

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

Second Round of Consultation

June, 2003



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Federal Highway
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Ontario



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JUNE 2003

Canada-U.S.-Ontario-Michigan Border Transportation Partnership Planning/Need and Feasibility Study ("The Bi-National Study")

- Commissioned by provincial, state, and federal governments ("The Partnership")
- Mandate to develop a 30-year transportation strategy
- Consistent with environmental assessment requirements:
 - NEPA
 - OEAA
 - CEAA



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Projected International Trade Growth Detroit-Windsor Corridor

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

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



Projected International Traffic Growth Detroit-Windsor Area

AVERAGE DAILY TRAFFIC

	2000	2030
Passenger Cars	51,600	69,300 (34% Increase)
Commercial Vehicles	12,800	27,900 (118% Increase)



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 US Dollars)	\$3.0 - 3.4 Bil	\$6.2 – \$6.8 Bil



Border Crossing Capacity and Redundancy

- Border processing improvements are needed now.
- The current border crossings are over 70 years old and will reach capacity in 10-20 years.
- Delays and disruption from major incidents and maintenance operations must be addressed.
- This key trade route requires a new border crossing or expansion of an existing crossing.



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Proposed Elements of a 30-Year Strategy

- Ensure sufficient border processing resources to serve travel demand at the crossings.
- Construct a new or expand an existing international crossing connecting the interstate freeway system in Michigan to the provincial highway system in Ontario.
- 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.



Proposed Elements of a 30-Year Strategy - Border Processing

- Optimize border processing resources.

This element is required in all cases to ensure the border crossings are functioning efficiently

- Border Processing Staffing
- Border Processing Facilities
- Implement and encourage greater use of NEXUS/FAST and employ new systems to minimize processing time
- Commercial Vehicle Processing Centre
- Partnership of Municipalities, Transportation and Border Processing Agencies



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Proposed Elements of a 30-Year Strategy - Road-Based Network

- Construct a new or expand an existing international crossing connecting the interstate freeway system in Michigan to the provincial highway system in Ontario

Provides capacity to meet future travel needs.

Adds redundancy to the network.

(Implementing a new or expanded crossing can require 8 to 10 years, requiring successful completion of environmental processes in Canada and the United States, as well as time to design and construct the new crossing.)

- Initiate Formal Environmental Processes for a New or Expanded International Crossing



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Proposed Elements of a 30-Year Strategy - Road-Based Network

- Optimize the use of the existing road network in the short to medium-term (5 – 10 years)

Canadian side:

- Implement the Windsor Gateway Action Plan as finalized by the governments of Canada and Ontario;

U.S. side:

- Implement the Ambassador Bridge Gateway Project as finalized by the U.S. federal and Michigan state governments;



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Proposed Elements of a 30-Year Strategy - TDM and Other Modes

- Implement travel demand measures and encourage use of other modes:
 - Intelligent Transportation Systems (ITS) strategy, Electronic Data Interchange (EDI), and improved signage to improve traffic operations;
 - Greater use of Blue Water Bridge;
 - Education and Information Dissemination;
 - Greater Use of Intermodal Rail;
 - Encourage New Inter-City Passenger Rail;
 - Encourage New/Improved Transit Services;
 - Greater Use of Ferry Services;
 - Greater Use of Marine Vessel Services.



