

North Dakota Border Planning

Facilitating Transportation Across The Northern Border



North Dakota Border Transportation Planning

Border transportation planning involves the development of goals, objectives, and strategies for moving people and goods across the U.S.–Canada border. FHWA leads multiple binational stakeholders to collaboratively create safe and effective cross-border transportation.

FHWA also facilitates the development and maintenance of the surface transportation system along the U.S.–Canada border to address existing and anticipated demand for cross border travel and trade while working with federal, state, regional, and local agencies, the private sector, and various stakeholders. In 2016, over **378,000 trucks**, **661,000 personal vehicles**, and **1.2 million vehicle passengers** crossed through the **18 Land Ports of Entry (LPOEs)** along North Dakota's **310 miles of shared border** with Canada's provinces of Saskatchewan and Manitoba, Canada.^{1,2}



Pembina, North Dakota–Emerson, Manitoba Land Port of Entry. Photo: CBP

Focus on the North Dakota Border

Along the North Dakota border, planning efforts include:

Coordination



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

and the **North Dakota Department of Transportation (NDDOT)** coordinate and participates in many of TBWG's border-related events, studies, and workshops.

Programs



The third edition of the **Border Infrastructure Investment Plan (BIIP)** exemplifies FHWA's support for binational planning. BIIP 3.0 includes information about planned infrastructure projects and improvements at LPOEs, including Portal, ND–North Portal, SK and Pembina, ND–Emerson, MB.

Projects



The Portal–North Portal LPOE was updated in 2012 and now has three passenger vehicle and three commercial vehicle processing lanes, plus two

additional passenger lanes that can be opened during heavy traffic. The LPOE also has a **Free and Secure Trade (FAST) enrollment center**. A major Canadian Pacific Railway crossing exists at this port as well. In 2016, 146 buses containing 5,832 passengers crossed at the Portal–North Portal LPOE.

FHWA Coordination Spotlight: Western Border Working Group

In April 2015, transportation agencies representing Washington, Idaho, Montana, North Dakota, Minnesota, British Columbia, Alberta, Saskatchewan, and Manitoba agreed to form the Western Border Working Group (WBWG). The WBWG represents these entities on border issues in a manner similar to the International Mobility and Trade Corridor and the Eastern Border Transportation Coalition. In May 2015, TBWG approved WBWG's request for a seat on the TBWG steering committee to further support binational initiatives related to policy, infrastructure, technology, and data.

FHWA Project Spotlight:

Pembina, ND–Emerson, MB Land Port of Entry

In cooperation with FHWA, NDDOT is proposing a number of needed improvements and operational enhancements at the Pembina–Emerson LPOE. Officials have proposed constructing new dedicated lanes to segregate commercial and automobile traffic to enhance the flow of traffic; relocating the outbound inspection area and duty free pick-up building for a better site design; constructing parking areas; installing Intelligent Transportation Systems technology; and creating a pedestrian crossing to accommodate a more diverse array of users.

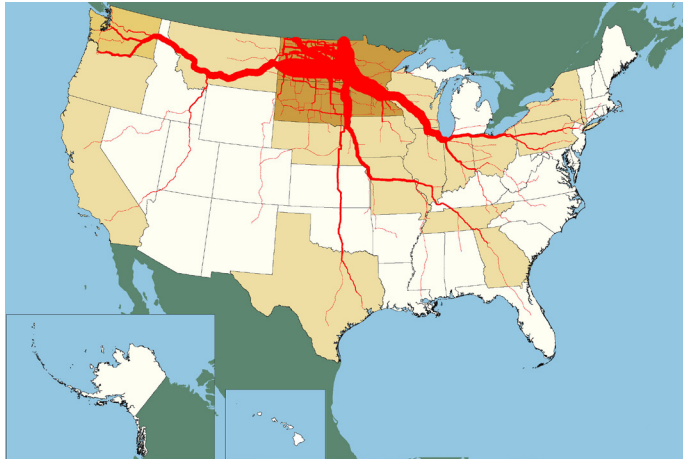
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To learn more, visit: www.fhwa.dot.gov/planning/border_planning

North Dakota Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, ND



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

Did You Know?

- North Dakota has three LPOEs that are open 24 hours: **Pembina–Emerson, Portal–North Portal, and Dunseith, ND–Boissevain/International Peace Garden, MB.**
- Pembina is the **fifth-largest LPOE on the U.S.–Canada border** in terms of trade, and the largest west of the Great Lakes. In 2016, Pembina processed **\$21 billion** in goods.
- The Portal-North Portal LPOE is adjacent to the Gateway Cities Golf Club. While the majority of the 9-hole course is in Canada, the 9th green is in the U.S., requiring golfers to hit a shot across the U.S. border.

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

- North Dakota is second in the nation in crude oil production, trailing only Texas.³ In 2016, nearly **\$1.9 billion in oil and gas** was shipped from North Dakota to Canada.⁵
- Agriculture accounts for roughly **25 percent** of the state's economy, with spring wheat and barley the two most in-demand crops. The state **exported \$183 million in agricultural products** to Canada in 2016.³

Top Exports from North Dakota, 2016⁵



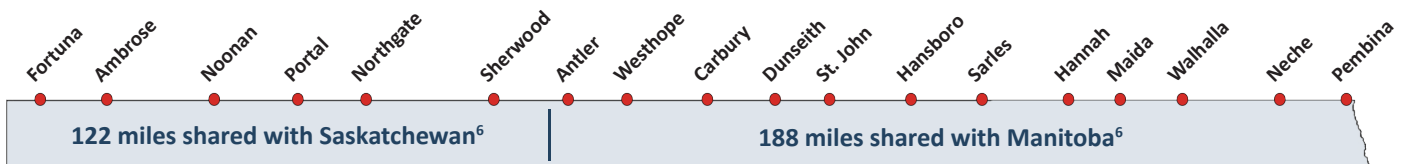
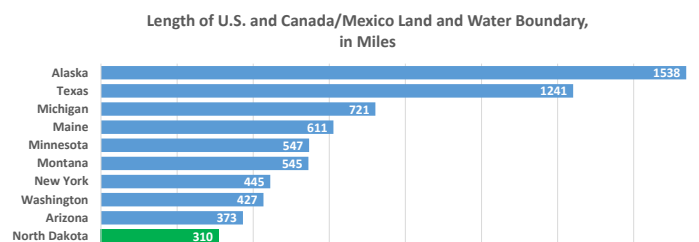
The Tourism Industry in North Dakota⁴

- North Dakota is the regularly one of the Top 15 states visited by Canadians. Tourism is North Dakota's **third-largest industry** behind oil and agriculture.
- North Dakota LPOEs experienced a **9.5 percent growth in personal vehicle traffic** from 2005 to 2016 thanks in part to a spike in Canadian tourism.
- In 2015, Canadians accounted for **537,000 overnight visits** and **1.28 million total nights stayed** in North Dakota.
- From 2000 to 2015, nonresident tourism spending in the state increased approximately 40 percent to **\$5 billion**. Canadians alone accounted for **\$191 million** in 2015.

North Dakota's Land Ports of Entry

North Dakota has the **third-most international border crossings (18)** of any state despite placing **10th out of 17 states** when it comes to international border length.²

North Dakota trails only Texas (29) and Maine (25) for the state with the greatest number of LPOEs in the U.S.



Citations

- Bureau of Transportation Statistics
- International Boundary Commission
- North Dakota's Statewide Strategic Transportation Plan, 2012
- North Dakota Tourism
- International Trade Administration
- North Dakota DOT GIS and Mapping



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