

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

Second Round of Consultation

June, 2003



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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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The Bi-National Study Team is initiating its 2nd Round of Consultation May – June, 2003

Public Sector Consultation Group – May 28

Private Sector Consultation Group – May 28

Municipal Councils – June 2 to June 10

Public Information Open Houses – June 16 to 18



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What's Being Discussed

- Economic Importance of the Border Crossing
- Elements of a 30-year Strategy – Draft for Consultation
- Road-Based Corridors – Assessment to Date
- Initiation of Formal EA/EIS Processes for Road-Based Corridors



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Next Phases (Summer / Fall 2003)

- Finalize P/NF Study
(Elements of a 30-year Strategy)
- Start Scoping Stage of Environmental Studies for
New/Expanded Crossing



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Regional and National Economic Impact of Increasing Delay and Delay related costs at the Windsor-Detroit crossings

PRELIMINARY RESULTS



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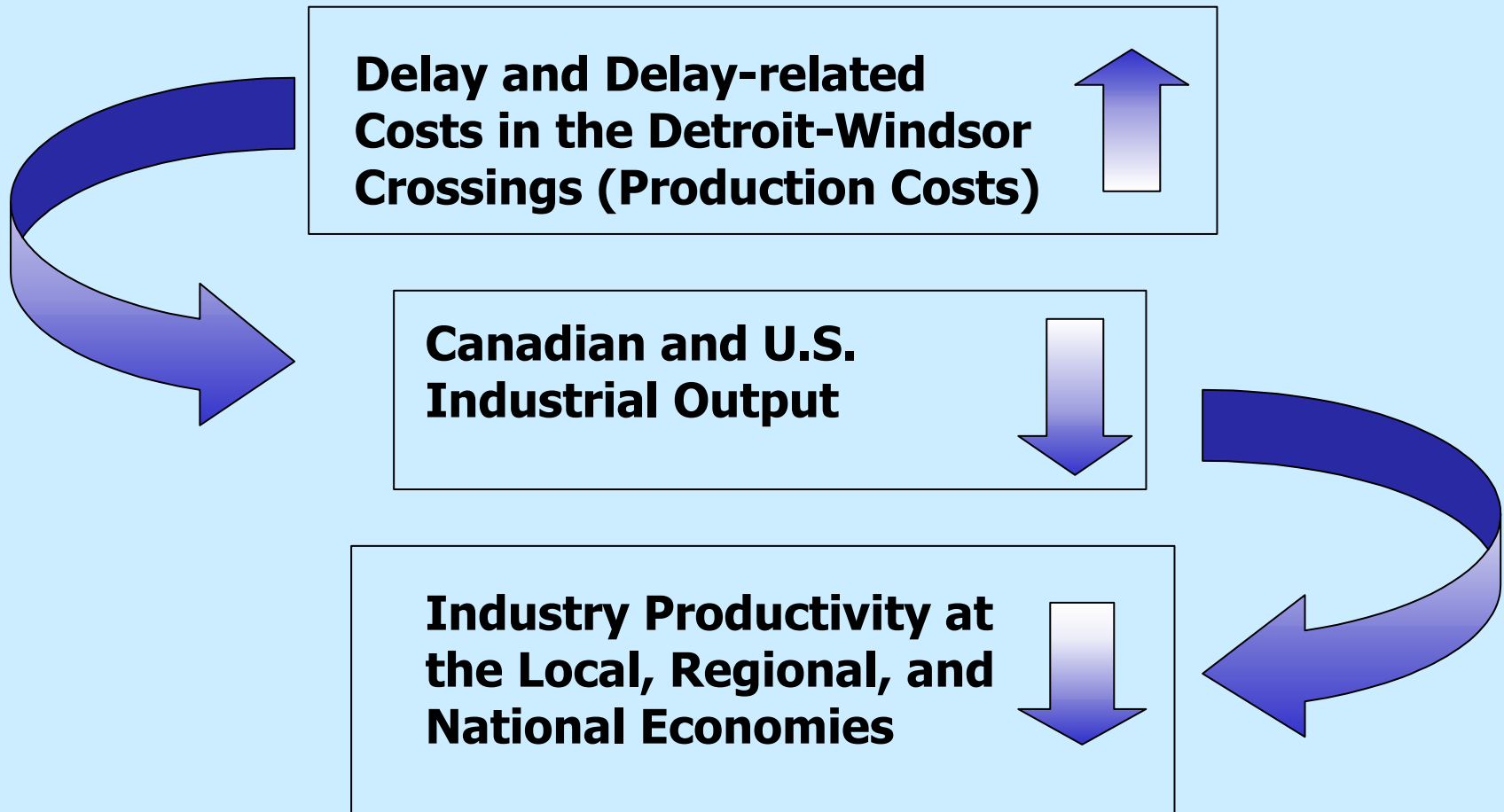
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Objectives

- **To provide an economic assessment of the impact of the increasing traffic congestion in the Windsor-Detroit crossings on:**
 - The industrial productivity in the area,
 - The economic activity, and
 - Tourism traffic at the local, regional and the national level.



