

1 STATE OF MICHIGAN
2 MICHIGAN DEPARTMENT OF TRANSPORTATION

3 -----

4 In the Matter of:
5 Detroit River International Crossing

6 -----

7 S C O P I N G M E E T I N G

8

August 31, 2005

9

Cobo Hall

One Washington Boulevard

10

Detroit, Michigan

11

Appearances -

MARGARET BARONDESS,

12

Moderator

13

MOHAMMED ALGHURABI,

Appearing for MDOT

14

JIM KIRSCHENSTEINER,

15

and

DEL ABDALLA,

16

Appearing for the Federal Highway
Administration

17

JOSEPH CORRADINO,

18

Appearing for The Corradino Group

19

Recorded By -

NETWORK REPORTING CORPORATION

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Rachel Sunde, CER-6538

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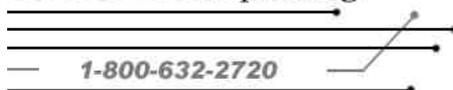
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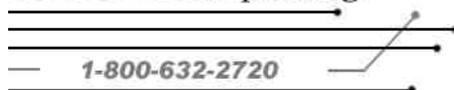
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1 (Proceedings scheduled to start at 4:00 p.m. ;
2 actual start time was 4:21 p.m.)

3 MS. BARONDESS: Okay. I'm going to go ahead and get
4 this meeting started. I want to welcome everybody here
5 this afternoon, I really appreciate your coming out. I
6 want to introduce myself, my name is Margaret Barondess.
7 And I am the manager of the environmental area at the
8 Michigan Department of Transportation. I will be
9 moderating this meeting this afternoon.

10 Everyone should have a copy of today's agenda. If you
11 don't, if you need a copy, you can raise your hand and
12 someone will get it for you. Looks like we should be
13 pretty well stocked up with agendas here. What I want to
14 do to start with is add an agenda item. It's my agenda
15 item. I want to talk about some housekeeping, how is this
16 meeting going to take place, what are some housekeeping
17 sort of rules that I'm going to be using today in running
18 the meeting.

19 I want to start by saying here are some paper items
20 that you should have, everyone should have these paper
21 items. You should have, again, a copy of the agenda.
22 There is a blue book with a plastic white ringed binder on
23 it that you should have. This is a book that has some
24 details about the proposed alternatives for the study. And
25 by the way, I should say welcome to the Detroit River

1 International Crossing Study. I apologize. I don't think
2 I mentioned that to start with. Just in case you're at
3 some other meeting -- thinking you're at some other
4 meeting. I don't know how that would ever happen. Another
5 thing that you should all have is a comment form. That
6 comment form you can fill out and give it to an MDOT staff
7 person or a team member today or on your agenda there are
8 several other ways to submit comments over e-mail, the
9 internet site, and also through fax. And so everyone
10 should have a comment form.

11 Some of you have printouts of the second PowerPoint
12 presentation that we're going to be presenting today. We
13 didn't have enough for everyone in the room. If you have
14 an empty seat next to you and you don't have one of those
15 PowerPoint printouts and you want one, please feel free to
16 go ahead and scavage and pick up one of those. If you want
17 to have a printout of this PowerPoint presentation or the
18 first one that we're going to be having today, then please
19 let a staff or team member know and give us your business
20 card and we'll make sure that you get a copy of that.
21 We'll have to mail that to you as a follow-up to this
22 meeting today.

23 I want to mention a couple of other housekeeping types
24 of items. We do have a court reporter here today who is
25 going to be recording the discussion that we're going to be

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1 having this afternoon. The reason we're doing that is
2 because the team would like to be able to listen and not be
3 distracted by taking notes. And so we're going to have a
4 professional note taker take notes for us so we can have
5 the proceedings from the meeting available for follow-up
6 activities that are going to take place as an aftermath of
7 this meeting.

8 I understand that there's also some TV possibilities
9 here. And I wanted to let everyone know. I know I saw a
10 TV station person come in. And I know there was a plan at
11 one time to have Grosse Ile cable E-mail taping. But I'm
12 not sure if they're here today. I don't think I've seen
13 them come in today. But that may be a possibility, they
14 may be coming late. I'm not exactly sure. But I thought
15 everyone should know that there is a possibility that you
16 may be taped for presentation on a television news channel
17 or a cable access E-mail show.

18 Before I go on, I want to spend a few minutes talking
19 about the purpose for our meeting. If you look on your
20 agenda, you can see that we have a purpose statement for
21 today's meeting. I want to give you a little more
22 background about the scoping process. Scoping is a
23 process, it's an ongoing activity that's part of NEPA.
24 NEPA stands for the National Environmental Policy Act.
25 This is a federal law that we have to comply with when

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1 we're planning projects that use federal aid. This project
2 will potentially use federal aid so we are following the
3 NEPA process.

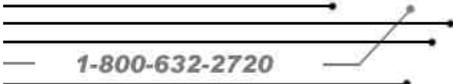
4 As part of scoping, what we need to do is determine
5 the framework for our future analysis of the alternatives
6 on the proposed project, in the proposed study that we're
7 going to be doing. For example, right now we don't have a
8 lot of detailed information about the impacts that we may
9 see from some of the various alternatives that are being
10 proposed. What we would like to do is obtain more detailed
11 information as we go along down the course of the study.
12 And what we're hoping for today is to get some feedback
13 from the folks who are at the tables about the issues that
14 you can see, or that you can think of, or that you might
15 identify for us related to the proposed alternatives, the
16 action.

17 We also want to hear from you about the purpose and
18 need. We've laid out a purpose and need statement in the
19 scoping document. And this is our statement of why are we
20 here, what is it we want to do, what is our objective. And
21 we're looking for input on that.

22 We're also looking for input on the alternatives that
23 have been presented and ideas about impacts, whether
24 they're on the human environment, the natural environment,
25 or any other types of community, neighborhood related types

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1 of issues.

2 So what we are also thinking about when we go to a
3 scoping meeting like this meeting is, how do we determine
4 what the significant issues are as we go through the NEPA
5 planning process? What is the -- what are the resource
6 agencies who have jurisdiction over certain pieces of
7 environmental legislation? What are they thinking about
8 with respect to issue areas that we should be focusing more
9 of our analysis on? So these are the kinds of questions
10 that we would like to deal with today in our first scoping
11 meeting here.

12 With that, what I would like to do is turn over the
13 mike to Mr. Jim Kirschensteiner who is representing Federal
14 Highway Administration today and have him provide you with
15 some opening remarks. Jim.

16 MR. KIRSCHENSTEINER: Thanks, Margaret. First of all,
17 on behalf of Federal Highway Administration, I would like
18 to thank you all for coming; the federal agencies, the
19 state agencies, the members of the local advisory groups
20 and so on, as well as the members of the public. This is
21 an opportunity that you all have to provide us input.

22 The Federal Highway Administration in this process is
23 the lead federal agency. And a study of this scope and
24 this magnitude, we can't do it by ourselves. So there's
25 several federal agencies as well as some state agencies who

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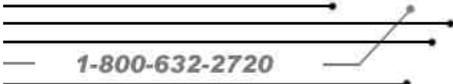
1 will be assisting us with that. We have several federal
2 agencies that have signed on board with the Federal Highway
3 Administration as cooperating agencies. And many of those
4 agencies are here today. And in case you don't know who
5 those agencies are, we have the U.S. Environmental
6 Protection Agency as a cooperating agency, the Corps of
7 Engineers as a cooperating agency, U.S. Fish and Wildlife
8 Service, U.S. General Services Administration, U.S. Coast
9 Guard, U.S. Department of Homeland Security, and U.S.
10 Customs and Border Protection, and U.S. Department of
11 State.

12 A study of this magnitude requires all of those
13 agencies to help us. We couldn't get it done without them.
14 The state agencies are also here to help MDOT, more or
15 less, as a parallel. Also, the advisory councils and
16 groups that are here provide us valuable input. You the
17 members of the public work through the commenting process
18 and through those council members to also provide us input.

19 The NEPA process, which you'll hear a little bit more
20 on here shortly, really has three components to it that --
21 I'll start with D, the letter D like delta. It's a
22 discovery process. We have to discover what the
23 significant issues are, what the stakeholders desire, what
24 the public desires, and so on and so forth. It's also a
25 disclosure process.

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1 We have to disclose what the impacts are. Something
2 of this magnitude is going to have impacts, there's no
3 getting around it. Some of those impacts are going to be
4 positive and some of those impacts may be not so positive,
5 they may be negative. But we have to disclose whatever
6 those impacts are.

7 And finally, the process will result in a decision
8 that will be made by the federal government. One way or
9 the other there will be a decision. Those are the three D's
10 in the process that we'll be going through.

11 We have a presentation shortly that will go over the
12 NEPA process itself in a little bit more detail, for those
13 of you that are not familiar. Several of you that are with
14 the federal and state agencies are very familiar with that
15 process. But this scoping meeting today is really the
16 first formal activity under the NEPA process. It sets out
17 the steps that we'll follow. It asks for identification of
18 significant issues. And it kind of sets the stage for
19 where we're going.

20 It's not the first time we've all gotten together,
21 obviously. We've been together several other occasions.
22 But this is the first formal step of that process. And I
23 think probably with that, that's about all I would like to
24 say. And again, welcome to the meeting. And feel free to
25 discuss what your issues are.

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1 MS. BARONDESS: Thanks, Jim. I want to make a couple
2 more points before we move on to introductions. One is
3 that a lot of people call and ask a question when they come
4 to a meeting like this, "So what's new? What are you going
5 to tell me today that's new?" I'll be honest with you,
6 you're not necessarily going to hear a lot of new
7 information from the project team. A lot of this will be
8 information that you've been presented before.

9 The difference here today from previous meetings that
10 we've held is that we are here to listen to the folks who
11 are at the tables and get their feedback. And we will take
12 action on that feedback, we will have follow-up activities
13 that we will be pursuing. And it will be lots of dialogue
14 that will ensue from this meeting.

15 The scoping process takes many shapes and forms. We
16 have formal activities like this meeting today. But we
17 will also have more informal types of follow-up activities
18 and to do items. So by the time we're done this afternoon,
19 I know our project study team is going to have a big to do
20 list of things that we need to go out and take care of and
21 work on next. So that's really where we're going. And
22 this is sort of the big kickoff for our ongoing dialogue on
23 many of the topics that Jim and I have mentioned so far.

24 So with that, what I would like to do is proceed with
25 the introductions. I'd like to start with the MDOT and

1 project team that's here today so you can put the name with
2 the face for many of the people you're going to be seeing
3 over the next few years working on this project. So I'm
4 going to start with the project manager Mohammed. Why
5 don't you go ahead and introduce yourself?

6 MR. ALGHURABI: Mohammed Alghurabi, I'm the project
7 manager with the Michigan Department of Transportation.

8 MR. CORRADINO: I'm Joe Corradino with The Corradino
9 Group, the consultant to the Michigan Department of
10 Transportation.

11 MR. STONE: I'm Ted Stone with The Corradino Group.

12 MS. BEAUBOEUF: I'm Regine Beauboeuf with Parsons, a
13 consultant on this project.

14 MS. AYERS: Geri Ayers, MDOT Environmental.

15 MR. IRWIN: I am Andy Irwin with the Michigan
16 Department of Transportation. I am the manager of project
17 planning section.

18 MS. BARONDESS: Are we missing anybody else from the
19 MDOT and consultant project team? No? Speak now or
20 forever hold your peace. Okay. I think that's it for the
21 team. What I'd like to do next is have the folks at the
22 tables here introduce themselves. I'd like you to say --
23 tell us what your name is and what organization you're
24 representing today. So with that, Bruce, can you go ahead
25 and start off for us? Thank you.

1 MR. KING: I'm Bruce King, I'm representing the City
2 of Detroit Department of Environmental Affairs.

3 MR. WESTLAKE: Ken Westlake, I'm the section chief for
4 the NEPA implementation section for the U.S. Environmental
5 Protection Agency office in Chicago.

6 MR. ABDALLA: My name is Del Abdalla, I am with the
7 Federal Highway Administration. I am the environmental
8 program manager.

9 MR. GRENELL: My name is Brian Grennell and I'm an
10 environmental review specialist for the State Historic
11 Preservation Office.

12 MS. AMADOR: Hi, my name is Amy Amador, I'm here on
13 behalf of Detroit City Council President Maryann Mahaffey.

14 MR. PALOMBO: Good afternoon. I'm Carmine Palombo,
15 I'm director of transportation planning for SEMCOG. We're
16 the metropolitan planning organization for this area.

17 MS. KAVANAUGH: Karen Kavanaugh, Southwest Detroit
18 Business Association.

19 MS. BENJAMIN: Alison Benjamin, Southwest Detroit
20 Environmental Vision.

21 MS. SAVIC: Olga Savic, I'm representing State
22 Representative Steve Tobocman 12th District, Southwest
23 Detroit.

24 MS. LEONARD: Delores Leonard, Sierra Club,
25 Environmental Justice Committee.

1 MS. KATZ: Lisa Katz, Detroit Regional Chamber.

2 MR. CERVENAK: Tom Cervenak from People's Community
3 Services, Delray Neighborhood House.

4 MS. FRICKE: Sheri Sutherby-Fricke, City of Wyandotte.

5 MS. BENSON: Corki Benson, City of Wyandotte.

6 MR. CALLAHAN: Joe Callahan for Wayne County
7 Commissioner Ilona Varga, 5th District, Southwest Detroit
8 and the City of Lincoln Park.

9 MS. DUDZINSKI: Marlene Dudzinski, representing State
10 Representative Ed Clemente.

11 MS. HOSLER: Barbara Hosler with the U.S. Fish and
12 Wildlife Service in East Lansing.

13 MR. HOGREFE: Todd Hogrefe, Endangered Species
14 Coordinator with the Michigan Department of Natural
15 Resources Wildlife Division.

16 MR. REAUME: Dale Reaume, Grosse Ile Township.

17 MR. CADY: Bob Cady, City of Trenton.

18 MR. KOBILJAK: Kurt Kobiljak, Township of Grosse Ile
19 Supervisor.

20 MR. DURAND: I'm Tim Durand, the Mayor of Riverview
21 and also Chairman of the Downriver Community Conference
22 representing the 19 communities that comprise that
23 organization.

24 MR. DAVID: Dennis David, Mayor of Southgate and
25 Opponents of the Bridge At Large.

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1 MR. MAHAR: Greg Mahar, Deputy Supervisor Brownstown
2 Township.

3 MS. DINGELL: Good afternoon. Cindy Dingell, I'm here
4 on behalf of the Wayne County Executive, Robert Ficano.

5 MR. COPLIN: Randy Coplin, Michigan State Police
6 Commercial Vehicle Enforcement.

7 MS. MCCALLAHAN: Hello. Barbara McCallahan
8 representing U.S. Senator Debbie Stabenow.

9 MR. KUCEL: Ken Kucel, Wayne County Department of
10 Public Services Engineering Planning.

11 MR. HEISE: I'm Kurt Heise, director of the Wayne
12 County Department of Environment and the County Drain
13 Commissioner.

14 MR. ALLENSON: I'm Tom Allenson, I'm with the U.S.
15 Army Corps of Engineers, Detroit District.

16 MR. LAFRANCE: I'm Henry LaFrance, I'm with the
17 Friends of the Detroit River.

18 MR. O'MALLEY: My name is Jerry O'Malley, I'm
19 representing Congressman John Conyers.

20 MR. MORAN: Hi. My name is Paul Moran, and I'm
21 substituting for Mr. Ed Nurenburg who's representing the
22 Southern Wayne Chamber of Commerce.

23 MS. LEWIS: Hello. I'm Karen Lewis, district director
24 for State Senator Buzz Thomas.

25 MR. HINES: I'm Adam Hines representing the Michigan

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1 Department of Community Health.

2 MR. AMAYA: I'm Maria Amaya, Canadian Private Sector
3 Group.

4 MR. PETRO: Mark Petro, Private Sector Advisory Group,
5 Canada.

6 MS. ALCOCK: Heidi Alcock, City of Detroit City
7 Planning Commission.

8 MR. GULOCH: Chris Guloch, Detroit Planning
9 Commission.

10 MR. BURNS: Robert Burns, Detroit River Keeper,
11 representing Friends of the Detroit River.

12 MR. ABRAHAM: Jose Abraham, City of Detroit,
13 Department of Public Works.

14 MR. MYERS: Josh Myers from Congressman Dingell's
15 office.

16 MS. GOVAERE: Gail Govaere from Senator Carl Levin's
17 office.

18 MS. D'ANGELO: Amanda D'Angelo from State Senator Ray
19 Basham's office downriver.

20 MS. EATON: Abbey Eaton with Michigan Department of
21 Agriculture.

22 MR. SANCHEZ: I'm Alex Sanchez, I'm with the
23 Department of Environmental Quality, Land and Water
24 Management Division in Lansing.

