

**Windsor-Detroit Bridge Authority (WDBA)
2015 Annual Public Meeting
Summary**

Thursday, February 11, 2016
2:00 – 3:15 p.m.
Mackenzie Hall Cultural Centre
3277 Sandwich Street West
Windsor, Ontario

Introduction

As a Canadian Crown corporation, the Windsor-Detroit Bridge Authority (WDBA) is responsible to the public. The organization's Annual Public Meeting (APM) is an opportunity for WDBA to share information on its operations and activities, and to solicit feedback from the public.

On February 11, 2016, at 2:00 p.m., WDBA held its first APM at Mackenzie Hall Cultural Centre in Windsor, Ontario. This APM focused on WDBA's first year of operations – 2014-2015.

Public Notification

WDBA recognizes the interest that stakeholders on both sides of the border have in the Gordie Howe International Bridge project and is committed to keeping its stakeholders and the public informed. WDBA employed a number of tactics to ensure that the notice of the APM was made widely available.

On February 4, 2016, WDBA issued a news release announcing the date, location and webcast details of the APM to over 62 local and regional media outlets. A total of six media outlets publicized the meeting, including one U.S.-based newspaper. In addition, WDBA sent an email to approximately 500 addresses on its email list and used social media, including Twitter, Facebook, and LinkedIn to further encourage public attendance.

Members of the public were asked to confirm their attendance in advance resulting in a total of 76 individuals being pre-registered. The public was also invited to submit questions in advance of the APM should they be unable to attend in person. One question was received in advance of the APM.

Attendance

Approximately 100 people, including 11 members of the media, attended the APM. The proceedings were also webcast for those who were not able to attend in person. 49 IP addresses from Ontario, Quebec and 11 states connected to the APM webcast. An additional 16 unidentified IP addresses also connected to the webcast.

The WDBA Executive Team and Board of Directors attended the meeting and were available to meet with members of the public.

Proceedings

The APM opened with remarks by Dwight Duncan, Interim Chairperson of the WDBA Board of Directors. Following Mr. Duncan's remarks, WDBA President and CEO, Michael Cautillo, delivered a presentation on the organization's activities during its first year of operation. He also spoke about the Gordie Howe International Bridge project's next steps.

A handout containing an overview of the Gordie Howe International Bridge project, the Public-Private Partnership procurement process, current activities, public engagement and consultation, and information on the WDBA Board of Directors was distributed to all who attended the meeting.

While this APM focused on WDBA's first year of operations – 2014-2015, the financial statements for that fiscal year continue to be audited and were not available for the APM. The financial statements will be released later in 2016 and the public will be advised of their availability. The audited statements will be posted to the WDBA website at that time.

All material presented at the APM including the handout, Interim Chairperson's speech, the speech and presentation by the President/CEO and a video of the APM proceedings, were posted to the WDBA website following the APM.

Discussion – Questions and Answers

An important part of the APM was to solicit feedback and questions from the public. WDBA took questions from the public both in advance of the meeting and at the meeting itself.

A total of 17 questions were answered on topics including: bikes on the bridge, protection of environmentally significant areas, community impacts, bridge design and aesthetics. All questions received by WDBA were answered during the session.

A summary of the Question and Answer period is included in this document. Please note that the summary is not a verbatim transcript and that some of the questions and answers have been edited for ease in reading. An unedited recording of the APM proceedings, including the Question and Answer period, may be viewed at <https://www.wdbridge.com/en/annual-public-meeting-february-11-2016-video>. To view all materials from the APM, please visit www.wdbridge.com/en/2016-annual-public-meeting.

Media coverage

The APM attracted significant local and regional media coverage. The Interim Chairperson and President/CEO also participated in a media scrum and individual interviews following the Question and Answer session which resulted in a total of eight unique media stories and 17 tweets published/broadcast.

**Windsor-Detroit Bridge Authority (WDBA)
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Question and Answer Session**

