

Congress of the United States
Washington, DC 20515

April 21, 2008

The Honorable Mary Peters
Secretary
Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Dear Secretary Peters:

Thank you for your hard work and effort toward providing an effective, efficient and environmentally responsible transportation system for all Americans. We appreciate the challenges of our transportation system, and look forward to continuing to work with you.

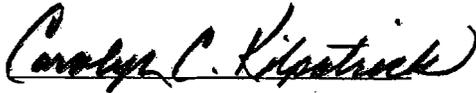
We write you again to revisit the critically important issue of the plans for the construction of a second span next to the current Ambassador Bridge in Detroit, Michigan, and the legislative history within the Congress that clearly supports this project and the connection with the historic Gateway Highway Project undertaken by your Department. We wish to say that we are pleased with the support of the Governor of Michigan for continued development of plans and permits for the Ambassador Bridge enhancement project between Detroit and Windsor Ontario, Canada. The Governor's November 1, 2007 letter to you clearly states that level of support, and we continue to firmly believe that the privately financed second span of the Ambassador Bridge should continue to be an international priority for both the United States and Canada, and a viable option for the taxpayers of the State of Michigan and America.

We recently became aware that the published Draft Environmental Impact Statement (DEIS) for the Detroit River International Crossing (DRIC) project has a current deadline for public comment on this more-than-6,000-page environmental study of April 29, 2008. Due to the significant impact that this study has for all stakeholders, and so that all parties can fully understand the report, we believe it would be reasonable that the agencies extend the comment period on the DEIS for a six-month period. In addition, there is an obvious need for better coordination and timing with the Canadian environmental process that has yet to issue a document for public review and comment describing the proposed project in Canada (including the customs plaza and roadway connection plans), and we have concerns about adequate disclosure in the DEIS of the cumulative effects and transboundary impacts of the DRIC project when considered together with other transportation projects in the region, including the Ambassador Bridge expansion project and the Blue Water bridge project.

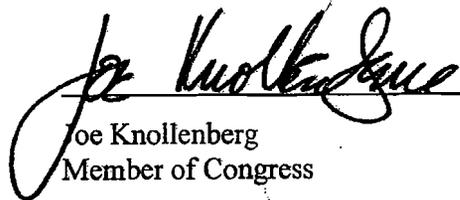
Finally, it is our hope that the DRIC study, which has cost taxpayers hundreds of millions of dollars and significant energy, effort and work, comes to closure and a decision on the bridge is made expeditiously. We recommend in the strongest terms possible that the Administration accelerate its efforts both in the United States and through its dialogue with Canada, to follow the direction of Congress and ensure the construction of the second span of the Ambassador Bridge.

Thank you for your time and consideration. Again, we look forward to working with you and your leadership that you continue to provide on these vital cross border transportation issues.

Sincerely,



Carolyn C. Kilpatrick
Member of Congress



Joe Knollenberg
Member of Congress

JOHN D. DINGELL
15TH DISTRICT, MICHIGAN

CHAIRMAN
COMMITTEE ON
ENERGY AND COMMERCE
CO-CHAIR
HOUSE GREAT LAKES
TASK FORCE
MEMBER
MIGRATORY BIRD
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Congress of the United States
House of Representatives
Washington, DC 20515-2215

May 1, 2008

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The Honorable Mary Peters
Secretary
Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Peters:

I write to you today to comment on the Draft Environmental Impact Statement (DEIS) for the Detroit River International Crossing (DRIC) Study. As you know, the border crossing along the Detroit River is of critical importance not only to my home state of Michigan, but also to the U.S., supporting millions of jobs in the Michigan area and throughout the country. It has come to my attention that a six-month extension may be requested. As the author of the National Environmental Policy Act (NEPA), it is critically important that members of the community have ample opportunity to comment, however, it is equally important that an extension is not used simply as a tactic to delay the process.

When the Memorandum of Cooperation between the United States and Canada was signed, you commented that new capacity at this crossing would not only strengthen our economies, but it would also cut congestion and improve the flow of goods and people. Like you, I believe it is clear that a second crossing is necessary and a right thing to do.

Given that the comment period for the DEIS ends this week, please answer the following questions:

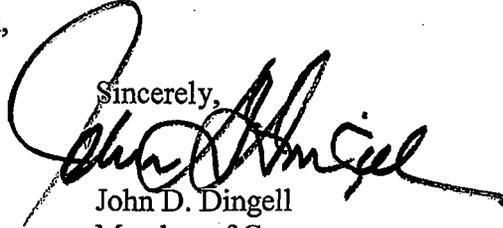
- 1) How many public comments has the U.S. Department of Transportation (DOT) received in response to the DEIS?
- 2) In your opinion, has the 60 day comment period been sufficient to meet the needs of the people? If so, please explain why. If not, please explain why not.

The NEPA permit process was designed in such a way as to ensure that federal agencies carefully examine any environmental consequences before undertaking any building activities. As such, it is critical that the DOT give every consideration to all comments and concerns regarding the DEIS in a timely and fair manner. The work that you do is important to Michigan and the 15th District and any delays could impede the progress made on an important proposal.

Thank you for your anticipated cooperation. Because of the sensitive nature of this situation, I would ask that a response be sent to me no later than May 19, 2008. I would further ask that you fax your response to my Washington office at (202) 226-0371. Should you have any questions, please have your staff contact Kimberlee Trzeciak in my office at (202) 225-4071.

With every good wish,

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Dingell", written over the word "Sincerely,".

John D. Dingell
Member of Congress

CANDICE S. MILLER
10TH DISTRICT, MICHIGAN

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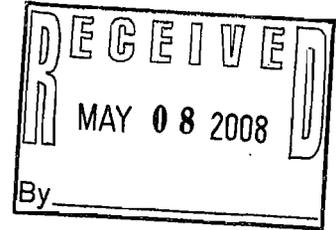
Congress of the United States

House of Representatives

Washington, DC 20515-2210

April 28, 2008

The Honorable Mary Peters
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, DC 20590



Dear Madame Secretary:

It is my understanding that the Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT) have recently released a draft environmental impact statement (DEIS) for the Detroit River International Crossing (DRIC) project. I write today to express my concerns regarding this project.

