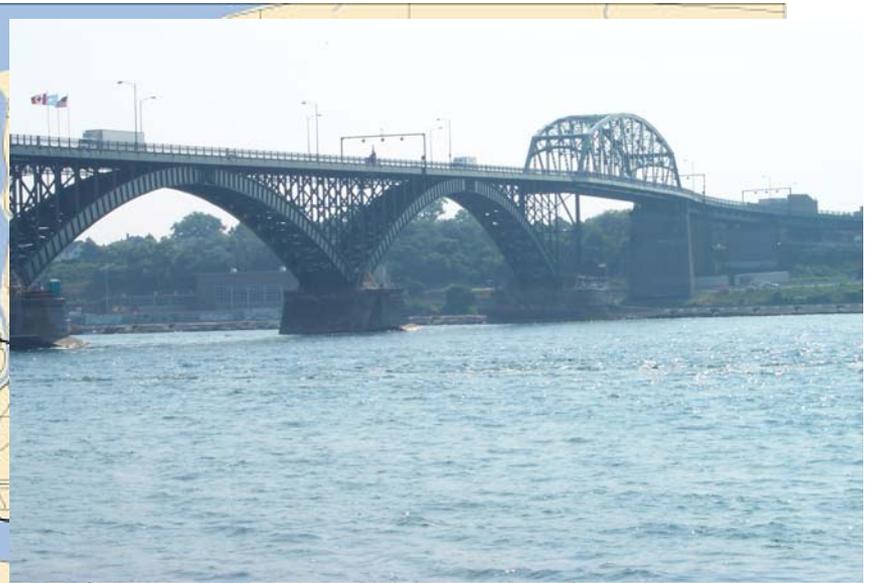


**Peace Bridge Expansion
House Appropriations Sub-Committee on Transportation
May 12, 2008**

Niagara River Crossings



Niagara River Crossings



Peace Bridge

Connects QEW with I-190
at Fort Erie, ON and
Buffalo, NY. Opened 1927.



