

**Windsor-Detroit Bridge Authority (WDBA)
2015-2016 Annual Public Meeting (APM)
Summary**

Friday, April 28, 2017 11:00 a.m. – 1:00 p.m. Mackenzie Hall Cultural Centre 3277 Sandwich Street West Windsor, Ontario	Friday, April 28, 2017 2:00 p.m. – 4:30 p.m. Michigan Outdoor Adventure Center 1801 Atwater Street Detroit, Michigan
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Introduction

As a Canadian Crown corporation, WDBA is responsible to the public. The organization’s APM is an opportunity for WDBA to share information on its operations and activities and to solicit feedback from the public.

In recognition of the interest that stakeholders on both sides of the border have in the Gordie Howe International Bridge project, the 2015-2016 APM was held in Windsor and Detroit. The Windsor meeting was also webcast to provide an opportunity for those members of the public who were unable to attend the meetings in person, to be informed of WDBA’s activities over the fiscal year.

Public Notification

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

- Ads were placed in four regional news publications including the Windsor Star, the Detroit Free Press, Le Rempart (French publication) and the Latino Press (Spanish publication).
- A media advisory was sent to 71 local and regional media outlets
- An email blast was sent approximately 825 addresses on the WDBA email list
- Multiple messages were posted through WDBA’s social media including Twitter, Facebook, and LinkedIn posts.

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

Attendance

97 people attended the APM in Windsor and 69 attended the APM in Detroit. 51 addresses logged in to watch the Windsor APM on webcast.

Proceedings

The APM opened with remarks by Dwight Duncan, Chair of the Board of Directors followed by a presentation by Michael Cautillo, President and CEO and the presentation of the audited financial statement by Linda Hurdle, Chief Financial Administrative Officer. Mr. Cautillo’s presentation included a video of the activities accomplished during the fiscal year.

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.

In Windsor, a total of 13 questions were answered on topics including: bikes on the bridge, job creation and opportunities, community impacts, bridge design and aesthetics. In Detroit, a total of 22 questions were answered on topics including: community benefits, property acquisition and environmental concerns.

A summary of the question and answer period is included in this document. 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 <https://www.wdbridge.com/en/annual-public-meeting-april-28-2017>.

Question and Answer Session (Windsor)

Question	Answer
<p>Can WDBA play a role in providing a connection between the Gordie Howe International Bridge and the Rt. Hon. Herb Gray Parkway trail?</p> <p>Is there an opportunity for water access to the customs at the Canadian Port of Entry (CDN POE) for paddlers, canoers etc.?</p>	<p>Michael Cautillo: A multi-use path has been announced to allow pedestrians and cyclists to use the new bridge. The decision to include a multi-use path is a result of our work with Canada Border Services Agency and US Customs and Border Protection. We're looking forward to seeing how our stakeholders and our partners can work to integrate the multi-use path into other existing infrastructure and bike lanes. We see a tremendous potential that can come out of that. As shown in the video, we're building a perimeter access road which basically circles the Canadian Port of Entry. If you joined us on our walkabout you would have seen the construction there. The public will be allowed to use this roadway along with the sidewalk.. The opportunities are there to make strong connections with other bike paths. We have rebuilt the Broadway Drain so there is access from the Broadway Drain from the perimeter access road or the Canadian Port of Entry.</p>
<p>What is the timetable for work to begin?</p>	<p>Michael Cautillo: For those that were on the site you will see that there is a lot of work already done. But if the question is related to when the actual construction for the bridge is going to start, we are currently in a procurement process, the Request for Proposals. We're hoping to get submissions back towards the end of the year. We will take a number of months to evaluate those and we will hope to have a private partner signed up in May or June of next year and very much hope to have construction to start thereafter.</p>
<p>What will happen to WDBA once the bridge is in operation and do you anticipate additional jobs to be created?</p>	<p>Michael Cautillo: WDBA is a Crown corporation to undertake the procurement process to select a private sector partner and oversee the operations of the new crossing in perpetuity. WDBA will be around a long time. There are opportunities at WDBA both now and in the future to oversee the private sector which is going to operate the Canadian plaza. For example: custodial functions, maintaining the buildings, maintaining the ground and collecting the tolls. We will set the tolls and the private sector will collect them on our behalf. They will</p>