The Michigan-Ontario frontier is among the busiest border trade regions in the United States. Canada is our country's largest trading partner, so it is important that we maintain sufficient infrastructure to expedite the flow of traffic with our neighbor to the north. My congressional district includes the Blue Water Bridge in Port Huron, Michigan, which is the second busiest commercial crossing on the Canadian border. Port Huron is also home to the Canadian National Rail Tunnel, which is the busiest rail port of entry into the United States. A mere 60 miles to the south of Port Huron sit both the Ambassador Bridge, the busiest commercial crossing on the northern border, and the Detroit-Windsor Tunnel.

As traffic has increased over the last few decades, the operators of these crossings have taken significant steps to ensure the continued smooth flow of traffic along the border. In 1995, Canadian National Railroad replaced the original Port Huron-Sarnia Tunnel with a larger tunnel capable of handling the double-stacked rail trains which have taken over the industry. The Blue Water Bridge was twinned in 1997 in order to double its capacity, and currently is in the process of greatly expanding the American plaza.

While these improvement projects have been planned, designed, and have been or are near completion, we have seen a leveling off of traffic growth at many of these same crossings. Actual traffic at the Blue Water Bridge is nowhere near the growth that had been projected. Time will tell whether the past few years are simply a brief pause or the beginning of a long term stagnation. It is in this setting that Michigan residents are being asked to consider the construction of another major border crossing on the Michigan/Ontario frontier, which would sit a few miles south of the Ambassador Bridge.

The recent report of the National Surface Transportation Policy and Revenue Study Commission encouraged greater private sector participation in transportation infrastructure due to the pressure on public sector revenue sources. Relying on available private dollars to meet our transportation needs frees up public dollars to maintain existing critical infrastructure.

As the Committee on Transportation and Infrastructure begins its work on the next highway reauthorization, I intend to raise the issue of the DRIC because it represents an important choice for transportation officials. Our nation is facing numerous transportation priorities including updating deficient and obsolete bridges, replacing our decades old interstate highway system, and reducing stifling congestion. With limited resources at all levels of government to devote towards transportation infrastructure, it is important that we make the best possible decisions.

As a result, I will not support a federal initiative for a new crossing that would hurt our established and existing crossings, especially when we are already expending significant amounts of public funds, time, and effort to make security and efficiency improvements at the Blue Water Bridge.

To protect Michigan and the U.S. taxpayers from further wasteful expenditure on the DRIC process, I not only support the request of my colleagues, Rep. Kilpatrick and Rep. Knollenberg, for a six-month extension of the DEIS public comment period, I also request that the Department put the DEIS on hold indefinitely to more fully understand the impacts that the DRIC may cause to our region

Thank you for your time and consideration.

Sincerely,



Candice S. Miller
Member of Congress

Cc: Acting Administrator James Ray, Federal Highway Administration
David Williams, Federal Highway Administration
David Wresinki, Michigan Department of Transportation
James L. Oberstar, U.S. House Committee on Transportation and Infrastructure



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ALAN L. CROPSEY
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 APPROPRIATIONS SUBCOMMITTEES:
 JUDICIARY AND CORRECTIONS, CHAIR
 DEPARTMENT OF ENVIRONMENTAL
 QUALITY, VICE CHAIR
 DEPARTMENT OF TRANSPORTATION,
 VICE CHAIR
 STATE POLICE AND MILITARY AFFAIRS,
 VICE CHAIR
 CAPITAL OUTLAY, MEMBER

April 29, 2008

David Williams
 Environmental Program Manager
 Federal Highway Administration
 315 West Allegan Street, Rm. 201
 Lansing, MI 48933

Dear Mr. Williams:

I am writing to inform you of my concerns regarding the Draft Environmental Impact Statement (“DEIS”) prepared by the Michigan Department of Transportation (“MDOT”) for the Detroit River International Crossing Study (“DRIC Study”). I want to be sure that FHWA is aware that the law has, and continues to, restrict MDOT’s participation in the DRIC Study and that the Legislature has scheduled oversight hearings for late April and May on MDOT’s activities and whether additional restrictions should be imposed. Currently, the public comment period on the DEIS is set to expire on April 29, 2008. Because the legislative oversight hearings will not be completed before then, we believe that the public comment period should be extended for at least six months. After the hearings, members of the Legislature may submit comments on the DEIS, and we believe that those comments would be a key piece of information to the NEPA decision-making process.

The people of Michigan have a direct and substantial interest in the DEIS and the study of potential border crossings between Michigan and Canada. MDOT is a leading participant in the DRIC Study. However, MDOT’s activities are limited by the authority granted by law. The law does not authorize MDOT to design, construct, finance, or operate a crossing over the Detroit River between Detroit and Windsor. MDOT’s sole authority to engage in the DRIC Study stems from the appropriation of State funds, and this authority contains significant restrictions on MDOT’s participation in the DRIC Study.

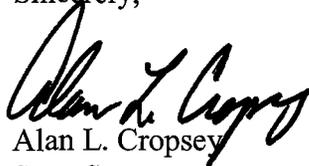
For fiscal year 2006-2007, the enacted budget law directed that MDOT “shall not, directly or indirectly, expend any funds appropriated [through line-item appropriations] for design or right-of-way acquisition associated with a new crossing of the Detroit River between Detroit, Michigan and Windsor, Ontario.” Public Act. 345 of 2006, Art. 18, § 384.

For the 2007-2008 fiscal year (Public Act. 129 of 2007, Sec. 384) the law imposes more severe limits on MDOT. The law permits MDOT to finish the DRIC Study, but prohibits MDOT from binding the State in any way to future action of any DRIC project recommendation. The law specifically provides that “the department is prohibited from pursuing actions beyond the normal completion of the study phase. Such prohibited actions include, but are not limited to, applications for federal permits, design engineering work, right-of-way acquisition, construction, routine property acquisition, or condemnation activity.” The law also specifies that “any additional spending to implement any recommendation of the DRIC Study will require prior approval of the full legislature.” MDOT was required to make a full accounting of all funds associated with the DRIC Study back to 2003, and both the Senate and the House are directed to hold committee hearings on the involvement of MDOT in the DRIC Study.

