

**Windsor-Detroit Bridge Authority (WDBA)  
Public Information Meeting  
Summary of Question and Answer Session**

**Location: Windsor**

July 27, 2017, 3:00 p.m. – 7:00 p.m.  
Mackenzie Hall Cultural Centre  
3277 Sandwich Street, Windsor, ON

**Introduction**

The second Public Information Meeting in Windsor, Ontario, for the Gordie Howe International Bridge project was held on July 27, 2017, at Mackenzie Hall Cultural Centre. This event was open to the public from 3:00 p.m. until 7:00 p.m. and included two presentations followed by public question and answer (Q&A) sessions. The first presentation began at 4:00 p.m. and the second followed at 6:00 p.m.

**Discussion – Questions and Answers**

An important part of the Public Information Session was to solicit feedback and questions from the public. A summary of all questions submitted during the formal Q&A sessions are below along with WDBA's corresponding response, (note that the summary is not a verbatim transcript). To view all materials from the Public Information Meeting, please visit [www.wdbridge.com/en/public-information-meeting-july-19-2017](http://www.wdbridge.com/en/public-information-meeting-july-19-2017).

Additional or follow up questions related to the Gordie Howe International Bridge project should be directed to [info@wdbridge.com](mailto:info@wdbridge.com) or via telephone at 519-946-3038.

Question	Answer
Is US Homeland Security on board with walkers and bikers crossing the bridge without being hassled and turned back?	A multi-use path for pedestrians and cyclists will be incorporated on the Gordie Howe International Bridge. Canada Border Services Agency (CBSA) and US Customs and Border Protection (CBP) were consulted and have agreed that cyclists and pedestrians can be processed at each Port of Entry.
Will the new Port of Entry areas include native prairie landscape similar to the Rt. Hon. Herb Gray Parkway?  How will species at risk and invasive species be managed long term?	Yes, native species will be incorporated into the landscape design in accordance the consultation input received during the Detroit River International Crossing (DRIC) study.  WDBA is required to develop and implement environmental mitigation plans as part of <i>the Bridge to Strengthen Trade Act (BSTA)</i> along with the mitigation measures identified in the DRIC study such as the installation of exclusion fencing and pre-construction surveys.
Who is the contractor for phase one (Canada)?  How many full time jobs will there be on the Canadian side?	Phase One of Preparatory Activities on the Canadian site is being delivered by Amico Infrastructures Inc. Phase Two activities primarily focusing on utility relocation are being delivered by three different contractors including, Valard Construction, AMS, and SLR.

	<p>To date over 500 people have received species at risk (SAR) training and are eligible to work on the site. As the project moves forward thousands of jobs will be created.</p>
<p>Is failure to acquire US property a deal breaker? How far is WDBA willing to go to get Moroun properties?</p> <p>Any plans for duty free outlets on both sides?</p> <p>Any new plans for pre-clearance of preapproved clearance of cars and trucks?</p>	<p>MDOT is responsible for undertaking property acquisition in the US. To date MDOT has obtained control of approximately, 70 per cent of the required properties. The acquisition process will continue to follow the identified steps with condemnation (equivalent to expropriation) being carried out as necessary.</p> <p>Duty free stores are not included in the project requirements however they may considered through the project team submissions.</p> <p>In terms of pre-clearance, WDBA is subject to Canada Border Services Agency (CBSA) and US Customs and Border Protection (CBP) legislation. Legislation for pre-clearance is not currently in place. Adjustments may be implemented in the future if needed.</p>
<p>Is there an estimate of the budget for the Community Benefits program? How is it determined?</p>	<p>A definitive cost has not been assigned to the Community Benefits Plans being developed by the Proponents. It is important for us to hear what the community priorities are so we can ensure the Community Benefits Plan reflects the community. Community benefits will be reflected equally on both sides of the border and may be implemented throughout the construction and operation phases.</p>
<p>Is anticipated traffic flow in the future part of the initial design for entry and exit to the bridge?</p> <p>Wil there be bottlenecks during high volume periods because of the road design?</p>	<p>Traffic patterns have been closely studied as part of the DRIC study to ensure that the project reflects future traffic needs. The planned Canadian and US Ports of Entry (POEs) are some of the largest in North America to accommodate vehicle processing. WDBA has also worked closely with the Ontario Ministry of Transportation (MTO) and the Michigan Department of Transportation (MDOT) on the implementation of advance traffic management systems (ATMS) to inform drivers in advance of traffic conditions. Traffic flow has also been taken into consideration during the design to ensure bottlenecks are mitigated through the incorporation of shoulders on the bridge and capacity for future reconfiguration on the bridge if needed.</p>

