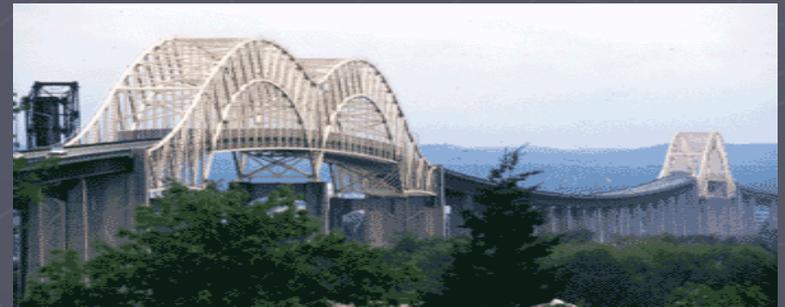


Border Crossings in Michigan



Reason for Presentation

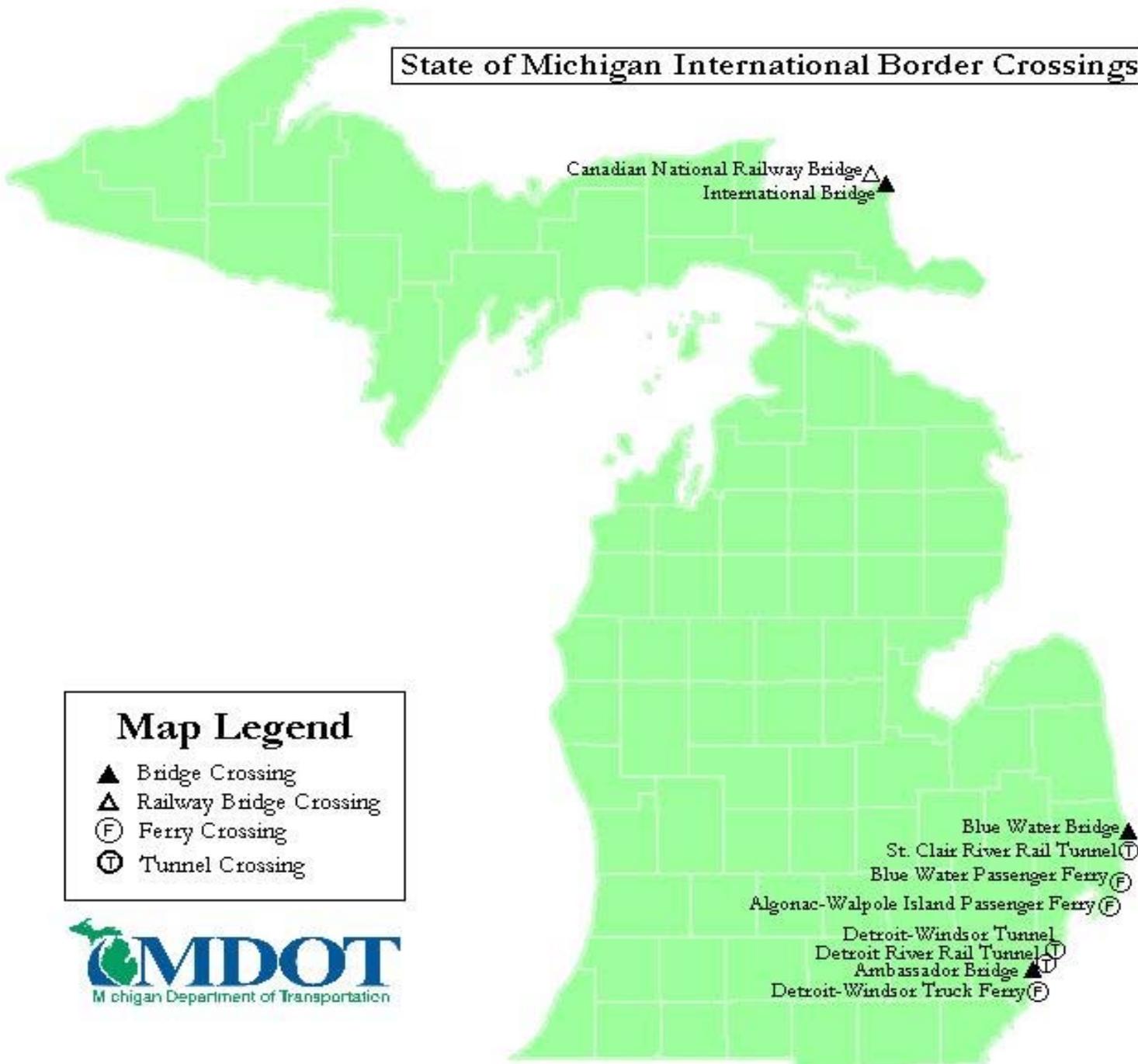
- ▶ Provide information on Michigan's border crossings & their importance
- ▶ Currently operating under an implicit Border Policy embedded within the State Long Range Plan
- ▶ Would like to adopt an explicit Border Policy

Overview

- ▶ Economic Importance
- ▶ MDOT's Vision
- ▶ Current Goals
- ▶ Action Plan
- ▶ Plans at Each Crossing
- ▶ Strategies
- ▶ The Next Steps



