



Toll Bridge Frequently Asked Questions (FAQ's)

Grosse Ile Township understands the need for information to be provided to the residents regarding this extremely important decision. It is the Township's intent to provide you with as much information as possible. The following frequently asked questions have been developed based upon feedback from residents, formulated using input from Township Financial Consultants, Engineers and Legal Counsel, and delivered to you in order for the residents to have the resources available to decide. Multiple public information sessions will be held over the next three months to discuss this and other information.

Q: Why is the Grosse Ile Bridge Company selling?

A: The Township was approached by the Grosse Ile Bridge Company ("GIBC") because of the owner's desire to retire. Despite the more complicated nature of a public sale, he has indicated that his preference is to sell the bridge to the community.

Q: Has the Township signed a binding agreement to purchase the bridge?

A: No. Grosse Ile Township has only signed an agreement which provides Grosse Ile Township with the exclusive rights to negotiate the purchase of the bridge with GIBC for a set period of time. An agreement to purchase the bridge would be dependent upon voter approval of the millage.

Q: Timing of Proposal?

A: The existing owner wishes to move forward quickly with the sale of the bridge. GIBC originally approached the Township over a year ago with a proposition to sell the bridge to Grosse Ile. The Township has been actively undertaking its due diligence but now that that work has been completed, the owner expects a decision to be made. GIBC would like to move toward other options if the Township chooses not to purchase the bridge. November 2024 was the earliest election at which a proposal to sell bonds and levy a millage could be presented to the residents. If there was a delay in putting forth the question until the next available election in May 2025, there was no guarantee GIBC would agree to further extend the exclusivity period.

Q: Is this something the Community has asked for?

A: The proposal that the Township purchase the bridge was unsolicited. However, the decision to put the question to the residents has its roots in resident concern. It is worth noting that part of the master plan review process (which is currently ongoing) is public outreach. This outreach is conducted to gauge what residents need, want, and are concerned about within the community. Of the 1,146 respondents to various surveys, 55% of the respondents mentioned bridges as the #1 challenge Grosse Ile faces. These respondents noted that both bridges have issues, and the Township needed to solve the problem of access to and from the island. In addition, when asked what improvements residents wanted to see within the community, four (4) out of ten (10)

respondents stated we as a community needed access improvements (to our bridges). In both response categories, these responses about bridges (access) were the most repeated concern. This issue is obviously a major source of anxiety for residents. Our responsibility in local government is to develop public policy that is responsive to residents' concerns. Access to the Island is very obviously a pressing concern for our residents, and the proposal that Grosse Ile purchase the toll bridge presents an opportunity to address those concerns.

Q: If Grosse Ile Township does not purchase the bridge, what will happen to it?

A: The Bridge will very likely be sold in the near future. If the Township is not the purchaser, the bridge will likely be sold to another private party.

Grosse Ile Township's interest in owning and operating the bridge is different than that of any private entity. Grosse Ile Township is interested in acquiring the bridge as a piece of public infrastructure that would help protect the health, safety and welfare of Township residents, and all decisions related thereto would be based upon community need and ensuring reasonable costs to taxpayers. It is not likely that a private owner has those same interests, and their decisions would likely be based on maximizing return on investment.

For example, the Township is already looking into how to upgrade the bridge to accommodate all the various service vehicles that support life on the island. A private party would not have the same obligations to the residents, and could therefore continue current weight restrictions, limit crossings to light trucks, vans, sedans, etc., to limit spending money for maintenance and capital needs. There would be no requirement to upgrade the bridge to support heavier loads such as those experienced with school buses, fire and garbage trucks, grocery delivery vehicles, concrete and construction vehicles, etc.

