

# ***Sharpen Focus on Border Issues and Funds***

## ***What's Best for Michigan***

Move the Coordinated Border Infrastructure Program “above the line” and outside the calculation of the Equity Bonus to ensure that the nation’s critical border facilities are truly treated as national priorities, and allocate funding based on trade and traffic volumes, security, and infrastructure needs.

## **Why**

International border crossings are unique national resources that not only benefit the northern and southern border states, but benefit the entire United States by providing improved trade connections with Canada and Mexico.

Michigan is essentially a pass-through state for international border trade. Despite the benefit that our border crossings provide to states across the country, most of the funding for their upkeep and improvement comes from Michigan’s highway allocation.

- At the Blue Water Bridge, approximately 50% of the incoming commercial traffic passes on to other states including Illinois, Indiana, and Ohio, while 30% of the outgoing traffic originates in other states.
- The Ambassador Bridge sees 60% of the incoming commercial trade passing through to destinations such as Illinois, Indiana, Kentucky, and Texas, while 68% of the outgoing Ambassador Bridge commercial traffic originates in other states such as Ohio, Indiana, Illinois, Kentucky and Tennessee.

Our borders should be treated as projects of national significance and should be funded in a manner consistent with other nationally significant projects.

Michigan needs funding for border projects that does not come out of formula programs. The current border program simply diverts funds to border infrastructure that would otherwise be available for important road and bridge projects elsewhere in Michigan. Michigan carries a disproportionately larger share of the funding burden for ensuring that the goods crossing the border are safe, sufficient, and efficient. Many other states benefit while Michigan foots the bill.