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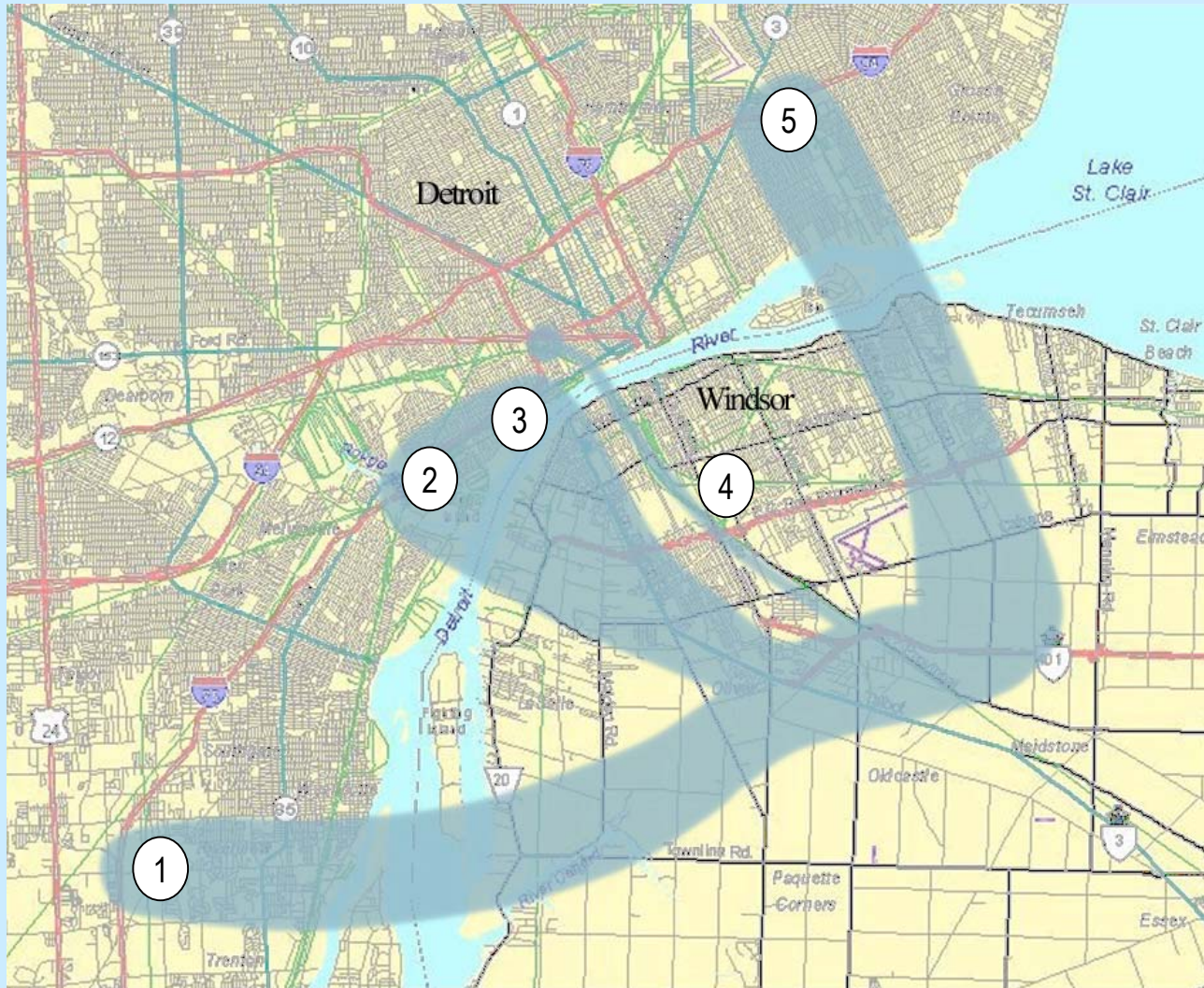
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Road-Based Opportunity Corridors



* 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. Truck Tunnel
- 5. East Crossing Corridor



Basis of Preliminary Assessment of Opportunity Corridors

- Traffic problems and opportunities;
- The needs of border processing agencies;
- Government, planning and tourism objectives;
- Potential impacts to natural, social and cultural features;
and
- Technical issues.