25 MR. SILLS: I'm Robert Sills with the Michigan

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1 Department of Environmental Quality, Air Quality Division
2 in Lansing.

3 MR. GARNEAU: Hi. I'm Alan Garneau with the U.S.
4 Coast Guard Office of Bridge Administration.

5 MR. MPRAS: Good afternoon. Nicholas Mpras, United
6 States Coast Guard, Washington DC.

7 MR. BLOOM: Bob Bloom, U.S. Coast Guard, Bridge
8 Program Manager, Great Lakes District.

9 MR. CARLSON: Good afternoon. I'm Kurt Carlson, also
10 with the Coast Guard, the bridge office over in Cleveland.

11 MR. KADAU: Gary Kadau, U.S. Steel, Great Lakes Works.

12 MS. BARONDESS: Have we reached everybody here at the
13 tables? There is also someone here who I want to introduce
14 who is a very important part of the planning study teams.
15 We have some of our Canadian counterparts. If you could
16 stand up, friends from Canada, are you out there? Yeah.
17 You're in the back row. There you are. Thank you for
18 attending our session today. These are our team members
19 from Canada who are here to observe the scoping meeting.

20 Okay. With that, I think I'll move on to the
21 presentation portion of the meeting. And then after --
22 following the two presentations that we have, we will have
23 a question and answer session. And let me rephrase that a
24 little bit to make sure I'm clear. We will have the first
25 PowerPoint presentation and then we will have a question

1 and answer session on the topic in that PowerPoint. It is
2 basically a general overview of the NEPA process and what
3 we expect to achieve, which is good decision making. The
4 NEPA process is all about getting to good decisions.

5 And so that will be our first presentation. And I
6 will entertain questions after that. And then in our
7 second presentation, we will talk about the scoping
8 information that you have received in the packet here today
9 and provide you with the most recent information we have
10 with reference to the scoping process right now. And we
11 expect to have a question and answer session after that
12 also.

13 And then I will be passing the microphone around to
14 everyone at the table. We want everyone at the tables
15 today to have an opportunity to speak. So I will be
16 sending microphones around again. And take your chance
17 there to give us your feedback and your thoughts on the
18 scoping document that you've been presented and other ideas
19 related to the study.

20 Today, we will not be opening up the mike to the folks
21 who are out there in the audience. We have some time
22 constraints to deal with. But I wanted to let you know
23 that please fill out your comment forms. We will be
24 following up on those. You can give them to the MDOT --
25 any of the MDOT team members that we've identified or bring

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1 them up to me after the meeting today. And we will be
2 following up on those. So I encourage you to do that.

3 So with that, let's go ahead and start. Our first
4 speaker today is Del Abdella. Del is a staff person from
5 the Federal Highway Administration. He is an expert in the
6 NEPA process and the environment. And so he is going to
7 start us off with a short PowerPoint presentation. Thank
8 you, Del.

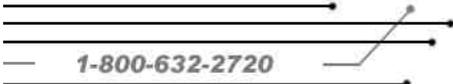
9
10 PRESENTATION BY MR. ABDALLA:

11 Thanks, Margaret. Again, my name is Del Abdalla. I
12 am with the Federal Highway Administration and I am the
13 environmental program manager there. First, I would like
14 to thank everybody for attending this meeting. And I'm
15 going to go over the environmental procedures and policies
16 of the Federal Highway Administration that we're working
17 with.

18 And I'm going to speak about NEPA and the EIS process.
19 NEPA is -- as Margaret said, it's the National
20 Environmental Policy Act. The National Environmental
21 Policy Act is a procedural law, it does not protect
22 specific resources like if you have -- the Clean Water Act
23 protect wetland or Clean Air Act protect air. NEPA is a
24 kind of umbrella that goes over different laws and
25 regulations and I'm going to go over that.

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1 Well, EIS is Environmental Impact Statement. Some of
2 you might be bored of this name, but maybe somebody does
3 not hear about it before. Mainly it's for significant
4 adverse impact. And whenever we have a significant adverse
5 impact, the federal agency must prepare a document that is
6 environmental impact statement to cope up (sic) with the
7 law.

8 What is the NEPA objectives are? Well, first you --
9 as Jim said and Margaret mentioned that, you disclose the
10 information, environmental information. Second, you try to
11 resolve any environmental problems that you face. And the
12 next one is NEPA fosters coordination and cooperation
13 between different agencies. And of course, the reason for
14 NEPA is to get the public the chance to participate in
15 different -- in our projects. And that's why enhanced
16 public participation or involvement is one of the
17 objectives of NEPA.

18 Well, the NEPA process is -- what we usually call it
19 is a systematic interdisciplinary and analytical approach.
20 That means that with the NEPA process, you use different
21 disciplines to analyze the impact of your actions. And the
22 systematic means that you usually go with the process of --
23 within planning and within taking into context all the
24 disciplines that are involved in the environmental review
25 process.

1 Well, we usually have social, economic, and
2 environmental. And a lot of times you hear that as called
3 SEE, which is the social, economic, and environmental
4 impact of your actions. We usually utilize this approach
5 to get not better documents or beautiful documents, we need
6 this to get to a better decision.

7 Here is the NEPA umbrella that I'm talking about.
8 Under NEPA you have to cope up with different things. Like
9 there is -- under NEPA, there is specific public
10 involvement under the EIS that you have to -- as a federal
11 agency and as a lead agency and as a co-lead agency for the
12 state we have to cope up with the public involvement. And
13 there is a specific thing for the EIS where we have to have
14 a public hearing after the draft. And I'm going to go
15 through that again. Something like the Coast Guard
16 permits, farmland protection, we have Clean Water Act,
17 Threatened and Endangered Species Act, coastal zone
18 consistency, air quality conformity, or air quality or the
19 law, historic preservation, Title VI, and EJ, Environmental
20 Justice, Section 4-F which is specific for Department of
21 Transportation that protects recreational land and historic
22 sites, noise abatement. We have also to disclose under
23 NEPA any compliance with any executive orders. And with us
24 with the transportation project, we have -- for the last
25 six years, we had T-21 which is the Transportation Equity

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1 Act of the 21st Century. That's a law that we have to
2 comply with. And right now, we have that safety law --
3 which is our new law that, again, we have to cope with.

4 Let's talk about how this EIS process goes. You have
5 to study -- you have to have a problem first, define a
6 problem that you need study for. And from this you start
7 to kind of digging into issues. What is the issues here,
8 what is the -- why am I doing this project? Why do I have
9 to start this? What is the need for it? And from that, we
10 start -- as a federal agency, we have to publish a Notice
11 of Intent in the Federal Register. And this Notice of
12 Intent describe your action, what do you want to do? What
13 is
14 the -- at the time of the Notice of Intent if you know that
15 there is a scoping meeting has to be done, you have to
16 disclose it in the Notice of Intent. If you don't you
17 don't. But kind of what is alternatives, kind of general
18 ideas about what you know at the time of the publishing of
19 the Notice of Intent, what is -- what's included.

20 Within the Notice of Intent or -- don't take these
21 steps so rigid here, they go back and forth. After the
22 Notice of Intent, the purpose and need of the project is
23 official kind of notice of the project starting to be
24 developed. After the purpose and need is completed, kind
25 of, you start to have scoping. That is the stage that we

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1 are here right now. That is one of the scoping steps is
2 required by NEPA.

3 After the scoping, you need to -- what we need to do
4 is to prepare a draft EIS, DEIS here. And that's a
5 document that I'm going to get in and I'm going to talk
6 about that a little bit later. After you prepare the draft
7 EIS, the draft EIS get approved by the federal agency, the
8 lead federal agency. And after the draft is approved,
9 you -- as I said before, we have to hold a public hearing
10 for the project.

11 After the public hearing you prepare what we call it
12 is a Final Environmental Impact Statement, which is FEIS.
13 And again, the -- go to the same circle where we have to
14 approve the final EIS, Federal Highway needs to approve
15 that. Then we issue the ROD, which is the Record of
16 Decision for this project.

17 Here is the whole steps together. And now let's look
18 at kind of the time line, what is kind of -- and you can
19 see in this area here (indicating) this is what the time
20 line. You can see what each step is. Like when you study
21 the scoping, that's how much time relative to each other.
22 You can see here how much is EIS and approve the EIS there.
23 Here we can see the public hearing, that's how much. So
24 you can see that preparing draft EIS takes the most time
25 because we study a lot of issues during that time. And

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1 final EIS still take some time, but it's not as much --
2 should not take as much as a draft EIS where we kind of
3 study the project in detail. And the ROD take less time
4 than that.

5 Well, Jim talked about that earlier and Margaret, the
6 scoping process, what does that include? Include you
7 define the stages that we are in. We study -- you define
8 the study area. You develop list of the stakeholders. Who
9 are the stakeholders? Everybody in this room is a
10 stakeholder. The public is a stakeholder. Anybody
11 interested or affected by the project is a stakeholder. So
12 we need to work hard to kind of define the stakeholders.

13 We -- during the scoping stage, we inventory the
14 resources that we have. We identify ranges of alternatives
15 and impacts. What are our alternatives, what's our impact.
16 The most important part is this zone here. You identify
17 what is the significant issues that everybody is going to
18 be concerned about. Because that's the whole thing about
19 the Environmental Impact Statement is to define significant
20 issues. All these steps you have to do through public
21 involvement and agency coordination.

22 What does the DEIS include? Well, you can see here it
23 includes all reasonable alternatives. All alternatives
24 need to be included in the draft, reasonable alternatives.
25 You analyze and select the practical alternatives.

1 Sometimes you have a list of alternatives, you have in this
2 case practical alternatives. You need to summarize the
3 study reviews, consultation. Once you have done your
4 homework here, what -- did you do any coordination with --
5 to comply with any environmental laws and executive orders.
6 You need to identify -- measure to mitigate impacts. You
7 also -- now, if this is all included in the draft EIS,
8 again, the Federal Highway signs the title page and then we
9 circulate for comment.

10 After circulation, after approving the draft EIS, we
11 have a public hearing that has to be done. During the --
12 preparing the draft EIS that can go back and forth many
13 times between Federal Highway and MDOT, and between MDOT
14 and other source agencies to come to resolution to most of
15 the problems that was early identified in the draft. And
16 after we approve the draft, we get to the public hearing.

17 There is some requirement, legal requirement for the
18 public hearing. You need to advertise for it, you need to
19 hold the hearing. There's some steps, and the Michigan
20 Department of Transportation has assessed them and has a
21 policy, procedures that cope up with public hearing
22 requirements.

23 After the public hearing, we go with our final EIS.
24 What does a final EIS include? Well, the most important
25 part that the final EIS include is use a preferred

1 alternative. You have to include that in your final. It's
2 just only one preferred alternative. We don't have many
3 alternatives, just one preferred alternative for your
4 action. One of the items is you need to evaluate all,
5 again, the reasonable alternative that was identified in
6 the draft. There is different system of preparing the
7 final EIS. I don't need to go into it right now. But the
8 most thing about -- important thing about final EIS is, you
9 discuss the comments that was addressed by the public or by
10 the resource agency or by any agencies that got ahold of
11 the document and they made comments, written comments. We
12 have to respond to it. One of the other things is --
13 summarize the public involvement will be part of the final
14 EIS.

15 Also, mitigation measures and commitments for the
16 Federal Highway and for the Michigan Department of
17 Transportation, it is spelled out in the final EIS that
18 relate to the preferred alternative that you chose. You
19 need to document compliance with any environmental laws and
20 EO's. And that's part of the final EIS.

21 You need to resolve any disagreement that came earlier
22 with the comments. Whether it came from the resource
23 agency or from the public, any reasonable comments you need
24 to respond to it. And of course, final EIS go through our
25 legal sufficiency review which means that it has to go to

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1 our lawyers in the headquarters in some other parts of the
2 country to approve the document that it is legally
3 sufficient. Again, after signing the final, you circulate
4 again for comments.

5 Well, I'm sure most of everybody knows what the EIS
6 format is, I'm not going to talk about that. It's purpose
7 and need, alternative, preferred, affected environment,
8 environmental consequences, and so forth.

9 Again, during the time of preparing the final EIS and
10 approving the final EIS there is a lot of dialogue and
11 discussion between different agencies and between Federal
12 Highway and MDOT to come to the best decision making in the
13 final EIS.

14 Well, after the time period specified in the law, we,
15 Federal Highway, issue a Record of Decision. And what is
16 that? Record of Decision means mainly why did we take
17 these actions and what is our commitment for mitigation is.
18 In summary, the agencies initiate environmental studies,
19 you need to consider inputs from the public, from the
20 resource agencies, from environmental group. We need to
21 study alternatives. We need to identify impact, and any
22 mitigation measures that need to be taken care of. And we
23 select the preferred alternative. I think we talk about
24 that, that the lead agency must sign the ROD to proceed to
25 the next step in the project development. Next step

1 meaning through the design and construction of the project
2 and buying right-of-way.

3 Well, what does that mean? It means that we need to
4 follow a process. It's a law and it's a process that we
5 need to follow. The question that we need to ask ourselves
6 is, do the benefits outweigh the impact? That's the hard
7 question. Is there any impact that we can live with or is
8 there any impact that we can mitigate. Or is there any
9 impact that we cannot live with, unacceptable.

10 And here is some more information about how to get
11 like the Environmental Protection Agency's website, the
12 Federal Highway website, and the CAQ website.

13 With this specific project that we are dealing with
14 with the DRIC project here, we have quite a few federal
15 cooperating agencies. And this is -- the Federal Highway
16 Administration is the lead federal agency with this
17 project. And the other cooperating agencies are the U.S.
18 Environmental Protection Agency, U.S. General Service
19 Administration, U.S. Department of Homeland Security, U.S.
20 Army Corps of Engineers, Fish and Wildlife Service, the
21 Coast Guard, and U.S. Department of State. With the
22 cooperating agencies meaning that they are, as Margaret
23 talk about that area, it's -- usually it's the agency that
24 whether they have jurisdiction by law to have an action
25 with your -- what was your project or they have requirement

1 for some kind of review for your position. Thanks for
2 listening. Do you have any questions?

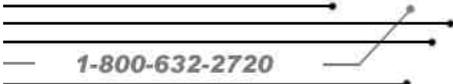
3 MS. BARONDESS: Thanks, Del. I would ask that we get
4 some help with microphones for questions too. Joe, I don't
5 know if you have some helpers out there who can help pass
6 around microphones if we need that. So why don't you guys
7 get ready here if we have any questions. Does anyone have
8 anything that they want to ask Del here, at the tables? Do
9 you have any further questions or clarifications that you'd
10 like him to make? Yes, we have a question down there.

11 MS. MCCALLAHAN: Yes, this isn't directly a question
12 to Del, but it does relate to his presentation that he just
13 gave. Several times in the presentation he stressed the
14 importance of public input. And Senator Stabenow who has
15 responded to her constituents who wrote in concerned about
16 the southern border crossings and any of the new border
17 crossings that this would be a public meeting. And
18 therefore, we sent that letter to our constituents based on
19 the press release that we originally read that this would
20 be a public meeting and they would have opportunity for
21 input.

22 I do see that you have on here ways that they can
23 communicate via phone, fax, and e-mail. But I do want to
24 let you know that the comment form you've referred to, none
25 of us have that.

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1 MS. BARONDESS: Can we make sure that the comment form
2 is distributed, please, to everyone, please?

3 MS. MCCALLAHAN: To the audience, please?

4 MS. BARONDESS: Yes, particularly to the audience.

5 MS. MCCALLAHAN: Thank you.

6 MS. BARONDESS: Oh, someone says maybe they're in the
7 audience but not at the table. Everyone at the table
8 should get a comment form too. So if we could get some
9 help to get those out to everybody that would be great.
10 Thank you very much for that comment. Do we have any other
11 comments or questions? Yes, sir.

12 MR. MORAN: Hi, Del. On the time line on the DEIS, it
13 shows a lot of time for the study and it looks like a small
14 window for public comment. Will the public be -- receive
15 the DEIS in advance so they can prepare comments or
16 questions?

17 MR. ABDALLA: Yes. Well, we usually -- within the
18 regulation we have 45 days after the issuance of draft EIS
19 for the public to give comments. However, in some
20 projects, if the project is complex, Federal Highway and
21 MDOT sometimes they chose to expand this time period. It's
22 like we have other projects we expanded too, as a matter of
23 fact, one month before the public hearing and two months
24 after the public hearing.