In light of the upcoming oversight hearings, I believe that there is a possibility of additional legislation restricting MDOT’s participation in the DRIC Study, both in the use of State funds and MDOT’s authority to further engage in the NEPA process. The State has a vested interest in ensuring that public funds are put to use appropriately. MDOT dollars provide 20% of the overall funding for the DRIC Study. Should the law impose further restrictions on MDOT’s participation in the project, the sustainability of the DRIC Study may be affected.

For all of these reasons, I ask that the FHWA hold off on consideration of the DEIS and extend the public comment period for at least six months.

Sincerely,



Alan L. Cropsey
State Senator
33rd District

cc: James Ray
✓David Wresinski



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THE SENATE
STATE OF MICHIGAN

SENATE STANDING COMMITTEES:
NATURAL RESOURCES AND ENVIRONMENTAL
AFFAIRS, MINORITY VICE CHAIR
TRANSPORTATION, MINORITY VICE CHAIR
LOCAL, URBAN AND STATE AFFAIRS
SENIOR CITIZENS AND VETERANS AFFAIRS

April 29, 2008

Robert H. Parsons
Public Involvement and Hearing Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Parsons:

Submitted herein are comments on the Detroit River International Crossing Study (DRIC) Draft Environmental Impact Statement (DEIS). The DRIC Study entails one of the most critical issues facing Michigan: how to remain competitive in a globally integrated economy. Expanding international border crossing capacity between Southeast Michigan and Southwest Ontario is far more than a transportation infrastructure project. The United States and Canada share the largest trading relationship in the world. The economies of Michigan and Ontario are inextricably linked. It is critical that the bi-national partners take the steps to expand international border crossing infrastructure, and enhance the seamless flow of goods and people in order to strengthen the vitality of the Great Lakes economic region.

Equally important to insuring that Michigan is poised to take advantage of its strategic geographic location within the global trade market, is the need for Michigan to revitalize its urban neighborhoods. We must insure that transportation infrastructure located in revitalizing and growing urban neighborhoods, like southwest Detroit, is designed in a manner that limits its environmental and community impacts on residential and commercial retail development.

Public ownership of a new international border crossing system is critical to U.S. economic competitiveness and security. The Detroit Windsor border is the most valuable international crossing in North America. Public ownership and oversight protects this asset by ensuring that structural maintenance and integrity, security, and safety objectives are met. Public ownership further ensures that the toll structure is transparent and based solely on debt financing and maintenance requirements. The toll rates are therefore not based on a profit-making objective and provide a competitive rate for freight shippers and passenger vehicles. Ensuring public

safety is first and foremost a public function and responsibility. There is a wide literature on the continuing vulnerability of the nation's critical transportation and supply chain infrastructure. As the DRIC Study progresses, the discussion on governance and operations should include an initiative designed to ensure that the international border crossing system is operated in a manner that includes credible security protocols while improving efficiency and reliability - both are equally important.

During the Twentieth Century, the Canadian provinces and the Great Lakes states progressively integrated their economies and formed one of the largest bi-national economic regions in the world. Today, this economic region faces a vast array of economic challenges. One of these challenges is that the international border went from one of the most open crossings in the world facilitating a relatively seamless flow of goods and people between the two countries, to one that is reaching capacity, is landlocked and is tightened by new border security requirements.

The DRIC Study estimates that vehicle traffic at the Detroit-Windsor border crossing will increase by 57 percent and commercial truck traffic by 128 percent during the next thirty years. Current capacity at the border will be overloaded by as early as 2015 if high traffic growth occurs and by 2035 if traffic grows more slowly. The forecast of capacity indicates that deficiencies will develop in the roadways leading to the Ambassador Bridge and Detroit Windsor Tunnel, the available lanes of these two crossings, and the ability to process vehicles through customs and immigration. It is prudent and appropriate to plan now. To address future mobility needs, the DRIC Study outlines the following requirements:

- Provide new border crossing capacity to meet increased long-term demand
- Improve system connectivity to enhance the seamless flow of people and goods
- Improve operations and processing capacity
- Provide reasonable and secure crossing options in the event of incidents, maintenance, congestion, and other disruptions.

Southwest Detroit hosts the most extensive transportation network in Michigan. The Ambassador Bridge, the Detroit River Rail Tunnel, the Port of Detroit, four Class One Railroads, and three interstate freeways are all located in the area. The Detroit Windsor Truck Ferry and Michigan's largest intermodal facility are additional components of this transportation system.

For almost a decade, community representatives have advocated for a coordinated and comprehensive approach to transportation infrastructure project planning such that community development objectives are supported rather than undermined. The proposed Detroit Intermodal Freight Terminal (DIFT), the widening of Interstate 94, the reconstruction of the Detroit River rail tunnel, the construction of the MDOT Gateway Project, and the DRIC Study project are all located in Southwest Detroit. No similar geographic region in the state, and perhaps even the country, hosts such important and valuable transportation infrastructure. Segmenting the planning and evaluation of these projects dilutes the real impacts, particularly cumulative impacts, and misses the opportunities to gain greater efficiencies and public benefits. In fact, the Policy Principles adopted by the Detroit Regional Chamber and the Windsor & District Chamber of Commerce include such a recognition. One of their principles on border infrastructure states that a new crossing should be part of a broad development and economic vitality vision for the

region that is shaped in collaboration with affected communities. To date, little progress has been made toward this goal. **The DRIC Study Final Environmental Impact Statement should include, as a mitigation activity, funding for and a specific timeline for a coordinated and comprehensive community-based transportation infrastructure project plan.**

One of the most critical mitigation activities that must be incorporated into the DRIC Study Final Environmental Impact Statement is a comprehensive economic development strategy that focuses on Michigan's significant international trade strengths. Canada is the leading market for thirty-nine states and is a larger market for U.S. goods than all twenty-five countries of the European Union. Michigan's share of bilateral trade with Canada is more than double that of the next highest ranking state (New York). In 2005, the Great Lakes region and the Canadian provinces account for more than \$500 billion in two-way merchandise trade. Sixty-two percent of the total trade between the U.S. and Canada originates in the Great Lakes region. Twenty-eight percent, representing \$113.3 billion of surface trade flows annually between the United States and Canada at the Detroit Windsor border. The trade volume that currently crosses the Ambassador Bridge exceeds all U.S. exports to Japan.

