associated civil work. (2014)
<b>Transportation</b>	Relocation of toll; pavement repair, concrete island replacement, and sidewalk renovation. (2013) Concrete re-facing and repointing of stone wall at the railroad abutment (4 sides). (2014) Bearing rehabilitation under bridge. (2014) Gorge survey and repair. (2014)	Concrete repair of railroad abutment face at River Road; repair of wing wall at Bridge St. and behind old I.T. building; installation of new plaza electrical service; installation of emergency generator. (2014) Gorge investigation and repair. (2014)



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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	No significant infrastructure improvement projects completed within the last five years.	Paving.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Paving planned. (2017-2018)

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	No significant infrastructure improvements completed within the last five years.	Paving.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	No significant infrastructure improvements completed within the last five years.	Paving.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	No significant infrastructure improvements completed within the last five years.	Paving.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Patenaude Creek Bridge. (2013)

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

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

<b>Port of Entry</b>	<b>Derby Line, VT</b>	<b>Stanstead (Route 143), QC</b>
<b>Connecting Roadway</b>	State Route VT-5	Prov. Route QC-143 – Dufferin Rd.

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing. As part of the bridge replacement project, CBSA will undertake civil site work to improve the traffic flow through the port.
<b>Transportation</b>	<p>Bridge Removal: Demolition of the Old Fort Kent International Bridge. Cost estimate of \$1M.</p> <p>Bridge Replacement: Design and construction of the U.S approach to International Bridge. Cost estimate of \$4.5M.</p> <p>Bridge Replacement: International Bridge over the Saint John River. Located at the Canadian border. Cost estimate of \$9.2M.</p>	<p>Construction commenced in conjunction with Maine in 2013 to replace existing international bridge. Expected opening in August 2014.</p> <p>Modifications to the approach will be tendered in January 2014.</p> <p>Removal of existing bridge will be tendered in 2014.</p>

<b>Port of Entry</b>	<b>Madawaska, ME</b>	<b>Edmundston, NB</b>
<b>Connecting Roadway</b>	State Route ME-1	Prov. Hwy NB-120

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Funded and approved main port building refresh activities to include primary and secondary canopy and booth upgrades.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Portion of Route 190 to be paved. (2016-17)



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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	Beginning 0.96 mi north of Gatcomb Drive and extending northerly 3.2 mi (5.1 km). Cost estimate of \$958K.	No significant infrastructure improvement completed within the last five years.

**Approved/Funded Infrastructure (next 5 years)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	Assessment of infrastructure needs ongoing.	Portion of Route 170 to be paved. (2016-17)

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

**Recent Infrastructure (previous 5 years)**

<b>Inspection</b>	No significant infrastructure improvements completed within the last five years.	No significant infrastructure improvements completed within the last five years.
<b>Transportation</b>	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)**

<b>Inspection</b>	Assessment of infrastructure needs ongoing.	Assessment of infrastructure needs ongoing.
<b>Transportation</b>	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. Cost estimate of \$15M.	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 a consensus recommendation 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 including 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;
- Moses Line, Quebec;
- Forest City, New Brunswick

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

## **NEXT STEPS**

Under the Beyond the Border Action Plan, Canada and the U.S. are to update the BIIP annually, reporting on progress on approved/funded and proposed projects. USDOT, TC, CBP and CBSA are to monitor prospective projects and crossing enhancements that are identified as “opportunities” in the current and future BIIP reports, and are to update and expand entries for these as necessary and appropriate. New funding appropriations or major government approvals should be noted in the subsequent BIIP updates. Canada and the U.S. are expected to continue to consult with State and Provincial departments of transportation, border operators, and other stakeholders in the preparation of future editions of the BIIP.

Each Beyond the Border Action Plan initiative includes specific performance measures that are to be used to measure success and report on progress. Under the BIIP, TC, CBSA, USDOT and CBP are to report on increased capacity, reductions in wait times, and environmental impacts resulting from infrastructure projects at Initial Priority ports of entry. The increased 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 in the secondary examination space, and/or investments in equipment and technology.