	operate not only the Canadian Port of Entry, but the US Port of Entry and the bridge.
Will the new bridge accommodate reverse inspections and reverse customs?	There's opportunities for that, but right now, it is expected that individuals and vehicles will be inspected when they enter the country.
When will land be acquired in the US and when will construction begin in the US?	Michael Cautillo: Construction will start on the project as a whole at the same time. Once we select the private-partner in the May-June timeframe next year, we anticipate construction will start. Given the magnitude of the project, I anticipate construction will start on all activities at the same time. Land acquisition is moving well. Approximately 60% of US lands have been acquired and we don't foresee any issues moving forward. All property has been acquired on the Canadian side.
Will some of the costs of the project be part of the NAFTA renegotiations?	Dwight Duncan: No. When the Prime Minister and President met in February they issued a joint communique, that's a key document, and the only project mentioned in that document was the Gordie Howe International Bridge. The language as I recall said that both governments are committed to completing the project in an expeditious fashion. Our American partners are working very actively with us at the federal level, state level and city level. There is a municipal election in Detroit this year and there is a gubernatorial election next year in Michigan. Governor Snyder is term limited which means we will have a new Governor of Michigan in November 2018. I'd like to remind people that there is close to \$2 billion in the ground on this border crossing already. When you count the Herb Gray Parkway that was built to service this new bridge. When you count the Early Works projects including removing the level crossings at Howard Ave and Walker Road and the rebuilding of the tunnel plaza. That was all part of the bigger border plan that was signed off by the Government of Canada, the Government of the United States, the State of Michigan and the Province of Ontario. This project is well underway. The first formal process on this project began in 2001. This is by definition a long process that is very complex. What makes it really interesting is an international boundary. We have to respect the laws and needs of two countries. We've had three Presidents of the United States

	<p>and four Prime Ministers of Canada, countless Governors, countless Premiers of all political stripes and I might add and this project still continues on. I hope you get a chance to get out and see the site this spring because it's really coming along and something to see.</p>
<p>At the CDN POE will the stormwater management ponds be located outside of the perimeter fence surrounding the customs plazas?</p>	<p>Michael Cautillo: Some of them will. There are three ponds. Two are within the perimeter fence and one will not.</p>
<p>Will there be an open call for public art opportunities as part of this project?</p>	<p>Heather Grondin: Public art is an important component of this project and was committed to under the Detroit River International Crossing Environmental Assessment that is part of our procurement process so we are limited in terms the information we can share, but we can share there will be public art and there will be opportunities for the community to comment on.</p>
<p>Will there be public consultation on architecture and on landscape?</p>	<p>Heather Grondin: There will be opportunities for community engagement on the look and feel of the project and the landscaping. The look and feel of the project and the landscaping is a continuation of the work that was done during the Detroit River International Crossing study and the themes and the input that was provided all those years ago are being reflected in the procurement documents now. Post financial close, there will be opportunities for the community to see how those ideas and thoughts from the study phase have been reflected in the current design.</p> <p>Mike Cautillo: Once we go into operations, this isn't just about constructing and walking away. This is about constructing and having the project and operations fit in as good neighbours with others. There will be opportunities for the communities to continue to be involved in the operations and interacting with us and our new concessionaire who is going to operate this for us.</p>
<p>Is it within the mandate of WDBA is to alleviate in the interim the truck traffic on Huron Line?</p>	<p>Michael Cautillo: Our mandate is to run a procurement process and construct a new crossing. In the process in the construction of the new crossing we are going to see how our crossing and project fits into the overall transportation system of the area. As the chair mentioned earlier, \$2 billion has been invested in the area that connect into our project. An integral part of that is the Rt. Hon. Herb Gray</p>

