

Memo**Stantec**

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Date: August 1, 2005

Reference: New CBSA Plaza Approximate Size and Specifications**Introduction**

This memo is drafted to document the inputs and assumptions used to identify the possible size of a new Port Of Entry in Canada and is based on:

- A series of meetings with the Canadian Border Services Agency (CBSA) and the U.S. Customs and Border Protection (CBP). This memo includes key findings from these meetings, which occurred on:
 - March 17, 2005
 - March 31, 2005
 - April 21, 2005
 - May 18, 2005

All meetings were held in the City of Windsor, and meeting minutes are presented in Appendix C.

- Analysis and review of the sizes of other Ports Of Entry, including the Ambassador Bridge Crossing and the Blue Water Bridge Crossing. A summary of findings and an aerial photo of these Ports are included in this memo, and their sizes and volume of traffic being processed is presented in Appendix B.
- Review of the outline of the Canada Customs and Border Services Agency, Statement of Requirements (SOR), used to determine facility needs at a Canadian Port Of Entry. Key elements affecting the size and shape of a Port Of Entry are described in this memo.
- Review of "Site Land Border Facilities" – SOR Standards

The purpose of this review and analysis is to identify the initial land requirements for construction of a new Port Of Entry in Canada and possible environmental effects for use in the development of the illustrative alternatives analysis. The sizes, shapes, requirements, and layout development in this memo will be refined in later stages of this

Reference: New CBSA Plaza Approximate Size and Specifications

EA as the number of real alternatives and land available to construct a new Port Of Entry is refined.

Basic Elements of a Port Of Entry At An International Bridge or Tunnel Crossing

A Port Of Entry basically consists of the following components:

1. **Approach Roadways** – For a new Port Of Entry, these roadways should consist of at least three travel lanes in each direction. Generally, the middle of these approach lanes will be used to provide priority treatment to buses and low risk passenger and commercial vehicles that have been pre-approved and registered with the U.S. and Canadian Inspection agencies. This additional lane allows these buses and pre-approved low-risk vehicles to by-pass other vehicles waiting for inspection that have not been pre-approved;
2. **Port Of Entry Approach / Exit** – The pavement area on the approach to the Port Of Entry widens to allow vehicles entering a country to enter the Primary Inspection Lanes (PILs) and to store vehicles waiting to be inspected. This widening also allows vehicles exiting the country to travel around the Port Of Entry to reach the other country. Upon exiting the Port Of Entry, this pavement narrows back into the highway travel lanes and requires enough space for vehicles to safely merge back into the correct lane(s).
3. **Toll Collection** – Given a toll is charged for using the international crossing, it can be located in a number of different areas, depending on whether a toll is charged in only one direction or both. Toll collection consists of a series of approach lanes leading to the booths used to collect the toll. These facilities normally include a building (Toll House) to monitor traffic and assist in toll collection. Toll collection facilities for traffic can be placed prior to, within, or after the Port Of Entry.
4. **The Port Of Entry** generally consists of the following elements by direction of travel:
 - **Vehicles Exiting The Country:**
 - **Outbound Inspection Lanes, Booths and By-Pass Lanes** – These lanes and booths are used to question persons leaving the country, prior to being inspected by the opposing country's inspection services. They are used particularly under high alert situations or when looking for a specific person or vehicle prior to the person or vehicle entering another country. When not in use, vehicles may either travel through the available lanes, or by-pass lanes may be provided to allow traffic to go around these inspection lanes.
 - **Outbound Secondary Inspection Area (Export Control), Facilities and Parking** – For outbound inspection, an area and facilities are required to further inspect vehicles (passenger cars, buses and commercial vehicles) by enforcement personnel. This area includes parking for vehicles waiting for further inspection, enclosed building(s) to allow detailed inspection of

Reference: New CBSA Plaza Approximate Size and Specifications

the vehicles, and secure parking for enforcement personnel associated with both outbound primary and secondary inspection. This area also needs to provide the ability to turn a vehicle around for further inspection within the country from which it originated from.

The area may also include a VACIS machine (mobile or stationary). A VACIS machine can see the internal content of a passenger vehicle, bus or commercial without actually opening the vehicle and looking inside it. The picture is similar to an x-ray.

- **Duty Free Store Facilities and Parking** – Most major Ports Of Entry contain a Duty Free Store where individuals may purchase certain goods to be consumed in the opposing country without paying duty and other taxes on these goods. This area may also include a currency exchange, gas station, and other facilities (normally food related). These facilities are normally located in an area where the driver is committed to enter the other country.

At least part of the revenue (profit) obtained from these facilities is generally used to maintain reasonable toll charges at an international crossing or to assist in paying for maintenance of inspection facilities and the crossing.

These facilities require buildings and parking for both patrons and employees, along with the ability to enter and exit the roadway system.

➤ **Vehicles Entering The Country**

- **Primary Inspection Lanes and Booths** – These normally consist of lanes and inspection booths where the driver (passengers) and the goods they are carrying are first screened to determine whether further inspection is required. These lanes include license plate readers and other equipment to identify the vehicle and possibly other detection equipment (i.e., radiation detection equipment). The number of lanes and booths are dependent on the current and project peak travel period travel demand and need to be long enough to provide adequate stacking of vehicles waiting to be inspected.

Given that the peak travel demand period for commercial vehicles may be different than for passenger vehicle travel, some of these booths and lanes may be designed to inspect either passenger vehicles or commercial vehicles. These lanes and booths are commonly referred to as “High/Low” booths. High/Low booths are bi-level, where an inspector may inspect commercial vehicles at the upper level and then transition to the lower level to inspect passenger vehicles.

Reference: **New CBSA Plaza Approximate Size and Specifications**

- **Passenger Traffic Secondary Area** – If, at primary inspections, the driver or passenger is suspected of being inadmissible into the country, or that the vehicle may contain prohibited goods, they are directed to the secondary inspection. If found that the person(s) or goods are not allowed in the country, a lane needs to be provide to allow this person or goods to return to the country of origin, provided that it is not a criminal offense.

This area requires parking for inspection, a building that normally supports all personnel at the Port Of Entry, and a covering to allow inspection to take place out of the elements over the secondary inspection parking area.

- **Commercial Secondary Inspection Area** – Areas including, but not limited to the commercial lot, commercial dock(s), commercial building, truck scale, empty vehicle inspection, truck radiographic inspection, bulk material inspection, and other facilities for more thorough examination of the contents of a commercial vehicle.
- **VACIS** – Is a vehicle inspection that employs gamma ray technology to produce x-ray type images of contents of a vehicle or package. This equipment is normally contained in the Commercial Secondary Inspection Area, and may be either mobile or stationary and housed in a garage(s).
- **Secure Parking For Employees** – Secure parking for Port Of Entry staff, separate from public parking, is generally required within, or next to, the Port Of Entry.

5. **Other Possible Port Features:**

- **Agriculture Inspection Area and Facilities** – Parking area and facilities [building(s)] where plants and animals may be inspected and quarantined, if necessary, prior to release into the country. These facilities may be located within, or near, the Port Of Entry.
- **International Crossing Operation, Offices, Maintenance Facilities, and Parking** – Facilities necessary to maintain and operate the bridge or tunnel (the international crossing) and the Port Of Entry. These facilities may also be located on, or near, the Port Of Entry.
- **Customs Broker Space (Offices) and Broker Employee Parking** – The preference is that space for the Customs Broker Office should be provided within the Port Of Entry. This space may be located on a second or third floor of the Commercial Secondary Building. Parking for broker's employees may be either within, or next to, the Port Of Entry.
- **Currency Exchange (other retail facilities, such as gas stations, fast food, etc.)** – These types of facilities are generally located next to, or within, the Port Of Entry. Revenues generated by these types of facilities (as well as the Duty Free Store) are generally used (as additional revenues added to toll collection

Reference: New CBSA Plaza Approximate Size and Specifications

revenues) for paying for the cost of construction, and operating and maintaining the crossing and the Port Of Entry.

Port Of Entry Location

Ports Of Entry operate 24/7, 365 days a year. The areas within these Ports are high traffic areas, which need to be well lit. Further, these Ports, for security reasons, need to be fenced, if not surrounded by walls, to prevent persons from leaving the Port area and to screen enforcement operations from persons who may wish to observe enforcement activities from outside of the Port area. As such, Ports Of Entry are not generally compatible with residential communities or neighborhoods.

- **Compatible Land Uses for Port Location** – Based on this, the preferred location of any new Port Of Entry would be in a rural or industrial type area, where operations, screening, and lighting would not have the same impact, as if constructed in an urban community or residential area.
- **Proximity Port Of Entry to Foot of Bridge or Tunnel Opening** – Based on discussions with the enforcement agencies, the actual Port Of Entry does not have to begin at either the foot of the bridge or opening to the tunnel. They may be extended up to 1.6 (plus or minus) kilometers from the touchdown of a bridge, or the opening of a tunnel, as long as the roadway leading to the Port Of Entry does not provide the ability for a driver to enter Canada prior to inspection, or exit prior to reaching U.S. inspection. Distances slightly greater than this might be considered, however, a distance of 4 plus kilometers would not be acceptable.

General Port Of Entry Requirements

Currently, both CBSA Ports Of Entry in Windsor provide commercial secondary inspection at a separate (off-site) and distant location. Commercial vehicles sent for secondary inspection travel along public streets prior to reaching the secondary inspection area and out of sight of the inspector that has sent the vehicle for further inspection. This type of operation (separation between primary and secondary using public streets) is considered a security issue by CBSA. It provides the opportunity for a driver of the vehicle to unload or pass-off anything that they may not want to be discovered at secondary inspection prior to reaching the secondary inspection area, or to not stop for secondary inspection at all.

Because of this and other security risk, CBSA will require the following associated with any new Port Of Entry (note that in the future, these requirements may also be placed on any existing Port Of Entry):

- **Line of Sight** – Inspectors in the Primary Inspection Lanes (PILs) must be able to clearly see the entry of a vehicle that is sent to the secondary inspection area. As such, both primary and secondary inspection must all be contained within the same site. Further, while construction of what is called a “**Secure**

Reference: **New CBSA Plaza Approximate Size and Specifications**

Roadway,” leading from the primary inspection to a secondary inspection area some distance away, could be considered – the enforcement agencies have not seen a design of “Secure Roadway” that is, or has been, acceptable to meet their security needs.

- **Screening of Plaza Operations** – The enforcement section (primary and secondary inspection areas) of a Port Of Entry will need to be screened in order that persons outside of the Port Of Entry will not be able to observe enforcement activities within the Port Of Entry.
- **Secure Employee Parking**, separate from visitor parking, will be required within, or next to, the Port.