Reductions in border wait times at Initial Priority ports of entry where infrastructure investments have been made are to be reported based on official CBP and CBSA data. This data may be based on wait-time technology either in place or to be installed under the separate border wait-time technology initiative. Environmental impacts of infrastructure investments at Initial Priority border crossings are to be measured by reductions in greenhouse gas emissions based on reduced border wait times. It is recognized that changes in delays at the border can be caused by a variety of factors, including the level of economic activity, exchange rates, seasonality, staffing, and policy or technology changes.

TC, USDOT, CBSA and CBP are to extend performance reporting under this initiative to all 25 major POEs identified in the BIIP, rather than the seven Initial Priority ports, as required under the Beyond the Border Action Plan. Performance is to be reported annually in the port profiles, where applicable. Over time, this reporting is expected to provide a broader and more consistent understanding of the impact of infrastructure investments at the border.

While primary and secondary inspection booth, lane, and space enhancements may be measured immediately in terms of number and percentage increase, their effects on border wait times and greenhouse gas emissions may be less immediate and therefore warrant a longer timeline for performance measurement and reporting. The partner agencies have approached the Canada-U.S. Border Wait Time Working Group (TC, CBSA and CBP) to provide advice on how best to convey border wait times at key POEs through an annual report such as the BIIP. Similarly, on the improvements to air quality and on reductions in greenhouse gas emissions, the partner agencies are reviewing the best approach for the annual reporting of these performance measures.

As next steps on 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, consensus recommendations are being developed 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.

**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) provides, among other things, for Canada and the United States (U.S.) to better coordinate joint investments and enhance client service at small and remote ports of entry (POEs) along the Canada- U.S. border, while maintaining program integrity.

The Canada Border Services Agency (CBSA) and U.S. Customs and Border Protection (CBP) are considering service-oriented and cost-effective options for each of the 60<sup>4</sup> POEs that have been identified under this initiative (see pages 3 and 4 for an 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 traveler processing (processing travelers via a remote monitoring centre).

## **Progress since Last Report**

### *Remote Traveler Processing*

In May 2013, the CBSA announced plans to pilot remote traveler processing in April 2015 at two locations: Piney, MB and Morses Line, QC. The objectives of the pilot are to test the viability and potential benefits of implementing remote traveler processing 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, travelers arriving at the POE after hours are to be processed by a border services officer located at a remote processing centre through videoconferencing at a kiosk. Additional cameras are expected to be installed to provide the officer with the ability to see the traveler and the vehicle. During regular business hours, travelers are to be processed according to normal procedures.

The pilot at Piney, MB, is a registered-user approach that is to use technology to process travelers remotely. The CBSA is to conduct pre-screening verification on those interested in participating. 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 travelers 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, QC, a non-registered user approach to remote traveler processing is to be piloted. Similar to the pilot at Piney, MB, 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 remote traveler processing solution at Morses Line, QC. Additional security measures are expected to be in place at Morses Line, QC, in order to mitigate risks.

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<sup>4</sup> Note that 62 POEs were originally identified as part of this initiative; however, the U.S. POE Whitetail, MT, was closed in January 2013. The opposite Canadian POE, Big Beaver, SK, was closed in April 2011. The U.S. POE Jamieson's Line, NY, closed August 21, 2014. The opposite Canadian POE, Jamieson's Line, QC, was also closed in April 2011.

CBP continues to work towards the development and implementation of a remote traveler processing pilot that has been funded for 2015 at the port of Pinnacle Road, Vermont<sup>5</sup>, pending final approval.

#### *Rationalization of Hours of Service*

Consistent with the Action Plan, the CBSA and CBP Small Port Working Group has arrived at consensus recommendations for Senior leadership consideration 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 rationalization of hours of service; full analysis and decisions to be completed at a later date.