Economic Impact Process for Freight Movement



Projected Cross Border Goods Movements - Total Growth from Base Year (Percent)

Commodity	Trade Volume in 2000 (M of 2000 CAN\$)	2000 to 2010		2000 to 2020		2000 to 2030	
		Canada to US	US to Canada	Canada to US	US to Canada	Canada to US	US to Canada
Animal/Plant	\$ 8,197	42%	62%	91%	137%	146%	216%
Auto	\$ 62,850	20%	17%	52%	41%	107%	68%
Forest	\$ 4,481	1%	7%	-2%	33%	1%	133%
Machinery/Electronics	\$ 53,299	53%	31%	135%	78%	249%	141%
Metal	\$ 11,843	20%	17%	52%	41%	107%	68%
Other	\$ 34,029	31%	18%	96%	60%	204%	135%

Source: Value figures are based on Industry Canada CCRA. Projection are based on Informetrica July 2002



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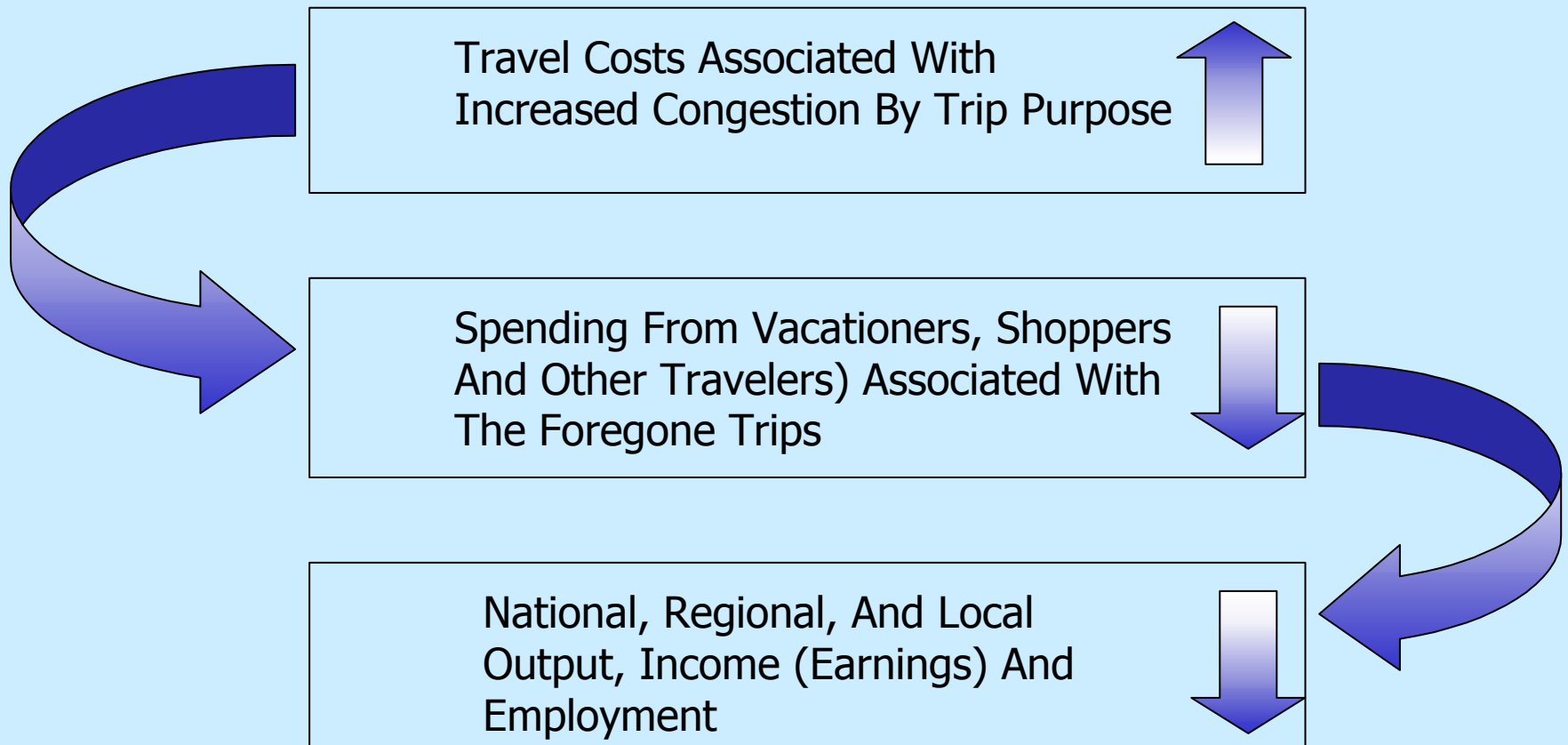


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Economic Impact Estimation Process for Tourism Movement



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.