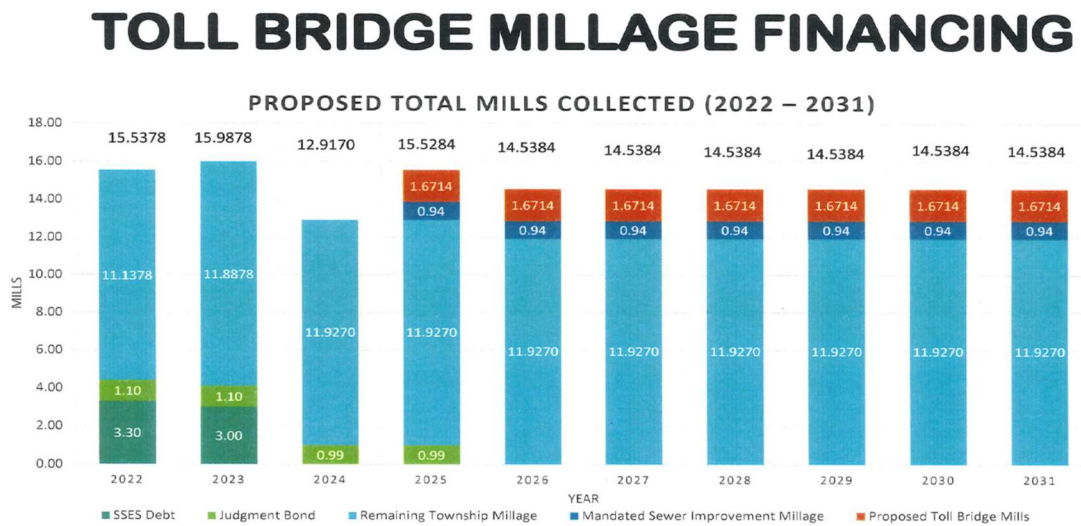
Q: Grosse Ile Township and the Grosse Ile Bridge Company have a Non-Disclosure Agreement (NDA). What is included in the NDA?

A: The NDA prohibits the release of certain information related to the operation of GIBC, including financial information. This includes past and current profit/loss statements, operational budgets including personnel costs, maintenance operations, capital expenditures, engineering reports, etc. Also, negotiated figures relative to purchase price, cost considerations (such as detailed information about capital costs), are part of the NDA. The NDA is intended to protect the seller if the Township opted not to purchase the bridge, so that this private corporate information wouldn't become public and adversely affect their ability to negotiate successfully with another party.

Q: If approved how will this millage affect the overall millage levy within the Township?

A: *The proposed levy will not increase Grosse Ile Township millage totals above rates experienced in 2023.* This is due to a reduction in the overall Grosse Ile Township tax rate that occurred in the Summer of 2024. Additionally, delayed and future reductions in millage rates results in a net overall decrease from 2023's rates, even considering the new, proposed millage. As the chart on the next page illustrates, the millage rate was reduced from 2023's high of 15.9878

mills down to 12.9170 mills in 2024. This reduction was the result of the payoff of a sewer bond that no longer required the associated millage to be levied. Between the new, proposed bridge millage and a delayed levy for the Waste Water Treatment Plant work authorized in 2022, of the recently retired 3.0 mills, approximately 2.6114 would be new, leaving a total reduction in 2025 of about .4 mills from the 2023 tax levy. The following chart illustrates these points.



For an average home value of \$400,000 (\$200,000 of taxable value), the proposed levy of 1.67 mills would cost the property owner about \$334 annually. That same home recently experienced a reduction of about \$600 in the summer of 2024. **With the addition of the ACO sewer work of .94 mills in 2025 and the proposed toll bridge millage of 1.67 mills, the property listed above would still experience a reduction of approximately \$80 per year beginning in 2025 as compared to 2023.**

Q: When did the reduction shown in the chart occur?

A: The reduction in the tax rate in Grosse Ile Township occurred in the Summer 2024 tax bill. As the chart illustrates, the annual cumulative tax levy went from 15.9878 mills to 12.9170 mills.

Q: What other financing options are available?

A: There are three options available.

1. Levying property taxes only- This option “spreads the cost” equally to all property owners based upon the value of their home. In this method:

