

*Gateway  
Communities Development  
Collaborative*

*C/o Southwest Detroit  
Business Association  
7752 W. Vernor Hwy.  
Detroit, MI 48209  
(313) 842-0986 (phone)  
(313) 842-6350 (fax)*

*Member Organizations:*

*Bagley Housing Association*

*Bridging Communities*

*Greater Corktown  
Development Corporation*

*Mexicantown Community  
Development Corporation*

*Michigan Avenue Business  
Association*

*Neighborhood Centers, Inc.*

*Southwest Detroit Business  
Association*

*Southwest Detroit  
Environmental Vision*

*Southwest Housing  
Corporation*

May 25, 2005

Mr. James A. Kirschensteiner  
Assistant Division Administrator  
Federal Highway Administration  
315 W. Allegan Street, Room 207  
Lansing, MI 48933

Dear Mr. Kirschensteiner:

We are writing regarding the Detroit River International Crossing (DRIC) study and the relationship of the private border crossing proposals to the study. We strongly support the DRIC study process as the optimal approach to identifying the best solutions for increasing international border crossing capacity. We support the DRIC study proceeding without delay or impeded by the dynamics of this highly competitive environment.

As Southwest Detroit residents and organizational representatives, we have particular knowledge about and specific experience with an international border crossing in our community. We are well acquainted with the challenges this infrastructure brings to community development goals as well as public health and safety. Our experience is unique even to other international border communities in that the Ambassador Bridge is one of the only privately-owned international border crossings on the northern U.S. border. Additionally, two of the transportation corridors identified for further evaluation in the study, as well as three of the private border crossing projects, are proposed for location in Southwest Detroit.

Southwest Detroit hosts significant transportation infrastructure in addition to the international border crossing and plaza. There are at least three public transportation infrastructure expansion projects underway or in the planning phase and any number of private developments that will impact the system and increase truck traffic. It is our experience that the best solutions for increasing the efficiency of the transportation system are those that are planned with community involvement and are designed to promote community development goals. A broader vision of the function and design of the International border crossing could yield new opportunities for economic development, regional tourism, and enhanced quality of life.

Given our experience, it is imperative that all governmental agencies with jurisdiction over border crossings refrain from issuing any permits or engaging in any other activities that would promote any particular crossing until the DRIC study is completed and a preferred alternative has been recommended. At the very least, the public expects that an open, considered, and deliberative process will be promoted and respected. **It must be clear that no decisions will be made outside of the DRIC study.**



May 25, 2005

GCDC

Page 2

If you have any questions, or would like to discuss this letter any further, please feel free to call Margaret Garry at 313.967.9898, Karen Kavanaugh at 313.842.0986 x26, or Kelli Kavanaugh at 313.965.5853 x29. Thank you for your consideration.

Sincerely,

Margaret Garry  
Mexicantown Community  
Development Corporation  
Co-Chair,  
GCDC Transportation  
Committee

Karen Kavanaugh  
Southwest Detroit  
Business Association  
Co-Chair,  
GCDC Transportation  
Committee

Kelli B. Kavanaugh  
Greater Corktown  
Development Corporation  
Co-Chair,  
GCDC Transportation  
Committee

cc: Gloria Jeff, Director, MDOT  
Mohammed Alghurabi, DRIC Project Manager  
Senator Debbie Stabenow  
Senator Carl Levin  
Congresswoman Carolyn Cheeks-Kilpatrick  
Representative Steve Tobocman  
Congressman John Dingell  
Mayor Kwame Kilpatrick  
Detroit City Council



12th House District  
Southwest Detroit

STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514  
(517) 373-0823  
1-877-STEVE-12  
FAX: (517) 373-5993  
stevetobocman@house.mi.gov

**STEVE TOBOCMAN**  
MICHIGAN STATE REPRESENTATIVE

Committee Member:  
COMMERCE  
GOVERNMENT OPERATIONS  
(Min. Vice-Chair)  
LOCAL GOVERNMENT AND  
URBAN POLICY  
(Min. Vice Chair)

May 27, 2005

Mr. James A. Kirschensteiner  
Assistant Division Administrator  
Federal Highway Administration  
315 W. Allegan Street, Room 207  
Lansing, MI 48933

Dear Mr. Kirschensteiner:

As the State Representative for Southwest Detroit, a community that may be affected by a future border crossing across the Detroit River, I am writing regarding the Detroit River International Crossing (DRIC) Environmental Impact Study and the relationship of the private border crossing proposals to the study. I strongly support the DRIC study process as the optimal approach to identifying the best solutions for increasing international border crossing capacity. The DRIC study should proceed without delay or interference from the dynamics of this highly competitive environment.


With the significant transportation infrastructure and international border crossing and plaza already located in Southwest Detroit, I am well aware of the complex issues surrounding the selection of a site for a new international border crossing in our region and the challenges this infrastructure brings to local communities, as well as public health and safety. A broader vision of the function and design of the international border crossing could yield new opportunities for economic development, regional tourism, and enhanced quality of life. Given that three of the five transportation corridors identified for further evaluation in the study are located in Southwest Detroit, I am very concerned that these issues receive the careful study and consideration that they demand.

While proponents of several private border crossing proposals are working to advance their proposals, it is critical that the DRIC Environmental Impact Study process be respected. It is imperative that all governmental agencies with jurisdiction over border crossings refrain from issuing any permits or engaging in any other activities that would promote any particular crossing until the DRIC study is completed and a preferred alternative has been recommended. At the very least, the public expects that an open,

considered, and deliberative process will be promoted and respected. It must be clear that no decisions will be made outside of the DRIC study process.

Thank you for your consideration.

Sincerely,



Steve Tobocman

State Representative—District 12

cc: Senator Carl Levin  
Senator Debbie Stabenow  
Congresswoman Carolyn Cheeks-Kilpatrick  
Congressman John Dingell  
Ms. Gloria Jeff, Director, Michigan Department of Transportation  
Mr. Mohammed Alghurabi, Senior Project Manager, Michigan Department of  
Transportation  
Mayor Kwame M. Kilpatrick  
Detroit City Council

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# Media Release

Monday September 5, 2005  
Toronto

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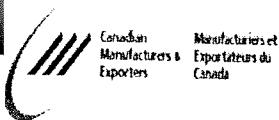
## Canada and U.S. Trade Organizations Support, Detroit River International Crossing Project.



ie|canada

The age of current infrastructure (75 to 100 plus years), the projected growth in bilateral trade and cross-border traffic volumes, and the essential need for redundant capacity, make a new crossing at Detroit-Windsor critical to the security and economic prosperity of both Canada and the United States.

The undersigned organizations therefore whole-heartedly support the timely construction and completion of the Detroit River International Crossing Project, a joint initiative of Canada, the United States, the Province of Ontario and the State of Michigan.



American Chamber of Commerce in Canada  
Canadian/American Border Trade Alliance  
Canadian Association of Importers and Exporters  
Canadian Manufacturers and Exporters  
Ontario Chamber of Commerce  
Ontario Trucking Association



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For more information contact

Jim Phillips, President / CEO Can/Am BTA 716-754-8824  
Mary Anderson, President & CEO IE Canada 416-595-8226



FOR IMMEDIATE RELEASE

Date: October 4, 2005

Contact: Lisa Katz

313/596-0460, Fax: 313/964-0037

e-mail: [lkatz@detroitchamber.com](mailto:lkatz@detroitchamber.com)

### Detroit Regional Chamber Welcomes New Chapter in Border Crossing Study

The Detroit Regional Chamber applauds the recent announcement that the Binational Partnership studying a new Detroit River International Crossing has narrowed the range of crossing alternatives from three geographic areas to one.

“We are extremely pleased that the range of options has been whittled down,” commented Chamber President & CEO Richard E. Blouse Jr., CCE. “This means that the process is moving forward, and a new phase has begun in the life of this three-year study. So much trade and economic development is at stake: We need a decision about a new crossing sooner rather than later.”

The Chamber has participated in the Local Advisory Council that began providing input in the decision making process since last spring. “We have had a chance to review all of the inputs into the decision to locate a new crossing in the central area. We think the appropriate considerations were made and are not surprised by the outcome,” noted Blouse.

The study originally considered as many as 15 different crossing alternatives in the Belle Isle, Downriver and central corridor regions.

With more than 21,000 members, the Detroit Regional Chamber is the largest chamber of commerce in the country. The Chamber’s mission – to lead business growth and member success – is carried out through business attraction efforts, public policy advocacy, strategic partnerships and quality products and services for members.



**DATE:** October 12, 2005

**TO:** Executive Committee Members

**FROM:** Lisa Katz, Director, Government Relations

**SUBJECT:** Border Crossing Policy

**FOR ACTION** at the October 19, 2005 Executive Committee Meeting

### Background

The United States and Canada share the largest trading relationship in the world. Of the 4,000-mile dividing line between the two countries, no single area is more significant than the Southeast Michigan and Southwest Ontario border crossings.