Port Of Entry Layout Preferences

- **Three (3) Approach and Exit Lanes To The Port Of Entry** – At least three (3) approach and three (3) exit lanes will be required in order to facilitate low risk, pre-approved NEXUS passenger vehicles; FAST commercial vehicles, along with buses, traveling across the border. Non-NEXUS cars would be directed to the left lane; Non-FAST Commercial vehicles to the right lane; and NEXUS cars, FAST commercial vehicles, and buses would be directed to the center lane(s).

NEXUS – Is an expedited clearance program along the U.S./Canada border for low-risk passenger vehicles under which background information on all persons in the vehicles have been run against crime and terrorism indices. Once approved, they are then issued a proximity card, or SMART card, allowing them to be waved expeditiously through the port.

FAST – Is an expedited clearance program along the U.S./Canada border where shippers are certified for pre-clearance, trade documents, or submitted electronically to CBSA prior to the cargo arriving at the border, and the vehicle’s driver has background information that has been run against crime and terrorism indices and cleared.

- **Broker** offices and services be provided within the Port Of Entry.
- If **Pedestrian and Cyclists** are allowed to use the new crossing, the means to allow them to safely and securely enter and exit the Port for inspection will need to be identified and included in any design.
- **Secondary Inspection Buildings** – While CBSA preference would be to locate all secondary inspection buildings and offices within one area (which would require these facilities to be located near the center of the Port Of Entry and at reasonable distance, for circulation, from the PILs), separation of these facilities would be acceptable (i.e., the traffic building and passenger secondary inspection area could be located on the left side of the Port Of Entry, while commercial secondary area and buildings could be located on the right side).

Reference: New CBSA Plaza Approximate Size and Specifications

Concept layout, showing both areas are presented in Figure 1 and 2, based on review of other ports.

Figure 1
All Secondary Facilities Co-Located Concept

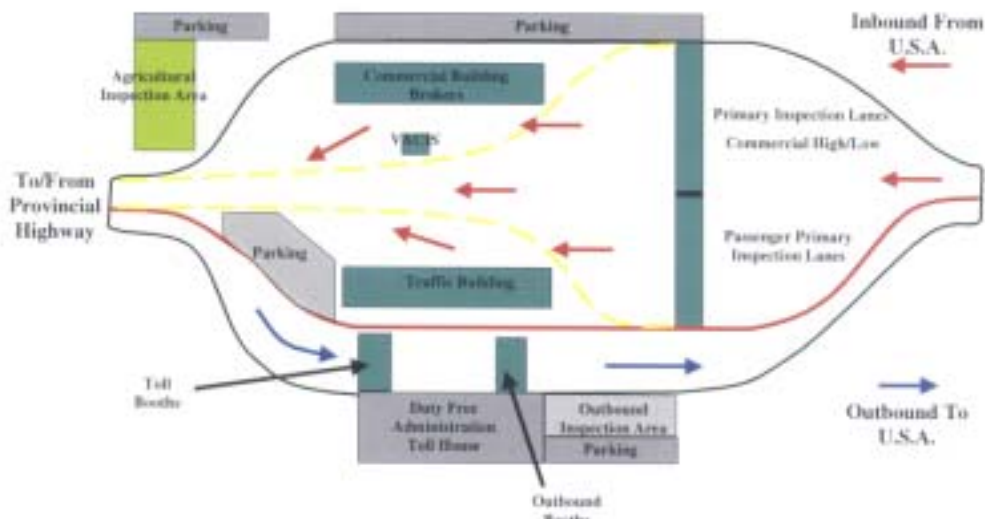
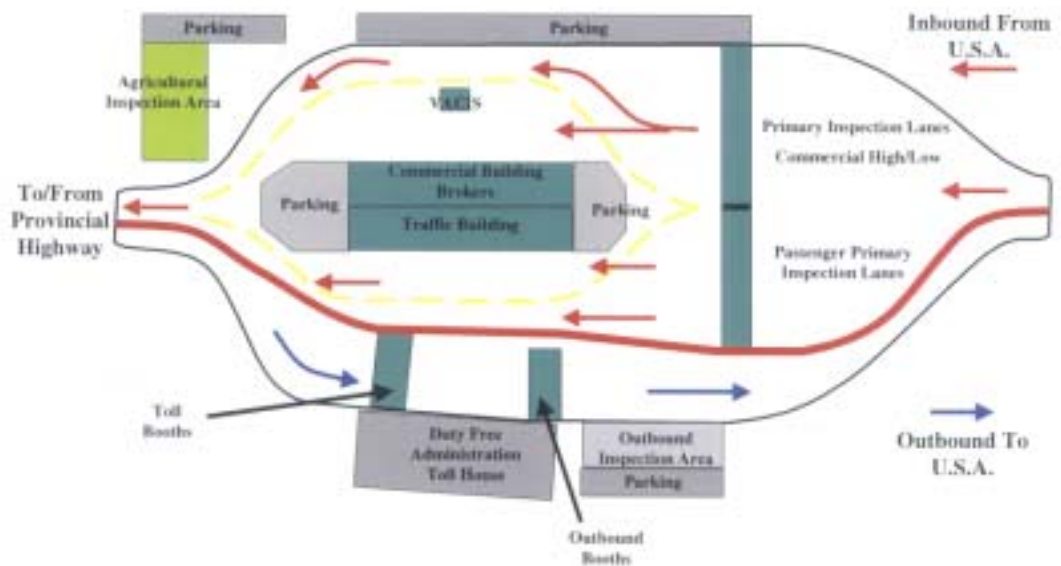


Figure 2
Separate Secondary Traffic and Commercial Facilities Concept



Not to scale

Reference: New CBSA Plaza Approximate Size and Specifications

Initial Assumptions

Given that the volume of traffic that will be attracted to use a new crossing (assuming all other things are equal), may be influenced by the location of the new crossing, assumptions were made associated with the following analysis:

- That the new plaza should be planned to accommodate traffic volumes forecasted into the future for the next 30 years
- That overall traffic volumes using the DRICs will double over the next 30 years (this is consistent with travel demand forecasts prepared for the DRIC EA)
- That a new plaza and crossing will serve 50% of cross-border traffic over the next 30 years, while the Ambassador Bridge would serve the other 50%. (Note that assumptions of traffic distribution between any new crossing alternatives and the Ambassador Bridge will be revisited during the assessment of practical alternatives and sizing of the plazas will be refined as appropriate.)

Based on these assumptions, the size and the facilities' needs at a new Port Of Entry would be roughly equal to the facilities that CBSA estimates are currently needed at the Ambassador Bridge Port Of Entry. This CBSA estimate did not include the current Ambassador Bridge planned expansion to add 9 additional primary inspections lanes.

Preliminary Port Size Estimates

The current Ambassador Bridge, Canadian Port Of Entry, currently occupies approximately 40 acres with all primary inspection, passenger secondary inspection, and toll collection on one site of approximately 20 acres; and commercial secondary inspection, located at another site, again approximately 20 acres.

CBSA have indicated that the current plaza is significantly undersized to accomplish the inspection requirements now in place at the border and to accommodate secondary inspection of commercial shipments on the plaza. Based on discussions with CBSA, a plaza area of 80 acres is currently required at the Ambassador Bridge. (The Ambassador Bridge U.S. plaza is currently undergoing expansion from 39 acres to 158.7 acres to meet future traffic and inspection needs).

Based on discussions with CBSA and the CBP personnel, the following approximate sizes for a future Port Of Entry on the Detroit River, based on the above assumptions were identified:

- **Around 80 acres** for separate Canada Port Of Entry in Canada located in an urban area where storm water would be handled using existing facilities, and the plaza area would be walled or screened, rather than using berms to screen the site from a surrounding development.

Reference: New CBSA Plaza Approximate Size and Specifications

- **100 - 110 acres** for a separate Canada Port Of Entry located in Canada. The acreage was further refined through discussion that a 110-acre site would most likely only be necessary in a rural site. In a rural site, storm water management would be required on site, the Port could be screened using berms and fencing rather than walls, and all operations associated with the Port and crossing would need to be maintained and operated within the site.
- **120 acres** for a Port of Entry at the Ambassador Bridge if this crossing is twinned and no new crossing is constructed. The increased size reflects the future commercial and auto traffic projected to use this crossing, with commercial secondary inspection being carried on-site at the plaza.
- A combined Port Of Entry (both Canada and U.S Ports Of Entry within the same country) was also discussed at these meetings. There are currently no plans to implement combined Port Of Entry in either Canada or U.S. at the Detroit Crossing, however, a combined Port Of Entry was estimated to require approximately **200 - 220 acres**. Note that in later discussions with the enforcement agencies, they both indicated that there would still be a need for additional and separate facilities in either the U.S. or Canada, depending on which country the combined facilities were located.

Within the Port Of Entry, approximately **25 to 30 acres** are required strictly for CBSA activities (i.e., primary and secondary inspection facilities, inspection parking, employee and visitor parking, and other enforcement facilities and parking). This size is for normal operations and would not address their needs to process special event traffic or traffic during heightened security. The remainder of the land is required for:

- Internal circulations with the Port Of Entry
- Widening of the highway approach to access primary inspection and then reducing this highway section back into the exiting lanes
- Toll collection and toll house building
- Broker parking and broker offices
- Duty Free, currency exchange, etc.
- Plaza and crossing operation and maintenance facilities
- Snow storage, storm water management, etc.
- Buffer area to screen enforcement activities within the Port Of Entry.

Meetings with CBSA also identified that 20 PILs and booths are used to process current traffic at the Ambassador Bridge, into Canada. As such, a new Port Of Entry, assuming that in thirty (30) years, would process an equal volume of traffic, will additional 20 PILs to process this traffic. In addition, another 5 PILs would be required to process traffic leaving Canada (i.e., outbound inspection lanes and booths). An estimate, provided by CBSA, identified the PILs requirements:

Reference: New CBSA Plaza Approximate Size and Specifications

- 10 lanes and booths to process passenger vehicle traffic
- 10 lanes and (“high / low”) booths to process either commercial or passenger traffic depending on travel demand
- That the 5 outbound PILs consisting of two (2) passenger and three (3) High/Low booths should be planned for, and they do not have to be aligned with the inbound PILs. A separate Outbound Secondary Inspection Area will be required and should include parking and enclosed structure for secondary inspection.