	<p>Parkway which is going to lead the traffic to our new crossing. In doing that I'm confident that some traffic that is currently on Huron Church will in fact come off of Huron Church and use the new crossing. Some of the advantages that we see as to why people will do that is trip time savings and more importantly, trip time repeatability. So that the truckers and others know that on a good day, it's a quick crossing and on a bad day it's a quick crossing with a little bit more time. So we do see alleviating some of the traffic on Huron Church and in other areas.</p>
<p>Why is the opening of Broadway being delayed for so long? Broadway has been closed for almost two years and is to remain closed for another 5-7. As construction over Ojibway is to join the Parkway, Broadway can help ease some traffic interruption.</p>	<p>Mike Cautillo: Broadway was closed as we are reconstructing it. We are also going to have a fair bit of activity in and around the Broadway and Ojibway area simply because the Ministry of Transportation is going to be constructing Bridge B1. Bridge B1 is the bridge that is going to take traffic from the Herb Gray Parkway into our Canadian plaza. There is going to be a fair amount of work going on there as well as relocation of some high voltage lines from overhead to underground so there will be an ongoing need to have construction in that area so that may be one of the reasons that has not yet reopened.</p>
<p>In regard to economic development in our region, what partners are WDBA working with to encourage logistics and trade related jobs in the region?</p>	<p>Dwight Duncan: We've engaged the Cross Border Institute to help us with that. That was a \$1 million dollar investment. We have ongoing meetings and discussions with folks that might have an interest in developing projects around this. Whether it's large investors in transportation related industries and so on. The Development Commission of the City of Windsor have been really working hard to make sure that we optimize this project. I believe that bike lanes are a huge tourism opportunity. I met with the Mayor of Detroit last week. They are laying out their plans. I think there was some media attention around this and how they are going to run bike lanes up to the new border crossing so that we will connect both sides of the border. I think there is a huge tourism opportunity there. In terms of logistics, if you look at the cities of Brampton and Mississauga, a lot of folks work in logistics. There is a lot of opportunity for freight consolidation that should be able to happen down here as well. There is activity I know by</p>

	<p>private investors on both sides of the border who are actively looking at this and we will continue to work with the City, Mayor Dilkens and the Economic Development Commission to make sure that as a community and region, we optimize this. The Cross Border Institute will be studying this issue and giving us specific recommendations. Once the work is done, we will make it public and will help form the discussion that we as a community will have as to how we optimize this opportunity. With the size of this project this is an enormous amount of money coming into the region in a relatively short period of time. There will be construction spin-offs initially. St. Clair College and the University are all participating to make sure that we have the skill sets to fill jobs here. The same thing is happening on the Detroit side. I am looking forward to the opportunities that will present themselves to this community as we move forward.</p>
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Question and Answer Session (Detroit)

Question	Answer
<p>Have you picked a contractor to build the bridge? Have you picked a contractor to do the civil works leading up to the building of the bridge? When does work start?</p>	<p>Michael Cautillo: We are currently in the middle of the Request for Proposals, and by the end of the year we will get technical and financial submissions. Around May/June of next year, we will select a contractor, and our contractor will start construction thereafter.</p> <p>On the US side we're doing advance work such as utility relocation, acquisition of property and demolition of structures. We're getting the site ready so that when the contractor comes on board all of those activities will have been undertaken. It's a little bit different than what we are doing on the Canadian side, and the simple reason as to why it's different is that the soil conditions are different on the Canadian side versus the US side. On the Canadian side, they are a little softer and wetter. So we are putting all this additional fill on the site to have the ground consolidated and in the process of removing all of the utilities and we're building a perimeter access road, so that when the private-sector contractor comes on board, both sites will be available and</p>

	construction can start in earnest.
What types of sustainable energy components will be included in the design of the facilities (such as wind, solar, geothermal etc.)?	Michael Cautillo: We have provided an opportunity for our private-sector partner to come back to us with proposals as to how they will make the facilities sustainable. Clearly we see that there are tremendous opportunities given the size of the site for some of those various tactics that you have suggested. Personally I look at this and see that it is a very large site, large buildings, so the aspect of solar power and using the river that is close by. I think that this is an opportunity for the private sector to come forward and propose solutions to us that will minimize the carbon footprint.
When will you be contacting the owners of Berwalt Manor?	Heather Grondin: The work that is going to be done as part of the work for Berwalt Manor and will be done by our private-sector partner that will be post financial close. It is anticipated that this work will begin next summer.
When will land be acquired and when will construction of the US plaza begin?	Michael Cautillo: Land is being acquired, land has been acquired and land will continue to be acquired. When we bring our private-sector partner on board, there is so much work that is going to be going on. I believe they are going to begin work on the entire site, both on the Canadian and US side, and with a focus initially on the bridge itself. The bridge is a very massive structure and it's going to take the longest period of time to construct.
Is there any soil contamination clean up required? If so, how much and how is that handled?	Michael Cautillo: On the Canadian side, the Canadian Port of Entry is basically on an old subdivision but there are also industrial properties there. So clearly you are going to find in that soil the types of things you would find in an ordinary subdivision and some industrial property. I would argue this is similar on the US side. So we are investigating and we're finding what's in the soil and what we can remediate now. Otherwise we will remediate once our P3 contractor is on board.
Could you briefly explain differences between the landscape designs approach on the US and Canadian sides?	Michael Cautillo: We are looking at having the same types of designs – so you are going to see the same types of stormwater management ponds, landscaping treatments and sound walls. I don't see a major difference. Dwight Duncan: I would just like to add to that, although the WDBA is charged with selecting the

