

DETROIT RIVER INTERNATIONAL CROSSING (DRIC) STUDY

On March 23, 2006, I attended the Joint Transportation Committee Meeting when Mr. Mohammad Alghurabi, DRIC Project Manager, appeared before this body. Because the public was not scheduled to speak, I left my personal comments.

After attending that meeting (**which I viewed to be very political**), reading the briefing material presented to the legislators (**which gave me the understanding this project is about moving trucks with cargo, security issues and economic costs and profits**) and reading a letter written by Mayor Kwame Kilpatrick to Governor Jennifer Granholm dated February 3, 2006 (**which stated a number of untruths**), it is abundantly clear a bridge will be erected in Southwest Detroit. What is alarming and unclear is who will build it and who will control it. I refer you to issues of the March 19, 2006, *Michigan Citizen* and March 25, 2006, *Windsor Star* for their enlightening articles on the entire situation at hand.

Today, March 30, 2006, I present another set of comments.

As a resident of the Fort and Schaefer area (48217) which is an adjoining community to the proposed Delray host community (48209) of the proposed DRIC, and as an active participating member of the Detroit River International Crossing (DRIC), Local Advisory Council (LAC), I have several concerns.

1. Ownership and Oversight. Public ownership of the bridge is imperative. Additionally, the continued oversight should be at the state of Michigan and/or federal levels.
2. Health Impact Study. The United States will not conduct a health impact study, i.e., an air quality study. The Environmental Protection Agency (EPA)

evidently has problems with the validity and reliability of existing measuring models. Therefore, the Federal Highway Administration (FHWA) will not require the study. Canada, on the other hand, will conduct air quality and vibration studies.

3. Truck Traffic and Road Repair. More truck traffic will utilize major thoroughfare roads in bordering communities causing more pollution in an already unattainable area. Additionally, more funds will need to be budgeted for road repair.
4. Health of School Children. While there is a site selection criteria check list of untouchable sites, the proximity of several proposed sites to Southwestern High School is a major concern for me. Last week the transportation chairs were provided a copy of a study written by professors Yi-Chen WU and Stuart A. Batterman, Environmental Health Sciences, University of Michigan, *Proximity of schools in Detroit, Michigan to automobile and truck traffic*.

As stated in my March 23, 2006, comments, If Southwest Detroit is to be designated the transportation corridor for the state, it is only fitting that the impacted communities be made whole. Intact communities will be dismantled, families uprooted, remaining communities will endure added inconveniences. There must be binding and enforceable community benefit agreements that proportionately protect these communities. A social/cultural component is a part of the DRIC study.