#### **Next Steps**

The CBSA and CBP are expected to continue to work on the development of their respective remote traveler processing pilot projects. The CBSA is to engage stakeholders in the communities around the pilot locations before the pilot begins to notify travelers of the services being offered through remote traveler processing and of their obligations when reporting to the CBSA via the technology. Outreach activities are also to be conducted to help travelers understand the registered-user approach at Piney, MB, and provide information on the registration process.

The proposed consensus 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 remote traveler processing pilot. The CBSA and CBP are expected to develop a plan to engage communities and stakeholders prior to possible implementation. Where feasible, the CBSA and CBP would conduct joint stakeholder engagement activities. Once the Land, Rail, Marine, and Air Preclearance agreement is finalized, the CBSA and CBP seek to advance their work on co-location of facilities.

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<sup>5</sup> Participants in the CBP remote traveler processing pilot are required to enroll in a Trusted Traveler program.

## Small and Remote Ports of Entry Initiative:

### Updated List of Small and Remote Ports of Entry

Canada	United States
Milltown, NB	Milltown, ME
St. Croix, NB	Vanceboro, ME
Forest City, NB	Forest City, ME
Fosterville, NB	Orient, ME
Bloomfield, NB	Monticello, ME
Centreville, NB	Bridgewater, ME
River de Chute, NB	Easton, ME
Four Falls, NB	No U.S. port of entry
Gillespie-Portage, NB	Limestone, ME
Grand Falls, NB	Hamelin, ME
St. Leonard, NB	Van Buren, ME
Pohénégamook, QC	St. Francis/Estcourt, ME
St-Pamphile, QC	St. Pamphile, ME
No Canadian port of entry	St. Zacharie, ME
St-Juste de Bretenières, QC	St. Juste, ME
Ste-Aurélie, QC	Ste. Aurelie, ME
Woburn, QC	Coburn Gore, ME
Chartierville, QC	Pittsburgh, NH
Hereford Road, QC	Canaan, VT
Stanstead (Beebe), QC	Beebe Plain, VT
Highwater, QC	North Troy, VT
Glen Sutton, QC	East Richford, VT
East Pinnacle, QC	Pinnacle Road, VT
Frelighsburg, QC	West Berkshire, VT
Morses Line, QC	Morses Line, VT
Clarenceville, QC	Alburg Springs, VT
Covey Hill, QC	Cannon Corners, NY
No Canadian port of entry	Churubusco, NY
South Junction, MB	Roseau, MN
Piney, MB	Pinecreek, MN
Gretna, MB	Neche, ND
Winkler, MB	Walhalla, ND
Windygates, MB	Maida, ND
Snowflake, MB	Hannah, ND
Crystal City, MB	Sarles, ND
Cartwright, MB	Hansboro, ND
Lena, MB	St. John, ND



<b>Canada</b>	<b>United States</b>
Goodlands, MB	Carbury, ND
Coulter, MB	Westhope, ND
Lyleton, MB	Antler, ND
Carievale, SK	Sherwood, ND
Northgate, SK	Northgate, ND
Estevan Highway, SK	Noonan, ND
Torquay, SK	Ambrose, ND
Oungre, SK	Fortuna, ND
Coronach, SK	Scobey, MT
West Poplar River, SK	Opheim, MT
Monchy, SK	Morgan, MT
Climax, SK	Turner, MT
Willow Creek, SK	Willow Creek, MT
Wildhorse, AB	Wildhorse, MT
Aden, AB	Whitlash, MT
Del Bonita, AB	Del Bonita, MT
Carway, AB	Piegan, MT
Chief Mountain, AB	Chief Mountain, MT
Nelway, BC	Metaline Falls, WA
Waneta, BC	Boundary, WA
Cascade, BC	Laurier, WA
Midway, BC	Ferry, WA
Chopaka, BC	Nighthawk, WA