- All residents benefit from the “insurance” of a second, reliable bridge.
 - Property taxes may be deductible.
 - Property values may increase, plateau or fall, leading to reduced or increased collections
 - This option places the financial burden solely on the taxpayers of Grosse Ile. Non-residents or commercial entities using the bridge would do so without a charge.
 - Under this format, the millage rate necessary to finance the bridge purchase and upgrades would result in an overall “net” increase in the Grosse Ile millage rate. The total millage rate necessary to implement this option would be around 3.1 mills.
2. Collecting tolls only- Tolls are a “user fee” for those electing to use the toll bridge
- Raising the tolls to cover the bond payments has, historically, caused drivers to use the “free bridge” until the price of fuel and road issues make toll bridge a viable alternative.
 - Closure of the toll bridge for any reason reduces revenue for payment of fixed costs, including monthly repayment of the bond and any maintenance.
 - Financing may not be available (or at a significantly increased interest rate) if bond repayment is solely based upon toll revenue.
 - Under the past, current, and future toll revenue projections, this option is not financially viable for the Township.
3. Collecting tolls and property taxes-
- Provides two complimentary streams of revenue.
 - Allows for the best interest rates and largest bond market.
 - Under this format, the millage rate necessary would not result in a “net” increase in the overall Grosse Ile millage total.
 - Provides a balance of cost contribution for those that use the bridge regularly and for those that use the bridge only during Wayne County Free Bridge closures.
 - Allows for cost contribution from non-island residents and commercial users.

Q: Will the Bridge be operated as a toll bridge? What will be the toll when the Township owns the bridge? Will it change annually?

A: If acquired by the Township, the plan is to operate it as a toll bridge. As discussed above, there would be a significant difference in the millage rate necessary for the toll bridge to be operated as a “Toll Free Bridge.” That difference in the millage rates is included in the approved ballot language.

Q: What Department/Commission/Etc. will be the overseer of bridge operations? Will the Township Board serve in this function?

A: The Township feels that it may be best to provide oversight of bridge operations through a bridge authority. Bridge authorities are a tool utilized by government entities such as the State of Michigan (Mackinac Bridge) to effectively oversee operations of significant assets such as a bridge. They operate similar to a Board of Directors of a business.

The Township will be required to pursue legislation at the State level that would permit (and provide the design) for this.

Q: How does the Township intend to operate the bridge (externally, internally, private contract, etc.)? Does the \$59,000,000 factor this into consideration?

A: Discussions to-date have included various options, including operating the bridge utilizing a private company (similar to the way the Township operates the Waste Water Treatment Plant). The Township has no experience operating, maintaining, or upgrading this or any similar bridge, or managing the facility and costs. The Township would look to contract with a private entity that has the experience and is better equipped to manage the facility. The Township has successfully used this design to maintain, operate and manage the Waste Water Treatment Plant through a third-party provider for four decades.

In the case of a Bridge Authority being established, the Authority would handle the contracting and oversight of a third-party provider to operate the bridge. Financial projections prepared to date have been based upon this model. Costs for this type of operation (similar staffing levels, employee benefits, etc.) are estimated to be similar to the current cost of operations at the bridge by GIBC.

The up to \$59,000,000 may only be utilized for purchase, bonding costs, engineering, and construction expenses related to the toll bridge. Annual operation expenses will be funded from toll revenues, similar to the current arrangement the bridge operates under.

Q: Could the Township have designed the ballot question to ask to only fund the purchase of the Bridge without a request to fund the upgrades?

A: Yes, the Township could have, but unfortunately that would have left the residents with a bridge that did not meet the community's needs for unrestricted vehicular traffic. The Township felt it was more responsible to be upfront about the true cost of the bridge and present a plan to address the requirements to upgrade the bridge so it could be factored into the residents' decision to purchase. ***Without upgrading the bridge, the bridge cannot withstand commercial truck traffic (gas, refuse, grocery, public safety vehicles, school buses, delivery traffic, etc.) which we as residents need.***

Q: What is the Question being asked on the November 5, 2024 ballot:

A: Grosse Ile Toll Bridge Bond Proposal

Shall the Township of Grosse Ile, Michigan, borrow the sum of not to exceed Fifty-Nine Million Seven Hundred Forty Thousand Dollars (\$59,740,000) and issue its general obligation unlimited tax bonds, in one or more series, payable in not to exceed thirty (30) years from the date of issuance of each series, for the purpose of paying all or part of the costs to acquire the Grosse Ile Toll Bridge and construct renovations and improvements to the Bridge, together with all related site improvements?