Primary Canadian Port Of Entry Design Specification

Based on discussion with both CBSA and CBP, the information identified above and initial review of CBSAs “Site Landborder Facilities” – SOR Standards, rough estimates of facilities sizes were estimated based on the following assumptions:

1. 80 passenger cars per hour can be processed through each PIL.
2. 50 commercial vehicles per hour can be processed through each PIL.
3. All lane widths 4.5m
4. Plaza approach and exiting lane widening (reducing) ratio = 6.25 (75m in length is required for every 12m that the plaza is widened or reduced).
5. Buffering around the Port Of Entry and approaches of 9m.
6. Three (3) by-pass lanes will be provided for vehicles to by-pass Outbound Inspection Lanes / Booths when outbound inspections are not to be conducted.
7. Three (3) internal vehicle lanes will be necessary with the plaza for returning vehicles back to the U.S. from secondary inspections, as well as facility maintenance and general access.

Using these assumptions and specifications, along with review of the sizes of various other facilities at other Ports Of Entry (such as Duty Free Stores and associated parking, toll collection facilities, and related toll house and administrative office buildings, Agricultural/Animal/Pharmaceutical inspection facilities and associated parking, etc.), a preliminary estimate of the land area that may be required to provide these facilities within the Port Of Entry was determined.

The following provides an initial estimate of a new Port Of Entry in acres by component:

Reference: New CBSA Plaza Approximate Size and Specifications

Minimum Port Of Entry Width

Based on these assumptions and required width of inspection lanes the minimum width of the Port Of Entry would be approximately 186m (141m for 10 passenger, and 10 passenger or commercial primary inspection lanes, 3 by-pass or turn around lanes, 3 plaza exiting lanes to the U.S., and 9m of buffering on either side). With this minimum width, the entire Port Of Entry, including highway widening (reduction) on the approaches or exit, would need to be around 2,000m.

Initial Size Evaluation For New Port Of Entry In Canada

The following identifies the approximate number of acres required, based on the above assumptions (refined details are provided in Appendix A)

Plaza widening on approach and plaza narrowing on exit 21.0 acres

Inspection Activities

Primary Inspection Lanes/Booths– CBSA Spec.	4.2 acres
Outbound Inspection Lanes/Booths and Secondary Area	2.5 acres
CBSA Parking Requirements Estimate	12.5 acres
CBSA Buildings Requirements Estimate	2.0 acres
Agricultural/Animal/Pharmaceutical Inspection Area Estimate	5.0 acres

Total Area - Inspection Activities 26.2 acres

Other's Needs On, Around, or Near The Plaza

Toll Collection/Operations Offices, Maintenance, and Yard	5.2 acres
Buffering, Stormwater, Snow Storage, etc.	9.0 acres
Broker Space and Parking	1.5 acres
Duty Free/Currency Exchange	5.0 acres

Reference: New CBSA Plaza Approximate Size and Specifications

Summary of Total Acres Estimated by Use

Plaza widening on approach and plaza narrowing on exit	21.0 acres
Total Area Inspection Agencies	26.2 acres
Other's Needs On or Near The Plaza	<u>19.7 acres</u>
Total (all) Without Internal Circulation	67.9 acres

Note additional acres of land will be required in order to provide internal circulation within the Port Of Entry between various components.

Shortening The Length Of The Plaza

The length of the plaza may be shortened by increasing the width of the plaza by placing a number of facilities on the outside of the plaza area. These facilities would include some parking, bridge and plaza maintenance parking and facilities, some enforcement staff parking, as well as aligning outbound inspection booths with inbound primary inspection booths, and moving the outbound secondary inspection area to the outside of the plaza. Roughly, by widening the plaza to 250m, plus 18m of buffer, the plaza length may be reduce to around 1,800m. Still further, by widening the plaza to around 300m, plus 18m of buffering, the length of the plaza may be reduced to around 1,200m plus.

Other Options

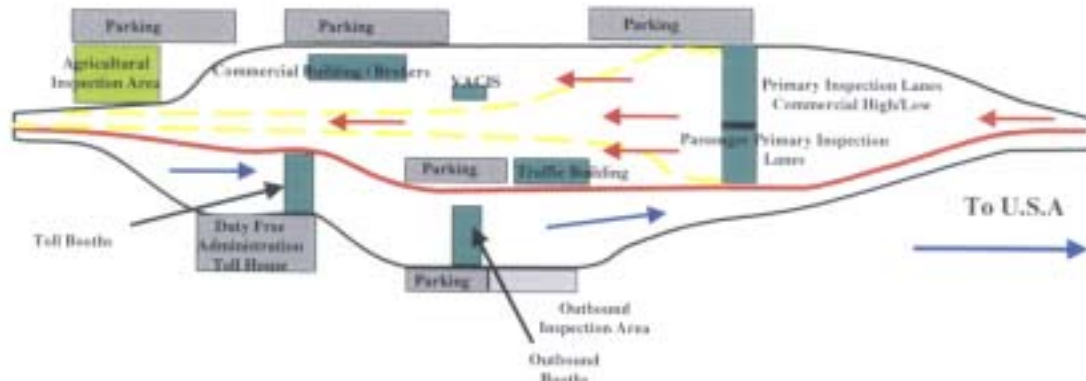
The key for Port Of Entry layouts is that the primary inspection agent may clearly see that a vehicle sent to secondary inspection actually enters secondary inspection area. Thus, the use of a ramp or entrance to the secondary inspection area may also be used as an option, as long as the primary inspection agent can clearly see that the vehicle has entered ramp or entrance. For passenger secondary inspection, this type of option is not very practical since the traffic would have to cross or flyover traffic destined to the U.S. in the opposite direction. For commercial secondary inspection, such an option could be considered since they would not have to cross or flyover an opposing stream of traffic, however, a commercial vehicle sent to secondary inspection from the further primary inspection lane would have to cross over 9 other lanes of exiting commercial vehicle traffic to reach this ramp or entrance. Using this option, however, the commercial secondary building, yard, as well as, the agricultural inspection yard and facilities, could be moved farther south of the plaza primary inspection plaza and along side of it.

Reference: New CBSA Plaza Approximate Size and Specifications

Concept Port Of Entry Layouts

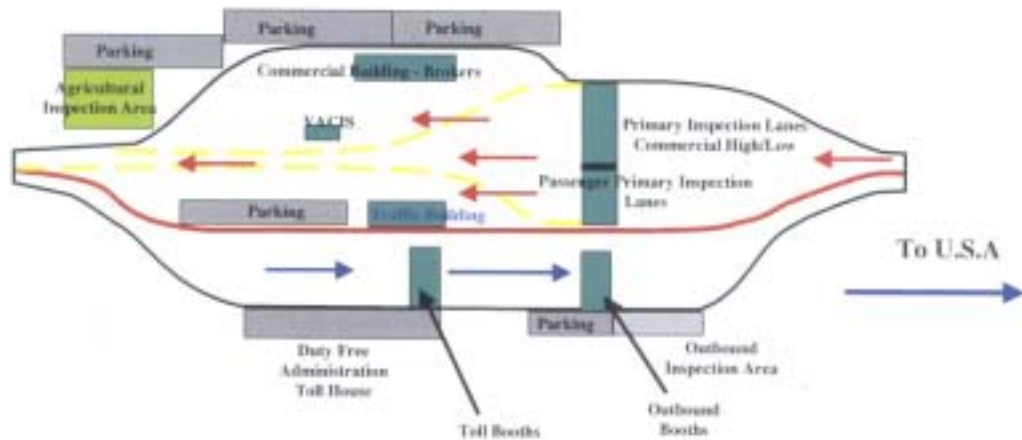
The following three (3) Figures provide a possible concept layout for a Canadian Port Of Entry.

**Figure 3
Long Port Of Entry Concept
With Some Facilities Located On The Edges**



Not to scale – Plaza approximately 1,800m by 250m wide, plus buffer

**Figure 4
Shorter Port Of Entry Concept
With Inbound and Outbound PILs In A Row**



Not to scale – Plaza approximately 1,400m long by 300m wide, plus buffer

Reference: New CBSA Plaza Approximate Size and Specifications

Historic and Archaeology Issues: consider presence of archaeological site and historical structures on site or in the vicinity;

Existing Easements and Right-of-Ways: consider gas lines, water and sewer lines, power and telecommunication lines, rail lines, and local and private roadways;

Emergency Services and Access: site should be served by more than one roadway to allow for roadway interruption; consider response time for medical and fire emergency response; proximity to hospitals;

Existing Structures: consider existing and future structures

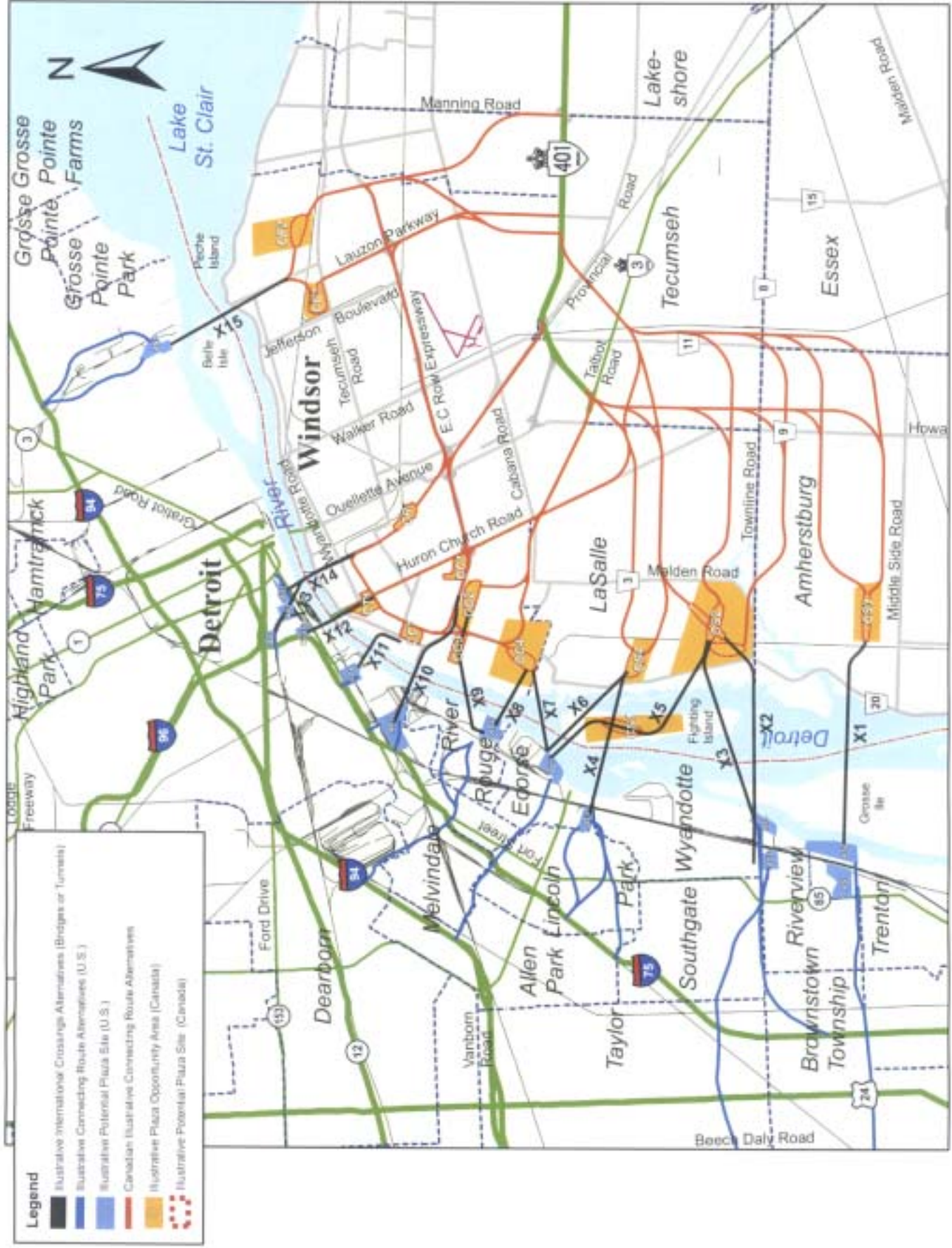
Temporary Facilities: consider maintenance during construction; assess ability to create interim operations;