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

	<b>UNITED STATES</b>	<b>CANADA</b>
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	Point Roberts WA	Delta BC (Boundary Bay)
6	Blaine WA (Peace Arch)	Surrey BC (Douglas)
7	Blaine WA	Surrey BC (Pacific Highway)
8	Lynden WA	Aldergrove BC
9	Sumas WA	Abbotsford BC (Huntingdon)
10	Nighthawk WA	Chopaka BC
11	Oroville WA (joint facility)	Osoyoos BC (joint facility)
12	Ferry WA	Midway BC
13	Danville WA (joint facility)	Carson BC (joint facility)
14	Laurier WA	Cascade BC
15	Frontier WA	Paterson BC
16	Boundary WA	Waneta BC
17	Metaline Falls WA	Nelway BC
18	Porthill ID	Rykerts BC
19	Eastport ID	Kingsgate BC
20	Roosville MT	Roosville BC
21	Chief Mountain MT	Chief Mountain AB
22	Piegan MT	Carway AB
23	Del Bonita MT	Del Bonita AB
24	Sweetgrass MT (joint facility)	Coutts AB (joint facility)
25	Whitlash MT	Aden AB
26	Wild Horse MT	Wild Horse AB
27	Willow Creek MT	Willow Creek SK
28	Turner MT (joint facility)	Climax SK (joint facility)
29	Morgan MT	Monchy SK
30	Ophiem MT	West Poplar River SK
31	Scobey MT	Coronach SK
32	Raymond MT	Regway SK
33	Fortuna ND	Oungre SK
34	Ambrose ND	Torquay SK
35	Noonan ND	Estevan Highway SK

36	Portal ND	North Portal SK
37	Northgate ND	Northgate SK
38	Sherwood ND	Carievale SK
39	Antler ND	Lyleton MB
40	Westhope ND	Coulter MB
41	Carbury ND	Goodlands MB
42	Dunseith ND	Boissevain MB
43	St. John ND	Lena MB
44	Hansboro ND	Cartwright MB
45	Sarles ND	Crystal City MB
46	Hannah ND	Snowflake MB
47	Maida ND	Windygates MB
48	Walhalla ND	Winkler MB
49	Neche ND	Gretna MB
50	Pembina ND	Emerson MB
51	Lancaster MN	Tolstoi MB
52	Pinecreek MN	Piney MB
53	Roseau MN	South Junction MB
54	Warroad MN	Sprague MB
55	Baudette MN	Rainy River ON
56	Grand Portage MN	Pigeon River ON
57	International Falls MN	Fort Francis ON
58	Sault Ste. Marie MI (International Bridge)	Sault Ste. Marie ON (International Bridge)
59	Port Huron MI (Blue Water Bridge)	Sarnia ON (Blue Water Bridge)
60	Detroit MI (Detroit-Windsor Tunnel)	Windsor ON (Windsor-Detroit Tunnel)
61	Detroit MI (Ambassador Bridge)	Windsor ON (Ambassador Bridge)
62	Buffalo NY (Peace Bridge)	Fort Erie ON (Peace Bridge)
63	Niagara Falls NY (Rainbow Bridge)	Niagara Falls ON (Rainbow Bridge)
64	Niagara Falls NY (Whirlpool Bridge)	Niagara Falls ON (Whirlpool Bridge)
65	Lewiston NY (Queenston-Lewiston Bridge)	Niagara Falls ON (Queenston-Lewiston Bridge)
66	Alexandria Bay NY	Lansdowne ON (Thousand Islands Bridge)
67	Ogdensburg Bridge, NY	Prescott ON (Prescott-Ogdensburg Bridge)
68	Massena NY	Cornwall ON (Seaway International Bridge)
69	Fort Covington NY	Dundee QC
70	Trout River NY	Trout River QC
71	Jamieson Line NY	No corresponding Canadian Port

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:**

[www.borderactionplan.gc.ca](http://www.borderactionplan.gc.ca)

#### **United States:**

[www.whitehouse.gov/the-press-office/2011/02/04/declaration-president-obama-and-prime-minister-harper-canada-beyond-bord](http://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](http://www.whitehouse.gov/sites/default/files/us-canada_btb_action_plan3.pdf)