The estimated millage to be levied in 2025 is 1.6745 mills (\$1.67 per \$1,000 of taxable value) and the estimated simple average annual millage rate required to retire the bonds is 1.6814 mills (\$1.68 per \$1,000 of taxable value) including anticipated revenues generated from the operation of the Grosse Ile Toll Bridge to pay debt service on the bonds. If the anticipated revenues generated from the operation of the Grosse Ile Toll Bridge are not available to pay debt service on the bonds, the estimated millage to be levied in 2025 would be 2.4023 mills (\$2.40 per \$1,000 of taxable value) and the estimated simple average annual millage rate required to retire the bonds would be 3.3066 mills (\$3.31 per \$1,000 of taxable value).

YES _____ NO _____

Q: What does the bond amount listed in the November 5th ballot pay for?

- Cost to purchase
- Necessary repairs and upgrades to the bridge to ensure reliable operations at increased load limits for the next 30 years.
- Engineering Costs
- Bonding expense

Q: What do we know at this point that affects timing of the purchase?

A: There are a variety of knowns regarding the timing of this bridge proposal:

- a. The Township is aware the Wayne County Bridge will be closing at some point in the next one to three years for two construction projects. Project one (expected to be during the 2025 construction season) includes underwater work. The Township is hopeful that complete closures will not be necessary for the proposed underwater work. Engineering is still ongoing and the Township understands that considerations are being placed on limiting closures.

Project two, the above water work, all but guarantees the need for closures as this work involves the replacement of steel supports under the deck. When the Wayne County Bridge closes, we do know that the Toll Bridge (in its current condition) cannot support the needs of our community. The bridge currently has a posted weight limit of 7.5 tons. In order to fully understand the Toll Bridge's weight capacity, the Township contracted for an independent load rating analysis. The results of this analysis support the conclusion that current bridge capacities are not capable of meeting the Township's vehicular traffic needs. Without the purchase by the Township and upgrades/repairs that will allow for increased capacity on that bridge, it is without a doubt that there will be significant disruption in the lives of our residents.

Consideration has been provided regarding the timing of the question and its relation to timing of purchase. With the knowledge that we have about the proposed schedule of work on the Wayne County Bridge, it is essential to move expediently in our efforts to do our best (if approved by the

residents) to obtain the bridge, engineer the necessary work, permit, and contract for the necessary construction. The next opportunity to place this question before the voters would be May 2025. The concern is that if this question isn't on the ballot until May 2025, the Township would not have enough time to complete upgrades to have the toll bridge before the County Bridge closure(s).

Q: What type of due diligence has the Township conducted in preparation of the purchase question?

A: Through the process of reviewing the purchase of the Toll Bridge, the Township has employed a variety of professionals. The following professionals were engaged so the Township could adequately understand the bridge's current condition, its operation, and details of ownership if the Township were to purchase it:

- a. Miller Canfield – Bond Attorneys
- b. Hardesty and Hanover- Bridge Engineers
- c. Rosati, Schultz, Joppich, Amtsbuechler- General Legal Counsel
- d. Bendzinski and Co.- Financial Advisors
- e. O'Keefe and Associates- Financial Analysts

The Township has also involved our State Legislators to develop and adopt legislation allowing Toll Bridge operation by a Michigan township. For this effort, the Township worked with the Michigan Townships Association (MTA) and Michigan Department of Transportation (MDOT) to craft the necessary legislation for this action. Through the aforementioned cumulative efforts, Grosse Ile Township feels properly positioned to have a complete understanding of:

- a. Past, Present, and Future Toll bridge operations and finances
- b. Maintenance and Operation needs/costs of the bridge, if the Township were to purchase the asset
- c. The current condition of the Bridge, short- and long-term capital costs, and necessary upgrades to address both short term and long term needs of the Township.
- d. Cost to construct a new bridge in this location
- e. Financing options
- f. Short term and long-term legal issues/concerns and resolutions to a variety of complexities of operating and owning this unique asset

Through these consultants and the information they have provided, the Township has crafted the ballot question. This question takes into consideration:

- a. Purchase price
- b. Capital needs
- c. Revenue Projections
- d. Maintenance Costs
- e. Operation Costs
- f. Debt service
- g. Engineering

Q: Will the Township lose the opportunity to apply and receive grants to operate and maintain the bridge if we own it and have existing millages and tolls that support it?