Several entities have articulated the need for an economic strategy designed to develop the Great Lakes region, Michigan, and southeast Michigan as a global logistics and transportation hub. Increased global economic integration has substantially elevated the significance of transportation networks and supply chain and logistics industries to a region's economic competitiveness. The Brookings Institute, Detroit Renaissance, and the Detroit Regional Chamber have each made a compelling case for developing southeast Michigan as a global transportation hub. Representative Tobocman has introduced legislation in the Michigan House of Representatives to create the Michigan Supply Chain Development Authority which would be tasked with developing a state-wide strategy to grow the supply chain and logistics sectors. While these proposals are all critical, two components are missing: a coordination and synthesis of these initiatives and a concentrated focus on bringing these economic benefits to the local host communities. The DRIC Study should advocate for such a coordinated strategy as well as provide funding and leadership to forward this critical initiative.

Redundancy is a critical objective of the DRIC Study Project and an essential feature of a final project. The current international border crossing system at the Detroit Windsor border is outdated and does not work. It constricts billions of dollars of trade onto three lanes of traffic, with limited plaza space in the heart of two, older, and dense residential communities. A breakdown in one lane of traffic, or on a local road, or a similar system failure can significantly disrupt the flow of commerce for the entire region. A natural disaster or terrorist attack on such infrastructure would have truly enormously debilitating impact on the Great Lakes economic region. Additional lanes across the river, seamless interstate and roadway connections, and adequate plaza capacity are needed for the system to respond to the requirements of global economic integration. Border crossings are significant sources of congestion, delay, unpredictability, and increasing costs. The negative impacts of inadequate border crossing system infrastructure extend to the tens of thousands of health care workers crossing into the U.S. to work, air emissions, and the tourism industry.

Thank you for the opportunity to comment on the DRIC Study DEIS. This represents the most important projects in decades impacting the future of the Detroit, the region, and the State of Michigan. As always, we are available for further discussion and we look forward to a productive relationship moving forward.

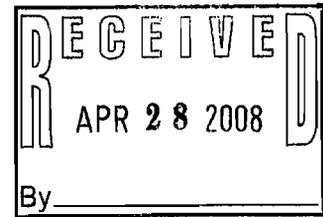
Sincerely,



RAYMOND E. BASHAM
State Senator
8th District



GLENN S. ANDERSON
State Senator
6th District



SENATE STANDING COMMITTEES:
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THE SENATE
STATE OF MICHIGAN

April 25, 2008

David Williams
Environmental Program Manager
Federal Highway Administration
315 West Allegan Street, Rm. 201
Lansing, MI 48909

David Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Sirs,

I appreciate the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Detroit River International Crossing (DRIC) Study. This project has and continues to seek a level of public involvement that is unsurpassed. It is with this in mind that I request that you be judicious in granting any extension to the public comment period on the DEIS.

As a State Senator and member of the DRIC Local Advisory Council (LAC), I have had the pleasure of observing a public process that has gone above and beyond to encourage the use of public input in developing a plan for an additional border crossing in the Detroit/Windsor corridor. In addition to the 40 formal public meetings and workshops held during the DRIC study over the past 36 months, I have attended or been represented at over 30 DRIC LAC meetings which were also open to the public. These meetings were advertised in thousands of direct postal and electronic mailings, broadcast over radio and television, and explained in detail on the DRIC website. Citizens, community leaders, business groups and other interested parties were provided with information in multiple languages and were given ample opportunity to comment on the DRIC Study at every step of the process.

I anticipate that there may be some who will request an extension to the public comment period on the DEIS for the DRIC Study. However, an extension to the public comment period would only serve to bog down a process that has remained transparent and open to public scrutiny for over three years. The citizens of the State of Michigan and others affected by this potential project would not benefit in any way from an extension. Keeping this in mind, I again ask that you be judicious when considering any request to extend the public comment period.

Sincerely,

RAYMOND E. BASHAM
Michigan State Senate
8th District



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STEVE TOBOCMAN
MICHIGAN HOUSE OF REPRESENTATIVES
MAJORITY FLOOR LEADER

April 29, 2008

Robert H. Parsons
Public Involvement and Hearing Officer
Bureau of Transportation Planning
Michigan Department of Transportation
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Lansing, MI 48909

RE: Detroit River International Crossing Draft Environmental Impact Statement

Dear Mr. Parsons:

Submitted herein are comments on the Detroit River International Crossing Study (DRIC) Draft Environmental Impact Statement (DEIS). The DRIC Study entails one of the most critical issues facing Michigan: how to remain competitive in a globally integrated economy while protecting the quality of life for its residents. Expanding international border crossing capacity between Southeast Michigan and Southwest Ontario is far more than a transportation infrastructure project. The United States and Canada share the largest trading relationship in the world. The economies of Michigan and Ontario are inextricably linked. It is critical that these bi-national partners take steps to expand international border crossing infrastructure and enhance the seamless flow of goods and people to strengthen the vitality of the Great Lakes economic region.

Equally important to ensuring that Michigan is well-positioned to take advantage of its strategic geographic location in the global trade market is the need for Michigan to revitalize its urban communities. We must ensure that transportation infrastructure located in revitalized and growing urban neighborhoods, like Southwest Detroit, is designed in a manner that limits the negative environmental and community impacts on both residential and commercial retail development.

Southwest Detroit is one of the only growing communities in the City of Detroit; this is a substantial reversal of a decades-long trend of population decline in the City. It is also the most ethnically diverse neighborhood in Michigan. Southwest Detroit is thriving economically based in large part on its strong support of and welcoming stance toward immigrants. It is imperative that the spirit of environmental justice directives are followed to ensure that Southwest Detroit is not further disproportionately impacted by adverse air and noise impacts, loss of cultural and social resources, and an overall undermining of the residential and commercial development

potential of this community. Otherwise, all of the of the economic benefits to manufacturers and commercial enterprises will be more than offset by the adverse impacts to regional economic competitiveness resulting from blight, disinvestment, and environmental degradation resulting from poorly planned transportation infrastructure run amok.

During the 20th century, the Canadian provinces and the Great Lakes states progressively integrated their economies and formed one of the largest bi-national economic regions in the world. Today, this region faces a vast array of economic challenges. One of these challenges is that the international border went from one of the most open crossings in the country, facilitating a relatively seamless flow of goods and people between the two countries, to one that is quickly reaching maximum capacity; is landlocked; and is restricted by new border security requirements.

