RESOLUTION

No. 2010-215

By Commissioner Varga

WHEREAS, Canada is the largest foreign trade partner for the United States, and is the largest foreign trade partner for 35 states and the second largest for 10 states; and

WHEREAS, Michigan accounts for more than half of the total U.S. trade with Canada. Trade with Canada averages $1.5 billion per day, and supports 7.1 million U.S. jobs and more than 221,500 jobs in Michigan; and

WHEREAS, approximately 54% of the U.S./Canada trade moves by truck and roughly half (approximately 45.5%) of the trucks use the Detroit and Port Huron border crossings; and

WHEREAS, plans are underway to build an additional international border crossing system over the Detroit River, the Detroit-Windsor border crossing ("DRIC"). The DRIC will consist of a six-lane bridge, three Canada-bound and three U.S.-bound, connected to new U.S. and Canadian inspection plazas; and

WHEREAS, the DRIC will have an enormous economic impact on the U.S. economy. The DRIC will create 10,000 construction jobs and more than 30,000 indirect jobs during the construction period in the U.S. The DRIC will also help retain 25,000 jobs in Michigan that would be lost without additional crossing capacity and is expected to draw about 3,500 jobs into Southeast Michigan from outside the state; and

WHEREAS, the DRIC will cost $1.8 billion for the U.S. portion of the bridge, the plaza and the interchange with I-75, which will be paid for with 80% federal and 20% state funds. The DRIC is intended to be self-sustaining from a reasonable toll charge; and

WHEREAS, Michigan and Transport Canada are pursuing a Public-Private Partnership to finance and deliver the DRIC. The partnership will be in the form of a long-term concession agreement which will seek to maximize private sector participation and financing. It will allow for public ownership of the bridge and private financing, construction, operation and maintenance while protecting the public interest; and

WHEREAS, Michigan needs legislative authority to enter into the Public-Private Partnership, to enter into an agreement with Canada to build the DRIC and to charge tolls; and

WHEREAS, House Bill 4961 will provide for public-private transportation facilities and will authorize public-private agreements;

Now therefore be it

RESOLVED, that the Wayne County Commission this 13th day of April, 2010 does hereby fully support the new Detroit-Windsor border crossing (DRIC) project and any legislation that will allow for the construction, charging of tolls, and/or creation of a Public-Private Partnership to finance and deliver the DRIC; and be it further

RESOLVED, that the Wayne County Commission encourages initiatives that require benefits and investments in communities hosting the DRIC project including job creation, green development, improving air quality, housing and other benefits that improve the quality of life of residents; and be it further

RESOLVED, that the Detroit-Windsor border crossing will have an immeasurable economic impact on the State of Michigan and Wayne County; and will lay the foundation for future productivity growth and economic stability of local economies.

(2010-66-014)