25 MS. BARONDESS: And I'm disobeying one of my own

1 ground rules. I need you to identify what your name is.
2 Could you tell us who you are so the court reporter can
3 make sure the right comments go with the right person?

4 MR. MORAN: Paul Moran.

5 MS. BARONDESS: Great. Thank you. Go ahead, please,
6 sir.

7 MR. LAFRANCE: Yes, I'm Henry LaFrance. In all the
8 previous meetings when we talked about the results of the
9 study, it was my understanding that there were going to be
10 two alternatives that would come out of this. And in this
11 presentation you said there's only going to be one. So is
12 there going to be one preferred alternative or is there
13 going to be two preferred alternatives?

14 MR. ABDALLA: The preferred alternative, that comes in
15 the final EIS. Right now we are early, early in the
16 process. We are in the scoping stage. When we prepare the
17 draft EIS, we will disclose all reasonable alternatives
18 within the draft EIS. After the public hearing and after
19 taking all comments in consideration, we decide the
20 preferred -- one preferred alternative in the Final
21 Environmental Impact Statement.

22 MS. BARONDESS: Does that answer your question? There
23 is only one preferred alternative. Under NEPA though we
24 always have the "No action" alternative that we have to
25 analyze as a baseline and compare to all the other

1 alternatives too. So that's an alternative you'll hear
2 more and more about as we go through the study process.
3 Other questions? Yes, ma'am, you have a question down
4 there. Could you tell us who you are, please?

5 MS. LEONARD: Delores Leonard, Sierra Club. At the
6 March 29 LAC meeting held in Southgate, a question was
7 asked about a health impact analysis as a part of the
8 border crossing study. Now, you've mentioned this evening
9 about environmental as being one of the three impacts. At
10 that same meeting in March, the statement -- the response
11 to the question about a health impact, the response was
12 that the Federal Highway Administration and MDOT have
13 indicated a health risk assessment would not be conducted
14 based on current regulations. Can you speak to that?

15 MS. BARONDESS: I would like Jim Kirschensteiner to
16 handle that question. Jim, can you do that for us?

17 MR. KIRSCHENSTEINER: I'll try to tackle that. Right
18 now, the Federal Highway Administration's position is, is
19 that we're not prepared to do health risk assessments on a
20 project by project basis. There was a court suit, as you
21 know, out in Nevada that was ruled in favor of Federal
22 Highway Administration to not do health risk assessments
23 case by case, project by project. However, as the study
24 progresses, we are going to work hand in hand with EPA,
25 U.S. EPA and if the standards are set and there's

1 methodologies, adequate methodologies to pursue that during
2 the life of the study, we will do that. However, at this
3 point in time we're not prepared to do that.

4 MS. LEONARD: Then could you tell me what -- to what
5 extent your environmental impact process you plan to
6 incorporate or use? There were three things here,
7 Environmental Impact Statement that were on the screen,
8 social, economic, and environmental. So what will be
9 included in environmental?

10 MS. BARONDESS: When we talk about environmental, we
11 talk about lots of different environmental factors that we
12 look at. For example, we do look at noise impacts of the
13 project. There are noise studies that are done. We also
14 do look at air quality and whether the project will have a
15 negative or positive effect on certain air quality
16 conditions. We also look at natural environmental concerns
17 under the category of environmental. What impacts will
18 there be to wetlands, to water quality, for example. We
19 also look at what impact there will be to endangered
20 species, including plant and animal communities. So the
21 environmental when we say that word, it's quite a broad
22 spectrum of areas of expertise that we'll be drawing upon
23 to look into impacts of the various alternatives and
24 compare those impacts of those various alternatives. Do
25 you have -- I guess I'm going to kind of ask you a question

1 too. Do you have a particular area -- I think you've
2 already expressed some interest in the topic of health risk
3 assessment. Do you have any other areas that you'd like to
4 point out as particular topics of interest today?

5 MS. LEONARD: Later, yes. But right now, health.
6 Because I live in a community that is already polluted. I
7 live in Southwest Detroit, Fort and Schaefer. And if a
8 bridge comes through our community, what about -- when you
9 think about -- we call it cancer alley. When you think
10 about the health and the people who will possibly still be
11 there if a bridge comes through, what happens to the people
12 who are left sitting, standing, living in a bedroom
13 community?

14 MS. BARONDESS: Okay. Are there any other questions
15 right now? I want to thank you for your questions and
16 comments. And you'll have another chance too when we go
17 around the tables to talk about those. Bob?

18 MR. SILLS: Thank you. I want to follow up on
19 Delores' comment and question. Just to get a little
20 clarification, Jim, as you pointed out Federal Highway will
21 work with EPA to evaluate the adequacy or availability of
22 models and tools to do risk assessment. If EPA has
23 recommended emission models, air dispersion models to
24 estimate ambient air concentrations and recommend health
25 protective benchmark levels beyond the national ambient air

1 quality standards -- but with regard to the air toxics and
2 diesel, if the EPA makes those recommendations, will
3 Federal Highway then follow those recommendations and do
4 that assessment? Or at what point would you decide not to
5 follow that recommendation?

6 MR. KIRSCHENSTEINER: Okay. Thanks, Bob. What
7 Federal Highway's position has been is that we will use the
8 proven methodologies that are out there today. But we
9 really can't and we really don't want to advance the state
10 of the art per se in terms of using a project to do
11 research. However, I know our office in Washington has
12 been working very closely with the U.S. Federal Highway --
13 or with the U.S. EPA at the national level to decide on
14 what kind of methodologies to use. And we will take the
15 lead from whatever direction is derived at at the
16 Washington level. What we don't want to do here at the
17 local level is to set national policy. And we don't think
18 that it's in the prerogative of a project to establish
19 national policies. But if there is a model, a methodology,
20 state of the art, and standard that comes down from all
21 that deliberation at the national level, we will follow
22 that. And we've always committed to following that whether
23 it's on this project or some other project. If there is
24 something out there that, you know, sets the standard then
25 we will do that.

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1 MS. BARONDESS: Thank you, Jim. What I want to do is
2 get back to the agenda. I want to take one more question
3 right now. And I want to tell everyone here that I'm sure
4 that we'll have more discussion on this particular topic
5 and other topics. I want to get on to the next
6 presentation and then I want to make sure we have a chance
7 for everyone to speak today. So one more question, and I
8 think there was someone down here who had a hand up. Can
9 you identify yourself, please?

10 MR. CALLAHAN: My name is Joe Callahan from Wayne
11 County Commissioner Ilona Varga's office. I'm kind of
12 miffed right now. You're saying that you have no standards
13 for health assessment, yet you are going to protect fish,
14 fowl, water, noise. It is -- I can't understand how you
15 could even think of going ahead without a health risk
16 assessment. It doesn't make sense. The money should be
17 stopped here and now until we get the perimeters to have
18 that. It's the only thing that I can see -- I mean, I
19 don't know if everybody agrees with me, but I do know a few
20 people do. This process should be stopped until we get
21 those perimeters. Thank you.

22 MS. BARONDESS: Sorry. I've been turning my button on
23 and off here and losing my mike for a few minutes. But I
24 want to thank you. Let's move on to the next presentation
25 right now. And Mohammed, I think you're going to start us

1 off with that. Thank you.

2

3 PRESENTATION BY MR. ALGHURABI:

4 Good evening. How is everybody doing? I'm going to
5 just start off the presentation and I'll turn it over to
6 Joe to finish it up.

7 I would like to say that the first slide when it comes
8 up, it's to just reiterate the fact that it's a
9 partnership. I think Margaret introduced or pointed to the
10 back of the room where our Canadian friends, our partners,
11 they are here in the room. And there are -- for this
12 study, there are four different agencies in two different
13 countries. You've heard this before, but I want to make
14 sure everyone knows it's an international project. It
15 includes the federal level on both countries and the
16 provincial and the state on the U.S. side. And so
17 therefore, it is something that started back in 2000. And
18 that partnership is looking for ways to find better border
19 crossing ways or I should say improve or expand the current
20 situation and the Detroit frontier.

21 The next slide I think I will touch on is something
22 really important. You asked us -- you the local advisory
23 council -- you wanted us at the July meeting to look at the
24 governance. I think if I remember correctly, Barbara or
25 maybe Gail -- I'm pointing to people; forgive me -- but I

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1 just -- I know from Senator Levin or I think a couple folks
2 asked for, can you come up with a statement that deals with
3 governance. And we do have a statement, you see it right
4 there on the slide. And also you have a copy. And if you
5 don't have a copy, let us know, we'll make sure you get a
6 copy. In essence, what it says -- the key word here is --
7 I'd like to point out the -- obviously the four agencies
8 that I just mentioned, they're committed to come up with a
9 solution providing additional border crossing capacity
10 southwest Ontario and southeast Michigan. And the idea
11 here is to emphasize that it has to be subject to
12 appropriate public oversight.

13 So having that said, that we are looking for the
14 different ways. I think the next step that we are -- the
15 partnership is looking very closely, there are several ways
16 you can come up with a variety of governance methodology.
17 And you see in front of you examples of governance. You
18 can see the first example deals with public ownership. But
19 there are other examples like the concession agreement.
20 And obviously this will generate some questions. And we
21 welcome those questions. I think in the meantime, we just
22 want to assure you that we're looking at these different
23 ways to deal with the governance situation. But we know it
24 will be public oversight.

25 The next slide deals with the cooperating agencies.

1 And without further adieu, I think that's been discussed,
2 who are the cooperating agencies. And at this point I'm
3 just going to turn it over to Joe to continue with the
4 presentation. Thank you.

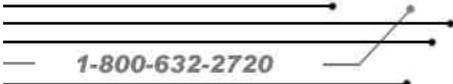
5
6 PRESENTATION BY MR. CORRADINO:

7 Thank you, Mohammed. I will deal with the process,
8 and I'll also discuss some of the issues about the study
9 area. Many of you have heard this before, but it will
10 frame it out in a consistent format so that we can discuss
11 these issues as we proceed through the rest of the day and
12 on the project. The purpose of the project is to provide
13 additional -- for the safe and secure movement of people
14 and goods across this border. And that is intended to
15 support the economies of both countries as well as the
16 Province of Ontario and the State of Michigan. And it's
17 also to support the mobility needs of both national and
18 civil defense.

19 In addressing the economic issues in the study that
20 was called the Planning, Needs, and Feasibility Study that
21 preceded the current environmental analysis work, there was
22 an analysis done of economic issues. And in that analysis,
23 it demonstrated that if by 2030 additional capacity is not
24 provided in the Detroit River area, generally speaking from
25 Belle Isle to the Grosse Ile-Downriver area, that the

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1 cumulative loss in employment over 30 years would be in the
2 neighborhood of 80,000 jobs in the United States, 25,000 in
3 Michigan, and about 10,000 of those in the SEMCOG, Essex
4 County area. In Ontario, the job loss is forecast to be
5 over 50,000. And in -- throughout Canada as a whole it was
6 forecast to be 70,000 jobs.

7 So the analysis that was done from an economic
8 standpoint indicated in this simple example that the border
9 crossing capacity, if it weren't addressed, would have
10 those kinds of economic consequences in terms of jobs. And
11 you can see also on this slide the consequences in terms of
12 economic effect on an annual basis being in the tens of
13 billions of dollars. So that's framed out, if you will, on
14 one side, the issue of economic analysis leading up to the
15 work that's being done in this study.

16 The issue about national defense, civil defense was
17 also a key issue in the purpose -- is a key issue in the
18 purpose and needs statement. And it's clear that the
19 crossing or the expanded or improved crossing capacity must
20 be developed with Homeland Security in clear focus.

21 Exactly how that plays out is a function of not only the
22 structure, the tunnel, where it's located, how it's built
23 and designed, what are the plaza locations, what are near
24 the plaza locations, what kind of effects the plazas have
25 on the community, what kind of effects do nearby facilities

1 have on the plaza and the crossing. All of that must be
2 addressed. But the fact is, that all border crossing
3 components must be done in concert with Homeland Security.
4 And the cooperating agency in this process is the
5 Department of Homeland Security.

6 And last but not least, the Detroit River crossing is
7 expressly recognized in the federal laws of the United
8 States as providing a key component in the support of
9 national defense and civil defense.

10 And so what we're trying to do here has -- in a
11 purpose, has a two-pronged effect that has been part of the
12 record of this project for about four years. The need for
13 the project is expressed in these four statements. Simply
14 stated, the improved or new capacity must deal with issues
15 like connectivity with the remainder of the system,
16 capacity surely, processing capabilities. That's
17 particularly relevant at the plaza connections, and last
18 but not least, the reasonable and secure options.

19 In the capacity, connectivity, and processing area,
20 there have been a number of questions about is there a
21 need. From the governance statement, the four governments
22 that form the partnership believe there is a need. But in
23 order to address that, not only was the work done in the
24 feasibility study, but it was updated using 2004 data, not
25 2000 data because of the events that have occurred since

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1 2000. So that there is a clear focus on what trends have
2 occurred and what are their implications for the long range
3 30-year, 2035 future that's our target year of this
4 project.

5 And generally speaking, using that 20 -- 2004 data,
6 the models were then updated from the planning needs and
7 feasibility study to say what would happen by the year
8 2035. And this is a chart that a number of you have seen
9 before. But what has been done in this analysis, which
10 deals with a number of activities and a number of
11 transportation modes, local trucks, international trucks,
12 automobiles, how they have been changing in terms of their
13 travel across the borders in the Detroit River area in the
14 last several years, and what's likely to occur in the
15 future, for example, if the economy were not to be stable
16 or bad -- what would happen if, for example, there was an
17 issue as it relates to intermodal traffic that would divert
18 from the Detroit River area truck or automobile traffic.
19 And what would be the case if there were possible diversion
20 to, in a significant way, the Blue Water Bridge.

21 And all of those forecasts were used to develop this
22 summary chart. And it generally says these trends have
23 occurred for a number of years. And looking at these
24 trends and looking at what may happen in all these risk
25 categories -- and this is a simple chart that says what is

1 the bottom line. The forecast is bounded by a number of
2 operations, but the end result is that the dotted line is
3 considered the most reasonable forecast. And it indicates
4 that for all practical purposes, by about 2022, the
5 combined border crossing capacity in the Detroit River
6 area, that's the tunnel as well as the bridge, the Detroit-
7 Windsor Tunnel as well as the Ambassador Bridge, will be at
8 capacity. The horizon for our work is 30 years. And so
9 the planning process, obviously, back in here has begun.

10 If you look pessimistically at the low range forecast
11 based on a number of factors -- and this isn't a straight
12 line adjustment. They've done detailed work, if you will,
13 tweaking all of these different risk factors. The long
14 range -- low range, rather, forecast is that about 2033,
15 the capacity of these crossings would be reached.

16 Now, obviously they also looked at what if there were
17 aggressive forecasting, what were -- if there were positive
18 trends. And the analysis indicates that what would happen
19 is that in 2015, the facilities would reach their capacity.

20 Now, the fact of the matter is, that line that I keep
21 referring to is the absolute capacity of the facility, the
22 breakdown capacity. And long before then you began to
23 reach a level of traffic that is extremely difficult to
24 manage. And so we're not looking at an optimistic forecast
25 or a rosy forecast or one that effectively gilds the lily.

1 The analysis has tried to take into account even the
2 breakdown condition with gridlock that would occur
3 throughout the system of the border crossings across the
4 Detroit River.

5 And so we looked at, through this analysis, the
6 different components of the system. I just was looking at
7 the crossings themselves, but clearly you have access
8 facilities, you have processing facilities, and you have
9 them on both sides of the border. And I won't go into
10 detail, we'll talk about this I'm sure in the Q and A. But
11 each of the components has a different forecast at which
12 conditions would be reached that an adjustment would need
13 to be made.

14 For example, processing facilities could be very well
15 reached in five to ten years. Processing facilities are
16 often adjusted on a regular basis. That is not the case
17 when you reach the capacity of a bridge or tunnel, it's not
18 as quick to make these adjustments relatively speaking.
19 And so while these components break down at different
20 times, each has a planning period in advance and an
21 implementation period that is different.

22 And again, when you're talking about the bridge/tunnel
23 that exists in the river crossing you're talking about in
24 the near term 2015, in the long term 2033, the
25 implementation and study process requires the government to

1 look at those issues now.

