

Windsor-Detroit Bridge Authority

2018-2019 Annual Public Meeting

Summary

February 27, 2020

Prepared by: Communications and Stakeholder Relations
Windsor-Detroit Bridge Authority (WDBA)
400 - 100 Ouellette Avenue
Windsor, ON N9A 6T3

Introduction

As a Canadian Crown corporation, 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. The 2018-2019 APM was held at the Capitol Theatre in Windsor, Ontario on Thursday, February 27, 2020, at 10:30 a.m. For those not able to attend in person, the meeting was also streamed via Facebook Live.

Public Notification

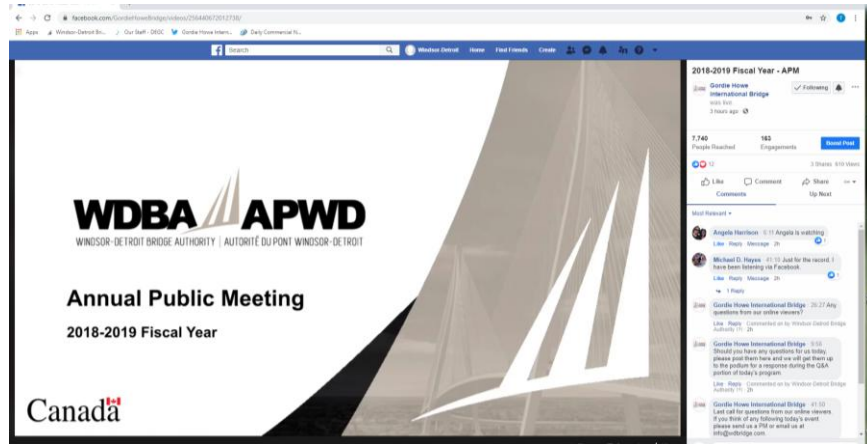
WDBA employed a number of tactics to ensure that the notice of the APM was made widely available and to encourage participation including the following:

- Public notices were placed in two regional news publications including the Windsor Star, and Le Rempart (French publication)
- Notification was posted on WDBA's website homepage and on the meetings page
- A media advisory was sent to local and regional media outlets
- An email blast was sent to over 1800 addresses on the WDBA email distribution list
- Multiple messages were posted through WDBA's social media including Twitter, Facebook, and LinkedIn
- Invitations were sent to key stakeholders and elected officials.

The APM notice publicized the time, date and location of the APM and also invited the public to submit any questions in advance of the meetings.

Attendance

36 people and six members of the media attended. The Facebook live stream had a total of 36 viewers at peak.



Proceedings

The APM opened with remarks by Dwight Duncan, Chair of the Board of Directors, followed by remarks from Bryce Phillips, Chief Executive Officer, and the presentation of the audited financial statements by Mike St. Amant, Chief Financial and Administrative Officer. A video highlighted the project's progress was also screened.

Discussion – Questions and Answers

An important part of the APM was to solicit feedback and questions from the public. WDBA accepted questions both in advance of the meeting and at the meeting itself. A total of nine questions were answered on topics including: community benefits, public art, project schedule, environment and Sandwich Street improvements. A summary of the question and answer period can be found below. Please note that the summary is not a verbatim transcript.

To view all materials from the APM, and to view the unedited recording of the APM proceedings, including the Question and Answer period, please visit www.gordiehoweinternationalbridge.com/en/annual-public-meeting-february-27-2020.

Question	Answer
<p>Has planning begun for a legacy fund?</p>	<p>The initiatives under the Community Benefits Plan are being implemented during the design/build period. This comprehensive plan was developed following extensive consultation with community organizations on both sides of the border. The Community Organization Investment Fund which was announced last year, is a direct result of listening to the communities which will host the new bridge. Local community groups spoke of the need for programming and services in Sandwich and in southwest Detroit, specifically Delray, to be fair and equitable. The granting program under this fund was established to allow those who are best suited to offer these services, an opportunity to access funding.</p> <p>The Gordie Howe International Bridge project is itself a legacy. The operations of the bridge will have considerable positive impact for the host communities and beyond, including the creation of full-time jobs. We will continue to look at ways in which the Gordie Howe International Bridge will create opportunities for the region.</p>
<p>What is the status of the public art competition and when will the public be informed?</p>	<p>There are three art commissions/installations planned for the Canadian Port of Entry and bridge. A call-out for artists took place over the past year and several submissions were received. We are currently working with Bridging North America to review the timeline for artist selection and coinciding that work with the timeline for design and construction of these components. Once completed, we will undertake public consultation related to the public art commissions.</p>
<p>Are we still on schedule for completion of the project?</p>	<p>We remain on track to open the bridge to the public at the end of 2024.</p>
<p>Has any consideration for alternative energy initiatives been considered for each port of entry?</p>	<p>Both the Canadian and US Ports of Entry as well as the bridge itself include several energy initiatives including the use of LED lighting and energy efficient glass and designing the Port of Entry buildings to take advantage of natural light to reduce energy needs. Each Port of Entry will also have its own dedicated mechanical plant for its heating, ventilation and air-conditioning needs providing building comfort more efficiently than separate systems for</p>

	each building.
Will cogeneration potential align for distant energy application?	The cogeneration plants will provide heat and power to the Gordie Howe International Bridge facilities only. It is not anticipated to extend beyond the project's footprint.
Why does the Local Community Group that was recently appointed not have public meetings and a publicly available agenda?	Committee meetings are restricted to the Local Community Group members as they may be viewing sensitive or confidential information from some of the third-party Community Benefit delivery partners. Outcomes of the meetings will be incorporated into our quarterly public reporting documents and public meetings related to community benefits.
The project has committed \$10 million for Sandwich Street improvements. Is this sufficient funding to incorporate bike lanes and green infrastructure? Will there be an opportunity for the public to provide input?	<p>We feel that this budget is sufficient to complete the scope of work that we are looking to undertake for the Sandwich Street improvements. We are continuing to work closely with Bridging North America and the City of Windsor as we work towards the design and construction of this aspect of the project.</p> <p>We will provide opportunities for the public to provide feedback as details become available.</p>
The project has committed \$1.5 million for the Ojibway eco-passage in partnership with the City of Windsor. Is this sufficient funding?	This dollar figure was established in consultation with the City of Windsor. The City understands that this environmental feature will exceed this amount granted by the Gordie Howe International Bridge project however, the \$1.5 million committed to this initiative will allow the City to begin planning for this project and may provide a basis for additional funding (example, matching funds grants).
Is there an opportunity for WDBA to provide additional funds for the Ojibway eco-passage, perhaps even going 50/50 with the City on this initiative?	<p>The \$1.5 million for this initiative was arrived at in consultation with the City of Windsor.</p> <p>Funds allocated under the Community Benefits Plan have been committed. If in the future any of those funds becomes available, there is a potential to look at new or expanded initiatives.</p>