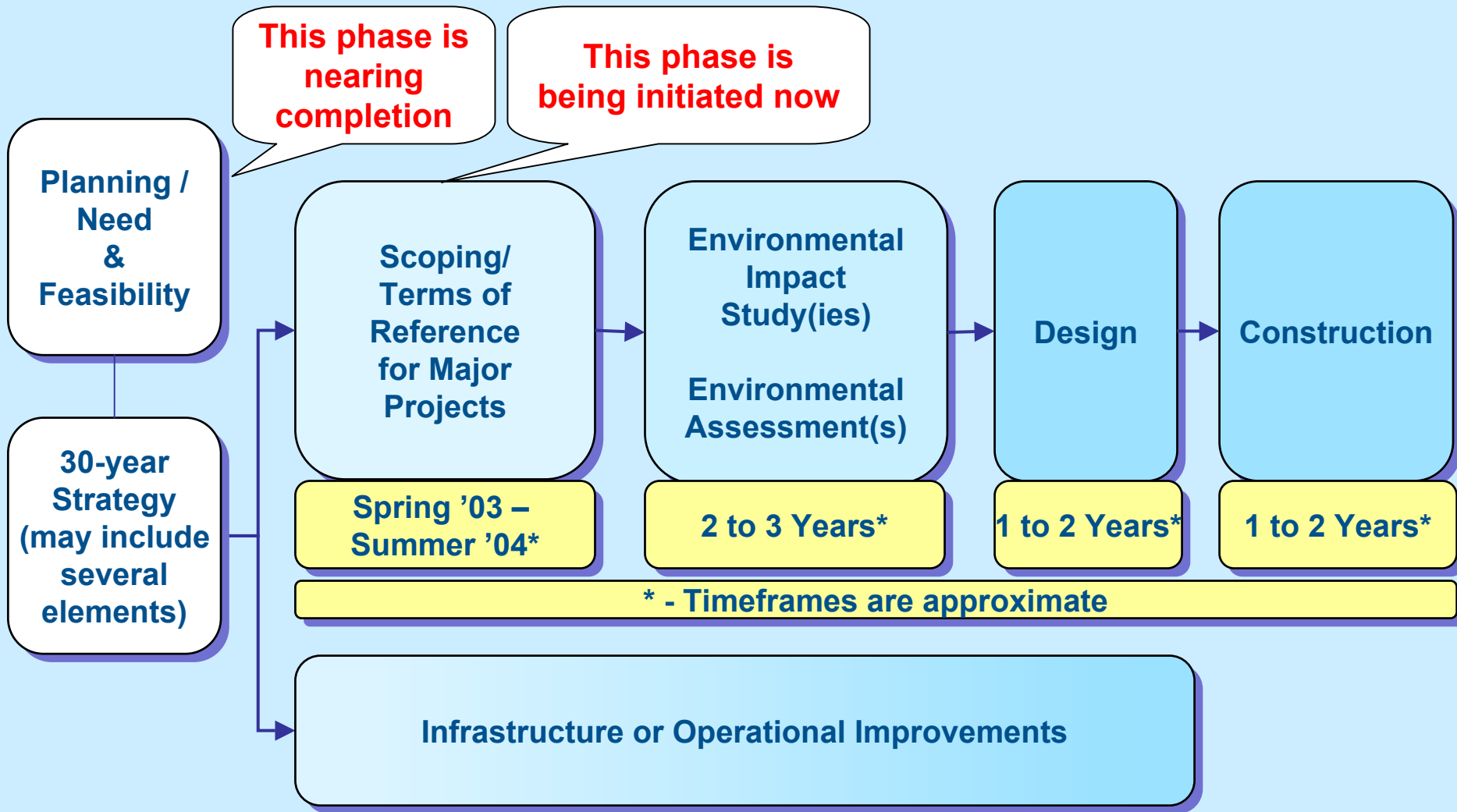


Preliminary Assessment of Opportunity Corridors

- Each corridor permits at least one feasible route.
- Each corridor provides network benefits by increasing capacity and adding redundancy.
- The location of a route and connections to the freeway system determines the degree of benefits to the road network.
- All corridors result in some impacts to residential, commercial and significant natural areas.



The Border Improvements Planning Process



Next Steps in Scoping Process

- Satisfying environmental assessment requirements of all four partners
- Evaluating alternative corridors on the basis of transportation benefits and impacts to communities, neighbourhoods and the environment;
- Identifying Preferred Opportunity Corridor(s);
- Developing the joint work program for the next stage in the NEPA/CEAA/OEAA process



Timing

- **Summer 2003**
 - Prepare Draft P/NF Study Report
- **Fall 2003 (3rd Round of Public Consultation)**
 - Complete P/NF Study Report
 - Identify Preferred Opportunity Corridor(s)
- **Spring 2004 (4th Round of Public Consultation)**
 - Present Draft Scoping Report for Comments

Public involvement will be encouraged throughout this process



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Public Information Open Houses

DATE	LOCATION	TIME
Monday June 16	Cleary International Centre, Dieppe Room Windsor, ON	2pm-9pm
Tuesday June 17	Biddle Hall Wyandotte, MI	3pm-9pm
Wednesday June 18	Southwestern High School Detroit, MI	3pm-9pm



www.PartnershipBorderStudy.com

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