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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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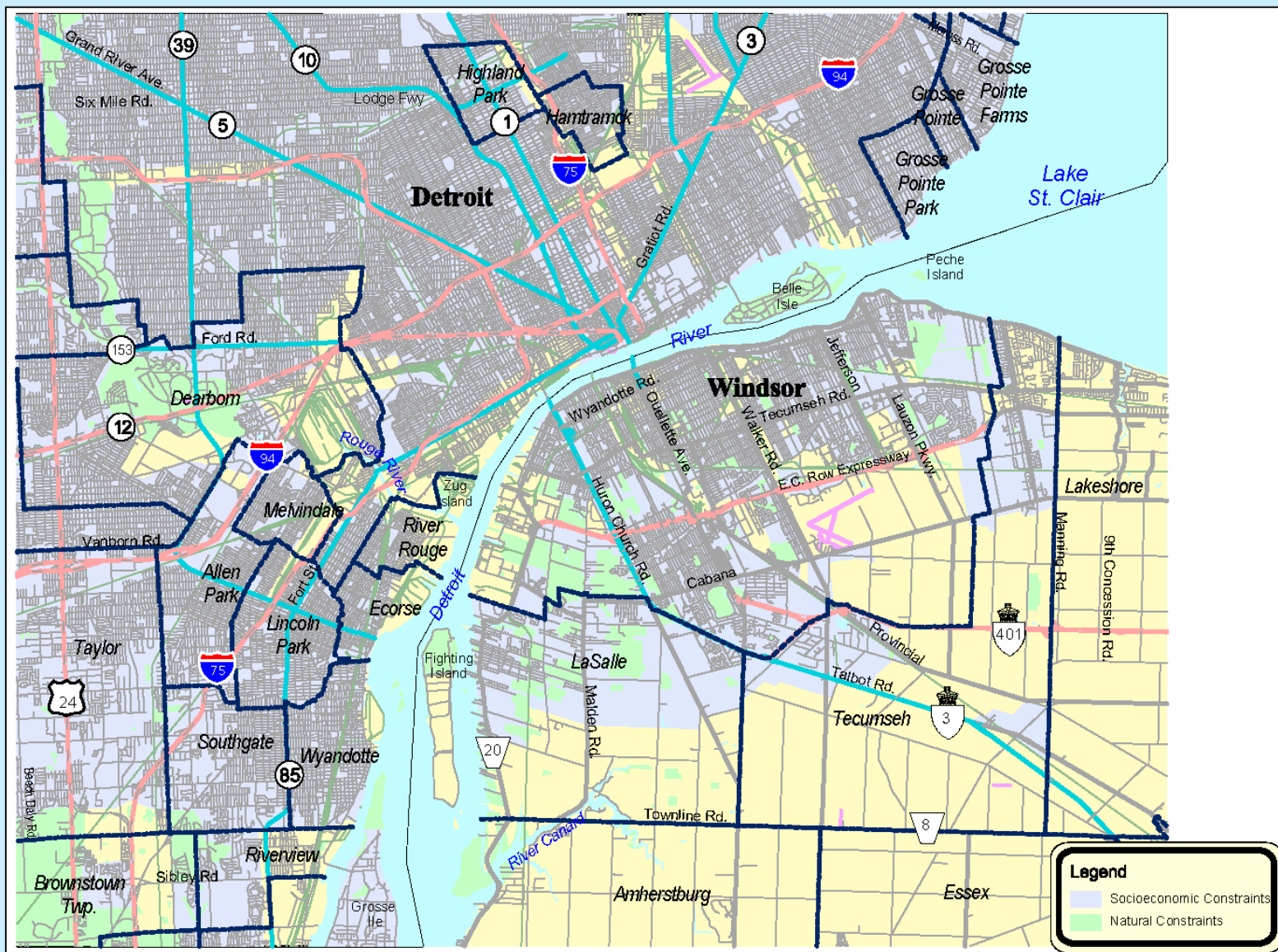


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Constraint Features



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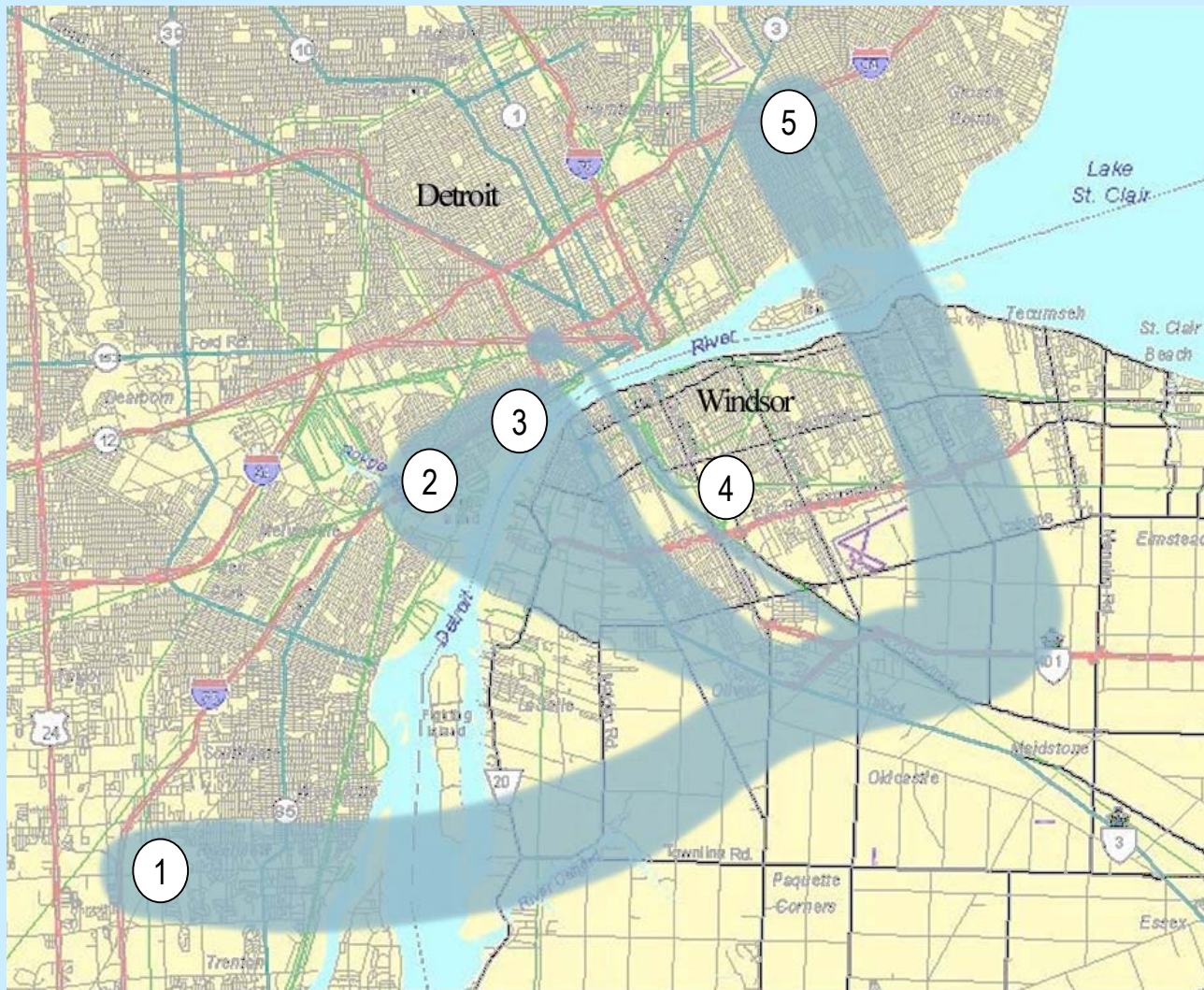
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Road-Based Opportunity Corridors



