

DETROIT INTERMODAL FREIGHT TERMINAL PROJECT
Draft Public Meeting Notes
March 30, 2004
Grandmont Area – CP/Oak Terminal
Dearborn Holiday Inn
5801 Southfield Service Drive

Purpose: To brief the public, during both public forum and presentation-question/answer sessions, on the progress made of the Detroit Intermodal Freight Terminal Project in the areas of: terminal layout/size; preliminary traffic analysis results; social/cultural effects evaluation process; economic impacts; and, air quality.

Attendance: See attachment.

Discussion:

Following the open forum session (which lasted from 4:30 to 6:30 p.m.), Bob Parsons of MDOT welcomed everyone to the meeting. He indicated that the presentation-question/answer session would last from 6:30 and 8:30 p.m. He noted that the presentation would last about 45 minutes with the remaining time left for the public to ask questions/make comments.

Bob Parsons noted that both Arabic and Spanish translators were available. Each translator asked those in attendance if they needed special assistance. No assistance was requested.

Bob Parsons indicated that following the presentation, those who wished to speak should complete a form and submit it so he could call each person in the order in which the forms were received.

Bob Parsons introduced Mohammed Alghurabi, MDOT's project manager on the Detroit Intermodal Freight Terminal Project. He also introduced Joe Corradino, the consultant project manager on the DIFT Project. Joe Corradino made a presentation using slides of many of the graphics that were posted on the walls in the meeting room. He covered the following issues:

- 1) What is intermodal;
- 2) The purpose and goal of the DIFT Project;
- 3) The alternatives being considered;
- 4) The location/size of each terminal;
- 5) The social/cultural data available and a request for input from any member of the audience;
- 6) The preliminary traffic analysis results;

- 7) The preliminary air quality analysis results;
- 8) The preliminary economic impact analysis results;
- 9) A description of Alternative 4: The Composite Option; and,
- 10) The updated project schedule accounting for the introduction of Alternative 4.

Questions and Comments

Following the presentation, Bob Parsons reminded those in attendance that a card should be completed if they wished to speak. Speakers were then called to ask questions/make comments.

Q: Does the study take into consideration the new federal mandates for cleaner diesel engines?

R: Yes. The air quality analysis for the year 2025 includes a diesel fleet that will be operating with newer engines as mandated by EPA. Additionally, the fuel is considered to be 97 percent sulfur-free, also, per EPA's guidelines.

Q: The new access to I-96 at Evergreen is positive. It will remove traffic from Schoolcraft. Nevertheless, I-96 is already in bad shape. MDOT must spend money for its upkeep and improvement. Will MDOT funds be available for any community improvements?

R: A concept has been discussed for returning some of the economic benefit associated with increased tax receipts to the local communities that host the terminals. Nothing has been advanced on the concept since it was introduced in the summer of 2003.

Q: With the proposed termination of Lonyo Avenue at the rail yard, will Central Avenue be able to handle the additional traffic?

R: It is believed that Central Avenue will handle the future traffic. One of the reasons that Central is expected to do so is that Central will be grade-separated from the railroad tracks and be a free-flowing artery. Also, under Alternative 3 (Consolidation), the Central Trucking operation on the northwest corner of Central and Kronk would be relocated to make room for the expanded intermodal terminal.

C: There is a concern that with Lonyo being closed there will only be one north-south artery between Wyoming and Livernois.

R: Lonyo will still be available for traffic from Michigan Avenue to Kronk Street. At its intersection with Kronk, Lonyo would be brought from the west to the east and then connect with Central Avenue and pass under the railroad tracks.

C: There is a concern about losing jobs in the Livernois-Junction Yard terminal area.

R: The economic analysis has assumed that about one-half of the jobs in the businesses that could be relocated by the expanded terminal at Livernois-Junction Yard (Alternative 3) would be relocated (not lost) outside of the immediate terminal area. These jobs would then be replaced by over 1,300 new jobs with a wage rate, in current-day terms, of \$35,000 per year on average. While the economic analysis indicates that about half of the jobs affected by the proposed terminal expansion would be relocated, the survey work conducted by MDOT, as well as the City of Detroit Planning Commission staff, indicates that virtually every business would prefer to stay close to the terminal area. MDOT will make every effort to see that this happens, if the project goes forward.

Q: Who makes the final decision on this project and what is the timeframe?

R: MDOT will make a recommendation to FHWA in April 2005. The Federal Highway Administration, the project's federal sponsor, will have the ultimate decision on the proposed project.

Q: Do the job projections include railroad jobs and are these good-paying jobs?

R: The projections do include some jobs associated with the railroads. These are good-paying jobs. A recent survey released by the railroads indicates that of the 1,200 railroad company employees in southeastern Michigan, the average pay, including fringe benefits, is about \$80,000 per year.

C: It is important that the wall on the north side of the CP/Oak terminal be aesthetically pleasing and that the area around the terminal be stabilized and improved.

R: Neighborhoods and businesses can coexist with a rail terminal. Good examples in the Detroit area are the Triple Crown terminal in Melvindale and the Canadian National terminal in Ferndale. Examples also exist in Chicago where CSX operates the 59th Street terminal which was toured by members of the local community in the summer of 2003.

