

### Factor Weighting Rationale – Canadian Version

Prior to the evaluation of illustrative alternatives, the Project Team met to establish the Project Team numerical weight (representing level of importance) to assign each of the seven evaluation factors to be used to assess the illustrative alternatives. The Project Team weights will be used in the assessment in establishing decision rules for the reasoned argument evaluation method, as well as developing weighted scores for the arithmetic evaluation method. The members of the public were given an opportunity to provide their view on the importance of evaluation factors, through rating tools distributed at the first Public Information Open Houses. Forty-five valid rating tools were received from the public. As well, 15 members of the Community Consultation Group (CCG) also completed the rating exercise. The Project Team reviewed the results of the public and CCG rating exercise in developing a set of Project Team weights.

Members of the Project Team participating in the factor weighting exercise included representatives from Ontario Ministry of Transportation, Transport Canada (TC) and the Consultant Team. The list of participants is as follows:

<b>Project Team Member</b>	<b>Organization</b>	<b>Project Role</b>
Dave Wake	MTO	Lead, Bi-national Project
Roger Ward	MTO	Senior Project Manager
Joel Foster	MTO	Environmental Planner
Kaarina Stiff	TC	Surface Programs
Andrew Shea	TC	Surface Transportation Policy
Murray Thompson	URS Canada	Consultant Team Project Manager
Len Kozachuk	URS Canada	Consultant Team Deputy Project Manager
Audrey Steele	LGL Limited	Consultant Team Lead Environmental Planner

The Project Team assessed the relative importance of the evaluation factors based on the purpose and objectives of the project as well as data collected on area features; the results of this assessment is summarized as follows:

Firstly, the Project Team recognized that all seven factors are important to consider in the assessment of alternatives. In assigning a rating (between 0 and 100) for each of the factors, the Project Team was able to distinguish a degree of importance among the factors.

Factor	Rationale	Rating
<b>Improve Regional Mobility</b>	The Project Team considered this factor of highest importance as it reflects one of the primary purposes of the project; a new or expanded crossing and associated inspection plazas and freeway connections are essential to the international economies of Canada and the U.S., Ontario and Michigan and the local economies in the Windsor/Essex County-Detroit/Wayne County region. The new facility will serve the border transportation network well beyond the 30-year planning horizon of this study. Given that this project is likely to generate impacts to the local communities, and over time, communities will adjust to the new transportation network, it is imperative that the selected improvements satisfy the long-term mobility needs of the border transportation network.	<b>100</b>
<b>Protection of Community &amp; Neighbourhood Characteristics</b>	The Project Team considered this factor of high importance on the basis that the community and neighbourhoods are sensitive to impacts associated with a major transportation project such as the DRIC. The DRIC will provide direct freeway access from Highway 401 to the new/expanded crossing; as a high-volume, high-speed facility, this project will have an impact on properties and access that could change the function and character of a community or neighbourhood. Reducing the impacts on the community associated with the international traffic facility is a high priority of the Project Team.	<b>90</b>
<b>Protection of Natural Environment</b>	The Project Team considered this factor to be of high importance on the basis that the remaining woodlot, prairie and wetland features provide unique habitat for some rare and endangered species. Federal, provincial and local municipal designations have been placed on many of the remaining natural features in the project study area. Local municipalities have incorporated the sensitive natural areas into their local planning to preserve and protect these features for their habitat value, as well as their community recreational benefits.	<b>90</b>
<b>Minimize Cost</b>	The Project Team considered this factor to be of moderate to high importance on the basis that this factor addresses cost and constructability of the new or expanded crossing. This project will be paid for by government funds and/or through tolls paid by users; minimizing the costs of the project will reduce the costs to users and/or taxpayers. In addition, the objectives of this project call for a new or expanded crossing to be in place as quickly as possible to reduce the potential for disruption to the movement of people and goods at this crucial border crossing. Reducing construction impacts and risks is important for the timely completion of this project.	<b>75</b>
<b>Changes to Air Quality</b>	This factor was considered of moderate importance by the Project Team on the basis that transportation is a minor contributor to ambient pollutants in the Windsor/Essex area; the majority of airborne pollutants and toxics are from industrial sources in the Windsor-Detroit area and external sources. The Project Team observed that by giving greater importance to protection of community and neighbourhood characteristics and protection of natural features, impacts to sensitive receivers for air quality will be reduced.	<b>70</b>
<b>Protection of Cultural Resources</b>	The Project Team considered this factor to be of moderate importance on the basis that much of the project area is disturbed by development and/or agriculture. As well, the level of importance assigned to this factor reflects that impacts to such features can usually be mitigated to reduce the effects to the resource. MTO has established procedures to avoid or minimize impacts	<b>70</b>

Factor	Rationale	Rating
	to archaeological features. Built features can usually be mitigated by avoidance or relocation of the feature.	
<b>Maintain Consistency with Existing and Planned Land Use</b>	The Project Team considered this factor to be of moderate importance on the basis that many of the aspects of minimizing impacts to existing land use are addressed in the assessment of impacts to neighbourhoods and communities, and that future land use designations can be changed to reflect provincial and federal land use initiatives and priorities. It is recognized that the local municipalities in the Windsor-Essex County area have Official Plans that identify municipal planning objectives for land use and municipal aspirations for growth.	<b>70</b>

The ratings of the Project Team, the public and CCG were expressed as weights (out of 100) based on the average rating assigned to each factor. The rating and weights developed by the Project Team, members of the public and the CCG are listed in the following table:

Factor	Project Team		Public		CCG	
	Rating	Weight (%)	Rating	Weight (%)	Rating	Weight (%)
<b>Changes to Air Quality</b>	<b>70</b>	<b>12.39</b>	<b>85</b>	<b>17.31</b>	<b>91</b>	<b>17.30</b>
<b>Protection of Community &amp; Neighbourhood Characteristics</b>	<b>90</b>	<b>15.93</b>	<b>80</b>	<b>15.49</b>	<b>73</b>	<b>13.88</b>
<b>Maintain Consistency with Existing and Planned Land Use</b>	<b>70</b>	<b>12.39</b>	<b>62</b>	<b>12.89</b>	<b>72</b>	<b>13.69</b>
<b>Protection of Cultural Resources</b>	<b>70</b>	<b>12.39</b>	<b>66</b>	<b>13.14</b>	<b>69</b>	<b>13.12</b>
<b>Protection of Natural Environment</b>	<b>90</b>	<b>15.93</b>	<b>78</b>	<b>16.34</b>	<b>90</b>	<b>17.11</b>
<b>Improve Regional Mobility</b>	<b>100</b>	<b>17.70</b>	<b>76</b>	<b>15.28</b>	<b>78</b>	<b>14.83</b>
<b>Minimize Cost</b>	<b>75</b>	<b>13.27</b>	<b>47</b>	<b>9.54</b>	<b>53</b>	<b>10.07</b>
		<b>100</b>		<b>100</b>		<b>100</b>