

December 13, 2012

The Honorable Barack Obama
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20500

The Honorable Hillary Clinton
U.S. Department of State
2201 C Street, N.W.
Washington, DC 20520

U.S. Construction Industry Urges Swift Approval of Detroit-Windsor Bridge

Dear President Obama and Secretary Clinton:

The undersigned organizations representing American construction workers, contractors, suppliers, manufacturers, and highway users urge you to swiftly approve the presidential permit application for the construction of a new international trade crossing (NITC) between Detroit and Windsor, Ontario.

The Detroit-Windsor NITC is integral to the U.S. economy, our national security, the environment, and job creation. The new bridge will provide a much needed alternative at the busiest U.S.-Canada commercial border crossing. With more than 8,000 trucks per day crossing the Detroit-Windsor border, the 83-year old Ambassador Bridge is inadequate to handle the growing demands of the \$120 billion of trade that crossed it in 2011. Congestion is only going to get worse as truck traffic at the Detroit-Windsor border is expected to increase 128 percent over the next 30 years. Without the NITC, U.S. companies will continue to incur massive costs transporting goods to and from Canada (our largest trading partner), detrimentally impacting job creation, economic growth, and the environment as trucks sit idling in traffic on the way to their final destination.

While the new bridge is expected to sustain and create millions of jobs in the United States once finished, there will be an immediate boost to the construction sector as this significant infrastructure project gets underway. In fact, the project is expected to support 10,000 to 15,000 direct construction jobs in Michigan alone, a state that has been devastated by the recession. The long lasting impact of the project will be felt beyond Michigan, as the entire Midwest relies on reliable transportation infrastructure at the Detroit-Windsor crossing to get goods to market.

The Detroit-Windsor NITC is a win-win for all involved. Not only will the new bridge be a boon for job creation and growth, but Canada will finance the majority of the upfront costs of the project. Canada will be responsible if toll revenues do not meet projections and the builder (a private sector firm selected after a public competition) will bear liability for cost overruns. Once all project costs are recovered by the private builder and the Canadian government, Michigan and Canada will share in the toll revenues.

Urging Swift Approval of Detroit-Windsor Bridge Permit

December 13, 2012

Page 2 of 2

For all the foregoing reasons, we urge rapid approval of the project.

Thank you for your consideration.

Sincerely,

American Concrete Pavement Association
American Council of Engineering Companies
American Council of Engineering Companies of Michigan
American Highway Users Alliance
American Iron and Steel Institute
American Road & Transportation Builders Association
American Traffic Safety Services Association
Associated Equipment Distributors
Associated General Contractors of America
Associated General Contractors of Michigan
Association of Equipment Manufacturers
National Asphalt Pavement Association
National Ready Mixed Concrete Association
National Stone, Sand & Gravel Association
NUCA - Representing Utility & Excavation Contractors
Ohio-Michigan Equipment Dealers Association
Portland Cement Association