* 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



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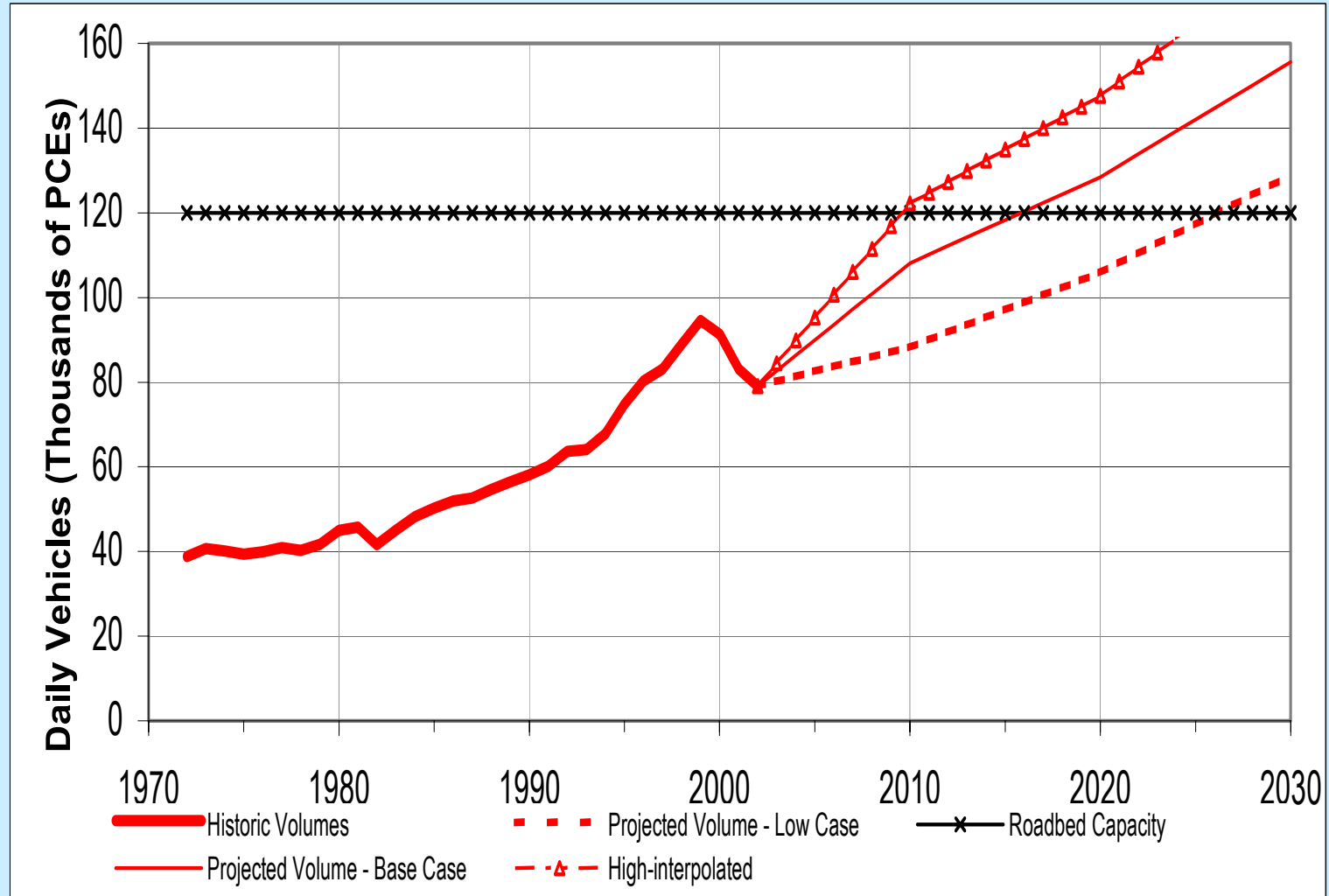
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Factors for Evaluation of Proposed Alternatives

