

House Appropriations Transportation Subcommittee Hearing

June 26, 2008

*Detroit River International Crossing
(DRIC) Study*



Presentation Outline

❑ Introductory Comments

- *Ronald K. DeCook – MDOT, Director of Governmental Affairs*

❑ Video

- *Kirk T. Steudle – MDOT, Department Director*

❑ Additional Comments

- *Dave Wresinski – MDOT, Project Planning Division Administrator*
- *James J. Steele – FHWA, Michigan Division Administrator*
- *Joseph Corradino – The Corradino Group, DRIC Consultant*

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Dave Wresinski, Administrator

Project Planning Division, MDOT

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*Businesses/Organizations Supporting the
DRIC Project*

- **Detroit Regional Chamber**
- **Ontario Chamber of Commerce**
- **Alliance of Automobile Manufacturers**
 - General Motors
 - Ford Motor Company
 - Chrysler LLC
 - BMW Group
 - Toyota
 - Volkswagen of America
- **Canadian Automotive Partnership Council**
- **National Association of Manufacturers**
- **Canadian Vehicle Manufacturer's Association**

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Businesses/Organizations Supporting the DRIC Project

- **Michigan Manufacturer's Association**
- **Can/Am Business Trade Organizations**
- **Automotive Parts Manufacturers Association**
- **Canadian Manufacturers & Exporters**
- **Automation Alley**
- **Ontario Trucking Association**
- **Michigan Association of Counties**
- **SE Michigan Council of Governments**
- **Oakland County Road Commission**

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Businesses/Organizations Supporting the DRIC Project

- **United Auto Workers**
- **MAGNA International**
- **Mich-Can International Bridge Company**
- **City of Detroit Planning Commission**
- **Gateway Communities Development Collaborative**
- **Southwest Detroit Business Association**
- **Many Michigan Legislators**

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James Steele, Administrator

FHWA Michigan Division

DRIC Background

- In Fall of 2000, Representatives of MDOT, FHWA, Ontario Ministry of Transportation and Transport Canada met in Windsor, Ontario to review current traffic trends at the Detroit-Windsor corridor.

DRIC Background

- **Outgrowth:**
 - In the 2015-2020 period, projections showed that the existing crossing would become congested.
 - We agreed that we needed to study the issue.
 - August 2001 – an international planning study was initiated.
 - Study concluded there was a need for 10 lanes in the corridor.
 - In 2004 the DRIC environmental process began.

Purpose of DRIC Project

- To provide safe, efficient and secure movement of people and goods across the U.S.-Canadian border in the Detroit River area to support the economies of Michigan, Ontario, Canada and the U.S.
- To support the mobility needs of national and civil defense and protect the homeland.

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DRIC Status

- Draft EIS – circulated February 29, 2008
- Original comment period ended April 29, 2008
- Received comments from 60 commenters
- FHWA extended the comment period 30 days, to May 29, 2008
- Received comments from 38 commenters

DRIC Status

- Comments were received on:
 - Traffic Projections
 - Specific impacts to neighborhoods and existing businesses
 - Air Quality
 - Noise
 - Request for 6 month extension of comment period
 - FHWA reviewed and found no basis for an extension

DRIC Status

- Currently MDOT, FHWA and consultants reviewing comments and developing responses.
 - In some cases, looking at alternatives to see if adjustments can be made to minimize impacts.

- Canadians announced their selected crossing location and plaza site on June 18, 2008.
 - In agreement with U.S. technical analysis and evaluation.

DRIC Status

- U.S. will announce the preferred alternative in the FEIS, to be circulated in September of 2008.
- After the FEIS is circulated, a Record of Decision (ROD) will be issued which details the selected alternative.
 - ROD is expected in December 2008

Traffic

- A lot has been said about the traffic projection for the DRIC project.
- In the planning process, a project is designed for a period of time – generally 20-30 years.
- This forecast is based on long-range assumptions about population trends, traffic growth, business climates, and economic facts, etc., and is predicted for a corridor.
 - It is not a year-by-year traffic analysis.

Traffic

- The process we followed is industry standard, and has been reviewed by FHWA and industry experts several times.
- When we get to a project we become more site specific and develop projections for specific routes & facilities. However, these are based on free flow of traffic on the facility.

