

Request for Proposal of Interest

For the development of the Detroit River International Crossing Project under one or more Public-Private Partnerships

Questions & Answers / March 9, 2010

- 1) Has a specific Public Private Partnership (P3) been created or envisioned for the project? Are any existing P3 structures that have been developed and successfully implemented acceptable under Michigan or Canadian law?

Answer: The Michigan Department of Transportation and Transport Canada are working together to advance a P3 procurement that will serve the interests of each governments' constituents and will allow for a successful implementation; however no final decision has been made yet. One of the purposes of this RFPOI is to solicit feedback from the private sector on such structures.

While P3 legislation currently exists under Canadian law, authorizing legislation for the DRIC project is pending in Michigan.

- 2) Will the construction of the new international bridge be managed and administered solely by the "Joint Governing Entity", is there any information related to the structure, responsibilities and jurisdiction of this entity available for review?

Answer: The governance structure for the project is still under consideration. As mentioned in the RFPOI the envisaged structure would most probably include a kind of partnership between the Michigan Department of Transportation and Transport Canada while there would be defined roles for other stakeholders such as FHWA, MTO, GSA, CBSA, etc. A clear structure will be communicated publicly prior to the solicitation of formal proposals.

- 3) With respect to specific design standards and criteria, has a specific design standard been accepted by both parties?

Answer: The Michigan Department of Transportation and Transport Canada are working together in considering a common set of design standards for the project. Further details will be communicated publicly prior to the solicitation of formal proposals.

- 4) With respect to project oversight, will there be specific requirements from both Michigan and Canadian authorities?

Answer: It is expected that there will be an oversight role for both the Michigan and Canadian authorities; however, as mentioned above, the governance structure for the project is still under development. A clear set of guidelines will be communicated publicly prior to the solicitation of formal proposals.

- 5) What is the status of the P3 law changes in Michigan?

Answer: Currently the draft legislation (HB4961) is in the House Transportation Committee, with hearings expected in April 2010.

- 6) What is the expected timing of P3 law changes in Michigan?

Answer: It is anticipated that we will receive legislative authority for P3s in 2010.

- 7) With respect to toll making capability, will a Joint Tolling authority be created? Are there differing guidelines between Michigan and Canada? Will this be an area addressed by the “Joint Governing Entity Agreement” or as a separate entity? How would a joint tolling authority be related to the joint governing entity?

Answer: The governance structure for the project is still under consideration; however, a clear set of guidelines will be communicated publicly prior to the solicitation of formal proposals.

- 8) Are there specific Canadian project financing programs that may be applied to the project?

Answer: Transport Canada is not considering any specific financing programs at this time.

- 9) With respect to project performance security, has a minimum standard been developed with respect to the percentage of security required by Michigan and Canada?

Answer: Such type of information will be communicated publicly through the solicitation of formal proposals; however any feedback at this time from Respondents is welcome.

- 10) Can you provide information as to which entity (Michigan DOT, Canadian government, both) would support with its credit any revenue shortfalls in the case of an availability payment scheme?

The Michigan Department of Transportation and Transport Canada haven't yet determined the business model that would be used in a potential procurement. Such an issue would be addressed, as necessary, in the governance agreement, following a payment structure that would minimize such risks.