2 Last thing in terms of need is reasonable and secure
3 options. A number of you have brought up issues that we
4 have to analyze. If we are putting a plaza or a crossing
5 of some type near a facility like a chemical plant, a major
6 manufacturing facility, a transfer or distribution center
7 for hazardous material, what does that mean to the plaza or
8 the tunnel in terms of it as an alternative. By the same
9 token, what does the operation of a plaza or a bridge or a
10 tunnel mean to the neighborhood, mean to the commercial
11 activities. And those kinds of give and take issues, those
12 kinds of pluses and minuses are to be analyzed at every
13 level of our analysis to come up with a project -- in the
14 end, a preferred project if the government acts that meets
15 the purpose and need.

16 To initialize our work, there were a number of groups
17 that were formed and are ongoing that effectively allow the
18 discussion to go almost month to month if not more
19 frequently as it relates to what products are being
20 developed. And many of you are a part of the local
21 advisory council. Other government organizations at the
22 technical level are part of the LAG, if you will. And then
23 there are both public and private sector advisory groups
24 from the auto industry, the trucking industry, that are
25 involved as well.

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1 And our process is scheduled to have a number of
2 communication events. The last one in terms of public
3 meetings was held in late June. The next formal activity
4 in the future is the decision on what is the short list of
5 alternatives, eliminating some illustrative and keeping the
6 rest for practical. And the scoping event, as you can see
7 today, is ongoing. And that's our work for the opening up
8 of the project on a formal basis.

9 What are the study area issues? An overview, if you
10 will, and the process. We've generally defined three key
11 areas that we've tried to analyze as initializing the
12 project. The Downriver area is in green, a central area
13 which includes two subsections near the bridge and farther
14 downriver, and then the Belle Isle area. We did that based
15 on some preliminary work in the planning needs and
16 feasibility study.

17 What happened in looking at the data for the area --
18 and you have in your booklet a number of issues about
19 population and about employment. Here is just a set of
20 data for 2000. If you reviewed the data, you'll see that
21 trends in population in all three areas are declined. And
22 if you look at the minority population, you'll see that
23 there is also a decline in most areas. And it is those
24 kinds of characteristics as a sample that we're looking at
25 in looking at direct and indirect effects.

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1 We're also looking at what is called key populations
2 from an ancestral standpoint. Any population that in the
3 SEMCOG region is at least two percent will be analyzed in
4 our process.

5 Quickly a review of from south to north from downriver
6 up, we are in the general area of Hennepin Point and Grosse
7 Ile looking to the U.S. side. Pennsylvania Road is in the
8 center. Further downriver our option is called King Road
9 that we're analyzing. And you can see we're obviously
10 dealing with a very major and tightly knit population that
11 could be affected by any crossing, particularly a plaza or
12 a connecting roadway. Likewise, Hennepin Point in this
13 area has certain characteristics environmentally. Further
14 down, Grosse Ile, another area of sensitive population and
15 sensitive environmental issues.

16 Moving up river, if you will, we've got both the
17 Ambassador Bridge and Detroit-Windsor Tunnel. But the
18 characteristics of this area are also very tightly knit in
19 terms of residential, lots of industry, and a number of
20 commercial activities that dot through the area. The
21 social, economic, and cultural issues are as important in
22 one area as to the other, but oftentimes change as we move
23 from one area to another. Again, environmentally dealing
24 with places like Zug Island, I-75 over the Rouge River, a
25 number of parks, and the Detroit River in and of itself

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1 trying to connect somewhere in these areas between the
2 United States and Canada. And at Belle Isle, clearly we've
3 got issues not only with this airport, we've got four major
4 airports in the area, but we've got crossings as we look
5 from the Detroit River and Canada into the United States
6 with the Bud plant, the Daimler-Chrysler plant, and the
7 populations in the area.

8 Quickly, the alternatives, a number of bridges. Some
9 bridges will have spans, main spans longer than the other.
10 Crossing of the river in the southern downriver area is
11 much, much longer, three to four miles, compared to
12 crossings in the central area of a mile or so, even less.
13 The kinds of bridges that we're looking at, more so in the
14 next phase than in the illustrative alternatives, are
15 illustrated by the slides in your packet.

16 And we also did an analysis of tunnels, but we're not
17 going to blast or mine a tunnel in this area. We did do a
18 detailed analysis of whether we could bore a tunnel in the
19 soft ground above the rock or through the rock. Or could
20 we cut a trench in the rock, drop a tunnel in -- from a
21 barge, if you will, assemble it, and then cover it. If we
22 bored a tunnel, obviously we have to consider the width of
23 it. We're considering that the crossing will be three
24 lanes in each direction for 30 years and beyond. And that
25 has an implication particularly for tunnels. We don't

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1 believe we can do a bored tunnel in the rock in any area.
2 We don't believe we can do a submerged tunnel. Not because
3 of the physical engineering aspects but because of
4 environmental issues stirring up the surface of the river
5 and creating habitat and other environmental
6 characteristics that are not acceptable. The soft ground
7 tunnel is marginal both in the central area, as well as in
8 the Belle Isle area largely because it will be difficult to
9 get enough cover of the bore. And we're looking at that
10 issue in detail as we move forward.

11 We have 14 plazas as we move up the river; about five
12 in what we call the Downriver area, about eight in the
13 central area, and one in the Belle Isle area. We have a
14 concept. We have not done and will not be able to design
15 the plaza until further work and the short listing occurs.
16 But we have consulted with the General Services
17 Administration, Customs, and Border Protection, as well as
18 the Department of Homeland Security.

19 So we came up with 14 plaza locations, tried to be in
20 areas that we could affect least with a plaza. And then we
21 had to connect it to a freeway. And we did that by virtue
22 of an analysis that began with a model and allowed us then
23 to use a number of field inventory data as well as issues
24 dealing with socioeconomic characteristics to come up with
25 19, if you will, distinct paths in the area; 19 distinct

1 paths. The fact is that these can be combined with plazas
2 so that we have to do a number of analyses in four or five
3 dozen ways so that we can do due diligence to what the
4 impacts are.

5 And then with our Canadian partners, we also had to
6 figure out how to cross the river. While there are 14
7 plazas and about 19 distinct routes, without all the
8 combinations and permutations, we have the equivalent of 15
9 river crossings. And here are just a few. These are in
10 the southern area, the Downriver area, affecting, if you
11 will, Grosse Ile, Hennepin Point, Fighting Island. Each
12 one of these is being analyzed in detail for an
13 illustrative alternatives analysis. A number of other
14 characteristics that -- alternatives that we're looking at
15 in this area are, again, mostly bridges until we get up to
16 about the central area and particularly north of Zug
17 Island. And here are the lists that you, I know, have seen
18 before. But they're in your packet and we'll discuss those
19 more as we go forward.

20 The second part of the central area includes that
21 around the Detroit Windsor Tunnel as well as the Ambassador
22 Bridge. And here are a number of plazas that we have in
23 that area. And last but not least, the one that serves the
24 northern part of the study area, the crossing over the tip
25 of Belle Isle, but connecting both Canada and the U.S. with

1 plazas on each side of the border.

2 Our analysis is being done in partnership with our
3 Canadian consultants and technical team members. The
4 objective is to look at plazas, connecting routes, border
5 crossings, so that in the end, the most practical list of
6 end to end alternatives, U.S. to Canada, can be defined.
7 That is to occur by the end of November, the very beginning
8 of December. So this listing will be reduced by some
9 significant measure so that a handful of practical
10 alternatives will go forward.

11 We are looking at these broad issues from dealing with
12 air quality, the natural as well as the cultural
13 environment. We're looking at issues that deal with the
14 neighborhood. We're looking at consistency with what the
15 communities dream about, think about formally and
16 informally for their future in their planning documents.
17 We're also looking at how mobility is affected by these
18 alternatives, particularly end to end as well as to
19 construct the building. The citizens -- almost 900
20 citizens participated in the evaluation putting weights, if
21 you will, on those factors. And those weights and the
22 technical team's weights will be provided publicly by the
23 middle of the month of September.

24 To wrap up, our work is not unlike what Del Abdalla
25 described with our beginning of the purpose and need and

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1 the updating of that, the extension into the illustrative
2 alternatives. Work is ongoing now. Conclusion by the end
3 of the year with a preliminary recommendation. A final
4 recommendation on the short list no later than March of
5 2006. The short list goes through the detailed work that
6 comes into the Draft Environmental Impact Statement to be
7 done by the end of 2007 with a public hearing at the
8 beginning of -- I'm sorry -- by the end of 2006 with a
9 public hearing at the beginning of 2007, and a preferred
10 alternative for public consumption by the middle of 2007,
11 and the wrap-up of the FEIS and the Record of Decision by
12 the end of 2007.

13 I went fast because they told me to go fast. I'm
14 getting notes here. And so with that, I'm going to
15 apologize for speaking faster than I usually do and turn it
16 back to Margaret. Oh, and the partnership makes the
17 decision, those governments that we talked about at the
18 beginning of the slide show.

19 MS. BARONDESS: Joe, thank you so much for being a
20 good listener and going quickly. The reason I had Joe go
21 fairly quickly through that presentation is because I want
22 to make sure we have enough time to get to everyone at the
23 tables here today. And we got started a little late
24 because we were having some problems with the microphones.
25 So in order to keep us on track, I'm going to go ahead and

1 get us started. And I would like to start up here at this
2 table with respect to comments and questions, follow-up
3 items that we need to go through here. And we will go
4 ahead and kick that off. Thank you.

5 MR. BLOOM: This is Bob Bloom, I'm still here. On
6 page 21 you have represented a plaza at the existing
7 Ambassador Bridge. Does what's illustrated here represent
8 the plaza that's already been approved and construction is
9 underway or does this represent something above and beyond
10 what's already been approved?

11 MR. CORRADINO: The plaza that is, I believe, in the
12 slide packet -- is that what you're referring to?

13 MR. BLOOM: Yes, on page 21.

14 MR. CORRADINO: Yeah, that is the plaza that was
15 included in the permit application for a companion span to
16 the Ambassador Bridge. It is the footprint that we
17 developed out of that that I believe is 160 acres or so.
18 It is not the existing plaza obviously, nor is it the plaza
19 that is part of the approved gateway project. It is bigger
20 than that. And our objective is to come up with a fair
21 representation of what could happen in 30 years and to
22 measure the maximum impacts.

23 MR. BLOOM: Okay. Then to go on, there have been
24 proposals by the Ambassador Bridge folks to put a dual
25 structure in. Is what's represented here -- would that be

1 what would be required of them if they get a permit from
2 the Coast Guard to put a dual bridge in?

3 MR. CORRADINO: I'm not speaking for the Ambassador
4 Bridge. This is what I understand from the permit, that
5 that span and that proposal -- the second span and that
6 proposal are compatible. The second span will be handled
7 by that plaza.

8 MS. BARONDESS: I think there are probably other
9 federal agencies that would weigh in on that discussion
10 too. Next?

11 MR. SILLS: Thank you.

12 MS. BARONDESS: Oh, can you tell us who you are,
13 please?

14 MR. SILLS: I'm Robert Sills with the Michigan
15 Department of Environmental Quality, Air Quality Division.
16 The DEQ has some pretty serious concerns about air quality
17 in this area. We have concerns about the impact that this
18 project might have on that air quality. We don't know how
19 those concerns can be addressed without doing some pretty
20 extensive ambient air impact analysis of the alternatives
21 compared to the "No action" alternatives. We're not
22 looking for an evaluation that would declare a pass or
23 fail. We're not looking for an analysis that would
24 necessarily answer all questions and concerns to the
25 community with regard to air quality.

1 But we would like the Federal Highway Administration
2 to please work with your people in Washington that do make
3 these decisions and please work with EPA on their
4 recommendations. The DEQ, as you know, doesn't have
5 authority over such decisions. But we have strong concerns
6 and would encourage you very soon, not later, but very soon
7 work with these people that are the decision makers and see
8 how far we can push the envelope to get more analysis done.
9 Look at what your Canadian counterparts are doing with
10 regard to their ambient air impact analysis and see if
11 there can be some consistency there at a higher level than
12 what I think you're headed for right now. So I just wanted
13 to make that statement. Thank you.

14 MS. BARONDESS: Thank you, Bob.

15 MR. SANCHEZ: I'm Alex Sanchez with the DEQ, Land and
16 Water Management Division. And in reviewing the scoping
17 document, our staff has come up with some brief comments
18 with respect to the river crossings, the potential three
19 crossings. And starting with the downriver crossing, the
20 southern one, the river there is 3.25 miles wide so
21 obviously there would be some piers, bridge piers in the
22 river that likely appear on Gross Ile.

23 At the northern tip of Grosse Ile there are some
24 environmental contamination issues there due to waste
25 disposal in that area. Also on that island there are some

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1 poor soil conditions which would need to be addressed
2 during your process here. Also, there are some high
3 quality coastal wetlands near or along Point Hennepin
4 there. And also there are some sediments in the river that
5 are contaminated as well.

6 Now, talking inland on the inland portion with respect
7 to the bridge crossing, there are significant areas of
8 wetlands along the alignment there which would have to be
9 looked into and considered. And also there have been
10 identified as lake plane prairie areas as well and these
11 would need to be protected to the extent possible.

12 MS. BARONDESS: Alex, let me make sure I understand.
13 You're talking still about the inland alternatives in the
14 southern portion of the project study area?

15 MR. SANCHEZ: Yes; correct.

16 MS. BARONDESS: Thank you.

17 MR. SANCHEZ: In moving on to the central crossing,
18 the river is narrower there in some portions. So there may
19 be some floodway issues that may possibly need to be
20 considered there with a crossing. And also there are some
21 identified contaminated sediments as well in the river.
22 And it's -- we understand that there are some sturgeon
23 spawning areas along this area which is -- this species is
24 a threatened species, the sturgeon. And in that area,
25 general area, there is the Chicken Bone Reef. So we're not

1 sure if the crossing would potentially impact that or not.
2 And we understand that that's the location of a native
3 mussel, which it's either threatened or endangered species.

4 And finally, the northern crossing along the Belle
5 Isle area, this area has some last -- it's known as
6 remaining last bottom land forested area along the river
7 there, the Detroit River; high quality wetlands. It hosts
8 the pumpkin ash, which is a threatened tree species, that's
9 the pumpkin ash tree. And also there's -- the Eastern fox
10 snake, which is a state threatened species, has been
11 identified on that island there.

12 So those are some quick initial comments that we have
13 on this scoping document.

14 MS. BARONDESS: Thank you very much, Alex. Can we
15 pass the mike along?

16 MS. D'ANGELO: Hi, I'm Amanda D'Angelo from State
17 Senator Ray Basham's office. And he apologizes. He was
18 unable to be here today because the senate is in session
19 today trying to pass the budget.

20 On his behalf, I'd like to relay a couple comments;
21 that his primary objective still remains that a new
22 crossing not be privately owned, and that local elected
23 officials in the communities have a say in this integral
24 decision process. He does recognize that an additional
25 international crossing could be a great benefit to this

1 region. But he does still adamantly feel that a crossing
2 does not belong in a bedroom community. And he opposes all
3 of the sites in the downriver region. Thank you.

4 MS. BARONDESS: Thank you. Make sure you tell us who
5 you are.

6 MS. FRICKE: Sheri Fricke, Councilwoman, City of
7 Wyandotte. Looking at the site plans and the routes in the
8 illustrative alternatives, I'd just like to add -- some
9 information included that there were residential areas,
10 some of those did not include them. The S-5 routes 1, 2,
11 and 3 are heavily residential. So I would like that noted.
12 As for route 1, what needs to be included is a place of
13 worship, senior citizen home, and schools. Under S-1
14 route -- well, under the plaza, I believe -- the plaza is
15 located in Wyandotte but it talks about the active quarry
16 is not included in this analysis. Is it just not included
17 in the photo or is it not included in the actual analysis
18 of this? Because that needs to be addressed.

19 MR. CORRADINO: It is not included in the plaza site,
20 it is included in the analysis of the plaza. The analysis
21 includes the effect of the quarry on the plaza or the
22 crossing as well as vice versa.

23 MS. FRICKE: Okay. I'm not certain of this, but I
24 think there's some litigation going on there. I wouldn't
25 know. Mayor Durand would know more than I would. Then on

1 S-2, assessing travel demand you have on there, what does
2 that mean?

3 MR. CORRADINO: It's the traffic of all types that
4 would use a crossing that would be associated with routes
5 including of plaza S-2 that's connected to several routes.
6 So travel demand is two words that say traffic.

7 MS. FRICKE: All right. And then on S-3, it's quoted
8 on there, "With few if any structures." That is also a
9 heavily residential area where the route is taking. I
10 would like that noted. And also again, there's schools,
11 small businesses, commercial, industrial, and wildlife. So
12 some of the descriptions show these things, some do not.
13 And I just wanted to make sure they're included.