Project Need

The DRIC Study estimates that the Detroit Windsor border crossing vehicle traffic will increase by 57 percent and commercial truck traffic by 128 percent during the next thirty years. This estimate has been relied upon by the Detroit International Bridge Company to justify the Ambassador Bridge Enhancement Project. Current capacity at the border will be overloaded by as early as 2015 if high traffic growth occurs, and by 2035 if traffic grows more slowly. The forecast of capacity indicates that deficiencies will develop in the roadways leading to the Ambassador Bridge and Detroit Windsor Tunnel; the available lanes of these two crossings; and the ability to process vehicles through customs and immigration. It is prudent and appropriate to plan for these increased demands now. To address future mobility needs, the DRIC Study outlines the following requirements for new border crossing:

- Provide new capacity to meet increased long-term demand;
- Improve system connectivity to enhance the seamless flow of people and goods;
- Improve operations and processing capacity; and
- Provide reasonable and secure crossing options in the event of incidents, maintenance, congestion, and other disruptions.

Redundancy

Redundancy is a critical objective of the DRIC Study Project and an essential feature of a final project. The current international border crossing system at the Detroit Windsor border is outdated and does not work in a new global economy with heightened international security issues. It constricts billions of dollars of trade onto three lanes of traffic, with limited plaza space in the heart of two, older, and dense residential communities. A breakdown in one lane of traffic, or on a local road connecting the asset (bridge or tunnel) to the interstate, or a similar system failure can significantly disrupt the flow of commerce for the entire region. A natural disaster or terrorist attack on such infrastructure would have truly enormously debilitating impact on the Great Lakes economic region. Additional lanes across the river, seamless interstate and roadway connections, and adequate plaza capacity are needed for the system to respond to the requirements of global economic integration. Border crossings are a significant source of congestion, delay, unpredictability, and increasing costs. Inadequate border crossing system

infrastructure threatens thousands of health care workers crossing into the U.S. to work, air emissions, tourism industry workers, and manufacturing jobs. Only a new crossing with adequate lanes, plaza facilities, and direct freeway connections can truly provide adequate system redundancy

Public Ownership and Governance

Public ownership of a new international border crossing system is critical to U.S. economic competitiveness and security. The Detroit-Windsor border is the most valuable international crossing area in North America. Public ownership and oversight protects this asset by ensuring that structural maintenance and integrity, security, and safety objectives are met. Public ownership further ensures that the toll structure for the crossing is transparent and based solely on debt financing and maintenance requirements. Under public ownership, the toll rates provide a competitive rate for freight shippers and passenger vehicles because they are not structured to generate profits. Ensuring public safety is first and foremost a public function and responsibility. There are volumes of literature on the continuing vulnerability of the nation's critical transportation and supply chain infrastructure. As the DRIC Study progresses, the discussion on governance and operations should include an initiative designed to ensure that the international border crossing system is operated in a manner that includes credible security protocols while improving efficiency and reliability. Both are equally important.

Discussions regarding governance should include a thorough evaluation of the efficacy of a Public-Private Partnership regarding operation of the international bridge crossing system. Specific principles that protect the investment in the asset, ensure unfettered commercial and passenger access, security, and long-term viability must first be established to guide an evaluation. Equally important is that this discussion continue to recognize and respect the binational partnership established at the commencement of the DRIC Study.

The DRIC Study Project Context: Southwest Detroit

Southwest Detroit hosts the most extensive and valuable transportation network in Michigan, including the Ambassador Bridge; the Detroit River Rail Tunnel; the Port of Detroit; four Class-One railroads; and three interstate freeways. The Detroit Windsor Truck Ferry and Michigan's largest inter-modal facility are additional components of this transportation system.

Historically, the region has benefited from this comprehensive transportation system, while the host community has shouldered the brunt of the negative impacts. The balance of benefits and impacts must be recalibrated such that the community receives tangible and sustained economic benefits, physical improvements, and air quality protections. The DRIC Study represents an unprecedented opportunity for the Michigan Department of Transportation and the Federal Highway Administration to systematically reform the manner in which major transportation projects are planned and implemented. Historical analysis and empirical studies have repeatedly demonstrated the negative unintended consequences of interstate freeway construction on communities, particularly urban locales.

It is imperative that the growth and revitalization of the host community is equally as important of an objective of the DRIC Study as increasing international border crossing capacity. The Context Sensitive Solutions community workshops initiated by MDOT and conducted through several months of planning represent a strong commitment toward this outcome. As the DRIC Study proceeds to the Final Environmental Impact Statement and potentially to a design phase, similar workshops should recommence. An important component to the efficacy of the workshops was their facilitation by an architectural design firm with substantial knowledge of the impacted communities. It will be important to retain a similarly situated entity to complete the neighborhood land use plan through the design phase of the project.

Design Objectives and Local Roadways

Future design planning should include the goals of concentrating residential and commercial density; creating connections between neighborhoods and to the Detroit River; and increasing non-motorized routes and pathways. **The design analysis must be extended to those areas that will be impacted north of Interstate -75 by changes to the local roadway, new freeway ramps, and relocation.** Additionally, the current Interstate-75 exit ramps function as the southern access routes to the Southwest Detroit's main commercial corridor. Impacts to the West Vernor and Springwells commercial districts must be thoroughly assessed with optimal traffic routing options determined for ensuring that the customer base can continue to access these districts.

The long-awaited MDOT Gateway project commenced the final, and most intrusive, construction phase in February 2008. One of the objectives of the Gateway Project is to provide direct access ramps to and from the Ambassador Bridge plaza and the Interstate freeway system. The direct access ramps will result in a significant decrease of truck traffic on the local roadways adjacent to the Ambassador Bridge plaza and will enhance access to the local community for passenger vehicles. It is critical that the preferred alternative is determined based on its ability to remove trucks from the local roadway system. The removal of truck traffic from the local roadway system, particularly on Clark Street, must not be undermined by a new configuration of freeway ramps. Direct connections for truck traffic to and from the bridge plaza and Interstate-75 and safe, efficient routing for passenger vehicles must be components of the final design of the bridge system. Additionally, there will likely be a number of process-related lessons learned from the implementation of the Gateway Project that should be implemented during the construction phase for a new international bridge system.