Traffic

- We do not have free flow on an international bridge.
- A border crossing acts as a system; when one part backs up, the rest of the system begins to back up also.
- Choke points are:
 - Inspection process
 - Both primary and secondary for both passenger cars and trucks
 - Toll Collections



I-75

Chokepoints
(in Red)

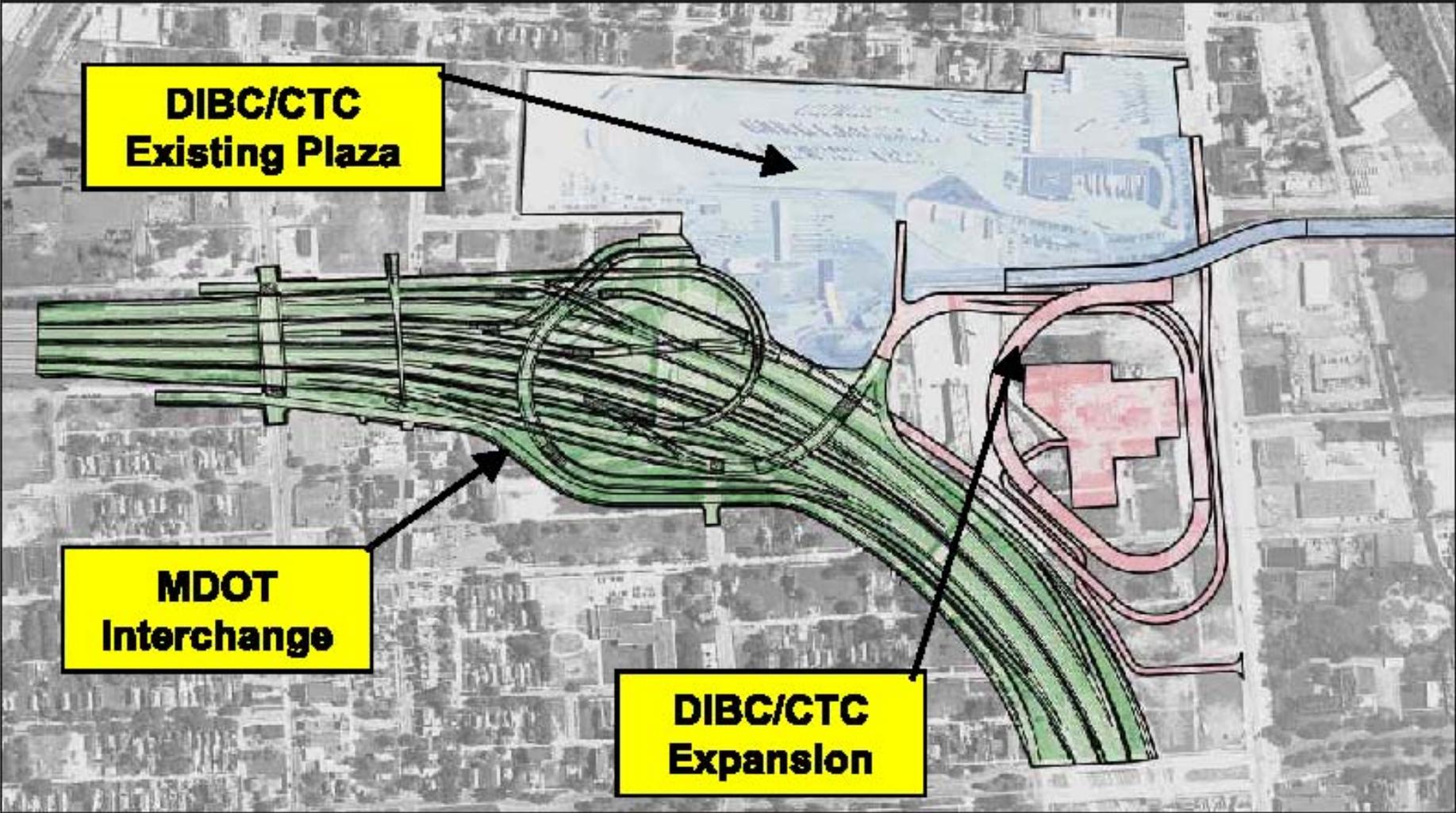
St. Anne's
Church

M-85 (Fort Street)