Site Topography: consider sites with less than 2-3 % grades; avoid flood plains or elevations close to sea or lake levels;

Water Availability: consider water source and protection from sabotage or other threats of contamination.

Proposed Plaza Sites

Based on these factors and review of the existing possible sites, thirteen (13) potential plaza locations were identified on the Canadian side of the river and are shown in Figure 6. In addition, as noted with the twinning of the Ambassador Bridge, it is estimated that the Canadian Ambassador Plaza Area would need to be expanded to provide 120 acres (provided an additional crossing is not constructed) to accommodate all existing and future needs at this crossing.



Illustrative Plaza Alternative Locations

FIGURE 6

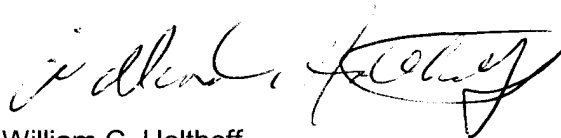
Reference: New CBSA Plaza Approximate Size and Specifications

Summary

Based on meeting with the enforcement agencies, review of the Port Of Entry Specification, review of other Ports Of Entry, and the analysis conducted based on the assumptions listed, the following may be concluded:

- A Canadian only Port Of Entry in an urban area will require somewhere in the neighborhood of 80 acres; and since a Port Of Entry is not community or residentially friendly, the most suitable location would be in industrial or commercial areas.
- A Canadian only Port Of Entry in a rural area will require somewhere in the neighborhood of 100 to 110 acres.
- Under the Twin Ambassador Alternative, the Canadian Port of Entry will require approximately 120 acres.
- A new combined Canada and U.S. Port Of Entry will require somewhere in the neighborhood of 200 to 220 acres.
- Minimum width of a new Canadian Port Of Entry would be approximately 200m; the length of minimum width Port would be around 2,000m long.
- A new Port Of Entry can be located 1.5k away from the foot of the bridge or opening of a tunnel, provided there is no access or exit from the connecting road serving what is known as an "Extended Plaza."
- The key in layout for a new Port Of Entry is that the CBSA agent can clearly see that a vehicle sent for secondary inspection actually enters the secondary inspection area.

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Reference: New CBSA Plaza Approximate Size and Specifications

Appendix A
Initial Size Evaluation For New Port Of Entry In Canada

Plaza widening on approach and plaza narrowing on exit

- Total width = 168m
- Total length = 427m

10.5 acres entering

10.5 acres exiting

Total

21.0 acres

Inspection Activities

Primary Inspection – CBSA Spec.

- Passenger PIL - width 6.7m (including island) 102 m long (48m wait, 19m PIL, 35m exit)
- Commercial PIL - width 7.4m (including island) 136 m long (82m wait, 19m PIL, 35m exit)
- Assume 10 commercial (high/low 74 meters) and 10 passenger PILs (67m)
- Plaza width for inspection (all in lane) - 141m wide, and between 102 and 136 long)

Total

4.2 acres

Outbound Inspection

- 5 lanes (3 commercial and 2 passenger) near, or after, toll collection and lane width and length as primary inspection booths – Total 35.6m wide, and 136m long
- By-Pass Lanes (3) – 13.5 m wide and 136m long
- Outbound inspection parking and inspection building – 0.8 acres

Total

2.5 acres

CBSA Parking Requirements Estimate

- Passenger Secondary 1.5 acres
- Passenger - staff, visitor, deliveries 0.6 acres
- Commercial Secondary 10.0 acres
- Commercial staff, visitor, deliveries 0.4 acres

Total Parking

12.5 acres

Reference: New CBSA Plaza Approximate Size and Specifications

CBSA Buildings Requirements Estimate

- Passenger/Traffic 0.3 acres
- Commercial 1.7 acres

Total Building 2.0 acres

Agricultural/Animal/Pharmaceutical Inspection Area Estimate

- Buildings (assumed) 1.0 acres
- Parking (assumed) 4.0 acres

Total 5.0 acres

Total Area Inspection Agencies 26.2 acres

Others Needs On, Around, or Near The Plaza

Toll Collection/Authority Operations Offices, Maintenance and Yard

- Assume 5 passenger and 5 (passenger/commercial), width 6m.
Total width = 60 meters by 100 meters long (entry and exit)
- Total booths and approaches/exit 1.5 acres
- Building and Authority Offices 0.3 acres
- Parking 0.4 acres
- Maintenance Building/Yard 3.0 acres

Total 5.2 acres

Buffering, Stormwater, Snow Storage, etc.

- Assume 9m on either side
- Assume plaza length of 2000m, including plaza approach and exit tapers, and PILs

Total 9.0 acres

Broker Space and Parking

- Assume Broker's space on Second or Third floor **0.0 acres**
- Broker parking **1.5 acres**

Duty Free/Currency Exchange 5.0 acres

Reference: New CBSA Plaza Approximate Size and Specifications

Appendix B

Other Ports Of Entry Size (Existing and Plan)

A number of other Ports Of Entry were examined to identify present and in some cases planned future sizes. The following table summarized the results, followed by aerial photos of these Ports Of Entry showing areas presently used, approximate size in acres, and 2004 traffic volumes processed.

	Current	Planned or Proposed	
	<u>Acres</u>	<u>Acres</u>	
Ambassador Bridge (Canada)			
Primary and Passenger Secondary	20	ND	
Off-site Commercial Secondary	<u>20</u>	ND	
Total	40		
Ambassador Bridge (U.S.A)	39	159	
Detroit-Windsor Tunnel (Canada)			
Primary and Passenger Secondary	10	ND	
Off-site Commercial Secondary	<u>14</u>	ND	
Total	24		
Detroit-Windsor Tunnel (U.S.A.)	7	ND	
			Note: Commercial Secondary is conducted at the U.S. Ambassador Bridge Port Of Entry
Blue Water Bridge - (Canada)	22	51	
Blue Water Bridge - (U.S.A.)	16	95-153	
Peace Bridge - (Canada)	58	57-73	
Peace Bridge - (U.S.A.)	14	25-45	
Lewiston/Queenston - (Canada)	29	NA	
Lewiston/Queenston - (U.S.A.)	NA	NA	
Thousand Island Crossing (Canada)	10	ND	
Thousand Island Crossing (U.S.A.)	13	63	

ND - Not Determined
NA - Not Available

Reference: New CBSA Plaza Approximate Size and Specifications

Appendix B (continued)

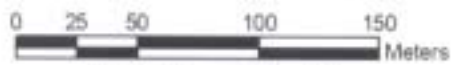
Various Ports Of Entry Figures (Pictures)



Ambassador Bridge Plaza - Windsor, ON Canada



Stantec



2004 Traffic Volumes

Passenger:	6,172,992
Commercial:	3,453,426
Total:	9,626,418



Ambassador Bridge Secondary Inspection - Canada



Stantec



2004 Traffic Volumes

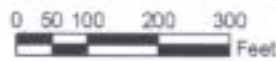
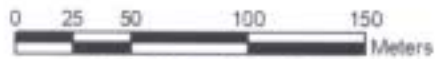
Passenger:	6,172,992
Commercial:	3,453,426
Total:	9,626,418