State of Michigan International Border Crossings



Map Legend

- ▲ Bridge Crossing
- ▲ Railway Bridge Crossing
- ⓕ Ferry Crossing
- Ⓣ Tunnel Crossing



Michigan vs. Montana



Transportation Elements for Economic Growth



Transportation Elements for Economic Growth

A good transportation system:

- ▶ Provides for the seamless flow of goods, services & people
- ▶ Includes a good freight network
- ▶ Ensures basic mobility
- ▶ Is secure & provides redundancy (Homeland security)

Transportation Elements for Economic Growth

A good freight system has:

- ▶ Sufficient capacity
- ▶ Connectivity between & among modes & facilities
- ▶ Mode choice: rail, road, air, & water

Basic mobility means access to:

- ▶ Education
- ▶ Employment
- ▶ Essential services
- ▶ Opportunity

Transportation Issues Being Faced

- ▶ Freeway capacity
- ▶ Intermodal capacity
- ▶ Border crossing capacity
- ▶ Modern rail infrastructure

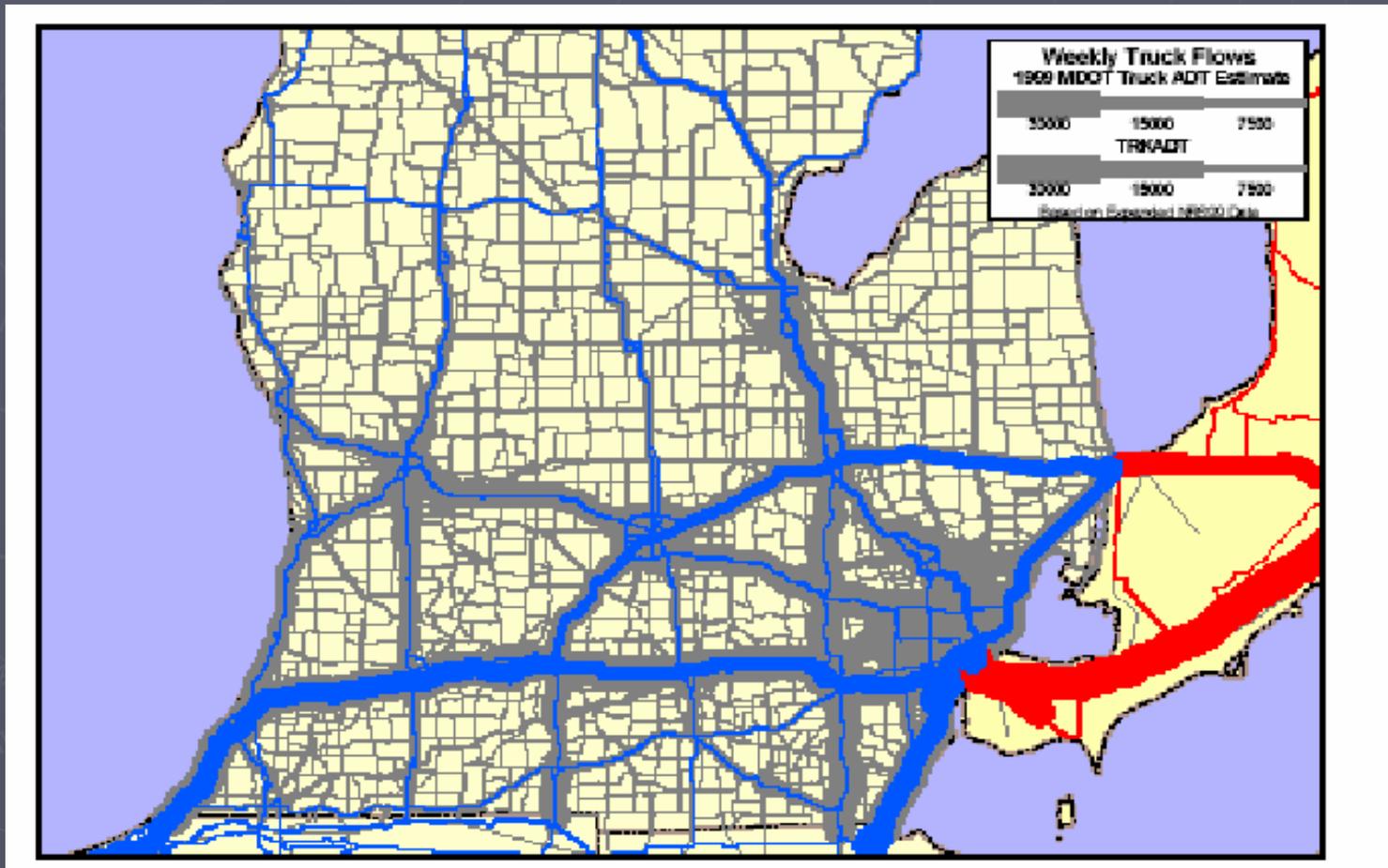


Economic Importance of Our Border Crossings



Economic Importance

Impact of International Truck Flows on Michigan's Highway Network

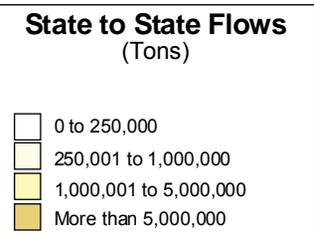
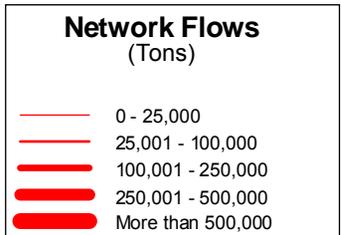