<p>In light of today’s announcement re: the City of Detroit and the State of Michigan, how helpful did you find the feedback of Focus Groups in assisting the direction and priorities WDBA negotiated into the agreement?</p>	<p>The agreements that the City of Detroit reached with council are separate from the community benefits that will result from this project. The City of Detroit has been provided funds for the provision of city-owned property, assets and services. The City of Detroit is determining the specific purposes for which this money will be used and has chosen to reinvest in some community priorities. WDBA is not part of this decision-making process.</p> <p>In terms of Focus Group feedback, the input has been useful in determining the community’s priorities and assisting the Proponents in developing their community benefit plans.</p>
<p>What is the purpose of having a private partner?  Can they sell their share?  Do we need them at all?</p>	<p>A P3 model transfers a major share of the risk associated with the project to the private sector. As well the private sectors’ expertise, efficiencies and innovation are utilized in delivering the project.</p> <p>At no time can the private-sector partner sell their share without WDBA involvement and approval.</p> <p>In 2009 the Gordie Howe International Bridge project was identified to be delivered under the P3 model therefore a private-sector partner is necessary.</p>
<p>I know the “Gordie-Howe” name is fairly sacred, but any chance it could be changed to better reflect the history of the area – specifically the Indigenous history?</p>	<p>In May 2015, Prime Minister Stephen Harper and Michigan Governor, Rick Snyder announced that the Detroit River International Crossing would be named the Gordie Howe International Bridge. There are no plans to adjust the bridge name.</p>
<p>Will the landscaping be done with native trees or plants?</p>	<p>Yes, native species will be incorporated into the landscape design in accordance the consultation input received during the Detroit River International Crossing (DRIC) study.</p>
<p>Regarding submitting projects for the local community, whom do we submit them to and under what parameters (funding)?</p>	<p>Input on local community benefits suggestions should be directed to WDBA at <a href="mailto:info@wdbridge.com">info@wdbridge.com</a>, 519-946-3038, or at 100 Ouellette Avenue, suite 400.</p> <p>The Community Benefits Plan will be delivered and in accordance with the ICARE Framework. It will be Integrated, Collaborative, Accessible, Regional and Enterprising.</p>
<p>How many Windsor skill trades workers will be hired?  How many St. Clair College students and University of Windsor students?</p>	<p>We have heard that local workforce and training strategies are a top priority for communities on both sides of the border. The project will create thousands of jobs during construction and operation of the crossing.</p>

<p>Will local companies be given some sort of priority when bidding?</p> <p>Will this be a union project?</p>	<p>It is anticipated that many local resources will be employed to deliver this project. WDBA hosted business-to-business meetings in Windsor, Ontario and Detroit, Michigan in 2016 to provide opportunities for the region's business community and the Proponents to network and engage in introductory discussions on sourcing and vendor needs.</p> <p>Given the nature of the Windsor/Detroit region, union involvement can be anticipated however it is not currently a project requirement.</p>
<p>What is the deadline for RFP responses?</p> <p>How do you ensure fair competition if no fixed deadline?</p>	<p>The RFP was issued to the three Proponent teams in November 2016. We are currently in the open period and will announce the private-sector partner in 2018 with construction starting shortly after. A fair competition is ensured through engagement of a fairness monitor.</p>
<p>Are any buildings slated to have a green roof?</p>	<p>Consistent with other large infrastructure projects, the Gordie Howe International Bridge project is committed to implementing sustainable practices in a variety of areas. Green roofs are not currently identified as project requirements however may be considered in the plans.</p>
<p>I have heard that there will be bicycle and pedestrian lanes on the bridge. I hope this is true! Will the Bridge Authority work with the City of Windsor to ensure there are good, safe bike lanes connecting the bridge to the centre of Windsor?</p>	<p>A multi-use path for pedestrians and cyclists will be incorporated on the Gordie Howe International Bridge. We continue to work with our partners on both sides of the border on a number of operational considerations such as connections and policies.</p>
<p>Who are the 3 companies that were short-listed in the RFP process?</p>	<p>The three Proponents invited to submit proposals are:</p> <ul style="list-style-type: none"> <li>○ Legacy Link Partners</li> <li>○ Bridging North America</li> <li>○ CanAm Gateway Partners</li> </ul> <p>Additional information on these teams can be found at <a href="http://wdbridge.com">wdbridge.com</a>.</p>
<p>What are the toll amounts?</p> <p>Is there a projected time at which the tolls should pay off the costs of the bridge?</p> <p>Where will the approved GC's be listed?</p> <p>What is the approved projected start/completion?</p> <p>Will Canadian companies be able to bid on work completed on the US side?</p>	<p>The toll rates will be set by WDBA at a competitive rate that will allow us to re-coup the investment by the private and public sectors. It is premature to discuss project costs based on the current status of the procurement process.</p> <p>In most cases, WDBA contract opportunities will be posted to <a href="http://merx.com">merx.com</a>. Once the P3 partner is selected they will undertake their own procurement process for the design, build, operations and maintenance of the project.</p>

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<p>Are the tender companies giving two estimates, one on cable-stayed and one on suspension and then the government selects a company and a bridge style?</p>	<p>As part of the RFP submission, each proponent will provide a design based on their selected bridge type (suspension or cable stay). The submissions will include the fixed elements required by the Economic Impact Statement (US) and the Federal Screening Report (Canada). The bridge structure will be announced following the identification of the preferred proponent.</p>
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