Google

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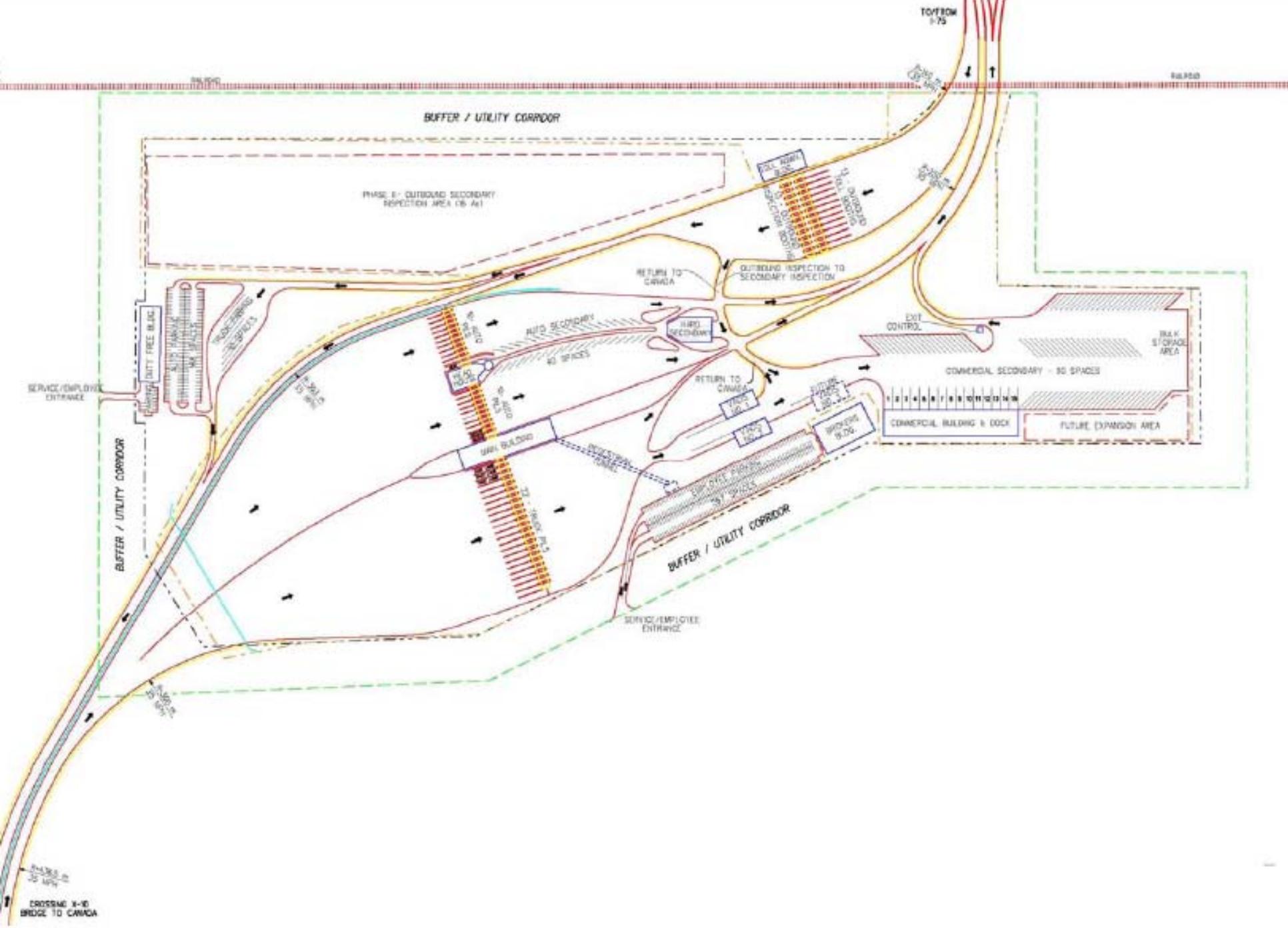
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**DIBC/CTC
Existing Plaza**