LAKE ERIE

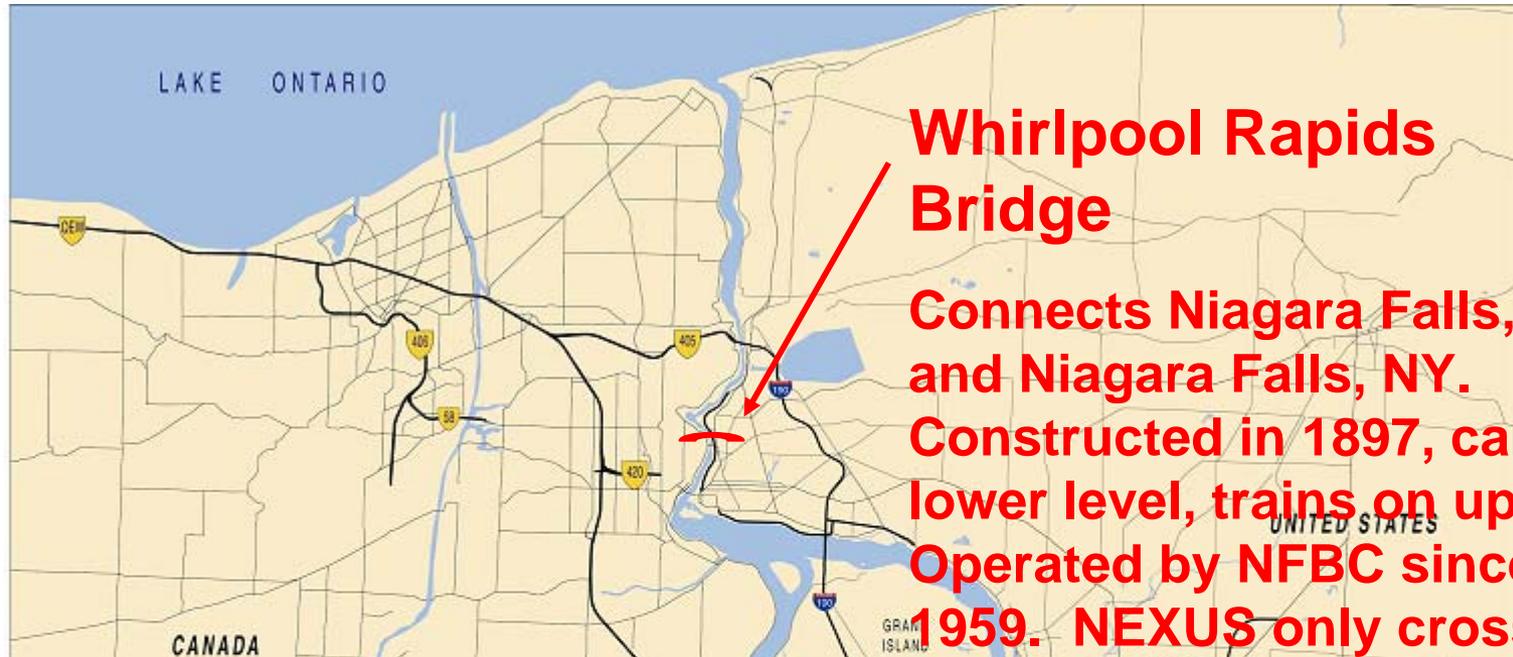
Niagara River Crossings



Lewiston-Queenston
Connects Hwy. 405 with
Interstate I190 at
Queenston, ON and
Lewiston, NY. Opened
1960.

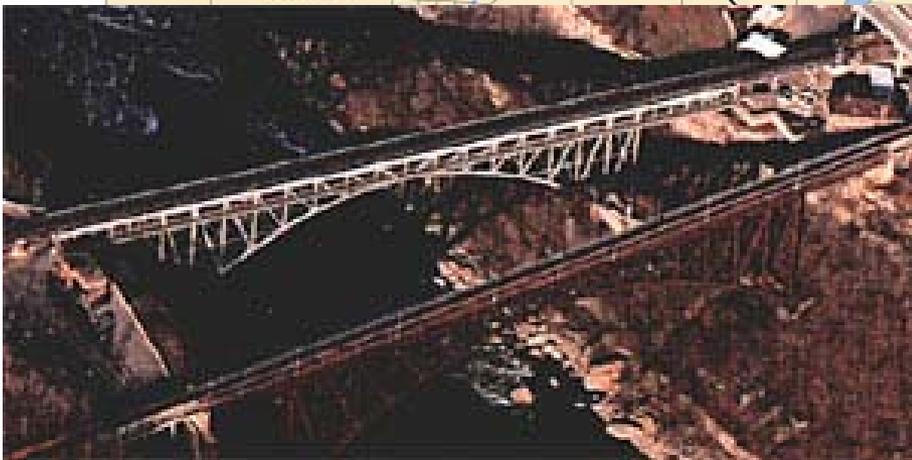


Niagara River Crossings



Whirlpool Rapids Bridge

Connects Niagara Falls, ON and Niagara Falls, NY. Constructed in 1897, cars lower level, trains on upper. Operated by NFBC since 1959. NEXUS only crossing.



Niagara River Crossings



Lewiston-Queenston Bridge

5 lanes (1 FAST lane)

Whirlpool Rapids Bridge

2 lanes (NEXUS only)

Rainbow Bridge

4 lanes (no trucks permitted)

Peace Bridge

3 lanes (center lane bi-directional)