Clark and Junction streets function as the main north and south access routes connecting Southwest Detroit neighborhoods. These routes should be protected for continued residential use. The final traffic design should be based on removing trucks from residential and neighborhood commercial corridors as well as increased connectivity between neighborhoods. A revitalized Delray neighborhood must be connected to surrounding neighborhoods.

The Livernois and Dragoon intersection has long functioned as a one-way pair thoroughfare between Interstate 75 service drive and West Vernor – the main commercial corridor serving southwest Detroit. Despite the fact that Livernois and Dragoon are residential, a substantial

volume of truck traffic travels these streets. Consequently, years of truck travel have resulted in a diminished quality of life for those living on these streets. House foundations have been compromised from constant vibration, air quality is lessened, and public safety is compromised. A community planning process which developed an alternative design for the proposed Detroit Intermodal Freight Terminal resulted in a strong consensus that trucks should be permanently removed from Livernois and Dragoon and that the Interstate 75 service drive be rebuilt such that trucks would no longer be able to access this intersection. Achieving this outcome must be a priority of any DRIC Study alternative.

Several community land use plans developed during the previous decade by a collaborative of community development corporations included “gateways” into the various southwest Detroit neighborhoods. Design alternatives to the local roadway changes should include concepts for increasing green spaces, non-motorized paths, lighting, and signage. There also is support for land bridge treatments that host local pocket parks, such as that which crosses Interstate 696 in Oak Park.

I am encouraged that the DEIS includes identification of the various plans to develop and increase nonmotorized greenway paths throughout southwest Detroit as well as the redevelopment of Historic Fort Wayne. It is important that opportunities for green linkages connecting neighborhoods to each other, Detroit River, and Historic Fort Wayne are fully explored and included in the FEIS. In particular, the West Riverfront and Rouge River Gateway plans should be components of the final land use design of the DRIC Study project.

Community Benefits Agreement

A newly-elected board of eleven community representatives, organized under the Community Benefits Agreement Coalition should be empowered to guide the process of developing a Community Benefits Agreement in association with the DRIC Study project. I strongly support developing and implementing a Community Benefits Agreement in association with the DRIC Study project. A final CBA must provide legal rights for community signatories and beneficiaries.

While the CBA Coalition is in the process of determining their priorities for mitigation and benefits, the Delray Community Land Use Plan provides a template for the types of activities likely to be included in a CBA. The CBA developed in association with the Detroit Intermodal Freight Terminal project provides a model upon which to build. Replacement housing, an economic development strategy, infrastructure upgrades and improvements, and air quality improvements have all been identified as areas of critical need in southwest Detroit.

The DEIS does not fully identify those mitigation strategies associated with each alternative and therefore substantially limits the commentary that can be provided as part of the DEIS process.

Coordinated Transportation Infrastructure Planning

For almost a decade, community representatives have advocated for a coordinated and comprehensive approach to transportation infrastructure project planning such that community

development objectives are supported rather than undermined. The proposed Detroit Intermodal Freight Terminal (DIFT), the widening of Interstate 94, the reconstruction of the Detroit River rail tunnel, the construction of the MDOT Gateway Project, and the DRIC Study project are all located in Southwest Detroit. No similar geographic region in the state, and perhaps even the country, hosts such important and valuable transportation infrastructure. Segmenting the planning and evaluation of these projects dilutes the real, cumulative impacts and misses opportunities to gain greater efficiencies and public benefits. The Policy Principles adopted by the Detroit Regional Chamber and the Windsor & District Chamber of Commerce include such a recognition. One of their principles on border infrastructure states that a new crossing should be part of a broad development and economic vitality vision for the region that is shaped in collaboration with affected communities. To date, little progress has been made toward this goal. **The DRIC Study Final Environmental Impact Statement should include, as a mitigation activity, funding and a specific timeline for a coordinated and comprehensive community-based transportation infrastructure project plan.**

Economic Development

One of the most critical mitigation activities that must be incorporated into the DRIC Study Final Environmental Impact Statement is a comprehensive economic development strategy that focuses on Michigan's significant international trade strengths. Canada is the leading market for thirty-nine states and is a larger market for U.S. goods than all twenty-five countries of the European Union. Michigan's share of bilateral trade with Canada is more than double that of the next highest ranking state (New York). In 2005, the Great Lakes region and the Canadian provinces account for more than \$500 billion in two-way merchandise trade. Sixty-two percent of the total trade between the U.S. and Canada originates in the Great Lakes region. Twenty-eight percent, representing \$113.3 billion of surface trade flows annually between the United States and Canada at the Detroit Windsor border. The trade volume that currently crosses the Ambassador Bridge exceeds all U.S. exports to Japan.

Several entities have articulated the need for an economic strategy designed to develop the Great Lakes region, Michigan, and southeast Michigan as a global logistics and transportation hub. Increased global economic integration has substantially elevated the significance of transportation networks and supply chain and logistics industries to a region's economic competitiveness. The Brookings Institute, Detroit Renaissance, and the Detroit Regional Chamber have each made a compelling case for developing southeast Michigan as a global transportation hub. I have introduced legislation in the Michigan legislature to create the Michigan Supply Chain Development Authority which would be tasked with developing a state-wide strategy to grow the supply chain and logistics sectors. While these proposals are all critical, two components are missing: a coordination and synthesis of these initiatives and a concentrated focus on bringing these economic benefits to the local host communities. The DRIC Study should advocate for such a coordinated strategy, as well as provide funding and leadership to forward this critical initiative.

The DEIS reports that up to 56 businesses may be relocated as a result of a DRIC Study project. An economic development strategy must be developed with the goal of retaining these businesses in southwest Detroit and Delray – particularly since most indicated that their intention

and preference is to stay. The larger Southwest Detroit region has demonstrated a remarkable track record to attract, retain, and grow a wide variety of retail, commercial, industrial, and other businesses.

The DEIS reports that there are seventeen major employers (defined as businesses with more than 200 employees) in the study area. Seven of these businesses are in Detroit and six in southwest Detroit. It is imperative that these businesses are consulted as to their traffic and truck routing needs – particularly those that may be located in close proximity to new bridge plaza and interstate connections.

