BORDER INFRASTRUCTURE INVESTMENT PLAN
CANADA – UNITED STATES
DECEMBER 2014
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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\(^1\) 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.

\(^1\) 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

<table>
<thead>
<tr>
<th>Port-Specific Information:</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Point Roberts</td>
<td>Boundary Bay</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Point Roberts, WA</td>
<td>Delta, BC</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>CBSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>Municipal Road - Tyree Drive</td>
<td>Municipal Road - 56th Street</td>
</tr>
</tbody>
</table>

Traffic and Trade:

<table>
<thead>
<tr>
<th>Traffic and Trade:</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value (in Millions CDN $)</td>
<td>$2</td>
<td>$15</td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
<td>Non-Commercial</td>
</tr>
<tr>
<td></td>
<td>17,560</td>
<td>1,085,045</td>
</tr>
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</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>2</td>
</tr>
<tr>
<td>Dedicated NEXUS Lanes</td>
<td>Yes</td>
</tr>
<tr>
<td>Dedicated FAST Lanes</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>0</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>12</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Blaine, WA (Peace Arch) - Surrey (Douglas), BC

I. Crossing Overview

Port-Specific Information:

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

Trade and Traffic:

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>0</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>10</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>60; plus 1 enclosed inspection garage</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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**

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

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

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

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

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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Extensive work undertaken within last 5 years, no additional expansion planned at this time.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Highway 99 &amp; 16 Ave. interchange (16th Ave. is a border circulation route) supports border circulation between Lower Mainland POEs.</td>
<td>2015 for both.</td>
<td></td>
</tr>
<tr>
<td>• Highway 91 &amp; 72 Ave. interchange - supports border circulation between Lower Mainland POEs.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Blaine, WA - Surrey, BC (Pacific Highway)

I. Crossing Overview

Port-Specific Information:

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

Trade and Traffic:

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

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

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>11</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>8</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>16</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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
   - c. Hwy 15 4-laning (32nd Ave to Hwy 1), complete 4-laning from border to Hwy 1 (2008/2009).
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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Extensive work undertaken within the last 5 years, no additional expansion planned at this time.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Highway 99 &amp; 16 Ave interchange (16th Avenue is a border circulation route) supports border circulation between Lower Mainland POEs.</td>
<td>2015 for both.</td>
<td></td>
</tr>
<tr>
<td>• Highway 91 and 72 Avenue interchange supports border circulation between Lower Mainland POEs.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Lynden, WA - Aldergrove, BC

I. Crossing Overview

Port-Specific Information:

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

Trade and Traffic:

<table>
<thead>
<tr>
<th>2012 Imports Trade Value (in Millions CDN $)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Traffic (Inbound)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>42,129</td>
<td>13,092</td>
</tr>
<tr>
<td>Non-Commercial</td>
<td>715,303</td>
<td>777,010</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>0</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>3</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
</tr>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
</tr>
<tr>
<td>• Planned Infrastructure (next 5 years): State Route WA-539/Lynden-Aldergrove port of entry (POE) improvements (A53915A), $9M.</td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>4</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

B. Recent Infrastructure Improvements (previous 5 years):
   1. Inspection  
      a. No significant infrastructure improvements completed within the last five years.
   2. Transportation  

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

**Inspection Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Redevelopment, modernization and expansion of the port inspection facilities.</td>
<td>Winter/Spring 2016</td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Sumas, WA - Abbotsford, BC (Huntingdon)

I. Crossing Overview

Port-Specific Information:

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

Trade and Traffic:

<table>
<thead>
<tr>
<th></th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value (in Millions CDN $)</td>
<td>$1,407</td>
<td>$1,789</td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
<td>Non-Commercial</td>
</tr>
<tr>
<td></td>
<td>135,873</td>
<td>1,025,751</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>3; plus 1 enclosed inspection garage</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>12</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Extensive work undertaken within the last 5 years,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>no additional expansion planned at this time.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Abbotsford area border-related highway improvements: Vye Rd (8th Ave) rail overpass</td>
<td>2015 for both.</td>
<td></td>
</tr>
<tr>
<td>(supports border circulation between Lower Mainland POEs),</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Southbound NEXUS extension (8th AVE to existing NEXUS lane - 1.8 km (1.1 mi)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>extension).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Eastport, ID - Kingsgate, BC

I. Crossing Overview

<table>
<thead>
<tr>
<th>Port-Specific Information</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Eastport</td>
<td>Kingsgate</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Eastport, ID</td>
<td>Kingsgate, BC</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>CBSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>U.S. I-95</td>
<td>Prov. Hwy BC-95</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>5</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
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III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>5</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Extensive work undertaken within last 5 years, no additional expansion is planned at this time.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Sweetgrass, MT - Coutts, AB (joint facility)

I. Crossing Overview

<table>
<thead>
<tr>
<th>Port-Specific Information</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Sweetgrass</td>
<td>Coutts</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Sweetgrass, MT</td>
<td>Coutts, AB</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>CBSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>U.S. I-15</td>
<td>Prov. Hwy AB-4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trade and Traffic</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value (in Millions CDN $)</td>
<td>$7,471</td>
<td>$9,172</td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
<td>Non-Commercial</td>
</tr>
<tr>
<td></td>
<td>132,331</td>
<td>198,366</td>
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</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>2 enclosed inspection garages</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
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</tr>
</tbody>
</table>

### Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4 (3 docks and 1 bay)</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>4</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Raymond, MT - Regway, SK

I. Crossing Overview

<table>
<thead>
<tr>
<th>Port-Specific Information</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Raymond</td>
<td>Regway</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Raymond, MT</td>
<td>Regway, SK</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>CBSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>State Route MT-16 N</td>
<td>Prov. Road SK-6 N</td>
</tr>
</tbody>
</table>

Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Imports Trade Value (in Millions CDN $)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>$403</td>
<td>$352</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2012 Traffic (Inbound)</th>
<th>Commercial</th>
<th>Non-Commercial</th>
<th>Commercial</th>
<th>Non-Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>19,241</td>
<td>23,337</td>
<td>11,079</td>
<td>22,700</td>
<td></td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>1</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>1 enclosed inspection garage</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>1</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Portal, ND - North Portal, SK

I. Crossing Overview

<table>
<thead>
<tr>
<th>Port-Specific Information</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Portal</td>
<td>North Portal</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Portal, North Dakota</td>
<td>North Portal, Saskatchewan</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>CBSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>State Route ND-52</td>
<td>Prov. Hwy SK-39</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trade and Traffic</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value (in Millions CDN $)</td>
<td>$2,633</td>
<td>$9,302</td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
<td>Non-Commercial</td>
</tr>
<tr>
<td></td>
<td>107,477</td>
<td>93,979</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>1 enclosed inspection garage space</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>1 Bay</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>6</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 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:</td>
<td>The project is scheduled to be completed by 2017.</td>
<td>Project details under consideration.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>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;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b. Installation of 2 bi-level PIL booths to allow flexibility to process both commercial vehicles and travelers;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>c. Construction of a commercial examination facility capable of supporting a full off-load examination of goods seeking entry to Canada.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Changes to the roadway at North Portal in order to accommodate the extra space needed to maneuver vehicles.</td>
<td>Same as above.</td>
<td></td>
</tr>
</tbody>
</table>
Pembina, ND - Emerson, MB

I. Crossing Overview

Port-Specific Information

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

Trade and Traffic

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>4 enclosed inspection garage spaces</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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.