**MDOT
Interchange**

**DIBC/CTC
Expansion**



Toll Credits

- To receive a Toll Credit you must establish a Maintenance of Effort (MOE) for a 3-5 year period.
- The MOE then becomes the floor on which facility expenditures are evaluated.
 - $\text{FY funds expended} - \text{MOE} = \text{Toll Credit}$

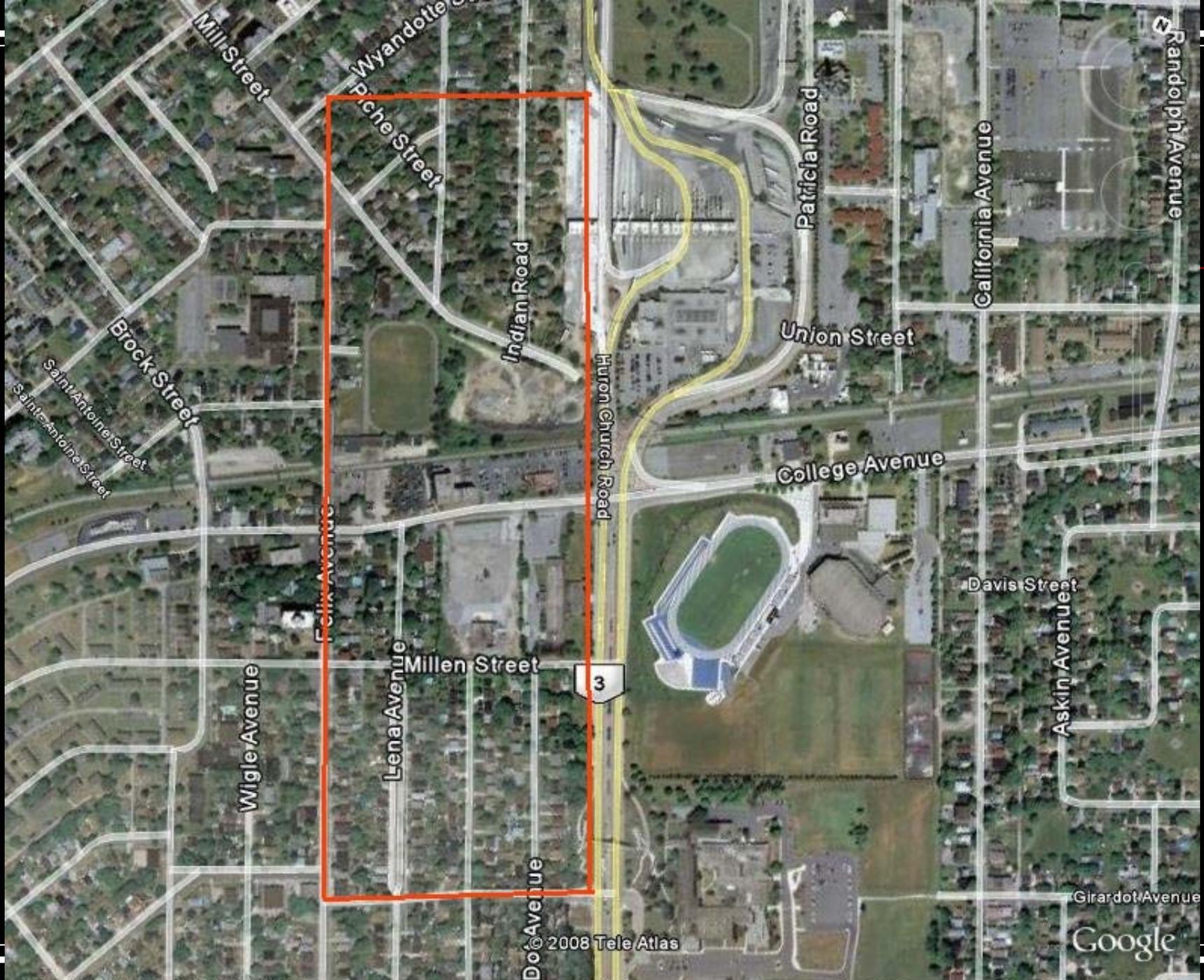
Toll Credits

- Now with Toll Credits, a state can use them to supplement matching federal funds.
 - Typical project 80% federal funds + 20% state/local funds
 - With Toll Credits, a project can be 100% federal funds
- However, there is no new money. The state simply uses its existing federal funds in a different manner.