Ambassador Bridge Plaza - Detroit, MI USA



Stantec



2004 Traffic Volumes

Passenger:	6,172,992
Commercial:	3,453,426
Total:	9,626,418



Detroit-Windsor Tunnel Plaza, Windsor, ON CAN

9.78 Acres

Detroit-Windsor Tunnel Plaza - Canada



Stantec

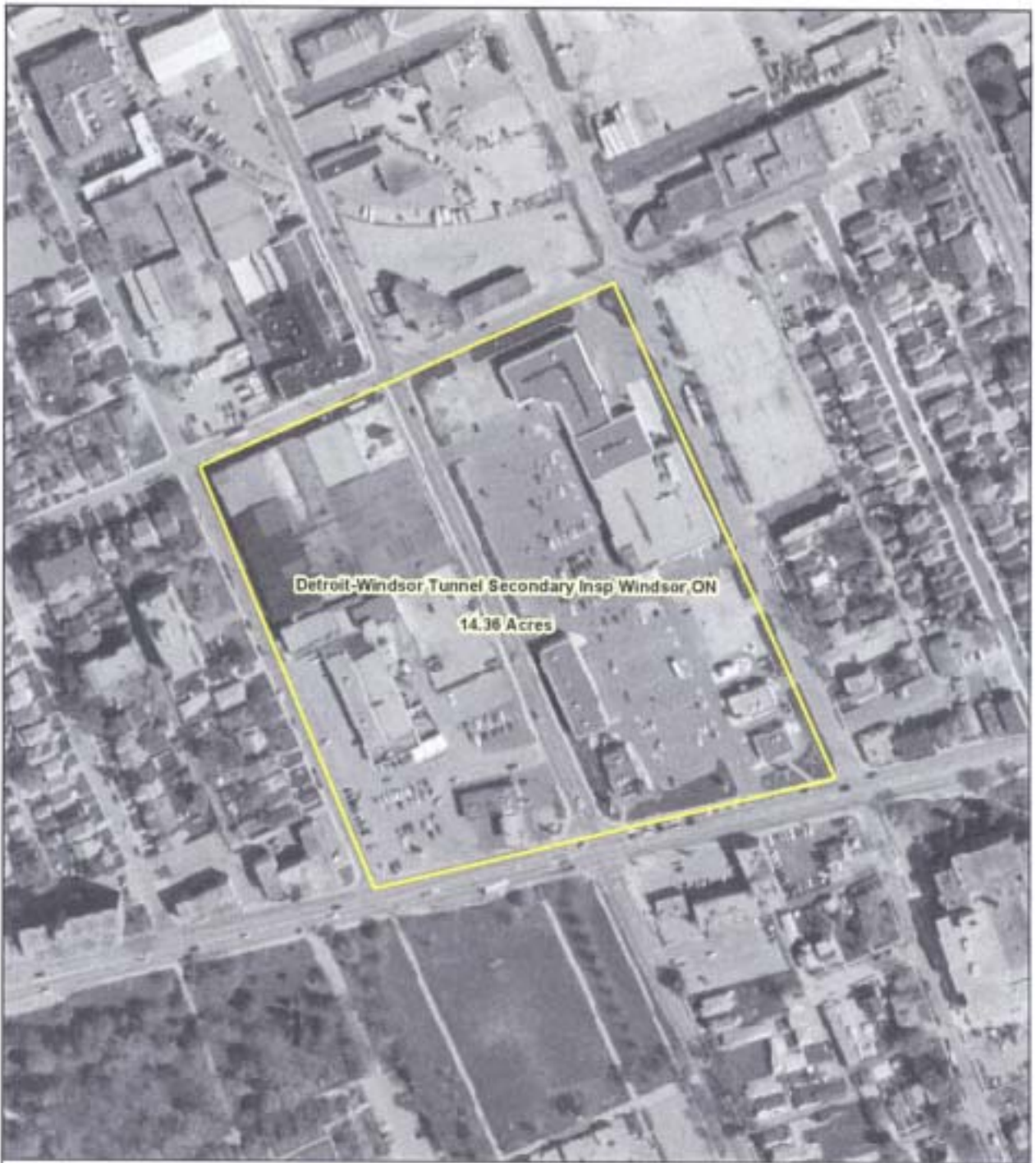
0 25 50 100 150 Meters

0 50 100 200 300 Feet



2004 Traffic Volumes

Passenger:	5,781,920
Commercial:	219,254
Total:	6,001,174



Detroit-Windsor Tunnel Secondary Inspection - Canada

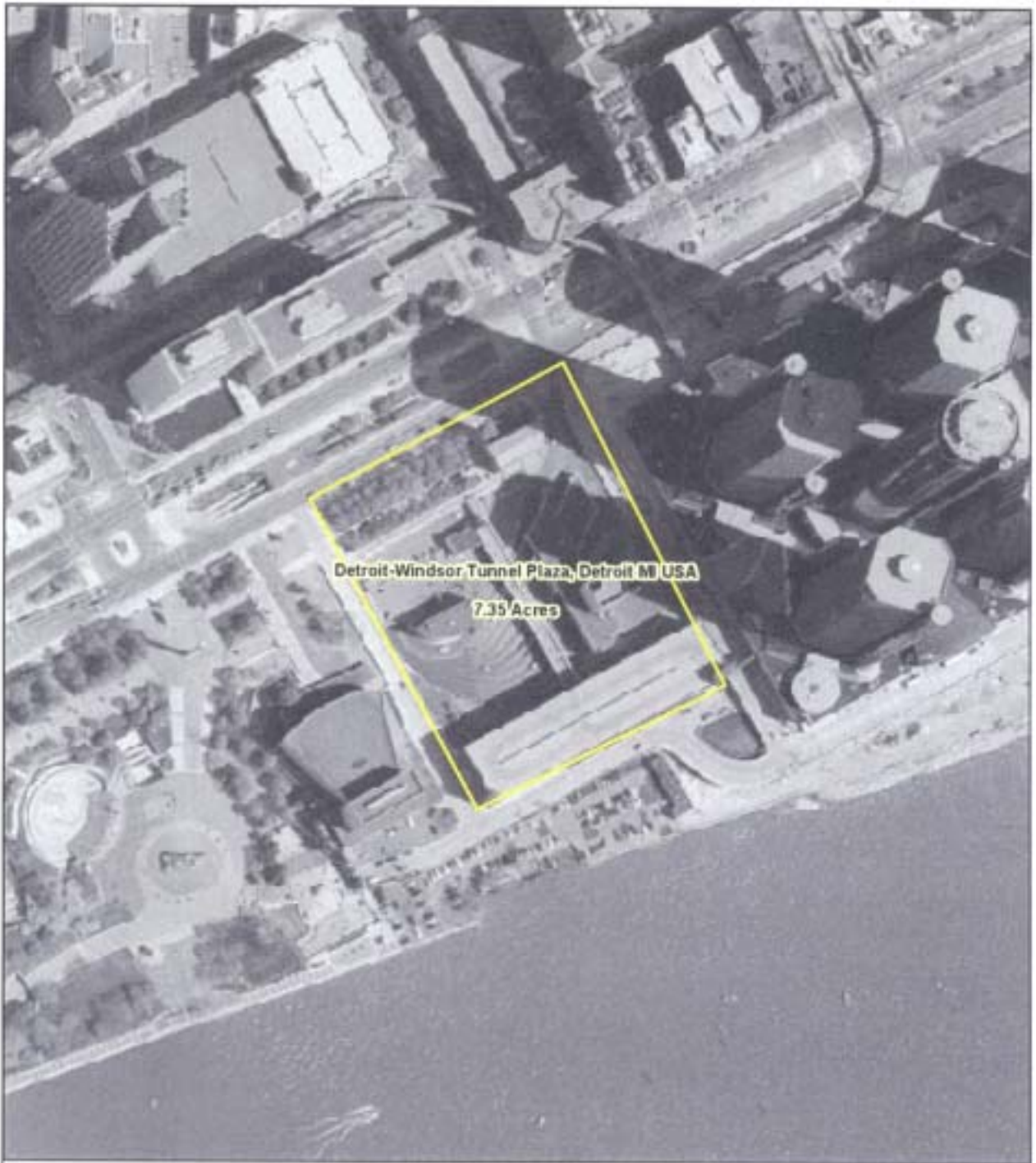


Stantec



2004 Traffic Volumes

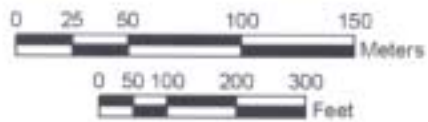
Passenger:	5,781,920
Commercial:	219,254
Total:	6,001,174



