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Meeting notes from:

**The Third Meeting of the
Detroit River International Crossing
*Community Consultation Group***

Meeting Date/Location:

July 13th, 2005/Holiday Inn Select Windsor, Ontario

Facilitator: Glenn Pothier, President, GLPi

Meeting Purpose

The key focus of this third meeting of the Community Consultation Group (CCG) was to explore and discuss the illustrative alternatives — that is, the options for crossings, plazas and routes within three geographic sectors of the Detroit River. In addition, the meeting was designed to:

- Provide project status updates, including an overview of key highlights and themes from the first round of Public Information Open Houses.
- Re-emphasize the importance of the evaluation factor rating tool and invite additional CCG member completion of it.
- Describe the proposed natural heritage and social impact assessment work-plans and invite questions/comments about them.
- Confirm the upcoming CCG meeting schedule and content focus.
- Allow for public/CCG member comments and questions about issues of their choosing.

Summary of Meeting Highlights

Introduction and Agenda Review

- Glenn Pothier, the independent meeting facilitator, called the group to order, welcomed all participants, introduced project team members and provided an overview of the meeting agenda.

Public and CCG Member Comment

- Glenn Pothier reminded the group that in the interest of openness, transparency and accountability, any member of the public can attend a CCG meeting as an observer. He then asked if any members of the public were in attendance and, if so, whether any comments/questions were forthcoming at this time. None were raised.
- Glenn Pothier then invited CCG members with any comments or questions to share them with the group as a whole:

Comment: Various illustrative alternatives have the potential to divide and be harmful to communities and the natural environment — it is important for communities to stand-up for themselves and not be ‘bullied’ by neighbouring municipalities.

Comment: Natural areas need to be protected for more than considerations of environmental impact — they also have intrinsic, social and economic importance.

Review of June 9th CCG Meeting Notes

- Glenn Pothier asked whether all in attendance had received a copy of the June 9th meeting notes before briefly reminding the group of the purpose of that meeting and then asking for feedback regarding any substantive errors or omissions.
- No errors were noted and there were no concerns about the meeting summary notes format or substance.
- Two CCG members (without internet/e-mail access) indicated that they had not received a copy of the June 9th minutes. A member of the URS team met with these members to confirm surface mailing address information and to correct the oversight.

CCG Rating of Factors

- Glenn Pothier noted that input on the rating tool is a key part of the process given that it provides people from the community with an opportunity to share their sense of the relative importance of a variety of factors that will be considered when assessing the illustrative alternatives. All members of the CCG were invited to complete the rating tool if they had not already done so. The firm deadline for receipt of input is July 29/05.
- Len Kozachuk (Deputy Project Manager, URS Canada) also spoke to the importance of the rating tool, the use of ‘reasoned argument’ and ‘arithmetic methods,’ and touched briefly on what the team will be doing with the input received and how that information feeds into the larger project process.

Results of Public Information Open House #1

- Len Kozachuk provided a brief summary overview of key highlights and themes from the first round of public information open houses held in the latter part of June. He gave data regarding the number of attendees at the Canadian open houses (approximately 500 people in total) and the number of rating tools received thus far (67 in Canada, to that point in time). Len also identified the most frequently surfaced issues and comments heard at the open houses, about such topics as: natural features, air quality, and the specific illustrative alternatives.
- The presentation was followed by a series of questions and comments:

Question: What was the population distribution of the total Canadian PIOH attendance?

Answer: The attendance at the Windsor session was approximately 225 people; approximately 175 people at the LaSalle session; and approximately 100 people at the Amherstburg session. However, attendance at each of the sessions was not limited to local residents and some people went to more than one location. The results are still being finalized.

Question: Do you have the geographic distribution of people who sent in the rating tool?

Answer: [While exact numbers were not available at the CCG meeting, subsequent analysis reveals that of the 67 rating tools received at the PIOH's, 32 were received at the Windsor meeting, 11 at the LaSalle meeting, 6 at the Amherstburg meeting, and 18 were faxed/mailed. The fact that a rating tool was received at a particular location does not necessarily mean that the person submitting it lives in that City/Town.]

