

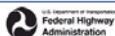
**Canada-U.S.-Ontario-Michigan
Border Transportation Partnership**

“Bi-National Study”

**Detroit River International Crossing
EA Terms of Reference**

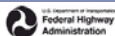
Presentation to Consultation Groups

March 10, 2004

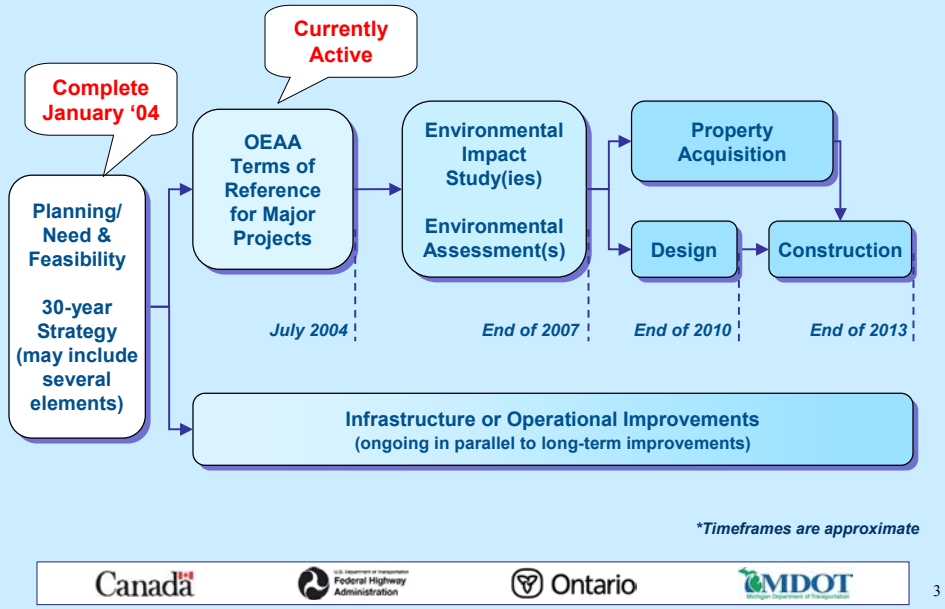


Presentation Outline

- Update on the Progress of the Bi-National Project
- Purpose and key components of the Environmental Assessment (EA) Terms of Reference (TOR)
- EA Terms of Reference Submission and Review Process
- NEPA Purpose and Need
- What's Next



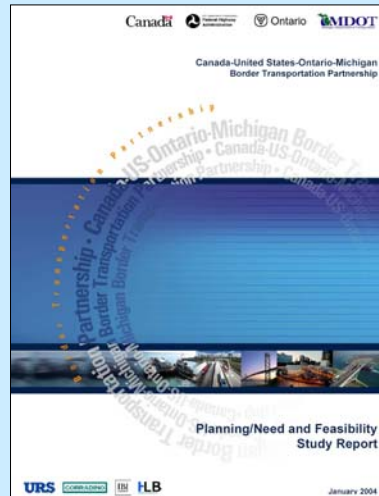
Bi-National Planning and Environmental Process



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Project Update & Progress

- A Final Planning/Need and Feasibility (P/NF) Study Report has been prepared
- Based on the findings of the P/NF Study, formal environmental studies on both sides of the border are proceeding



