

DETROIT INTERMODAL FREIGHT TERMINAL PROJECT
Public Meeting Notes
September 17, 2003 - 4:30 to 8:30 p.m.
Michigan Conference of Teamsters Welfare Fund Building
2700 Trumbull Avenue

Purpose: This was the third in a series of four public meetings to inform the public of the practical alternatives for intermodal terminal development.

Attendance: See attachment.

Discussion:

Bob Parsons opened the meeting, welcomed those in attendance, and introduced Mohammed Alghurabi and Joe Corradino. Joe Corradino then proceeded to present approximately 30 minutes of information. A question-and-answer period followed. Questions (Q), comments (C), and responses (R) follow. It is noted that the Q/A session was conducted in both English and Spanish.

Q: Thank you for holding this meeting and allowing an open-mic forum. I do think it's important that the location of the meetings be sensitive to the community and I was disappointed that one of the meetings was to be held at the Dearborn Police Headquarters. That makes some people uncomfortable. When will environmental information be available prior to the Draft Environmental Impact Statement?

R: MDOT spoke with a representative of Dearborn who indicated a number of public meetings had been successfully held at the Dearborn Police Department Training Room. Also, Monday's DIFT meeting was held at the Dearborn Holiday Inn. Regarding additional information, it will be provided at another set of public meetings to be held during the winter of 2004.

Q: CBRA developed an alternative for the Livernois-Junction Yard. How is that incorporated into your work?

R: The basic features of the CBRA proposal are built into Alternative 2. The primary property impacts would be from the proposed grade separation of Central Avenue but there appears to be no need to expand the terminal, per se. Mitigation would be built into that alternative.

C: We need to educate the community with respect to impacts.

Q: I would like more information about the project.

R: Pleaser refer to the MDOT Web site, or if you have specific requests, let us know and the information will be sent to you.

Q: Where do you live? Do you know how many houses will be taken and how many trucks there will be?

R: We are from places like Miami and Lansing. Some information on trucks is available from the Feasibility Study but much of the information will change. New data will be available during the winter of 2004. There would be no residences affected by Alternative 2 at the Livernois Yard and as many as 100 could be affected by Alternative 3.

C: CBRA (Communities for a Better Rail Alternative) wants noise walls. They want the truck traffic to be routed through industrial areas. They have submitted a plan but do not believe Alternative 2 is consistent with that plan as the Livernois Terminal would be expanded from 300 to 900 acres. Further, the railroads should be present at these public meetings.

R: These elements of the CBRA proposal are included in Alternatives 2 and 3. The existing Livernois terminal area owned by CSX/NS is 325 acres and another 200 acres are dedicated to rail activity for a total of 525 acres. If consolidation were to occur, the area dedicated to rail in Southwest Detroit would go from 525 to 900 acres, not 300 to 900 acres. In the case of railroad attendance, each company has been personally invited to send a representative to these meetings. Two attended last night's meeting.

C: The (Ambassador) Bridge has made false promises, painting a pretty picture of what will happen. Community members can't even get to I-75. We're the third most polluted area in the country. The Spanish community always gets picked on. We are a vibrant community with new businesses and our schools are full, but we have trucks one after another. There should be none on Vernor Avenue. Latino immigrants are moving in and building-up the area. Fort Street, too, is bumper-to-bumper.

R: This is not the Ambassador Bridge project. Some of the bridge owners' land would be taken by some of the proposals presented here. Federal rules prevent placing a disproportionate burden on any minority, including the Latino community. The DIFT proposal would take many intermodal trucks off local streets.

C: *Ford Motor Company does not support increased intermodal activity. We are opposed to the presentations made to date; they represent an inaccurate forecast of need. Congestion will cause disruption to Ford's Rouge operation. "Bull's-eye" outsourcing encourages closer location of parts manufacturing operations that supply Ford. We have a further concern that the non-government investment required on the part of the railroads will increase the cost of transportation.*

R: Joe Corradino quoted from an e-mail from another auto manufacturing concern disagreeing with Ford and supporting the view that the study should continue.

Q: *Have other projects been stopped because of impacts?*

R: Yes.

