

# Detroit River International Crossing Study

Joint Transportation Committee Meeting

March 23, 2006

# Presentation Outline

- ❖ Study Purpose & Participants
- ❖ Budget
- ❖ Public Involvement
- ❖ Evaluation of Alternatives

# Why a Border Transportation Partnership?

- ❖ Need for long-term improvements was recognized
- ❖ Within the mandates of:
  - ✓ **U.S. Federal Highway Administration**
  - ✓ **Transport Canada**
  - ✓ **Michigan Department of Transportation**
  - ✓ **Ontario Ministry of Transportation**
- ❖ Both countries must agree to make a new crossing happen!



# Cooperating Federal Agencies – U.S.

- Federal Highway Administration
- U.S. Environmental Protection Agency
- U.S. General Services Administration
- U.S. Customs and Border Protection
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service
- U.S. Coast Guard
- U.S. Department of State

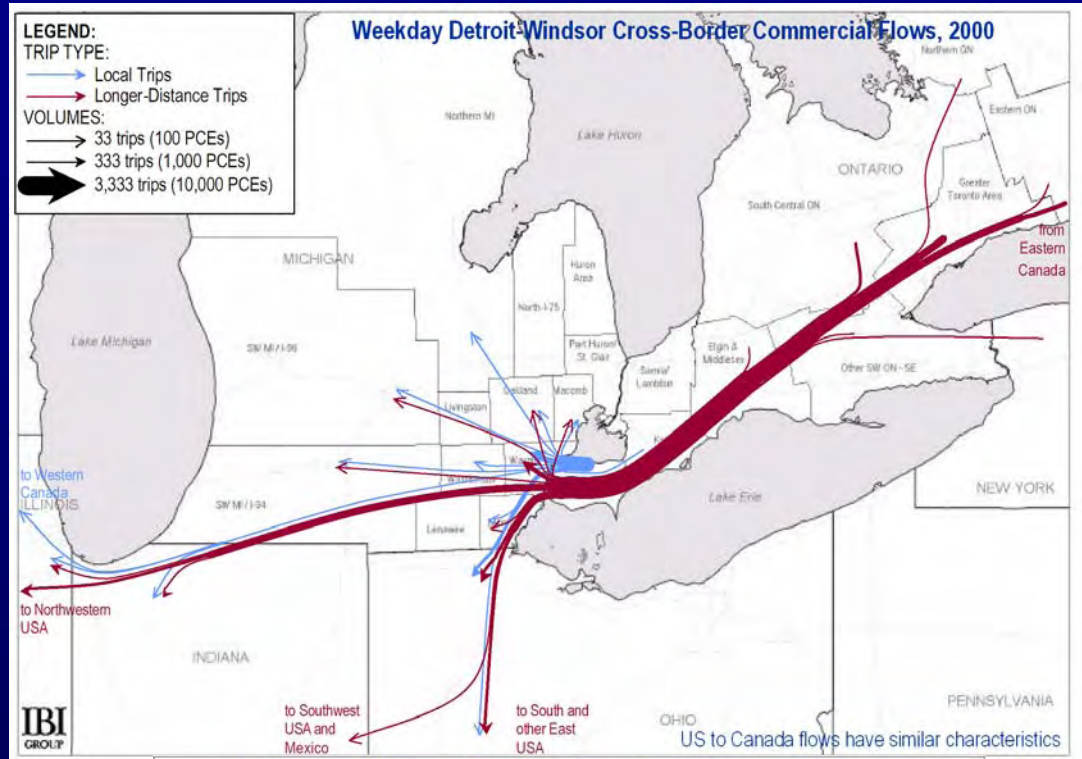


# President's Security & Prosperity Partnership (SPP)

- ❖ Trilateral effort (Canada/U.S./Mexico) to increase security and enhance prosperity among the three countries through greater cooperation and information-sharing
- ❖ The DRIC is mentioned in the President's Security Action Plan three times:
  - ✓ December 2006 – Final set of crossing alternatives
  - ✓ December 2007 – Preferred alternative
  - ✓ June 2013 – Open to traffic