C: The audience was asked by a speaker for a show of hands of those who are from the CP/Oak area. About half of the group responded. The group was urged by the speaker to advise their neighbors of this important project so that turnout could be increased. Also, the speaker suggested that additional techniques may be necessary in the area around the CP/Oak terminal to stimulate participation.

C: In response to the previous speaker, Bill Schrader, a member of the DIFT Local Advisory Council and the President of the Southfield/Jeffries Business Association, indicated that the businesses that he represents (40) were well-notified of the meeting. Additionally, the neighborhood city halls were notified about the project and asked to help get the word out. A number of members from the Business Association were not in attendance because they are satisfied with the job that MDOT is doing. Bill Schrader complimented MDOT in doing an excellent job in getting the information out about these meetings.

R: If those in attendance know of any group that needs additional information, they should advise the MDOT DIFT Project Team so that one-on-one/small group meetings could be conducted.

Q: What is being done about security and terrorism as relates to intermodal containers that are being placed in neighborhood settings?

R: Efforts have been underway for some time for a DIFT team meeting with representatives of the U.S. Department of Homeland Security. That meeting is still to occur. Nevertheless, it is known that both Canadian National and Canadian Pacific railroads are installing a system known as VACIS on the Canadian side of the border so that every intermodal rail container is X-rayed.

The Canadian Pacific VACIS installation is scheduled for the Walker Road area near the Windsor Airport. It is to be installed in 2005.

A member of the audience indicated that the Canadian National VACIS system at Sarnia had been installed and is operating.

With that, the question/comment session ended at 8:30 p.m. Bob Parsons thanked everyone for attending and indicated the MDOT DIFT Project Team would remain for additional, informal conversation.

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Attendance

Name	Address	City	Zip
<i>(new list to come)</i>			
<i>(old list)</i>			
1	Dennis Archambault	645 Chicago Blvd.	Detroit, MI 48202
2	Henry Bledow	4215 Central	Detroit, MI 48210
3	Mike Bledow	7836 Oak Knoll	Northville, MI 48167
4	Paul Boyce	5492 Orchard Ave.	Dearborn, MI 48126
5	Chris Brayman	16099 Michigan Ave.	Dearborn, MI 48126
6	Aaron Bruin	2720 Rosa Parks	Detroit, MI 48216
7	Sherrill Cauchon	4946 Cabot	Detroit, MI 48210
8	JoAnna Cothorn	3883 Trenton	Detroit, MI 48210
9	Amanda D'Angelo	PO Box 30036	Lansing, MI 48933
10	Terry Denmark	4353 Maple St.	Dearborn, MI 48126
11	Mechelle DeSouza	3011 W. Grand Blvd.	Detroit, MI 48201
12	Abraham Elsheick	4210 Wyoming	Dearborn, MI 48126
13	Erik Falcon	6804 Centralia	Dearborn Heights, MI 48217
14	Lisa Goldstein	1450 McKinstry	Detroit, MI 48209
15	Martha Gruelle	5640 Trenton	Detroit, MI 48210
16	Joan Gulaski	4548 Military	Detroit, MI 48210
17	Chris Gulock	202 CAYMC	Detroit, MI 48226
18	Marc Higginbotham	2000 Town Center Ste 1900	Southfield, MI 480175
19	Bob Hunt	600 Randolph	Detroit, MI 48226
20	Kenneth Jahnke	1707 Springwells Ave.	Detroit, MI 48209
21	Frank Katarzis	13615 Michigan	Dearborn, MI 48126
22	Bruce King	DEA	Detroit, MI 48226
23	Monica Kish	1231 Hubbard St.	Detroit, MI 48209
24	Ken Kucel	415 Clifford, 4 th fl.	Detroit, MI 48226
25	Joanna Ladki	6450 Maple St.	Dearborn, MI 48128
26	Gloria Limas	4229 Central	Detroit, MI 48210
27	Reynaldo Magdeleno	1211 Trumbull St.	Detroit, MI 48216
28	Salah Mohsin	3310 Roulo	Dearborn, MI 48120
29	Yosef Muybel	6931 Appoline	Dearborn, MI 48126
30	Mike Nelson	16099 Michigan Ave.	Dearborn, MI 48126
31	Paul Nye	Ford Motor Company	Dearborn, MI 48126
32	Darius Oldacowski	3924 Cabot	Detroit, MI 48210
33	Al W. Ouqman	1245 Ferney St. Apt. 2	Detroit, MI 48120
34	Gary S. Pollard	Senate District 3	Detroit, MI
35	Pearl Pollard	6720 Oakman	Detroit, MI 48228
36	Resident	3934 Lawndale	Detroit, MI 48110
37	Chef Rose	2829 Honorah	Detroit, MI 48209
38	Olga Savic	Rep. Steve Tobocman	Detroit, MI
39	Kathryn Savoie	6450 Maple St.	Dearborn, MI 48126
40	Vinnie Shokrie	8930 McGraw	Detroit, MI 48210
41	Chris Singer		Detroit, MI 48226
42	Kim Trent	243 W. Congress #550	Detroit, MI 48226
43	Jason Wade	1536 Hubbard	Detroit, MI 48209
44	Stan Wiczock	4626 Wesson	Detroit, MI 48210