A: No. The offices of Congresswoman Dingell, State Senator Camilleri and State Representative Churches have confirmed Township ownership does not reduce the availability and qualification for grants.

Q: Will the Township pursue alternative funding sources to help offset bridge costs?

A: The Township has not only pursued alternative funding for public works project (other than local tax revenues), but has had success in obtaining these funds. It is the intent to pursue any outside funding available for Toll Bridge operation and maintenance to help offset costs. **The Township cannot pursue these opportunities until it has obtained ownership of the Bridge.**

Grosse Ile Township over the past 36 months has received over \$9,848,200 in grant funds.* The following is a brief summary of these funds:

Federal Appropriation: \$3.8 M – Grosse Ile Waste Water Treatment Plant
FAA Grant \$5M- Taxiway Project – Grosse Ile Municipal Airport
Michigan Economic Development Corporation- \$50,000- Community Development/Master Plan
Wayne County Community Development Block Grant- \$550,000- Bathhouse @ Water’s Edge
Ralph Wilson Foundation -\$100,000- /Bike Path Maintenance Repair/Construction
State of Michigan- \$20,000- Lead Service Line Inventory
Various- \$113,200 – Grosse Ile Fire Department/Equipment and Training
Various- \$215,000+- Grosse Ile Police Department/ Equipment and Training

*Totals do not include State and Local Fiscal Recovery Funds (COVID) or Police Forfeiture Funds.

Q: Road Millage Funds/ Can they be used for future bridge maintenance?

A: Allowed uses of millage funds are regulated by the text of the millage request. The following is the road millage request approved by the voters in November of 2022:

Millage for Improvements to Roads within the Township
Shall the limitation on the amount of taxes which may be levied on taxable property in the Township of Grosse Ile, Michigan, be increased by up to 1.4 Mill (\$1.40 per thousand dollars of taxable value) for a period of fifteen years, 2022 to 2037, inclusive, as new additional millage to provide funds for paying the costs of construction, improvements and maintenance to roads within the Township, including paying the cost of debt service on bonds issued for such purposes? It is estimated that 1.4 mill would raise approximately \$915,000 when first levied in 2022.

A determination would need to be made if the bridge would qualify as a “road within the Township” to be eligible to use these funds. A large portion of the original road millage amount was utilized to fund bonds to fix roads within a short period of time of the millage passing. As a result, the vast majority of the millage levy is used to make bond payments. The only available funds (if allowed), would be those funds remaining after annual bond payments are satisfied

(approximately \$350,000/year). These funds would be limited in their possible use for bridge work, and could not be used for operation or maintenance, acquisition, structural supports, or other bridge assets or costs.

Q: What is Wayne County’s responsibility (to maintain and operate their bridge) if we own the Toll Bridge?

A: Adam Penzenstadler, P.E., Taylor TSC Manager, Michigan Department of Transportation, is quoted as saying:

“Whatever decision the Township makes on the purchase of the Toll Bridge will have no impact on the future operation and maintenance of the Free Bridge. Grosse Ile Parkway is on the Federal Aid eligible system and is designated as part of the Wayne County Primary Road System. As such, the County will continue to operate and maintain the Grosse Ile Parkway Bridge in the future as they have in the past. Below are some resources that outline these responsibilities.

The National Bridge Inspection Standards ([2022-09512.pdf \(govinfo.gov\)](#)) outlines the requirements and frequency for bridge inspections for all publicly owned bridges, and privately owned bridges with public roads on both sides.

Michigan Act 51 ([Act 51 \(michigan.gov\)](#)) provides for the classification of all public roads and establishes the jurisdictions, funding sources, and responsibilities for maintaining the transportation system.”

Q: Can the future owner of the McLouth Steel property condemn the toll bridge and take it from the Township?

A: If the previous property owned by McLouth steel is owned by a private party, they have no authority to condemn public property. If the McLouth property is purchased by another public agency, it could potentially attempt to take the bridge by eminent domain. However, any such taking would have to be for a “public purpose” and the Township would be entitled to just compensation. Railroads also have the power of eminent domain under federal and state law, but they can only take property for “railroad” purposes and must also pay just compensation for the taking. Unlike public agencies, courts are not bound by a railroad’s determination of public necessity, and the railroad company must prove by a preponderance of the evidence that there is a public necessity for the taking.