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

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2 Bays</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>5</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
</table>
| • 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:  
  i. The construction of 2 new dedicated Canada-bound commercial lanes to remove these vehicles from the general traffic queue;  
  ii. The construction/designation of a dedicated FAST lane;  
  iii. Relocate parking and seized vehicle compound to accommodate the expansion and renovation of the commercial examination facility; and  
  iv. Construction of a bus processing center. | TBD | Next step is to engage an architect to provide a functional design of the selected alternative.  
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.  
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. |

#### Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Potential improvements detailed above.</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>
Sault Ste. Marie, MI - Sault Ste. Marie Bridge, ON
(International Bridge)

I. Crossing Overview

<table>
<thead>
<tr>
<th>Shared Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bridge Description</strong></td>
</tr>
<tr>
<td><strong>Year Built</strong></td>
</tr>
<tr>
<td><strong>Bridge Ownership</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port-Specific Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Port of Entry Name</strong></td>
</tr>
<tr>
<td>International Bridge</td>
</tr>
<tr>
<td><strong>Hours of Operation</strong></td>
</tr>
<tr>
<td><strong>Connecting Municipalities</strong></td>
</tr>
<tr>
<td><strong>Port Ownership</strong></td>
</tr>
<tr>
<td><strong>Connecting Infrastructure</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trade and Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2012 Imports Trade Value (in Millions CDN $)</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>2012 Traffic (Inbound)</strong></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>6; plus 2 enclosed inspection garage spaces</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Adding a booth to the bus lane to increase non-commercial primary capacity.</td>
<td>Winter 2013</td>
<td></td>
</tr>
</tbody>
</table>

Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
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</table>
III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
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<tr>
<th>Inspection Component</th>
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<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>1 (located off site)</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>12</td>
</tr>
<tr>
<td>NEXUS</td>
<td>1 (only dedicated weekdays between 15:00-17:00)</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Total Plaza redevelopment – increase to 7 total lanes of traffic (4 traveler, 2 bi-level, one commercial) with commercial secondary moved back onsite.</td>
<td>2017-18</td>
<td>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.</td>
</tr>
<tr>
<td>• 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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description</td>
<td>Estimated Completion Date</td>
<td>Additional Comments</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>The above project includes roadwork associated with the changes to the POE configuration which will aid in the flow of traffic around the site.</td>
<td>See above</td>
<td></td>
</tr>
</tbody>
</table>
Port Huron, MI - Sarnia, ON (Blue Water Bridge)

I. Crossing Overview

Shared Infrastructure

<table>
<thead>
<tr>
<th>Bridge Description</th>
<th>Two 3-lane spans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Built</td>
<td>Span 1: 1938; Span 2: 1997</td>
</tr>
<tr>
<td>Bridge Ownership</td>
<td>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).</td>
</tr>
</tbody>
</table>

Port-Specific Information

<table>
<thead>
<tr>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Port Huron</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Port Huron, MI</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>MDOT and leased to GSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>U.S. I-94 and I-69</td>
</tr>
</tbody>
</table>

Trade and Traffic

<table>
<thead>
<tr>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value (in Millions CDN $)</td>
<td>$20,010</td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
</tr>
<tr>
<td>690,238</td>
<td>1,845,520</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

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

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>7</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>11</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>8 Bays (Note: also 2 bays for CFIA)</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>35</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>
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
      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
      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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Demolition of original plaza administration building that was vacated in 2011.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Detroit, MI - Windsor, ON (Detroit-Windsor Tunnel)

I. Crossing Overview

Shared Infrastructure

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

Port-Specific Information

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

Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Imports Trade Value (in Millions CDN $)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$121</td>
<td>$236</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2012 Traffic (Inbound)</th>
<th>Commercial</th>
<th>Non-Commercial</th>
<th>Commercial</th>
<th>Non-Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>42,031</td>
<td>1,863,355</td>
<td>19,158</td>
<td>1,843,131</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>10</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>14; plus 1 enclosed inspection garage to accommodate 2 vehicles</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>
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.

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>9</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>12</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>
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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• New commercial facility being constructed.</td>
<td>October 31, 2014</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Detroit, MI - Windsor, ON (Ambassador Bridge)

I. Crossing Overview

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

Port-Specific Information

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

Trade and Traffic

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>13 plus one exit control</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>19</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>16</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>12</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>
B. Recent Infrastructure Improvements (previous 5 years):
   1. Inspection
   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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
</tr>
<tr>
<td>• Assessment of infrastructure need ongoing.</td>
</tr>
</tbody>
</table>

Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Completion Date</td>
</tr>
<tr>
<td>• Assessment of infrastructure need ongoing.</td>
</tr>
</tbody>
</table>
III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>13</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>16</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4 (located off-site)</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>24</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure need ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure need ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Buffalo, NY - Fort Erie, ON (Peace Bridge)

I. Crossing Overview

Shared Infrastructure

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

Port-Specific Information

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

Trade and Traffic

<table>
<thead>
<tr>
<th></th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value</td>
<td>$28,848(^2)</td>
<td>$21,798</td>
</tr>
<tr>
<td>(in Millions CDN $)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial 627,495</td>
<td>Commercial 602,915</td>
</tr>
<tr>
<td></td>
<td>Non-Commercial 2,292,760</td>
<td>Non-Commercial 2,370,698</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

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

\(^2\) 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

| Project Description                                                                 | Estimated Completion Date                                      | Additional Comments                                         |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|
| • $23M commercial warehouse expansion and renovation to increase useable square     | Design complete.                                              | Design complete.                                           |
|   footage, reconfigure existing spaces, and additional bay build-out.               | Construction to commence in Winter 2013. Completion in Spring 2015. | Lease for expanded space executed with GSA                 |
| • Phase II Beyond the Border Pre-Inspection Pilot                                  | 2014                                                           |                                                            |

Transportation Infrastructure

| Project Description                                                                 | Estimated Completion Date                                      | Additional Comments                                         |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|
| • Exit consolidation and direct connection to I-190. Cost estimate of $22M.         | In EIS process. Construction scheduled for Summer 2013.         | A State project with PBA as a cooperating agency.          |
• Bridge approach widening. Cost estimate of $13M.  
  Design complete. First phase started in August 2013. Completion in Fall 2014. 
  Allows for extension of NEXUS lane.

• Bridge re-decking. Cost estimate of $90-100M.  
  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:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>15</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>8 Bays</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>32</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

#### 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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure need ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge re-decking.</td>
<td>In design - construction to start in early 2015.</td>
<td>Design and construction costs to be funded by the PBA.</td>
</tr>
</tbody>
</table>
Niagara Falls, NY - Niagara Falls ON (Rainbow Bridge)

I. Crossing Overview

Shared Infrastructure

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

Port-Specific Information

<table>
<thead>
<tr>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Rainbow Plaza U.S</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Niagara Falls, NY</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>NFBC</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>State Route 104 (Main St.) via Robert Moses Parkway</td>
</tr>
</tbody>
</table>

Trade and Traffic

<table>
<thead>
<tr>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Imports Trade Value (in Millions CDN $)</td>
<td>Not a commercial POE</td>
</tr>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
</tr>
<tr>
<td>N/A</td>
<td>1,843,726</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>0</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>17</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>Covered Canopy</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

B. Recent Infrastructure Improvements (previous 5 years):

1. Inspection
   a. Plaza re-paved 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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Addition of LED signage.</td>
<td>2014</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 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.</td>
<td>2015 for both</td>
<td></td>
</tr>
<tr>
<td>• Bridge repairs at Pine Avenue over Gill Creek in the City of Niagara Falls, Niagara County, $300K.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>0</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>15</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>20</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>
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. 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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Detailed design completed in 2012 by MacDonald Zuberic to significantly increase bus processing capacity.</td>
<td>Work to be tendered in Spring 2014.</td>
<td>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.</td>
</tr>
<tr>
<td>• Construction of the bus processing facility.</td>
<td>2014</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Lewiston, NY - Queenston, ON (Lewiston-Queenston Bridge)**

I. Crossing Overview

### Shared Infrastructure

<table>
<thead>
<tr>
<th>Bridge Description</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Built</td>
<td>Officially dedicated November 1, 1962.</td>
</tr>
<tr>
<td>Bridge Ownership</td>
<td>Owned, operated and maintained by NFBC.</td>
</tr>
</tbody>
</table>

### Port-Specific Information

<table>
<thead>
<tr>
<th>Port of Entry Name</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Lewiston, NY</td>
<td>Niagara Falls, ON</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>Owned NFBC and leased to GSA</td>
<td>NFBC</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>U.S. I-190</td>
<td>Prov. Hwy ON-405</td>
</tr>
</tbody>
</table>

### Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Imports (in Millions CDN $)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$263³</td>
<td>$11,103</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2012 Traffic (Inbound)</th>
<th>Commercial</th>
<th>Non-Commercial</th>
<th>Commercial</th>
<th>Non-Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>312,511</td>
<td>1,382,998</td>
<td>344,753</td>
<td>1,662,122</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>10; plus 1 enclosed inspection garage space</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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.