	<p>proponent and overseeing this development, the government of Canada is very committed working and ensuring that benefits accrue on both sides of the border. We have had terrific meetings with Mayor Duggan, with Governor Snyder, and your local councilors and state legislators who have been asking a lot of questions. We are very cognizant of respecting laws on both sides of the border, and also making sure that what accrues to one side of the border accrues to the other side of the border. That covers the gamut- everything from what the site will be like to how jobs play out once construction starts. We are very cognizant of that because at the end of the day this bridge will be owned by the State of Michigan and Government of Canada.</p>
<p>How will the mid-river point be commemorated?</p>	<p>Dwight Duncan: You know we're doing bike lanes and the proponents will come forward with proposals and I hope they will be creative. I grew up in Windsor so I don't think the current bridge was well done, and you have the tunnel you have flags on both sides. It will be interesting to see what kind of creativity the proponents bring to that.</p> <p>Michael Cautillo: The other thing that were are building into the bridge itself, the chair has mentioned and some of you were at an announcement we had at the beginning of March, is that we are going to allow bike and pedestrians on the bridge. The bridge itself is going to have three lanes in each direction plus a shoulder on either side and on the up streamside the side looking toward downtown Detroit and Windsor. We are planning to have the bike lane and we are also looking at midway allowing people to take pictures. I'm hoping that there will be an area where people can actually have a look and that will be the area that will have the flags</p> <p>Dwight Duncan: The supports that are going to be on either side of the water are going to be as tall as the General Motors building at the Renaissance Center. It's really quite amazing that the road bed will be as high 154 feet at the center link of the river for navigation purposes, which is the size of Caesar's Windsor.</p> <p>Michael Cautillo: It's going to be a massive, massive structure. And higher than the</p>

	Ambassador Bridge.
<p>Will the US side have an open call for public art competition or public art component?</p>	<p>Heather Grondin: We received this question on the Canadian side this morning as well. We will be fulfilling the requirements set out in the environmental study documents that result from the Detroit River International Crossing study. So where there were requirements for aesthetic design, integrated public art and different types of aesthetics features - those will be implemented. There will be opportunities for consultation once our Proponent is on board.</p>
<p>Has it been made clear to President Trump that Canada has paid for everything on both sides of the border?</p>	<p>Dwight Duncan: Just so there is an understanding of what is happening here. Canada isn't paying for it, we're financing it, acting as the banker. You're not paying for it, the tax payer isn't paying for it, and tolls for the bridge itself will be paying for the bridge. I should tell you that when Prime Minister Trudeau and President Trump met in February, as is always the custom when two heads of government meet, there's a communiqué released and the only project they mentioned in that communiqué was the Gordie Howe International Bridge. The wording of that communiqué was to the effect that both governments support the expeditious completion of the new Gordie Howe International Bridge. I was saying in Windsor this morning that we have had three Presidents of the United States. We've had Prime Minister Chretien, Prime Minister Martin, Prime Minister Harper, four Canadian Prime Ministers. We've had three Governors in Michigan and I think four Premiers in Ontario all representing different political parties. We've had Republicans, Democrats and on the Canadian side Liberals and Conservatives - all of those governments have supported the project. The first formal process of this project began in 2001. So this has been a very long process and things are going to really pick up speed in the next year to year and half.</p>
<p>Will WDBA create a current scoreboard to keep track of the implementation of the community benefits?</p>	<p>Heather Grondin: In the ICARE framework that Mr. Duncan presented – he did identify one of the guiding principles behind community benefits will be accessibility. Through our consultation with residents on both sides of the border, we have heard how important it is to you to see the reporting to see the progress being made, to see how the commitments we have made will be</p>