14 MR. CORRADINO: Yes, ma'am. These are illustrative
15 descriptions, but the detailed analysis is trying to catch
16 up to everything that you've talked about.

17 MS. FRICKE: All right. Thank you.

18 MS. BARONDESS: And we will record your information
19 and make sure that we incorporate that into our own
20 analysis.

21 MR. CERVENAK: Hello, I'm Tom Cervenak, the Peoples
22 Community Services Delray Neighborhood House. I wanted to
23 comment on the plaza C-3 Delray west. The obvious issue is
24 the size of the plaza relative to other sizes. This is
25 designated as 206 acres. The other plazas range in size

1 from 38 acres, I think, to about 170 acres, and the average
2 looking at around 80. My question is, why would this
3 particular neighborhood which is poor and low income be
4 targeted with a plaza size about three times the average?
5 And I think that's a real question that needs to be
6 addressed.

7 Again, the issue that I raised previously is the whole
8 environmental justice issue. There is a concern that
9 issues may be -- the decision may be made on a dollar and
10 cents decision. And because home values are lower in this
11 area, the people in this area have a disadvantage.
12 Certainly, the comments that were made earlier about the
13 health assessment, this is something that is absolutely
14 needed. The Delray area has been inundated with pollution
15 for 100 years. Anything else added would certainly set it
16 over the edge.

17 As a matter of fact, I might add that if this
18 particular plaza was accepted as designated would
19 essentially spell the entire end of the Delray
20 neighborhood.

21 A couple of other items I wanted to touch on was the
22 issue of mining. In our area, I know it was mentioned one
23 time that there was going to be some looking at the mining.
24 But this is a very important issue for us. The salt mines
25 underneath us blast every day at a certain time. And it

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1 is -- I've been in a small Michigan earthquake, and it's
2 far beyond anything like that. It sounds more like thunder
3 clapping. And the whole question about the safety of the
4 bridge piers, how safe would they be from destruction if
5 this mining which has been going on for 100 years would
6 obviously continue?

7 The final item I wanted to bring up is something that
8 I've never heard mentioned. And you know, we've certainly
9 talked about redundancy in the event of a terrorist attack.
10 One of the worst case scenarios, but it's not something
11 that is out of the realm of possibility, is a terrorist
12 getting ahold of some nuclear material and using it as a
13 dirty bomb, which is a conventional explosive that would be
14 exploding out into the air radioactive material. Well,
15 perhaps a conventional explosion could take out the
16 Ambassador Bridge. But a dirty bomb would not only take
17 out the bridge, but would spread radioactive material in a
18 much wider area. And so it's my belief that we really need
19 to look at that issue, how far would the radioactive
20 material go beyond the attack and where would it be spread
21 as far as with the wind. So it appears to me that I think
22 we need to be looking at building a redundancy as far as
23 possible from other crossings. Thank you.

24 MS. BARONDESS: Thank you very much.

25 MS. BENSON: My name is Corki Benson from the City of

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1 Wyandotte. I listen to the comments from the residents
2 that come into my office all week, listen to the comments
3 of the people that live in the 2,000 homes that I represent
4 in my neighborhood association. And I've read the scoping
5 document along with all the other documents provided to
6 this group. The one constant seems to be the lack of
7 reference to the human and personal issues involved in this
8 study. The population is discussed but not the families.
9 The households are counted, but not the homes.

10 Quantum had absolutely no personal feelings. It only
11 recognized the brick and the mortar in the schools, the
12 hospitals, and churches. Quantum recognized the
13 cemeteries, the parks, the utility facilities, and the
14 historical sites. Quantum did not acknowledge the small
15 neighborhood business establishments that support many of
16 the families in all of our communities. I guess I'm always
17 looking for the missing human touch, which is probably why
18 I'm not doing any official bridge study.

19 The evaluation factors in these reports consider
20 things like the noise impact that Joe mentioned on the
21 sensitive receptors and the intrusion of a plaza or a road
22 on a disposal site. What about honorable mention for these
23 impacts on the homes and the families as a real factor that
24 needs to be studied? I find it ironic that even the
25 culture, the history, the water, and the wildlife are

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1 protected by many, many U.S. and Canadian laws that are
2 constantly referred to in these studies. I agree that the
3 word "household" and "population" are politically correct
4 terms for government reports, but they're very cold words
5 to my residents. In my opinion, it's no wonder that the
6 reports to date do not indicate any fatal flaws. Maybe
7 those reports don't indicate fatal flaws because they
8 passed over the human factor. I hope the homes and the
9 families that should be the number one factor in this
10 bridge study will not be encompassed in this evaluation
11 like the cost factor mentioned in page 41, and noted in the
12 scoping document as an afterthought to the study process.
13 Thank you.

14 MS. BARONDESS: Thank you very much.

15 MS. LEONARD: Delores Leonard, Sierra Club,
16 Environmental Justice. I have a written statement, but
17 before I read it I want to go back and talk about -- while
18 you speak of environmental impact of wildlife and the
19 noise, I want to speak about environmental justice, the
20 impact of your decision upon low income people and people
21 of color. And, yes, I looked at your table that said the
22 minority population was decreasing. I read data, and if --
23 you do not have a comparison, you only have one table. So
24 that you're not able to compare from year to year. And so
25 that's not an accurate presentation. My prepared

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1 statement:

2 How important is the evaluation form that appears in
3 the blue book -- now, everyone knows what I'm talking
4 about, the blue book -- the blue book in assisting the
5 decision making body --

6 MS. BARONDESS: Excuse me. Can you put your
7 microphone just a little closer to your mouth? That's
8 great. Thank you.

9 MS. LEONARD: The decision making body -- let me begin
10 again. How important is the evaluation form that appears
11 in the blue book in assisting the decision making body in
12 formulating its ultimate choice for bridge location? How
13 important is the public's input in the completion of that
14 form in the decision process? I have communicated to Mr.
15 Alghurabi via several e-mails that the evaluation forms
16 were not valid. Not valid because the word 'Draft' appears
17 at the top of the form. Also, I indicated the process that
18 was used in completing the form was flawed. The public was
19 not told to complete and return the forms. In reading the
20 public meeting printed notes -- public meeting printed
21 notes of June 27, 28, 29, and 30, no such directions were
22 stated to the public. At the June 20 LAC meeting that I
23 attended held at Southwestern High School, the blue book
24 was presented. The meeting followed the same process as
25 that for the public meetings the following week. Questions

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1 were raised relative to the scoring process. At no time
2 was it stated during the LAC meeting that the public was to
3 complete the form and that there was a due date. It was
4 merely stated that the public also, in the next week --
5 that they would receive the same materials as the LAC.
6 There was a PowerPoint presentation, then there was a pause
7 and then there were questions. And then we went back to
8 the presentation. And at no point in time we were ever
9 told that the public should complete and return a
10 questionnaire, the questionnaire that had the word "Draft."
11 The first time I was aware that the public was to return
12 the questionnaire was at a July 20 meeting when Steve
13 Tobocman, representative 12th District, appeared with the
14 form that had a due date. "Draft" was still at the top and
15 it said, "Please return by July 31st." Any time I see
16 something that says "Draft" I know it's not final, it's in
17 working process. And I did not question that. I didn't
18 realize until after we had left the meeting that that form
19 still had the word "Draft." The form itself was a part of
20 the blue book. Most of those public meetings were attended
21 by senior citizens. Unless they were specifically told to
22 tear the page out of the book and to submit that copy or to
23 have the page copied and submit that copy, people were not
24 properly informed and instructed. Now, throughout my
25 communications with Mr. Alghurabi, he was very cordial and

1 courteous. He permitted me to express my concerns. I even
2 spoke with him via telephone. But he held fast to that
3 July 30 deadline date. Therefore, my community did not
4 have an opportunity to express their opinions about those
5 factors that evidently will be used because that was stated
6 tonight. That form is a decision making form, still in the
7 draft process.

8 MR. ALGHURABI: Ms. Leonard, I have the utmost respect
9 for our communication and what we have discussed and what
10 we said. And I'm -- not by any means want to be
11 disrespectful or not agreeing with you or what you've said.
12 But I just want to respond to a couple points, just from
13 the standpoint of the form. Yes, you are absolutely
14 correct the form is important. And I just want to say that
15 we've tried multiple ways to get the forms in the hands of
16 people. And again, I want to state very objective by
17 saying that there were ways that we made them available at
18 the meetings. And other ways we send them electronically.
19 In other ways, we brought extra copies and said, "If you
20 need extra copies we'll make them available to you." I've
21 communicated to your office multiple times. I've tried in
22 every possible way, if the deadline -- yes, it was July
23 31st, but if there's something I could do personally to
24 come and pick them up from your office. And those that
25 I've worked with from other parts, they can witness that.

1 But that's not the point. The point is we've received over
2 900 forms, just for the record.

3 "Draft" -- everything we do before the Draft
4 Environmental Impact Statement is really in a draft form.
5 Because the Draft Environmental Impact Statement documents,
6 that's the first document that gets out and published in
7 the hands of the public. So if it says "Draft" that's
8 just -- everything we do is work in progress. If you give
9 us comments, we really want to address it. If you tell us
10 what's going on or you want to add something, we try to
11 take that under consideration.

12 So these are just food for thought. I respect
13 everything you said and I appreciate everything you said
14 and I'll continue to work with you in every possible way to
15 make this better. And thank you for your comments.

16 MS. BARONDESS: Do you have more for us tonight?

17 MS. LEONARD: Do I have anything further?

18 MR. BARONDESS: Yes, I just want to make sure.

19 MS. LEONARD: Yes, I do but it's not going to make a
20 difference.

21 MS. BARONDESS: Thank you.

22 MS. SAVIC: My name is Olga Savic and I work with
23 State Representative Steve Tobocman who's also in session
24 right now in Lansing. We will be submitting written
25 comments regarding the scoping document and the purpose and

1 need. But I did want to touch on a few things today.
2 First of all, we absolutely agree there has to be a health
3 impact study because human health is just as important as
4 any other environmental concern. And I really hope that
5 the Federal Highway Administration and EPA can find a way
6 to measure the impact of air toxics, known air toxics and
7 their cancer causing probabilities on the people who will
8 be affected by more trucks coming into their community. So
9 I want to just echo those concerns.

10 Related to the purpose and need, I'm very concerned
11 about the economic data that is being used to forecast
12 truck totals. And particularly with states revenue
13 estimating conference, state treasurer coming out and
14 saying there was a 26 percent decline in manufacturing in
15 Michigan just in the last year. So I hope that the study
16 process will continue to evaluate that data and -- kind of
17 what are the realistic economic assumptions that we're
18 using to calculate truck demand and what the truck trips
19 are going to be and to actually take a different tact in
20 terms of thinking of purpose and need.

21 In the LAC meetings we've talked over and over again
22 about how we're only looking at highway miles and moving
23 trucks over the border. But regional transportation and
24 national transportation is a lot more than just trucks.
25 And we've just gone through a multimillion dollar study of

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1 an intermodal freight terminal in Detroit. And I don't
2 fully understand why we're not looking at all the other
3 modes of moving freight and why we aren't using this study
4 as an opportunity to do something different, to create a
5 more robust regional transportation system as opposed to
6 just looking at trucks. I think that it's much too narrow.

7 We're going to be submitting comments about the
8 evaluation of the illustrative alternatives and that
9 process and just hope that the partnership looks at --
10 takes a really deep approach to looking at these factors as
11 they use them, and echoing some of the comments that Mrs.
12 Leonard made regarding the weighting system. So we'll be
13 submitting those.

14 But the last thing that I wanted to say was that
15 regardless of where a location is picked, if it's
16 determined that a new border crossing is needed along the
17 Detroit River, that the partnership does two things. One
18 is that the discussion of governance is a public
19 discussion, not one that goes on behind closed doors.
20 Because it's extremely important that the impacts and the
21 way that a border crossing doesn't just get built and then
22 we walk away from it. It becomes a thing of its own. And
23 there's lots of impacts that go on for many years. And the
24 public oversight in the discussion about how that should be
25 managed should be a public one.

1 And then also that the border partnership include a
2 community benefits agreement in the Final Environmental
3 Impact Statement. And that the -- must have, no matter
4 where the location is chosen. Because regardless of where
5 a bridge or tunnel goes, the community that hosts, you
6 know, what's a national or regional economic driver should
7 have some community benefits. And they should be at the
8 table to decide what those community benefits are and how
9 they can be implemented. So we'll be submitting written
10 comments too.

11 MS. BARONDESS: Thank you very much.

12 MS. BENJAMIN: My name is Alison Benjamin. I work for
13 Southwest Detroit Environmental Vision.

14 MS. BARONDESS: Alison, can you make sure you put the
15 microphone real close? Thank you.

16 MS. BENJAMIN: Yes, I sure will. And I certainly echo
17 many of the comments from both MDEQ and other concerned
18 citizens from the region about the health effects and air
19 quality issues that will result from such a large
20 transportation infrastructure project wherever it's
21 located.

22 And I guess I'm going to be pretty specific in terms
23 of we have 16 months to do this draft EIS. And I would
24 like to be certain that the modeling and the research that
25 is done is of the highest quality and in such a format that

1 it can be used if at some point there is a change in the
2 highway administration's decision on a health study. Can
3 we do the modeling now in the numbers and the format that
4 could translate into a health study easily, so that we're
5 not stuck with, you know, this date isn't going to fit into
6 anything we do? So particularly we want to get that
7 modeling done for areas around the plaza, within the plaza,
8 surrounding the plaza, within the neighborhoods, and
9 regionally.

10 Because we all know how the air goes from the U.S.
11 over to Canada. And both sides working on this project
12 should be concerned about the cumulative effects of this
13 project and the total burden on whatever community becomes
14 the host. And I would like to request that PM2.5, the
15 criteria pollutants and toxics all be analyzed to the
16 tiniest degree it can be for this project, and that we not
17 rely on improvements and regulations for diesel engines and
18 diesel fuel that are coming on down the pike because I
19 think we know that existing trucks will be still on the
20 roads whenever this project is completed and built. So we
21 want the best data on how it's going to apply to all the
22 residents and all the families that have been described so
23 eloquently by other people at this table. Thank you.

24 MS. BARONDESS: Thank you very much.

25 MS. KAVANAUGH: I'm Karen Kavanaugh with the Southwest

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1 Detroit Business Association. First I'd like to say that
2 the SDBA does support this study. As flawed as it may be
3 at the present time, we do think that a study is required
4 in order to make a decision on, number one, whether another
5 border crossing is needed and where it is best located.
6 Without that, there's no rational basis to have any
7 discussion about the next border crossing. And for those
8 of us in Southwest Detroit, that means then that perhaps a
9 private entity will make the decision on when and where
10 another border crossing occurs.

11 We will also be submitting written comments on the
12 scoping document; just want to reiterate a couple of
13 things. We support all of the comments that have been made
14 about the impact on air quality. But one of the things
15 we'd like to say is that we'd like to back up and
16 understand better what the context is today. One of the
17 issues that we have in Southwest Detroit is that we already
18 are a transportation hub and we already have a number of
19 industrial point sources. And what's very hard for those
20 of us who are not well versed in this area is to really
21 understand what is the existing context, what do point
22 sources add, what do mobile sources add, what are the best
23 practices today to mitigate those impacts, and then look at
24 what is the burden.

25 We have -- you know, it's very difficult to understand

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1 what that impact does, even if you do all of the studies.

2 And we don't know and don't well understand what the
3 existing context is. So whatever this study can do to help
4 us understand that would be very helpful, and in
5 particular, the impacts of the border crossing today.

6 Also, we are very much in support of public ownership
7 of the next border crossing. And we believe that that
8 discussion ought to be a transparent one. The decision for
9 what -- whatever decision is made ought to be well
10 documented and it also ought to include public input.
11 Again, wherever the border crossing, if it is needed, is
12 located, the purpose and need statement should be expanded
13 to require that the host communities' economy is also
14 improved and enhanced. Because the lion's share of the
15 benefits will accrue to the state and to the region and may
16 not be such a bad thing. But the host community must be
17 made whole.

18 The other comment that we'd like to make -- again,
19 we're happy to see that the -- on page 21, that there is
20 the new expanded Ambassador Bridge plaza included in this
21 analysis. Because that means that we'll at least get some
22 data on what that impact of that plaza will be. But we do
23 believe, as we've said before, that all agencies that have
24 jurisdiction over this process should issue a moratorium
25 that no permits or any other action is taken that would

1 promote one crossing over another until this study is
2 complete. Thank you.