³ 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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Spring 2016</td>
<td>NFBC Board of Commissioners has approved $35M to complete this work. Duty Free Americas has also approved $8M for its new facility.</td>
</tr>
</tbody>
</table>
III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>10</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>8 Bays</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>32</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Alexandria Bay, NY - Lansdowne, ON (Thousand Islands Bridge)

I. Crossing Overview

Shared Infrastructure

<table>
<thead>
<tr>
<th>Facility Description</th>
<th>Series of two lane bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Ownership</td>
<td>FBCL and Thousand Island Bridge Authority</td>
</tr>
</tbody>
</table>

Port-Specific Information

<table>
<thead>
<tr>
<th>Port of Entry Name</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Alexandria Bay, NY</td>
<td>Gananoque, Ontario</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>FBCL</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>U.S. I-81</td>
<td>Prov. Hwy ON-137</td>
</tr>
<tr>
<td>Facility Description</td>
<td>Series of two lane bridges</td>
<td></td>
</tr>
</tbody>
</table>

Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Imports (in Millions CDN$)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Traffic (Inbound)</td>
<td>Commercial</td>
<td>Non-Commercial</td>
</tr>
<tr>
<td>176,108</td>
<td>647,695</td>
<td>163,727</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

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

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Installation of new hi/lo booth.</td>
<td>U.S. Fiscal Year 2014 for both.</td>
<td></td>
</tr>
<tr>
<td>• Installation of VACIS ground booth.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>3 Bays</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>10</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Infrastructure**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
I. Crossing Overview

Shared Infrastructure

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

Port-Specific Information

<table>
<thead>
<tr>
<th>Port of Entry Name</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogdensburg</td>
<td></td>
<td>Prescott</td>
</tr>
<tr>
<td>Prescott</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hours of Operation</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>24/7</td>
<td></td>
<td>24/7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connecting Municipalities</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogdensburg, NY</td>
<td></td>
<td>Prescott, ON</td>
</tr>
<tr>
<td>Prescott</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port Ownership</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>GSA</td>
<td></td>
<td>CBSA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connecting Infrastructure</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Route NY-812</td>
<td></td>
<td>Prov. Hwy ON-16</td>
</tr>
</tbody>
</table>

Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Imports Trade Value (in Millions CDN $)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,167</td>
<td></td>
<td>$323</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2012 Traffic (Inbound)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>33,770</td>
<td>26,205</td>
</tr>
<tr>
<td>Non-Commercial</td>
<td>359,932</td>
<td>358,945</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2, plus 1 hi/lo booth capable of processing both commercial and non-commercial traffic</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>4; plus 2 enclosed inspection garage spaces</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Reconstruction of Patterson Street in the City of Ogdensburg from Route 37 to the Port of Ogdensburg. Project cost estimate of $6M.</td>
<td>Construction to begin in 2014. Scheduled for completion in 2015.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extensive work undertaken within the last 5 years, no additional expansion is currently planned.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>None identified.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Massena, NY - Cornwall, ON (Seaway International Bridge)

I. Crossing Overview

Shared Infrastructure

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

Port-Specific Information

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

Trade and Traffic

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>3; 1 by-pass lane</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>8; plus 2 enclosed inspection garage spaces</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>
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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Addition of automated LED signage.</td>
<td>11/2014</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0 (currently done off site at sufferance warehouse)</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>5</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>
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):

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 5 PIL lanes and 2 commercial lanes with secondary capacity for both streams will be included in the design of the new POE.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 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.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| • 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. | Bridge: opened on January 24, 2014  
Final approaches: 2013-14  
Demolition: 2016 | See table following. |
| • New NCB opened on January 24, 2014 with additional roadwork completed to accommodate the temporary POE facilities. | | |
## Project Benchmarks and Timelines

<table>
<thead>
<tr>
<th>Phase</th>
<th>Timeline</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>I - Design and project management</td>
<td>2006-2010</td>
<td>$4.9M</td>
</tr>
<tr>
<td>II - In water works</td>
<td>2010-2012</td>
<td>$9.3M</td>
</tr>
<tr>
<td>III - NCB and approaches</td>
<td>2011-2013</td>
<td>$34.3M</td>
</tr>
<tr>
<td>IV - Demolition &amp; Brookdale Ave, Water St.</td>
<td>2013-2016</td>
<td>$26.3M</td>
</tr>
<tr>
<td>improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$74.8M</strong></td>
</tr>
</tbody>
</table>
Champlain, NY - Saint Bernard-de-Lacolle, QC (Route 15)

I. Crossing Overview

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

Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Traffic (Inbound)</th>
<th>Commercial</th>
<th>Non-Commercial</th>
<th>Commercial</th>
<th>Non-Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>276,606</td>
<td>787,100</td>
<td>277,840</td>
<td>783,189</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>9</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>10</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>8</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>10; plus 5 enclosed inspection garage spaces</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 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).</td>
<td>2014 for both.</td>
<td></td>
</tr>
<tr>
<td>• 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).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>9</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>13</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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.
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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Expansion of secondary commercial examination facility.</td>
<td>Project completion scheduled for Spring 2015.</td>
<td>$10M in federal funding was approved in 2011. Up to an additional $47M in federal funding was announced in Spring 2013. Final project details under consideration.</td>
</tr>
<tr>
<td>• Additional improvements: Modernization and expansion of CBSA facilities, PILs and bus processing center, and renovating and expanding the CBSA travelers’ facility.</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>• Expansion of enforcement area and secondary travelers’ examination facilities, improving the road configuration, and upgrading the officer arming facilities.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Paving of Highway 15 Northbound (km 0 to km 4 – mi 0 to mi 2.5).</td>
<td>2014-2015 2016-2017 2017-2018 from 2015 to 2016</td>
<td></td>
</tr>
<tr>
<td>• Paving of Highway 15 Southbound (km 6 to km 0 – mi 3.7 to mi 0).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Repair bridge over the Lacolle River Southbound (3.3 km – 2.1 mi).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Reconstruction of Guay/Glass bridge approach, above Highway 15 (1 km – 0.6 mi).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Highgate Springs, VT - St-Armand, QC

I. Crossing Overview

### Port-Specific Information

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

### Trade and Traffic

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>4; plus 5 enclosed inspection garages</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4 (2 additional bays available for smaller vehicles)</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>16</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>
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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 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).</td>
<td>The new highway is expected to fully open to traffic in 2018-2019.</td>
<td>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</td>
</tr>
</tbody>
</table>
- A complete project description, including the work schedule, is available on the “Major Project” page of the MTQ Web site at:


| 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. |
Derby Line, VT - Stanstead, QC (Route 55)

I. Crossing Overview

Port-Specific Information

<table>
<thead>
<tr>
<th></th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry Name</td>
<td>Rock Island/Derby Line</td>
<td>Standstead Route 55</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>24/7</td>
<td>24/7</td>
</tr>
<tr>
<td>Connecting Municipalities</td>
<td>Derby Line, VT</td>
<td>Standstead, QC</td>
</tr>
<tr>
<td>Port Ownership</td>
<td>GSA</td>
<td>CBSA</td>
</tr>
<tr>
<td>Connecting Infrastructure</td>
<td>State Route VT-5 via U.S. I-91</td>
<td>Prov. Hwy QC-143</td>
</tr>
</tbody>
</table>

Trade and Traffic

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>2 enclosed inspection garages</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port refresh activities to include main building,</td>
<td>TBD</td>
<td>Funds appropriated, awaiting design award.</td>
</tr>
<tr>
<td>perimeter security, primary and secondary inspection,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>bus processing improvements, signage and new</td>
<td></td>
<td></td>
</tr>
<tr>
<td>commercial secondary/warehouse.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>8</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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).


