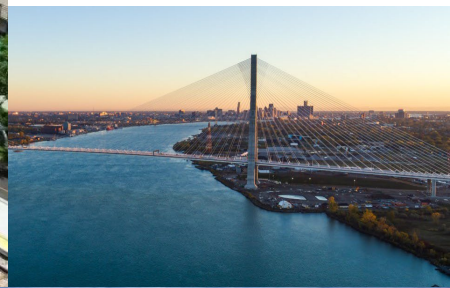




EASTERN BORDER TRANSPORTATION COALITION

ANNUAL REPORT 2025



INTRODUCTION

The Eastern Border Transportation Coalition (EBTC) board members are the transportation agencies from the states of Michigan, New York, Vermont, Maine and the provinces of Ontario, Québec, New Brunswick, and Nova Scotia. They are responsible for highway and bridge infrastructure, including access to the U.S. - Canada border.

EBTC members support the smooth flow of people and goods across the border and border processing systems to efficiently handle passengers and freight.

In 2025, EBTC board members appointed officers for 2026: Sara Moore, Michigan Department of Transportation, U.S. Co-Chair and Jim Doyle, New Brunswick Department of Transportation and Infrastructure, Canadian Co-Chair. Holly Cheetham, New York State Department of Transportation, is the Treasurer. Susi Derrah was reappointed as Executive Director. The Board holds monthly virtual meetings to discuss border-related issues as well as planning meetings as required.

Significant progress has been made by U.S. and Canadian federal, state, provincial, local governments and agencies to update border infrastructure, improve safety and respond to the needs of business and citizens.

EBTC VISION

The Eastern Border shall be a model of safe, efficient, and sustainable transportation of goods and people between the United States and Canada.

EBTC MISSION

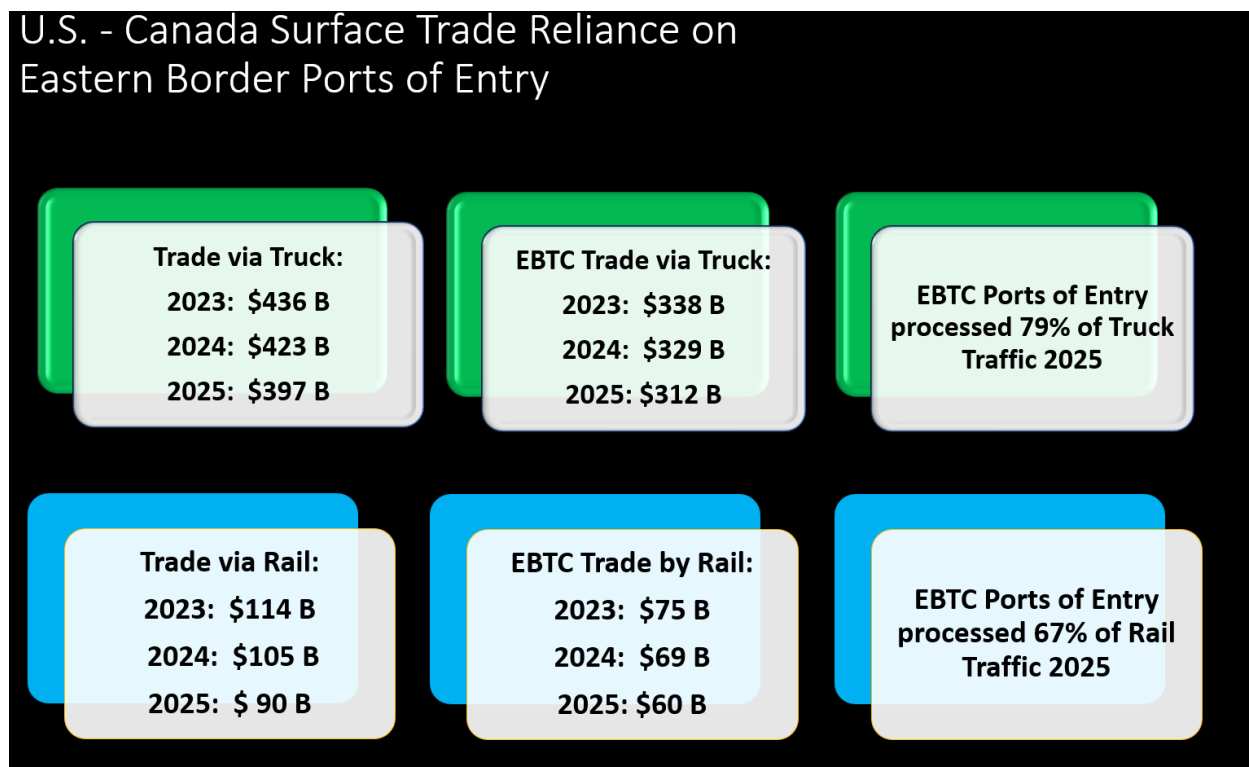
EBTC provides leadership and informed dialog to improve the safe and efficient movement of goods and people across the Canada - U.S. border.