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.

Each day an estimated 58,000 crossings occur. Trade between the two countries has climbed at nearly double-digit rates each year since NAFTA implementation in 1994, and economic development means more cross-border employment, tourism and recreation. By 2020 the number of daily crossings could exceed 90,000.

Clearly, the border-crossing infrastructure in Southeast Michigan/Southwest Ontario is the lifeline of the regional economy. Taking into account crossings at both the Detroit River and St. Clair River, this lifeline comprises two bridges, a passenger tunnel, and two freight tunnels. By trade volume alone, the Ambassador Bridge is the busiest border crossing in the world, carrying 25% of the value of trade between the U.S. and Canada.

Prior to September 11, 2001, growing trade volumes, combined with aging infrastructure, brought growing attention to the border crossings in Southeast Michigan/Southwest Ontario. Experts believe that, if no improvements are made by 2030 to border crossing capabilities in the Detroit River area, the two nations will realize losses of up to 80,000 U.S. jobs and 70,000 Canadian jobs and combined annual production losses of \$US 13.4 billion (\$CAN 19.4 billion).

While September 11 and various other factors (e.g., SARS outbreak in Toronto, changing exchange rates, and improved customs processing capacity) have tempered fears of fatal overcapacity, fears have not been eliminated. In fact, the Binational Partnership studying region's border crossing infrastructure concludes that the area's infrastructure capacity could be exceeded between 2015 and as late as 2033.

Meanwhile, the threat of terrorism has meant concerns about infrastructure redundancy and broad policy shifts affecting the border. Currently there are at least 44 U.S. or Canadian agencies with some form of jurisdiction over border issues. Although both the Department of Homeland Security and Canada Border Services Agency have streamlined organizationally, regulations have become increasingly complex, and implementation of various individual requirements has had a substantial cumulative effect. Since the Smart Border Declaration of 2001, estimated processing time for shipments entering the U.S. have climbed 300% (from 45 seconds to 2 minutes and 15 seconds per truck by the end of 2004). The result has been at least \$US 14 billion in annual costs to the U.S. and Canadian economies.

Regulations are extending from commercial to personal: Beginning in 2008, the U.S. Western Hemisphere Travel Initiative (WHTI) specifies that anyone who crosses from a foreign country into the United States must carry a passport or other form of secure identification. The new law applies to U.S. citizens as well as foreign visitors. Several-week waiting periods and the cost-per-person to obtain such documentation could discourage cross-border travel and threaten the border economy to the tune of billions of dollars. On the heels of 9/11, just between 2001-2, Detroit/Windsor establishments lost at least \$US 100 million due to diminished crossing volume.

In considering how U.S. and Canadian governments view the border—whether local, state/provincial, or federal—the following must be kept in mind: Countries do not trade—businesses do. Therefore, border-related policy that strives to strike a balance between economic and national security must consider businesses first.

### **General Statement**

A well-functioning, seamless border is imperative to our joint economic survival. With the goals of creating seamless borders and the best regional logistics infrastructure in the world, the Windsor & District Chamber of Commerce and Detroit Regional Chamber have agreed to a set of common policy principles. These principles will guide our efforts to promote regional economic development. Border issues have been center-stage as we consider this common objective. The following are our shared border principles:

### **Policy Positions**

#### ***Border Infrastructure***

- The Windsor & District Chamber of Commerce and the Detroit Regional Chamber agree on the need for significant investment in border infrastructure in the region. Given the importance of the region to the national economies of both countries, the age and capacity levels of existing infrastructure, and vulnerability of existing infrastructures to unforeseen circumstances, the Chambers recognize a need for a new border crossing.
- A new crossing should ensure redundancy relative to existing structures.
- Any new structure should be subject to appropriate public oversight and access, particularly concerning structural maintenance, integrity, security and safety. A clear understanding of toll structure also would be appropriate.
- While planning for a new crossing is underway, serious consideration should be given to options that can provide short-term redundancy and congestion alleviation.



- The Chambers support immediate and ongoing improvements to transportation corridors approaching and connecting to all border crossings.
- A new border crossing should take into account economic development and security needs of the Detroit-Windsor area.
- The new crossing should be part of a broad development and economic vitality vision for the region that is shaped in collaboration with affected communities

### *Bi-national Partnership*

- The Windsor & District Chamber of Commerce and Detroit Regional Chamber encourage a timely decision on a new border crossing in the region. We urge the Bi-national Partnership to avoid undo delays and expedite the process where possible, while still meeting necessary regulatory requirements. The study must be defined as a plan for action and proceed within defined timelines.

### *Security*

- Security measures should be proportional to real material threats or risks to the region. There should be a reasonable cost/benefit relationship to any security measure that is undertaken.
- Security measures should not be focused explicitly at traditional border crossings, which can be circumvented. There must be sufficient support of local, state and federal law enforcement who function beyond the confines of the traditional crossing areas.
- New border crossing documentation requirements for citizens should allow use of traditional means of establishing identity and nationality (e.g., drivers license and birth certificate). Cost and wait-times for any new documentation requirements should be minimal and application checkpoints easily accessible. We encourage prompt talks between U.S. and Canadian governments to ensure bilateral discussions on documentation for land-border residents.

### *Inspection and Pre-Clearance Technology*

- The Windsor & District Chamber of Commerce and Detroit Regional Chamber support reverse inspections for people and goods, which could identify hazards before they cross border infrastructure. We support U.S. and Canadian government negotiations on issues of reverse inspection, including extradition and authority to carry arms. Border infrastructure, staffing, and general funding should accommodate reverse inspection.
- We support efforts that will accelerate and expand use of pre-clearance programs, including Automated Commercial Environment (ACE) programs like FAST, NEXUS, CTPAT. Such efforts should include greater incentives for participation and ease of enrollment in these and similar programs. Special emphasis should be placed on expanding the number of pre-clearance lanes and improved access to these lanes upon approach.
- NEXUS and other similar programs should be standardized/interchangeable and recognized at all border-crossing points.
- We call for continued attention and commitment to adequate staffing for customs and other needed areas. We desire ongoing improvements in current regulations, processes, infrastructure and funding.

### *Other Technology Enhancements*

- The Windsor & District Chamber of Commerce and Detroit Regional Chamber support intelligent transportation systems (ITS) to enhance border-related traffic flow. ITS represents the application of advanced and emerging technologies (computers, sensors, control, communications, and electronic devices) in transportation to address border issues.
- We also encourage integration at border crossings of new technologies like Vehicle and Cargo Inspection System (VACIS), Radio Frequency Identification (RFID) and radiation detectors to enhance border security.
- New technology requirements should minimize the amount of investment required by the private sector, and new technology interface requirements should not place a significant financial or other burden on the business community.



**Canadian Vehicle Manufacturers' Association**

INDUSTRY: Associations

**Canadian Vehicle  
Manufacturers' Association  
Association canadienne  
des constructeurs de véhicules**

**NOVEMBER 14, 2005 - 16:40 ET**

**Canadian Vehicle Manufacturers' Association: Auto Industry Encouraged by Progress on Selecting New Windsor-Detroit Crossing**

TORONTO, ONTARIO—(CCNMatthews - Nov. 14, 2005) - The president of the association representing Canada's largest manufacturers of light and heavy duty vehicles is encouraged by the progress announced today towards selecting a new river crossing at the Detroit-Windsor Gateway.

"The automotive industry is pleased to hear that the Border Transportation Partnership is making progress in the development of additional capacity at the Windsor-Detroit border," said Mark Nantais, President of the Canadian Vehicle Manufacturers' Association. "However, it remains imperative that all levels of government continue to work closely together so that construction of a new Detroit-Windsor border crossing can proceed as soon as possible."

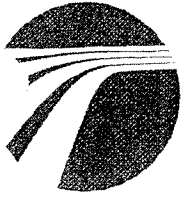
"It is critical," added Nantais, "for the automotive industry to be assured of reliability and predictability with respect to border crossings to accommodate just-in-time delivery on both sides of the border and that the final option selected supports the Free And Secure Trade (FAST) program. While this process is on-going, we look forward to working with government on joint contingency planning initiatives to ensure low-risk shipments are facilitated under all border conditions."

Approximately 75% of the 4880 trucks that DaimlerChrysler, Ford and General Motors send back and forth across the Canada - U.S. border each day utilize the Detroit and Windsor border crossing.

The CVMA has a 79 year history of representing the Canadian automotive industry's largest manufacturers. The CVMA's members, which include DaimlerChrysler Canada Inc.; Ford Motor Company of Canada, Limited; General Motors of Canada Limited; and International Truck and Engine Corporation Canada, account for more than 75% of all vehicle production in Canada. Direct and spin-off employment in the automotive industry accounts for over 500,000 Canadian jobs.