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. |          | |
Houlton, ME - Woodstock, NB

I. Crossing Overview

Port-Specific Information

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

Trade and Traffic

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

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>3; plus 2 enclosed inspection garage spaces</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
</tr>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
</tr>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>3</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>5</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
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</table>

Transportation Infrastructure

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Calais, ME - St. Stephen, NB (3rd Bridge)

I. Crossing Overview

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

Trade and Traffic

<table>
<thead>
<tr>
<th>2012 Imports Trade Value (in Millions CDN $)</th>
<th>United States</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Traffic (Inbound)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>67,214</td>
<td>67,264</td>
</tr>
<tr>
<td>Non-Commercial</td>
<td>581,346</td>
<td>566,839</td>
</tr>
</tbody>
</table>

II. U.S. Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>0</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>0</td>
</tr>
<tr>
<td>Secondary Non-Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>NEXUS</td>
<td>No</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>

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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

III. Canadian Infrastructure

A. Inspection Infrastructure Characteristics:

<table>
<thead>
<tr>
<th>Inspection Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Commercial Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Primary Non-Commercial Lanes</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Commercial Docks/Bays</td>
<td>4</td>
</tr>
<tr>
<td>Secondary Non-Commercial Spaces</td>
<td>12</td>
</tr>
<tr>
<td>NEXUS</td>
<td>Yes</td>
</tr>
<tr>
<td>FAST</td>
<td>No</td>
</tr>
</tbody>
</table>
B. Recent Infrastructure Improvements (previous 5 years):
   1. Inspection
      a. The new port facilities at St. Stephen (3rd 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):

<table>
<thead>
<tr>
<th>Inspection Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Transportation Infrastructure</th>
<th>Estimated Completion Date</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assessment of infrastructure needs ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

| Hours of Operation | For U.S. POE hours of operation, consult CBP.gov.  
For Canadian POE hours of operation, consult cbsa-asfc.gc.ca. |
|--------------------|---------------------------------------------------------------------|

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Poker Creek, AK (joint facility)</th>
<th>Little Gold Creek, YT (joint facility)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route AK-9 – Top of the World Hwy</td>
<td>Territorial Hwy YT-9 – Top of the World Hwy</td>
</tr>
</tbody>
</table>

### Recent Infrastructure (previous 5 years)

| Inspection | No significant infrastructure improvements completed within the last five years. | Additional staff residences.  
Modernize and expand generator capacity. |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>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)</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Assessment of infrastructure needs ongoing.</th>
<th>Assessment of infrastructure needs ongoing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Alcan, AK</td>
<td>Beaver Creek, YT</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route AK-2</td>
<td>Territorial Hwy YT-1</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th></th>
<th>Inspection</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No significant infrastructure</td>
<td>No significant infrastructure</td>
</tr>
<tr>
<td></td>
<td>improvements completed within the</td>
<td>improvements completed within the</td>
</tr>
<tr>
<td></td>
<td>last five years.</td>
<td>last five years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Additional staff residences.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Highway restoration, including some</td>
</tr>
<tr>
<td></td>
<td></td>
<td>culvert replacements and bituminous</td>
</tr>
<tr>
<td></td>
<td></td>
<td>surface treatment. Value of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>approximately $5.5M.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Inspection</th>
<th>Transportation</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Assessment of infrastructure needs</td>
<td>Assessment of infrastructure needs</td>
</tr>
<tr>
<td></td>
<td>ongoing.</td>
<td>ongoing.</td>
</tr>
<tr>
<td></td>
<td>Assessment of infrastructure needs</td>
<td>Assessment of infrastructure needs</td>
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<tr>
<td></td>
<td>ongoing.</td>
<td>ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Dalton Cache, AK</th>
<th>Pleasant Camp, BC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route AK-7 – Haines Hwy</td>
<td>Prov. Hwy BC-3 – Haines Hwy</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th></th>
<th>Inspection</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No significant infrastructure</td>
<td>No significant infrastructure</td>
</tr>
<tr>
<td></td>
<td>improvements completed within the</td>
<td>improvements completed within the</td>
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<td></td>
<td>last five years.</td>
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<tr>
<td></td>
<td></td>
<td>Additional staff residences.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No significant infrastructure</td>
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<td></td>
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<td>improvements completed within the</td>
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<tr>
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<tbody>
<tr>
<td></td>
<td>Assessment of infrastructure needs</td>
<td>Assessment of infrastructure needs</td>
</tr>
<tr>
<td></td>
<td>ongoing.</td>
<td>ongoing.</td>
</tr>
<tr>
<td></td>
<td>Assessment of infrastructure needs</td>
<td>Assessment of infrastructure needs</td>
</tr>
<tr>
<td></td>
<td>ongoing.</td>
<td>ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Skagway, AK</td>
<td>Fraser, BC</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
<td>------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>Klondike Hwy</td>
<td>Prov. Hwy BC-2 – Klondike Hwy</td>
</tr>
<tr>
<td><strong>Recent Infrastructure (previous 5 years)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Aspects of ongoing bridge and associated road work as detailed below.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td><strong>Approved/Funded Infrastructure (next 5 years)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Port Modernization/Replacement.</td>
</tr>
<tr>
<td>Transportation</td>
<td>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)</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>No Corresponding U.S. Port</th>
<th>Stewart, BC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>5th Ave – Glacier Hwy</td>
<td>Prov. Hwy BC-37A</td>
</tr>
<tr>
<td><strong>Recent Infrastructure (previous 5 years)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td>Transportation</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>New bridge over Bitter Creek on Hwy 37A.</td>
</tr>
<tr>
<td><strong>Approved/Funded Infrastructure (next 5 years)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Port modernization/replacement.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Oroville WA (joint facility)</td>
<td>Osoyoos BC (joint facility)</td>
</tr>
<tr>
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<td>-----------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route WA-97</td>
<td>Prov. Hwy BC-97</td>
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**Recent Infrastructure (previous 5 years):**

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<tr>
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<tbody>
<tr>
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<tbody>
<tr>
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</tr>
<tr>
<td>Transportation</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Danville, WA (joint facility)</th>
<th>Carson, BC (joint facility)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route WA-21</td>
<td>Prov. Hwy BC-41 – Danville Hwy</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
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<td>No significant infrastructure improvements completed within the last five years.</td>
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<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Frontier, WA</td>
<td>Paterson, BC</td>
</tr>
<tr>
<td>---------------------------</td>
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<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route WA-25 – Little Sheep Creek Rd</td>
<td>Prov. Hwy BC-22 – Paterson-Trail Hwy</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

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<tr>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Porthill, ID</th>
<th>Rykerts, BC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route ID-1</td>
<td>Prov. Hwy BC-21 – Creston-Rykerts Hwy</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