Residential Relocation and Development

The DEIS reports that there is a range of between 324 and 414 dwelling units that will be relocated depending on the Build Alternative designated as Preferred in the FEIS. Although relocation decisions are ultimately personal, it is critical that these housing units are retained within southwest Detroit. There are several community development corporations with a successful portfolio of housing projects in southwest Detroit as well as nonprofit agencies with experience partnering with developers to build market rate and affordable housing. These entities should be included in the planning for a comprehensive housing relocation and development program. In addition, a careful analysis of the impact of future property tax liability on low-income individuals is warranted as it is my understanding that even with the additional subsidy provided by current state law, low income households would not be able to sustain the property tax liability of a replacement dwelling.

Air Quality

Given the extensive array of industrial and transportation land uses in Southwest Detroit, it is difficult to fathom how air quality will be improved with the construction of expanded international border crossing capacity that will accommodate the predicted growth in commercial traffic. As is the case with the Detroit Intermodal Freight Terminal project, the status quo is not acceptable - real improvements to air quality must be a component of the DRIC Study project. Clearly, mobile source emissions are not the only component of localized air quality impacts.

As with the comprehensive analysis of transportation infrastructure projects, long requested by community advocates, there is a dire need for a comprehensive analysis of air quality. Such an analysis must include identification of point and mobile source toxins, continued monitoring of the emission levels, and a clear action plan that incrementally improves air quality with measurable results. The Final EIS should include funding for such an analysis in addition to specific mitigating activities. While the CBA Coalition on the DRIC Study is formulating specific environmental mitigation requests, the CBA for the DIFT project may be instructive in the types of mitigation requested. Those requests included diesel emission control programs, anti-idling equipment, retrofitting of heavy equipment, indoor air filtering system for residential and institutional buildings located within a specific radius from the international border crossing system. In particular, the noise and air quality impacts to Southwestern High School should be more thoroughly evaluated and the most stringent mitigation activities proposed and funded.

The DEIS does not adequately evaluate the potential health impacts that the shift in Mobile Source Air Toxics (MSAT) emissions will have on Delray residents and Southwestern High School students. Public health experts have indicated that reasonable estimates can be made using available modeling protocols for dispersion. Although there is a degree of uncertainty associated with modeling dispersion, it should be completed to provide some projections of potential health impacts and to assist in formulating adequate mitigation strategies. In addition, this would add to the principles of transparency and disclosure that the DRIC Study has already demonstrated it is committed to.

Southwest Detroit Environmental Vision has put forth a Construction and Ongoing Mitigation Plan that should be implemented. I am herein referencing those comments and strongly concur with their suggestions. Elements of the mitigation include:

- Limiting the age of on-road vehicles used in construction
- Minimizing engine operations
- Restricting construction activities surrounding Southwestern High School and other sensitive receptors
- Instituting fugitive dust control plans
- Using diesel particulate traps and oxidation catalysts on construction vehicles
- Using existing power sources or clean field generators rather than temporary power generators
- Require contractors to use construction equipment that at least meets the Environmental Protection Agency's (EPA) Tier 3 standards for off-road equipment. If Tier 4 equipment is available, this should be used
- Regular Sweeping of road to minimize fugitive dust

Ongoing Mitigation

- Enforcement of anti-idling policies during primary and secondary truck inspections
- Air filtration systems for sensitive receptors including Southwestern High School
- Funding for comprehensive air monitoring in the impacted area
- Regular sweeping of area roads
- The project design should include landscaping using native vegetation

Noise and Vibrations

Infrastructure designs that reduce noise impacts should be implemented along the Interstate-75, adjacent residential areas, and Southwestern High School. Noise barriers and walls should be designed in consultation with those immediately impacted and through the Context Sensitive Solution workshops. Particular care for the historic character of the area should be considered as well as opportunities for further greening. Noise monitoring must be an ongoing activity following construction with a commitment to further mitigation if levels exceed the established standards.

CHASS Clinic

Community Health and Social Services (CHASS) Clinic is a landmark institution in Southwest Detroit having served the community for more than 38 years. CHASS clinic one of only four federally qualified health centers (FQHC) in Detroit and is located in the heart of area of analysis for expanded border crossing capacity. Although the center is not slated for acquisition in each alternative, it would be severely impacted by any alternative. In 2007, CHASS Clinic provided services to more than 13,000 individuals without health care coverage or limited health care coverage. CHASS Clinic has plans to expand and modernize their campus at its current location. It is imperative that CHASS Clinic remain a vital service in Southwest Detroit. The FEIS must include provisions for the planned campus expansion, ensure that passenger and pedestrian routes are optimal, and truck traffic is routed away from the facility. Discussions should commence immediately between MDOT and the CHASS Clinic.

Southwestern High School

In addition to the Delray community, Southwestern High School (SWHS) is the most impacted community resource under all alternative locations. It is imperative that discussions commence immediately with Southwestern High School representatives and the Detroit Public School system regarding impacts, mitigation, and benefits. The school must be equipped with a state-of-the-art air filtering system and other emission control equipment. Increased greening and buffering must be designed with SWHS representatives as well as opportunities to enhance the campus, curriculum, and extra-curricular programs. Particular attention to the ingress and egress of the school campus must be a component of the design workshops.

Local Permits

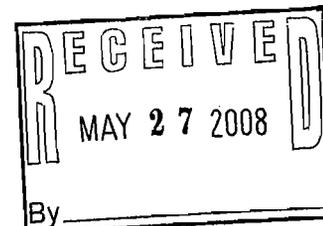
I would note that local permits are not included in the extensive listing of permits that a new international border crossing system would require. All local permits should be included in this listing in the FEIS.

Thank you for the opportunity to comment on the DRIC Study DEIS. This represents the most important projects in decades impacting the future of the 12th District, the region, and the State of Michigan. I commend the Michigan Department of Transportation for its partnership with the community I represent, its respect for their input, and the open and transparent manner in which this long process has been conducted. As always, I am available for further discussion and I look forward to a productive relationship moving forward.