Detroit-Windsor Tunnel Plaza - USA

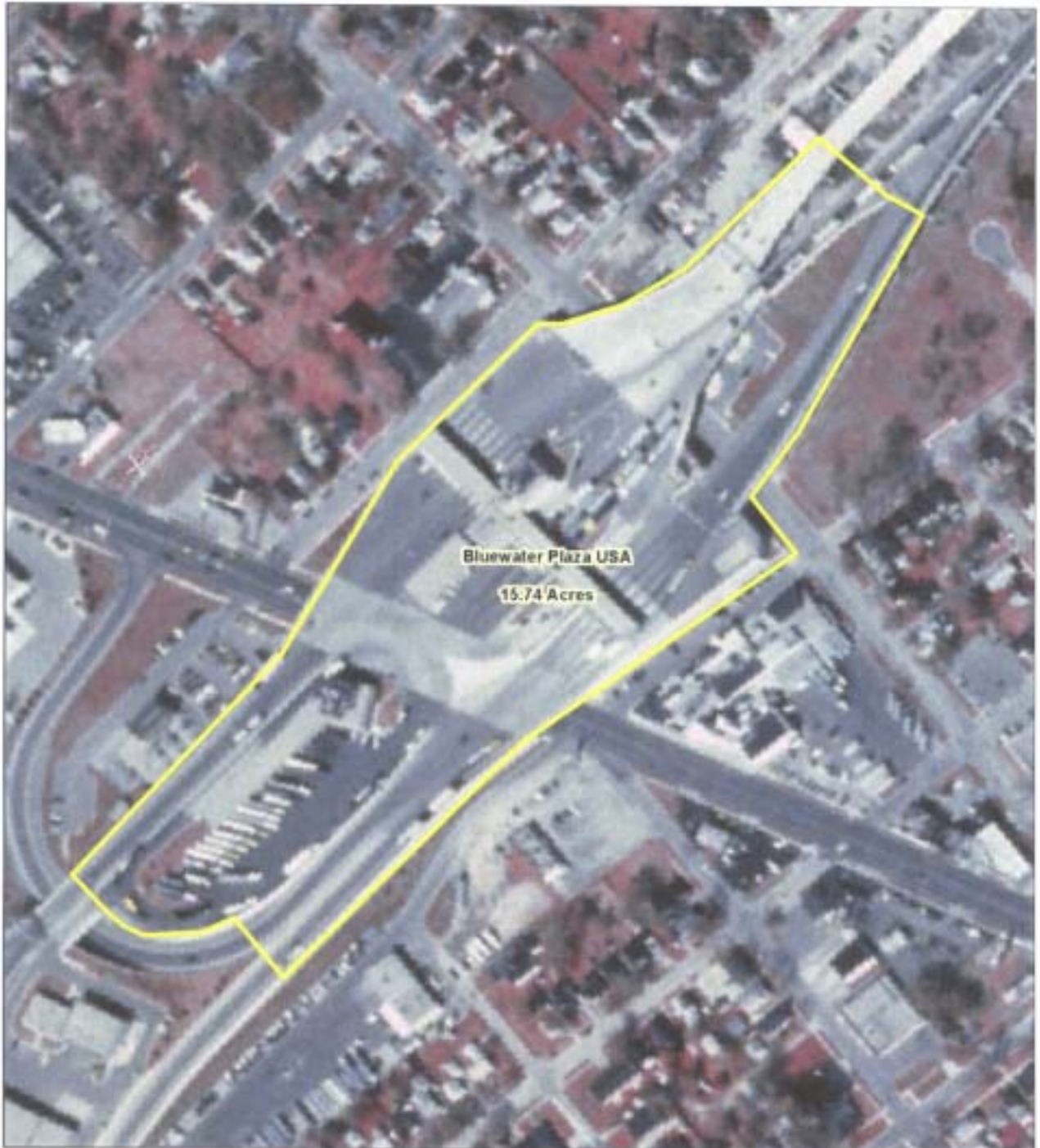


Stantec

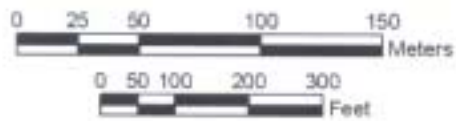


2004 Traffic Volumes

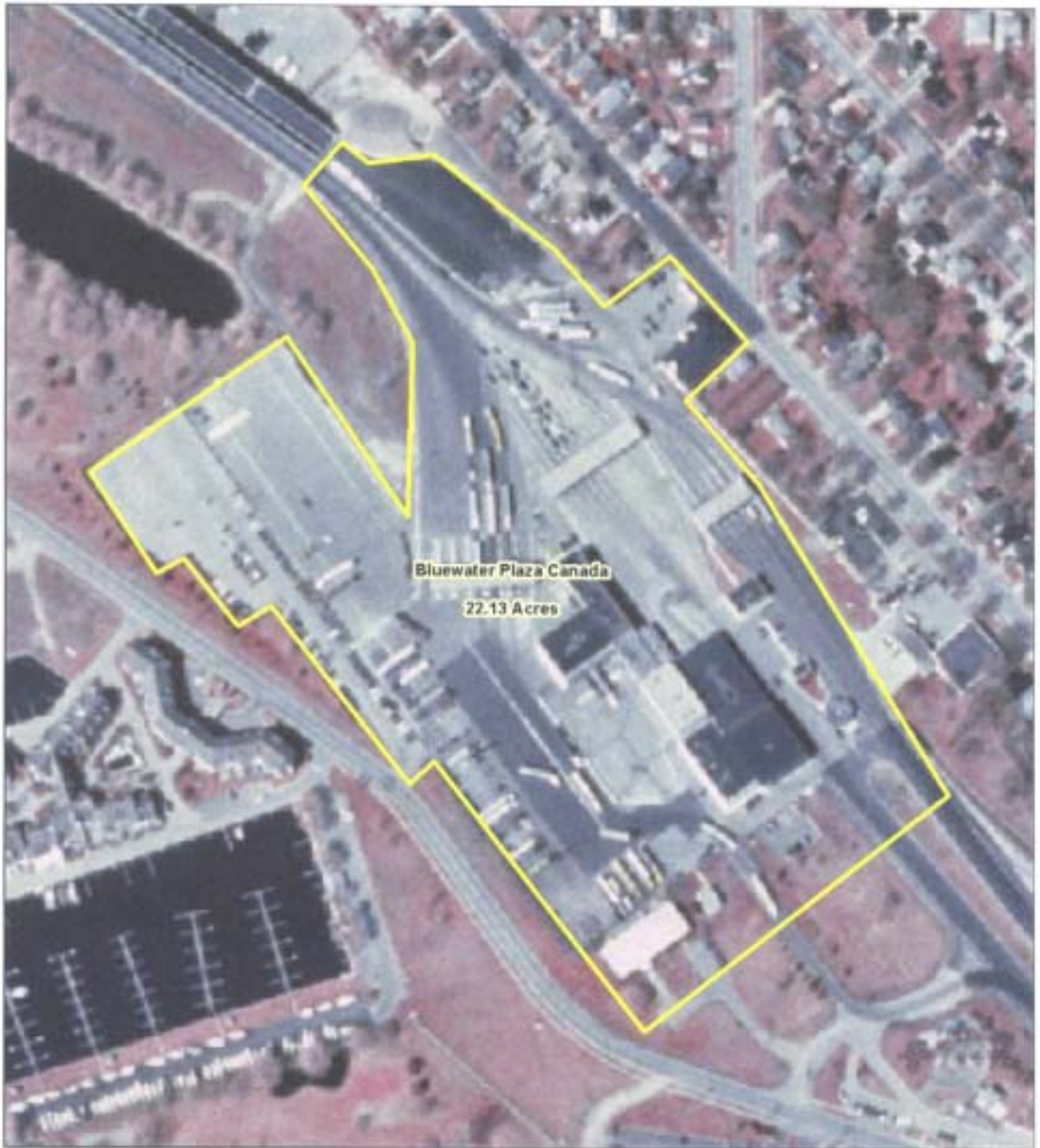
Passenger:	5,781,920
Commercial:	219,254
Total:	6,001,174



Bluewater Bridge Plaza - USA



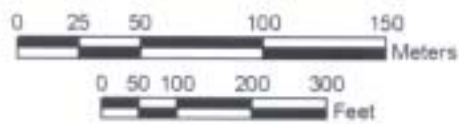
2004 Traffic Volumes	
Passenger:	3,761,591
Commercial:	1,807,254
Total:	5,568,845



Bluewater Bridge Plaza - Canada



Stantec

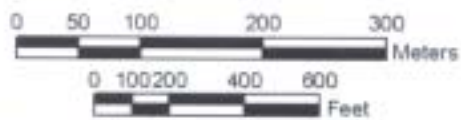


2004 Traffic Volumes

Passenger:	3,761,591
Commercial:	1,807,254
Total:	5,568,845



Peace Bridge Plaza - Canada

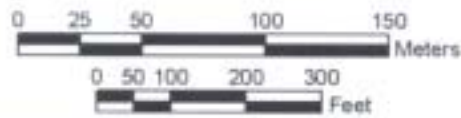


2004 Traffic Volumes

Passenger:	5,624,782
Commercial:	1,331,543
Total:	6,956,325



Peace Bridge Plaza - USA



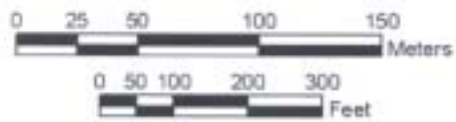
2004 Traffic Volumes	
Passenger:	5,624,782
Commercial:	1,331,543
Total:	6,956,325



Thousand Islands Bridge Plaza - Canada



Stantec



2004 Traffic Volumes

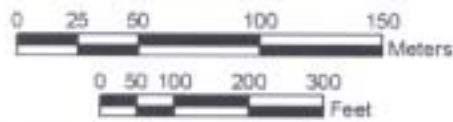
Passenger:	1,628,008
Commercial:	479,343
Total:	2,107,351



Thousand Islands Bridge Plaza - USA



Stantec



2004 Traffic Volumes

Passenger:	1,628,008
Commercial:	479,343
Total:	2,107,351

Stantec

August 1, 2005

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Reference: New CBSA Plaza Approximate Size and Specifications

Appendix C
Meeting Minutes

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.
Project No.	33015379	Date: May 18, 2005
Location:	CBSA Offices, Windsor, Ontario	Time: 10:00 a.m.
Purpose:	Meeting with CBSA/U.S. DHS CBP for Discussion of New/Expanded Crossing Plaza Sites	
Present:	P. DiPonio - CBSA J. McMahon - CBSA B. Anderson - U.S. DHS CBP L. Kozachuk - URS Canada	

Item Description

1. Project Update

L. Kozachuk provided a brief update of project activities to date relating to the siting of plazas for a new or expanded crossing:

- Based on input received from CBSA and CBP, as well as consultant team observations/experience with other border crossings, the U.S. and Canadian consultant teams have developed a conceptual footprint of 30 to 40 ha (80 to 100 acres);
- Using the general considerations for siting new ports provided by CBSA and U.S. DHS, and with information on study area features, the consultant teams have identified plaza opportunity areas (POA's), for consideration in siting new plazas along both sides of the Detroit River.
- The purpose of today's meeting is to discuss these opportunity areas to determine if CBSA or CBP have any concerns with any of the proposed POA's prior to these sites being shown to the public and other agencies

2. Meeting with U.S. DHS

L. Kozachuk reported on the recent meeting with U.S. DHS and the DRIC Project Team in Indianapolis, IN. The meeting was attended by G. Ragatz (DHS) and D. Melcher (GSA); the DRIC Project representatives included FHWA, MDOT, the U.S. Consultant Team and L. Kozachuk.

DHS confirmed that an 80 to 100 acre plaza is be a reasonable assumed size at the concept level for a new or expanded crossing in the Detroit River area. DHS is to provide a sample plaza layout based on a recent installation at Farr, Texas. B. Anderson cautioned that the concept at Farr may not be directly applicable for the Detroit River area, since the Texas site is not as constrained by surrounding development; however, the Farr concept may be a useful illustration of what the team should strive to provide wherever possible.

DHS also identified issues with funding, timing, design and construction. DHS and GSA suggested that a new plaza would require 12 months to design, and 18-24 months to construct. CBSA agreed that these timeframes are reasonable assumptions for a new Canadian plaza as well. CBSA also confirmed that obtaining funding is usually not an issue for CBSA, as they do not own their facilities; the border crossing owner (whether public or private) would be responsible for providing the necessary facilities for CBSA as part of constructing the new/expanded crossing.

PLEASE NOTE: If your records of this meeting do not agree with this document, or if there are any omissions, please advise the writer at once, otherwise the contents of this document shall be assumed accurate and correct.

Item **Description**

Also at the meeting, the Partnership and DHS agreed to continue to work together to coordinate the necessary project approvals and implementation.

3. Proposed Plaza Sites

Attendees reviewed the proposed plaza sites developed by the URS Canada Team. In general, attendees agreed that the sites are reasonable for carrying forward for consideration. The following comments were also noted in the discussion:

- Expansion of the plaza at Ambassador Bridge is to be assumed even with a new crossing; the current use of a remote commercial secondary inspection area is not consistent with CBSA's long-term objectives for border operations;
- A plaza on Fighting Island does have some access and security issues, but at this point, this site should not be ruled out;
- It was agreed that the expansion of the existing commercial secondary inspection facility to a full plaza should be considered as a concept, although CBSA has concerns with the security of the road connection between this site and the Ambassador Bridge or a new crossing due to its distance from the border.

4. Next Steps

URS Canada and the U.S. Consultant Team are preparing information packages on the proposed plaza sites for review by CBSA, CBP and other agencies. URS Canada will provide this information to CBSA in early June. CBSA offered that they could provide their comments on the information by early July, and suggested a meeting be arranged to discuss their comments prior to providing written comments on the plaza sites. URS Canada to arrange meeting in early July.