**CONTACT INFORMATION**

Canadian Vehicle Manufacturers' Association  
Mark A. Nantais  
President  
(416) 364-9333



Ontario  
Trucking  
Association



APMA  
THE VOICE OF THE AUTOMOTIVE  
ORIGINAL EQUIPMENT SUPPLIERS IN CANADA



ONTARIO  
CHAMBER of  
COMMERCE

December 7, 2005  
For Immediate Release

## Major Trade Groups Support Windsor Border Crossing Process

Detroit – The Detroit River International Crossing (DRIC) team is on the right track in moving forward with solutions to inefficient and inadequate border crossings. All levels of government must re-commit themselves to expediting solutions to the bottlenecks at the Windsor-Detroit border.

The Ontario Trucking Association, the Ontario Chamber of Commerce, and the Automotive Parts Manufacturers Association are satisfied that the process is on track and confident that the DRIC process will produce a solution in late 2007, improving the flow of Canada-US trade through the Windsor-Detroit area while respecting community concerns.

“Some of the proponents of various crossing proposals may be disappointed in the results, but the DRIC team is doing its job. They are doing the necessary technical work, they are being sensitive to local community impacts, and they are scoping things down,” said OTA President David Bradley. OTA has been a vocal critic of the lack of action on short and medium term infrastructure investment on the Windsor side of the border and at times the pace of the bi-national process.

However, says Bradley, “the opportunity for effective short-term relief from an infrastructure point of view is long past; various proposals which may have been beneficial were not able to muster the required support. In future we believe that governments need to review the environmental impact process to ensure that it can work more efficiently and effectively, but for now it behooves all of us to support the process now and once its final recommendations come out.”

“The current situation where trucks have to drive through the heart of Windsor’s west end community is unsustainable. It’s not good for the Canadian and US economies, it’s not good for the trucks that carry that trade, and it’s not good for local community.”

Expectation is high that the DRIC process will result in recommendations to governments for the creation of a new border crossing in the Windsor Detroit area that will get truck-traffic off Huron-Church roads and onto a free-flowing highway-to-highway connection into the US. This would ensure efficient movement of cross-border trade with less disruption to the local community.

Len Crispino, President and CEO of the Ontario Chamber of Commerce said, "We know that borders are the chokepoints of our economy. Failing to find workable solutions in the near-term is not acceptable. Each day millions of dollars are lost because of preventable delays."

Gerry Fedchun, the President of the Automotive Parts Manufacturers Association called the Windsor-Detroit gateway "the vital lifeline of the automotive industry in the north-east part of North America. Without an efficient border crossing in the Windsor Detroit area the automotive industry in this part of the country will continue to lose investment and jobs."

The Automotive Parts Manufacturers, the Ontario Trucking Association and the Ontario Chamber of Commerce know that efficient borders will attract new investment and new jobs needed for a strong and vibrant economy while delays caused by inefficient borders continue to threaten Ontario's economic well-being.

The DRIC process to find a solution that will ensure the timely and efficient flow of parts across the border is critical to our economic and physical security. To date, they have taken the first important steps towards identifying solutions and the business groups urge them to continue to press ahead as quickly as possible towards refining their work and coming up with recommendations that Canadian and US governments can implement without delay.

-30-

For more information:

Gerry Fedchun, President  
Automotive Parts Manufacturers' Association (APMA)  
Tel: (416) 620-4220 ext. 227

Rebecka Torn, Manager of Communications,  
Ontario Trucking Association  
Tel: (416) 249-7401 ext. 224

Brad Dugard, Director, Media Relations and Communications  
Ontario Chamber of Commerce  
Tel: (416) 482-5222 ext. 241



MICHIGAN  
HOUSE OF REPRESENTATIVES

P.O. Box 30014  
LANSING, MICHIGAN 48909-7514

January 25, 2006

The Honorable Phil LaJoy  
State Representative – 21<sup>st</sup> District  
Chair, House Transportation Committee  
State Capitol  
Lansing, MI 48913

Dear Chairman LaJoy:

We are writing in response to media reports about a letter that you sent to Michigan Department of Transportation (MDOT) Director Gloria Jeff about the Detroit River International Crossing Study (DRIC). According to your letter, there is concern that the study process reached conclusions without explanation of how decisions were made and without adequate discussion.

First, we welcome your input and participation in discussions concerning the future of Michigan's border crossings. As you know, Michigan retains a competitive advantage in the global economy because of its strategic location with Canada, access to the Great Lakes, transportation infrastructure and its historic role as a leading international trade partner among states. According to early feasibility analyses related to the DRIC, one out of every four jobs in Michigan is directly tied to international trade. The more than \$100 billion of annual trade that crosses the borders between Michigan and Canada far exceeds the value of any other border crossing and is approximately twice the value of all American trade with Japan. These are critical issues to Michigan's economic future and we welcome additional discussion of these issues.

Second, we are writing to assure you that the DRIC Study has been an open and participatory process. This process began with Director Jeff briefing legislators, at the behest of Representative Tobocman, in the Capitol on February 23, 2005. All of our offices have attended various public hearings, local advisory committees, and other meetings as part of the process. In fact, state legislators from each of the *affected* districts have been at the table eagerly participating in the first proactive and comprehensive bi-national effort to ensure that Southeast Michigan has the transportation infrastructure capacity to accommodate future growth in international trade. Fourteen Michigan state legislators sit on the Local Advisory Committee for the study, which has conducted 10 meetings since it was formed in March 2005. Several legislators filed comments during the scoping phase of the DRIC. In addition, six Wayne County Commissioners, the Wayne County Executive office, and the offices of US Senators Levin and Stabenow and

State Representative Phil LaJoy  
January 25, 2006  
Page 2

Congressman Conyers and Cheeks-Kilpatrick are also represented on the Local Advisory Committee.

MDOT has been responsive to the local communities directly impacted by a potential new border crossing. In addition to the meetings and hearings formally required by the process, Director Jeff personally appeared at a Senate Transportation Committee hearing in Grosse Ile designed to allow residents to voice their questions, concerns, and opinions. Once the DRIC focused on the Delray neighborhood in Southwest Detroit, MDOT embarked on a series of five meetings with residents to further narrow down the possibilities for crossing locations. A much more ambitious effort to work with the community than any of the private proposals, MDOT is working to create master plan for the community to mitigate the impacts of a new crossing.

Third, the DRIC conclusions have been based upon extensive research and deliberation. MDOT consultants conducted an analysis of 37 crossing sites using seven factors, working with both external and internal assessments of these factors in order to give the public an opportunity to weigh in. Crossing sites were eliminated due to their inability to accommodate the needs of regional mobility. Transportation computer models were used to eliminate potential crossings that did not alleviate congestion problems at the border. Other crossing proposals were eliminated due to the increased homeland security concerns of the Department of Homeland Security that redundancy needs to be created at the Detroit-Windsor border so that crossing alternatives exist in the case of a terrorist strike.

Not all of the undersigned legislators are pleased with the results of the DRIC to date. Specifically, Representative Tobocman has been a strong and constant voice about the negative impacts on local communities that host a border crossing. Yet, even his office has been supportive of the DRIC process.

Fourth, the DRIC process is critical. It represents the first proactive and comprehensive bi-national effort to ensure that Southeast Michigan has the transportation infrastructure capacity to accommodate international trade. The importance of global commerce to Michigan is too important to rely upon the actions of any particular private border operator. Just as our state has invested in building and maintaining an adequate interstate system, it must invest in insuring that it retains appropriate border infrastructure. The role of private operators within that system is certainly an excellent topic for discussion, but that discussion should be led by the State of Michigan, the U.S. federal government and our counterparts in Canada. The DRIC study represents the first comprehensive effort to conduct such a discussion and should be supported.

State Representative Phil LaJoy  
January 25, 2006  
Page 3

Thank you for your interest in this important topic. We look forward to your participation in the DRIC study and are excited that you have decided to join us at the table.