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<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Roosville, MT</td>
<td>Roosville, BC</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route ID-93 – Dewey Ave</td>
<td>Prov. Hwy BC-93 – Kootenay Hwy</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Roosville, MT</th>
<th>Roosville, BC</th>
</tr>
</thead>
<tbody>
<tr>
<td>No significant infrastructure improvements completed within the last five years.</td>
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<tr>
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<th>Roosville, MT</th>
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<tbody>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Dunseith, ND</th>
<th>Boissevain, MB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route ND-281</td>
<td>Prov. Hwy MB-10</td>
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</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
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<tr>
<td>No significant infrastructure improvements completed within the last five years.</td>
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<tr>
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</table>

<table>
<thead>
<tr>
<th>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)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Entry</td>
</tr>
<tr>
<td>-----------------</td>
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<td></td>
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### Recent Infrastructure (previous 5 years)

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<th>Inspection</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>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)</td>
<td>No significant infrastructure improvement projects completed within the last five years.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Assessment of infrastructure needs ongoing.</th>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Connecting Roadway</th>
<th>Warroad, MN</th>
<th>Sprague, MB</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>State Route MN-313</td>
<td></td>
<td>Prov. Hwy MB-12</td>
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### Recent Infrastructure (previous 5 years)

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<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Baudette, MN</td>
<td>Rainy River, ON</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------------------------------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route MN-72 – 1st Ave NE International Dr</td>
<td>Prov. Hwy ON-11 – Ellen St</td>
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**Recent Infrastructure (previous 5 years)**

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<th>No significant infrastructure improvements completed within the last five years.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>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.</td>
<td>Bridge replacement (see Baudette).</td>
</tr>
</tbody>
</table>

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

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<th>Inspection</th>
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<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Grand Portage, MN</th>
<th>Pigeon River, ON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route MN-61</td>
<td>Prov. Hwy ON-61</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Assessment of infrastructure needs ongoing.</th>
<th>Assessment of infrastructure needs ongoing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>International Falls, MN</td>
<td>Fort Francis, ON</td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route MN-53/U.S. Hwy71</td>
<td>Prov. Hwy ON-11</td>
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</table>

**Recent Infrastructure (previous 5 years)**

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<th>No significant infrastructure improvements completed within the last five years.</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Assessment of infrastructure needs ongoing.</th>
<th>Assessment of infrastructure needs ongoing.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hwy 11 from ¼ mile east of County State-Aid Highway 332 to East Shore of Dove Island, Mill &amp; 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.</td>
<td></td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Connecting Roadway</td>
<td>Recent Infrastructure (previous 5 years)</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td></td>
<td>State Route NY-182 – Whirlpool St</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td></td>
<td>Regional Road - Niagara Parkway</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Concrete bridge deck approach removed and upgraded. (2012)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Structural repairs and drainage improvements to the blacksmith shop building. (2102)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Concrete bridge deck approach removed and upgraded. (2012)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

100
### Port of Entry

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Fort Covington, NY</th>
<th>Dundee, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>Water Street</td>
<td>Prov. Route QC-132</td>
</tr>
</tbody>
</table>

### Recent Infrastructure (previous 5 years)

<table>
<thead>
<tr>
<th></th>
<th>Fort Covington, NY</th>
<th>Dundee, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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### Approved/Funded Infrastructure (next 5 years)

<table>
<thead>
<tr>
<th></th>
<th>Fort Covington, NY</th>
<th>Dundee, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
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</tbody>
</table>

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### Port of Entry

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Trout River, NY</th>
<th>Trout River, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route NY-30</td>
<td>Prov. Route QC-138</td>
</tr>
</tbody>
</table>

### Recent Infrastructure (previous 5 years)

<table>
<thead>
<tr>
<th></th>
<th>Trout River, NY</th>
<th>Trout River, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>No significant infrastructure improvement projects completed within the last five years.</td>
<td>Paving.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Trout River, NY</th>
<th>Trout River, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Paving planned. (2017-2018)</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Chateauguay, NY</td>
<td>Herdman, QC</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route NY-374</td>
<td>Prov. Route QC-202 – Monté de Douane Herdman</td>
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</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>Paving.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Assessment of infrastructure needs ongoing.</th>
<th>Assessment of infrastructure needs ongoing.</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Mooers, NY</th>
<th>Hemmingford, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>Hemmingford Road</td>
<td>Prov. Route QC-219</td>
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</tbody>
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**Recent Infrastructure (previous 5 years)**

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<th>No significant infrastructure improvements completed within the last five years.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>Paving.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Assessment of infrastructure needs ongoing.</th>
<th>Assessment of infrastructure needs ongoing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Overton Corners, NY</td>
<td>Lacolle (Route 221), QC</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route NY-276</td>
<td>Prov. Route QC-221</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>State Route NY-276</th>
<th>Prov. Route QC-221</th>
</tr>
</thead>
<tbody>
<tr>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th>State Route NY-276</th>
<th>Prov. Route QC-221</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paving.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>State Route NY-276</th>
<th>Prov. Route QC-221</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th>State Route NY-276</th>
<th>Prov. Route QC-221</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Rouses Point, NY</th>
<th>Lacolle (Route 223), QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route NY-11 – Lake Street</td>
<td>Prov. Route QC-223</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>State Route NY-11 – Lake Street</th>
<th>Prov. Route QC-223</th>
</tr>
</thead>
<tbody>
<tr>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th>State Route NY-11 – Lake Street</th>
<th>Prov. Route QC-223</th>
</tr>
</thead>
<tbody>
<tr>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>State Route NY-11 – Lake Street</th>
<th>Prov. Route QC-223</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th>State Route NY-11 – Lake Street</th>
<th>Prov. Route QC-223</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Patenaude Creek Bridge. (2013)</td>
<td></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Alburg, VT (joint facility)</th>
<th>Noyan, QC (joint facility)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route VT-225 – Border Road</td>
<td>Prov. Route QC-225</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

| Inspection | No significant infrastructure improvements completed within the last five years. | No significant infrastructure improvements completed within the last five years. |
| Transportation | 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)**

| Inspection | Assessment of infrastructure needs ongoing. | Assessment of infrastructure needs ongoing. |
| Transportation | Assessment of infrastructure needs ongoing. | Assessment of infrastructure needs ongoing. |

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Richford, VT</th>
<th>Abercorn, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route VT-139</td>
<td>Prov. Route QC-139</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

| Inspection | No significant infrastructure improvements completed within the last five years. | No significant infrastructure improvements completed within the last five years. |
| Transportation | 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)**

<p>| Inspection | Assessment of infrastructure needs ongoing. | Assessment of infrastructure needs ongoing. |
| Transportation | Paving project on VT 139. Cost and length of the project TBD. | Assessment of infrastructure needs ongoing. |</p>
<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Derby Line, VT</th>
<th>Stanstead (Route 143), QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route VT-5</td>
<td>Prov. Route QC-143 – Dufferin Rd.</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Derby Line, VT</th>
<th>Stanstead (Route 143), QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>No significant infrastructure</td>
<td>No significant infrastructure</td>
<td>No significant infrastructure</td>
</tr>
<tr>
<td>improvements completed within the</td>
<td>improvements completed within</td>
<td>improvements completed within the</td>
</tr>
<tr>
<td>last five years.</td>
<td>the last five years.</td>
<td>last five years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>No significant infrastructure</td>
<td>No significant infrastructure</td>
</tr>
<tr>
<td></td>
<td>improvements completed within</td>
<td>improvements completed within the</td>
</tr>
<tr>
<td></td>
<td>the last five years.</td>
<td>last five years.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Derby Line, VT</th>
<th>Stanstead (Route 143), QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs</td>
<td>Assessment of infrastructure</td>
<td>Assessment of infrastructure needs</td>
</tr>
<tr>
<td>ongoing.</td>
<td>needs ongoing.</td>
<td>ongoing.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure</td>
<td>Assessment of infrastructure</td>
</tr>
<tr>
<td></td>
<td>needs ongoing.</td>
<td>needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Norton, VT</th>
<th>Stanhope, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route VT-114</td>
<td>Prov. Route QC-147</td>
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</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Norton, VT</th>
<th>Stanhope, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>No significant infrastructure</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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<tr>
<td>improvements completed within the</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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<tr>
<td>last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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**Approved/Funded Infrastructure (next 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Norton, VT</th>
<th>Stanhope, QC</th>
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<tbody>
<tr>
<td>Assessment of infrastructure needs</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
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<tr>
<td>ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
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</table>