Factors	The Project Team will consider whether or not the proposed alternative(s) will:
Transportation Network Improvement	<ul style="list-style-type: none"> •Support local international traffic between Detroit and Windsor •Support long distance freight travel •Divert international truck and/or vehicle congestion •Support long distance passenger travel •Relieve traffic congestion
Transportation Opportunities	<ul style="list-style-type: none"> •Optimize the existing infrastructure
Government, Land Use, Transportation Planning, and Tourism Objectives	<ul style="list-style-type: none"> •Support existing plans •Support future plans •Support the transportation system •Maintain security and provide redundancy
Border Processing	<ul style="list-style-type: none"> •Meet the long term needs for commercial processing •Meet the long term needs for passenger crossings
Environmental Feasibility	<ul style="list-style-type: none"> •Impacts to natural features •Impacts to socioeconomic features •Impacts to cultural features
Technical Feasibility	<ul style="list-style-type: none"> •Provide for good design and reasonable construction costs



Future Travel Demand



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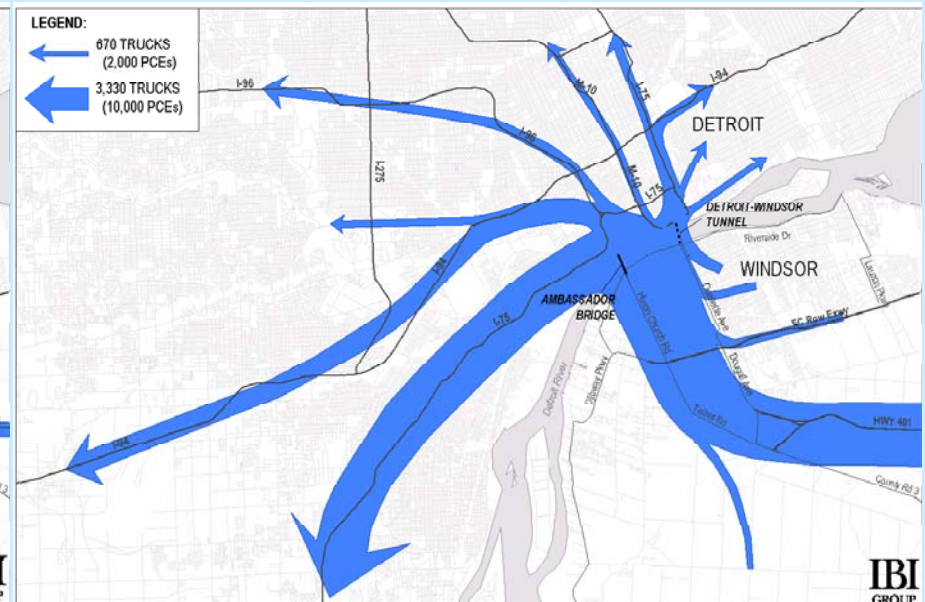
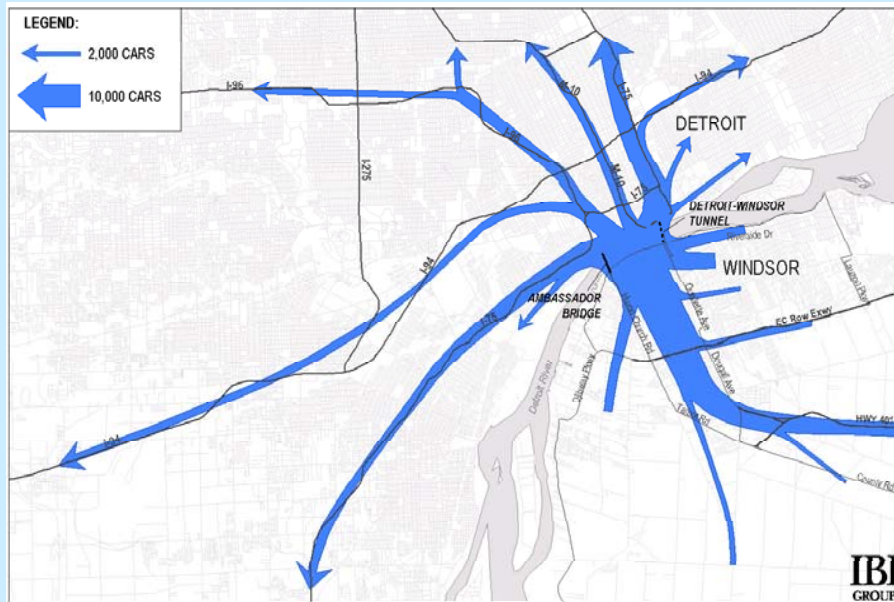