Sincerely,



Mary Waters  
State Representative – 4<sup>th</sup> District



Steve Tobocman  
State Representative – 12<sup>th</sup> District



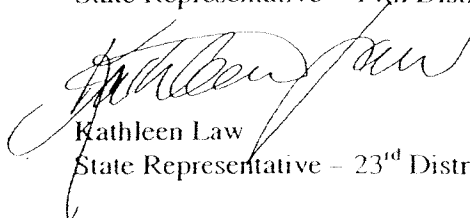
Barbara Farrah  
State Representative – 13<sup>th</sup> District



Ed Clemente  
State Representative – 14<sup>th</sup> District



Hoon-Yung Hopgood  
State Representative – 22<sup>nd</sup> District



Kathleen Law  
State Representative – 23<sup>rd</sup> District

cc: Representative Shelley Goodman Taub, Chair, House Appropriations  
Transportation Subcommittee  
Senator Jud Gilbert, Chair, Senate Transportation Committee  
Senator Shirley Johnson, Chair, Senate Appropriations Committee



## **MICH-CAN INTERNATIONAL BRIDGE COMPANY**

Offices at: 2600 Big Beaver Road, Suite 550, Troy, Michigan 48084  
640 Victoria Avenue, Windsor, Canada, N9A 4N2  
Telephone (519) 258-4166 Fax (519) 258-3874  
Email [rclarkel@clarkesurveyors.com](mailto:rclarkel@clarkesurveyors.com)

March 20, 2006

The Honorable Phil LaJoy  
State Representative – 21<sup>st</sup> District  
Chair, House Transportation Committee  
STATE OF MICHIGAN  
State Capitol  
Lansing, Michigan 48913

Dear Chairman LaJoy,

Re: the Detroit River International Crossing study ( DRIC)

I am writing to you with my comments on DRIC as you prepare for a critique of the process in the Joint Meeting with Senate Transportation on Thursday of this week. In particular I wish to comment, that in the experience of our team the process has been open and responsive to our questions and enquiries, and we have been notified of all meetings in the process, although we have not been able to attend all. The reports have been available not only at meetings, but also on the web at [www.partnershipborderstudy.com](http://www.partnershipborderstudy.com).

It has not been our experience that the process has been secretive in any way. The members of the team have gone out of their way to answer everyone's questions at the meetings I have attended.

In assessing the need for a new single crossing, it is to be expected the search will be narrowed to a specific area. The reason for eliminating some options, in my experience has been fully explained publically. The reasons for a specific area has not been completed yet, as the full community consultation process required under the Environmental Legislation has not been completed. I am as frustrated as others in the length of time to carry out the requirements, however I am not an expert in the legislation and therefore have to respect those who are.

For your convenience, I will briefly describe the Mich-Can proposal which was first discussed with Mr James Desana in the mid 90's. Our observation was that if the border congestion was not addressed, there would be significant diversion of economic activity and lack of growth in the Detroit- Windsor region. Our team set about finding a solution that would enhance the economic growth in the area by promoting a new independent , and publically owned facility. This would be accomplished through a public-private

partnership supported by an IRS tax ruling permitting a corporation sponsored by a public body known as a " 63-20 corporation " This allows the corporation to issue tax exempt revenue bonds to finance the construction. Tolls would retire the debt leaving the facility in public hands in about 40 years. Enabling legislation was introduced to your committee under the previous chairman Schutte, and supported by MDOT, as it could be used for other transportation infrastructure projects which would alleviate the State from providing the funding but allowing the public project to be completed. This is a win-win for both private and public sectors , however the process has not been completed.

Our proposed location through the former Detroit Coke property next to the Rouge River was first selected by our engineers in the early 90's. It still remains as the most viable route and is being studied closely by the committee. It connects directly from I-75 in Detroit to the end of the ECRow Expressway in Windsor. Our original proposal, if it had been allowed to proceed would have had the crossing constructed and open for operation in the spring of 2001.

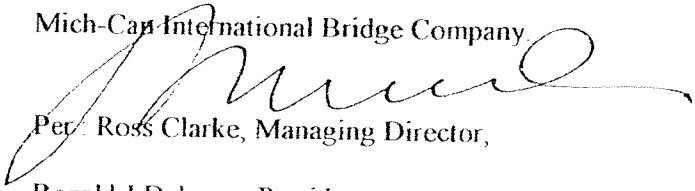
Our governance model was framed under the 63-20 legislation which would have had a publically appointed board of management.

I trust the DRIC process will be allowed to proceed to its full completion and that a new independent, public, international crossing will be constructed as soon as possible. Even the construction will bring needed jobs to this area for many years. This is essential to maintaining economic growth here.

Best wishes for your discussions.

Sincerely

Mich-Can International Bridge Company

  
Per: Ross Clarke, Managing Director,

Ronald J Delaney, President

LEGISLATIVE COMMITTEE MEETING  
ON  
DETROIT RIVER INTERNATIONAL CROSSING (DRIC) STUDY

519 House Office Building  
Lansing, MI

March 23, 2006  
12:30 p.m.

Joint Transportation Committee Meeting

Rep. Philip LaJoy, Chair  
Sen. Judson Gilbert, Chair

Comments submitted by

Dolores V. Leonard, Ed.D., NCC, LPC  
Fort-Schaefer (48217) Community member  
Sierra Club, National Environmental Justice Committee member  
Detroit River International Crossing (DRIC) Local Advisory Council member

## DETROIT RIVER INTERNATIONAL CROSSING (DRIC) STUDY

I understand the purpose of this meeting today is to determine if the state of Michigan would be better served by a private versus a public bridge crossing, to determine if utilizing private dollars versus public dollars is feasible and if the Michigan Department of Transportation (MDOT) has fully disclosed its process in conducting the current and existing study.

As a member of the DRIC's Local Advisory Council and a resident of the Fort and Schaefer community in Southwest Detroit, I also have a purpose and have several concerns that I wish this honorable body to consider. My primary concerns are (1) environmental impact upon the community (2) additional truck traffic (3) Detroit transportation corridor and (4) public property held by a private entity.

Building a new bridge to accommodate more trucks will cause additional pollutants to be released in an already overburdened polluted area. The Southwest Detroit corridor bears a disproportionate amount of pollution. In my community there already exists a number of industrial polluters, i.e., an oil refinery, steel mills, an asphalt terminal, a lime facility, and a municipal waste water treatment plant to name a few. Air quality is a concern for our residents. If government agencies conduct air quality studies they are at best hit and miss, not thorough or non-existent. While Michigan Department of Environmental Quality (MDEQ) appears to be clamping down on some polluters, the damage to human health will never be fully acknowledged nor can it be erased.

The Sierra Club's definition of environmental justice is - the fair treatment and equal protection under Federal environmental laws to ensure that all people, regardless of race, culture or income level, live in clean, safe and sustainable communities. For me, environmental justice is a human right. It is a civil rights issue. Environmental justice focuses on communities in crises caused by the larger society but fostered on communities such as mine –communities of color and low income.

Few governmental agencies seem to be focusing on the impact of diesel fuel and the health impact on our school children. Studies indicate that children's lungs are still developing and inhale more particulate matter than adults. Expressways and heavy industry areas are more prone to be located in communities of low income and people of color. A copy of a study written by professors Yi-Chen WU and Stuart A. Batterman, Environmental Health Sciences, University of Michigan, *Proximity of schools in Detroit, Michigan to automobile and truck traffic* is provided to the transportation chairs.

The citizenry look to their legislators for relief, but it is slow in coming and metered out to a seemingly chosen few. It seems, once elected, legislators tend to forget why they vowed to serve and whom to protect.

Additionally, the soon to be operationalized Detroit Intermodal Freight Terminal (DIFT) located in the Livernois and Michigan Avenue area will also compound not only existing pollution but also traffic patterns. Many truckers simply do not follow specified truck routes even though signage is visible. Should a new bridge be erected, there will be traffic backups. Truck traffic will

exit the bridge and take thoroughfare streets bordering communities causing additional pollution to enter the communities in a closer proximity and causing further harm to roads that were not built to withstand the volume of additional traffic; consequently, property taxes must be increased for needed road repairs.

In the city of Detroit, its planning department envisions the Southwest corridor to be a potential transportation hub. Governor Jennifer Granholm is promoting economic growth in Michigan. In a recent conversation with her, she expressed to me that the state needs economic growth and development; that we were moving away from a manufacturing based economy. If Southwest Detroit is to be designated the transportation corridor for the state, it seems only fitting that the communities involved be made whole. Intact communities will be dismantled, families uprooted, remaining communities will endure added inconveniences. There must be binding community benefit agreements that proportionately protect the impacted communities.

While some legislators may be considering whether a bridge should or should not be built, others are debating whether it should be built with private or public funds. Permit me to caution future ramifications of using a private funding source. Speculation is that the owner of the Ambassador Bridge Company will complete a new bridge in six to seven years. The owner already has a lease agreement with the city of Detroit for the Detroit-Windsor Tunnel, owns a railroad near the river in a downriver community and has been given carte blanche authority of the Detroit-Wayne County Port Authority. This private company operates as a private entity that does not come under city, county, state nor

federal guidelines. Essentially, the owner of the Ambassador Bridge Company will hold a transportation monopoly in the Southwest corridor if legislators approve House Bills 5028 and 5029. These two House Bills give the appearance of complete absolution to the proposed new owner of the Detroit Wayne County Port Authority. The Wayne County Commission paved the way for this legislation when it approved and voted upon an agreement giving the publicly held port authority to a private company.

My experience as a LAC member has been that the Michigan Department of Transportation's representatives have been responsive to my questions whether sitting at the table, via email or telephone calls. I have a crate of handouts from the LAC meetings and the community meetings. I read all materials thoroughly and attend all LAC meetings and all community workshops. I ask a lot of questions.