Q: *I believe that the selection of Alternative 3 will encourage a new international bridge that would land in southwest Detroit.*

R: A number of alternatives are being studied by that separate project. None of those border crossing proposals is dependent on the outcome of the DIFT Project.

C: *The real community is here tonight (indicating the individuals at the meeting). How many trucks will circulate in the area?*

R: With full consolidation, there would be in the neighborhood of 5,000 to 8,000 truck trips per day to/from the Livernois Yard. The number of "ins" is half of that and the number of "outs" is the other half. The number is no longer 16,000 truck trips per day. The consolidated terminal would eliminate the kind of truck traffic that you see in these pictures (overheads were shown of conventional truck traffic in the local area). Some intermodal traffic would come in over a truck-only road that would isolate the community from trucks.

C: The jobs that were created in Chicago were not union jobs.

R: CSX owns that terminal and CSX is a union company.

Q: Are the railroad and auto companies here?

R: No. There were two representatives at last night's meeting. Additionally, it is important to know we have worked with NS to bring its job application process to southwest Detroit. Four interview sessions for jobs were held there. Both NS and CSX are committed to clean-up Livernois by rejuvenating the entrance along Livernois Avenue, including a new fence, which is not a chain-link-type fence, but an \$850,000 unique fence with plantings.

Q: What are the railroads going to do about programs for education?

R: Educational programs could be developed in conjunction with the development at the yard with government assistance but no commitment has been made. Nevertheless, CSX has indicated it will hire a number of people from the local community to help construct the Livernois Yard improvements scheduled to begin later this year.

Q: What ten businesses would be relocated? Are those businesses present tonight?

R: Almost every business that would be affected by changes at the Livernois Yard has been visited. It is not known if their representatives are or have been here tonight. We are not at liberty to give the names of these businesses.

Q: Why can't we use the Melvindale terminal? Why is it being relocated to the Livernois-Junction Yard?

R: The Melvindale terminal is very crowded. NS will relocate its intermodal operation known as Triple Crown to the Livernois Yard, if adequate improvements are made. But, the Melvindale terminal will not be closed in any case.

Q: Why are you pushing this project when the community is against it?

R: This study is intended to determine impacts of various proposals to improve intermodal transportation and a course of action. The positives and negatives will be weighed against one another in coming to a conclusion.

C: A representative of American Indian Health and Family Services said that the local people will not qualify for the jobs; the project would push people out of their homes; and, there is no positive impact to the community. He also noted people would be contacting those auto companies who are not now against the DIFT (implying an effort to change their position).

C: We are concerned about our children. DIFT has something in common with the bridge, and that's trucks. I want to see the law that protects us with respect to environmental justice. How will trucks move without getting onto the streets?

R: Environmental justice is covered by a Presidential Executive Order 12898. Truck-only routes are being considered to channel trucks away from local streets. Additionally, separating Central from the rail yard and closing Lonyo are also being studied to improve traffic and safety.

C: I don't want this project. I'll have to get up earlier to go to school. No one has notified me of this meeting. I am against use of tax dollars for the project.

C: I don't understand all these maps. All I know is there have been improvements in the community in the last four years. Why wasn't there notification in Spanish?

R: Materials here tonight are provided in Spanish, English and Arabic. The mailed invitations were also in Spanish, English and Arabic.

C: I'm the daughter of a state representative who does good things. How can you sleep at night in considering this project? I have asthma and suffer from the diesel pollution already.

