September 1, 2017

Mr. Alton L. Pscholka, Director
State Budget Office
111 South Capitol Avenue
Romney Building, 6th Floor
Lansing, Michigan 48933

Dear Director Pscholka:

Pursuant to Section 385 of Public Act 268 of 2016, this letter contains the Michigan Department of Transportation’s (MDOT’s) report of activities related to the Gordie Howe International Bridge (GHIB) project for the third quarter of Fiscal Year (FY) 2017, or April 1, 2017 through June 30, 2017.

During this time, MDOT responded to GHIB-related requests for information from Governor Snyder’s office, legislative offices, the Windsor-Detroit Bridge Authority (WDBA), United States Department of Transportation, and other local, state, and federal entities. We have continued to participate in meetings to facilitate these requests, and work with WDBA in order to implement the June 2012 Crossing Agreement.

Additionally, MDOT engaged in the following activities during the second quarter:

- Real estate activities, including environmental due diligence, title and appraisal work, property acquisition, demolition and other site preparation work, and the filing of condemnation cases when required.
- Re-evaluation No. 3 of the Final Environmental Impact Statement (FEIS), regarding the relocation of public and private utilities. The Federal Highway Administration (FHWA) concurred with MDOT’s conclusion that no additional National Environmental Protection Agency documentation outside of the re-evaluation is necessary for this work.
- Initiated an update of the air and noise analysis completed for the FEIS, which will be included as part of the full re-evaluation of the FEIS required by FHWA.
- Initiated design work to facilitate GHIB-related utility relocation as part of the I-75 pavement inlay project. Completion of the work this year is important to minimize future closures/detours in the I-75 corridor, minimize costs, and facilitate the relocation of utilities.
- Other relocation planning activities with utilities and railroads located within the project footprint, including an agreement between MDOT and DTE Electric & DTE Gas Companies for infrastructure removal and relocation work.
• Prepared and filed forms with the Federal Aviation Administration (FAA) requesting a hazard determination on the height of the bridge; we continue to address any inquiries by FAA as needed.

• Communicated as needed with the United States Coast Guard (USCG) regarding MDOTs extension of time request for the Bridge Permit. USCG provided correspondence stating that the current Bridge Permit will remain in effect until final agency action is taken on the request, and advised MDOT that USCG’s legal counsel is in the process of reviewing comments received during the public notice period.

• Continued coordination with WDBA, the City of Detroit, and community advocates regarding the project, including negotiation of agreements between MDOT and City of Detroit parties effectuating the transfer of properties, assets and/or interests that are owned, and jurisdiction that is exercised by, any Detroit party and located within the boundaries of the project to facilitate construction of the GHIB (approved by the Detroit City Council on July 25, 2017).

Canada provided payment to MDOT during the last quarter for invoices billed for work completed through March 2017. Enclosed is a summary of GHIB-related expenditures by MDOT during the third quarter of FY 2017, with Canadian funds as the source. There were no GHIB-related payments or expenses incurred by MDOT pursuant to contracts with any vendors, experts, or consultants that were not reimbursable.

If you have any questions, please contact either me or Phil Browne, Director of Governmental Affairs, at 517-373-3946.

Sincerely,

Kirk T. Steudle
Director

Enclosure

c:  Governor Snyder  
     Lt. Governor Brian Calley  
     Senate Majority Leader  
     Senate Minority Leader  
     Speaker of the House  
     House Minority Leader  
     Senate and House Fiscal Agencies  
     Senate and House Appropriations Subcommittees on Transportation  
     Phil Browne
<table>
<thead>
<tr>
<th>Description</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Costs</td>
<td>$1,302,670.90</td>
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<tr>
<td>Travel/Meal Expenses</td>
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<tr>
<td>Vehicle/Equipment Usage</td>
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<tr>
<td>Acquisition Costs</td>
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<tr>
<td>Fees and Compensation (Consultants)</td>
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<tr>
<td>Telephone/Other</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td><strong>$28,589,506.54</strong></td>
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<tr>
<td><strong>Amount Reimbursable</strong></td>
<td><strong>$28,589,506.54</strong></td>
</tr>
<tr>
<td><strong>Amount Funded by State Transportation Revenues</strong></td>
<td><strong>-$</strong></td>
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</tbody>
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