Discussion of Illustrative Alternatives — Crossings, Plazas and Routes

- In response to a number of questions/comments about capacity at the Windsor-Detroit crossing, the need for updated travel demand numbers for the crossing and related origin-destination information, Murray Thompson (Project Manager, URS Canada) reviewed the project Purpose and Need and preliminary results of the Travel Demand Update:
 - The Windsor-Detroit crossing is a key/significant trade corridor
 - Partner governments are taking all reasonable steps to reduce the likelihood of disruption at the border crossing
 - Travel Demand has been updated to reflect post-9/11 conditions:
 1. Truck volumes are on the rise
 2. Car volumes are still in decline
 - Existing crossings have capacity for another 10-15 years
 - The combined maximum capacity of the existing bridge & tunnel will be reached by 2022
 - Traffic at the crossing will become “unstable” between 2008 and 2020
 - Travel Demand Update includes a sensitivity analysis of economic growth as well as the influence of other modes
 - Economic and trade considerations, and security are other significant aspects of need

It was noted that traffic volumes (including origin-destination data) have yet to be assigned to the illustrative alternatives. This will be undertaken during the evaluation of illustrative alternatives.

- Other questions/comments relating to Purpose and Need/Travel Demand included:

Question: The Ambassador Bridge has said that there is no valid business case (i.e. Traffic Demand is lacking) to support a second crossing. How is this considered in the DRIC Project?

Answer: The Travel Demand Update indicates that the existing crossings have capacity for another 10-15 years. Even in the most pessimistic (low growth) scenarios, the crossings will reach capacity within the project study horizon. The Travel Demand Update acknowledges the decrease in traffic volumes. However, Travel Demand is only one component of Purpose and Need.

Question: Who writes the terms of reference for the Ambassador Bridge company's EA study?

Answer: This EA must follow the rules and requirements established by the range of governmental organizations that oversee and vet such studies.

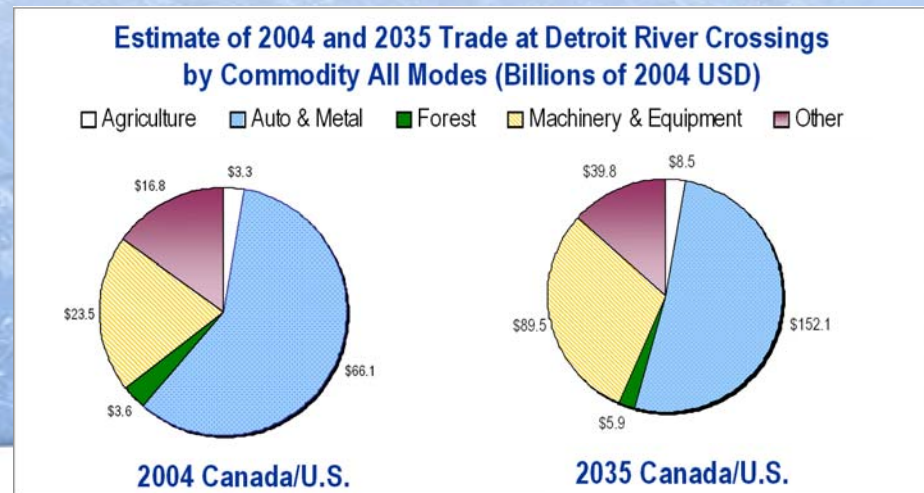
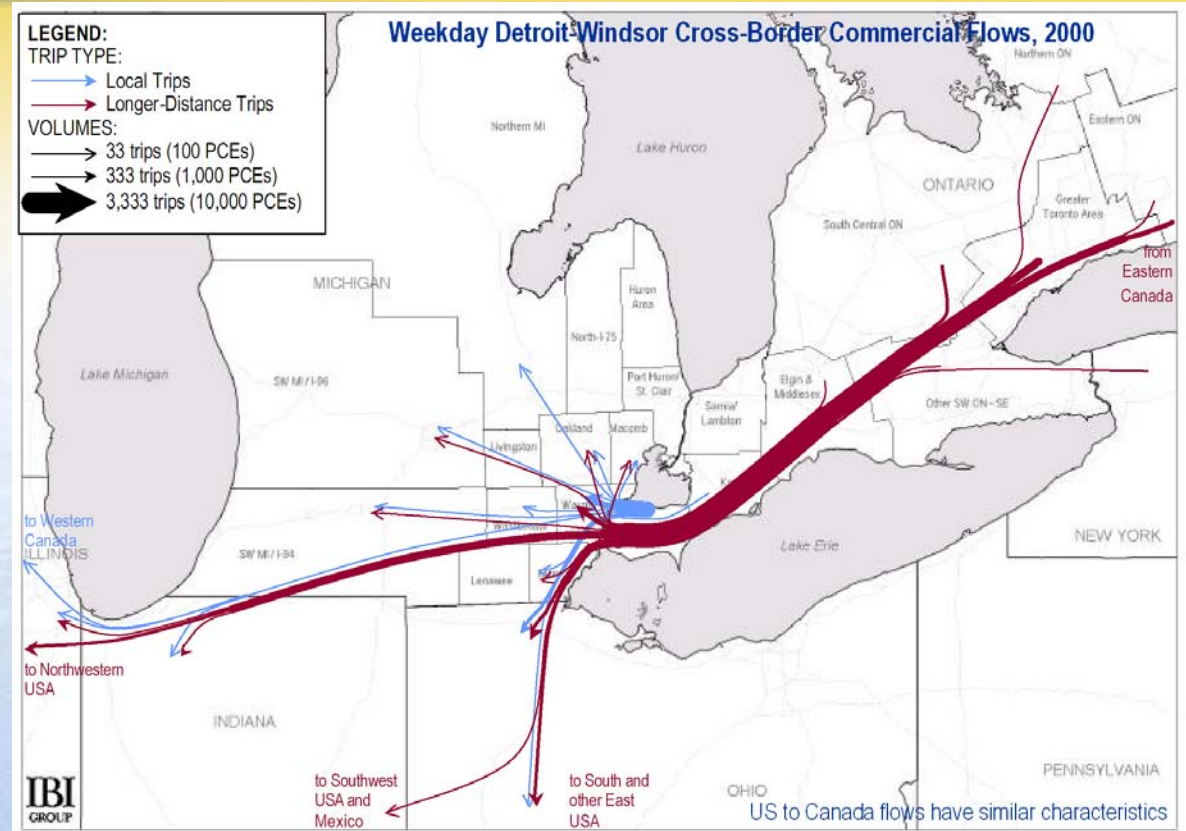
Question: What is the long-range and local trip distribution across the border?