[www.dhs.gov/beyond-the-border](http://www.dhs.gov/beyond-the-border)

### **Contact Information for Four Partner Agencies:**

U.S. Customs and Border Protection (CBP): [www.cbp.gov](http://www.cbp.gov)

Canada Border Services Agency (CBSA): [www.cbsa-asfc.gc.ca](http://www.cbsa-asfc.gc.ca)

Transport Canada (TC): [www.tc.gc.ca](http://www.tc.gc.ca)

Federal Highway Administration (FHWA): [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

#### **Other:**

The Canada-United States Transportation Border Working Group: [www.thetbwg.org](http://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, International Trade database, June 2013.

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, 2012 data adapted from Statistics Canada, International Travel section, and other unpublished statistics, June 2013.

Southbound: U.S. Fiscal Year 2012 traffic volumes from Customs and Border Protection. Commercial volumes from Automated Commercial Environment data. Non-commercial volumes from Border Stat program.

## D. Border Crossing Infrastructure and Project Information

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

## E. Data Tables

### Commercial Trade Data

#### Value of 2-Way Trade: Top 25 POEs in 2012

Rank	POE	U.S. Exports* (\$ M)	Canada Exports (\$ M)	Total (\$ M)
1	Detroit - Windsor (Ambassador Bridge)	\$59,559	\$48,582	\$108,141
2	Buffalo - Fort Erie (Peace Bridge)	\$21,798	\$28,848	\$50,646
3	Port Huron - Sarnia (Blue Water Bridge)	\$30,055	\$20,010	\$50,065
4	Champlain - Saint Bernard-de-Lacolle (Route 15)	\$9,056	\$12,812	\$21,868
5	Pembina - Emerson	\$12,891	\$6,063	\$18,954
6	Blaine - Surrey (Pacific Highway)	\$12,683	\$6,023	\$18,706
7	Sweetgrass - Coutts	\$9,172	\$7,471	\$16,644
8	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	\$6,453	\$7,759	\$14,212
9	Portal - North Portal	\$9,302	\$2,663	\$11,965
10	Lewiston - Queenston (Lewiston-Queenston Bridge)	\$11,103	\$263	\$11,366
11	Highgate Springs - St Armand	\$2,398	\$3,223	\$5,621
12	Houlton - Woodstock	\$1,407	\$2,213	\$3,619
13	Sumas - Abbotsford (Huntingdon)	\$1,789	\$1,407	\$3,196
14	Calais - St. Stephen (3rd Bridge)	\$1,241	\$1,612	\$2,853
15	Eastport - Kingsgate	\$1,953	\$864	\$2,817
16	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	\$1,246	\$974	\$2,220
17	Derby Line - Stanstead (Route 55)	\$500	\$1,579	\$2,079
18	Ogdensburg - Prescott	\$323	\$1,167	\$1,490
19	Dunseith - Boissevain	\$379	\$408	\$786
20	Raymond - Regway	\$352	\$403	\$754
21	Massena - Cornwall (Seaway International Bridge)	\$183	\$570	\$753
22	Orville - Osoyoos	\$446	\$299	\$744
23	Jackman - Armstrong	\$227	\$289	\$516
24	Detroit - Windsor (Detroit-Windsor Tunnel)	\$236	\$121	\$358
25	Norton - Stanhope	\$153	\$191	\$345

\*Transport Canada, 2012 two-way trade data adapted from Statistics Canada (\$CDN).