3 MS. BARONDESS: Thank you very much.

4 MR. PALOMBO: Carmine Palombo with SEMCOG. We also
5 will be submitting some written comments for the record.
6 Just a couple things in the essence of time. Many of the
7 comments that we would make have already been discussed so
8 I won't go over those. But two things that haven't been
9 mentioned I think that we'll be looking at. One is the
10 impact of the crossing on the existing infrastructure to
11 insure that whatever gets built and wherever it gets built
12 will not have a detrimental impact on existing traffic
13 patterns or the investments that have already been made.
14 And there has been a significant number of investments been
15 made in southeast Michigan over the last couple --
16 especially over the last couple of years in trying to get
17 our system up to par. So this would be very important that
18 we don't degradate to any extent the existing system.

19 And secondly, just to continue to recognize, I think
20 it's very difficult -- you have a very difficult challenge
21 in front of you that essentially only analyzing here on our
22 side of the border one side of the project. There is
23 another side of the project. There are impacts that are on
24 the other side of the border that would have a potential
25 impact on what happens on this side. So hopefully at some

1 point, these two are going to join together and we'll be
2 able to identify the impact -- total impact of an
3 alternative not just on our side but on the other side.
4 Because of the fact that there could be an impact on the
5 other side of the border that could impact what happens on
6 our side in terms of how an alternative will score.

7 So I think you have a very difficult process of trying
8 to mesh those two and we'll be waiting to review how you do
9 it. Thank you.

10 MS. BARONDESS: Thank you very much.

11 MS. AMADOR: Hi, Amy Amador on behalf of Detroit City
12 Council President Maryann Mahaffey's office. I will be
13 brief. I'm going to read a couple comments that the
14 council president has.

15 "The border crossing alternatives proposed in the
16 Detroit River International Crossing study that
17 directly impact Detroit would have harmful
18 implications for Detroit neighborhoods, commercial
19 districts, and the health and safety of Detroiters.
20 The alternatives would, in some cases, destroy
21 neighborhoods, decimate commercial districts, and
22 increase the environmental and economic burden
23 transportation has on Detroit residents."

24 Some of the additional comments are:

25 "A new border crossing should only be built if the

1 certainty of the need for such a crossing exists and
2 continues to exist. All potential sites for border
3 crossing and freeway connection should be studied to
4 determine their impacts on the surrounding residential
5 communities, local businesses, local economy, air
6 quality, environmental justice, safety, local
7 planning, cultural assets, and noise. Mitigation of
8 these impacts is a must. Permitting for a new border
9 crossing should be delayed until the DRIC study has
10 been completed. Residential communities already
11 suffering from the impacts of a border crossing should
12 not have their burden increased by the creation of
13 another border crossing. Sites for plaza locations or
14 freeway connections should minimize the impact to
15 commercial and residential areas. The burden of the
16 border crossing should be shared equally by the
17 respective sides of the border. It is unfair to
18 burden only the U.S. side with the responsibilities
19 for customs processing and toll booths. Vehicles
20 leaving a border crossing should connect directly to
21 the freeway system and not using neighborhood
22 streets.”

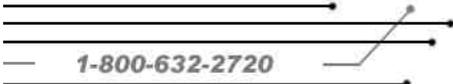
23 Thank you.

24 MS. BARONDESS: Thank you.

25 MR. WESTLAKE: This is Ken Westlake from the

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1 Environmental Protection Agency in Chicago. We obviously
2 recognize the critical importance of having adequate, safe,
3 and efficient border capacity for movement of people and
4 goods that's essential to the economies of this
5 metropolitan area as well as to the two countries involved.
6 We're a cooperating agency as you've pointed out because we
7 want to cooperate effectively and be a constructive player
8 in all of this. We signed the streamlining agreement that
9 includes a concurrence point for scoping including
10 concurrence on analytical techniques. And we'd like to
11 suggest that we make more progress on that subject before
12 completion of the screening process for the various
13 alternatives so that we have a game plan in place for
14 evaluating alternatives that all parties to the agreement
15 can live with.

16 In particular we're looking at air quality analysis.
17 I think it's appropriately highlighted as a key factor.
18 You've heard from the public today and other agencies the
19 importance of that. You've included some relevant factors
20 to date which is good, such as evaluating all the criteria,
21 pollutants, and six air toxics in doing carbon monoxide hot
22 spot analysis. We'd like to see that go further to
23 concentrate on diesel emissions, particularly from trucks
24 because of the concentrated emissions that can be expected
25 at plazas and access roads.

1 Similar to the comments we recently submitted to
2 Federal Highway and MDOT on the draft EIS for the Detroit
3 Intermodal Freight Terminal, we think localized impact
4 analysis for PM2.5, the so-called fine particulates
5 especially diesel emissions, is essential. We know that
6 Metro Detroit is a non-attainment area for fine
7 particulates and there's particularly high readings in some
8 of the Southwest Detroit, lower Rouge Valley monitors. And
9 we know MDEQ is going to be very challenged to put together
10 a state implementation plan to achieve the fine particulate
11 standards by 2010 given the existing air quality and
12 sources in the area as well as the potential impacts from
13 this project, DIFT, and other contemplated projects.

14 We're eager to engage in some further discussions with
15 MDEQ, with the transportation agencies, with other affected
16 stakeholders so that we can reach a consensus and lay a
17 good foundation for this project to be well analyzed and
18 defensible in its outcome.

19 Just a couple observations. We're pleased that the
20 scoping document adds the component not just of the
21 potential crossing locations, but the linkages to the
22 freeway networks on both sides of the border. I think
23 that's an essential part of looking at the project in
24 totality that we're glad to see. And we're certainly
25 interested in more discussion on how the U.S. environmental

1 evaluation process is going to be integrated with what
2 happens on the Canadian side. So thanks.

3 MS. BARONDESS: Thank you, Ken.

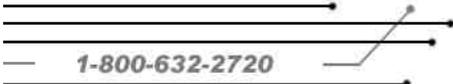
4 MR. KING: Hello, I'm Bruce King with the City of
5 Detroit. And I'm going to be submitting some written
6 comments also. But I also would like to go over a few with
7 you.

8 You indicate on air quality the burden analysis.
9 Previously the burden analysis is based on national
10 emission standard source trends. The source trend for
11 southeast Michigan differs from the national trend. I'd
12 like to make sure that MDOT looks at that closely. You can
13 identify that in the Michigan Department of Environmental
14 Quality's air -- annual air quality report.

15 Additionally, the burden analysis treats the emissions
16 source as a point source. However, this is not the case
17 with the transportation project. Those point sources are
18 the plazas and the network that connect to the highways.
19 The emission source in this case are trucks and other
20 vehicles. Since they are capable of movement outside the
21 prescribed areas you intend to perform the burden analysis,
22 your analysis will not provide a meaningful representation
23 of the air quality impact from this project for the
24 affected communities. I think you need to expand your
25 burden analysis to the communities.

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1 As indicated in the scoping document, southeast
2 Michigan is classified as non-attainment for PM2.5 and the
3 eight-hour ozone standard. EPA clean diesel engine
4 regulations and the clean air interstate rule will not
5 solve the long-term effects of these emissions. Southeast
6 Michigan to date has to take additional corrective actions
7 to meet the standards and the compliance requirements of
8 the Clean Air Act. To interject between six million trucks
9 and 20 million cars into a specific area by 2030 will have
10 a significant restriction and stress our ability to meet
11 the Clean Air Act standards. The DEIS must incorporate
12 real meaningful mitigating measures to reducing the impact
13 this crossing will have on southeast Michigan.

14 By suggesting that the crossing be located within a
15 heavily populated urbanized area will not only adversely
16 impact on this region's air quality but also adversely
17 impact on the health of the residents living within the
18 designated area. There are scientific approved health risk
19 modeling protocols available today that MDOT should
20 undertake to identify all impact to populations. NEPA does
21 not require a regulated protocol to be used to do a health
22 risk analysis. It only requires that a scientifically
23 recognized protocol analysis be used in the process. Those
24 are available, MDOT should look for those and identify that
25 and use that for a health risk analysis.

1 Relating to the project community, neighborhood
2 characteristics, this project would have a significant
3 adverse impact on communities. That's stated on page 37 of
4 the scoping document. MDOT's solution to this is to
5 acquire these properties and relocate those affected
6 populations. By building the necessary infrastructure to
7 accommodate the movement of trucks and other vehicles, MDOT
8 basically constructs a barrier that separates and destroys
9 the neighborhoods. Thus, MDOT must not only work closely
10 with other state agencies and the communities, they must
11 work hand in hand with community transportation planning
12 and development department to ensure that the project will
13 only impact a very limited number of neighborhoods.

14 Maintaining consistency with the local planning, MDOT
15 must use the current planning information available from
16 each unit of government affected by this project. One
17 example is the location of the crossing at Belle Isle
18 conflicts with recent and ongoing residential developments
19 being constructed where the plaza is proposed. You need to
20 look closely at all the planning and work with those
21 departments.

22 On the area of protecting the natural environment,
23 because of the sensitive habitats along both the shoreline
24 and within the Blue Heron lagoon at Belle Isle, a crossing
25 a this location would be very destructive. The surface

1 water off the bridge would be contaminated with oils and
2 other vehicle related fluids. And for this to enter the
3 Belle Isle ecosystem is totally unacceptable. MDOT must
4 pay particular attention to any natural environmental
5 studies conducted at this location for final crossing
6 determination. Additionally, MDOT must establish the
7 impact that this project will have relating to air
8 deposition on pollutants into the Detroit River and what
9 long-term effects it will have on our Great Lakes.

10 MDOT must work with the local units of governments and
11 traffic management department staff to address and identify
12 any adverse impacts that this project would create with the
13 movement of trucks and cars through the urbanized area
14 prior to entering the highway network system. Thank you.

15 MS. BARONDESS: Thank you. Okay. I just want to take
16 a time check real quick. It is 6:30, but we started late
17 because we had some audio problems. So we're going to
18 continue on. I expect that the meeting probably will end
19 sometime around 7:00 o'clock. So I just wanted to let you
20 all know where we were with the schedule. And I think --
21 oh, you want to speak? I'm sorry. I didn't mean to cut
22 you off. But let's go ahead. And with the time check, go
23 ahead.

24 MS. HOWZE: Okay. I'm Fran Howze with Messiah
25 Housing. And I have to echo the gentleman's comments prior

1 to me. The only other thing that I could say about this is
2 that I'm very concerned about the fact that there's a lot
3 of hard items in this scope of information that you have
4 provided to us. I think it's a decent study, but I still
5 think that you need to touch on the most soft piece, which
6 is the human piece that I think everybody has echoed from
7 the city to the state government counterparts that have
8 spoke prior to me.

9 The concern that I have is that, being near Belle Isle
10 and all of our strategic planning as our organization is
11 related to the development and it's right at Jefferson and
12 the Boulevard, that would impact everything that's going on
13 in that area. And going along the corridor of Jefferson,
14 it would impact everything that's going along the
15 commercial.

16 So I think you need to take a little harder look at
17 the economic aspects of what's going to impact on Detroit.
18 Already there has been enough going on with the children in
19 that community of the environment and not having the
20 outcomes that is needed to be accessible to parks and
21 things of that sort.

22 So I cannot imagine that you will not look closer at
23 the quality of air distribution that will be impacted in
24 that neighborhood as well as the other part of the
25 environment in which they live in right now when it comes

1 to putting thousands of trucks and other types of modes of
2 vehicles in this area.

3 And also, the opportunity to have an open forum for
4 the public to be a part of your agenda when -- the outcome
5 of the findings of this project.

6 MS. BARONDESS: Thank you very much. Okay. Let's go
7 to the other side of the room here. The upper level, we'll
8 start there and move around toward the back.

9 MR. PETRO: Thank you. Good afternoon. My name is
10 Mark Petro and I'm with the private sector advisory group
11 from the Canadian side. I do have a couple of concerns I'd
12 like to voice here this afternoon. And I think there has
13 been some fairly good feedback here that I've heard in the
14 last half hour.

15 First of all, I'd like to start off with a comment in
16 regards to this document on page six where it talks about
17 capacity.

18 MS. BARONDESS: Could you -- excuse me. I'm wondering
19 if you could be more specific about what document that is?
20 I saw you hold it up, but I'm not sure which one it is.

21 MR. PETRO: That is your scoping information,
22 PowerPoint that was provided.

23 MS. BARONDESS: Okay. It's the PowerPoint.

24 MR. PETRO: Yes. And on page six of that document it
25 talks about future capacity needs showing the bridge and

1 the tunnel. It suggests that U.S. border processing has
2 still got five to ten years. That's at gridlock now. I
3 mean, during the mornings coming into the States, they
4 block the traffic off because they can't process quickly
5 enough. So we are at capacity. In the afternoons we have
6 a similar problem going in reverse and traffic is backed up
7 on Jefferson Avenue trying to get through. So in that
8 document and when people talk about, "Well, we've got so
9 many years to get ahead of some of these problems," we're
10 there now. And this is happening regularly.

11 In respect to some of the gridlock that we have as
12 well, if we take a look at I-75 backing up on Porter
13 Street, if we take a look at what's happening over in
14 Windsor a couple weeks ago when we had the U.S. Customs'
15 computers shut down, we had again the same kind of
16 situation very close to what we had on September the 11th.
17 So these things are happening and they're happening with
18 fair frequency.

19 And we need to address some of these things now. And
20 there are some things that MDOT can do and needs to do.
21 And we need to take a look at alternative truck routes. We
22 need to get some of those trucks off I-75 perhaps at Clark
23 Street to minimize some of the backups that are occurring.
24 Because the regular traffic, car traffic, simply can't get
25 around all those trucks. And we're asking for some

1 serious, serious problems.

2 We've got some other issues too that I think need to
3 be addressed. And I'm a little bit concerned that some of
4 the thinking that's going on in the planning on this is
5 really, really conventional. There's not a lot of thinking
6 outside the box. If we look at where you've placed the
7 plazas on these proposals, they're all literally at the
8 doorstep of the bridge. With the technology we've got
9 coming on, with the concerns that people are voicing here
10 tonight about some of the neighborhoods, I think we've got
11 to look at possibly sterile truckways, some of the
12 technology that we have and perhaps moving some of these
13 areas.

14 If we take a look at Delray, for example, I can
15 certainly understand the concerns of breaking up
16 neighborhoods. And Delray is perhaps a good example. But
17 perhaps an alternate somewhere closer to the Rouge plant
18 might be a real alternative, but it's got to be a sterile
19 truckway.

20 So I think there's still alternatives there. And
21 without getting too involved in trying to drag this study
22 out any longer than it needs to go, I think there's some
23 thinking that needs to change. And I think we need to look
24 outside the box. Thank you. I think we've also got to tie
25 in some of the rail issues. And Delray junction is

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1 probably one of the worst bottlenecks that we have in
2 southwestern Michigan. It affects train traffic all over
3 the place. And it's something that whether it's a flyover
4 or -- another alternative needs to be looked at.

5 Also, in respect to monitoring air quality, this issue
6 has been largely glossed over especially on the Canadian
7 side. We need to get some additional monitoring in at the
8 customs plazas. That means all four plazas on both sides
9 we need to monitor diesel particulate and diesel emissions,
10 sulphur dioxide, nitrous oxides, and particulate. These
11 are real issues that I don't see being addressed at this
12 point in the study or the scope and I certainly hope they
13 will be. Thank you.

14 MS. ALCOCK: Heidi Alcock from the City of Detroit
15 City Planning Commission. Most of our concerns have been
16 raised and we will be submitting extensive comments in
17 writing.

18 I think one of our overarching concerns is the effect
19 of this project on current and future development projects.
20 Each of these corridors and some more than others,
21 honestly, have many, many projects that are either planned
22 or are actually breaking ground and happening, and in some
23 cases, have already happened. And these alternatives would
24 really impact those projects. In many cases, federal funds
25 have been spent on those projects. And I think that needs

1 to be accounted for.

2 Another general comment that we have is that at a time
3 when our tax base and general fund revenue is at a crisis
4 state, it is very hard to imagine the acquisition of viable
5 businesses, industry, and certainly residences. We're also
6 concerned because some pretty important community
7 institutions and places of worship and educational
8 facilities would be impacted under a couple of the
9 scenarios.

10 So we will provide comments with specific concerns
11 around each corridor. But we just, for the record, wanted
12 to say that. I think the other thing that our office would
13 like to say today is that we really encourage the federal
14 agencies to acknowledge this study and to avoid issuing
15 permits for projects that proceed outside of the framework
16 of this study. Thank you.