Answer: [While this information was not immediately available in the meeting, please see the attached two slides that were prepared for meetings with the Canadian Automotive Partnership Council and the Canadian/American Border Trade Alliance, which indicate the local and long range trip distribution across the border. Please note that the information is preliminary and subject to change.]

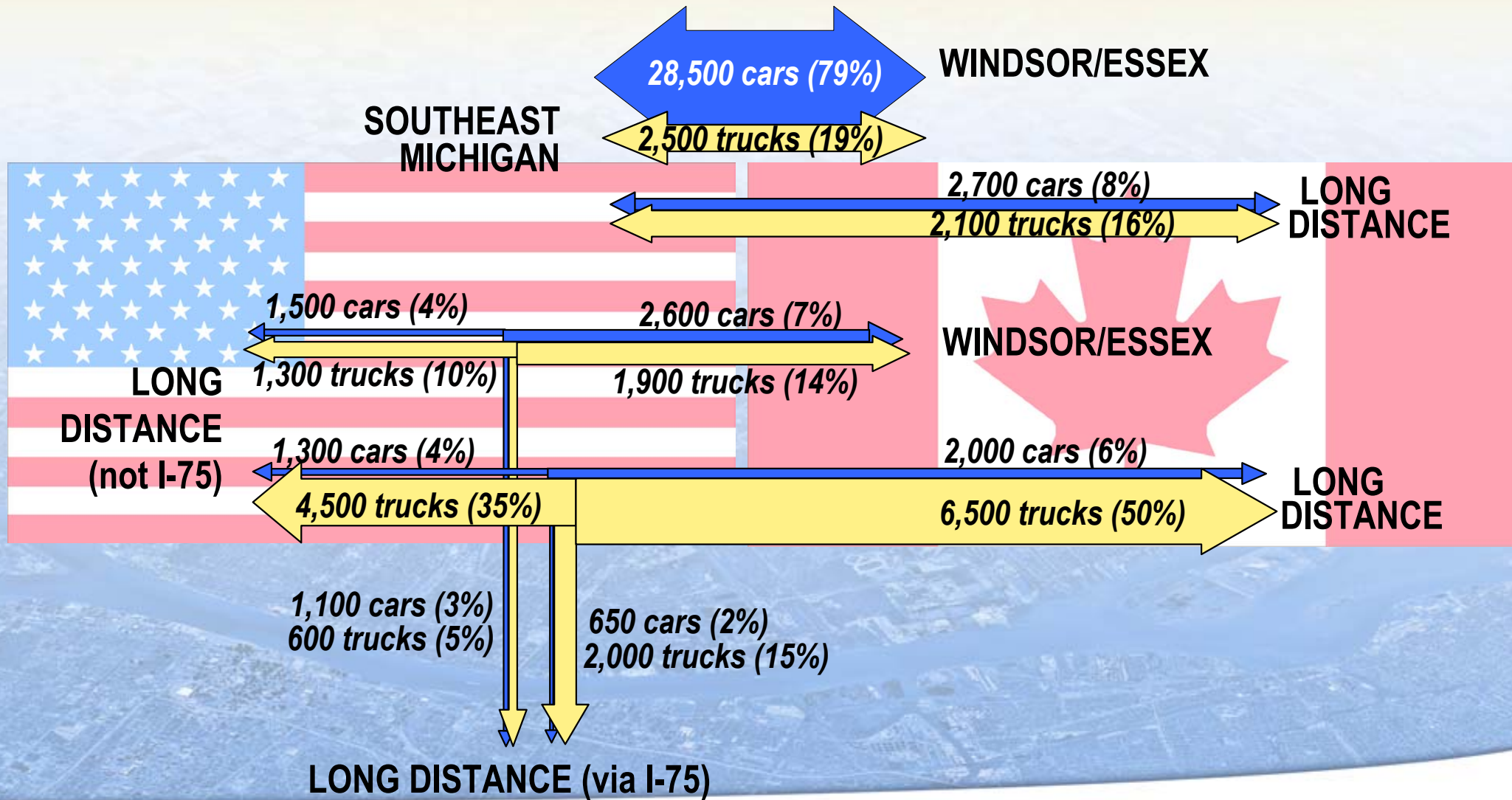
- Following the discussion about project purpose/need and travel demand, Len Kozachuk provided an overview of the illustrative alternatives — the mix of crossings, plazas and routes in each of the three geographic sectors of the Detroit River (South, Central and East), including a rationale for and the thought process underlying each. Please see the slides in the attached presentation.
- More specifically, Mr. Kozachuk emphasized that the evaluation is a bi-national end-to-end effort and that the process used to identify alternatives to date has followed these steps:

Windsor-Detroit: A Vital Link

- Approximately 28% of Canada-U.S. surface trade passes through Windsor-Detroit
- Over 80% of all goods crossing the Detroit River are carried by truck
- Corridor is significant to the economies of two nations
- The partnering governments must take all reasonable steps to reduce the likelihood of disruption to transportation service in this corridor.



Total Year 2004 Weekday Vehicle Border Crossings



- Data collection regarding significant study area features.
 - Identification of possible plaza sites using guiding principles developed in conjunction with border agencies (relating to such considerations as size, flexibility, proximity to the River, security, and so forth).
 - Development of possible crossing types and locations in consultation with the U.S. team and structural specialists.