	<p>fulfilled. There will be active reporting on that and there will be information on our website as the benefits plan is delivered to provide an update to the community.</p>
<p>How will WDBA involve local communities in the continuing decision making?</p>	<p>Heather Grondin: Continuing to involve the community is very important to us at WDBA as well as with our partners in Michigan. We do need to fulfill the requirements set out in the environmental documents that came out of the DRIC study which does call for additional consultation during the construction and design of the Gordie Howe International Bridge project. Communities will continue to be involved through public meetings, through focus groups and through opportunities such as this and we're always welcome to take questions comments from you. You can always contact us and put your ideas forward. Continued consultation is important to us and will continue though the procurement phase into design and construction.</p> <p>Michael Cautillo: Once we are in operation, we want to be good neighbours and we want to involve the communities around us and to ask them how we're doing - during the construction period but also during the operating period too.</p>
<p>Have you met with the labour organizations responsible for the manpower on construction and post construction?</p>	<p>Michael Cautillo: We have had some meetings with labour on this but we are relying on our Proponents to meet with various labour unions as they formulate their bids. Part of their bids is the labour component. We are looking to the Proponents to see how they are going to involve local labour and local contractors. We want to ensure that the benefits for the project itself remain within the community.</p>
<p>What will be the restriction (i.e. time of day) on construction where residents are in close proximity to the work?</p>	<p>Michael Cautillo: We want to be respectful of our neighbours and our residents. One of the things we are asking our Proponents are construction plans as to how they are going to mitigate for the creation of dust and noise. We're also asking them to give us traffic plans as to where they are going to be routing their trucks. Again we are about being good neighbours in creating this wonderful project.</p>

<p>Will there be minority and other women-owned business participation requirements and goals on this project?</p>	<p>Michael Cautillo: We're in the middle of a procurement process so I can't say too much but, yes there are going to be requirements for minority and Disadvantaged Business Enterprises (DBEs) in the contract.</p> <p>Dwight Duncan: Just to add to that we have to respect US law and we have to respect our host community. Obviously, Delray is a very diverse community and we have to respect that diversity and I am certain that the successful proponent working with us will do that. I did want to just go back quickly on the question of employment and all those kinds of issues. There are going to be enormous opportunities both during construction and post construction. I can tell you that your local city councillors, state representative, Mayor Duggan and Governor Snyder have all been particularly insistent around ensuring that jobs come, particularly to the Delray community. We have been working with them to help ensure that. Obviously it's the same thing on the Canadian side. Things have improved lately in the economy. The unemployment rate in Windsor until recently was around 15 % so we're very anxious on both sides of the border that local folks get the training and opportunities to be part of this project.</p>
<p>When will you buy out Green Street?</p>	<p>Michael Cautillo: Its part of an overall property acquisition strategy that the State of Michigan is responsible for in acquiring the various properties. We have acquired 60% of the properties already on the Michigan side. Michigan has done a great job of acquiring properties and will continue to acquire properties.</p> <p>Dwight Duncan: I want to go back to one other question. One other comment and that is about mitigating any nuisance resulting from the construction period. I have been involved in a number of other projects over the years and this has been a serious issue. I can tell you that the Proponents will establish working groups with the neighbourhood as these problems come up so that they can be addressed in a timely fashion. Mr. Cautillo and his staff's job becomes at this point overseeing all of this and making sure that if a problem occurs, that it is dealt with as quickly as possible.</p>

<p>The University of Windsor and Michigan State University study of economic opportunities. Can you tell us how to get a copy of this study scope, if so, where and when will the study be complete?</p>	<p>Michael Cautillo: We are in the early stages of that particular study. It's a study that is designed to look at the number of jobs that are actually being created. People like to focus in on the number of jobs created during the construction period. We're looking at the number of jobs during the construction period but also during the operation and maintenance period including a large number of Canada Border Services Agency officers and similarly on the US side. But this study is looking at the economic opportunity - what opportunities are going to be created. We're in the midst of that study now. It's about 2 years of a multi phased study</p>
<p>Will Detroit based business have any advantages on any of the construction of the project? In other words are there any preferential treatment or percentage in using Detroit based businesses versus using non-Detroit based businesses in the construction phase?</p>	<p>Michael Cautillo: The contractor will be selecting local contractors to assist them because of their geographic advantage and their cost advantage. This is going to involve tens of thousands of people working on this project. I've been involved in major projects where there is so much work it becomes a challenge at times to get sub-trades to get truck drivers etc. The one thing I don't fear is that people are not going to be working. I think that there are going to be a lot of jobs during the construction period but there will also a lot of jobs during the operating period. People should be thinking a little bit broader as to the type of economic benefits that are going to accrue to the region because of this improved crossing. A crossing that's going to provide more capacity, travel time savings and importantly trip time repeatability. On a good day, you will know how long it's going to take to cross and on a bad day it's just a little bit longer. We're going to expedite the customs function itself. We are going to try to remove all the bottle necks that we're aware of so that people can cross and make the border as seamless as we can make it. It's in our advantage and your advantage to make this an efficient crossing. We're going to build it, you're going to use it and we're all going to be successful.</p>