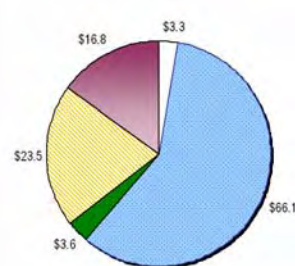
# Detroit-Windsor: A Vital Link

- ❖ Approximately 28% of U.S.-Canada surface trade
- ❖ Over 80% of all goods crossing the Detroit River are carried by truck
- ❖ Significant to the economies of two nations
- ❖ The partnering governments must protect transportation services

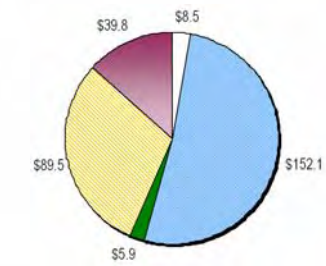


Estimate of 2004 and 2035 Trade at Detroit River Crossings by Commodity All Modes (Billions of 2004 USD)

□ Agriculture □ Auto & Metal ■ Forest □ Machinery & Equipment ■ Other



2004 Canada/U.S.



2035 Canada/U.S.

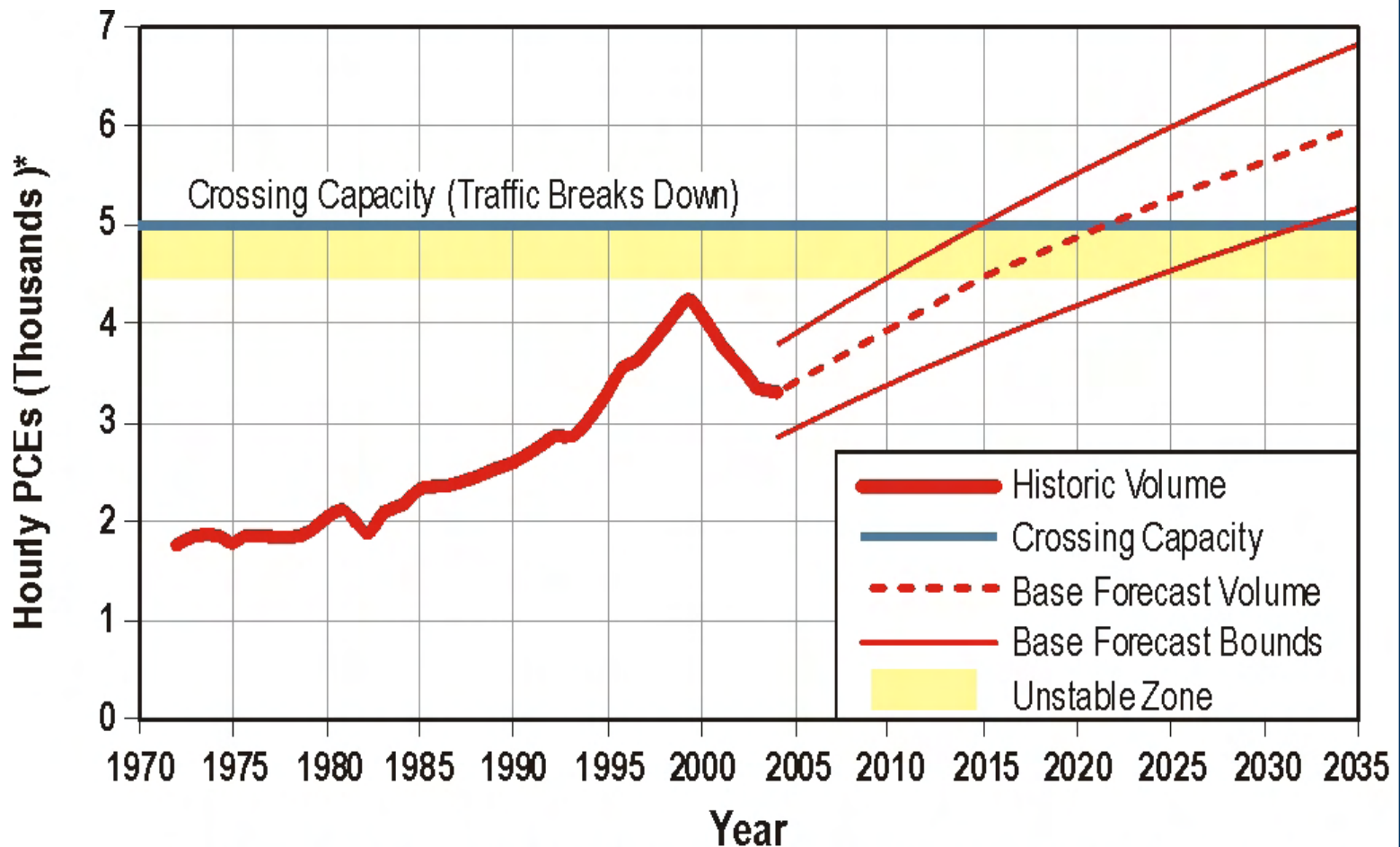
# Why DRIC?