In summary, while I am not convinced a bridge is needed public nor private, I do not wish my community to be disrupted but should the DRIC study conclude a bridge is necessary for the projected future economic development of the state of Michigan, let it be under the jurisdiction of the public--public ownership and public guidelines through the Michigan Department of Transportation (MDOT). Too many private companies have come into our communities, our cities and raped our precious resources without recourse for the citizens.

**From:** "Evelyn Hoey" <evyhoey@hotmail.com>  
**To:** <phillajoy@house.mi.gov>  
**Date:** Thu, Mar 23, 2006 10:07 AM  
**Subject:** Detroit international border crossing

March 23, 2006

The Honorable Phil LaJoy  
State Representative – 21st District  
Chair, House Transportation Committee  
PO Box 30014  
Lansing, MI 48909

Dear Chairman LaJoy:

Please note that while this letter contains much information that you may receive from other concerned citizens, there is an additional paragraph after the second paragraph.

As a resident of Southwest Detroit, I live in the shadow of North America's busiest border crossing. This means that I and my neighbors have to deal with the trucks that wander lost through our residential neighborhoods and our children suffer from higher asthma rates. We also deal with the constant noise of heavy traffic and the high volume of soot produced by diesel fuel. I am concerned about the impact of another border crossing in Southwest Detroit—an area that has seen residential and commercial revitalization and is the only part of the City of Detroit experiencing significant population growth.

However, if Michigan is to have a new border crossing to Canada, it must be determined in an open and participatory bi-national process, such as the Detroit River International Crossing Study (DRIC). MDOT staff and consultants have been responsive to resident inquiries, held numerous community meetings, and undertaken a community planning process to help produce context-sensitive alternatives for further study.

Another privately owned crossings would be intolerable. The owner of the Ambassador Bridge, the Detroit International Bridge Crossing (DIBC) is a privately owned company operating as though it has the authority of the federal government. (<http://www.metrotimes.com/editorial/story.asp?id=9016>) The City of Detroit currently has a case before the Michigan Court of Appeals concerning the DIBC building a new plaza without permits from the city. The DIBC claimed that it does not fall under the city's jurisdiction, yet it does not appear that the DIBC can show federal permission for this expansion. It is this kind of situation that must be avoided if Southwest Detroit is to be burdened with another crossing.



While some might think the border is an opportunity for private gain, it is one of Michigan's most important economic assets. Any additional or expanded border infrastructure should be considered in open, inclusive public processes and be publicly owned. All existing border infrastructure should be subject to public oversight and accountability. Finally, if a new border crossing is built, there should be clear community benefits for the local host community that bears the burden of this infrastructure.

Sincerely,

Evelyn Hoey  
565 West Grand Blvd.  
Detroit, Michigan 48216

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<http://search.msn.click-url.com/go/onm00200636ave/direct/01/>

CC: <stevetobocman@house.mi.gov>

**From:** <cguzman@umd.umich.edu>  
**To:** <phillajoy@house.mi.gov>  
**Date:** Fri, Mar 24, 2006 1:30 PM  
**Subject:** Southwest Detroit and the Ambassador Bridge

Dear Chairman LaJoy:

As a resident of Southwest Detroit, I live in the shadow of North America's busiest border crossing. This means that I and my neighbors have to deal with the trucks that wander lost through our residential neighborhoods and our children suffer from higher asthma rates. I am concerned about the impact of another border crossing in Southwest Detroit—an area that has seen residential and commercial revitalization and is the only part of the City of Detroit experiencing significant population growth.

However, if Michigan is to have a new border crossing to Canada, it must be determined in an open and participatory bi-national process, such as the Detroit River International Crossing Study (DRIC). MDOT staff and consultants have been responsive to resident inquiries, held numerous community meetings, and undertook a community planning process to help produce context-sensitive alternatives for further study.

While some might think the border is an opportunity for private gain, it is one of Michigan's most important economic assets. Any additional or expanded border infrastructure should be considered in open, inclusive public processes and be publicly owned. All existing border infrastructure should be subject to public oversight and accountability. Finally, if a new border crossing is built, there should be clear community benefits for the local host community that bears the burden of this infrastructure.

Sincerely,  
Christina Guzmán

2747 Dexter, Detroit MI 48216

**CC:** <stevetobocman@house.mi.gov>

# DAIMLERCHRYSLER

March 28, 2006

DaimlerChrysler Corporation  
Logistics

Mr. Mohammed Alghurabi, P.F.  
Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Dear Mr. Alghurabi:

Over the past several years, the Chrysler Group of DaimlerChrysler has worked with the Michigan Department of Transportation (MDOT) and others on the possibility of a new Detroit River crossing infrastructure. The purpose of this letter is to confirm the points made in recent conversations between Chrysler and MDOT.

First, we express our support of the process you have developed in helping to determine recommendations optimal for all shareholders. It is comprehensive, transparent and respectful of all positions of all interested parties as well as the general public interest.

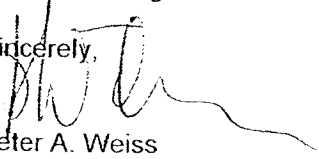
Second, as a major shipper of parts and finished vehicles in both directions across the Detroit River, we are strong advocates of the position that there needs to be additional infrastructure.

Third, from that perspective, we respectfully encourage you and others to expedite the decision-making process so that the implementation phase can begin as soon as possible.

Fourth, we favor a site that is removed from existing crossing points for a number of reasons, including flexibility and resultant dependability of freight flows, security and competitive factors.

In summary, DaimlerChrysler and the Chrysler Group repeat our assertion that the need for additional crossing infrastructure is critical to the international economy in this region and we encourage all parties to expedite the decision-making and implementation phases leading to this result.

Sincerely,



Peter A. Weiss  
Director  
Worldwide Transportation & Customs



## Community Development Corporation

March 29, 2006

The Honorable Phil LaJoy  
State Representative-21<sup>st</sup> District  
Chair, Transportation Committee  
State Capital  
Lansing, MI 48913

Dear Chairman LaJoy,

On behalf of Mexicantown Community Development Corporation we welcome the Detroit River International Crossing (DRIC) study. We have not experienced a transparent community engaged process on what needs to be done regarding another border crossing (if needed) prior to the DRIC.

It is our mission to advocate for and build a stronger, more prosperous future for the historic, vibrant, and diverse Mexicantown community of Southwest Detroit through economic, business, and cultural development.

To accomplish our mission we implement a comprehensive strategy built on proven economic growth and community development principles. We are a strong team with strong networks working to successfully build Mexicantown, Detroit into a world-class destination neighborhood. Our practice is to engage the maximum number of stakeholders in our programs including residents, businesses, churches, local and state-wide economic development organizations, federal, state and local governments, as well as other community organizations.

As a result, we have witnessed several local businesses in Mexicantown that after 30 to 50 years decided to reinvest over \$200,000 in façade improvements alone. Also, the \$17 million investment at the Mexicantown International Welcome Center and Mercado to open this fall. The commercial district enhances the approximately \$50 million investment made by Bagley Housing Association and the local churches thus creating a full fledged vibrant neighborhood.

We strongly support the DRIC study above all because we can have an open discussion as to how our neighborhood can be affected. We can hold *some body* accountable for decisions made. In a private process, as we have experienced over the last ten years that has not been the case.

Clearly, we support that any additional border infrastructure or crossing be considered in an open, inclusive public process and be publicly owned. It is obvious that if Southwest Detroit is to bear the burden of a new border crossing, that community benefits agreement be negotiated with the local community.

Based on the climate we live in, we believe that it is money well spent to continue with the DRIC process in order to come to an equitable agreement.

We must not put the private sector's interest above public safety and our community's economic prosperity.

Best regards,



Maria Elena Rodriguez  
President

March 29, 2006

Representative Phil Lajoy,  
The Honourable State Representative 21<sup>st</sup> District  
P.O. Box 30014  
Lansing MI 48909

Dear Sir,

Olde Sandwich Towne is a community at the foot of the Ambassador Bridge in Windsor, Ontario, Canada. Our Towne received its charter in 1797. It is the oldest continuous European Community west of Montreal, although Native Aborigines, French and English settlers were living here as far back as the late 1500's and early 1600's. The boundaries - about 3.2 square kilometers, reflect a very diverse community that 10,000 people call home.

We would like to offer support for the DRIC process and the need for a new crossing in our area.

The DRIC process has been open, transparent and fair. After 4 years of involvement, the final stage of crossing identification is just one year away. We ask that nothing alter their course or deflect from the issue at hand - the need for another crossing.