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Base Case Routings



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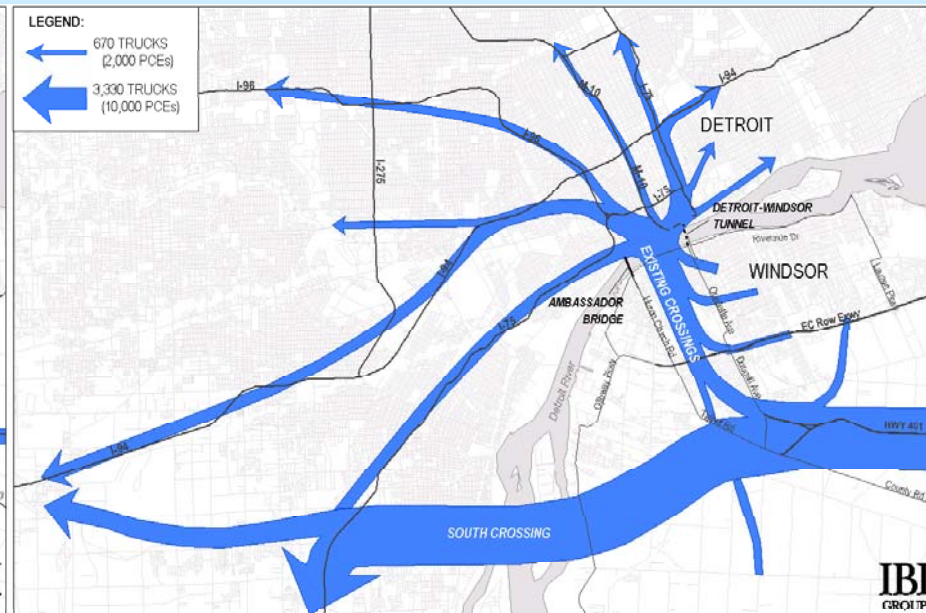
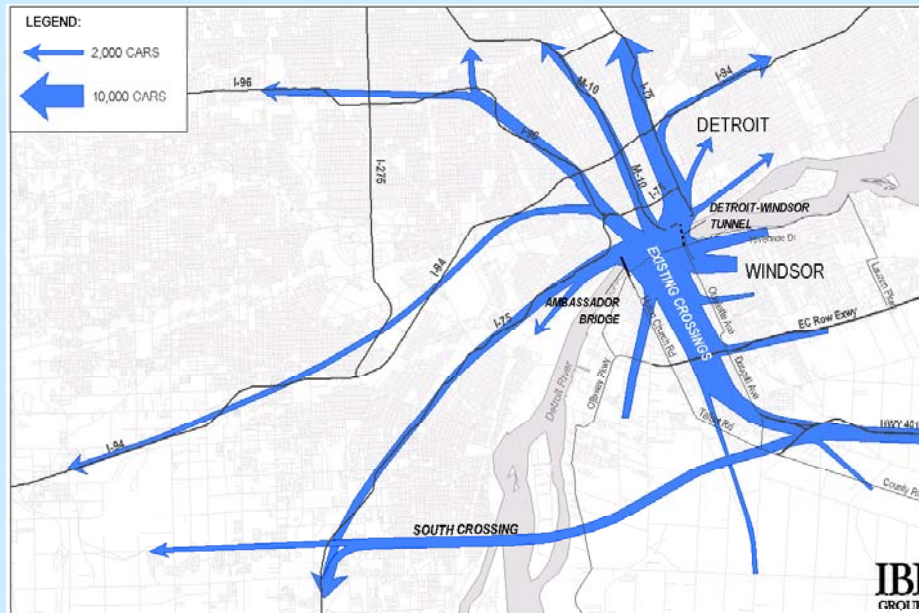


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South Crossing Routings



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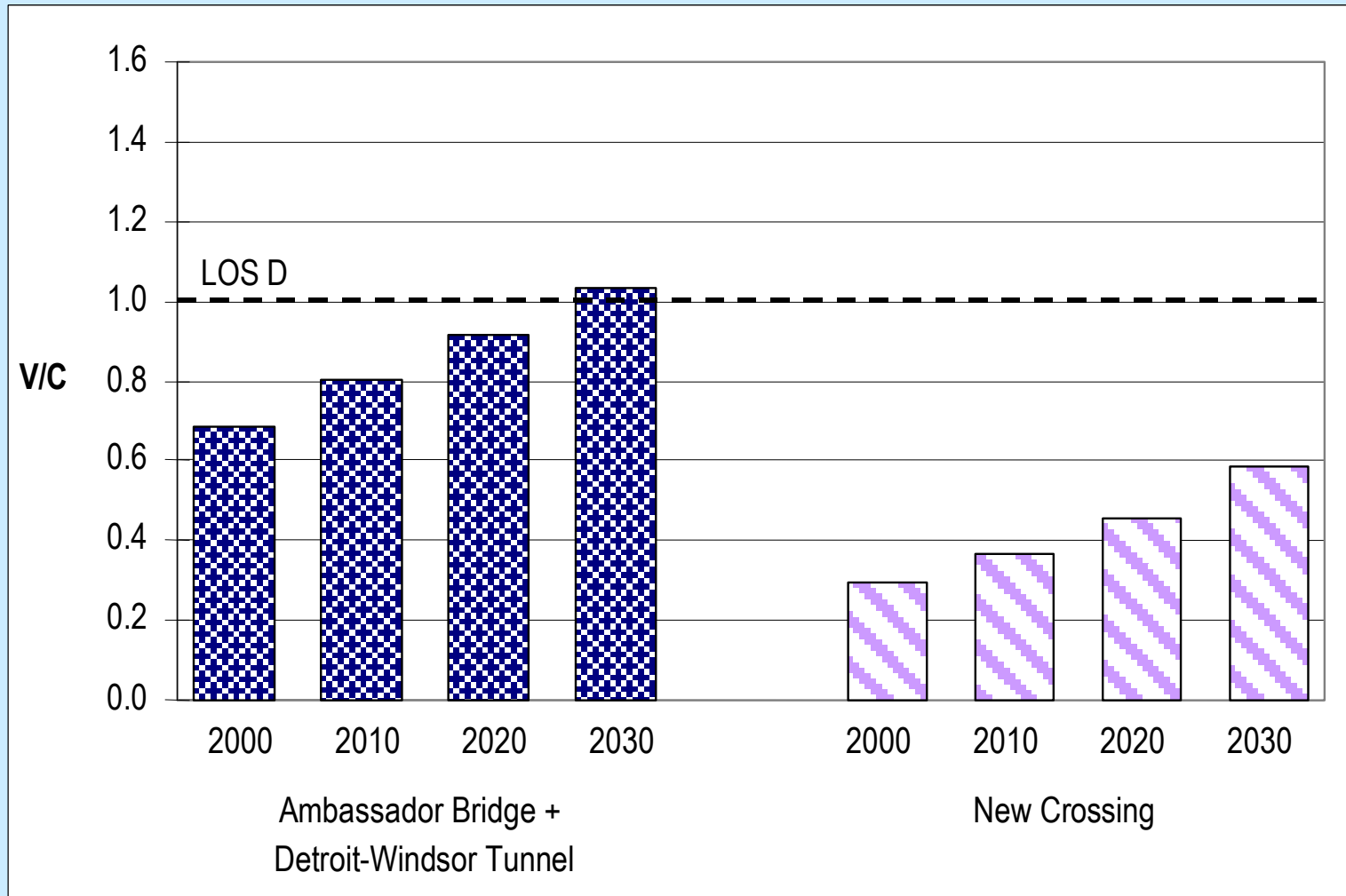
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Travel Demand Impacts