17 MS. BARONDESS: Thank you.

18 MS. DUDZINSKI: I'm representing State Representative
19 Ed Clemente from the 14th District. And as you know, a
20 number of these crossings go either through his district or
21 into almost every community he represents. He is very
22 sorry he could not be here, he's in session today in
23 Lansing. He is very concerned about the health impact on a
24 crossing in any of these communities. They're all trying
25 very hard to improve, rebuild, and they've all come a very

1 long way.

2 He has also been meeting with his Canadian
3 counterparts. He's had a number of meetings with officials
4 on the other side of the river. And they also have similar
5 concerns about a new crossing and where it might be
6 located. The citizens on the other side also feel the same
7 way according to what he's heard.

8 He's also studying other various sources of
9 information regarding the need for another bridge and the
10 impact that may have on the communities. So he has been
11 working very hard on these issues and wants to be sure that
12 he has all of the relevant information available. Thank
13 you.

14 MS. BARONDESS: Before you pass the mike, could you
15 please give us your name?

16 MS. DUDZINSKI: Marlene Dudzinski.

17 MS. BARONDESS: Thank you, Marlene.

18 MS. HOSLER: I'm Barbara Hosler with the U.S. Fish and
19 Wildlife Service. And we are in the process of preparing
20 written comments to you on the scoping information that was
21 sent to us. And I know that you're already aware of many
22 of our concerns, fisheries, migratory birds, endangered
23 species, and the Detroit River International Wildlife
24 Refuge.

25 I had a specific question about the scoping

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1 information that was sent. At the -- I believe the last
2 agency meeting we had in one of the PowerPoint
3 presentations, putting a pier on Mud Island, which is part
4 of the refuge, was shown as a feasible alternative -- not
5 alternative, but potentially could go there. And I didn't
6 see that in -- illustrated in the scoping information. So
7 I'm wondering if that is no longer being considered? It's
8 not feasible any longer, you dropped it, or if it is
9 actually still being considered in the --

10 MR. CORRADINO: I believe we're still looking at a
11 pier. We're refining each of the crossings with our
12 Canadian partners to be more prescriptive about pier
13 locations. That was an early proposal and we're trying to
14 refine those as we go through the illustrative
15 alternatives. We're still refining those. And it's likely
16 that there will be a pier there, but we're refining that.

17 MS. HOSLER: And second question, are you preparing a
18 draft 4-F evaluation?

19 MR. CORRADINO: Likely, yes. I mean, we'll have to
20 get to the alternatives. But the placement of the project
21 at this point has park land impacts and frequent instances.
22 And therefore a draft 4-F would be part of what we would
23 do.

24 MS. HOSLER: But no work has started on that yet?

25 MR. CORRADINO: Oh, no; no. Our objective would be to

1 look at park lands, public park lands, 4-F, 6-F, and define
2 those for illustrative alternatives analysis. And then
3 those final alternatives will be part of the definition of
4 a 4-F for the DEIS. So we have to get to the final short
5 list by the end of the year before we start drafting those
6 documents.

7 MS. BARONDESS: And that would be with respect to the
8 practical alternatives with respect to looking at the
9 detailed analysis of 4-F properties. And also 4-F does
10 apply to historic properties as well as parks and
11 recreational facilities too. So we'll be looking at that
12 in a very detailed fashion with the practical alternatives
13 phase too. Anyone else here? Sure, go ahead. Regine has
14 a question for you, Barb Hosler. If you could pass this
15 back to Barb for a minute.

16 MS. BEAUBOEUF: Barb, you asked the question about the
17 pier on Mud Island. Is there any special concern with the
18 pier at that location?

19 MS. HOSLER: Well, yes. That's part of the
20 international wildlife refuge. So that would be a concern
21 to us that it would change the character of the refuge.

22 MS. BARONDESS: And that would also be a 4-F property;
23 is that correct?

24 MS. HOSLER: Yes.

25 MS. BARONDESS: Recognized under Department of

1 Transportation law as a 4-F protected property?

2 MS. HOSLER: Right. And because it's actually part of
3 the refuge, that would trigger probably a NEPA requirement
4 on our part also.

5 MS. BARONDESS: I see. Okay. Thank you. Next?

6 MR. HOGREFE: My name is Todd Hogrefe with the DNR.
7 The reason my agency is seated here at the table today is
8 to ensure that the natural resources of the river corridor,
9 especially threatened and endangered species, are
10 protected. For those of you who might otherwise not know,
11 Act 451 of 1994, part 365 regulates and restricts
12 impacts -- adverse impacts to all state listed threatened
13 and endangered species. So for that reason, priority for
14 the DNR is to see that this study adequately considers and
15 addresses potential impacts to those listed species.

16 Now, for the past 30 years, we have records of at
17 least 16 listed species in the vicinity of this project.
18 Granted, a lot of those records are fairly old so some of
19 those species may no longer occur there. And some of the
20 impact areas for the proposed alternatives may already be
21 paved or covered with concrete so obviously there wouldn't
22 be T and E species concerns there.

23 But in the areas where potential habitat remains, the
24 DNR would require surveys for listed species in those
25 areas. So to coordinate that, I encourage the action

1 agencies to contact me to get clarity on what would be
2 required and then to discuss what the next steps should be.

3 MR. REAUME: Dale Reaume, Grosse Ile Township. I have
4 a few comments on the project purpose. On slide number
5 three of page three of the handout it identifies some
6 statistics on the cost of not addressing the congestion.
7 And it does not identify the source and date of the data.
8 I would suggest that that be considered. As I understand
9 in previous discussions that it was a 1995 study or the
10 data from that time. And a lot has changed in ten years.
11 And for that reason, I know myself and a lot of folks
12 believe that the travel demand forecast is also believed to
13 be outdated.

14 There's a reference to a 1995 federal law that
15 recognized this Detroit River crossing. And I think it
16 would make sense to identify what that law is. I've been
17 to almost all of these meetings and either I don't recall
18 or I don't know how specific our discussions have taken
19 place on that matter. And I think it would make sense. As
20 I understand it, the study that identified the need of this
21 crossing did not address the Ambassador Bridge expansion or
22 the jobs tunnel.

23 And the last comment I would make or question is,
24 public hearing matter. Once a preferred site is selected,
25 will there be public hearings in a specific community or is

1 this decision final or how will that process unwind when it
2 comes to that time?

3 MS. BARONDESS: According to the process, when we make
4 an announcement on a preferred alternative -- and really
5 the documentation for that is the Final Environmental
6 Impact Statement. That is not the last action in the
7 clearance process. The final action that is basically the
8 stamp of approval to go into design and construction of a
9 new facility is the Record of Decision. So the answer is
10 yes, there is time for response to an announcement on a
11 preferred alternative following that announcement. Now,
12 there is no official public hearing requirement. And we've
13 handled that public involvement discussion in many
14 different ways. And I expect that the -- your group, the
15 LAC and the LAG will be advising the study team on how that
16 discussion should take place when we are planning that
17 certain activity. Does that answer your question? Okay.
18 Yes, go ahead.

19 MR. BLOOM: Without the mike, I think you can hear me.

20 MS. BARONDESS: Wait, Bob. No; no, you've got to have
21 the microphone. You've got to be on board here.

22 MR. BLOOM: When they're all done and they have their
23 ROD, it's not all over yet. Because then they have to make
24 application for a Coast Guard bridge permit to construct.
25 And with that application comes all these environmental

1 documentation that supposedly addresses everything properly
2 and it's cut and dried. But it's not cut and dried until
3 we put our public notice out for 30 days, receive comments
4 that you can still address to us environmental concerns
5 that may not have come up before. We then, after a 30 day
6 period, will go through a study process within the Coast
7 Guard with all the comments we receive. We then, in this
8 case, would send our findings of fact to Mr. Mpras in
9 Washington with our recommendations. They prepare a Record
10 of Decision. That is the final say for the project whether
11 it's going to be a go or not. What we're here tonight
12 talking about or hearing about is the environmental
13 process. But we're not talking about the structure going
14 in yet.

15 MS. BARONDESS: Thank you very much, Bob, for
16 reminding us of the permit requirements that we have with
17 the Coast Guard. I appreciate that. And let's keep going
18 here. Who's next?

19 MR. CADY: Bob Cady, City of Trenton. Just for
20 clarification, S-1 and S-2 are in the City of Trenton, not
21 Wyandotte as you show. And if you go through this, you'll
22 see a lot of your plazas you have the towns misrepresented
23 on here.

24 And I don't know how it's affected a lot of you in
25 your communities, but I know we spent a lot of time and

1 effort in Trenton trying to help market and redevelop those
2 sites S-1 and S-2, and it's been a real struggle since this
3 study started to try to get any development going in our
4 town. It just has really killed us. Not only the
5 development aspect of it, but just marketing and selling
6 any real estate right now has been tough. That's the only
7 comment I have on this. Thank you.

8 MS. BARONDESS: Thank you.

9 MR. KOBILJAK: Kurt Kobiljak, township supervisor,
10 Grosse Ile. I don't have any problems with you answering
11 these questions shortly and succinctly. I'm looking at a
12 letter that's dated August 15th, 2004 from Gloria Jeffs
13 indicating that MDOT and FHWA will not conduct a health
14 risk assessment as part of this project. And just for
15 clarification, I've been to all these meetings and it seems
16 like it ebbs and flows. Right now, are you performing or
17 are you not performing a health assessment? Just straight
18 up yes or no?

19 MS. BARONDESS: Not at this time. We are not
20 performing a health risk assessment for this study.

21 MR. KOBILJAK: Secondarily, obviously the Canadians
22 are conducting an EIS as well. They're going to go through
23 their same process over there. What happens if their
24 process or their result is different from our result in the
25 United States? What happens then?

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1 MS. BARONDESS: When you say "result," do you mean a
2 decision about location?

3 MR. KOBILJAK: Correct.

4 MS. BARONDESS: There is a joint effort to make sure
5 that there is a joint decision here. And that's why we
6 have the partnership. The goal here is an end to end
7 solution. And that's the objective that we're reaching
8 for. We both have environmental requirements on both sides
9 of the border that we need to work with. But in the end,
10 when you talk about decision making, the partnership making
11 a decision, that means that it is a joint decision about
12 the location of any new facility.

13 MR. KOBILJAK: And if either side disagrees with the
14 other side, then nothing occurs?

15 MS. BARONDESS We will go through dispute resolution.
16 We will follow up to make sure we've covered all the bases,
17 that type of thing. But ultimately, I guess, if we're at
18 an impasse internationally, I would say that's a serious
19 problem for progress. One more comment here from FHWA.

20 MR. KIRSCHENSTEINER: One of the very first things we
21 did was to look at the U.S. laws and the Canadian laws.
22 And what we found was, they're really not that much
23 different. The process might be a little bit different,
24 the language might be a little bit different. But when you
25 look at the basic things that are done on both sides of the

1 river, it's very, very, very similar. And the partnership
2 was formed so that when we looked at this crossing, it was
3 an end to end solution. That means it connects to the
4 interstate on our side and it connects to the 401 on their
5 side in some fashion. So we're coordinating very, very
6 closely with the Canadians on the entire study.

7 MR. KOBILJAK: Joe, this is a question for you. Your
8 graph on page five of the slide presentation is the travel
9 demand versus capacity. We've seen it and I think we've
10 all ridiculed it from day one, just because of its self-
11 serving nature. I think what would be helpful for us is
12 that maybe with -- before the next meeting that you provide
13 us the data as to how you came up with that graph in light
14 of the fact that, you know, in the last 30 years the
15 numbers are gradual to say the least. And then all of a
16 sudden, now that the study is in place, you're showing that
17 the numbers will double over the next 30 years. So I would
18 like to see the breakdown. Because if you reviewed the
19 quotients that you used, whether it be two cars to three
20 cars per truck, I think your quotient that you used was
21 inflated to create this graph. And so I would like to see
22 the data, not just for 2005 forward, but I want to see the
23 data from 1970 all the way back and all the way forward.
24 Because I think this graph that you keep on showing us
25 isn't realistic.

1 MR. CORRADINO: The report that will back up the
2 travel demand, that graph, is intended to be released by
3 the middle of September.

4 MR. KOBILJAK: Mid September? Mohammed, is that true?

5 MR. ALGHURABI: That's correct.

6 MS. BARONDESS: That is true. I quote Mohammed, he
7 said, "That is correct."

8 MR. KOBILJAK: Last, but not least, and maybe this is
9 for Joe as well. But on behalf of the residents of Grosse
10 Ile, you have this great illustrative alternatives, you
11 show how these routes are going to affect the areas. You
12 stop at the water though. And for some reason I think you
13 need to do a better job of showing the impact of any type
14 of crossing over the water and over other residential homes
15 on Grosse Ile. You stop on the shoreline. But I think
16 that's disingenuous. So I think these maps, when you
17 produce them and present them to the public, you need to do
18 a better job. That's all I have.

19 MR. MAHAR: Good evening. I'm Greg Mahar, deputy
20 supervisor from Brownstown, Michigan. And basically just a
21 few comments. I've attended many of these hearings at this
22 particular time. And two of the routes that cut through
23 our community, King Road and Pennsylvania Road, I don't
24 know if you've had an opportunity to actually go down there
25 or somebody is doing these graphs for you. But I was

1 building authority chairman. We built a six million dollar
2 brand new police station on King Road, which you slice in
3 half. I don't know where Ford Motor Company is at this
4 evening, but Ford Motor Company has got a major, major
5 company over on Pennsylvania. And somebody might want to
6 let those employees know they might be losing their jobs.
7 I don't think the governor would be too happy with that.

8 But these are serious issues. We already get calls
9 from people calling our assessing office now who are
10 thinking, "Should I buy a house in Brownstown? I hear
11 there's a bridge coming through." The effect of all these
12 rumors and what you're doing, I think it's a travesty at
13 times through all of our communities. We're struggling to
14 do our tax base. The state has cut us some revenue
15 sharing. Where are we supposed to get the money, how are
16 we supposed to do these things? And now we're worried
17 about losing things that we thought were brand new
18 communities moving in. It's terribly upsetting to a lot of
19 our people, especially our seniors. We have a senior
20 complex which is right off King Road. Did you ever try
21 sitting on a phone and talking to seniors 24 hours a day
22 and answering their comments? It's hard to get through
23 because they're very, very concerned about where they're
24 going to live and if they will have a home.

25 So please be very careful. And I hope you'll make the

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1 right decision. I just don't think it's right for
2 downriver. Thank you.

3 MS. DINGELL: Cindy Dingell, Office of the County
4 Executive. I'm going to make my comments real brief here.
5 First, of all, just a minor housekeeping issue for some
6 members in the audience. I have a letter here that says
7 that, "Please bring your parking slips to the meeting for
8 validation to cover any parking fees." These people are
9 coming into the building including some of the members here
10 and they're being told that they're not going to be
11 validated because they didn't park on Cobo roof. The
12 letter says nothing of that nature, so I hope you'll
13 rectify that and take care of the people that have come
14 tonight. Secondly, --

15 MR. ALGHURABI: Cindy, may I say that if you have a
16 slip -- and we tried to address it already. If you have a
17 parking -- if you paid for parking, let us know. We're
18 going to reimburse you right here right now. So if you
19 parked at Cobo roof, great, we gave you a pass. But if you
20 parked anywhere else, just tell us, come to us before you
21 leave, please don't leave. We will pay for your parking.

22 MS. DINGELL: Mohammed, thank you. I appreciate that
23 because I got chomped on for that.

24 MR. ALGHURABI: I apologize.

25 MS. DINGELL: That's okay. The second piece is, we've

1 talked about the health issues that were raised tonight.
2 And obviously I know you have to work under NEPA and EIS
3 and the policy that's been set by those two pieces. And
4 they don't address the health issues. That is really
5 unfortunate. But you know what? If we have to interpret
6 the policy, I guess that's fine. But maybe we need to go
7 to our policy makers and have them start opening that up
8 and looking -- and put in a piece to look at these health
9 concerns. Because that is very, very critical.

10 My third piece, in this document here, the blue
11 document, page four, S-4, the system you identify there --
12 and I've said this before -- you have Detroit wastewater
13 treatment plant. That is not a Detroit wastewater
14 treatment plant, that is a Wayne County Downriver
15 wastewater treatment facility. We get all the calls and
16 complaints on it, so that's our facility. And that
17 services 13 communities in the downriver area. The last
18 piece -- well, we do our best, but we do get the
19 complaints.

20 The last piece I want to mention too, in the end when
21 the final decision comes down and you pick whatever is
22 going to be this option, and I understand it's going to be
23 a smoke-filled back room according to an article I just
24 read, and certain people will be in that room, is it
25 possible that you may come out with two options?