Canada

U.S. Department of Transportation
Federal Highway Administration

Ontario

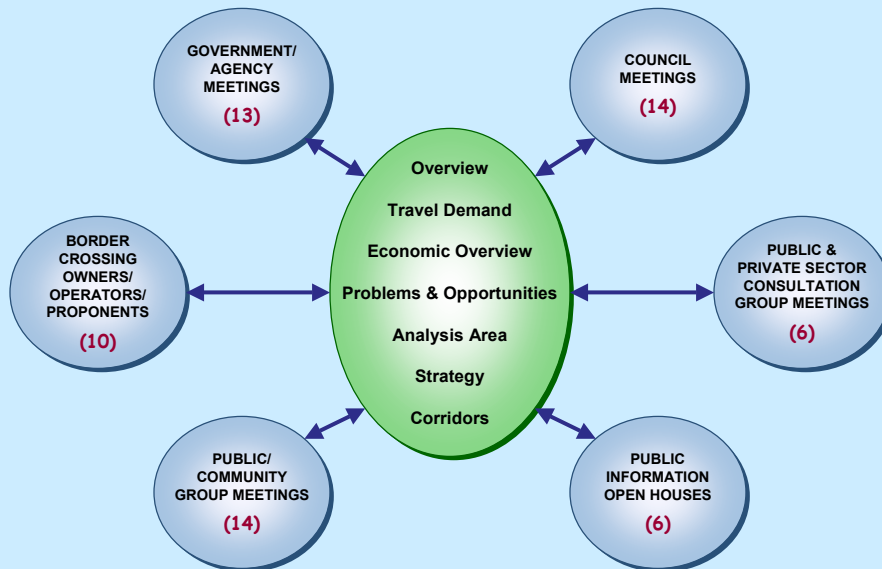
MDOT
Michigan Department of Transportation

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Broad Geographic Area



Planning/Need and Feasibility Study



**P/NF Study Findings:
Projected International Trade Growth
Detroit-Windsor Corridor**

**Two-Way Canada-U.S. Trade
Passing Through Detroit-Windsor
(U.S. Dollars)**

2001	2030
\$90 Billion+/-	\$150 Billion+/- (64% Increase)

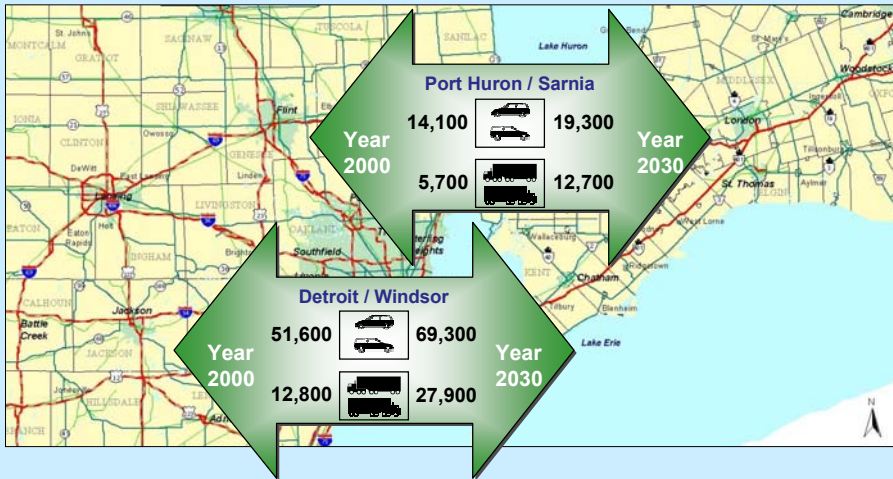
**P/NF Study Findings:
Economic Opportunities**

**Opportunities Lost If
No Improvements to Border
By Year 2030**

	SEMCOG-Essex Economy	Michigan-Ontario Economy
Cumulative Employment (Full Time Equivalent Jobs)	19,750 – 24,000	70,000 – 84,000
Annual Production (Year 2000 U.S. Dollars)	\$3.0 - \$3.4 Billion	\$6.2 – \$6.8 Billion

P/NF Study Findings: Travel Demand – Existing and Future (Daily)

Base Case



P/NF Study Findings: Existing Border Road Crossing Limitations

Base Case

Blue Water Bridge Corridor				
US Interstate I-69	US Border Processing	Blue Water Bridge	Canadian Border Processing	Highway 402
At or near capacity beyond 30 years	At or near capacity within 5 – 10 years	At or near capacity beyond 30 years	At or near capacity within 15 – 20 years	At or near capacity beyond 30 years