- ❖ Redundancy

- ❖ Security

- ❖ Traffic

# Travel Demand vs. Capacity: Combined Detroit River Crossings



\* PCE = Passenger Car Equivalents (i.e. trucks are converted to an equivalent number of cars)

Source: IBI Group

Preliminary - for Discussion Purposes Only

# Study Costs

- ❖ Total Approved Budget
  - ✓ approx. \$21.3 M
  - ✓ includes 30% additional for Design work
  
- ❖ Dollars Paid to Date
  - ✓ approx. \$5.2 M as of 3/20/06

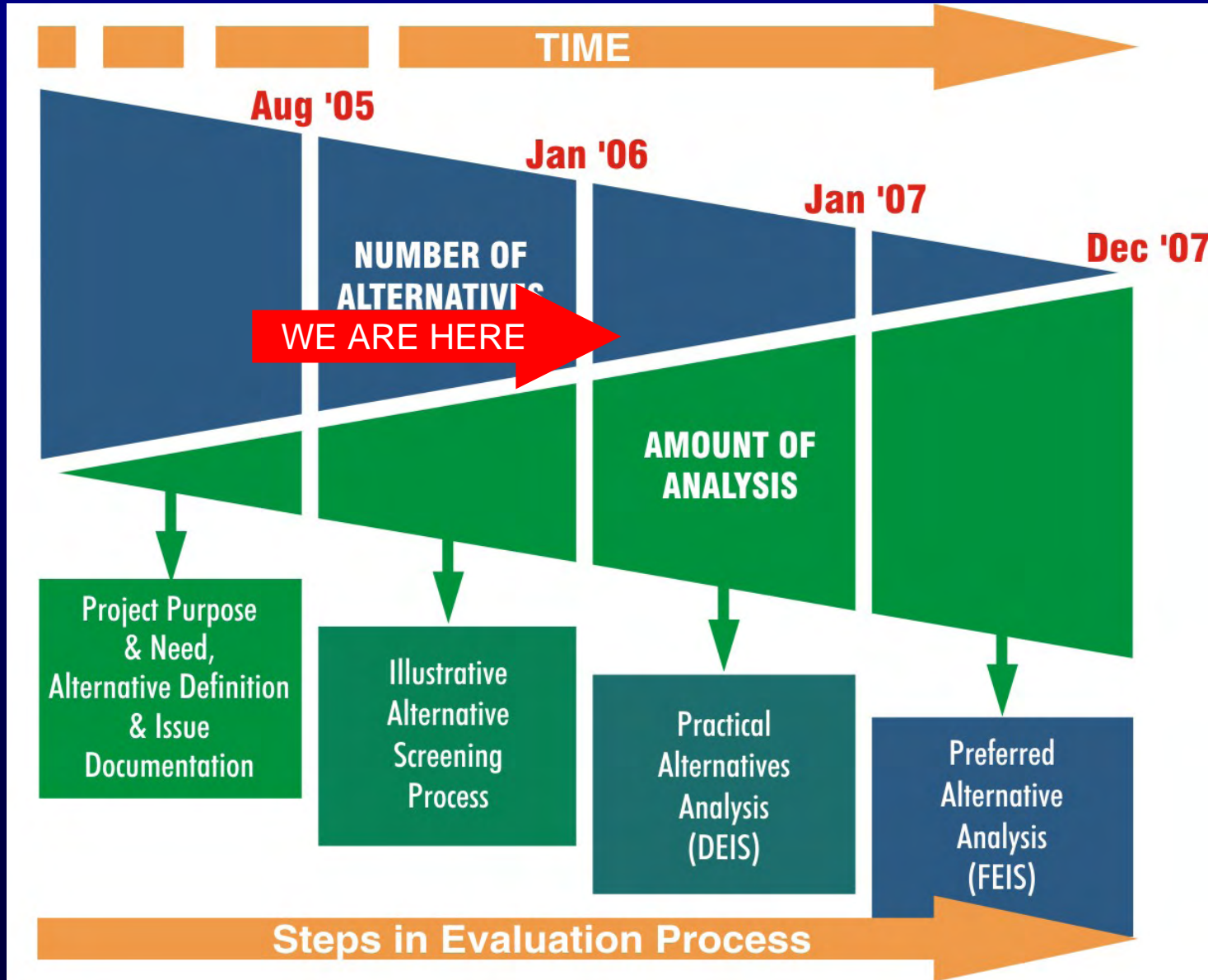
# Examples of Other Mega Project Environmental Studies