TOTAL LANES

14

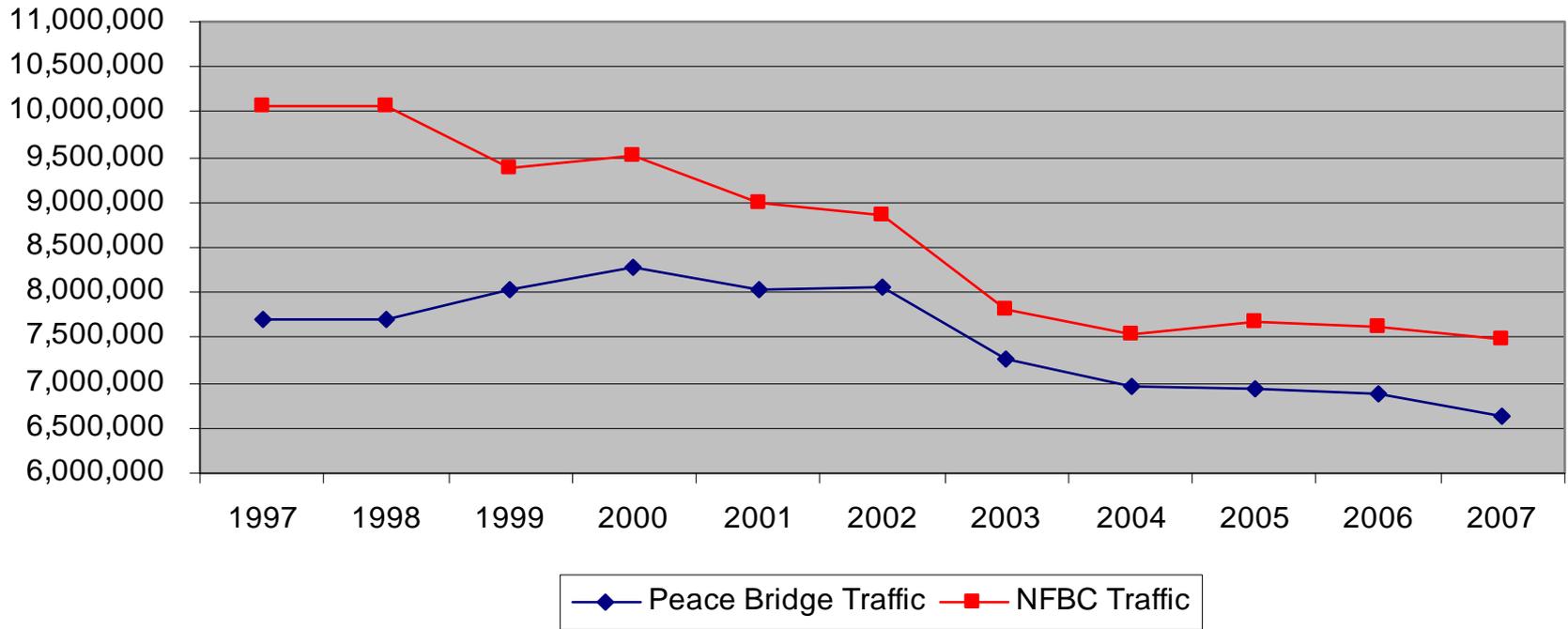
Niagara River Crossings Combined Data

2007 Traffic Volume:

Buses	74,958
Trucks	2,203,926
Cars	<u>11,853,613</u>
	14,132,497

Niagara River Crossings Traffic Volumes

Total Traffic Volumes 1997 - 2007





JIM GARNETT FOR THE TORONTO STAR

Long lines at the border are hurting the economy on both sides of the border says a report.

March 23, 2008

JOHN FLESHER

THE ASSOCIATED PRESS

Niagara River Crossings Combined Data

2007 Revenue:

Car tolls	\$15,944,754
Commercial tolls	\$21,518,770
Rental Income	\$19,057,490
Other	<u>\$ 3,365,108</u>
Total	\$59,886,122

Niagara River Crossings Toll Rates (round-trip)

- All tolls collected Canada-bound only

Niagara Falls Bridges

Nov. 15, 2007	U.S. Rate	Canadian Rate
Cash Auto	\$3.25	\$3.25
ExpressPass	\$2.75	\$2.75
In Tow Per Axle	\$3.25	\$3.25
Bus - 2 Axle	\$10.25	\$10.25
Bus - 3 Axle	\$13.50	\$13.50
RV/Limo per Axle	\$3.25	\$3.25
Truck - 2 Axle	\$3.25	\$3.25
Truck - 3 Axle	\$6.50	\$6.50
Truck - 4 Axle	\$12.50	\$12.50
Truck - 5 Axle	\$18.50	\$18.50
Truck - 6 Axle	\$24.50	\$24.50
Truck - 7 Axle	\$30.50	\$30.50
Truck - 8 Axle	\$36.50	\$36.50
Truck - 9 Axle	\$42.50	\$42.50
Truck - 10 Axle	\$48.50	\$48.50
Truck - 11 Axle	\$54.50	\$54.50
Truck - 12 Axle	\$60.50	\$60.50
NEXUS Toll (Whirlpool Only)	\$2.35	\$2.35

Peace Bridge

May 1, 2008	E-ZPass (U.S.\$)	Cash (U.S.\$)	Cash (CAD\$)
Autos	\$2.70	\$3.00	\$3.00
Autos+Trailer	\$5.40	\$6.00	\$6.00
Commercial:			
2 Axles	\$5.40	\$6.00	\$6.00
3 Axles	\$9.00	\$10.00	\$10.00
4 Axles	\$16.20	\$18.00	\$17.75
5 Axles	\$25.20	\$28.00	\$27.75
6 Axles	\$36.00	\$40.00	\$39.75
7+Axles	\$47.70	\$53.00	\$52.75
Buses	\$11.70	\$13.00	\$13.00