<p>Do opportunities exist for US based companies to provide IT technology solutions to WDBA both now and post-award phase?</p>	<p>Michael Cautillo: The short answer is yes. There are also other IT aspects of the project itself. So the question was specific for services to WDBA but there is also significant IT services that are necessary for the project. We are going to have an extensive toll collection system which has a high IT component to it. We're also going to ensure that our traffic management system connects to the Ministry of Transportation's traffic management and IT systems that MDOT has. There will be many opportunities to do that and also work with both Customs and Border Protection and the Customs and Border Services Agency which have extensive IT systems. People need to knock on doors to avail their services to the proponents so that you can be part of the team</p>
<p>Will the Gordie Howe Bridge project construction begin in 2018 and what is the approximate date for that to begin?</p>	<p>Michael Cautillo: It is our intention that we will be selecting our private sector partner in May/ June of next year. Construction should start shortly thereafter. When we get our submissions in, we will get a firm construction schedule. We are estimating in the four year range but again we won't know that until we get the submissions as they come in. I mentioned earlier that this isn't about construction starting on this side or construction starting on the Canadian Side. I think this is about construction starting on the entire project.</p>
<p>Are you forecasting a manpower shortage on construction?</p>	<p>Dwight Duncan: All I can do is speak from experience. There be a need a need to bring in people from far and wide. There will be opportunities that will reach some distance. Obviously there will be lots of opportunity for local businesses but given the scale and the size of this project, it will be difficult to meet the Proponents needs in a relatively small area. But those opportunities will exist.</p> <p>Michael Cautillo: If you think about our geographic location - we are on the Detroit River and we're on the Great Lakes system. When we brought in aggregates on the Canadian side, we had 25 ship loads. They came in from Sandusky, Ohio, Manitoulin Island and the upper peninsula. Other small amounts came in locally by truck. It's one thing when you're bringing in 10 tonnes of aggregates by truck versus bringing in 25,000 plus tonnes on a very large ship. The influence of</p>

	project is going to be going to be quite wide.
<p>Has there been any consideration for using a portion of the tolls to assist the host community buyouts for those who believe they will be impacted by the coming trucks with the new bridge?</p>	<p>Dwight Duncan: The toll money is paying back the amounts being financed by Canada. MDOT on the US side is responsible for all of the property acquisition. When agreements are reached, WDBA pays and the government of Canada is financing that and the government of Canada will be paid back from the tolls. Tolls are paying for everything. The project is not being paid for by tax dollars - it is being financed at the moment by tax dollars and, more specifically, by Canadian tax dollars. Canada will be paid back from the tolls. Eventually once all the bills are paid, Michigan and Canada will split the revenues and whatever your government of the day decides to do with that money, they will do with that money.</p>
<p>Will there be some sort of training for the anticipated needs in order to avoid all of the opportunities going to out of state workers?</p>	<p>Dwight Duncan: Yes, I know Mayor Duggan and Governor Snyder have been burning the midnight oil, making sure that the training opportunities occur. Again I can only site my experience on projects of this nature. My experience has been that these Proponents, particularly on projects of this magnitude, are quite willing to work with local communities to help get folks training. As I said, I have had the good fortune to work with your Mayor and your Governor and I can tell you, along with your state representatives, this is a big issue for them and they are working quite diligently at the moment to make sure that precisely those types of things happen.</p>
<p>Are there plans for a duty free and if so where will the profits go and to whom?</p>	<p>Michael Cautillo: At the current time we do not have plans for a duty free although we are always open at some later point to look at that.</p> <p>Dwight Duncan: There will be a private company that will operate it but the proceeds will go to the government. In Ontario the Liquor Control Board of Ontario has the exclusive ability to distribute alcohol products and some beers. But it will likely be operated privately and there would be an opportunity for private bidding for that type of franchise.</p>