- ❖ Peace Bridge (NY) - \$17 M
- ❖ Louisville Southern Indiana Ohio River Bridges Project - \$22.5
- ❖ Maryland Inter County Connector - \$29 M

# MDOT and SEMCOG Plans

- ❖ 2001 – DRIC included in MDOT's Five Year Road & Bridge Program
- ❖ 2003 - Study included in SEMCOG's 2025 Long Range Plan

# Overall Project Timeline



**What opportunities exist for  
public involvement?**

# Public Input Opportunities

Public Meeting Event	Date
A Study Kickoff	Mid April 2005
B Illustrative Alternatives Definition	Third week of June 2005
<b>C Scoping</b>	<b>August 31, 2005</b>
D Preliminary Illustrative Alternatives Evaluation	Second week of December 2005
<i>E Practical Alternatives Selection</i>	<i>Third week of March 2006</i>
F Refining Context Sensitive Issues 1	First week of April 2006
G Community Impact Assessment 1	First week of May 2006
H Refining Context Sensitive Issues 2	First week of June 2006
I Community Impact Assessment 2	First week of July 2006
J Refining Context Sensitive Issues 3	First week of August 2006
K DEIS Available for Review	Second week of December 2006
L DEIS Public Hearing	Second week of January 2007
M Recommended Alternative Presentation	Second week of December 2007