With respect for the need of a new crossing, there are some very compelling benefits to consider:

- *Can be the economic engine that helps the revitalization of the region's economy.*
- *Can be a catalyst to the implementation of numerous interrelated projects.*
- *Helps to insure the free flow of trade between Canada and the United States.*
- *Provides redundancy to the existing infrastructure.*
- *Repositions the (existing bridge) as the gateway and "front door" between Canada and the United States rather than the "loading dock".*
- *The addition of hundreds of acres of property to the tax rolls.*
- *Reuse of existing brownfields.*
- *Strategic location to capture additional economic benefits and jobs through intermodal trade opportunities.*
- *High quality jobs to support the construction, maintenance and operation of the new facility.*
- *Private sector funding.*
- *Elimination of truck backups.*
- *Shorter duration border crossings.*
- *A second crossing in a region that is in desperate need for more choices.*

These are benefits that have been voiced before. **These are listed on the Ambassador Bridge's Niagara website.** They are being used to justify the proposal of the Ambassador Bridge to build a new bridge two miles from the Peace Bridge in an area that

has 4 bridges with a capacity of 14 lanes carrying a total of 12.3 million cars and 2.3 million trucks in 2005.

The same list of benefits applies here in the Detroit-Windsor area – even more so. When the capacity of the Niagara Region and the number of vehicles crossing there is compared to the Detroit-Windsor area ( one bridge, one tunnel) capacity (6 lanes) and the number of vehicles crossing (9.4 million in 2005 using just the 4 lanes on the Ambassador Bridge), common sense let alone the results of traffic and economic indicators being used today and studies projecting 30 years out most certainly justify the need for another 6 lane crossing.

The Ambassador Bridge's argument that there is no need for a crossing in Detroit-Windsor is invalid. This region deserves an honest explanation why they have two opposing arguments for the same issue – an additional crossing.

Thank you for allowing us to make this submission. We have enclosed a booklet, outlining the historical and heritage value of Olde Sandwich Towne and wholeheartedly invite you to contact us for a personal guided tour.

Sincerely



Mary Ann Cuderman, Chair

Windsor West Community Truck Watch Coalition

and

The Olde Sandwich Towne Business Improvement Association.

3118 Sandwich St.,

Windsor, Ontario, Canada, N9C 1A6

Phone: 519-258-0361

Fax: 519-258-5209

# PEOPLE'S COMMUNITY SERVICES

412 WEST GRAND BOULEVARD  
Thomas Cervenak, Executive Director  
PHONE (313) 554 - 3111



DETROIT, MICHIGAN 48216  
Sharon Williams, Board Chair  
FAX (313) 554 - 3113

March 30, 2006

The Honorable Phil Lajoy  
State Representative  
21<sup>st</sup> District  
P.O. Box 30014  
Lansing, Michigan 48909


Dear Representative Lajoy

On behalf of People's Community Services of Metropolitan Detroit, I would like to express our support from the Detroit River International Crossing (DRIC) study. People's Community Services, a United Way Agency, has operated the Delray Neighborhood House in the Delray neighborhood for over 50 years. Our mission is to provide human services to especially needy neighborhoods. We are committed to the Delray Neighborhood as is evidenced our one million dollar expansion of the Delray Neighborhood House to include a new wing and state of the art playground. Because of this investment in our community, we were naturally concerned about the negative impact a new border crossing would have on this most fragile of neighborhoods.

I would like to say at this time that the DRIC study from the start has been transparent and inclusive and sensitive to the needs of both the community and individuals. Clearly, the DRIC study is using the *best practices* available in conducting the study. The study has spent considerable and productive time with community residents visioning how a new border crossing could actually be tied to the redevelopment of Delray, the poorest neighborhood in Detroit.

The alternative to the DRIC process would be a private border crossing development. For a number of years, People's Community Services has been a member of Bridge Watch Detroit. We are well aware of the many negative consequences to the community of the actions of the existing international bridge. This ranges from a private corporation claiming the power of eminent domain to the wholesale purchase of livable homes that then are torn down. We sincerely hope that you will support the DRIC study and also require that any future border crossing be publicly owned. Thank you.

Sincerely,

  
Thomas Cervenak  
Executive Director



Accredited by the Commission  
for the Accreditation of  
Rehabilitation Facilities



United Way Community  
Services Member Agency

The H. Irving Mayson  
Hamtramck Neighborhood Center  
8625 Joseph Campau  
Hamtramck, MI 48212  
(313) 875-1750

Senior Day-Time Center  
Mynck-Perry Facility  
2339 Caniff  
Hamtramck, MI 48212  
(313) 365-6260

Delray Neighborhood House  
420 Leigh Street  
Detroit, MI 48209  
(313) 843-0730

[www.peccose.org](http://www.peccose.org)





*Southwest Detroit Environmental Vision*

*P.O. Box 9400  
Detroit, MI 48209*

Phone: (313) 842-1961

FAX: (313) 842-2158

Email: [swdev@flash.net](mailto:swdev@flash.net)

March 30, 2006

**Testimony to the Joint House and Senate Transportation Committees Regarding the DRIC**

On behalf of Southwest Detroit Environmental Vision (SDEV), I am writing in response to the notice of the Joint Transportation Committee's public hearings regarding the Detroit River International Crossing study (DRIC). My name is Alison Benjamin and I am a member of the Local Advisory Council (LAC) for the study and have attended meetings and workshops on the issue for over a year.

Southwest Detroit's strategic position in the geography of Southeast Michigan is both a blessing and a curse. The nexus of rail lines, the Detroit River, freeways and the border with Canada resulted in strong economic development in manufacturing and transportation industries in the past. Today the community is growing with new residents, new homes and small businesses. Activists, residents and nonprofit agencies are working successfully everyday to improve the quality of life in the community.

MDOT's DRIC study has proposed yet another huge transportation infrastructure project for this small neighborhood. I can safely say that no one I know really wants another border crossing in this community; however given that strategic geography I mentioned, Southwest Detroit may become the practical alternative location for a bridge crossing and plaza. Given that reality, MDOT, the LAC and residents have been working hard to make sure that the negative impacts of such a massive project are recognized and that the surrounding neighborhood will benefit from a new bridge insofar as it is possible. While the study process has generated some controversy over the past twelve months, community participation and input has been valued. The issue of public ownership and oversight of a second crossing has been acknowledged as have requests for openness on issues of eminent domain and the state's taking of property. Residents and LAC members are also very aware that Windsor neighborhoods suffer some of the same impacts from a border crossing as we do; the tough struggle to balance community needs and regional economic development is similar on both sides of the border. **The DRIC public process is the first time community residents have been able to participate effectively in a border crossing discussion before decisions are made. If this were not a public process designed by the state and federal government, we would not be at the table.**

If there is to be a second border crossing in Southwest Detroit:

1. It must be publicly owned and operated.
2. The local community must benefit economically.
3. There must be as little disruption as possible for residents who want to remain in the community.
4. There must a direct connection to the freeway for traffic entering and exiting the bridge.
5. Better protections for negative air quality impacts must be put in place.

I thank you for the opportunity to participate in the Joint Transportation Committee's hearings on the Detroit River International Crossing study.

Sincerely,

*Alison Benjamin*  
Alison Benjamin  
Program Manager  
Contaminated Sites

# **Gateway Communities Development Collaborative**

*C/o Southwest Detroit  
Business Association  
7752 W. Vernor Hwy.  
Detroit, MI 48209  
(313) 842-0986 (phone)  
(313) 842-6350 (fax)*

## **Member Organizations**

*Bagley Housing Association*

*Bridging Communities, Inc.*

*Greater Corktown  
Development Corporation*

*Mexicantown Community  
Development Corporation*

*Michigan Avenue Business  
Association*

*Neighborhood Centers, Inc.*

*Southwest Detroit Business  
Association*

*Southwest Detroit  
Environmental Vision*

*Southwest Solutions / Southwest  
Housing Corporation*

**Testimony to the Joint House and Senate Transportation Committee**  
RE: DRIC Study  
March 30, 2006

Thank you for the opportunity to provide testimony on the Detroit River International Crossing (DRIC) study. My name is Karen Kavanaugh and I am the Public Policy Director for the Southwest Detroit Business Association. This afternoon I am representing the Gateway Communities Development Collaborative (GCDC). The GCDC is a collaborative of nine community development corporations working to preserve and revitalize the phenomenal residential and commercial areas of Southwest Detroit. Collectively, the member organizations have generated in excess of \$80 million in real estate development in this revitalizing urban area since 1995. Our organizations have worked for decades at the busiest international border in North America. We are in the shadow of the Ambassador Bridge and the DRIC study's "Area of Continued Analysis." We comprise the neighborhoods that host the most extensive transportation network in Michigan. Three interstate freeways, an international rail tunnel, a network of class I rail lines, along with acres of rail yards, and the Ambassador Bridge are all located or travel through southwest Detroit. By far, the benefits of this infrastructure accrue to the region and the state while the negative impacts are disproportionately borne at the local level.

The Gateway Communities Development Collaborative recognizes that transportation infrastructure is a component of our community and characterizes southwest Detroit. Transportation infrastructure enhancements and investment, if appropriately planned with meaningful public participation, can result in economic value and benefit to the host communities – particularly at an international border. The DRIC Study process is the strongest opportunity in decades to fill a leadership void in public planning for an efficient and secure Detroit - Windsor border while simultaneously reversing the paradigm of transportation infrastructure and negative impacts.