 - Route generation using guiding principles (including the potential utilization of existing infrastructure).
- Mr. Kozachuk also noted that:
 - Use of existing infrastructure to reduce impacts was a key consideration in generating routes in the Central and East areas; following the existing property fabric to reduce impacts was a key consideration in generating routes in the South.
 - In siting potential plaza areas, compatible land uses (e.g. industrial and commercial) were sought in the Central and East areas; vacant and/or agricultural areas were sought in the South area.
 - The Project Team is consulting with the Coast Guard and other agencies to determine navigational clearances and environmental considerations for bridges and tunnels.
 - Tunnels are not very feasible South of Zug Island; soft ground tunnels are more feasible Northeast of Zug Island.
 - The project team looks forward to getting more feedback from the public and stakeholders on the illustrative alternatives.
 - The illustrative alternatives will be analyzed and evaluated through the summer and fall — and the CCG will have an opportunity to review and comment on the findings.
 - Following Mr. Kozachuk’s presentation on each of the different sectors of the Detroit River (with alternatives projected on screen as an aid), CCG members were invited to:
 - Identify any other reasonably practical and realistic options for plaza, crossing and route locations
 - Share any key strengths, weaknesses, issues or challenges relating to any of the options — in particular, things not already identified in previous forums
 - Offer any general comments or observations
 - Ask questions of fact or clarification
 - The following questions and comments were offered:

Question: Why are there illustrative alternatives in the East when much of the truck traffic is destined to the South?