Detroit-Windsor Tunnel Corridor				
Downtown Detroit Road Connections to Tunnel Plaza	US Border Processing	Detroit-Windsor Tunnel	Canadian Border Processing	Downtown Windsor Road Connections to Tunnel Plaza
At or near capacity within 5 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	At or near capacity within 5 years

Ambassador Bridge Corridor					
US Interstate Connections (with gateway)	US Border Processing	Ambassador Bridge	Canadian Border Processing	Huron Church Road	Highway 401 (6 lanes)
At or near capacity beyond 30 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	At or near capacity within 5 years	At or near capacity beyond 30 years

Rail and Ferry Existing rail and ferry crossings are operating below capacity

P/NF Study Findings: Network Considerations

- Options for maintaining the movement of people and goods should be provided to avoid delays and disruption resulting from major incidents or regular maintenance operations.
- The current border crossings are over 70 years old and will reach capacity in 10-20 years.
- This key trade route requires a new border crossing or expansion of an existing crossing.

P/NF Study Findings: Summary Elements of a 30-Year Strategy

- Ensure sufficient border processing resources to serve travel demand at the crossings.
- Optimize the use of existing network in the short to medium-term (5 – 10 years).
- Implement travel demand measures and encourage use of other modes to reduce travel demand on the road network.
- Construct a new or expand an existing international crossing connecting the interstate freeway system in Michigan to the provincial highway system in Ontario (EIS/EA is needed).

P/NF Study Findings: Road-Based Opportunity Corridors



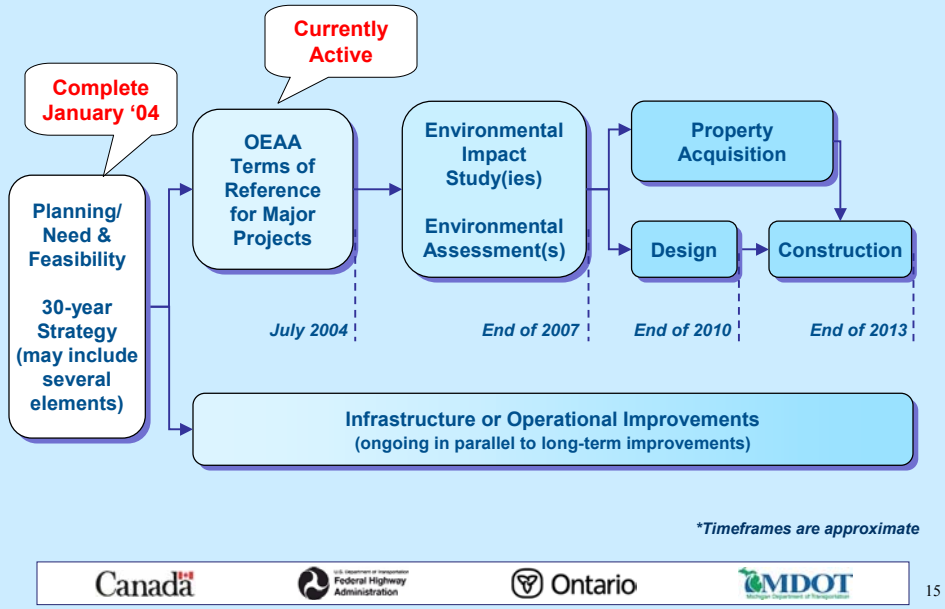
* Connections between corridors will also be considered in environmental planning stages

1. South Crossing Corridor
2. Central Crossing Corridor
3. Twinned Ambassador Bridge Corridor
4. Rail Corridor
5. East Crossing Corridor

Short-Term Operational/Infrastructure Improvements

- Initiatives to improve capacity and operations on existing network
 - ITS improvements (ongoing)
 - U.S. plaza expansion at Ambassador Bridge (ongoing)
 - Increases to border processing resources (ongoing)
 - Windsor, Ontario and Federal government continue to discuss elements of the Windsor Gateway Action Plan