U.S. – CANADA TRADE (U.S. DOLLARS)

Data Source: U.S. Bureau of Transportation Statistics: [Workbook: Dashboard_Port by Commodity \(dot.gov\)](https://www.bts.gov/workbook/dashboard/port-by-commodity)

Total U.S. – Canada trade decreased by \$48 billion from \$761 billion in 2024 to \$713 billion in 2025. The largest drop in trade by commodity was in vehicles and energy resources.

In 2025, \$487 billion of total trade was transported by truck and rail, a \$41 billion decrease from \$528 billion in 2024. Overall, 79% of total truck traffic and 67% of total rail traffic was reliant upon EBTC region ports of entry in 2025. This reliance of trade on infrastructure located in the EBTC Region highlights the importance of an efficient border transportation network.



Total U.S. – Canada Surface Trade at EBTC Ports of Entry (\$M US)

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Truck	267,387	275,055	270,501	243,354	285,520	316,132	337,573	328,932	311,732
Rail	65,592	66,724	65,424	53,139	64,114	71,724	74,655	69,283	59,702
Total	332,979	341,779	335,925	296,493	349,634	387,856	412,228	398,215	373,459

2025 ACCOMPLISHMENTS: PRIORITY FOCUS AREAS

Throughout 2025, EBTC Board members highlighted emerging issues around the Canada – U.S. border, cross border trade and travel, developments on emerging electric vehicle fleets, and progress on border infrastructure projects and planning.

EBTC Board Members:

- Highlighted the key role EBTC states and provinces play in support of Canada – U.S. trade.
- Monitored transportation and cross-border policy developments by the U.S. and Canadian federal governments.
- Monitored and participated in activities to enable the growth in the share of electric vehicles.
- Monitored federal initiatives in both countries that advanced travel preclearance for the air, rail, and highway sectors.
- Continued to advance infrastructure projects and cross-border transportation services.

ACTIONS IN SUPPORT OF PRIORITY FOCUS AREAS:

EBTC hosted a conference on border issues in May 2025, updated a comprehensive, multi-year Canada – U.S. trade report by jurisdiction with imports and exports, commodities traded, trade volumes by port of entry and mode of transport. These reports are available on the EBTC website: [Eastern Border Transportation Coalition \(ebtc.info\)](http://ebtc.info)

Drawing on the policies and priorities of its members, EBTC continued to provide a focal point to engage legislators, regulators, and stakeholders to advance targeted initiatives that support the improved flow of people and goods across the Canada – U.S. international border.

ON-GOING COMMUNICATIONS:

EBTC hosted a conference on May 6 - 7, 2025, in Quebec City, Quebec themed *Navigating New Challenges - Canada / US Trade and Travel*. The conference provided a forum to unite border-related agencies and transportation service providers to align border activities. EBTC members also attended the Transportation Border Working Group's spring 2025 meeting in Niagara Falls, Ontario.

EBTC re-appointed officers for 2025: Sara Moore, Michigan Department of Transportation, U.S. Co-Chair and Jim Doyle, New Brunswick Department of Transportation and Infrastructure, Canadian Co-Chair. Holly Cheetham, New York State Department of Transportation, is the Treasurer. Susi Derrah is the Executive Director of EBTC.

EBTC BORDER-RELATED ACTIVITIES / ACCOMPLISHMENTS:

EBTC members, through their state and provincial work, continue to support and be engaged in a wide range of projects and policy initiatives stretching from the Michigan / Ontario ports of entry in the Great Lakes region to Maine / New Brunswick / Nova Scotia border crossings on the Atlantic Coast of the U.S. and Canada.

GORDIE HOWE INTERNATIONAL BRIDGE

Gordie Howe International Bridge is a \$6.4 billion public-private partnership project connecting Windsor, Ontario and Detroit, Michigan that includes construction of a new international bridge, the bridge towers in the U.S. and Canada, new Canadian and U.S. ports of entry, and the Michigan I-75 Interchange.