-75% commercial on E-ZPass

-30% autos on E-ZPass

Niagara River Crossings Combined Payments

2007 Payments:

to Canada	\$1,049,530
to United States	<u>\$ 907,846</u>
Total	\$1,957,376

Peace Bridge Capacity Expansion

- Is NOT a transportation project, it is NOT an interstate highway over the Mississippi River
- It IS a border improvement project
 - A DHS/CBP & CBSA modernization and expansion project
 - Bridge is an expansion of the plaza (NEXUS/FAST)
 - National security project, creating redundancy
 - Maintenance Flexibility project
 - Improved traffic operation project –i.e., wide & special loads
 - Community enhancement project – reduce environmental impacts on communities on both sides of river
 - Economic benefit project providing greater investment certainty to manufacturing and tourism operators
 - A long term project to address changes in political and socio-economic climate – i.e., EU model; improved technology

Peace Bridge Capacity Expansion

- Is a Bi-National Integrated Environmental Process which began in early 2001 to consider as a single action the capacity expansion and congestion relief of the Peace Bridge, the U.S. and Canadian plazas and the U.S. plaza connecting roadway
- Comprehensive 28 month scoping process reviewed 59 alternatives in 7 different corridors and concluded in February 2004 when Town of Fort Erie, City of Buffalo, and PBA ratified studying alternatives in the existing Peace Bridge corridor

Peace Bridge Capacity Expansion

Organization of Project Location Alternatives (59 Total)

Scoping Process: Alternatives Grouped by River Crossing Location



Peace Bridge Capacity Expansion Purpose and Need

- Border Crossing Operations
- Safety
- Bridge Structure
- Capacity
- Environmental
- Economic
- Modal Interrelationship
- System Mobility
- Social Demand and Economic Development

Competing Bridge Proposal To Expand Niagara River Crossing Capacity

- Since 1999 have been aggressively seeking to construct an additional crossing 1-1/2 miles north of the existing Peace Bridge.
- January 15, 2008, submitted an application for a Presidential Permit with the U.S. Department of State and filed an Environmental Assessment along with their application.
- The project is approximately 6 miles in length consisting of a bridge and toll plazas, customs plazas, and duty free shops in both countries.
- Designed to service all truck traffic and 50% of the car traffic crossing the Peace Bridge now and in the future.

Competing Bridge Proposal To Expand Niagara River Crossing Capacity



Description of Peace Bridge

- *“The Peace Bridge is outdated and modernization will be difficult. It is approximately 80 years old and needs to be re-decked.*
- *The Peace Bridge cannot be re-decked because it cannot be closed to traffic. The capacity limitations of the current Peace Bridge are a major impediment to the growth of foreign commerce in the Buffalo-Niagara region and beyond.*
- *While expanding the Peace Bridge would provide additional highway capacity between the US and Canada to meet future transportation demands, it would not do so in a manner which minimizes impacts to the human and natural environment relative to other corridors studied.”*

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Purpose and Need for the Action

"The proposed bridge and plaza system is compatible with the national interest. This project will provide a higher level of service to the business and commerce interests engaging in international trade by eliminating border delays and opening the door to opportunities for intermodal transportation linkages. The Proposed Project will not only provide a safe and efficient corridor for traffic flowing into and out of the US, but will serve as a catalyst for local business development bringing jobs and prosperity to the City of Buffalo."

***Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application***

The No-Build Option

"The No-Build Option does not meet future traffic needs, intermodal linkage and establishment of redundant trade corridors and, therefore does not meet the purpose and need of this project. In the long term, air and noise pollution would continue to worsen in both Buffalo, New York and Fort Erie, Ontario due to traffic congestion and idling trucks."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Project Purpose

"The primary purpose of the Proposed Project is to provide improved border crossing operations for truck related freight shipments between the US and Canada in the Niagara River Region that will not only meet existing and future transportation demands, but will minimize the impact to the human and natural environment. This project will establish an additional international border crossing that will provide a state-of-the-art transportation system linking the Queen Elizabeth Way (QEW) in Canada with the Interstate Highway System in the US."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Project Need

“The need for an additional international crossing within the Niagara River Region has been intensely studied for more than a decade by various independent agencies and organizations. All these studies have reached the same conclusion – that additional cross border capacity is needed between Canada and the US.