Question	Answer
<p>What is the position of the WDBA on preserving Ojibway Shores on the Detroit River as permanent green space as partial compensation for the environmental sacrifices needed to construct the Rt. Hon. Herb Gray Parkway, the bridge plaza and the operation of the bridge itself?</p> <p>Can Ojibway Shores be turned over publically as compensation for the project impacts?</p>	<p>WDBA takes the environment very seriously. On our Canadian Port of Entry we have undertaken a number of studies to look at both plant and animal species-at-risk. To date we have relocated more than 10,000 species-at-risk plants. We continue to work with our stakeholders and partners. We recognize the unique aspect of the area.</p> <p>We have gone through a complete Environmental Assessment. I can assure you that the WDBA Board takes environmental considerations very seriously. Included as part of the Request for Proposals will be mitigation of any environmental impacts. The Crossing Agreement also includes undertakings with respect to community benefit, so there are a number of safeguards in place.</p> <p>The Gordie Howe international Bridge project is different than the Parkway project. Our hope is that there will be a dramatic improvement to the environment. We will have the opportunity to work with the community to ensure we get the maximum benefit for this project which goes back to the Detroit River International Crossing (DRIC) study commitments. There will be more opportunity for this type of discussion going forward on both sides of the border through the Request for Proposal process as well as through the ongoing work of the WDBA and Government of Canada.</p> <p>We are addressing fish habitat rehabilitation and are dealing with stormwater management and the Broadway Drain through the RFQ and RFP process. We are also addressing the types of plantings that will be used around the plaza areas.</p> <p>Environmental measures are being addressed on both sides of the border.</p>
<p>When will the Request for Proposals (RFP) be released?</p>	<p>We are continuing to work on the Request for Proposals and will release it as soon as possible.</p>
<p>With construction beginning in 2017, when can communities and local businesses anticipate public information meetings about construction and post construction traffic patterns and other plans to</p>	<p>We take the impacts that this project will have on the region during the construction and operation stage very seriously. We are already in discussions with local and regional communities. The RFP will ask the private-sector proponent to detail how it will minimize the impact of construction traffic specifically when it travels through parts of the community. We are going</p>

<p>mitigate construction period impacts?</p>	<p>to great lengths to minimize the impact of traffic operations during and following construction. We are meeting with the communities to understand the impact that this traffic could have on the communities.</p> <p>Once the bridge is in operation, we will ensure that our operator is in constant contact with the people and communities adjacent to the Ports of Entry and the bridge to ensure that we do not have detrimental effects.</p>
<p>Once the bridge is open it will provide faster and more reliable cross-border access. Can you comment on what kinds of economic opportunities will be created by this improved access, especially here in the Windsor-Essex region?</p>	<p>This project is going to bring tremendous benefits. This project is not simply a bridge and two Ports of Entry, it is part of a broader transportation network.</p> <p>The construction and operation phases of the project will bring economic benefits including new jobs.</p> <p>The new bridge will improve travel times and border security and will provide border crossing redundancy.</p> <p>Governments all agree on the significance of this project to economies on both sides of the border.</p> <p>We have to ensure as communities that we seize this opportunity. The largest employers on both sides of the border have been the strongest advocates for this project as they see the job and investment opportunities. This project has enormous importance to a more productive economy which means more jobs and more opportunity at a local, provincial/state and national level.</p>
<p>The bridge will be a part of the Windsor and Detroit communities for a long time. If our other bridge is used as an example then at least a 100 year life would be reasonable. Given that this bridge will be a fixture of our communities for generations, what public input will be sought in term of visual elements, incorporation of local history and other modes besides motorized vehicles such as bikes?</p> <p>How will this be translated into a requirement for the bridge?</p>	<p>We are designing the bridge to have a 125 year life span. We recognize that the aesthetics of this project are important to the community and have included as part of the RFP, an extensive aesthetics guideline so that the bidders can come back to us to present their ideas. We are taking aesthetics very seriously as this project is an integral part of the communities.</p> <p>The possibility of bike lanes is being included in the RFP so the bidders will be able to provide recommendations. However, a lot of the decisions associated with putting bike lanes on the bridge will rest with the government on both sides of the border which have the responsibility for customs and security. As well, we will need to examine how bike lanes, if they are to be included, connect to existing and future pathways.</p>
<p>What is the sequence of construction on the US side?</p>	<p>We do have a staging plan as to what we see the eventual constructor can build. We're trying to tie that into the</p>

	<p>construction of I-75 so that we minimize the traffic impact to the community and the traveling public. The timelines and sequence will depend on what the concessionaire comes forward with. As with the nature of the project, you will see work begin on the bridge with an estimated completion timeframe of 48-52 months.</p> <p>Other activities will be occurring at the same time. It will be up to the concessionaire to determine the overall schedule and it will be up to the WDBA to ensure that this information is communicated appropriately.</p> <p>There will be incentives and penalties for the concessionaire to ensure that disruptions caused by construction are kept to a minimum.</p>
<p>From a maritime security perspective will the two facilities on the US side (one a stone dock, the other a concrete silo) continue to operate once the new bridge is built?</p> <p>I ask this because on the Canadian side I have been advised that no ships would be able to dock and unload at, near, or under the bridge.</p>	<p>The bridge piers on the Canadian side will be on the existing site of an aggregates trans-shipment facility. On the US side the main pier lands will be on the Lafarge property. There will be some minor adjustments to the operations of that facility. On the Canadian side, the bridge piers will take all of the property of the aggregate facility, and will no longer be in operation. We have been working with the affected individuals to help minimize the impact the project has both to them and their employees. Transport Canada is responsible for property acquisition on the Canadian side required for the footprint of the project.</p>
<p>What plan is in place to prevent trucks from continuing through Huron Church Road to the existing crossing? Will there be environmental fines?</p> <p>The largest fueling station on the Great Lakes is located in Sandwich along with the under river pipeline. What environmental disaster protocols are in place to prevent a national environmental down river disaster should these two sites fail?</p> <p>Additional Comments (from same questioner) included:</p> <p>Closure of Matchette Road to LaSalle to become a dedicated cycle commuter corridor between downtown Windsor through LaSalle</p>	<p>Issues such as the closing of municipal roads are outside of our jurisdiction. This is the perfect opportunity for us to take a look at how a holistic approach can be taken to address some environmental concerns. Many trucks will use the new Gordie Howe International Bridge and as such, many trucks will discontinue using Huron Church Road.</p> <p>We are asking the Short-listed Respondents to be creative and ensure that technological advancements are utilized in the construction and operation of the bridge.</p> <p>In terms of First Nations and aboriginal peoples we have consulted with them extensively. Through the Request for Qualifications we ensured that respondents had significant experience in deal dealing and working with these groups.</p> <p>In terms of national defence we have very much looked at the area around the project from a security and threat perspective and are ensuring that we take appropriate measures. We are engaging various first responders in this project and ensuring they are informed.</p>