The project includes a 6 lane, 2.5-km cable-stayed bridge, new state of the art Ports of Entry on both sides of the border with advanced security and processing systems, and a Michigan Interchange linking directly to Michigan I-75 and Ontario 401. Once operational, it will be one of the most significant trade and transportation corridors in North America.

On-Site Inspection capacity at the two ports of entry includes 24 primary inspection lanes in Canada, with 16 commercial secondary inspection bays, and 36 primary inspection lanes in the US, with 30 commercial secondary inspection bays. Commercial and passenger lanes are separated, and the inspection facilities have cold storage space, animal pens, warehouse parking spaces, warehouse bays for trailers, and advanced large-scale imaging.

Construction completion by the private sector partner, Bridging North America, and official bridge facility opening is now planned for 2026.

LACOLLE, QUÉBEC /CHAMPLAIN, NEW YORK PORT OF ENTRY (LPOE)

The Québec Ministère des Transports et de la Mobilité durable (MTMDQ) and the New York State Department of Transportation (NYSDOT) continued dialogue on the St-Bernard-de-Lacolle, Quebec border inspection facility with the Canada Border Services Agency (CBSA), the US Federal Highway Administration (FHWA), the US General Services Administration (GSA) and US Customs and Border Protection (CBP).

This Land Port of Entry (LPOE) is located at the termini of Québec Autoroute 15 (A-15) and Interstate 87 (I-87) between Champlain, New York, and St.-Bernard-de-Lacolle, Québec on the Montreal-New York City trade corridor. This is one of the top ten busiest crossings between Canada and the United States.

Phase one of the three-year, \$100 million modernization and expansion project began in 2024. The project includes relocation of bus passenger processing operations, construction of a bus processing center, renovation and expansion of the CBSA travelers' facility, expansion of the enforcement area and secondary travelers' examination facilities, improvements to the road configuration, upgrades to the officer arming facilities, inclusion of port running mitigation measures, and general enhancements to infrastructure (e.g., water treatment and fire prevention).

In addition, vehicles of non-standard dimensions (greater than five metres in height) can no longer enter Canada through this port of entry and are currently directed to adjacent ports of entry.

ROUSES POINT, NY LAND PORT OF ENTRY (LPOE)

The existing Rouses Point Land Port of Entry (LPOE) is a 2-story building constructed in 1933 in a Georgian Revival style. It is listed on the National Registry of Historic Places. The Rouses Point LPOE connects the United States town of Rouses Point, New York, and the Canadian town of Lacolle, Québec.

The port processes various forms of cross-border traffic including passenger vehicles, pedestrians, marine boats (Lake Champlain), Amtrak train passengers and rail freight traffic.

The \$29.5 million port of entry replacement project will improve border security and Federal inspection operations. The project includes the construction of new inspection lanes and a rail inspection platform and will enable CBP to conduct port operations as well as the Trusted Traveler and Rail Inspection programs more effectively.

Design of the new Land Port of Entry began in June 2022. Wetland mitigation for the new land port began in May 2024 and a \$47.7 million construction contract was awarded in September 2025 with substantial completion planned by late 2027.

TROUT RIVER, NY LAND PORT OF ENTRY (LPOE)

The existing Trout River Land Port of Entry is a 2-story building constructed in 1932 in Georgian Revival style. It is listed on the National Register of Historic Places. The Trout River LPOE connects Constable, New York, with Athelstan, Québec. The existing building has inadequate space for full functionality and the spaces for primary, secondary, and outbound inspection are constrained.

The \$19.7 million project includes an expansion of the facility with a 14,405 gross square foot building and two inbound inspection lanes, one primary passenger vehicle inspection booth, one commercial vehicle inspection booth and an outbound inspection canopy.

The design process began in August 2022, and the environmental review was completed in October 2023. A contract to construct will be awarded in early 2026 with substantial completion by April 2028.

HIGHGATE SPRINGS, VT LAND PORT OF ENTRY (LPOE)

In September 2019, the U.S. General Services Administration (GSA) completed a feasibility study to replace the existing port of entry facility. This project includes construction and replacement of the Highgate Springs LPOE to accommodate increased traffic because of the completion of Québec Autoroute 35 (A-35) at the terminus of Interstate 89 (I-89) in Highgate Springs, VT.

The capital project will include a new 117,000-square-foot facility that will be appropriately equipped to handle the anticipated growth in cross-border commerce. This is one of the three busiest ports of entry in New England and a major economic factor in the State of Vermont and New England.