Q: What impact would a possible Terminal Facility built on the former McLouth property have upon bridge operations?

A: Formal plans to operate the old McLouth property as a port and container facility have not been presented and are therefore unknown. The viability of such a facility presents certain challenges such as:

1. Competition from other ports such as the Port of Detroit, Monroe and Toledo. These facilities have similar highway and rail access.

2. The size of container ships that can traverse the Great Lakes is limited to beam limits with the St. Lawrence Seaway, the Welland Canal and Soo Locks.
3. Freighter usage of the Trenton Channel peaked around 1980 when McLouth Steel and Detroit Edison regularly used the channel. Bridge openings were typically fifteen minutes or less with several deliveries a week, generally during non-peak hours.
4. Pleasure craft usage (and needs for opening of the bridge) resulted in the largest bulk of openings both then and now.

Q: What is the frequency which the Grosse Ile Toll Bridge can be opened and closed?

A: The Grosse Ile Toll Bridge is governed by 33 CFR 117.631 (a)(c) which states:
117.631 Detroit River (Trenton Channel):

(a) The draw of the Grosse Ile Toll Bridge (Bridge Road), mile 8.8, at Grosse Ile, shall operate as follows:

(1) From March 16 through December 14th

(i) Between the hours of 7 a.m. and 11 p.m., seven days a week and holidays, the draw need open only from three minutes before to three minutes after the hour and half-hour for pleasure craft; for commercial vessels, during this period of time, the draw shall open on signal as soon as possible.

(ii) Between the hours of 11 p.m. and 7 a.m., the draw shall open on signal for pleasure craft and commercial vessels.

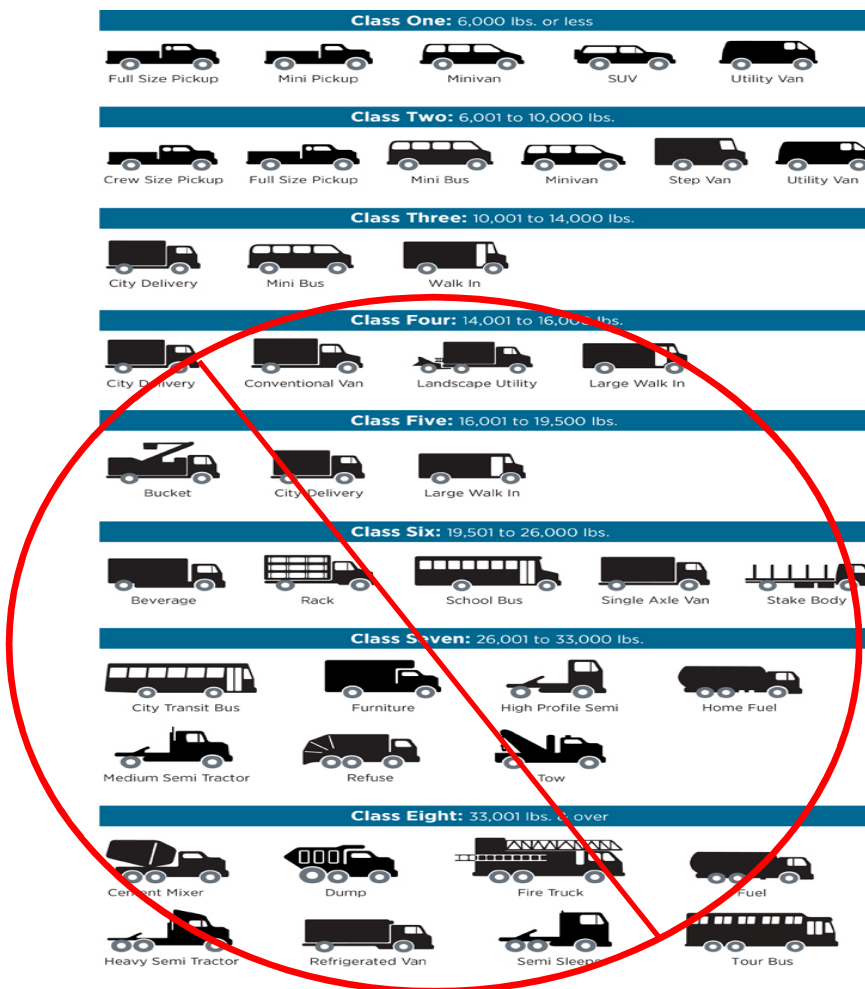
(2) From December 15 through March 15, no bridge tenders are required to be on duty at the bridge and the bridge shall open on signal if at least a twelve-hour advance notice is given.