The governments of the United States and Canada are the appropriate entities to be leading such an endeavor. What happens with respect to commerce, economic development, and security at international borders is appropriately a public function. You should be extremely proud that your representatives on the U.S. side – the Michigan Department of Transportation and the Federal Highway Administration - have pursued the mandate of the DRIC study with significant respect for local community participation. In fact, they have accomplished what we have not – they have united the residents and community-based organizations north and south of interstate 75 – the freeway that divides the community - in southwest Detroit. Additionally, they have created an environment for us all to consider and think more broadly of the connections between the neighborhoods of Windsor and Detroit. Indeed we are one border community. When residents of Delray testify at public hearings that the DRIC study process is the first time that they have felt listened to, respected,

**Testimony to the Joint House and Senate Transportation Committee**

RE: DRIC Study

March 30, 2006

Page 2

and included by the public sector, you have reached a critical milestone in creating a different conversation on transportation and community development. When residents and elected officials of Windsor travel to southwest Detroit to testify that our neighborhoods are connected and that they will not support actions that overly burden or exploit one side of the border, you have achieved another critical milestone in creating a mutually beneficial conversation on international relations and development. It bears repeating that your U.S. team has made this happen.

The fundamental underpinning of this success is the public sector's leadership and involvement – and this must continue. The GCDC firmly supports public ownership and oversight of the next border crossing. The interests of the private sector, while important, are simply too narrow to fully achieve all that the DRIC study sets out to accomplish. The greatest threat to achieving the DRIC study mandate is allowing one party – whether public or private – to wield undue influence and control. The Gateway Communities Development Collaborative has had decades of experience with the challenges of working in an area that hosts the only privately-owned international crossing along the northern U.S. border and know first-hand of the inherent conflicts between the private interest to maximize profits and the public interests of community development, community cohesion, and security. We ask the joint committees to consider that the company that owns the Ambassador Bridge owns an entire transportation conglomerate of shipping, trucking, and freight handling interests – many of which are also located in southwest Detroit. We ask you to consider that this conglomerate has an extensive concessionaire privilege on all transportation-related projects of the Detroit Wayne County Port Authority. We ask that you consider the proposal, announced last October, to lease the Detroit interests of the Detroit - Windsor tunnel to this conglomerate. Finally, we ask you to consider the motivation and implications of criticisms raised by this conglomerate of the DRIC study. We have considered these issues and have concluded, without reservation, that providing a monopoly to a private entity on the control and operations at the Detroit Windsor international border will not result in a more efficient and secure border system, local community and economic development, or mutually beneficial international relations.

**Ofc. R. Basham - Today's DRIC Meeting**

**From:** "Mayor Richard Huebler" <mayor@cityoffallenpark.org>  
**To:** <SenRBasham@senate.michigan.gov>  
**Date:** 3/30/2006 11:48 AM  
**Subject:** Today's DRIC Meeting

Dear Representative Philip LaJoy and Senator Judson Gilbert,

Briefly, I wish to acknowledge the obvious desire of this joint hearing to secure a personal status report on the International Bridge Crossing project. This is an important decision relative to the economic wellbeing the United States, Canada, and especially Michigan. I support the process being followed by the MDOT professionals, who have held regularly scheduled meetings; distributed informational documents, studies and memos; administered public workshops; and have made various resources available on the internet. Not everyone will agree with everything relative to this project but, either way, the final decision must be through an open process. We must have all voices and concerns heard and reviewed in an appropriate manner and the public interest must be kept as the uppermost priority. This process should be transparent; no decision should be made in a cloakroom.

I apologize for my absence, as illness prohibited my appearance at today's meeting. I ask that you allow me to submit a written statement as soon as I can prepare it.

Sincerely,

Richard Huebler

Mayor of the City of Allen Park  
Member of the Local Citizen's Advisory Council

## DETROIT RIVER INTERNATIONAL CROSSING (DRIC) STUDY

On March 23, 2006, I attended the Joint Transportation Committee Meeting when Mr. Mohammad Alghurabi, DRIC Project Manager, appeared before this body.

Because the public was not scheduled to speak, I left my personal comments.

After attending that meeting (**which I viewed to be very political**), reading the briefing material presented to the legislators (**which gave me the understanding this project is about moving trucks with cargo, security issues and economic costs and profits**) and reading a letter written by Mayor Kwame Kilpatrick to Governor Jennifer Granholm dated February 3, 2006 (**which stated a number of untruths**), it is abundantly clear a bridge will be erected in Southwest Detroit. What is alarming and unclear is who will build it and who will control it. I refer you to issues of the March 19, 2006, *Michigan Citizen* and March 25, 2006, *Windsor Star* for their enlightening articles on the entire situation at hand.

Today, March 30, 2006, I present another set of comments.

As a resident of the Fort and Schaefer area (48217) which is an adjoining community to the proposed Delray host community (48209) of the proposed DRIC, and as an active participating member of the Detroit River International Crossing (DRIC), Local Advisory Council (LAC), I have several concerns.

1. Ownership and Oversight. Public ownership of the bridge is imperative. Additionally, the continued oversight should be at the state of Michigan and/or federal levels.
2. Health Impact Study. The United States will not conduct a health impact study, i.e., an air quality study. The Environmental Protection Agency (EPA)

evidently has problems with the validity and reliability of existing measuring models. Therefore, the Federal Highway Administration (FHWA) will not require the study. Canada, on the other hand, will conduct air quality and vibration studies.

3. Truck Traffic and Road Repair. More truck traffic will utilize major thoroughfare roads in bordering communities causing more pollution in an already unattainable area. Additionally, more funds will need to be budgeted for road repair.
4. Health of School Children. While there is a site selection criteria check list of untouchable sites, the proximity of several proposed sites to Southwestern High School is a major concern for me. Last week the transportation chairs were provided a copy of a study written by professors Yi-Chen WU and Stuart A. Batterman, Environmental Health Sciences, University of Michigan, *Proximity of schools in Detroit, Michigan to automobile and truck traffic*.

As stated in my March 23, 2006, comments, If Southwest Detroit is to be designated the transportation corridor for the state, it is only fitting that the impacted communities be made whole. Intact communities will be dismantled, families uprooted, remaining communities will endure added inconveniences. There must be binding and enforceable community benefit agreements that proportionately protect these communities. A social/cultural component is a part of the DRIC study.

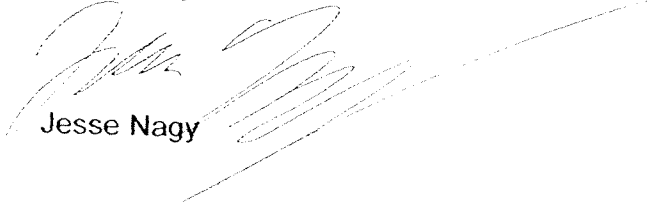
Dear Honorable representatives,

We all stand here, today, in the midst of something potentially great. We have growing numbers of population and trade between the two great North American countries United States and Canada. The U.S. has become very much economically tied to Canada and thus we cannot allow ourselves to be limited on trade. It has become evident that our populations shall continue to grow into vast numbers, and thus we will need to assist in keeping our international trade and tourism rates high. It is common for our trade routes to become overwhelmingly backed up and highways to hurt.

There are plans now to change this, to add a secondary route to which everyone may use. The Detroit International Border Crossing is the name of the study, hosted by MDOT long with consultants. Thorough investigation from the Corridino Group headed by Joseph Corridino led to outstanding results and a considerably fast rate. MDOT's Muhammad Algurabi has went to great lengths to insure everyone was notified of the project and peoples incites taken in high regard. He has taken the responsibility to insure no one person will feel like this bridge was "shoved down their throat".

It is a common belief that in previous projects to this great altitude have been done without the people in the areas knowledge. They have had to move under eminent domain in which the system failed those particular people and not enough beneficial compensation given, I believe whole heartedly that MDOT's crossing study should continue. If it does, we can see continual growing in our great economical benefits, and luxury of lower traffic. There is a lower risk of having private entity come and seek to do a crossing but not evaluate the impacts in the area and discount those who live there. We do not want another Ambassador Bridge fiasco in which they did not plan for the future and continue to buy land, which we never see used. The Corridino Group has planed and insurance on something great is evident. Continue funding the project and there will be higher times.