Transportation

Assessment of infrastructure needs ongoing.
<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Beecher Falls, VT</th>
<th>East Hereford, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route VT-253</td>
<td>Prov. Route QC-253</td>
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</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th></th>
<th>Beecher Falls, VT</th>
<th>East Hereford, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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</tbody>
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**Approved/Funded Infrastructure (next 5 years)**

<table>
<thead>
<tr>
<th></th>
<th>Beecher Falls, VT</th>
<th>East Hereford, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
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<td>Assessment of infrastructure needs ongoing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Jackman, ME</th>
<th>Armstrong, QC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route ME-201</td>
<td>Prov. Route QC-173</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th></th>
<th>Jackman, ME</th>
<th>Armstrong, QC</th>
</tr>
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<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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<tr>
<td><strong>Transportation</strong></td>
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**Approved/Funded Infrastructure (next 5 years)**

<table>
<thead>
<tr>
<th></th>
<th>Jackman, ME</th>
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<tbody>
<tr>
<td><strong>Inspection</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Assessment of infrastructure needs ongoing.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Fort Kent, ME</td>
<td>Clair, NB</td>
</tr>
<tr>
<td>------------------</td>
<td>------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route ME-161</td>
<td>Prov. Hwy NB-161/205</td>
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</tbody>
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**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Fort Kent, ME</th>
<th>Clair, NB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
</tr>
<tr>
<td>Transportation</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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**Approved/Funded Infrastructure (next 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Fort Kent, ME</th>
<th>Clair, NB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>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.</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Madawaska, ME</td>
<td>Edmundston, NB</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Connecting Roadway</td>
<td>State Route ME-1</td>
<td>Prov. Hwy NB-120</td>
</tr>
</tbody>
</table>

**Recent Infrastructure (previous 5 years)**

<table>
<thead>
<tr>
<th>Inspection</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
<th>No significant infrastructure improvements completed within the last five years.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>No significant infrastructure improvements completed within the last five years.</td>
<td>No significant infrastructure improvements completed within the last five years.</td>
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</table>

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

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Funded and approved main port building refresh activities to include primary and secondary canopy and booth upgrades.</th>
<th>Assessment of infrastructure needs ongoing.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Assessment of infrastructure needs ongoing.</td>
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<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Fort Fairfield, ME</th>
<th>Andover, NB</th>
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<tbody>
<tr>
<td>Connecting Roadway</td>
<td>State Route ME-167 – Boundary Line Rd</td>
<td>Prov. Hwy NB-190</td>
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**Recent Infrastructure (previous 5 years)**

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<tbody>
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**Approved/Funded Infrastructure (next 5 years)**

<table>
<thead>
<tr>
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<th>Assessment of infrastructure needs ongoing.</th>
<th>Assessment of infrastructure needs ongoing.</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Assessment of infrastructure needs ongoing.</td>
<td>Portion of Route 190 to be paved. (2016-17)</td>
</tr>
<tr>
<td>Port of Entry</td>
<td>Calais – Ferry Point, ME</td>
<td>St. Stephen, NB (Ferry Point Bridge)</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------------------------------------</td>
<td>--------------------------------------</td>
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<tr>
<td>Connecting Roadway</td>
<td>State Route ME-9</td>
<td>Prov. Hwy NB-1</td>
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### Recent Infrastructure (previous 5 years)

<table>
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<tbody>
<tr>
<td>No significant infrastructure</td>
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<td></td>
</tr>
<tr>
<td>improvements completed within the</td>
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<td></td>
</tr>
<tr>
<td>last five years.</td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Beginning 0.96 mi north of Gatcomb</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive and extending northerly 3.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>mi (5.1 km). Cost estimate of $958K.</td>
<td></td>
<td></td>
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### Approved/Funded Infrastructure (next 5 years)

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ongoing.</td>
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<table>
<thead>
<tr>
<th>Transportation</th>
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</tr>
</thead>
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<tr>
<td>Assessment of infrastructure needs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ongoing.</td>
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</tbody>
</table>

### Port of Entry          | Lubec, ME                      | Campobello, NB |
| Connecting Roadway          | State Route ME-189              | Regional Route 774 - Campobello Island N Road |

### Recent Infrastructure (previous 5 years)

<table>
<thead>
<tr>
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<th></th>
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<tbody>
<tr>
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<tr>
<td>improvements completed within the</td>
<td></td>
<td></td>
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<tr>
<td>last five years.</td>
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<table>
<thead>
<tr>
<th>Transportation</th>
<th></th>
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<tbody>
<tr>
<td>No significant infrastructure</td>
<td></td>
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<tr>
<td>improvements completed within the</td>
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<tr>
<td>last five years.</td>
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### Approved/Funded Infrastructure (next 5 years)

<table>
<thead>
<tr>
<th>Inspection</th>
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<tbody>
<tr>
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<td></td>
<td></td>
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<tr>
<td>ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary engineering for future</td>
<td></td>
<td></td>
</tr>
<tr>
<td>bridge improvements: FDR Memorial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge over Lubec Narrows located</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.11 of a mile (1.8km) northeasterly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>of Water Street at the Canadian</td>
<td></td>
<td></td>
</tr>
<tr>
<td>border. Cost estimate of $15M.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Assessment of infrastructure needs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ongoing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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;
- Morses 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 60^4 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.

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\(^5\), 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.

---

\(^5\) 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

<table>
<thead>
<tr>
<th>Canada</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milltown, NB</td>
<td>Milltown, ME</td>
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<tr>
<td>St. Croix, NB</td>
<td>Vanceboro, ME</td>
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<tr>
<td>Forest City, NB</td>
<td>Forest City, ME</td>
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<td>Fosterville, NB</td>
<td>Orient, ME</td>
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<td>Bloomfield, NB</td>
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<td>Gillespie-Portage, NB</td>
<td>Limestone, ME</td>
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<tr>
<td>Grand Falls, NB</td>
<td>Hamelin, ME</td>
</tr>
<tr>
<td>St. Leonard, NB</td>
<td>Van Buren, ME</td>
</tr>
<tr>
<td>Pohénégamook, QC</td>
<td>St. Francis/Estcourt, ME</td>
</tr>
<tr>
<td>St-Pamphile, QC</td>
<td>St. Pamphile, ME</td>
</tr>
<tr>
<td>No Canadian port of entry</td>
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</tr>
<tr>
<td>St-Juste de Bretenières, QC</td>
<td>St. Juste, ME</td>
</tr>
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<td>Ste-Aurélie, QC</td>
<td>Ste. Aurelie, ME</td>
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<td>Woburn, QC</td>
<td>Coburn Gore, ME</td>
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<td>Chartierville, QC</td>
<td>Pittsburgh, NH</td>
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<tr>
<td>Hereford Road, QC</td>
<td>Canaan, VT</td>
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<tr>
<td>Stanstead (Beebe), QC</td>
<td>Beebe Plain, VT</td>
</tr>
<tr>
<td>Highwater, QC</td>
<td>North Troy, VT</td>
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<tr>
<td>Glen Sutton, QC</td>
<td>East Richford, VT</td>
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<td>East Pinnacle, QC</td>
<td>Pinnacle Road, VT</td>
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<td>Frelighsburg, QC</td>
<td>West Berkshire, VT</td>
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<tr>
<td>Morses Line, QC</td>
<td>Morses Line, VT</td>
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<tr>
<td>Clarenceville, QC</td>
<td>Alburg Springs, VT</td>
</tr>
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<td>Roseau, MN</td>
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<td>Pinecreek, MN</td>
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<td>Sarles, ND</td>
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<td>Cartwright, MB</td>
<td>Hansboro, ND</td>
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<tr>
<td>Lena, MB</td>
<td>St. John, ND</td>
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116
<table>
<thead>
<tr>
<th>Canada</th>
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<tbody>
<tr>
<td>Goodlands, MB</td>
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<td>Wildhorse, MT</td>
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<tr>
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<td>Ferry, WA</td>
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<tr>
<td>Chopaka, BC</td>
<td>Nighthawk, WA</td>
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## ANNEX B – LIST OF BORDER CROSSINGS
(WEST TO EAST)