The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) long range plan for the region (2030 Long Range Plan for the Erie and Niagara Counties Region, GBNRTC, June 2007) provides a convincing summary of the importance of the need for improved, efficient border crossing facilities in the Niagara River Region. The plan indicates that:

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Project Need (cont'd)

Canada and the United States are the largest trading partners in the world. Their economies are highly integrated with enormous dependence on cross-border trade. A modern border that provides for safe and efficient movement of people and goods is therefore critical to both nations to maintain continued growth in the economy and trade. The increased security demands since September 11, 2001 have resulted in the need to focus even more closely on the operations of our border crossings and approaches, so that efficiency improvements are made in concert with the implementation of enhanced safety and security measures."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Project Need (cont'd)

The four highway bridges and two active railway bridges across the Niagara River also make the Niagara Frontier the second busiest commercial border crossing on the entire Canada-US border, carrying about 19% of all Canada-US trade. Consequently, the development and continued management of safe and efficient border crossings and approaches at the Niagara Frontier is of vital importance to the region, the province/state and the two nations.

In terms of value, trade crossing the U.S. and Canada border total over \$400 billion per year, with the Buffalo-Niagara crossings totaling \$32 billion per year. According to the Bureau of Transportation Statistics, in 2000 10 ports accounted for about 73% of trade by land with Buffalo-Niagara Gateway at about 12% of that, ranking the gateway third to the Michigan-Ontario region and the Texas-Mexico region."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Future Traffic

"The current bridge crossing has become a border "chokepoint" that restricts the movement of traffic, harms tourism, delays the shipment of goods and materials, including cargoes needed for "just-in-time" inventories, and adds considerable air and noise pollution to the surrounding residential neighborhoods. Construction of an additional bridge in the vicinity of the Peace Bridge might provide some relief from traffic congestion, but offers no long-term solution for the increasing volume of commercial traffic that is a direct result of NAFTA."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Safety Needs

"The new bridge and connecting highway system will comply with the most up-to-date, modern transportation standards on both sides of the border including American Association of State Highway and Transportation Officials (AASHTO) and Canadian Standards Association (CSA) as well as incorporating best management and engineering practices.

Wider shoulders have been incorporated into the deck for use by emergency vehicles and maintenance equipment that will, under most circumstances, allow the bridge to remain passable. In the event that a spill occurs, a closed drainage and collection system would be available to direct spill material to a safe land-based location for collection or treatment, thus reducing the time needed to clean up and reopen the span."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Security Needs

"The addition of another international crossing provides the redundancy needed to ensure the uninterrupted movement of traffic at the international border in the event another bridge is taken out of service. Security threats, adverse weather, vehicular accidents and maintenance activities are events that can result in the closure of any bridge, and this contingency has been taken into account in the design of the ANSBG Project. The proposed location also allows for a reasonable buffer between the bridge operations and residential neighborhoods to better protect the human environment from potential security issues."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Economic Impact

"The potential economic impact of this new crossing would be very positive for both Ontario and New York, as the efficiency of commercial cargo transport across the border will be increased and an economically depressed region will be revitalized. The area in which the Preferred Corridor will touch down in Buffalo has had little economic growth in the past half century.

The construction of a major international trade route in this region would stimulate major economic development in the area and the region. Project related intermodal opportunities exist in both countries offering the potential for productive partnerships with regional railroads and possibly water borne shipping interests. The intermodal concept can also leverage the function of the existing transportation system by reducing the need for new or widened roads, conserving energy through reduced fuel consumption and reducing the emission of atmospheric pollutants that adversely impact respiratory health."

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Basis for Choice of New Crossing

- *“Extensive economic growth potential;*
- *Rail and truck intermodal opportunities;*
- *Ample space for efficient plazas with state-of-the-art technology for traffic management and security to expedite the movement of trucks across the international border;*
- *Revitalization of depressed economic areas;*
- *Reuse of brownfields;*
- *Potential for regional air quality improvements;*
- *Neighborhood noise reduction;*
- *Redundancy of critical infrastructure;*
- *Compatibility with surrounding land uses;*
- *Minimal need for relocation; and*
- *Ability to expand within the Proposed Project footprint to meet future needs.”*

**Source – Ambassador Bridge EA – Niagara River Crossing
Presidential Permit Application**

Summary

The purpose of the Peace Bridge Capacity Expansion Project *“is to provide operational, functional, and security related improvements that will relieve congestion and improve the overall efficiency and functionality of the existing Peace Bridge Border Crossing Facility.”*

Source: Peace Bridge DEIS

For more information go to www.peacebridgex.com



Questions