U.S. Department of Transportation
 Federal Highway Administration
 Office of Freight Management and Operations
 Operations Core Business Unit

MICHIGAN

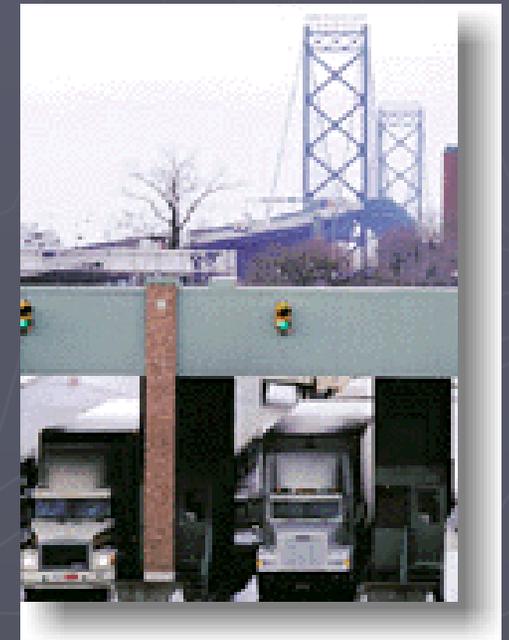
Total International Truck Flows (1998)



Economic Importance

▶ Michigan's trade with Canada in 2002:

- 19% of total land-based trade = \$65.8 billion
- 17.7% of total truck-based trade = \$41.9 billion



▶ Nation's principal gateway for international trade with Canada

- 27% of total North American land-based international trade
- \$150 billion through Michigan's three ports of entry: Detroit, Port Huron, and Sault Ste. Marie

Economic Importance



► Ambassador & Blue Water Bridges rank as top two commercial crossings on US-Canada border

- More than 4.7 million annual truck crossings
- 19.4 million annual passenger crossings



Cross-Border Commerce & Tourism

- ▶ Passenger traffic generates millions of dollars for local & regional economies
- ▶ 20 million passenger cars in 2002
 - 25% work-related
 - ▶ 5-10% of all Detroit nurses are from Canada
 - 40% dining, entertainment & casinos
 - 12% shopping

Michigan Rail Trade

- ▶ \$40 billion with Canada & Mexico
- ▶ 45% of all North American rail trade
 - California next largest at 10%
- ▶ Port Huron at \$22 billion is the #2 rail port in North America
- ▶ Detroit at \$15 billion is #3



MDOT's Vision

- ▶ To establish and maintain a transportation border infrastructure network that allows for the seamless movement of people, goods, and services in a cost-efficient, timely, and safe and secure manner...

Current Goals & Action Plan



Current Goals

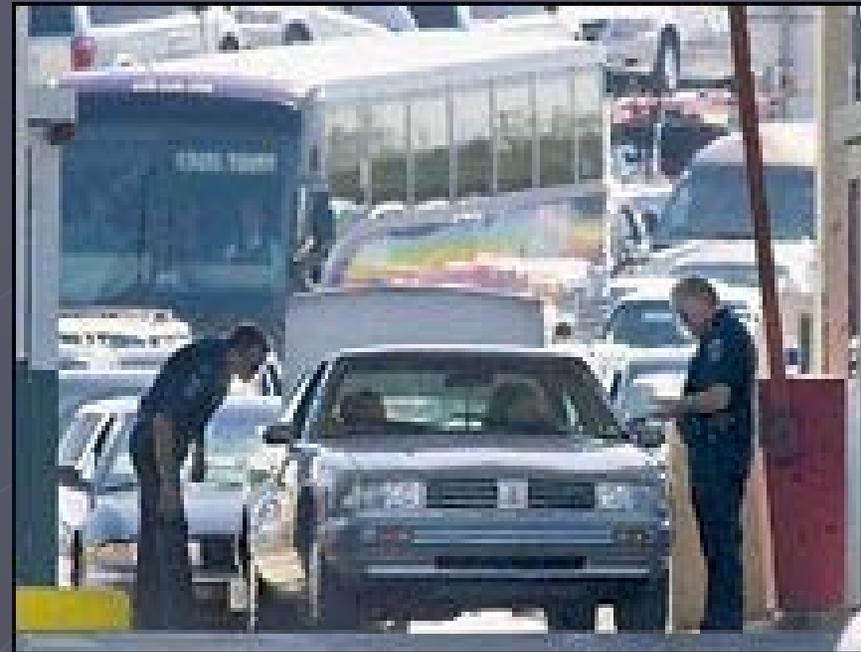
- ▶ Protect transportation border infrastructure
- ▶ Increase federal funding for borders
- ▶ Provide adequate capacity for next 30 years
- ▶ Expand & improve collaboration, coordination & communication with stakeholder groups
- ▶ Support federal laws, regulations & policies to improve flow of trade while maintaining national security