Answer: At the illustrative alternatives stage, all reasonable alternatives must be considered. The DRIC Project would be found to be deficient if the alternatives in the East were not analyzed.

Question: Do the plaza areas include staging areas?

Answer: The illustrative plaza alternatives do not provide for staging areas as they are not endorsed nor required by the border agencies.

Question: Will the U.S. preferred alternative drive the solution for the Canadian Study?

Answer: The final recommendation may not necessarily include the most preferred Canadian study alternative or the most preferred U.S. study alternative. The best overall end-to-end alternative that best suits the needs on both sides of the border will be sought. The U.S. Project Team is working closely with the Canadian Project Team in a coordinated effort to find this solution.

Question: Some of the crossings for the South alternatives are extremely long. Was the length of the proposed crossing considered?

Answer: The lengths of the crossings are feasible at an illustrative level of detail and were considered in generating the alternatives.

Question: Can the Project Team consider a crossing location at Texas Road in Amherstburg?

Answer: This option will be considered, but will need to meet the generation criteria in order to be regarded as an illustrative alternative.

Comment: The Grosse Ile Municipal Airport has a 99-year lease to operate on Grosse Ile and this may affect options in the South.

Response: This will be considered in the analysis of illustrative alternatives.

Comment: Hazardous chemicals are transported on the Essex Terminal Railway and should be considered in the assessment of alternatives in the South.

Response: This will be considered in the analysis of illustrative alternatives.

Comment: Re-vegetating Fighting Island should be considered in any recommendation that is made.

Response: Representatives of the Project Team met with the BASF Corporation (the owners of the island) recently to discuss the illustrative alternatives, which include a plaza on Fighting Island.

Question: The plans suggest that the illustrative alternatives include the DRTP proposal. How would the DRTP proposal (a two lane exclusive truck-way, which makes use of the existing rail tunnel) be incorporated into a recommendation?

Answer: The existing rail tunnel and proposed two-lane truck-way would not, on its own, meet the needs of the DRIC Study. Routes connecting to a new six-lane crossing would consist of a six-lane cross section. The six-lane cross section would be applied to illustrative alternatives that incorporate the DRTP corridor. The existing rail tunnel cannot accommodate six lanes and construction of a new crossing may be required if the DRTP corridor is incorporated into the recommendations. The possibility of moving forward with combinations of alternatives, whereby several different routes, crossings and plazas are combined into a system, has not been eliminated. In such a scenario, the required six lanes would be distributed over each of the different selected routes.

Comment: The set of illustrative alternatives were generated to include reasonable alternatives. Many of these alternatives will not be carried forward.

Response: Following analysis of the current list of illustrative alternatives, the Project Team will be short-listing a selected few for more detailed study and investigation.

Question: Why does the set of illustrative alternatives include a new connection between Todd Lane and E.C. Row along Malden Road when existing roads offer access to the same destination?

Answer: That segment is a reasonable connection to potential plaza area designated CC2 (as identified on the illustrative alternatives maps). The alternative passes along the edges of the designated natural areas and residences along the West side of Malden Road.

Question: Is E.C. Row being considered in the illustrative alternatives?

Answer: E.C. Row is being considered in the set of illustrative alternatives. The facility can be incorporated in a number of the route alternatives.

Comment: The alternatives in the East will not attract enough traffic and should be eliminated from further study.

Response: Diversion of traffic to the East alternatives will be addressed in the travel demand analysis to be undertaken for this study. There are also other important criteria to be considered in addition to travel demand. Alternatives cannot be discounted based on one criterion.

Other Business (Including Specialist Work plans)

- Two additional items were added to the meeting agenda by the consulting team concerning the proposed natural environment and social impact components of the DRIC study.
- Mr. Grant Kauffman (a natural heritage consultant and a VP at a firm called LGL) spoke about the natural heritage component of the study (please see the slides in the attached presentation). More specifically, he described:
 - The natural heritage team members and their experience/expertise
 - Key legislative requirements (Acts and Policies to which project work must adhere)
 - Regulatory agencies that review the work and are part of the process
 - The proposed natural heritage work plan — key tasks and undertakings by the various study stages and types/levels of analysis to be undertaken (please note that the work plan is available on the DRIC web site)
- The presentation engendered a number of comments and questions:

Question: Why is such extensive natural heritage-related work being undertaken to assess all of the illustrative alternatives when some of them will be ‘knocked-out’ — particularly given that you have not yet applied the origin-destination travel analysis to the different proposed routes and crossings?