<p>with access to the Rt. Hon. Herb Gray Parkway and eventual link through Essex County.</p> <p>Formation of an “Ojibway Urban National Environmental Refuge” by protecting Ojibway shores and link to all green spaces to create this.</p> <p>Honour First Nations, plant healing plans. Have Homeless rehab working in greenhouses as a replacement for lands acquired for the bridge.</p> <p>Put in place charging station for e-cars.</p> <p>Massive tree planting to offset fossil fuel emissions.</p> <p>Construct bridge foundations to accommodate peregrine falcons.</p> <p>Link all green area to river and protect the animal, endangered and threatened prairie lands flora and fauna.</p>	<p>The protocols to deal with these types of potential environmental disasters from other facilities located down river from our project very much are the responsibility of these respective facilities so, we do not have knowledge that these are in place. But what we need to remember about our project is that the piers for our bridge are not being placed in the water but, they will be on land.</p>
<p>What is WDBA’s plan to ensure it is not the reason for the destruction of a historic poor neighbourhood in Detroit?</p>	<p>We will be conducting meetings with the public in the US. As well, there are ongoing discussions between our two governments. WDBA is governed by the Crossing Agreement which was agreed to by parties on both sides of the border. We are extremely anxious to work with US stakeholders and to hear the concerns of the community.</p> <p>Through the community benefit agreement, we will ensure that there is an overall positive impact on the citizens of Delray and the economy of that particular segment of southeast Michigan and also to ensure maximum benefit on both sides of the border.</p> <p>It is important to note that the Short-listed Respondents have both Canadian and US organizations.</p> <p>We are committed to working with the community and are interested in learning and having a better understanding.</p>

	<p>The Board of Directors will be touring the US side of the border so that we can have a very clear understanding of what we are looking at in terms of the communities adjacent to this project and the rich history these communities have.</p>
<p>At the first meeting of WDBA, I discussed with WDBA staff that drawings and site plans indicated that the Canadian plaza site is land-locked and may reduce or restrict any required expansion. Do you see this as a possible problem and how would you deal with such a problem?</p>	<p>The Canadian Port of Entry is 132 acres and is going to be one of the largest border crossings in the country. From a customs facility and function, I think we have more than enough room.</p> <p>We are somewhat restricted to the river side and to the north side so we have some natural constraint but we have a very efficient traffic pattern within the Port of Entry itself to deal both with known and future needs.</p>
<p>To what extent is there flexibility in the design in closing down existing overpasses in Detroit? Was this included in the RFP?</p>	<p>There are number of pedestrian bridges that cross over I-75 and the project looks to replace a number of these with new structures.</p>
<p>To what extent will the Canadian government support and help create buffers between the project and surrounding community outside of the project footprint in the US?</p>	<p>We are looking at sound walls, berming, landscaping and green areas on both sides of the border to minimize the impact of living beside a Port of Entry. The private-sector partner will have to implement several mandatory measures and they will be encouraged to look beyond those mandatory measures and to be creative in working with the communities.</p>
<p>Will there be significant opportunities for public art open competitions?</p>	<p>We have looked at public art and this will be part of our aesthetic guide that we are proposing to our concessionaire.</p>
<p>Will there be public access under land portions of the bridge to allow for a Great Lake trail?</p>	<p>Public access raises some security concerns.</p>
<p>Will there be a walkway for pedestrians on the bridge?</p>	<p>The possibility of bike lanes is being included in the RFP so the bidders will be able to provide recommendations. However, a lot of the decisions associated with putting bike lanes on the bridge will rest with the government on both sides of the border which have the responsibility for customs and security.</p> <p>As well, we will need to examine how bike lanes, if they are to be included connect to existing and future pathways.</p>