<table>
<thead>
<tr>
<th>UNITED STATES</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Poker Creek AK (joint facility)</td>
<td>Little Gold Creek YT (joint facility)</td>
</tr>
<tr>
<td>2 Alcan AK</td>
<td>Beaver Creek YT</td>
</tr>
<tr>
<td>3 Dalton Cache AK</td>
<td>Pleasant Camp BC</td>
</tr>
<tr>
<td>4 Skagway AK</td>
<td>Fraser BC</td>
</tr>
<tr>
<td>5 Point Roberts WA</td>
<td>Delta BC (Boundary Bay)</td>
</tr>
<tr>
<td>6 Blaine WA (Peace Arch)</td>
<td>Surrey BC (Douglas)</td>
</tr>
<tr>
<td>7 Blaine WA</td>
<td>Surrey BC (Pacific Highway)</td>
</tr>
<tr>
<td>8 Lynden WA</td>
<td>Aldergrove BC</td>
</tr>
<tr>
<td>9 Sumas WA</td>
<td>Abbotsford BC (Huntingdon)</td>
</tr>
<tr>
<td>10 Nighthawk WA</td>
<td>Chopaka BC</td>
</tr>
<tr>
<td>11 Oroville WA (joint facility)</td>
<td>Osoyoos BC (joint facility)</td>
</tr>
<tr>
<td>12 Ferry WA</td>
<td>Midway BC</td>
</tr>
<tr>
<td>13 Danville WA (joint facility)</td>
<td>Carson BC (joint facility)</td>
</tr>
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<td>14 Laurier WA</td>
<td>Cascade BC</td>
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<td>Paterson BC</td>
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<td>Chief Mountain AB</td>
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<td>Carway AB</td>
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<tr>
<td>23 Del Bonita MT</td>
<td>Del Bonita AB</td>
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<td>24 Sweetgrass MT (joint facility)</td>
<td>Coutts AB (joint facility)</td>
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<td>25 Whitlash MT</td>
<td>Aden AB</td>
</tr>
<tr>
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<td>Wild Horse AB</td>
</tr>
<tr>
<td>27 Willow Creek MT</td>
<td>Willow Creek SK</td>
</tr>
<tr>
<td>28 Turner MT (joint facility)</td>
<td>Climax SK (joint facility)</td>
</tr>
<tr>
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<td>Monchy SK</td>
</tr>
<tr>
<td>30 Ophiem MT</td>
<td>West Poplar River SK</td>
</tr>
<tr>
<td>31 Scobey MT</td>
<td>Coronach SK</td>
</tr>
<tr>
<td>32 Raymond MT</td>
<td>Regway SK</td>
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<td>33 Fortuna ND</td>
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<td>Grand Portage MN</td>
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<td>International Falls MN</td>
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<td>58</td>
<td>Sault Ste. Marie MI (International Bridge)</td>
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<td>59</td>
<td>Port Huron MI (Blue Water Bridge)</td>
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<tr>
<td>60</td>
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<tr>
<td>61</td>
<td>Detroit MI (Ambassador Bridge)</td>
</tr>
<tr>
<td>62</td>
<td>Buffalo NY (Peace Bridge)</td>
</tr>
<tr>
<td>63</td>
<td>Niagara Falls NY (Rainbow Bridge)</td>
</tr>
<tr>
<td>64</td>
<td>Niagara Falls NY (Whirlpool Bridge)</td>
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<td>65</td>
<td>Lewiston NY (Queenston-Lewiston Bridge)</td>
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<td>66</td>
<td>Alexandria Bay NY</td>
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<tr>
<td>67</td>
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<td>Jamieson Line NY</td>
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<td>Chateauguay NY</td>
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<td>73</td>
<td>Churubusco NY</td>
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<td>74</td>
<td>Cannon Corners NY</td>
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<td>76</td>
<td>Champlain NY</td>
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<td>78</td>
<td>Rouses Point NY</td>
</tr>
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<td>79</td>
<td>Alburg VT (joint facility)</td>
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<td>St. Zacharie, ME</td>
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<td>Ste. Aurelie ME</td>
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<tr>
<td>99</td>
<td>St. Juste ME</td>
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<td>St. Pamphile ME</td>
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<tr>
<td>101</td>
<td>Estcourt Station ME</td>
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<td>102</td>
<td>Fort Kent ME</td>
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<tr>
<td>103</td>
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<td>104</td>
<td>Van Buren ME</td>
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<td>105</td>
<td>Hamlin ME</td>
</tr>
<tr>
<td>106</td>
<td>Limestone ME</td>
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<td>No Corresponding U.S. Port</td>
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<td>108</td>
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<td>109</td>
<td>Easton ME</td>
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<td>110</td>
<td>Bridgewater ME</td>
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<td>112</td>
<td>Houlton ME</td>
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<td>113</td>
<td>Orient ME</td>
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<td>114</td>
<td>Forest City ME</td>
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<td>115</td>
<td>Vanceboro ME</td>
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<tr>
<td>116</td>
<td>Calais ME</td>
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<tr>
<td>117</td>
<td>Milltown ME</td>
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<tr>
<td>118</td>
<td>Calais – Ferry Point ME</td>
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<tr>
<td>119</td>
<td>Lubec ME</td>
</tr>
</tbody>
</table>
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

United States:
www.whitehouse.gov/sites/default/files/us-canada_btb_action_plan3.pdf
www.dhs.gov/beyond-the-border

Contact Information for Four Partner Agencies:

Canada Border Services Agency (CBSA): www.cbsa-asfc.gc.ca
Transport Canada (TC): www.tc.gc.ca
Federal Highway Administration (FHWA): www.fhwa.dot.gov

Other:
The Canada-United States Transportation Border Working Group: 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


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


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
- 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