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1 MS. BARONDESS: Could you be more specific about two
2 options? Like what are you thinking about it?

3 MS. DINGELL: Well, let's say for instance you decide
4 that they can go ahead and proceed with the Ambassador
5 Bridge to expand that. Will there be another option
6 besides that?

7 MR. CORRADINO: The objective is to solve the border
8 crossing capacity. If that's expanding by virtue of a
9 second span for the Ambassador Bridge, it is expected that
10 that will be a preferred solution. If it's not that and
11 the governance paper that you just read goes forward, it
12 will be a crossing in another location. They're long-term
13 solutions, long-term solutions. There are intermediate
14 steps that will occur about plazas and other potential
15 issues. But in terms of the long-range need, it's likely
16 that there will be an adoption of a preferred solution for
17 the long range. Interim steps will be complementing that.
18 But there will likely be one preferred solution as Del
19 indicated for the long range.

20 MR. COPLIN: Randy Coplin, Michigan State Police. I'm
21 the assistant division commander for commercial vehicle
22 enforcement. As a parent and citizen of Michigan, I'm glad
23 to see people are concerned about public safety or public
24 health issues. But as a State Police commander, I'm tasked
25 with the responsibility of protecting the citizens of

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1 Michigan in many different ways.

2 I see there is a Homeland Security segment or
3 component in the PowerPoint presentation that was put up
4 earlier. But only one agency seems to be supplying
5 comments and that's DHS. There's a lot of agencies,
6 including State Police, who have a Homeland Security
7 responsibility. There's TSA, Federal Highway, U.S. DOT,
8 FMCSA, and all of our safety traffic partners here who have
9 to deal with the backups every day and how do we address
10 this in an appropriate manner?

11 MR. ALGHURABI: I just want to assure you that we are
12 working with Eileen Pfeiffer. You probably know who she
13 is. And she's our security officer with the State of
14 Michigan. And I know she works with you very closely. And
15 I am working very closely with her in making sure
16 that -- as a matter of fact, she's trying to solicit some
17 comments and getting your feedback to us to this document
18 and to the criteria that we put forth for the evaluation.
19 So I just -- I don't know if that helps.

20 MR. COPLIN: And that helps. I just want to -- I made
21 that statement because it just said DHS. And I know MDOT
22 and State Police are actively involved every day. One of
23 the things I noticed too with one of the plazas, and
24 somebody already made this statement, we're building plazas
25 on the doorsteps of the river. What we'd like to see is

1 areas in which we can address safe trucks entering the
2 State of Michigan. We have to police the fatal accidents
3 in Jackson County, Berrien County, far away from the
4 border. And they could be crossing here at Detroit and
5 what are we going to do to ensure that the people out of
6 the state or the Detroit area are in a safe motoring public
7 environment?

8 MS. BARONDESS: Thank you. Next?

9 MS. MCCALLAHAN: Barbara McCallahan from the Office of
10 U.S. Senator Debbie Stabenow. I would like to sort of
11 reiterate on the Grosse Ile Township supervisor's concerns
12 and request for in-depth data that supports page five of
13 Joe's PowerPoint demonstration. It's very curious to me
14 that all of a sudden in 2005 after a decline since
15 incidents in 2000 and 2001, that suddenly border traffic
16 expands so greatly.

17 And one of the things, I don't know if it has been
18 taken into account because we have yet to see it, is there
19 are several Homeland Security initiatives that we in the
20 Congress have recently passed. And there is a lot of
21 concern over what impact they will have in the reduction of
22 actual crossings occurring, both commercial and passenger.
23 The Detroit Chamber recently hosted an event where we had
24 people from the State Department and Homeland Security
25 discussing initiatives such as real ID, Western Hemisphere

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1 Trade Initiative, commonly known as passports at the
2 border, and how that is going to impact. So if those have
3 not been included or if you have an opportunity as this is
4 a living, breathing process and we go on to look at that
5 data as these initiatives come online, that that may help
6 to give an even more complete picture.

7 And I have one question, Mohammed. We're not doing
8 the health risk assessment on this side. But do I remember
9 from a previous LAC meeting that there is one being done in
10 Canada, that their process does require that?

11 MR. ALGHURABI: I think you're correct.

12 MS. MCCALLAHAN: Thank you. Bob, I have a question
13 for you, when you were talking about the Coast Guard
14 permitting process. And you were -- I want to make sure
15 that I understood what you were saying. Is that, processes
16 that are required within this NEPA constraint here, once it
17 comes to Coast Guard for permitting, other requirements can
18 be assessed or made at that time. Is that a point where a
19 health risk assessment could be made or we're past it at
20 that point?

21 MR. BLOOM: No, we're a cooperating agency with this
22 whole environmental process. We would be negligent if we
23 allowed anything to come forward environmentally as a
24 report to our office when they make application and see
25 that it's deficient. We should have done our homework

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1 before it gets to us as a cooperating agency.

2 MS. MCCALLAHAN: Environmentally within current NEPA,
3 which does not include health assessment?

4 MR. BLOOM: Right; right. If it's not a law, not a
5 regulation, not a policy, we're not going to make up our
6 own. And once it comes to us, we take that document and it
7 becomes our document under Coast Guard. And then we go out
8 with our -- like I said before, with our process for public
9 notice or for navigation, any other comments that come up.
10 But I would hope that anybody who does have any concerns
11 about the environment, they don't hold off thinking well,
12 they're going to skirt all these people in here and wait
13 for us to get the document and get our public notice and
14 then comment back on us and start ragging on us about
15 something they should have brought up now. Because then
16 we'll blow it off.

17 MS. MCCALLAHAN: Which is why I wanted to clarify
18 that. Thank you. And a couple of just comments for you,
19 for all of you here today. I really want to thank you for
20 bringing an official reporter in to record this meeting.
21 We have had a number of problems in the past with comments
22 being misstated or abbreviated or not correctly attributed.
23 So I greatly appreciate that. Will there be a transcript
24 made available to LAC members?

25 MS. BARONDESS: Yes.

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1 MS. MCCALLAHAN: Thank you. And in a final, just
2 suggestion -- I'm always good for those, Mohammed -- when
3 you do put out the notices of meetings, if you could just
4 please be very, very specific if the public will be allowed
5 to publicly comment at the meeting. Because I
6 misinterpreted the way that the notice was sent out. And
7 therefore, when we responded to constituents' -- because we
8 like to let them know every opportunity available to them
9 to communicate their concerns -- it appeared that there
10 would be a public comment period within this agenda. And
11 so if you could just make it very specific that the public
12 will be allowed to address the microphone or not allowed, I
13 would appreciate it.

14 MR. ALGHURABI: Duly noted.

15 MS. MCCALLAHAN: Thank you.

16 MR. KUCEL: Hi, Ken Kucel, Wayne County Engineering.
17 A question first off. The plaza to freeway connections,
18 are those proposed to be free flow freeway segments?

19 MS. BARONDESS: Yes.

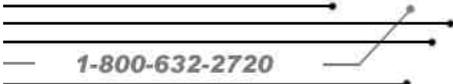
20 MR. KUCEL: And I would assume those would be MDOT
21 juris?

22 MS. BARONDESS: That's correct.

23 MR. KUCEL: As far as that goes, I assume all the
24 relative environmental analyses, noise, traffic impacts,
25 that will be part of the study?

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1 MS. BARONDESS: That's correct.

2 MR. KUCEL: The segment B in the alternatives shown in
3 green, are those to be free flow or are those to be surface
4 roads?

5 MS. BARONDESS: Joe? I'm not exactly sure where
6 segment B in green is.

7 MR. CORRADINO: King Road?

8 MR. KUCEL: It's a page five in the illustrative
9 alternatives booklet.

10 MR. CORRADINO: It's our concept now that the
11 connection from the plaza to the I-75 is a free flow
12 facility. Beyond that, if it goes to I-275 it's a free
13 flow facility.

14 MR. KUCEL: Thank you.

15 MR. HEISE: Good evening. I'm Kurt Heise, director of
16 the Wayne County Department of Environment and the Wayne
17 County Drain Commissioner as well. Our office operates the
18 downriver wastewater treatment plant as pointed out by
19 Cindy Dingell. That is not a Detroit facility. And that
20 is -- I'm referring to the illustrative alternatives book.
21 Turning again to that book, as I look out at the proposed
22 downriver projects, I would tell you from a variety of
23 environmental perspectives that I would be opposed to all
24 of them.

25 I would also borrow off of what Mr. Sanchez said from

1 the DEQ's perspective. And I would share many of the -- if
2 not all, of the concerns that you raised. Also due to the
3 fact that this is an international wildlife refuge and that
4 cannot be overlooked. Significant hurdles that you would
5 have to face if you were going to do any major construction
6 in that area.

7 Getting back again to the book, the illustrative
8 alternatives book, as we look at the Wyandotte site, the
9 ATOFINA Chemical Company West, this is on page four and
10 five, the facility to the northwest which is the downriver
11 wastewater treatment plant is essentially fully utilized at
12 this point. The land is fully utilized. And as you point
13 out, to the south is the ATOFINA Chemical Plant. So you
14 are clearly landlocked between two heavy industrial
15 facilities, neither of which I don't -- are going anywhere
16 soon.

17 On top of that, due to the EPA's recent pronouncements
18 on the issue of wastewater blending, there is a very likely
19 possibility that Wayne County and the 13 downriver
20 communities may have to spend upwards of 300 to 400 million
21 dollars to essentially double the size of the current
22 wastewater treatment plant. We currently have no
23 alternatives but to go outside the current boundaries. So
24 any further work in that area would be very detrimental in
25 order for us to comply with the EPA water regulations.

1 Also, the ATOFINA Chemical facility also has, for us,
2 serious access and security issues, and also the impact on
3 electric utilities. Our wastewater plant currently relies
4 on the City of Wyandotte. And we have experienced --
5 through no fault of the cities, but we have experienced
6 blackouts for both lightning strikes and also in 2003 when
7 we had the nationwide blackout. And any other burden on
8 the existing electrical infrastructure in that area, we
9 would have to be very concerned about. If our pumps go
10 out, the plant will not function and the basements for
11 about a quarter of a million people will begin flooding
12 with sewage. So that's a problem.

13 Turning to page eight, we have the City of Ecorse
14 locations. The site that you have listed as S-5 would
15 eliminate the City of Lincoln Park's storm water retention
16 basin. That is towards the southern portion of the
17 proposed S-5 location. So I would say that you have to
18 reevaluate that site and also confer with the City of
19 Lincoln Park.

20 We also have the Ecorse Creek which drains right by
21 this area. We are currently doing our own study for a
22 flood mitigation plan of Ecorse Creek. This may result in
23 a project upwards of 100 million dollars, which may involve
24 the straightening, widening, deepening, and possible
25 channelization of the Ecorse Creek beginning at this

1 location and moving westward into the City of Dearborn
2 Heights and into Romulus. So there is a great deal of work
3 planned for this area. And you would need to better
4 coordinate that with us.

5 Environmentally, we also have the downriver linked
6 greenways project. We have greenways projects proposed by
7 the City of Ecorse in this area and also Lincoln Park and
8 Allen Park. None of these have been taken into
9 consideration and I can tell you from firsthand experience,
10 the walkways all involve Ecorse Creek and many of the areas
11 cited as plazas on your map.

12 Furthermore, going back to the Ecorse location,
13 alternative S-5 segment B, which is one of the escape
14 routes to I-75 or I-94 -- it's the route to I-94 through
15 the City of Allen Park. It also impacts a -- one of the
16 few remaining green areas in the City of Allen Park, which
17 we are looking at as a possible site for an environmentally
18 friendly retention basin as part of our Ecorse Creek flood
19 mitigation plan.

20 Furthermore, in order to evaluate any of the plans for
21 the downriver communities, you would also have to
22 coordinate with the watershed management plans which are
23 now underway as part of the phase two storm water process.
24 All of the communities downriver are going through that
25 process right now with an eye towards obtaining a storm

1 water permit by the early part of next year. So I would
2 think that there would be some severe conflict between the
3 non-point source pollution initiatives of the communities
4 and whatever plans are underway here.

5 In short, we will have some prepared statements in a
6 formal letter at a later point. But clearly none of the
7 downriver alternatives are acceptable to the Department of
8 Environment for a variety of reasons. Thank you.

9 MS. BARONDESS: Thank you.

10 MR. LAFRANCE: Hello, I'm Henry LaFrance with the
11 Friends of the Detroit River and we will provide a written
12 response. But there are a few comments I'd like to make.
13 The first has to do with the health impact study. I've
14 read through the letters that explain why we're not doing
15 it, I've looked at all the traffic data. I've looked at
16 hundreds and hundreds and hundreds of pages of studies on
17 impacts of vehicular traffic to individuals. And I find it
18 rather appalling that our representatives of our government
19 will decide that because they can't figure out what
20 standards they're going to use, they are just not going to
21 do the damn study. I think that's ridiculous. I think
22 that's just an awful, awful oversight and that should not
23 be done. If they could figure out how to do it in Juarez,
24 we should be able to figure out how to do it here.

25 The second problem I have is, a lot of these slides

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1 that you've presented us with numbers that explain why we
2 need this bridge are truly misrepresenting what the real
3 situation is. On page three you talk about the number of
4 jobs we'd lose. We could save more jobs in Michigan if we
5 could figure out how to cut the cost of health care than we
6 could by adding a bridge.

7 Finally, I mean I look at this traffic demand crossing
8 thing. I requested the information that you had to do this
9 slide. I've looked at the stuff you've provided me. There
10 is no explanation as for why the traffic all of a sudden
11 dropped in 1999. And there's no explanation as to why all
12 of a sudden between 2004 and the future, all of a sudden
13 we're going to have this rapid increase in traffic. I
14 think you need to explain these better, you need to provide
15 better data. And I really hope that when we actually see
16 the final document, we're not going to get one that says
17 "Preliminary, for discussion purposes only." Thank you.

18 MS. BARONDESS: Thank you.

19 MR. MORAN: Paul Moran. Just one last comment as it
20 relates to the health risk assessment. It takes years and
21 years for downriver as well as Detroit to make any
22 incremental gains as it relates to air quality and the
23 quality of life for the public. And not doing a thorough
24 review in this process can set those gains back just in one
25 day. So you need to consider that in terms of -- and I

1 hope one of the cooperating agencies request that study.

2 Thank you.

3 MS. BARONDESS: Thank you very much. What I want to
4 do now is a short wrap-up. One of our objectives here
5 today was to have the study team -- binational study team
6 listen to your comments that you've given us. I felt that,
7 first of all, the turnout was great. The diversity of
8 perspectives that we had here today was impressive. I
9 thought the comments were well thought out. They were --
10 people had done their homework, done their reading. You
11 came prepared and I congratulate you for that.

12 We are extremely grateful for your presence here
13 today. I want to let you know that it is very important --
14 these types of listening sessions where we get input from
15 this diversity of groups are extremely critical to this
16 study and the progress of the study. All the issues that
17 you've raised today will be considered and evaluated as
18 part of this study.

19 Where we are today is early, very early in the study
20 process. Many of the topics that you've raised today are
21 complex topics from an analysis standpoint. What you've
22 given us is direction on where we need to go next in the
23 study to try to tackle these complex topics as best we can
24 using state of the art techniques, technology. You've
25 given us lots of advice. I started out by saying that I'm

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1 sure by the end of tonight we're going to have a huge "To
2 do" list and I believe that to be the case.

3 So with respect to what we've accomplished here
4 tonight, I think that this has been a very successful
5 scoping meeting. And I just want to thank everyone again
6 for what -- your participation here.

7 Now, I want to make one final sort of housekeeping
8 comment that I think is very important. I heard a lot of
9 people say that they're going to provide written comments.
10 I would urge you to do that as soon as possible. I think
11 you've probably heard in a number of forums here that this
12 study has a very aggressive schedule, which is a good thing
13 I think from a decision making process. It also becomes
14 very difficult for a study team when they're dealing with
15 complex topics that they have to provide analysis and
16 feedback and answer questions to folks like yourself on.
17 So we need your comments, your written comments as soon as
18 possible. If you can -- we haven't published a deadline or
19 anything. But I'm going to ask you tonight if you can
20 please provide those by the end of September or earlier
21 that would be much appreciated.

22 And with that, I'm going to go ahead and wrap up the
23 meeting. And again, I will reiterate the parking
24 situation. If you didn't park on the roof of Cobo Hall,
25 come and see Mohammed and he'll take care of you. Thank

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