Sincerely,



Steve Tobocman
State Representative
12th District – Southwest Detroit



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MICHIGAN HOUSE OF REPRESENTATIVES

LEE GONZALES
STATE REPRESENTATIVE
49TH DISTRICT

APPROPRIATIONS
SUBCOMMITTEES:
TRANSPORTATION (C)
HIGHER EDUCATION (VC)
JOINT CAPITAL OUTLAY

May 23, 2008

Robert H. Parsons
Public Involvement and Hearing Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Parsons:

In our roles respectively as Chair of the House Appropriations Subcommittee on Transportation and Chair of the House Standing Committee on Transportation, we submit herein our comments on the Draft Environmental Impact Statement (DEIS) for the Detroit River International Crossing (DRIC) Study. A basic question is how to best manage the busiest trade corridor in the world by thoroughly studying the best options aimed at increasing capacity and redundancy in today's global (and integrated) economy. This integrated economy between the United States and Canada, Michigan and Ontario, and Detroit and Windsor demands a deeper process of reform—and in the case of the Detroit-Windsor border crossing—one that aims at the transformation of our infrastructure and its governance.

Expanding international border crossing capacity between Southeast Michigan and Southwest Ontario is far more than a transportation infrastructure project. The U.S. and Canada share the largest trading relationship in the world. The economies of Michigan and Ontario are inextricably linked. It is critical that the bi-national partners take the steps to expand international border crossing infrastructure, and enhance the seamless flow of goods and people in order to strengthen the vitality of the Great Lakes economic region. *As a border improvement project the DRIC Study is essentially a bi-national economic security imperative.*

Public ownership of a new international border crossing system is critical to U.S. economic competitiveness, security and redundancy. The Detroit-Windsor border is both the most valuable international crossing in North America and a dynamic asset. Public oversight/governance would protect this asset by ensuring proper measures, such as strategic priorities, capacity, security, and structural maintenance and integrity on a bi-national scope. Additionally, public oversight/governance further ensures that the toll structure is transparent, along with greater crossing choice that induces competitive rates for freight shippers, passenger vehicles and others.

As we seek to be provocateurs in the new economy, there is the opportunity for long-term private sector investment in the form of a private-public partnership.

As the DRIC Study progresses, the discussion on governance and operations should include an initiative designed to ensure that the international border crossing system is operated in a manner that includes credible security protocols while improving efficiency and reliability. Both are equally critical. *In today's global knowledge economy and a post 9-11 world, we must be concerned with just-in-time (JIT) business relationships and the unfortunate reality of the major challenge of redundancy—a just-in-case (JIC) backup plan.*

One of the most critical mitigation activities that must be incorporated into the DRIC Study Final Environmental Impact Statement is a comprehensive economic development strategy that focuses on Michigan's significant international trade strengths. Canada is the leading market for thirty-nine states and is a larger market for U.S. goods than all twenty-five countries of the European Union. Michigan's share of bilateral trade with Canada is more than double that of the next highest ranking state (New York). In 2005, the Great Lakes region and the Canadian provinces account for more than \$500 billion in two-way merchandise trade. Sixty-two percent of the total trade between the U.S. and Canada originates in the Great Lakes region. The trade volume that currently crosses the Ambassador Bridge exceeds all U.S. exports to Japan In 2007, \$122 billion of two-way surface trade at the Detroit-Windsor border represented 28% of total U.S.-Canada trade.

Redundancy is a core issue of the DRIC Study Project and an essential feature of a final border improvement project. While the Ambassador Bridge operates effectively in its current form and will celebrate its 80th year in 2009, there is a need to take the next step in a global context. A breakdown in one lane of traffic on the current span can significantly disrupt the flow of commerce for the entire region. A natural disaster or terrorist attack on such infrastructure would have a truly enormous debilitating impact on the Great Lakes economic region. Additional lanes across the river, seamless interstate and roadway connections, and adequate plaza capacity are needed for the system to respond to the requirements of global economic integration. Border crossings are significant sources of congestion, delay, unpredictability, and increasing costs. The shortcomings of an inadequate border crossing system infrastructure extends to the many health care workers crossing into the U.S. to work daily, as well as negative impacts to air emissions, and the tourism industry.

Again, thank you for the opportunity to comment on the DRIC Study DEIS. As chairs of our respective transportation committees in the Michigan House of Representatives we cannot express enough how important this project is to the future of the Detroit region, the State of Michigan and international trade. As always, we are available for further discussion and look forward to a productive relationship moving forward.

Sincerely,



Representative Lee Gonzales
Chair, Subcommittee on Transportation
49th House District



Representative Hoon-Yung Hopgood
Chair, House Transportation Committee
22nd House District



Robert A. Ficano
County Executive

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May 28, 2008

Kirk T. Steudle
Director
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Director Steudle:

I am writing to inquire about issues involving the Detroit River International Crossing, which is now undergoing environmental review in the U.S.

To begin with, I am concerned about the substantial cost for the new DRIC bridge. The DRIC study indicates that the U.S. cost of the project will be close to \$1.5 billion, and media reports have put the cost substantially higher. Our County and State are already facing extremely difficult budget constraints. I believe that we need to spend more time understanding the increased demand for the new bridge in light of traffic patterns over the past eight to ten years.

Just as important, the plans for the new DRIC bridge show that the construction of the bridge, customs plaza and connection to I-75 will fundamentally impact the Delray community in Southwest Detroit. The plan will require the relocation of hundreds of residents and the closing or relocation of several businesses. In order to justify this dramatic change, I would want to see the full business case and relocation strategy. My understanding is that the community redevelopment scenarios envisioned within the DRIC study are not traditionally funded by FHWA funds, and as such, should be disclosed to the community that they are separate and distinct from the mitigation expected from the DRIC project.

Finally, I would simply ask that we make sure that all appropriate United States environmental reviews are completed and that all proper due diligence is followed. I understand that the Canadian Government is further ahead on its reviews than we are on our side, and just want to make sure that we are able to complete all of our reviews prior to making any final decision.

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Kirk T. Steudle, Director
Michigan Department of Transportation
May 28, 2008

I ask that you review the costs and benefits of the DRIC proposal and re-evaluate the fundamental purpose and need for the project in light of the impact of the plan on our residents and businesses. I understand that the Blue Water Bridge Plaza Study has extended its completion date pending closer scrutiny of the impacts. Given this precedent, I would request at a minimum that the comment period for the DRIC be extended for a reasonable time. Thank you for considering my views.

Sincerely,



Robert A. Ficano
Wayne County Executive

Cc: Robert H. Parsons, Public Involvement and Hearings Officer