(c) At all times, the bridges listed in this section shall open as soon as possible for public vessels of the United States, State or local government vessels used for public safety and vessels in distress. Because this is governed by federal regulation, it is not likely to change.

Q: At the current posted limit of 7.5 Tons, what kind of traffic can cross the toll bridge?

A: At the posting of 7.5 Tons, only class one, two, three, and limited sized class 4 vehicles are permitted to cross the bridge. Under the current posted limits, the following chart illustrates the type of permitted vehicles:

Types of Vehicles by Weight Class



In order to fully understand the Toll Bridge's weight capacity, the Township contracted for an independent load rating analysis. The results of this analysis support the conclusion that current bridge capacities are not capable of meeting the Township's vehicular traffic needs.

Q: What did the engineering report state about the condition of the bridge and needs for major repairs?

A: The non-disclosure agreement limits the information that can be published regarding the condition of the bridge. The findings of the report have been considered when preparing the ballot proposal that will be presented to the residents.

The Grosse Ile Toll Bridge dates back to 1913 and was designed for vehicle load limits at weights significantly less than today's demands. Upgrades are necessary to allow for the type of vehicles necessary to serve the community.

Despite being originally constructed in 1913, there are portions of the bridge that have been replaced or upgraded with the last thirty years.

Q: What type of work/upgrades will be done to the bridge under the proposal?

A: If approved by the voters, Grosse Ile Township plans to undertake work involving the superstructure of the bridge, specifically deck and deck support replacement, a complete replacement of the swing span's mechanical components, replacement of the electrical components on the bridge, and the replacement of a variety of bridge safety components.

Q: Based upon the engineer's report, during the life of the bond (30 years) what is the risk of additional significant repairs being necessary?

A: Although unforeseen issues can arise, the Township has considered in its bond proposal the costs of any components that need to currently be repaired/replaced, any components that do not have longevity of at least 30 years, and any components that need to be upgraded to satisfy the needs of Grosse Ile Township. Through this work, the Township should be able to ensure the bridge is reliable for at least the next 30 years, as well as ensure the bridge will not have any significant additional capital needs during the life of the 30-year bond.

Q: What happens if the proposal passes and the cost of upgrades come in higher than anticipated?

A: Repair estimates used to formulate the ballot proposal were based upon engineering estimates developed by the Township's Bridge Engineer- Hardesty and Hanover. These estimates have considered a variety of factors, including construction markets, the uniqueness of the bridge and its components, timing of work (to ensure materials and labor costs inflationary components), among others.

In the rare case these estimates are inaccurate or market conditions change, the Township would have the following options available. They are as follows:

1. The recent legislation approved by the State of Michigan (amendment to 1846 RS 16 (MCL [41.1a](#) - [41.110c](#)) which permits the Township to operate a toll bridge also permitted the Township to be eligible to receive State and Federal money related to owning or operating a bridge. The Township would look for these funds to address any funding gap.
2. Depending upon interpretation of state and highway laws and their definition of roads, the Grosse Ile Toll Bridge may be eligible to utilize Grosse Ile Township Road Millage Funds (passed in 2022) to offset some costs. These costs would be limited to surface paving and surface replacement of the bridge deck. Prior to this application, clarification will be necessary to ensure the use of those funds are proper.

Q: Would demolishing the existing bridge and building a fixed bridge option make more sense?

A: First, estimates of the cost to construct a new bridge are quite significant. Engineering estimates put costs for a new structure at around 3.5 times the amount being proposed to the residents to upgrade the existing Toll Bridge. This would result in a millage need of around 5.5-6 mills. The Township is confident that the existing bridge, with proper capital improvements (as anticipated in the millage question being presented to the voters) and with regular maintenance (as anticipated in the financial analysis developed), can service the needs of the residents for a long period of time.