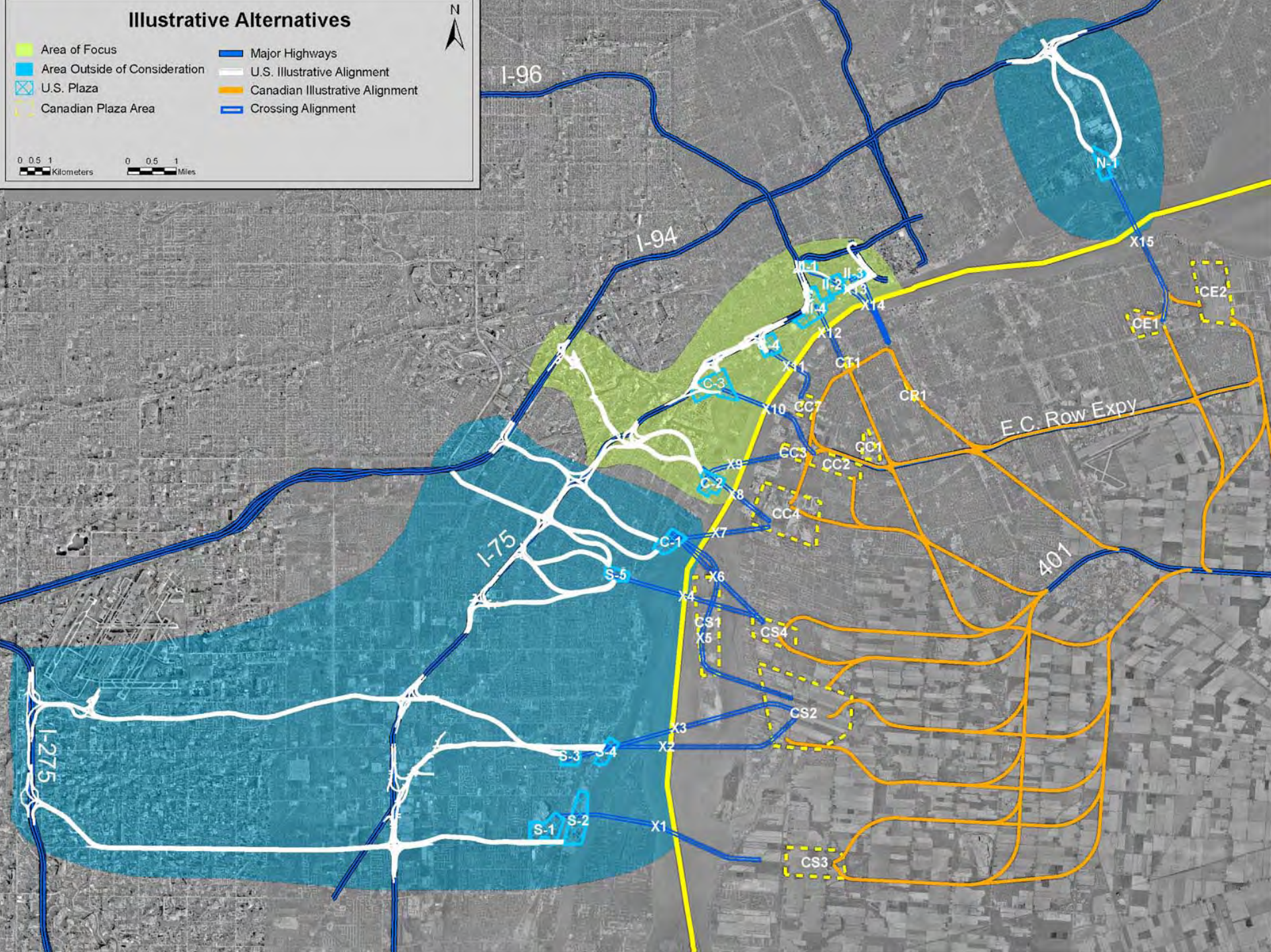
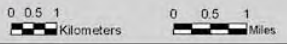
# More Public Involvement



# Illustrative Alternatives



- Area of Focus
- Area Outside of Consideration
- U.S. Plaza
- Canadian Plaza Area
- Major Highways
- U.S. Illustrative Alignment
- Canadian Illustrative Alignment
- Crossing Alignment



# Evaluation Results

## ❖ Twinned Ambassador Bridge

- ✓ Impacts on community cohesion and character (including historical/cultural features)
- ✓ Construction staging risks and complexities
- ✓ Limited ability to provide continuous /ongoing river crossing capacity

