

Public Forum

Detroit River International Crossing Project

Host: The Detroit Regional Chamber of Commerce

Place: One Woodward Avenue, 19th Floor, Detroit, Michigan

When: April 23, 2009, from 1 to 3 PM

Purpose: To introduce the Detroit River International Crossing (DRIC) Project to interested professionals in the finance, construction contracting, engineering/architecture and legal communities so they may decide to participate in the project's implementation.

Project Components: The new border crossing system is estimated to cost \$1.8 billion for the U.S. portion of the bridge, the U.S. plaza, and a new interchange with I-75. The interchange will be paid for with 80 percent federal/20 percent state funds. The plaza will be the responsibility of the U.S. General Services Administration. The preferred delivery mechanism for the bridge is a public-private partnership in the form of a long-term concession agreement which will seek to maximize private sector participation and financing. The bridge will be financially self-sustaining from a reasonable toll charge to its users.

Project Status: All U.S. environmental approvals were received as of January 14, 2009. The project is moving towards the design and property acquisition phases. It is expected that construction will begin on some components of the project in 2010 with the project open to traffic during 2015.

Next Steps: The following steps are now being taken to advance the project:

Securing legislation to:

- Allow a partnership with Canada to build the bridge across the Detroit River – one half in the United States, one half in Canada;
- Allow the private sector, through a public-private partnership, to build the bridge;
- Permit tolls on the new bridge as a source of revenue to pay for its construction, maintenance, and operation.

Acquiring property to advance the project.

Designing various components of the project.

Summary

This bold project will boost the economy of Michigan as investment in the border crossing infrastructure will create jobs. This includes 10,000 construction jobs and more than 30,000 indirect jobs as the “ripple wave” of construction. The new bridge, when completed, will help retain 25,000 jobs in Michigan that would be lost without more border crossing capacity. The project will also help draw about 2,500 jobs into southeast Michigan from outside the state, mostly to Wayne, Oakland and Monroe counties.