Regarding a fixed bridge, the Detroit River is considered a Federal Waterway. Section 9 of the Rivers and Harbors Act of 1899 as well as the General Bridge Act of 1946 allocates the responsibility of regulating Federal Waterways to the United States Coast Guard. The Federal Government maintains the duty and responsibility of preserving the public right of waterway navigation. Although under these laws, the public's right to navigation is paramount over that of land, this superiority is not absolute and the right may be diminished to benefit land transportation provided that the reasonable needs of navigation are still met.

As such, it has not been determined if a fixed bridge option would be viable, as it would require a determination by the Federal Government that a proposed fixed span bridge would "allow for the reasonable needs of navigation to be met." Currently Mile 8.8 is a navigable stretch of river (which is allowed because the bridge operates as a movable structure). The Township would have to make a strong case that if a fixed span were constructed, it could meet the standard established by the Federal Government.

Q. When would work start on the bridge if the proposal passes?

A. If the ballot question is approved by the residents, the Township would undertake the following steps:

1. Start the bonding process
2. Finalize purchase of the Toll Bridge
3. Receive bond revenue in series 1 (includes purchase and engineering funds)
4. Commence Engineering (design, permitting, bidding)
5. Bid project
6. Receive bond revenues in series 2 (construction activities)
7. Commence Construction
8. Complete Construction

The above steps are expected to take approximately 30 months from start to finish. Bonds would be sold in two series. This would allow funds to become available only as they are needed. This allows the Township to avoid interest costs on idle funds, and saves the residents money.

Q: Would the Toll Bridge be open while construction is occurring?

A: Because of the scope of the work, it is unlikely the bridge would be able to remain open during the proposed work. The reduction in toll revenue associated with a complete closure has been considered in the financial proforma for the Township's operation of the bridge. Increased revenues during expected Wayne County "Free Bridge" closure(s) have also been anticipated in the proforma for the Township's operation of the bridge.

Q: How does this impact the City of Riverview?

A: Under the proposed purchase, Grosse Ile Township would own all assets of the Grosse Ile Bridge Company. This includes property in the City of Riverview (parcel #51 009 99 004 000). Because the Township of Grosse Ile is a tax-free entity, any property taxes previously paid to the City of Riverview by the Grosse Ile Bridge Company would no longer be charged. During the most recent tax year, tax totals paid by the Grosse Ile Bridge Company to the City of Riverview for real property were \$14,583.20.

Q: Shouldn't Wayne County either be forced to purchase this bridge or ensure we have unrestricted access to the community while their bridge is being worked on?

A: Wayne County has an obligation to properly repair and maintain their bridge. They do not have an obligation to purchase a secondary bridge. Wayne County already maintains 3,000 miles of roads in the county and approximately 300 bridges. Taking on additional infrastructure would compete with already limited resources.

Because the Wayne County bridge is older and requires frequent, significant capital investment, the risk of closure for these repairs is always prevalent. To properly prepare for this risk, Grosse Ile Township is best positioned to have two bridges that can satisfy the unrestricted vehicular needs of Grosse Ile residents. This is the best insurance to guarantee the Township has access when either bridge requires repair.

Q: Could we avoid the need to purchase if the County built a new bridge?

A: As mentioned in the previous paragraph, the best option for access reliability will always be to have redundant access. Having two bridges provides this, and the Township owning one of them assures that the interests of Grosse Ile residents will be paramount in all decisions made regarding the Toll Bridge.

As of now, there are no plans for a replacement of the Grosse Ile "Free Bridge". There have been conversations about a new bridge, location and planning for an eventual replacement, but in a best-case scenario, a new bridge would be a decade or more off. In addition, the cost of a new bridge is significant and a source of funding has not been identified or secured to-date.

Q: What is the Township's stance on the issue?

A: Grosse Ile Township is prohibited by law to advocate one way or another on a ballot question. It is our responsibility to educate the public on all aspects of a question so that you can make an educated decision on what is best for you, your family, and household when you choose how to vote. The Township is hopeful that through this informative document and others, you are being provided the necessary information on this very important topic.