

Michigan Border Planning

Facilitating Transportation Across The Northern Border



Michigan 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, **2.5 million trucks, 6.3 million personal vehicles, and 11.1 million vehicle passengers** crossed through the **four Land Ports of Entry (LPOEs)** along Michigan's **721 miles of shared border** with Ontario, Canada's most populous province.^{1,2}



Sault Ste. Marie International Bridge. Source: www.wnmufm.org

Focus on the Michigan Border

Along the Michigan 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 Michigan Division, the

Michigan Department of Transportation (MDOT), and the Southeast Michigan Council of Governments (SEMCOG) coordinate and participate in many of TBWG's border-related events, studies, and workshops. International bridge and tunnel operators from Michigan also provide input and perspective. In 2013, TBWG held its **spring plenary session in Detroit, MI**.

Policy, Plans, and 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 the Blue Water Bridge.

Research



FHWA launched its **Border Wait Time Technology Deployment Initiative** in 2016, with the goal to accelerate the adoption of innovative technology. FHWA funded new technology for the Detroit–Windsor Tunnel Crossing to MDOT for sensors and

interactive signage. These investments will help measure delay and wait times at LPOEs and share that information with travelers as they approach the border.

FHWA Coordination Spotlight: Border Freight Planning Peer Exchange

At the Border Freight Peer Exchange in Detroit, MI, stakeholders from the U.S. and Canada shared updates on a number of current and planned studies and projects related to cross-border freight. Participants discussed developing regional border master plans with states and provinces, sharing and examining new border data, projecting future cross-border freight flows, and developing metrics for border crossing performance.

FHWA Project Spotlight: Gordie Howe International Bridge

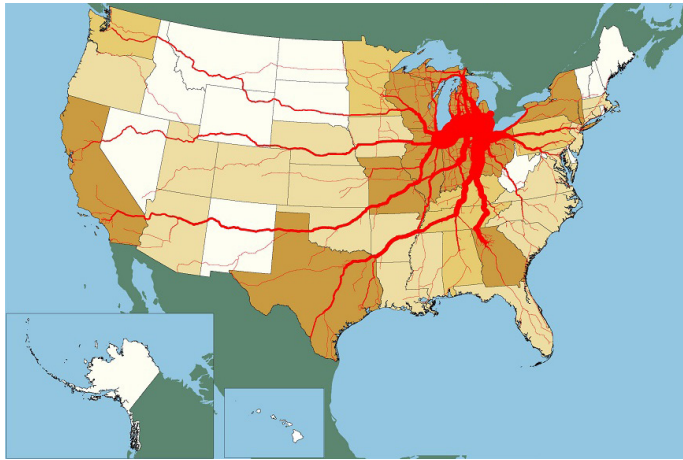
This project will add a new six lane bridge between the U.S. and Canada in the Detroit, MI–Windsor, ON Corridor. The project will also provide direct access to U.S Interstate 75 and Canadian Highway 401 creating new inspection plazas on both sides of the border. FHWA is part of a binational consortium of state, provincial, and federal entities managing this effort. The project will ultimately procure a Public-Private-Partnership concessionaire to design, construct, finance, operate, and maintain the bridge.

FHWA Project Spotlight: Blue Water Bridge Corridor Improvements

The Blue Water Bridge—spanning the St. Clair River—has seen significant corridor improvements during the past few years. In 2012, \$150 million in upgrades were completed, which provided three dedicated lanes for both eastbound and westbound traffic, increasing capacity for this critical freight and passenger corridor.

Michigan Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, MI

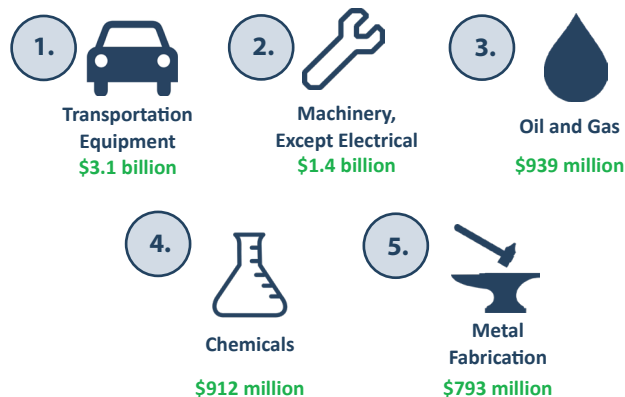


Credit: U.S. Department of Transportation. Federal Highway Administration. Freight Analysis Framework, version 3.4.

Did You Know?

- Michigan shares the **second-longest boundary with Canada** at 721 miles, and its entire border with Canada is water. It is one of only three states along the border with **no land boundary** (Ohio, 146 miles; Pennsylvania, 42 miles).²
- Ontario has the longest shared border of any Canadian province or territory at **1,715 miles**.
- Twice as many Canadian residents travel across the border than U.S. residents, primarily for **shopping (29 percent)** or **work or business (24 percent)**.³

Michigan's Top 5 Exports, 2016

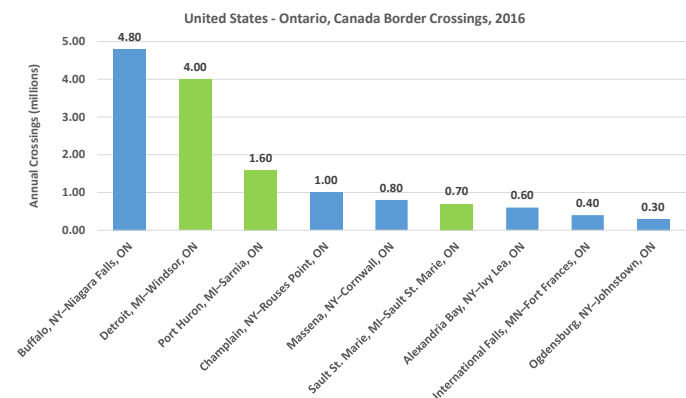


Importance of Michigan – Canada Border Transportation to the U.S. Economy

- The United States and Ontario, Canada share 14 LPOEs, four of which are located in Michigan: **Detroit–Windsor** (which includes the Detroit–Windsor Tunnel and Ambassador Bridge), **Port Huron, MI–Sarnia, ON**, and **Sault Ste. Marie, MI–Sault Ste. Marie, ON**.
- Michigan conducted \$71.8 billion in trade with Canada in 2016, including the **export of \$23.5 billion** in goods. That is the most of any state.
- Over **250,000 Michigan jobs** depend on trade, investments, and coordination with Canada.⁴
- In 2016, Michigan exported **\$14.77 billion in transportation equipment** to Canada, which accounted for **62 percent** of the goods Michigan businesses sent across the border.²

The Detroit-Windsor Land Port of Entry¹

- The Detroit–Windsor LPOE conducts **the most bilateral surface transportation trade** of any port along the border with Canada, accounting for **\$130 billion** in 2016.
- Detroit–Windsor saw the most large vehicle traffic of any northern port in 2016. Over **1.6 million trucks** and nearly **25,000 buses** crossed through Detroit.
- In addition to being an economic catalyst, Detroit-Windsor experienced **4 million personal vehicle crossings** in 2016, or **28 percent** of all personal vehicle crossings between the United States and Ontario, Canada.



- In total, Michigan's four LPOEs process **almost 43 percent of all personal vehicle traffic** crossing between the United States and Ontario.⁵

Citations

1. Bureau of Transportation Statistics
2. International Boundary Commission
3. 2015 Michigan Department of Transportation survey

4. The Eastern Border Transportation Coalition
5. TBWG



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