History of Homeland Security in MDOT

- ▶ Traditional Emergency Management function in MDOT – more than 30 years
- ▶ Original Threat Assessment Team – Planning, Operations & Information management
- ▶ Current Transportation Risk Assessment & Protection Committee (TransRAP)

Action Plan: Securing and Protecting Our Border Infrastructure

- ▶ Securing our borders
 - Focus on protective measures
 - Identify key facilities & systems
 - Address physical security
 - Threat level related actions
- ▶ Privately-owned crossings



Action Plan: Securing and Protecting Our Border Infrastructure

► Protecting our infrastructure:

- Michigan's Statewide Homeland Security Strategy – Approved by DHS in Jan. 2004
- One of the goals is specific to transportation protection and enhancing abilities.

Action Plan: Protecting Our Border Infrastructure

- ▶ Additional Security Assessment Visits
- ▶ Buffer Zone Protection Plans – Local law enforcement develops plan to coordinate all activity surrounding the facilities or infrastructure.

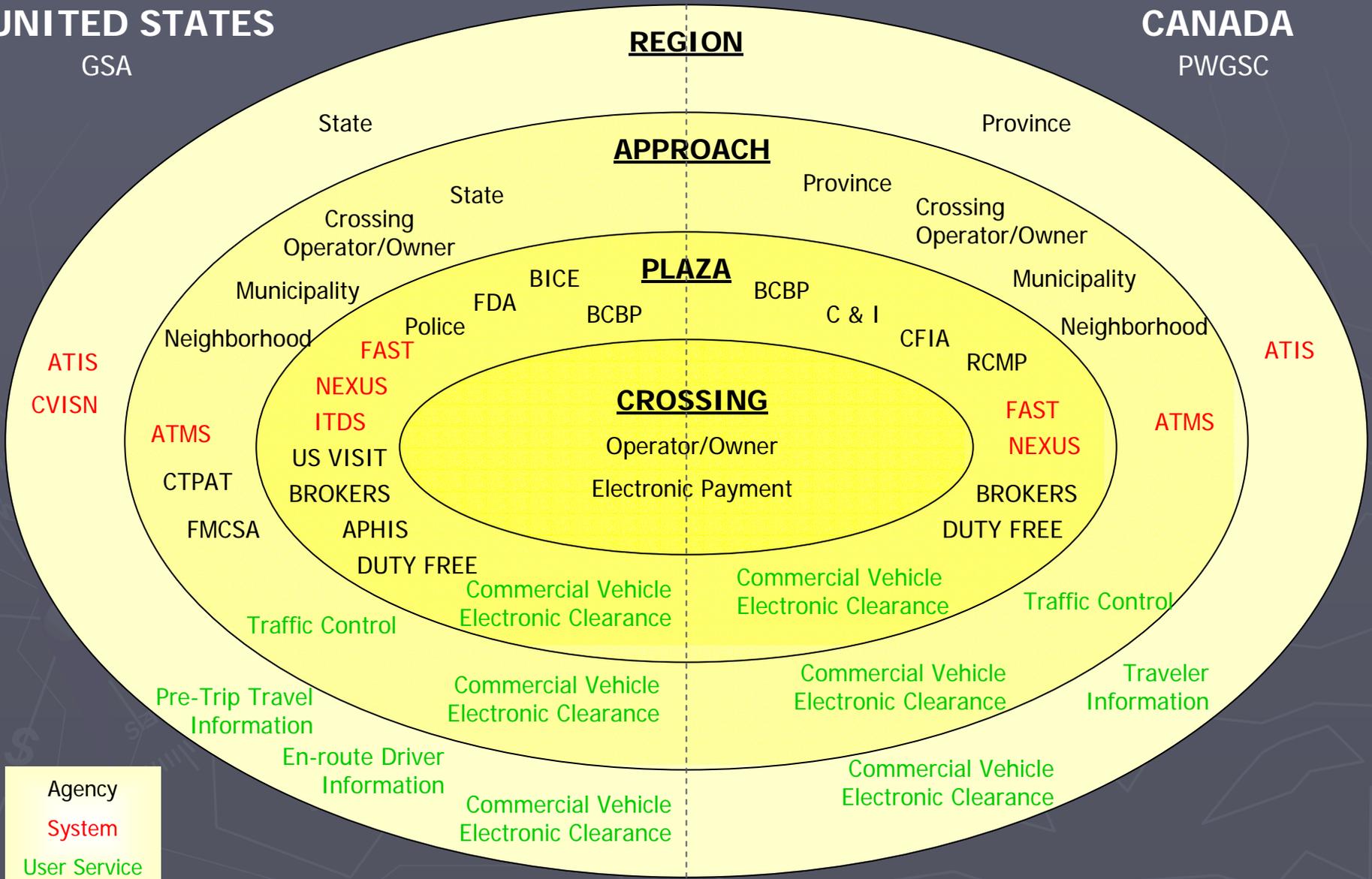
Action Plan: Improving Border Infrastructure Planning Coordination