- South Crossing



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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.



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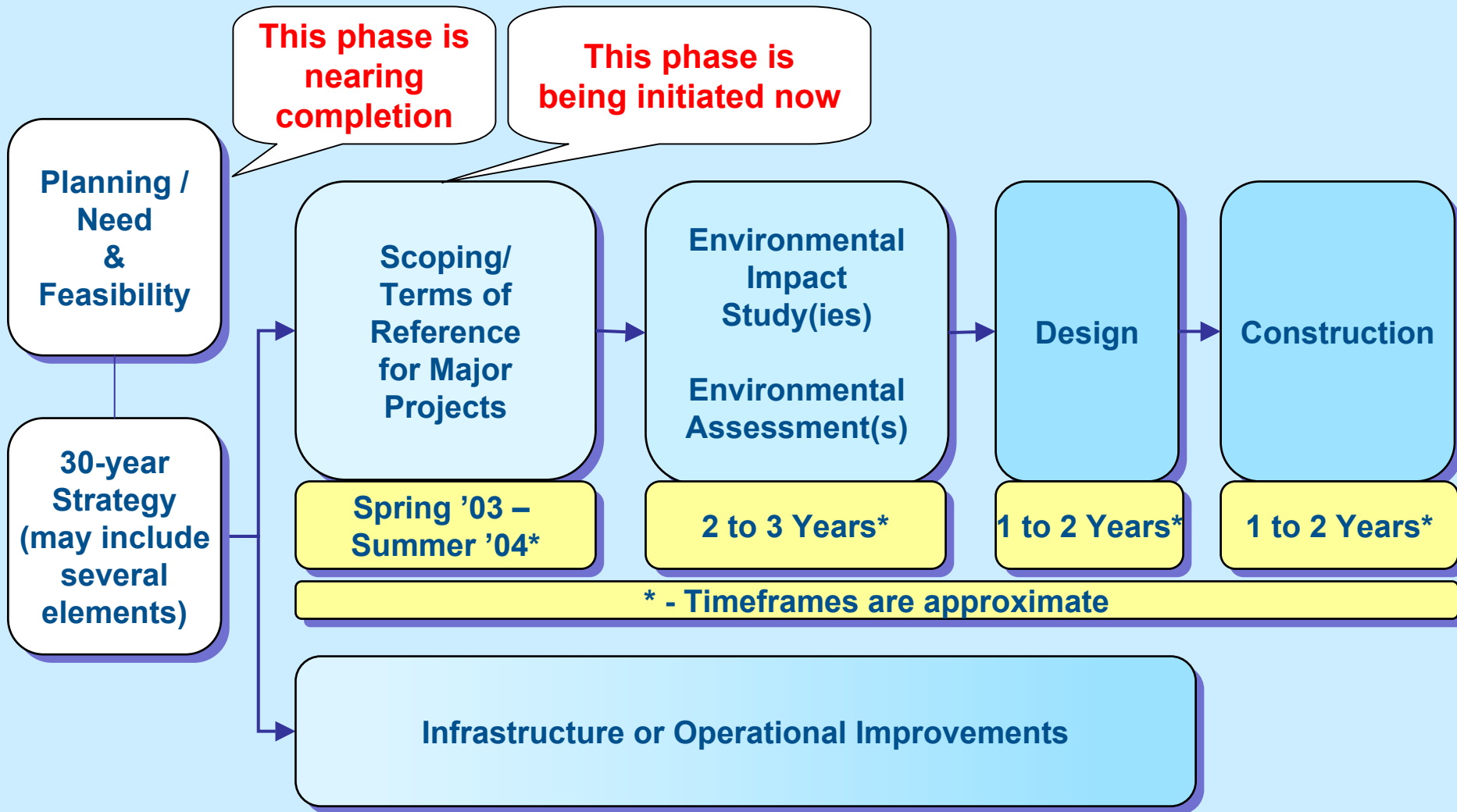