5. Update on 25% Challenge

CBSA advised that they are working with CBP and Ambassador Bridge on proposed improvements to the bridge plazas to meet the objectives of the 25% Challenge. It has been agreed that 2004 processing rates would serve as the baseline for measuring performance for the 25% Challenge. It is generally recognized that the Ambassador Bridge has met the objectives for the 25% Challenge; however, plaza expansion and modifications are being sought for the Canadian plaza on the basis of emergency needs/contingency planning.

CBP advised that, at Detroit, border crossings entered final stage of enforcement of U.S. Trade Act on May 16; U.S.-bound trucks not complying with the pre-notification requirements are being turned back at the crossing. Currently, across the entire Ontario-Michigan border, only 3 to 4 trucks per day are being turned back, which is much less than anticipated.

Submitted by: Len Kozachuk

Project: Detroit River International Crossing
Project No. 33015379
Location: Windsor Radisson, Cartier Room
Purpose: Bi-National Border Agencies Meeting
Present: Partnership

Meeting No.
Date: April 21, 2005
Time: 9:00 a.m.

Jim Kirschensteiner, US DOT/FHWA
Andrew Shea, Transport Canada
Dave Wake, MTO

Border Processing Agencies

Kevin Weeks, CBP
Hal Parker, CBSA
Mark Nikita, CBSA
Joe McMahon, CBSA

Consultant Teams

Len Kozachuk, URS Canada
Colin Wong, URS Canada
Audrey Steele, LGL
Bill Holthoff, Stantec

Joe Corradino, Corradino Group
Regine Beauboeuf, Parsons

Item Description

1. Presentation of DRIC Project Activities and Timeline

Len Kozachuk began the meeting by summarizing the project timeline and recent and upcoming consultation efforts being undertaken by the U.S. and Canadian project teams. A long list of crossing and route alternatives will be presented in late June during public consultations. Availability of lands to site plaza locations will be a significant consideration in generating the long list of alternatives. The long list of alternatives will include new crossing and connecting routes, which presents an opportunity to plan for new customs facilities. The meeting provided an opportunity for the representatives of the border agencies present to comment and speak to the planning of a new customs facility.

Both Canadian and U.S. project teams were hopeful to gain input from the border agencies on customs plaza layout, particularly information on land requirements, the components of a customs plaza, the functions of each component and the agencies' priorities in planning a new customs facility. The project teams hoped to take the input gained from the meeting and generate alternative plaza locations for the long list of alternative crossings. The project teams would meet again with the border agencies to discuss plaza locations prior to the public consultation sessions in late June.

2. Discussion of Notes of March 31 Meeting with CBSA

a) How should security be addressed in the siting and layout of new/expanded crossings?

Twinning the Ambassador Bridge

- As the generation of route and crossing location alternatives will be significantly influenced by practical plaza locations, the project teams must be confident that proposed alternative plaza sites are not fatally flawed from a security and/or redundancy perspective. The border agencies representatives were, therefore, asked to comment on the possible alternative of twinning the Ambassador Bridge from the

PLEASE NOTE: If your records of this meeting do not agree with this document, or if there are any omissions, please advise the writer at once, otherwise the contents of this document shall be assumed accurate and correct.

Detroit River International Crossing

Item Description

perspective of security and redundancy.

- The representatives of both the CBSA and DHS noted that in the event of a serious emergency or heightened security alerts at the crossing, the customs plaza operations and infrastructure would not be the determining factor that impedes crossing operations. The crossing infrastructure would be more critical in such a situation. As representatives of the customs operations for the CBSA and DHS, they were not in a position to comment on the possible alternative of twinning the Ambassador Bridge, but CBSA offered that current plaza layout are not suitable for current operations and would not be acceptable in the scenario of a twinned Ambassador Bridge.

b) What footprint (in acres) should the Project Team assume for a new/expanded plaza?

The project teams inquired about what factors are considered in sizing a future customs plaza site. The project teams understand that traffic volumes and the expected method of inspection (i.e. reverse, joint conventional) are large considerations.

Traffic Volumes

- There are several sets of traffic data that can be used to size a new customs facility, for example, the sizing can be based on traffic volume projections at a particular plaza site for the next 25 years (the time horizon for the DRIC study) or the new facility can be sized to accommodate the maximum capacity of the connecting routes to the new crossing.
- In the discussion of the 25-acre minimum footprint (summarized below), representatives of the CBSA noted that the minimum requirements for a new customs facility does not address traffic volumes associated with special events or high alert situations. The 25-acre footprint is only flexible enough to account for changes in traffic forecasts for the next five years.

Shared Facilities

- The benefits of reverse and joint inspection are still being explored and debated. For the DRIC project, the project teams will move forward with siting potential Canadian and U.S. plaza sites in each respective country. Each potential site would be assessed based on meeting size requirements and opportunities for expansion.
- Kevin Weeks of the CBP noted that joint facilities are more suited for land crossings, whereby certain facilities straddle the border. Employees would share amenities such as restrooms, staff rooms and some office space. Enforcement of laws and legislation would be carried out in the respective countries. This generally results in a 20 percent savings in land requirements.
- Kevin Weeks also noted that CBP is sensitive to lane costs.
- CBSA noted that cost for facilities, land and all maintenance at toll crossing are paid for by the owner/operator under Section 6. Interior (i.e. desk, locker, equipment, etc) and tech (computers, cameras, etc) costs are paid for by CBSA.

25 Acre Minimum Area For CBSA Facilities and Parking

- The CBSA representatives indicated that 25 acres would accommodate core (*minimum* and *basic*) operations. The 25 acre footprint would accommodate:
 - Primary and secondary inspection areas;

Detroit River International Crossing

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- Secure employee parking; truck inspection areas;
- Immigration facilities;
- Food and livestock inspection facilities; and
- VACIS unloading area and buildings.
- The 25 acre footprint would need to be modified/expanded to accommodate those operations that are derivatives of the core customs activities, such as:
 - External roadways, approach and exit lanes and internal circulation areas
 - Toll booths;
 - Snow storage areas;
 - Maintenance facilities and equipment;
 - Containment yards;
 - Brokerage facilities and parking;
 - Currency exchange; and
 - Retail and duty free space.
 - FAST and NEXUS approach lane(s).
- The 25 acre footprint would also need to be changed/expanded:
 - Based on the type of crossing to be implemented;
 - To accommodate approach roadway design and additional roadway infrastructure that may be required to optimize traffic operations within the plaza site; and
 - To accommodate increased traffic associate with special events or heightened security alerts.
- The 25 acre area was developed based on a plaza size required to accommodate current volume of traffic using the Ambassador Bridge and therefore, the footprint should allow for ten primary automobile and ten primary commercial booths, some of which could be shared (i.e. High/Low Booths).
- It was also noted that if a new crossing was not constructed that the current Ambassador Bridge CBSA Port Of Entry would need to be expanded in the future to provide space to process and inspect this additional traffic. Thus, if traffic double, at the Ambassador Crossing, CBSA would need an additional 25 acres of land to expand their facilities at this Port Of Entry.

c) What additional guidelines/assumptions can DHS, GSA and CBSA provide to the Partnership in the siting of new plazas?

Planning Horizon

- Representatives of both the CBSA and CBP indicated that the practical planning horizon for plaza size and layout is five years. That is in setting the plaza size, layout and location, the planning should consider any foreseeable changes in size, location and policy requirements for the next five years. The border agency representatives were not confident that approvals could be obtained for proposed plazas that are based on planning beyond five years.

Existing and Remote Secondary Inspection Areas

Detroit River International Crossing

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- Representatives of both the CBSA and CBP indicated that remote secondary inspection areas (such as those currently in operation in Windsor) are not consistent with the current operations and security requirements. The CBSA representatives indicated that it would be preferable for the existing secondary inspection facilities in Windsor to be phased out.

Extended Plaza Sites

- Representatives of both the CBSA and CBP indicated that the a new Port Of Entry did not have to be at the foot of the bridge or exit from a tunnel, but could be extended in land for a distance. This would be acceptable provide no access or egress along this extension is provided and there is a limit to the length they would consider acceptable, for this purpose. For the DRIC Project, the project teams should regard anything greater than 1.6 km (1 mile) length from the foot of the bridge or exit from a tunnel to be around the maximum distance that they would accept.

Idling of Commercial Vehicles & Customs Brokers

- The border agencies noted that they are concerned with commercial vehicles idling within the existing customs facilities. The agencies made a suggestion for the project teams to explore opportunities to streamline/expedite the flow of commercial traffic on the approach roadways. As well, consideration should be given to continued integrating brokerage operations with customs operations. This could be achieved by providing office and facilities at or in the area of the new customs facilities.

New Passport Legislation

- The project teams were also asked to consider new legislation requiring cross border commuters to provide passport information. The new requirements will have an impact on processing times.

Area Underneath/Above New Crossing

- Andrew Shea of Transport Canada noted that would be preferable to move forward with assuming that lands above or underneath a new crossing would be secure. The border agencies were not in a position to comment on locating plazas under or above new crossing infrastructure, but offered that the project teams should explore opportunities to avoid communities and residential areas. The representatives of the border agencies noted customs operations are not compatible with residential and community land uses. Buffering measures between communities and the customs plaza should be established with the local municipalities.

Proximity to Rail Infrastructure

- There maybe instances where possible plaza locations are located adjacent to or in close proximity to rail corridors. The border agencies were not opposed to such locations but noted that in planning for such locations, measures should be taken to ensure that rail operations do not interfere or impede customs operations. The project teams would need to plan for such measure, which would include grade separations.

Farmland and Open Areas

- The border agencies did not have any significant comments about siting possible plaza locations on open areas or farmland.

Pre-customs Clearance facilities

- The CBSA and CBP have significant influence on the layout of pre-customs clearance facilities, which includes signage. The CBSA representatives noted that the guidelines used for road-based customs

Detroit River International Crossing

<u>Item</u>	<u>Description</u>
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plazas are consistent with those used for airports.

Pedestrians and Cyclists

- In the event that the crossing and/or connecting route infrastructure does not support cyclist and/or pedestrian traffic, services (eg. a shuttle bus or taxi) to transport pedestrians or cyclists across the river should be arranged. The Ambassador Bridge presently provides this service. This issue needs to be addressed in the design of a new or expanded crossing.

Truck Ferry

- There was an inquiry about the status of the Truck Ferry as an alternative. While use of the Truck Ferry can be included in the final recommendations made for this study

3. **Next meeting – Assessment of Preliminary Plaza Sites – May 18 at 10:00 a.m. in Windsor**

The Canadian project team will work with the CBSA representatives to schedule a meeting together for May 18, 2005 to discuss information that will be presented to the public in late June. The US project team will continue to site and develop potential plaza locations and will participate in the May 18 meeting if practical.