Funding of \$169 Million was secured by GSA under the Bipartisan Infrastructure Law (BIL). Environmental review was completed with the release of the Final Environmental Assessment in May 2025, followed by an award of a Construction Manager as Constructor contract in June 2025. Construction will start in 2026 and be substantially completed by 2029.

Collaboration between state, provincial and federal agencies and stakeholders is ongoing through a multi-jurisdictional working group that is developing plans and identifying infrastructure needs to ensure continuous safe and efficient flow of cross border traffic.

The working group includes EBTC members, Vermont, New York, and Québec as well as FHWA, GSA, CBP, CBSA, PSPC. The group was formed to facilitate coordination during construction between the Highgate Springs project and several other border related projects in physical proximity that will also be underway during the same period.

The other projects include the St. Armand, Québec land port of entry project, immediately opposite Highgate Springs, the Lacolle / Champlain land port of entry project, the Rouses Point land port of entry project and a reconstruction project along Vermont State Route 78 that serves as a connector between several of the projects and will serve as a detour while the other projects are underway.

AUTOROUTE 35: SAINT-JEAN-SUR-RICHELIEU TO THE U.S. BORDER

The construction of Highway 35 between Saint-Jean-sur-Richelieu and the U.S. border was carried out in phases. Phase I and Phase II segments (between Saint-Jean-sur-Richelieu and Saint-Sébastien) have been in service since 2014, and Phase III (between Saint-Sébastien and Saint-Armand) was completed in September 2025. From there, Highway 35 joins Highway 133, which already has two lanes in each direction, on a divided carriageway, to the U.S. border.

ST. ARMAND DE PHILLIPSBURG LAND PORT OF ENTRY (LPOE) ST. ARMAND, QC

The existing facility connecting Québec Highway 133 and I-89 in Vermont will be replaced to handle increased passenger and commercial traffic demands stemming from the Autoroute 35 project. The facility will have eight primary inspection lanes capable of handling both commercial and passenger traffic.

The new facility will relieve congestion and speed up the movement of traffic at this border crossing. Modernization will create long-term economic benefits including reduced border wait times, increased reliability of just-in-time shipments, reduced costs for shippers, carriers, and travelers, lower fuel consumption and greenhouse gas emissions due to reduced engine idling at the border, and enhanced safety and security.

BEEBE PLAIN, VT LAND PORT OF ENTRY (LPOE)

The overall \$24.2 Million project will be split between two projects. The first project includes Repair and Alteration (R&A) of the existing LPOE facility:

- An expanded inbound and outbound canopy
- Enclosed vehicle search
- Soft secondary inspection canopy
- Employee parking
- Interior renovation of existing facility to meet updated CBP operating requirements.

The second project includes the construction of a new access road for all residences on the U.S. side of Canusa Avenue.

In 2024, a Construction Manager as Constructor contract and an architectural and engineering contract was awarded. Project design will be completed by early 2026 with construction starting that fall and substantial completion expected by early 2028.

NORTON, VT LAND PORT OF ENTRY (LPOE)

The project scope includes construction of a LPOE to meet requirements of space and facilities for U.S. Customs and Border Protection (CBP) to carry out their agency mission at the international border crossing between Norton, Vermont and Stanhope, Québec. The current facilities are significantly outdated, and the project will help improve traffic flow, enhance security, and facilitate trade and travel in the region.

The National Environmental Policy Act (NEPA) process is underway for early 2026 completion following public comment in September and October 2025. Facility design is underway with a summer 2026 completion followed by construction start in early 2027 and project completion in Fall 2028. The project has a current budget of \$32,197,841.

RICHFORD, VT LAND PORT OF ENTRY (LPOE)

The proposed \$34.2 Million project will modernize and replace the existing port facilities with a new, larger, and up to date facility. The existing main building will remain in place and be completely renovated and re-configured in a manner that will better accommodate present-day functions in support of CBP operations. The new main port building may need to respond to contextual characteristics of the historic building. Construction will be completed by winter 2028.

The project provides the opportunity to incorporate sustainability features that will reduce greenhouse gas emissions, mitigate the impact of the buildings on the environment, and increase the mission readiness of the federal government. New access roads for the property owners adjacent to the LPOE site will be provided to allow for a required distance of the security fence to better secure the LPOE.

Pre-design services began in July 2023. Concept Development was completed in February 2025, and design will be completed by summer 2026 with a fall 2026 construction start and substantial completion by Fall 2028.