## ❖ Dropped from further consideration

# Evaluation Results

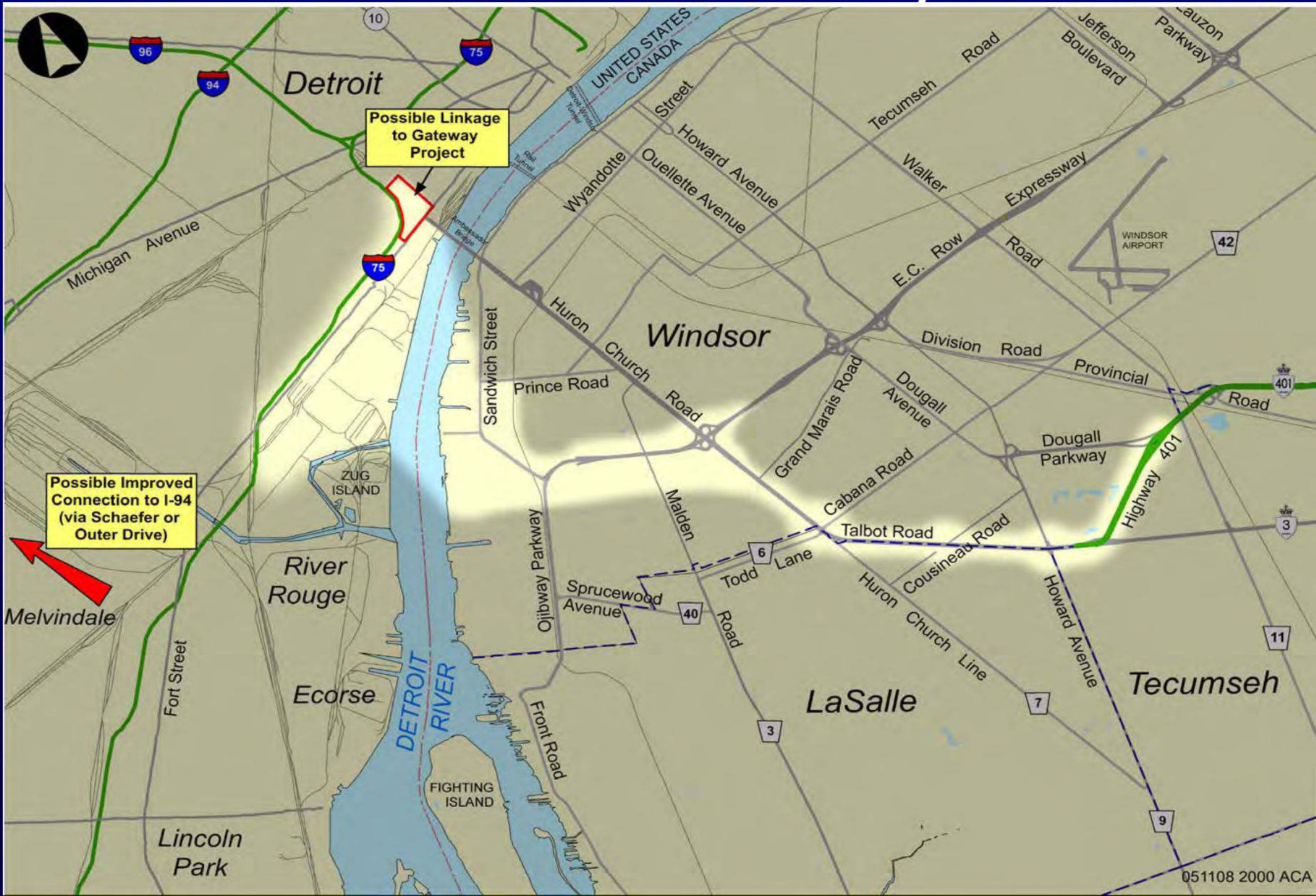
## ❖ DRTP Rail Corridor

- ✓ As a two-lane truckway to refurbished rail tunnels:
  - inadequate capacity to meet the long term needs of the region
  
- ✓ As a freeway with a new downtown crossing:
  - Unacceptably high impacts to central and southern Windsor
  - not consistent with Windsor's plans and land uses.

## ❖ Dropped from further consideration

**U.S. Federal Highway Administration  
concurred with the  
Area of Continued Analysis**

# Area of Continued Analyses



# Project Support



February 15, 2006

The Honourable Dalton McGuinty  
Office of the Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

The Honorable Jennifer M. Granholm  
Office of the Governor  
P.O. Box 30013  
Lansing, Michigan 48909

Re: Support for a New Windsor/Detroit Border Crossing

Dear Premier McGuinty and Governor Granholm:

We are writing you on behalf of the members of Canadian Manufacturers & Exporters (CME) and the National Association of Manufacturers (NAM) to reiterate the clear business need for a new crossing at the Detroit-Windsor corridor, and to show our support for progress made in the border-crossing selection process.

The Province of Ontario and State of Michigan as well as our two national economies stand to benefit greatly from the construction of a new border crossing at Detroit-Windsor. The Detroit-Windsor border is the busiest trade corridor in the world. Over \$1.1 billion in goods cross between our two countries every day, and the US does about as much business across the border in the Detroit-Windsor area as it does with Japan.

Enhanced capacity in this corridor would pay immeasurable dividends to both economies at the local, regional and national levels. Current border delays are estimated to cost between seven and 10 per cent of total bilateral trade. Minimizing these delays at our busiest crossing would potentially inject billions of dollars worth of investment and jobs into both of our economies. It would also improve North American manufacturing productivity currently facing strong competition from Europe and Asia.

Conversely, the current problems at the Detroit-Windsor gateway, including the lack of sufficient access for low-risk traffic, undercut our companies' ability to compete in the global marketplace. This hurts the economies of both Canada and the United States. Our organizations have written our government leaders stressing the importance of eliminating bottlenecks at the Detroit-Windsor corridor, and we support measures taken to increase capacity at our border crossings without sacrificing security or impeding the movement of low-risk traffic.