The meeting was adjourned at 12:00 p.m.

Submitted by: William C. Holthoff, Stantec, Colin Wong, URS

Distribution: _____

Project:	Detroit River International Crossing	Meeting No.																								
Project No.	33015379	Date: March 31, 2005																								
Location:	Windsor Hilton Hotel, Windsor, Ontario	Time:																								
Purpose:	Canadian Border Processing Agencies																									
Present:	<table border="0"> <tr> <td><u>CBSA</u></td> <td><u>MTO</u></td> <td><u>LGL Limited</u></td> </tr> <tr> <td>Joe McMahon</td> <td>Dave Wake, MTO</td> <td>Audrey Steele</td> </tr> <tr> <td>Mark Nikita</td> <td>Roger Ward, MTO</td> <td></td> </tr> <tr> <td>Peter Diponio</td> <td>Joel Foster, MTO</td> <td><u>Stantec</u></td> </tr> <tr> <td>Claude Béland</td> <td></td> <td>Bill Holthoff</td> </tr> <tr> <td></td> <td><u>URS Canada</u></td> <td></td> </tr> <tr> <td><u>MDOT</u></td> <td>Murray Thompson</td> <td></td> </tr> <tr> <td>Mohammed Alghurabi</td> <td>Len Kozachuk</td> <td></td> </tr> </table>	<u>CBSA</u>	<u>MTO</u>	<u>LGL Limited</u>	Joe McMahon	Dave Wake, MTO	Audrey Steele	Mark Nikita	Roger Ward, MTO		Peter Diponio	Joel Foster, MTO	<u>Stantec</u>	Claude Béland		Bill Holthoff		<u>URS Canada</u>		<u>MDOT</u>	Murray Thompson		Mohammed Alghurabi	Len Kozachuk		
<u>CBSA</u>	<u>MTO</u>	<u>LGL Limited</u>																								
Joe McMahon	Dave Wake, MTO	Audrey Steele																								
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	<u>URS Canada</u>																									
<u>MDOT</u>	Murray Thompson																									
Mohammed Alghurabi	Len Kozachuk																									

Item

Action By

1.0 Len Kozachuk opened the meeting noting that the purpose of the meeting was to have an open discussion regarding how to address security concerns related to the location of a new or expanded international crossing and how the Partnership should approach general sizing for new Customs facilities.

The concerns expressed were not only related to security of the crossing but also to the alternatives available if the crossing is impeded by traffic incidents, weather, maintenance or other events that would restrict the flow of traffic over the crossing.

2.0 A general discussion regarding security concerns was undertaken. It was agreed that Claude Béland will advise the Critical Infrastructure Protection Agency and provide further direction.

C. Béland

It was also noted that the existing separation of primary inspection area from the area provided for secondary inspection at both the AMB and the DWT is considered a security risk and will be addressed in a security report that will be published this Spring

The current Ports of Entry are also considered less than ideal and are over capacity at the present time because of the lack of space. In the future, both may need to be combined (primary and secondary inspection both within the plaza area) and most likely expanded to meet CBSA needs.

3.0 Bill Holthoff then presented current and future sizes of other Ports Of Entry and possible sizes for a new Port Of Entry at the DRIC.

With respect to sizing of new Customs facilities, the following was noted:

- a. That the size of the plaza required is not necessary proportionate to the volume of traffic using a crossing.
- b. The existing type of operation in Windsor, which separates secondary inspection from primary is not an acceptable, long-term way of operating at the Border.
- c. New facilities will require additional, physical space to accommodate new and emerging Customs and Inspection requirements. That line of sight is important and that screening of enforcement activities from the surrounding area from persons outside the plaza is also important.
- d. That clearance away from the crossing will not satisfy CBSA needs.
- e. CBSA has yet to see a design of a "secure roadway" (a road between primary inspection area that connects to a separate area where secondary will occur some distance away), which would be acceptable to meet their needs.

Item

Action By

- f. CBSA will consider an extended plaza option, where the connecting secure roadway from the foot of the bridge or tunnel leading to the inspection area (both primary and secondary) that could be located 1 to 2 km from the foot of the bridge or tunnel.
 - g. In general, CBSA believes that Customs facilities are more compatible with industrial-type land uses than with residential. If possible, they believe examination areas should generally be out of the line of sight of surrounding developments. Further there is a need for improved lighting and other features which will even make the existing plaza less compatible in neighborhood type location.
 - h. Generally speaking, a somewhat larger footprint should be allowed for in rural/suburban areas to facilitate buffering and screening from surrounding areas.
- 4.0 Based on the above discussions, the Consultant will consider generic footprints to be included in the development of Illustrative Alternatives. For this phase of the study, a foot print of approximately 80 acres in an urban setting and 100 acres in a rural setting will be used as a starting point. If a combined (U.S. and Canadian Ports Of Entry) is to be considered, approximately 200 to 220 acres should be considered.
- It was also noted that AMB plaza without any alternative crossings might need to be expanded from around 40 acres (current primary and secondary inspection areas) to approximately 100 acres.
- The plaza areas will be refined in the next phase of the study to better reflect the actual needs that may be required, based on traffic volumes and other refinements. These will be further refined as the number of alternatives under consideration are reduce.
- 5.0 Those present were reminded of the upcoming meeting on April 21, 2005.

URS

The meeting was adjourned at 3:30 PM

Submitted by: William C. Holthoff, Stantec

MEETING Notes

Project:	Detroit River International Crossing	Meeting No.
Project No.	33015379	Date: March 17, 2005
Location:	CBSA Offices, Windsor, Ontario	Time: 1:30 pm
Purpose:	To introduce the Project to Canadian and U.S. Border Operations Officials and Update Information Regarding Border Processing Rates, Traffic Volumes, Queuing etc.	
Present:	See Attached	

1. Len Kozachuk of URS Canada welcomed attendees and, after introductions gave a brief overview of the next steps in the DRIC Technical and Environmental Studies:
 - Studies are proceeding on both the Canadian and U.S. sides of the Detroit River, in an effort to identify a preferred crossing location and connecting links between Highway 401 and the Interstate Freeway system in Michigan. These Studies are being coordinated to meet the requirements of the Environmental Approvals Processes in both countries.
 - The timeframe for the Studies is approximately 3 years.
 - In addition to the new crossing and route alignments, the Project Team will be considering Plaza sizing and layouts to meet the needs of border processing agencies.
 - The Study process will allow for consultation with agencies and stakeholders including several meetings with border processing and security agencies to understand their requirements, incorporate them in alternatives and obtain input as to the recommended plan.
 - During his outline, Len Kozachuk made reference to a memo provided to Andrew Shea of Transport Canada, copied to CBSA and others, which is attached to these meeting notes. Len Kozachuk also noted that issues, such as security, changes to customs inspection regimes, etc. will be discussed in subsequent meetings with representatives from the policy side of the border agencies.
2. Bruce Mori of IBI Group then led the group through the previous assumptions regarding processing rates for international traffic, that the Ambassador Bridge and Detroit Windsor Tunnel. Representatives from the border processing agencies provided insight and updates to the border processing rates, as appropriate. IBI will update the assumptions and circulate for review and approval prior to implementing in the traffic modeling. In the course of these discussions, the following was noted:
 - Queuing of U.S. bound trucks on Huron Church Road is very infrequent (approximately one time per month). The change in queuing is contributed to several factors, including:
 - introduction of the Trade Act requirements for pre-notification of shipments arriving at the border;
 - downturn in truck traffic volumes;
 - enabling FAST trucks to use the left lane across the Ambassador Bridge;
 - Pre-notification requirements have also led to a significant reduction in the amount of parking at the secondary inspection area.
 - Trucks are taking longer to process at the primary inspection lanes but are not as likely to be diverted to secondary. Agencies representatives suggested that this is a trend that is likely to continue;
 - The subscription rate for the FAST program is steady at approximately 12% - 13%. Registration for drivers continues to increase; however, the number of importers signing on to the FAST program has not significantly increased. With little incentive to do so (their cargo is generally not time sensitive) it is not likely that the use of FAST will rise significantly above the 15% level in the near future without other incentives. This represents a significant change from the assumptions used in the P/NF Study: a 60% FAST traffic was assumed by 2010.
 - However, the benefits of the pre-notification program has yielded quicker processing rates similar to those anticipated through the use of the FAST program. In addition, the pre-notification requirements have led to a significant reduction

in the percentage of traffic that is diverted to secondary parking. In addition, the vacis units have also helped to reduce the dwell time in secondary inspection areas.

3. CBSA noted that the plans for expansion of the Ambassador Bridge Plaza will allow for some secondary inspection to be carried out on the Plaza area. CBSA expressed its desire that the long-term solution for a new or expanded crossing at the Detroit River would eliminate the remote secondary plaza area currently in use on Industrial Avenue and incorporate it into a new/expanded plaza. In addition, CBSA noted that it is not supportive of a "secure roadway" of any substantial length, as it is not certain that such a roadway could be built to be secure enough to meet the needs of Canadian and U.S. border agencies. Representatives from CBP echoed these concerns, noting statements made by senior department officials encouraged the border processing functions to stay as close to the river as possible.
4. Attendees from CBSA and CBP have not been presented with any new information or schemes for plazas related to the DRTP project.
5. Border agencies noted that any new plaza will need to consider the need for outbound inspections to be carried out on the plazas of any new/expanded crossing. Presently, outbound inspections are conducted at a minimal level but the need for and frequency of outbound inspections is expected to increase noticeably over the next few years. This is likely to increase the need of the footprint of the new plaza.
6. In response to questions by the consultants, CBSA suggested that a preliminary footprint for a new plaza would be approximately 220 acres. This size is deemed to be necessary to accommodate a commercial and travelers operation. It was noted that this size is somewhat volume driven and will depend on the degree to which traffic diverts to a new crossing or remains at an existing crossing.
7. Next Meetings:
 - March 31st with CBSA (Policy and Operations) to view preliminary plaza sizing guidelines and assumptions.
 - April 14th with CBSA/CBP/DHS in Windsor (Date to be confirmed but will need to be rescheduled from the 14th) to review preliminary footprints for plazas
 - Late May with CBSA/CBP/DHS and others to review/comment upon plaza alternatives and the assessment of advantages/disadvantages.

The meeting was adjourned at 4:00 p.m.

Submitted by: Len Kozachuk

Distribution: Attendees
C. Béland – CBSA
K. Weeks – U.S. DHS CBP
R. Ward – MTO
M. Alghurabi – MDOT
M. Thompson – URS Canada
R. Beauboeuf – Parsons