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The Border Improvements Planning Process



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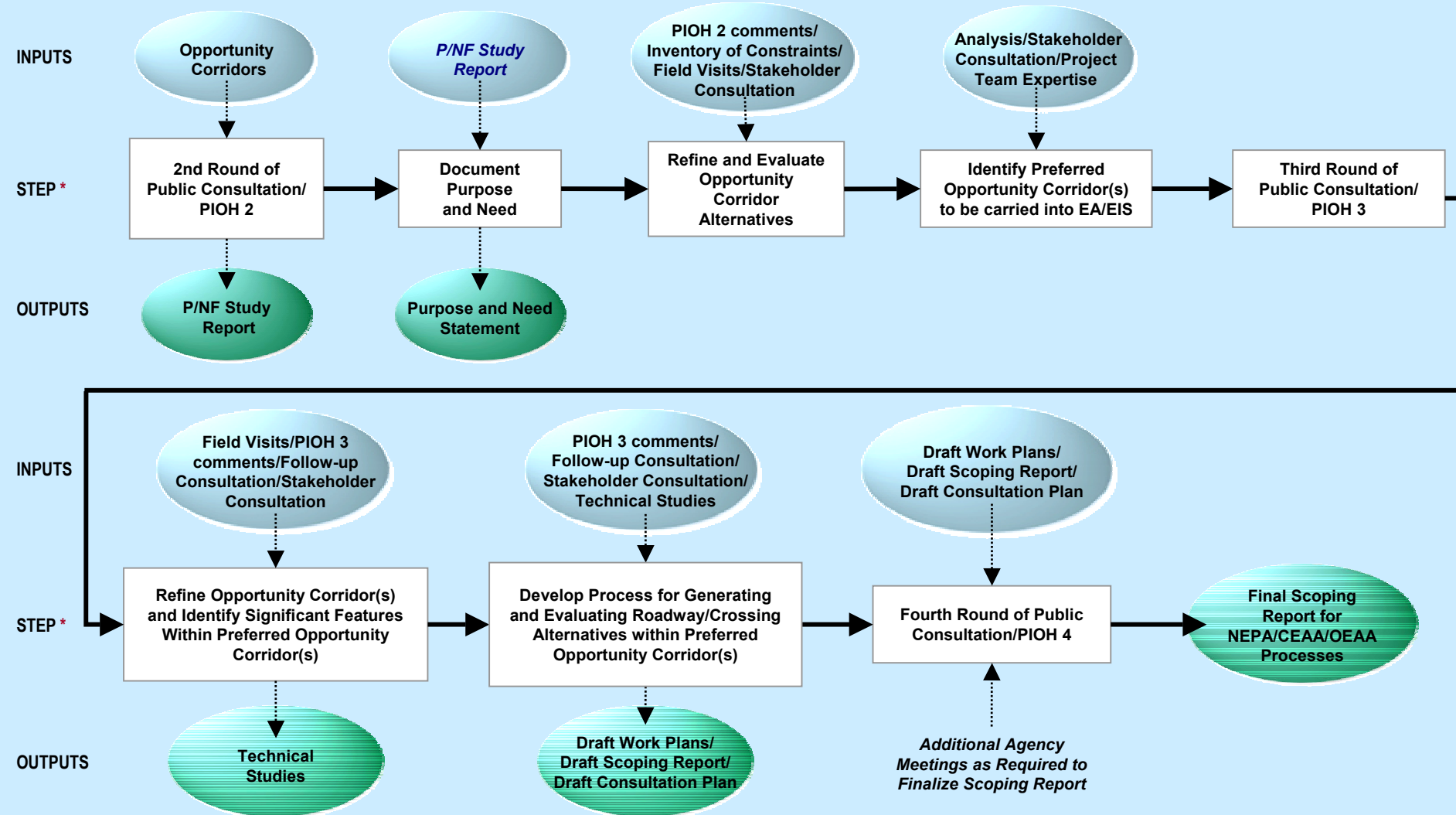
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Proposed Scoping Process for Roadway Alternatives

* - All Steps in the Scoping Process will be carried out in a manner consistent with environmental processes in both the U.S. and Canada



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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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June Presentations and Consultations

DATE	PURPOSE	TIME	LOCATION
June 2	Windsor City Council	6:00 p.m.	Windsor City Hall
	Wyandotte City Council	7:00 p.m.	City Hall Council Chambers
June 3	SEMCOG Meeting	1:30 p.m.	Buhl Building, Detroit
June 4	Lambton County Council	1:00 p.m.	Lambton County Municipal Building
	Essex County Council	6:15 p.m.	Essex County Civic Centre
June 10	LaSalle Town Council	7:00 p.m.	Town Hall Council Chambers
June 16	PIOH #2 – Windsor	2 – 9 p.m.	Cleary International Centre, Dieppe Room
June 17	PIOH #2 – Wyandotte	3 – 9 p.m.	Biddle Hall
June 18	PIOH #2 – Detroit	3 – 9 p.m.	Southwestern High School



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