

**Detroit River International Crossing (DRIC) Project
April 23, 2009 Forum**

**Questions and Answers
Not Covered During the Session**

Q: Success of the P3 bridge requires completion by a date certain of the access road on the Canadian side of the border and the I-75 interchange in the U.S. What guarantees are expected from governing authority these will be completed?

R: The Detroit River International Crossing (DRIC) Project requires coordination among the U.S. and Canadian partners, as was the case on the Blue Water Bridge. The track record of the members of the Border Transportation Partnership on this and other projects is the “guarantee” that once construction is started the project will be completed. It is also our intention to have a series of cross-guarantee Memorandums of Understanding between the parties to provide a level of confidence to the private sector that all components are delivered on time.

Q: What are the economic benefits of the project to the respective communities?

R: In Michigan, job creation associated with investment in the new border crossing infrastructure would include 10,000 construction jobs and more than 30,000 indirect jobs as the “ripple wave” of construction. The new bridge, when completed, will help retain 25,000 jobs in Michigan that would be lost without more border crossing capacity. Following construction, the project will help draw about 2,500 permanent jobs into southeast Michigan from outside the state, mostly to Wayne, Oakland and Monroe counties. The DRIC project has a commitment in the U.S. for training those who wish to qualify for construction jobs, including coursework in “English as a Second Language”. This will help address applications and other requirements to qualify for employment.

Q: Will there be relocation assistance for current property owners to be affected by the border crossing?

R: Yes, consistent with U.S. and Michigan regulations.

Q: Will the City of Detroit benefit from a percentage of the bridge tolls?

R: As with other border crossings in Michigan, toll revenues will only be used to pay for the construction, maintenance, and operation of the project, consistent with the fiduciary responsibility of Michigan and the other DRIC partners.

Q: Will the bridge and the Canadian access road each be tolled?

R: Only the bridge will be tolled.

Q: How is real estate acquisition to be paid for?

R: It will be a combination of funds from the state, the Federal Highway Administration, and the U.S. General Services Administration (GSA). The Michigan Department of Transportation (MDOT) will purchase property directly from the owner, including the City of Detroit and private interests.

Q: Does it make sense to fragment the design the way MDOT is proposing?

R: One of the main objectives of the DRIC project is to create jobs. The work has been allocated to produce a cohesive design while achieving the goal of generating jobs.

Q: Are there any design opportunities for vertical facilities (buildings) on the plaza?

R: Construction of buildings on the plaza for that portion to be occupied by Customs and Border Protection will be under the jurisdiction of the GSA. Other buildings outside that area, such as duty-free shops and Michigan State Police facilities, will be the responsibility of MDOT. It is expected that such buildings will be designed by third-parties under contract with GSA or MDOT.

Q: Will the Request for Proposals (RFP) for a public-private partnership include geotechnical baseline data that the proposing concessionaires can use in preparing their bids?

R: Yes. Extensive geotechnical information is already available and can be found on the project Web site at <http://www.partnershipborderstudy.com/reports.asp>.

Q: Who will be responsible for remediation of lands in the U.S.?

R: The Michigan Department of Transportation will be acquiring properties in the U.S. required for the project. MDOT will be responsible for remediation, i.e. ensuring that any needed improvements are completed and following the law in what we need to do to use the property properly. It is expected that this remediation will be done by third-parties under contract with MDOT.

Q: Will there be an RFP specifically for environmental site assessment and/or site remediation work?

R: It's likely that the completion of the environmental assessments and subsequent remediation will be done by third-parties under contract with MDOT.

Q: Where can I get more information about structure studies?

R: This information is available on the project Web site at http://www.partnershipborderstudy.com/reports_us.asp.

Q: Will initiatives be used to encourage development/redevelopment of industrial sites surrounding the bridge entrance on both sides of the border?

R: Planning for land uses around the new bridge is the purview of the City of Detroit. Land use plans on the Michigan side of the border include industrial/logistics development on the upriver (east) side of the plaza, and residential on the downriver (west) side. Additionally, there are many opportunities in the broader area away from the footprint of the project, including brownfield sites, where industrial/logistics development could occur in support of the border crossing project. Such development will be accomplished by the private sector.