CALAIS ME - FERRY POINT LAND PORT OF ENTRY (LPOE)

The GSA announced \$42.4 million (US) to fund an upgrade of the U.S. Customs and Border Protection (CBP) inspection facility in Calais, Maine. This includes acquisition of additional land, and construction of an addition to the current facility.

The historic port will undergo a smaller renovation while the addition will be designed and constructed to reflect the contextual characteristics of the current building. This project expansion and upgrade will accommodate the current technologies and equipment utilized by CBP.

Expanding the site and port will allow for enhanced traffic management and flow, and remedy existing traffic backup which could contribute to dangerous conditions for travelers entering and leaving the United States via the bridge crossing. Only non-commercial traffic is processed at this location.

The addition will be connected to the original building with a two-story link and contain additional critical function rooms for CBP's expanded operations. The port will also see an expansion of the inspection booths and spaces, requiring acquisition of roadway from the City of Calais, and limited acquisition of adjacent privately owned commercial property

An architect-engineering award was made in April 2023 followed by a Construction Manager as Advisor contract in September 2023.

The Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) as required by the National Environmental Policy Act were completed in September 2025. Construction will start in winter 2026 and be substantially complete by 2028.

As a result of the planned LPOE upgrade in Calais, the New Brunswick Department of Transportation and Infrastructure (NBDTI) and the Maine Department of Transportation (MaineDOT) signed a Memorandum of Understanding (MOU) to develop the terms of reference for a feasibility study to examine options to repair or replace the Ferry Point International Bridge that connects Calais, Maine to St. Stephen, New Brunswick. In addition, public input will be sought to inform this process.

FORT FAIRFIELD, ME LAND PORT OF ENTRY (LPOE)

The design and construction of a new \$41.5 million LPOE in Fort Fairfield, Maine will replace the existing port with a new facility that has an expanded capacity. The new LPOE facility will be shifted to a new location to improve line-of-sight for inbound traffic and outbound traffic flow.

The original historic land port of entry will be used, maintained, and incorporated as part of the larger facility. The preferred alternative places commercial and non-commercial inspection functions in a single facility and removes access to Canadian residences from Brayall Road.

The NEPA process is underway as well as the design. Construction will start in the winter of 2027 with a winter 2029 completion date.

HOULTON, ME LAND PORT OF ENTRY (LPOE)

A study of the Houlton LPOE facility in 2021 found that all building systems at this facility require replacement or significant reinvestment.

The \$30 million project will repair and alter the existing facility systems bringing them into compliance with GSA building standards. Building items in need of repair include building envelopes (roofs, windows, exterior wall panels, storefront systems), elevators, mechanical systems, plumbing systems, and fire alarm upgrades.

Site items in need of repair include water service lines, the site septic system, and the replacement of underground fuel oil tanks. The project will start in fall 2026 and will be completed by spring 2028.

LIMESTONE, ME LAND PORT OF ENTRY (LPOE)

A new LPOE at Limestone Maine will use and maintain the original historic land port of entry and construct a new state-of-the-art facility with expanded capacity.

In July 2025, GSA revised the scope from an expansion and modernization project to a repair and alterations project. Repairs and alterations would be limited to the existing LPOE site, and the project was approved in July 2025. Construction will start in Spring 2028 with a target completion date of Summer 2029. The estimated budget is \$23.7 million.

CAT FERRY SERVICE BETWEEN YARMOUTH, NS AND BAR HARBOR, ME

The high-speed CAT ferry travels between Bar Harbor, Maine and Yarmouth, Nova Scotia in just 3.5 hours. The season runs from May 15 to October 15 and will continue for the 2026 and 2027 sailing seasons.

The overall traffic carried in 2025 was 39,745 passengers and 16,233 vehicles. This represents a decrease of 19% over the 2024 season.

In September 2023, the Province of Nova Scotia engaged 21 FSP to conduct an economic impact study of the ferry service. In addition to collecting and analyzing data, the study's mandate was broad, encompassing the ferry's impact on tourism operators and businesses, supply chains, accommodation providers, on understanding the perspectives of cultural communities, employment, and government revenues.

The study was released in February 2026 and found that the ferry delivers a net benefit to the province by redistributing visitor spending into Nova Scotia communities, particularly in rural areas. The service contributes to employment and household income in the tourism sectors and generates incremental tax revenues for both the province and municipalities. Small businesses, especially those in Southwest Nova, report meaningful gains from ferry-induced travel, while the service also helps connect visitors to destinations across the province.

INTERNATIONAL PASSENGER RAIL SERVICE

The New York State Department of Transportation (NYSDOT) continued to provide operating support to Amtrak for the two cross-border passenger rail services in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Section 209 policy.