- ▶ MDOT closely working with U.S. & Canada border & transportation agencies
- ▶ Advisory committees for projects
- ▶ Homeland security
 - Increased security at borders
 - Continue efficient flow of people & goods
- ▶ Increased federal funding

Border Transportation Coordination Challenges

UNITED STATES
GSA

CANADA
PWGSC



**Bi-National
Partnership**



**Border
Working
Group**

Detroit Crossing
Transportation Agencies

Broader Planning
Increased Partnerships
Many Agencies &
Stakeholders

Transportation Summit Commerce & Trade Action Team

ISSUES

Industries depend on transportation systems

Federal dollars account for trade volumes

Connectivity & capacity of borders & transportation modes

Commerce & trade utilize transportation to relieve congestion

ACTIONS

Examine use of technology

Position to compete for siting & funding

Inspections of vehicles at off-site locations

Tie funding to value of trade



Ridge-Manley Agreement: US-Canada

Transportation Agencies  Inspection Agencies

Economic Security = National Security



Detroit-Windsor Tunnel



Our Borders are Complex & Evolving

- ▶ Institutionally
- ▶ Technically
- ▶ Culturally

US – Canada Border Partnership

Need & Feasibility Study



Short Term vs. Long Term Solutions

SHORT-TERM

LONG-TERM

Approach Improvements

New Crossing

Gateway Project

BWB Plaza

ITS

International Bridge