<table>
<thead>
<tr>
<th>Rank</th>
<th>POE</th>
<th>U.S. Exports* ($)</th>
<th>Canada Exports ($)</th>
<th>Total ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Detroit - Windsor (Ambassador Bridge)</td>
<td>59,559</td>
<td>48,582</td>
<td>108,141</td>
</tr>
<tr>
<td>2</td>
<td>Buffalo - Fort Erie (Peace Bridge)</td>
<td>21,798</td>
<td>28,848</td>
<td>50,646</td>
</tr>
<tr>
<td>3</td>
<td>Port Huron - Sarnia (Blue Water Bridge)</td>
<td>30,055</td>
<td>20,010</td>
<td>50,065</td>
</tr>
<tr>
<td>4</td>
<td>Champlain - Saint Bernard-de-Lacolle (Route 15)</td>
<td>9,056</td>
<td>12,812</td>
<td>21,868</td>
</tr>
<tr>
<td>5</td>
<td>Pembina - Emerson</td>
<td>12,891</td>
<td>6,063</td>
<td>18,954</td>
</tr>
<tr>
<td>6</td>
<td>Blaine - Surrey (Pacific Highway)</td>
<td>12,683</td>
<td>6,023</td>
<td>18,706</td>
</tr>
<tr>
<td>7</td>
<td>Sweetgrass - Coulls</td>
<td>9,172</td>
<td>7,741</td>
<td>16,913</td>
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<tr>
<td>8</td>
<td>Alexandria Bay - Lansdowne (Thousand Islands Bridge)</td>
<td>6,453</td>
<td>7,759</td>
<td>14,212</td>
</tr>
<tr>
<td>9</td>
<td>Portal - North Portal</td>
<td>9,302</td>
<td>2,663</td>
<td>11,965</td>
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<tr>
<td>10</td>
<td>Lewiston - Queenston (Lewiston-Queenston Bridge)</td>
<td>11,103</td>
<td>263</td>
<td>11,366</td>
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<tr>
<td>11</td>
<td>Highgate Springs - St Armand</td>
<td>2,398</td>
<td>3,223</td>
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<td>12</td>
<td>Houlton - Woodstock</td>
<td>1,407</td>
<td>2,213</td>
<td>3,619</td>
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<td>13</td>
<td>Sumas - Abbotsford (Huntingdon)</td>
<td>1,789</td>
<td>1,407</td>
<td>3,196</td>
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<td>14</td>
<td>Calais - St. Stephen (3rd Bridge)</td>
<td>1,241</td>
<td>1,612</td>
<td>2,853</td>
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<tr>
<td>15</td>
<td>Eastport - Kingsgate</td>
<td>1,953</td>
<td>864</td>
<td>2,817</td>
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<td>16</td>
<td>Sault Ste. Marie - Sault Ste. Marie (International Bridge)</td>
<td>1,246</td>
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<td>17</td>
<td>Derby Line - Stanstead (Route 55)</td>
<td>500</td>
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<td>18</td>
<td>Ogdensburg - Prescott</td>
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<td>1,167</td>
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<td>Dunseith - Boisvain</td>
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<td>Raymond - Regway</td>
<td>352</td>
<td>403</td>
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<td>21</td>
<td>Massena - Cornwall (Seaway International Bridge)</td>
<td>183</td>
<td>570</td>
<td>753</td>
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<td>22</td>
<td>Orville - Osoyoos</td>
<td>446</td>
<td>299</td>
<td>744</td>
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<td>23</td>
<td>Jackman - Armstrong</td>
<td>227</td>
<td>289</td>
<td>516</td>
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<td>24</td>
<td>Detroit - Windsor (Detroit-Windsor Tunnel)</td>
<td>236</td>
<td>121</td>
<td>355</td>
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<td>25</td>
<td>Norton - Stanhope</td>
<td>153</td>
<td>191</td>
<td>345</td>
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</tbody>
</table>

*Transport Canada, 2012 two-way trade data adapted from Statistics Canada (SCDN).
## Vehicle Traffic Data

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

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


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

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<tbody>
<tr>
<td>1</td>
<td>Detroit - Windsor (Ambassador Bridge)</td>
<td>$108,141</td>
<td>4,428,439</td>
<td>2,853,239</td>
</tr>
<tr>
<td>2</td>
<td>Buffalo - Fort Erie (Peace Bridge)</td>
<td>$50,646</td>
<td>4,663,458</td>
<td>1,230,410</td>
</tr>
<tr>
<td>3</td>
<td>Fort Huron - Sarnia (Blue Water Bridge)</td>
<td>$50,065</td>
<td>3,726,003</td>
<td>1,488,153</td>
</tr>
<tr>
<td>4</td>
<td>Champlain - Saint Bernard-de-Lacolle (Route15)</td>
<td>$21,868</td>
<td>1,570,289</td>
<td>554,446</td>
</tr>
<tr>
<td>5</td>
<td>Pembina - Emerson</td>
<td>$18,954</td>
<td>653,057</td>
<td>409,002</td>
</tr>
<tr>
<td>6</td>
<td>Blaine - Surrey (Pacific Highway)</td>
<td>$18,706</td>
<td>3,648,791</td>
<td>723,151</td>
</tr>
<tr>
<td>7</td>
<td>Sweetgrass - Coutts</td>
<td>$16,644</td>
<td>155,908</td>
<td>228,239</td>
</tr>
<tr>
<td>8</td>
<td>Alexandria Bay - Lansdowne (Thousand Islands Bridge)</td>
<td>$14,212</td>
<td>1480,072</td>
<td>339,835</td>
</tr>
<tr>
<td>9</td>
<td>Portal - North Portal</td>
<td>$11,965</td>
<td>125,274</td>
<td>232,751</td>
</tr>
<tr>
<td>10</td>
<td>Lewiston - Queenston (Lewiston-Queenston Bridge)</td>
<td>$11,366</td>
<td>3,045,120</td>
<td>657,264</td>
</tr>
<tr>
<td>11</td>
<td>Highgate Springs - Phillipsburg</td>
<td>$5,621</td>
<td>805,607</td>
<td>180,291</td>
</tr>
<tr>
<td>12</td>
<td>Houlton - Woodstock</td>
<td>$3,619</td>
<td>640,980</td>
<td>134,478</td>
</tr>
<tr>
<td>13</td>
<td>Sumas - Abbotsford (Huntingdon)</td>
<td>$3,196</td>
<td>2,054,747</td>
<td>271,746</td>
</tr>
<tr>
<td>14</td>
<td>Calais - St. Stephen (3rd Bridge)</td>
<td>$2,853</td>
<td>1,136,630</td>
<td>134,478</td>
</tr>
<tr>
<td>15</td>
<td>Eastport - Kingsgate</td>
<td>$2,817</td>
<td>57,926</td>
<td>123,738</td>
</tr>
<tr>
<td>16</td>
<td>Sault Ste. Marie - Sault Ste. Marie (International Bridge)</td>
<td>$2,220</td>
<td>1,916,650</td>
<td>89,795</td>
</tr>
<tr>
<td>17</td>
<td>Derby Line - Stanstead (Route 55)</td>
<td>$2,079</td>
<td>76,761</td>
<td>169,832</td>
</tr>
<tr>
<td>18</td>
<td>Ogdensburg - Prescott</td>
<td>$1,490</td>
<td>718,877</td>
<td>59,975</td>
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<tr>
<td>19</td>
<td>Raymond - Regway</td>
<td>$753</td>
<td>11,079</td>
<td>30,320</td>
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<tr>
<td>20</td>
<td>Massena - Cornwall (Seaway International Bridge)</td>
<td>$754</td>
<td>1,806,734</td>
<td>44,308</td>
</tr>
</tbody>
</table>

#### 21-25 Ranked by Non-Commercial Traffic

<table>
<thead>
<tr>
<th>Rank</th>
<th>POE</th>
<th>Total 2-Way Non-Commercial Traffic</th>
<th>Total 2-Way Commercial Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Blaine (Peace Arch) - Surrey (Douglas)</td>
<td>N/A</td>
<td>5,276,492</td>
</tr>
<tr>
<td>22</td>
<td>Detroit - Windsor (Detroit-Windsor Tunnel)</td>
<td>$358</td>
<td>3,706,486</td>
</tr>
<tr>
<td>23</td>
<td>Niagara Falls - Niagara Falls (Rainbow Bridge)</td>
<td>N/A</td>
<td>3,574,147</td>
</tr>
<tr>
<td>24</td>
<td>Point Roberts - Delta (Boundary Bay)</td>
<td>$17</td>
<td>2,214,947</td>
</tr>
<tr>
<td>25</td>
<td>Lynden - Aldergrove</td>
<td>$273</td>
<td>1,492,313</td>
</tr>
</tbody>
</table>

* 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

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