Adirondack and *Maple Leaf* cross-border services connect New York City with Montreal, Québec, and Toronto, Ontario.

Throughout 2025, the states of Vermont and New York, the province of Québec and Amtrak worked to develop a secure preclearance facility inside Montreal Central Station that will support passengers using New York's *Adirondack* service and Vermont's planned extension of the *Vermonteer* service over the border. This collaboration includes cooperative efforts with both U.S. and Canadian security agencies and federal departments of transportation.

In August 2022, the province of Québec announced that the Société de Québecoise des Infrastructure would lead a study to evaluate connectivity and security issues along the corridor between Montreal Central Station and the border, as well as a detailed design study of the needed modifications. In 2025, a working group with Vermont, New York, and Quebec Transportation officials and Amtrak was established to coordinate and discuss options to move the project forward and share the latest developments in this complex project.

CANADA-US PRECLEARANCE AGREEMENT

In March 2015, Canada and the U.S. signed a new treaty entitled the *Agreement on Land, Rail, Marine and Air Transport Preclearance between the Government of Canada and the Government of the United States* (LRMA), fulfilling a commitment of the [2011 Beyond the Border Action Plan](#). The LRMA provides the legal framework and reciprocal authorities necessary for CBP and the CBSA to carry out security, facilitation, and inspection processes in the other country. The Agreement came into force following an exchange of Diplomatic Notes on August 15, 2019.

Preclearance allows customs and immigration officials from the country of destination to be stationed in the country of origin to clear or deny the admission of travellers or goods to the destination country. Pre-cleared passengers and goods experience faster and more reliable service moving through border points and these operations provide a higher level of security by identifying potential threats at the earliest point in the process. By facilitating the fast and secure movement of people and goods across the border, preclearance supports trade and economic prosperity.

As the Agreement is fully reciprocal, in addition to the potential expansion of CBP preclearance operations in Canada, the Agreement permits Canada to pursue preclearance operations in the U.S.

CBP currently conducts preclearance operations at eight Canadian airports: Calgary, Edmonton, Halifax, Montreal, Ottawa, Toronto, Vancouver, and Winnipeg and at the Alaska Marine Highway System Ferry Terminal in Prince Rupert, British Columbia. In 2025, CBSA launched its first Canadian land preclearance operation in the U.S. at Cannon Corners Land Port of Entry in New York State.

ELECTRIC VEHICLE (EV) CORRIDORS

In support of greenhouse gas (GHG) emission reduction targets, the development of national corridors to service and charge electric vehicles in both Canada and the U.S. proceeded in 2025.

These electric vehicle corridors must also support U.S. – Canada cross border connectivity to ensure a free flow of international trade and passenger transportation.

EBTC members Vermont, New York, Maine, and Québec are among the jurisdictions in Canada and the U.S. that form the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Task Force, focused on developing policies to eliminate harmful truck and bus carbon emissions by enabling deployment of commercial electric vehicles. [NESCAUM](#)

UNITED STATES-MEXICO-CANADA AGREEMENT (USMCA) CANADA-UNITED STATES-MEXICO AGREEMENT (CUSMA)

On September 30, 2018, the United States, Mexico, and Canada completed negotiations toward a new United States – Mexico - Canada Agreement (USMCA) and signed the agreement on November 30, 2018. The agreement came into effect on July 1, 2020.

The USMCA Dispute Settlement Panel ruled on its first case in December 2021, regarding market access of U.S. dairy products to Canada. In December 2022, the United States requested further dispute consultations on Canadian Quota Policies and the panel ruled in favour of Canada in November 2023. [Active and concluded State-to-State dispute settlement cases \(international.gc.ca\)](#)

Active cases in 2025 include three filed by Canada in March and April 2025 regarding 1. U.S. IEEPA import duties related to the flow of illicit drugs, 2. U.S. Section 232 import duties on steel and aluminum products from Canada, and 3. U.S. Section 232 import duties on automobiles and automobile parts. Additional active complaints concern the Mexican electricity industry and US Automotive Rules of origin.

Sources: Cover Pictures

[Passenger Rail Service | Agency of Transportation](#)

[bridge-to-campobello-island.jpg \(1180x674\)](#)

[Gordie HOWE International Bridge | Official Website](#)

[Take the Ferry Between Nova Scotia & Maine | The CAT](#)

[ROUSES Point Land Port of Entry | GSA](#)

[st. bernard lacolle - Search Images](#)