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Joseph Corradino, DRIC Consultant

The Corradino Group



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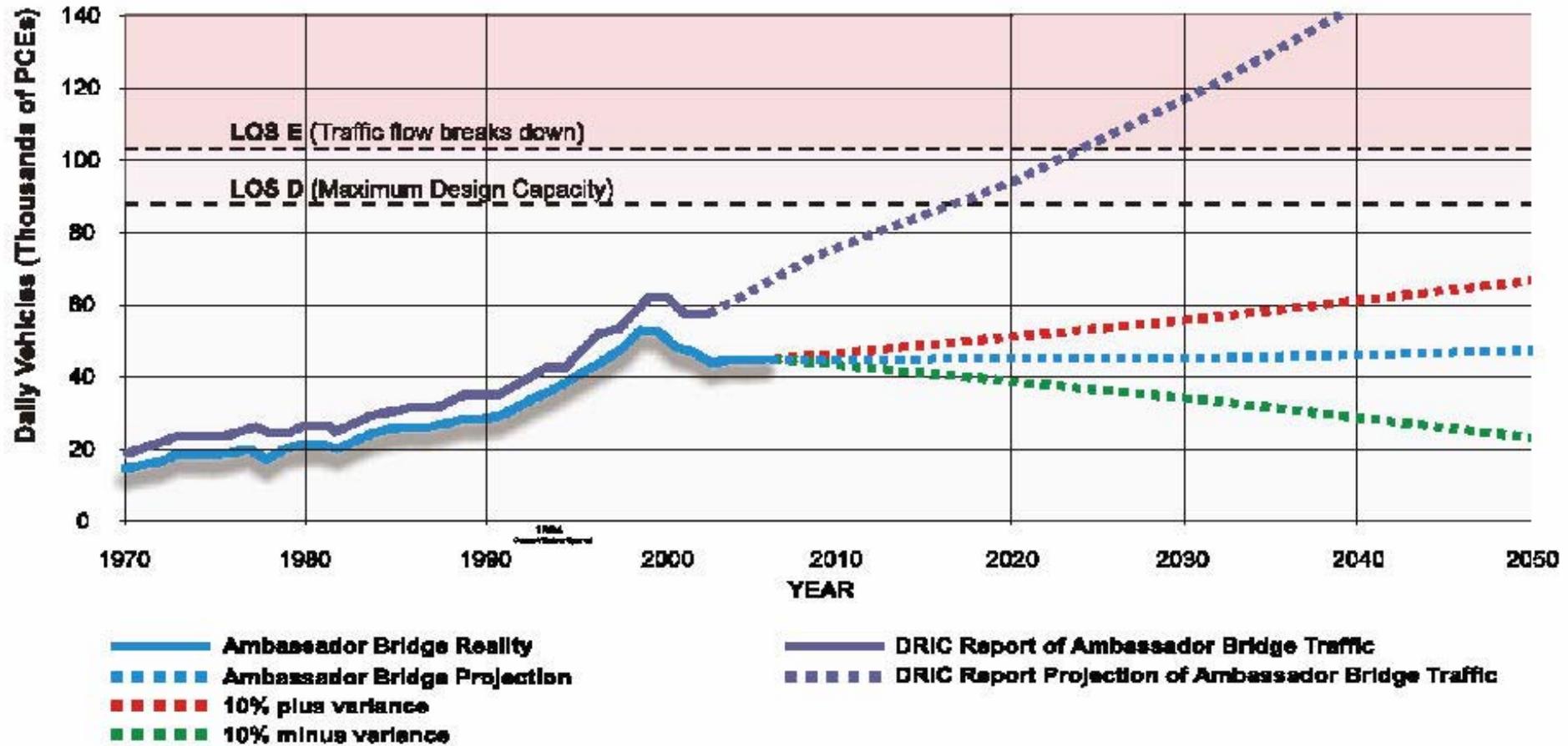
Jun 2007

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DRIC Report versus AMBASSADOR BRIDGE Actual



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Questions/Comments?

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Thank You