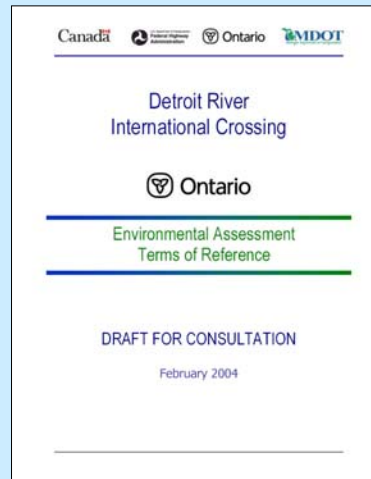
Bi-National Planning and Environmental Process



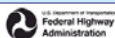
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What is an OEA Terms of Reference?

- A process document which outlines how an Individual Environment Assessment (IEA) study will be carried out.
- Required under the Ontario Environmental Assessment Act.
- Due to recent litigation, contents of the TOR have been altered substantially.
- Developed in consultation with the public, municipalities, and agencies and then submitted to the Minister of the Environment for approval.



Canada



Ontario



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Key Contents of the Detroit River International Crossing TOR

- Integrated Environmental Study Process*
 - *Developed to meet the requirements of individual processes in Canada and the U.S.*
- Purpose of the Undertaking*
 - *Work conducted in the P/NF Study will serve as a basis during the EA/EIS*
 - *Will be finalized during EA/EIS*
- Process for identifying and assessing transportation planning alternatives*
 - *Work conducted in P/NF Study will serve as a basis during the EA/EIS*
 - *Proposed factors and criteria presented in draft TOR*
- Process for generating a study area*

**Work conducted in P/NF Study will serve as a basis during EA/EIS for these activities*

Key Contents of the Detroit River International Crossing TOR (con't)

- Process for generating and evaluating illustrative and practical alternatives
 - *Partnership will develop a range of alternatives, including the private proposals already identified*
 - *Work conducted in P/NF Study will serve as a basis during EA/EIS for these activities*
- Process for evaluating alternatives
 - *To select alternatives and recommend a preferred alternative*
- Public consultation during the integrated environmental study process
 - *Provides for formal consultation activities as well as ongoing, informal meetings*

TOR Submission and Approval Process

- A draft EA Terms of Reference is now available for review
- Comments to Project Team are required by April 16th, 2004
- Formal Terms of Reference submitted to MOE in Spring 2004
- MOE undertakes a 30-day public and government review
(At this stage all comments should be directed to MOE)
- MOE will consider all comments when making a decision whether or not to approve the TOR

Public Information Open Houses

WINDSOR

Monday, March 22, 2004

2:00 p.m. – 9:00 p.m.

**Cleary International Centre
Canadian Club Room B
201 Riverside Drive West**

LA SALLE

Tuesday, March 23, 2004

4:00p.m. – 9:00p.m.

**Sandwich West Public School
2055 Wyoming Avenue**

AMHERSTBURG

Wednesday, March 24, 2004

4:00 p.m. – 9:00 p.m.

**Verdi Club
689 Texas Road, R.R. 3**

TECUMSEH

Thursday, March 25, 2004

4:00 p.m. – 9:00 p.m.

**Ciociaro Club
3745 North Talbot Road**

Next Steps – OEA TOR

- Review the comments received and respond to any questions
- Finalize the OEA Terms of Reference
- Submit the OEA Terms of Reference to MOE for approval* by end of April

* *The Minister of the Environment will conduct a 30-day public and government review of the OEA Terms of Reference prior to making a decision.*

NEPA Purpose and Need

- Brief statement circulated to U.S. federal agencies with responsibility for approvals and permits related to the project
- Agencies are requested to indicate any concerns re: the purpose or process for the EIS; FHWA considers these concerns in finalizing the Purpose and Need Statement
- Once the Purpose and Need Statement is finalized, scoping of the project can begin
- Purpose and Need Statement is currently being drafted

Your Input is IMPORTANT to this Study!

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