Answer: In order to get to a short-list of alternatives, sufficient analysis must be undertaken to make informed evaluations of all preliminary illustrative alternatives. The natural heritage and origin-destination travel analysis are just two work plan components that will be considered. All of the different types of analysis need to be considered together.

Comment: The Data Analysis (Task 3) to be carried out during Concept Design (Stage 4) is only carried out for a single season. This does not account for variations in the winter season.

Response: For Task 3, Stage 4, a field analysis will be undertaken to provide a ‘snap shot’ of the natural conditions. Multi-season conditions (e.g. in the winter) will be investigated in the field as needed and can also be assessed based on secondary source information.

Comment: There may be a conflict in that agencies with their own individual interests are given the opportunity to comment on the illustrative alternatives. This may affect compensation.

Response: [Comment noted.]

Comment: Environmentally sensitive areas in the Ojibway area already have official designations. The need to reinvestigate these areas is questionable.

Response: [Comment noted.]

Question: What is the definition of ANSI?

Answer: ANSI is the acronym for Area of Natural and Scientific Interest. Further information is available at the Ministry of Natural Resources website.

Comment: The terminology used with regard to impacts to the natural environment is of some concern. For example: “alternatives will avoid natural areas if at all possible.”

Response: The EA process requires that all reasonable alternatives be considered. Some reasonable alternatives may potentially impact natural areas, as other impacts (including social and technical considerations)

need to be considered as well. Mitigation measures will be considered for any impacts to natural areas.

Comment: The generation of illustrative alternatives was inconsistent. Alternative routes were generated that impact the officially designated Ojibway areas; however, alternatives were not generated within the hydro corridor due to the presence of utility pipelines.

Response: In addition to minimizing impacts to significant natural features, there were other principles that guided the generation of alternatives, including such things as avoiding core areas of sensitive natural features. The hydro corridor represents some of the more sensitive areas of Ojibway Prairie.

- Mr. Phil Shantz (from SENES consulting) spoke about the social impact assessment (SIA) component of the study (please see the slides in the attached presentation). More specifically, he described:
 - The social impact assessment team members and their experience/expertise
 - Social impact assessment objectives and key issues to be explored
 - The proposed social impact assessment work plan — key tasks and undertakings (please note that Mr. Shantz invited comment on the proposed work plan and input throughout the SIA component of the study)
- The presentation engendered a number of comments and questions:

Comment: There are lands on Todd Lane that are designated as park land. By agreement, these lands must remain as such in perpetuity.

Response: [Comment noted.]

Question: Will the heritage of buildings be considered in the assessment?

Answer: Yes. Archaeological Services Inc. (ASI) will be undertaking the heritage aspect of the assessment.

Comment: The Project Team should consult with the University of Windsor and St. Clair College. There is vast knowledge of the social aspects of the Windsor area at those institutions.

Response: Comment is noted. The Project Team also has a sound knowledge base of the area and will consider those institutions as good resources.

Overview of Upcoming Meetings

- The CCG will not be meeting again this summer. The next CCG meeting date is tentatively scheduled for September 28/05 as a joint session with the LAC (i.e. the CCG's U.S. counterpart). The agenda is yet to be determined.
- The venue for the next CCG meeting is also yet to be determined. However, please note that the meeting will likely be held at a U.S. location in the Detroit area.
- At the request of a CCG member, consideration is being given to the potential for arranging car-pools or other shared transportation approaches for getting to the Detroit-area meeting.

Open Forum

- Glenn Pothier asked whether CCG members or the consulting team had any further business to add to the meeting agenda. No items were identified.
- Glenn then asked for any additional comments or questions that CCG members/the public would like to raise:

Question: Why is so much analysis being undertaken on all of the alternatives, when some are less viable than others?

Answer: The EA process requires that all of the preliminary alternatives be analyzed to the same level of detail — this analysis will generally be at a very broad level. Based on this assessment, the short-list of more practical alternatives selected from the larger set of illustrative alternatives will be analyzed with a greater level of detail.

Question: Who would undertake Terms of Reference in the event that the Ambassador Bridge proceeds to carry out the twinning of the Ambassador Bridge?

Answer: The Ambassador Bridge would need to work with Transport Canada, which would oversee the Terms of Reference process in consultation with affected federal agencies.