Sincerely,

  
Jesse Nagy

8127 Dill Place

Detroit MI,

48209





**Canadian Vehicle  
Manufacturers' Association  
Association canadienne  
des constructeurs de véhicules**

170 Attwell Drive  
Suite 400  
Toronto, Ontario  
M9W 5Z5  
Tel: 416-364-9333  
1-800-758-7122  
Fax: 416-367-3221  
info@cvma.ca  
www.cvma.ca

April 28, 2006

Mr. Roger Ward  
Senior Project Manager  
Ministry of Transportation  
Planning & Design Section  
659 Exeter Road  
London, Ontario, Canada, N6E 1L3

Mr. Mohammed Alghurabi  
Senior Project Manager  
Michigan Department of Transportation  
Murray Van Wagoner Transportation Building  
425 West Ottawa Street  
P.O. Box 30050  
Lansing, Michigan, U.S. 48909

Dear Mr. Ward and Mr. Alghurabi:

On behalf of the Canadian Vehicle Manufacturers' Association (CVMA), and our members DaimlerChrysler Canada Inc., Ford Motor Company of Canada, Limited, General Motors of Canada Limited, and International Truck and Engine Corporation Canada, I would like to take this opportunity to comment on the Detroit River International Crossing (DRIC) Study.

Due to the integrated nature of the North American vehicle manufacturing industry, and our industry's reliance on the consistent and efficient movement of goods between Canada and the United States, we strongly support actions taken to improve access to the border and development of a new crossing in the Detroit/Windsor area. Our members are among the largest active users of the Canada/United States border and agree that there is a need for additional infrastructure in the Windsor/Detroit region. Additionally, we believe it is critical that any plans for a new crossing include dedicated Free and Secure Trade (FAST) lanes to ensure the efficient movement of low risk, pre-approved goods across the border.

We are pleased that the DRIC study continues to make progress towards a new international crossing with direct access from highway to interstate. We encourage you and your team to expedite the process so that construction of the new crossing and highway extensions can begin as soon as possible.

We appreciate the transparency of the process and look forward to future updates through the communication and consultation mechanisms employed by the DRIC team.

Yours sincerely,

Mark A. Nantais  
President

CVMA: 14010KFDL\_06



**DATE:** October 12, 2005.

**TO:** Executive Committee Members

**FROM:** Lisa Katz, Director, Government Relations

**SUBJECT:** Border Crossing Policy

**FOR ACTION** at the October 19, 2005 Executive Committee Meeting

### **Background**

The United States and Canada share the largest trading relationship in the world. Of the 4,000-mile dividing line between the two countries, no single area is more significant than the Southeast Michigan and Southwest Ontario border crossings.

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.

Each day an estimated 58,000 crossings occur. Trade between the two countries has climbed at nearly double-digit rates each year since NAFTA implementation in 1994, and economic development means more cross-border employment, tourism and recreation. By 2020 the number of daily crossings could exceed 90,000.

Clearly, the border-crossing infrastructure in Southeast Michigan/Southwest Ontario is the lifeline of the regional economy. Taking into account crossings at both the Detroit River and St. Clair River, this lifeline comprises two bridges, a passenger tunnel, and two freight tunnels. By trade volume alone, the Ambassador Bridge is the busiest border crossing in the world, carrying 25% of the value of trade between the U.S. and Canada.

Prior to September 11, 2001, growing trade volumes, combined with aging infrastructure, brought growing attention to the border crossings in Southeast Michigan/Southwest Ontario. Experts believe that, if no improvements are made by 2030 to border crossing capabilities in the Detroit River area, the two nations will realize losses of up to 80,000 U.S. jobs and 70,000 Canadian jobs and combined annual production losses of \$US 13.4 billion (\$CAN 19.4 billion).

While September 11 and various other factors (e.g., SARS outbreak in Toronto, changing exchange rates, and improved customs processing capacity) have tempered fears of fatal overcapacity, fears have not been eliminated. In fact, the Binational Partnership studying region's border crossing infrastructure concludes that the area's infrastructure capacity could be exceeded between 2015 and as late as 2033.

Meanwhile, the threat of terrorism has meant concerns about infrastructure redundancy and broad policy shifts affecting the border. Currently there are at least 44 U.S. or Canadian agencies with some form of jurisdiction over border issues. Although both the Department of Homeland Security and Canada Border Services Agency have streamlined organizationally, regulations have become increasingly complex, and implementation of various individual requirements has had a substantial cumulative effect. Since the Smart Border Declaration of 2001, estimated processing time for shipments entering the U.S. have climbed 300% (from 45 seconds to 2 minutes and 15 seconds per truck by the end of 2004). The result has been at least \$US 14 billion in annual costs to the U.S. and Canadian economies.

Regulations are extending from commercial to personal: Beginning in 2008, the U.S. Western Hemisphere Travel Initiative (WHTI) specifies that anyone who crosses from a foreign country into the United States must carry a passport or other form of secure identification. The new law applies to U.S. citizens as well as foreign visitors. Several-week waiting periods and the cost-per-person to obtain such documentation could discourage cross-border travel and threaten the border economy to the tune of billions of dollars. On the heels of 9/11, just between 2001-2, Detroit/Windsor establishments lost at least \$US 100 million due to diminished crossing volume.

In considering how U.S. and Canadian governments view the border—whether local, state/provincial, or federal—the following must be kept in mind: Countries do not trade—businesses do. Therefore, border-related policy that strives to strike a balance between economic and national security must consider businesses first.

### **General Statement**

A well-functioning, seamless border is imperative to our joint economic survival. With the goals of creating seamless borders and the best regional logistics infrastructure in the world, the Windsor & District Chamber of Commerce and Detroit Regional Chamber have agreed to a set of common policy principles. These principles will guide our efforts to promote regional economic development. Border issues have been center-stage as we consider this common objective. The following are our shared border principles:

### **Policy Positions**

#### ***Border Infrastructure***

- The Windsor & District Chamber of Commerce and the Detroit Regional Chamber agree on the need for significant investment in border infrastructure in the region. Given the importance of the region to the national economies of both countries, the age and capacity levels of existing infrastructure, and vulnerability of existing infrastructures to unforeseen circumstances, the Chambers recognize a need for a new border crossing.
- A new crossing should ensure redundancy relative to existing structures.
- Any new structure should be subject to appropriate public oversight and access, particularly concerning structural maintenance, integrity, security and safety. A clear understanding of toll structure also would be appropriate.
- While planning for a new crossing is underway, serious consideration should be given to options that can provide short-term redundancy and congestion alleviation.

- The Chambers support immediate and ongoing improvements to transportation corridors approaching and connecting to all border crossings.
- A new border crossing should take into account economic development and security needs of the Detroit-Windsor area.
- The new crossing should be part of a broad development and economic vitality vision for the region that is shaped in collaboration with affected communities

### ***Bi-national Partnership***

- The Windsor & District Chamber of Commerce and Detroit Regional Chamber encourage a timely decision on a new border crossing in the region. We urge the Bi-national Partnership to avoid undo delays and expedite the process where possible, while still meeting necessary regulatory requirements. The study must be defined as a plan for action and proceed within defined timelines.

### ***Security***

- Security measures should be proportional to real material threats or risks to the region. There should be a reasonable cost/benefit relationship to any security measure that is undertaken.
- Security measures should not be focused explicitly at traditional border crossings, which can be circumvented. There must be sufficient support of local, state and federal law enforcement who function beyond the confines of the traditional crossing areas.
- New border crossing documentation requirements for citizens should allow use of traditional means of establishing identity and nationality (e.g., drivers license and birth certificate). Cost and wait-times for any new documentation requirements should be minimal and application checkpoints easily accessible. We encourage prompt talks between U.S. and Canadian governments to ensure bilateral discussions on documentation for land-border residents.

### ***Inspection and Pre-Clearance Technology***

- The Windsor & District Chamber of Commerce and Detroit Regional Chamber support reverse inspections for people and goods, which could identify hazards before they cross border infrastructure. We support U.S. and Canadian government negotiations on issues of reverse inspection, including extradition and authority to carry arms. Border infrastructure, staffing, and general funding should accommodate reverse inspection.
- We support efforts that will accelerate and expand use of pre-clearance programs, including Automated Commercial Environment (ACE) programs like FAST, NEXUS, CTPAT. Such efforts should include greater incentives for participation and ease of enrollment in these and similar programs. Special emphasis should be placed on expanding the number of pre-clearance lanes and improved access to these lanes upon approach.
- NEXUS and other similar programs should be standardized/interchangeable and recognized at all border-crossing points.
- We call for continued attention and commitment to adequate staffing for customs and other needed areas. We desire ongoing improvements in current regulations, processes, infrastructure and funding.

### *Other Technology Enhancements*

- The Windsor & District Chamber of Commerce and Detroit Regional Chamber support intelligent transportation systems (ITS) to enhance border-related traffic flow. ITS represents the application of advanced and emerging technologies (computers, sensors, control, communications, and electronic devices) in transportation to address border issues.
- We also encourage integration at border crossings of new technologies like Vehicle and Cargo Inspection System (VACIS), Radio Frequency Identification (RFID) and radiation detectors to enhance border security.
- New technology requirements should minimize the amount of investment required by the private sector, and new technology interface requirements should not place a significant financial or other burden on the business community.