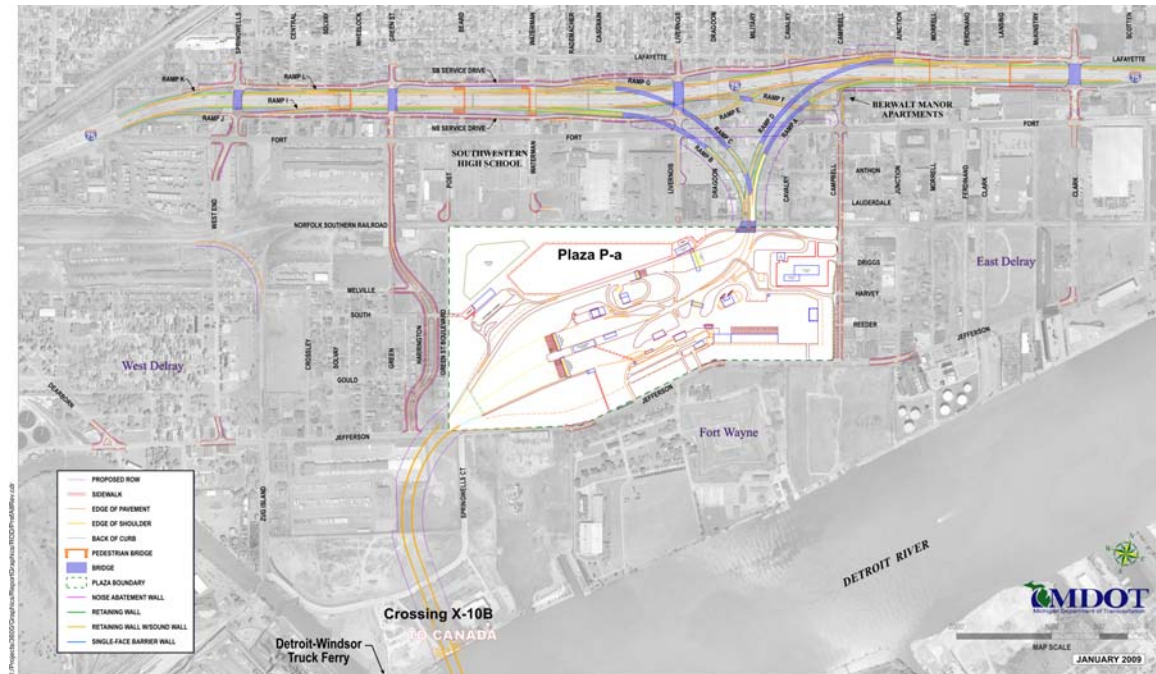


Background

A significant milestone has been achieved for the Detroit River International Crossing (DRIC) Study with the publication of a Record of Decision. The Record of Decision is the last step in the U.S. federal environmental process.

The Record of Decision identifies the Selected Alternative for a new border crossing system between Detroit, Mich., and Windsor, Ontario, consisting of a road connection from I-75 to a proposed new U.S. border inspections plaza and a proposed new bridge to Canada (X-10B in the Final Environmental Impact Statement). The proposed plaza area is bordered by Post, Jefferson and Campbell streets and Norfolk Railroad tracks. The location of the proposed interchange is the Livernois/Dragoon corridor; the proposed bridge will connect to the southwest corner of the plaza and cross the river just north of Zug Island.



The DRIC project is needed to transition the border crossing system into a modern, multimodal network to securely move people and goods between the United States and Canada. It is a critical component of the economic recovery of Michigan.

The Great Lakes region is one of the most important economic areas in North America, hosting the second largest economy in the world. The region's 12 states account for 33 percent of the population of the United States, and 32 percent of its Gross Domestic Product. The Great Lakes region is the center of advanced manufacturing in many economic sectors, hosts world-renowned research and development facilities, and is the largest regional exporter in the nation.

The United States and Canada share the largest bilateral trade relationship in the world and states in the Great Lakes region account for more than half of this trade – supporting 7.1 million U.S.

jobs. Michigan accounts for more than half of the total U.S. trade with Canada and is the critical trade corridor between the two nations, facilitating more than 40 percent of U.S. trade with Canada at the Detroit and Port Huron international border crossings.

International trade and commerce supports more than 221,500 Michigan jobs; almost 60 percent of Michigan goods are exported to Canada. Michigan's supply chain and logistics industries will be further supported by a new border crossing system that creates jobs, diversifies our economy, and ensures Michigan is equipped to compete in the global economy.

Investment in border crossing infrastructure will have two powerful results: first, job creation will be immediate thereby providing a shorter-term economic stimulus. Second, it will lay the foundation for future productivity growth and help to continue Michigan's economic restructuring and long-term economic stability. Activity on the Michigan side of the border will create 10,000 construction jobs and more than 30,000 indirect jobs during the construction period.

The new border crossing system will cost \$1.8 billion for the U.S. portion of the bridge, the plaza and the new interchange with I-75. This cost will be covered by a number of sources. The bridge itself will be paid for by the private sector in partnership with state and federal government. While the private participant will use tolls to build, operate and maintain the new bridge, the Border Transportation Partnership will provide public oversight and ensure the accountability of any private sector participation to ensure a safe and secure international border crossing system.

More information about the DRIC, including the Record of Decision, is available on the Border Transportation Partnership Web site at www.partnershipborderstudy.com.

The Canadian Environmental Assessment Report on the Partnership Web site contains graphics of the new border crossing system referencing the Canadian side of the project at: http://www.partnershipborderstudy.com/pdf/EA-Report/EARReport_FullDocument.pdf.

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