Question: Can routes be elevated? Elevating routes may add security.

Answer: Elevated routes are a possibility. The security of such a configuration would need to be determined.

Question: Will the Project Team formally present routes that include a six-lane cross section?

Answer: At the recent consultation activity including PIOH #1 the project team identified that a six-lane cross section for connecting routes and new crossings was being assessed.

Comment: The Public was not informed that for the purposes of the DRIC Project, a six-lane cross section would be incorporated into the DRTP corridor as an illustrative alternative.

Response: [Comment noted.]

Question: Why are the Schwartz recommendations being considered when they could result in significant impacts to sensitive natural areas?

Response: The DRIC Study would be found deficient if it did not consider all reasonable alternatives, including the Schwartz recommendations.

Question: Is the DRIC Project Team coordinating with the City of Windsor EA for the truck by-pass?

Answer: The Ministry of Transportation will be coordinating with the City of Windsor when that EA commences.

Question: What is the relationship between local, initiative-specific EA's and the Bi-National partnership study? Do initiative-specific EA's have the potential to threaten or undermine the Bi-National process?

Answer: The DRIC Project Team is consulting with the municipalities formally through the Municipal Advisory Group (MAG) and will continue to do so as the DRIC Project moves forward. The DRIC Project Team will

work with the municipalities to coordinate the Municipal EA initiatives with the DRIC Project.

Question: Will the DRIC study make recommendations to increase public transit service/use?

Answer: Recommendations regarding transit will be made in the assessment of Alternatives to the Undertaking. Typically, the mitigation measures that are recommended need to be within the mandate of the Ministry of Transportation and will address the impacts associated with the specific project to be implemented. Local transit is the responsibility of the municipalities.

Comment: The process that the DRIC Project is following is consistent with Provincial and Federal EA principles and will lead to the implementation of recommendations for a new/expanded crossing within the timeframes specified for the DRIC Project. The national and international significance of the DRIC Project cannot be understated.

Response: [Comment noted.]

Comment: The Bi-National process is the ‘true’ and most appropriate one for finding the best solution to the border crossing issue. It is important that the process be thorough and that correct procedure be followed. We need to find ways of supporting the process. The CCG is an important, valuable and appreciated component of the process.

Response: [Comment noted.]

Comment: There’s a need to make a decision sooner than later. The recent terrorist activity in London, England serves to remind us of the risks and our inherent vulnerability given current River crossing capacity — and the widespread negative impact (social, economic and otherwise) — that a disruption of the current crossings could cause. We need to speed the process up and move on.

Response: [Comment noted.]

- Following the above-noted questions and comments, Len Kozachuk reminded the group that the Project Team has not made any decisions on what alternatives to bring forward to the Practical Alternatives stage. He asked that the Project Team

and CCG continue to work effectively and cooperatively so that the best overall alternative can be recommended.

Closing Remarks

- Glenn Pothier and Dave Wake thanked the group for their attendance and participation.
- The meeting was formally adjourned (having run from approximately 6:40 to 9:30).

Attendance (names listed in no particular order)

CCG Members and Public Observers:

Alan McKinnon — CPOW
Josie Iannetta
Elizabeth Havelock — CPOW
Terrence Kennedy — WWCTWC
Mary Ann Cuderman — WWCTWC
Jeff O'Brien — Resident
Nancy Pancheshan — FOOP
David Munro — Little River Enhancement Group
Carmen Micallef — Resident
Pat Morneau — Resident
Alice DiCaro — Ojibway Now!
Ed Arditti — Ojibway Now!
Ed Oleksiuk — Ojibway Now!
Ray Bezaire — West Windsor concerned citizen
Dennis Boismier — Windsor resident
Georgina Burns — LaSalle Business Association
Rebecca Rudman — Concerned Citizens of LaSalle
Mark Drysdale — City of Riverview
Dominic Troiani
David Baker — CPOW
John Barton — Concerned resident of Windsor
Melissa Brown — Ile Camera
Anna Lynn Meloche — WWCTWC; CPOW

Partnership:

Dave Wake — MTO
Roger Ward — MTO
Joel Foster — MTO

Consultant Team:

Audrey Steele — LGL Limited
Grant Kauffman — LGL Limited
Len Kozachuk — URS
Murray Thompson — URS
Colin Wong — URS
Phil Shantz — SENES
Russell Mathew — Hemson Consulting