Fully staff crossings

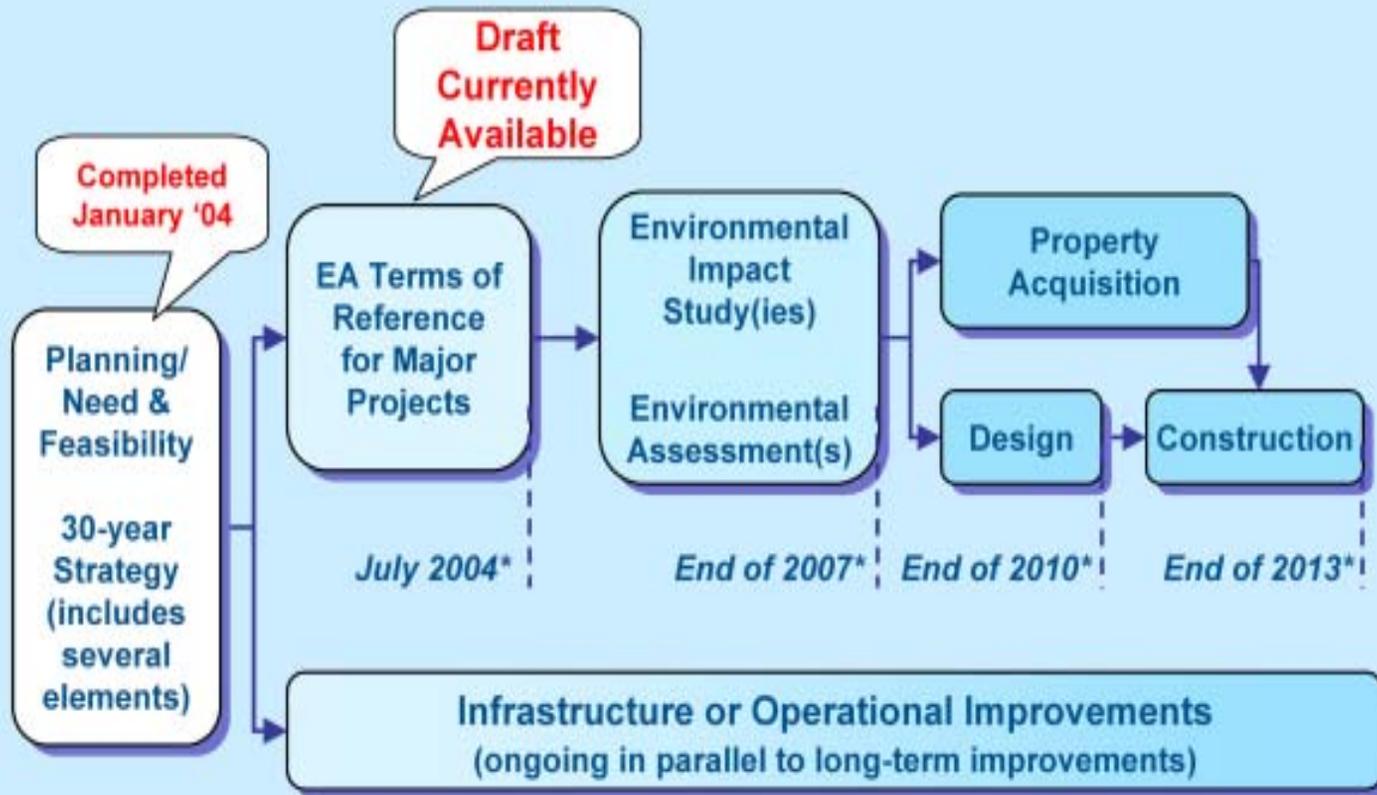
Pre-process commercial traffic

Short-Term Solutions

- ▶ Travel Demand Management
- ▶ Traffic Management
 - NEXUS
 - FAST
 - ITS

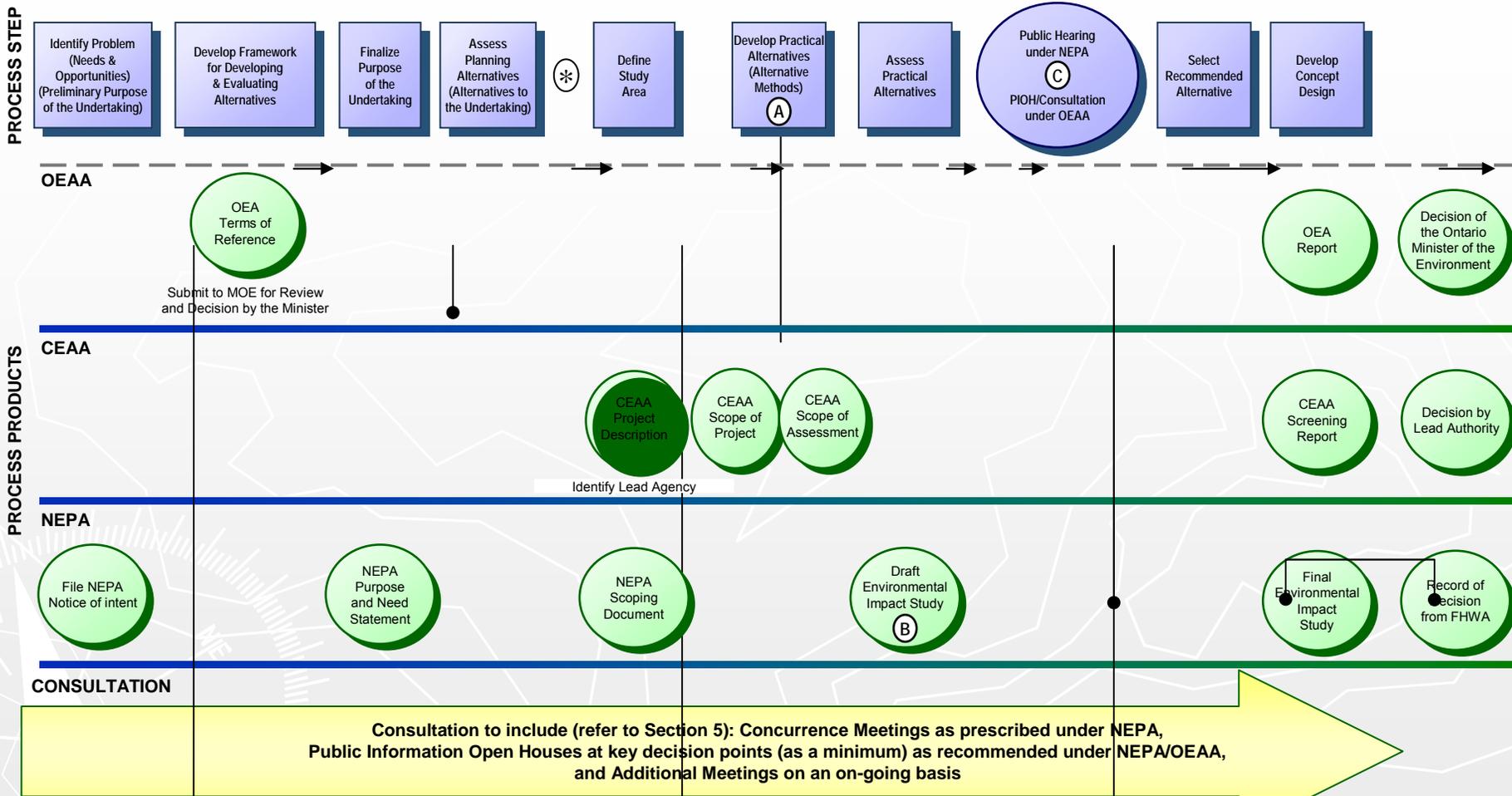


New Crossing EIS



**Timeframes are approximate*

EXHIBIT 1.3 - SCHEMATIC ILLUSTRATION OF THE INTEGRATED NEPA/OEAA/CEAA PROCESS
 ENVIRONMENTAL STUDY PROCESS FOR DETROIT RIVER INTERNATIONAL CROSSING



* Following the assessment of planning alternatives, the process for identifying a recommended linear transportation facility, for which MTO would serve as the proponent, is illustrated. If the assessment of planning alternatives recommends other/additional alternatives, appropriate planning/implementation processes may be initiated by other proponents. MTO will meet with MOE at this point of the integrated environmental study process to obtain guidance/comment on future actions.

A In developing practical alternatives, the Project Team will first identify Illustrative Alternatives. The preferred Illustrative Alternatives will be carried forward as Practical Alternatives (See Section 3.3).

B Under NEPA, the Draft EIS is typically prepared and circulated prior to any selection of a recommended alternative.

C The Public Hearing following the circulation of the Draft EIS is mandatory under NEPA.



