

Speaking Points for Michael Cautillo

WDBA Annual Public Meeting

April 28, 2017

Good Morning/Bonjour

Before I begin, I would like to say thank you all for joining us today at WDBA's Annual Public Meeting for the 2015-2016 fiscal year. Thank you also to our Chair for the kind words to start this meeting.

Since our inaugural Public Meeting in February 2016, WDBA and its partners have progressed and made many advancements on the Gordie Howe International Bridge project. The theme of this year's annual report is "Moving Forward" and as you will see in this video, Windsor-Detroit Bridge Authority has definitely been "moving forward".

WDBA reached several significant milestones during fiscal year 2015-2016 that helped us fulfill our key objective of launching our public-private partnership (P3) procurement process to select a P3 private-sector partner to design, build, finance, operate and maintain the Gordie Howe International Bridge and also helped us fulfill our strategic priorities of property acquisition, acceleration of Early Works in Windsor, and utility relocation in Windsor and Detroit.

In April, 2015, the International Authority approved Michigan Department of Transportation's (MDOT) plan to begin property acquisition in Michigan.

Michigan through the Michigan Department of Transportation is responsible for all US Property Acquisition for the project with funds provided by Windsor-Detroit Bridge Authority.

In fiscal year 2015-2016, WDBA provided more than US \$22 million in funding for the acquisition of 351 properties, demolition, survey work, preliminary site investigations, utility relocation and other project-related activities in Michigan

Significant work has been done and work is continuing to have the US side of the project ready for the eventual private-sector partner.

In May 2015, through a joint Canada-Michigan announcement, the new bridge was officially named the Gordie Howe International Bridge in recognition of the close relationship between Canada and the United States.

In June 2015, WDBA launched a Request for Tender for the construction of a perimeter access road, relocation of utilities and the placement of fill at the Canadian Port of Entry.

The contract, known as Early Works, was awarded in August of 2015 and work began in September of 2015.

Early Works activities during the 2015-2016 fiscal year were significant and include the installation of 4.6 kilometres of wildlife exclusion fencing, 570 kilometers of wick drains to accelerate settlement, approximately one kilometre of storm sewers, 500 metres of joint utility trench and almost one million tonnes – 24 ship loads – of granular material to accelerate the settlement of the underlying soils at the Port of Entry.

If you had the opportunity to attend our walkabout in November of last year, you would have observed the considerable amount of work that has been done, thus far, and the incredible

transformation to the landscape that will be home to the Canadian Port of Entry. We plan on hosting a second walkabout of the Canadian Port of Entry later this spring.

In July 2015, WDBA launched the public-private partnership (P3) procurement process to select a P3 private-sector partner to design, build, finance, operate and maintain the Gordie Howe International Bridge.

The first stage of the two-stage procurement process - the Request for Qualifications (RFQ) - began in July 2015.

Six submissions were received in response to the RFQ when it closed in October 2015.

In January 2016, WDBA named the three Short-listed Respondents who would be invited to participate in the second stage of the procurement process – the Request for Proposals (RFP).

In December 2015, WDBA had the privilege of hosting the Honourable Amarjeet Sohi, Minister of Infrastructure and Communities.

The Minister thanked WDBA for its efforts and recognized the new bridge as a “critical part of the government’s commitment to grow the economy and create opportunities.”

In February 2016, WDBA and Hydro One finalized its agreement to relocate transmission and distribution assets. The Transmission Asset Modification Agreement provided for the relocation of hydro lines that crossed the Canadian Port of Entry and was yet another pivotal step towards the construction of the Gordie Howe International Bridge.

Throughout the year, various activities related to US utilities progressed including AT&T relocations, relocation design with DTE Energy, Electric and Gas, the start of ITC Transmission utilities relocation and the completions of studies for Detroit Water and Sewage Department (DWSD) water and sewer systems completed and the rehabilitation scope of work defined.

I am proud of the work that has been accomplished during the 2015-2016 fiscal year. I would like to thank the WDBA Executive Team for their leadership:

- Heather Grondin - Vice President of Communications and Stakeholder Relations
- Linda Hurdle - Chief Financial Administrative Officer
- Leslie Martin - Executive Vice President of Engineering and Operations; and
- Marta Leardi-Anderson - Vice President P3 Procurement

And of course, a thank you to our dedicated staff for their many hours of work and dedication to this project that will literally change the landscape of both Windsor-Essex County and Detroit.

I would also like to recognize our close collaboration with the Michigan Department of Transportation, the Office of the Governor of Michigan and the US Federal Highway Administration and our Government of Canada partners – particularly Infrastructure Canada.

WDBA is eager to continue moving forward to the next steps in the construction of the Gordie Howe International Bridge project, the largest border infrastructure project along the Canada-US border.

Thank you.