## Vehicle Traffic Data

### Total 2-Way Traffic Volume: Top 15 Non-Commercial Traffic 2012 (ranked by total traffic)

Rank	POE	Non-Commercial	Commercial	Total 2-Way Traffic Canada-U.S.
1	Detroit - Windsor (Ambassador Bridge)	4,428,439	2,853,239	7,281,678
2	Blaine (Peace Arch) - Surrey (Douglas)	5,276,492	N/A	5,276,492
3	Buffalo - Fort Erie (Peace Bridge)	4,663,458	1,230,410	5,893,868
4	Port Huron - Sarnia (Blue Water Bridge)	3,726,003	1,488,153	5,280,449
5	Blaine - Surrey (Pacific Highway)	3,648,791	723,151	4,371,942
6	Detroit - Windsor (Detroit-Windsor Tunnel)	3,706,486	61,189	3,767,675
7	Lewiston - Queenston (Lewiston-Queenston Bridge)	3,045,120	657,264	3,702,384
8	Niagara Falls - Niagara Falls (Rainbow Bridge)	3,574,147	N/A	3,574,147
9	Sumas - Abbotsford (Huntingdon)	2,054,747	271,746	2,326,493
10	Point Roberts - Delta (Boundary Bay)	2,214,947	25,056	2,240,003
11	Champlain - Saint Bernard-de-Lacolle (Route 15)	1,570,289	554,446	2,124,735
12	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	1,916,650	89,795	2,006,445
13	Massena - Cornwall (Seaway International Bridge)	1,806,734	44,308	1,851,042
14	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	1,480,072	339,835	1,819,907
15	Lynden - Aldergrove	1,492,313	55,221	1,547,534

Northbound: Transport Canada, 2012 data adapted from Statistics Canada, International Travel section, and other unpublished statistics, June 2013.

Southbound: U.S. Fiscal Year 2012 traffic volumes from U.S. Customs and Border Protection. Commercial volumes from Automated Commercial Environment data. Non-commercial volumes from Border Stat program.

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

Rank	POE	Total 2-Way Trade 2012 (\$M)	Total 2-Way Non-Commercial Traffic	Total 2-Way Commercial Traffic
<b>1-20 Ranked by Trade</b>				
1	Detroit - Windsor (Ambassador Bridge)	\$108,141	4,428,439	2,853,239
2	Buffalo - Fort Erie (Peace Bridge)	\$50,646	4,663,458	1,230,410
3	Port Huron - Sarnia (Blue Water Bridge)	\$50,065	3,726,003	1,488,153
4	Champlain - Saint Bernard-de-Lacolle (Route15)	\$21,868	1,570,289	554,446
5	Pembina - Emerson	\$18,954	653,057	409,002
6	Blaine - Surrey (Pacific Highway)	\$18,706	3,648,791	723,151
7	Sweetgrass - Coutts	\$16,644	155,908	228,239
8	Alexandria Bay - Lansdowne (Thousand Islands Bridge)	\$14,212	1,480,072	339,835
9	Portal - North Portal	\$11,965	125,274	232,751
10	Lewiston - Queenston (Lewiston-Queenston Bridge)	\$11,366	3,045,120	657,264
11	Highgate Springs - Phillipsburg	\$5,621	805,607	180,291
12	Houlton - Woodstock	\$3,619	640,980	134,478
13	Sumas - Abbotsford (Huntingdon)	\$3,196	2,054,747	271,746
14	Calais - St. Stephen (3rd Bridge)	\$2,853	1,156,630	134,478
15	Eastport - Kingsgate	\$2,817	57,926	123,738
16	Sault Ste. Marie - Sault Ste. Marie (International Bridge)	\$2,220	1,916,650	89,795
17	Derby Line - Stanstead (Route 55)	\$2,079	76,761	169,832
18	Ogdensburg - Prescott	\$1,490	718,877	59,975
19	Raymond - Regway	\$753	11,079	30,320
20	Massena - Cornwall (Seaway International Bridge)	\$754	1,806,734	44,308
<b>21-25 Ranked by Non-Commercial Traffic</b>				
21	Blaine (Peace Arch) - Surrey (Douglas)	N/A	5,276,492	N/A
22	Detroit - Windsor (Detroit-Windsor Tunnel)	\$358	3,706,486	61,189
23	Niagara Falls - Niagara Falls (Rainbow Bridge)	N/A	3,574,147	N/A
24	Point Roberts - Delta (Boundary Bay)	\$17	2,214,947	25,056
25	Lynden - Aldergrove	\$273	1,492,313	55,221

\* 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

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