New Crossing Myths to be Debunked



MYTH:

1. Passenger Border
Crossings are Down Due to
Detroit Casinos

Myth Debunked: Passenger Crossings are Down Due to Detroit Casinos

- ▶ Passenger border crossings down across US-Canada border, not just in Michigan
- ▶ Possible reasons:
 - Economic & currency fluctuations
 - Increased security
 - Uncertainty of crossing times
 - Competition between casinos

MYTH:

2. We're Not Doing Anything
Until 2013

Myth Debunked: We're Not Doing Anything Until 2013

- ▶ Ambassador Gateway Project
- ▶ EIS for New Crossing begun
- ▶ Developing traffic management strategies
- ▶ Developing ITS solutions for borders
- ▶ Improving coordination & cooperation with border agencies & Canadians
- ▶ Promoting FAST & NEXUS
- ▶ BWB expansion

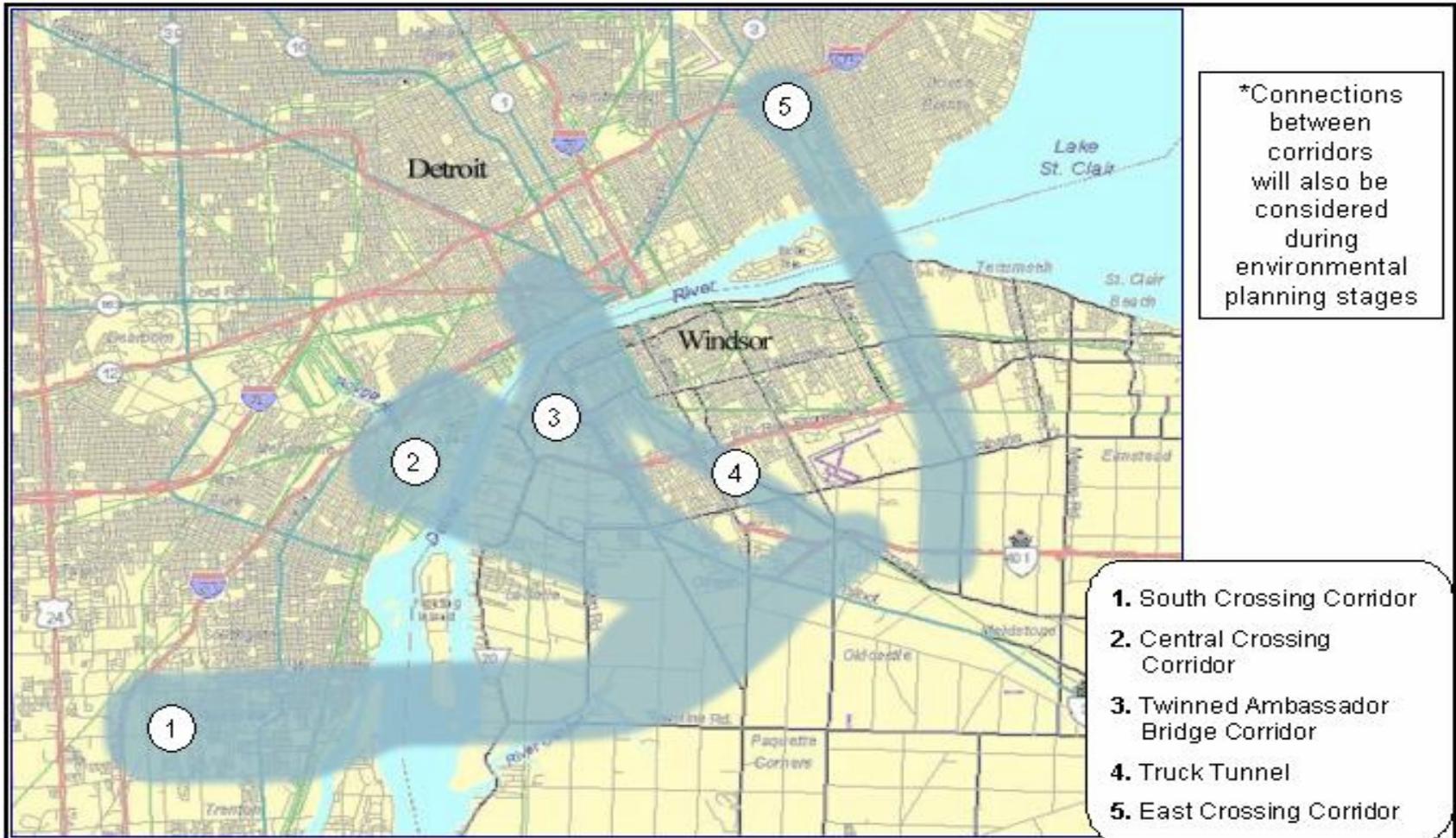
MYTH:

3. Michigan & New York
are in Competition

Myth Debunked: Michigan & New York are in Competition

- ▶ Different trade corridors
- ▶ Different markets for commodities
- ▶ No indication of traffic shift from new crossing
- ▶ Working closely to increase federal funding
- ▶ Both new crossings needed to support economic growth of region

Road-Based Opportunity Corridors



Long-Term Solution Proposals

Twin the Ambassador Bridge:

- ▶ U.S. side:
 - Ambassador Bridge Gateway Project
 - Twin structures directly connected to interstate freeway system at bridge plaza
- ▶ Canadian side:
 - New & improved roads connecting Highway 401 to Ambassador Bridge required

Truck Tunnel:

- ▶ Detroit River Tunnel Partnership (DRTP)
 - Convert the rail tunnels for use by trucks
 - Pave railroad right-of-way for controlled access roadway between U.S. & Canada
 - Border processing facilities incorporated in project on lands owned by DRTP
- ▶ Jobs Tunnel
 - Provides a single lane per direction for international trucks only
 - New double-stack rail tunnel
 - Provides additional border crossing capacity to the network
 - Provides alternative crossing for maintaining movement of goods across border

Long-Term Solution Proposals

International Union Bridge:

- ▶ New bridge crossing near north end of Grosse Ile
- ▶ Connect new crossing to local road system
- ▶ Does not provide for any direct roadway connections to interstate freeway
- ▶ Located within South Crossing corridor

Mich-Can:

- ▶ New bridge crossing downriver of Ambassador Bridge near Ojibway Parkway/Zug Island
- ▶ Connects I-75 & E.C. Row Expressway in Windsor
- ▶ Located within Central Crossing corridor

Ambassador Bridge Parkway:

- ▶ Separate controlled-access road connection along Essex Terminal Railway right-of-way between Ambassador Bridge & new border processing area at E.C. Row Expressway/Huron Church Road
- ▶ Improvements to Huron Church/Talbot Road corridor from E.C. Row Expressway to Highway 401
- ▶ Located within Twinned Ambassador Bridge corridor

Existing Border Road Crossing Limitations

Ambassador Bridge Corridor					
US Interstate Connections (with gateway)	US Border Processing	Ambassador Bridge	Canadian Border Processing	Huron Church Road (Windsor)	Highway 401 (6 lanes)
At or near capacity beyond 30 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	Current congestion; At or near capacity within 5 years	At or near capacity beyond 30 years

Rail and Ferry	Existing rail and ferry crossings are operating below capacity
----------------	--

Plans For Each Crossing



Ambassador Bridge Gateway Project



Existing Border Road Crossing Limitations

Blue Water Bridge Corridor				
US Interstate I-69	US Border Processing	Blue Water Bridge	Canadian Border Processing	Highway 402
At or near capacity beyond 30 years	At or near capacity within 5 – 10 years	At or near capacity beyond 30 years	At or near capacity within 15 – 20 years	Current congestion; At or near capacity beyond 30 years

Rail and Ferry	Existing rail and ferry crossings are operating below capacity
-------------------	---

Blue Water Bridge Plaza Study



- ▶ 30-year plan for plaza improvements
 - ITS signage
 - Traffic study
 - Expanded entry ramps



Existing Border Road Crossing Limitations

International Bridge Corridor				
US Interstate I-75	US Border Processing	International Bridge	Canadian Border Processing	Highway 17
Currently operating below capacity	At or near capacity within 10-15 years	Currently operating below capacity	At or near capacity within 10-15 years	At or near capacity within 10-15 years

Rail	Existing rail crossing is operating below capacity
------	--

International Bridge



- ▶ 40-year Intergovernmental Agreement
- ▶ Security enhancement
 - Surveillance cameras
 - Sensing devices
 - Central Monitoring Station
- ▶ New border processing facility

International Bridge

- ▶ 40-year Intergovernmental Agreement
 - Joint International Bridge Administration
 - MDOT and SMRBC are equal partners
 - 5-year business plan developed to prioritize investments
- ▶ New border processing facility under construction

Existing Border Road Crossing Limitations

Detroit-Windsor Tunnel Corridor				
Downtown Detroit Road Connections to Tunnel Plaza	US Border Processing	Detroit-Windsor Tunnel	Canadian Border Processing	Downtown Windsor Road Connections to Tunnel Plaza
At or near capacity within 5 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	At or near capacity within 5 years

Rail and Ferry	Existing rail and ferry crossings are operating below capacity
----------------	--

Detroit-Windsor Tunnel

- ▶ Future traffic management improvements
- ▶ 2003 busiest passenger vehicle crossing between US-Canada
 - 6.4 million vehicles
 - Purpose:
 - ▶ Work
 - ▶ Recreation
 - ▶ Entertainment



DIFT: What is Intermodal?



Detroit Intermodal Freight Terminal Project

- ▶ Intermodal traffic
 - 350,000 Lifts today
 - Up to 1.2 million in 2025
- ▶ Provides:
 - Additional terminal capacity
 - Better coordination
 - Better interface with road system & rail facilities
 - Efficiency of business, industry & US military



Strategies

- ▶ Protect transportation border infrastructure
- ▶ Increase federal funding for borders
- ▶ Provide adequate capacity for next 30 years
- ▶ Expand & improve collaboration, coordination & communication with stakeholder groups
- ▶ Support federal laws, regulations & policies to improve flow of trade while maintaining national security

The Next Steps

- ▶ Discussion of policy elements
- ▶ Stakeholder engagement
- ▶ Adopt border policy

Border Crossings in Michigan