We commend our governments for taking steps to move the border crossing selection process forward. While we recognize that decisions on infrastructure improvements are subject to multi-tiered and often overlapping and conflicting jurisdictional mandates, we encourage all levels of government to continue to work together to ensure that construction of a new Detroit-Windsor crossing begins by 2010. Improving the Detroit-Windsor corridor is not just a local or regional matter. It is of vital importance, since the lack of backup capacity in this corridor poses an unacceptable risk to the economic security of both countries and may invite terrorist activity.

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We believe that our governments have what it takes to achieve real progress and set the stage for further improvements in the years ahead. We look forward to working with you to ensure that our border crossings continue to contribute to the security of the world's most important economic partnership.

Sincerely,

Perrin Beatty  
President & CEO  
Canadian Manufacturers & Exporters

John Engler  
President & CEO  
National Association of Manufacturers

Cc: Canada:  
Mr. Dave Wake, Windsor Projects Coordinator, Ministry of Transportation  
The Honourable Stockwell Day, Minister of Public Safety  
The Honourable Lawrence Cannon, Minister of Transport, Infrastructure, and Communities  
The Honourable Harinder Takhar, Ontario Minister of Transportation  
The Honourable Eddie Francis, Mayor of Windsor  
The Honourable Alain Jolicoeur, President, Canada Border Services Agency  
Ms. Helena Borges, Director General Special Projects, Transport Canada  
Mr. William Elliot, National Security Advisor to the Prime Minister  
Mr. Michael Kergin, Ontario Premier's Special Advisor on Border Management

United States:  
Mr. Mohammed Alghurabi, P.E., Senior Project Manager, Michigan Department of Transportation  
The Honourable Michael Chertoff, Secretary of Homeland Security  
The Honourable Deborah J. Spero, Acting Commissioner, U.S. Customs and Border Protection  
The Honourable Norman Y. Mineta, Secretary of Transportation  
The Honourable Rick Capka, Acting Administrator, U.S. Federal Highway Administration  
Gloria J. Jeff, Director, Michigan Department of Transportation  
Kari Johnson, Secretary, Michigan Department of Transportation  
The Honourable Kwame Kilpatrick, Mayor of Detroit  
Joe Corradino, DRIC Project Manager

Canadian Manufacturers & Exporters is run by business, for business. Its members account for 75 percent of Canada's industrial output and 90 percent of its exports. Over the past eight years, CME's members have been responsible for over 45 percent of the new jobs created in the Canadian economy.

The NAM is the largest industrial trade association in the United States, representing small and large manufacturers in every industrial sector and in all 50 states.

# Project Support



December 20, 2005

The Border Transportation Partnership  
c/o  
Mr. Mohammed Alghurabi, P.E., Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, Michigan 48909

Dear Mr. Alghurabi:

The Alliance of Automobile Manufacturers (the Alliance) represents major vehicle manufacturers with large manufacturing bases in both Canada and the United States. Alliance members' operations have a high level of integration between Canada and the United States, and the companies are deeply interested in the secure and efficient movement of low-risk goods and people across the Canada-U.S. border, and in particular, in the Detroit-Windsor corridor.

As leading participants in the Free and Secure Trade (FAST) program, our industry has urged local, state/provincial and national leaders in the United States and Canada to expedite improvements to the border crossings between the two countries. The auto industry supports actions to increase capacity at the crossings without sacrificing security or impeding the movement of low-risk traffic. As an immediate priority and business requirement, the auto industry urges the addition of a new crossing in the Detroit-Windsor area as soon as possible. As such, the Alliance is encouraged by the progress of the Border Partnership Study towards identifying the preferred location for a new crossing in the Windsor-Detroit area, and we appreciate that many interests must be accommodated in this joint study.

The Alliance wishes to reiterate the business need for a new crossing in this critical corridor. We urge the partners to the study to continue meeting the agreed timelines and to expedite the process, wherever possible, in order to see a new crossing implemented in the near future.

Yours truly,

A handwritten signature in black ink, appearing to read "J. Whatley".