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Attendance

	<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Zip</u>
1.	Fatima Aidibi	26966 Rochelle	Dbrn. Heights	48127
2.	Erick Alejo	6439 Horatio	Detroit	48210
3.	Mitch Alexander	1438 Hubbard	Detroit, MI	48209
4.	Valerie Brock	1044 Townsend	Detroit	48216
5.	Ninfa Cancel	1211 Trumbull	Detroit, MI	48216
6.	Maria L. Casillas	5849 McMillian	Detroit	48209
7.	Tiffany Curry	4335 W. Fort	Detroit	48209
8.	M.C. Duran	4063 Porter	Detroit, MI	48209
9.	Mark Faremouth	1459 Bagley	Detroit, MI	48216
10.	Josefine Felix	4354 52 nd	Detroit	48210
11.	Gaspar Fiore			
12.	Joan Fiore			
13.	Donna Garza	2333 Stair	Detroit	48209
14.	Linda Gonzalez	3630 St. Lawrence	Detroit, MI	48210
15.	Tony Goulet	1211 Trumbull	Detroit	48210
16.	Chris Gulock	2 Woodward Ave	Detroit, MI	48226
17.	Bob Gurney	2712 Roosevelt	Detroit, MI	48216
18.	Maria Gutierrez	1942 McKinstry	Detroit, MI	48209
19.	Gloria M. Henriquez	342 Burke St.	Detroit, MI	48226
20..	Julian Hinojosa	6414 Hanson St.	Detroit	48210
21	Don Johnson	14197 Doris	Livonia, MI	48154
22.	Karen Kavanaugh	SDBA	Detroit, MI	48210
23.	Reynaldo Magdeleno	1211 Trumbull	Detroit, MI	48216
24.	Saray Medina	1211 Trumbull	Detroit, MI	48216
25..	Lupita Montemayor	5271 Cecil	Detroit, MI	48210
26	Susana Munoz	5653 Tarnow St.	Detroit, MI	48210
27.	Bruce King	DEA	Detroit	48226
28.	Ken Kucel	415 Clifford	Detroit, MI	48226
29.	Adriana Luniga	1965 Clark	Detroit, MI	48209
30.	Lynn Lutton	1538 6 th	Detroit	48226
31.	Sonia Martinez	3687 Clippert	Detroit	48210
32.	J.A. Maxwell	9104 Rathbone	Detroit, MI	48207
33.	Tim McKay	1450 6 th	Detroit	48226
34.	Scott McKenna	4201 Central Ave.	Detroit, MI	48210
35.	Norma Morales	558 Dumfries	Detroit	48217
36.	Alejandro Munoz	6626 Regular St.	Detroit	48209
37.	Paul Nye	Ford	Dearborn, MI	48126
38.	Irma Orozca	4465 Uthes St.	Detroit, MI	48209
39.	Christina Patino	4031 N. Campbell	Detroit	48210
40.	Juan Patino	4031 N. Campbell	Detroit	48210
41.	Josephine Powell	415 Clifford	Detroit, MI	48226
42.	Erminia Ramirez	9141 Chamberlain	Detroit	48209
43.	Maria Ramirez	1415 Bagley	Detroit	48216
44.	Rodolfo Ramirez	8369 Navy St.	Detroit, MI	48209
45.	Resident	1947 Morrell	Detroit	48209
46.	Resident	5214 Martin	Detroit	48210
47.	Resident	2127 Central	Detroit	48209
48.	Resident	24585 Meadows	Flat Rock	48134

	<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Zip</u>
49.	Resident	1721 Junction Ave	Detroit, MI	48209
50.	Badriq Rivera	1638 Junction	Detroit, MI	48209
51.	Judy Rivera	4372 Western	Detroit, MI	48226
52.	Natasha Rivera	1038 Junction	Detroit	48209
53.	Maria Roblero	7075 Gartner	Detroit, MI	48209
54.	Jose Rodriguez	DHDC	Detroit, MI	48216
55.	Claudia Rodriguez	7556 Holmes St.	Detroit	48210
56.	Sandra Rojas	1020 Goddard Rd.	Lincoln Park	48146
57.	Sara Roman	2601 Martin Luther King	Detroit	48210
58.	Gloria Rosas	1211 Trumbull	Detroit, MI	48216
59.	Maria Salinas	3285 Springwood		48359
60.	Olga Savic	Rep. Tobocman's	Detroit	48209
61.	Ernestine Smith	1250 18 th St.	Detroit	48216
62.	Wendy Smith	Ambassador Bridge	Detroit, MI	48217
63.	Christina Spencer	3248 Lockwood	Detroit, MI	48210
64.	John Spencer	3248 Lockwood	Detroit	48210
65.	Dave Tyler	600 Randolph	Wayne Co.	48226
66.	Jason Wade	1536 Hubbard	Detroit, MI	48209
67.	Stan Wiczouk	4626 Wesson	Detroit, MI	48210
68.	Chris Wright	4201 Central Ave.	Detroit, MI	48210