John T. Whatley  
Vice President & General Counsel

**BMW Group • DaimlerChrysler • Ford Motor Company • General Motors  
Mazda • Mitsubishi Motors • Porsche • Toyota • Volkswagen**

# Project Support



**DATE:** March 22, 2006

**TO:** Chairman Phil LaJoy, House Transportation Committee  
Chairman Judson Gilbert, Senate Transportation Committee

**FROM:** Detroit Regional Chamber

**SUBJECT:** Detroit River International Crossing Study

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The Detroit Regional Chamber has been involved for over a year as part of the Local Advisory Council of the Detroit River International Crossing (DRIC) Study. Participation as part of the LAC has been a very valuable and insightful experience.

The Michigan Department of Transportation project manager has been very open and forthcoming with information about the DRIC process. The monthly meetings have been announced and open to the public (some meetings have accommodated hundreds of people and numerous policymakers). The content has included in-depth information sharing, including explanations of the need for a new crossing and processes for identifying location and type of crossing appropriate for Southeast Michigan. LAC members represent a diverse cross-section of interested stakeholders in the process, though some members have opted to recuse themselves from the process either because their communities no longer are faced with being home to a future crossing or their particular proposal has been excluded from decision making.

In the latter case, we feel that decisions to exclude possible crossing options were made taking into account needs on both sides of the border—not just one side or the other. As we are in constant communication with Canadian members involved in the advisory process, we feel that these decisions have been made fairly, based first on fact and sound data, all of which has been presented to the LAC. In fact, our Canadian colleagues have commented on the high level of transparency of the U.S. study process relative to the Canadian.

Moreover, LAC members have had opportunity—as has the public—to comment on DRIC processes and decision making. Comments have come from multiple camps, including those with direct and indirect interests in the outcomes of the DRIC process. To ensure proper education of advisory council members, DRIC project managers have gone so far as to host a joint meeting of the LAC and its Canadian counterpart: the event took place on a boat that toured the Detroit River and included detailed visual and verbal analysis of each crossing location, the affected communities, environmental considerations and more.

While no process involving decisions about major regional infrastructure can be perfect, we are confident that this process has been as open as fair as any such process possibly can be. The project managers are sincere in their desire to listen, evaluate, and make even-handed decisions in the face of great political pressure from all sides.

The Detroit Regional Chamber position is that there is a need for a new border crossing in Southeast Michigan. An estimated \$US 1.2 billion in trade crosses the U.S.-Canada border daily—over 40% of it at the five international, land-border crossings in the Detroit/Windsor Region. Of this daily trade, as much as \$US 234 million is automotive related. In the midst of this, regardless of when one believes our current crossing capacity will be surpassed, we cannot ignore the fact that the infrastructure currently in place is aging. Given this and the very real security threats of today's world, we must ensure appropriate infrastructure redundancy.

For your reference we have attached a policy statement on the borders that has been jointly approved by the Detroit Regional Chamber and Windsor & District Chamber boards. If you have any questions about our involvement in DRIC or other border-related issues, please do not hesitate to contact us.

**DRIC Contact:**

Lisa Katz  
Director, Government Relations  
313-596-0460  
[lkatz@detroitchamber.com](mailto:lkatz@detroitchamber.com)

# Project Support

- ❖ Gateway Communities Development Collaborative
- ❖ Southwest Detroit Business Association
- ❖ Can/Am Business Trade Organizations
- ❖ Canadian Automotive Partnership Council
- ❖ Canadian Vehicle Manufacturer's Association
- ❖ Automotive Parts Manufacturers' Association (APMA)
- ❖ Ontario Trucking Association
- ❖ Ontario Chamber of Commerce
- ❖ Mich-Can International Bridge Company
  
- ❖ Support documents can be found in the binders

# Summary

- ❖ Continue plans for a new crossing
  - ✓ Complete EIS and obtain approval for a final location by the end of 2007
  - ✓ Other project phases, including design and ROW acquisition
  - ✓ Continue outreach efforts
  - ✓ New crossing open to traffic by 2013
  
- ❖ The Partnership has decided that the bridge will be subject to public oversight.
  
- ❖ **Both countries must agree to make a new crossing happen!**

[www.partnershipborderstudy.com](http://www.partnershipborderstudy.com)

1-800-900-2649