

Detroit Intermodal Freight Terminal Study - Comments on FEIS

Media Codes
 C = comment form
 E = email
 F = fax
 L = letter
 W = web
 R = City Resolution

Source Type Codes
 i = individual
 of = govern federal
 gl = govern local
 gs = govern state
 b = business
 o = organization
 e = elected official

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
18	E	1	i	4	Jordan Twardy	self	jdwardy@umich.edu	What type of operations occur there [Michigan Central Depot] currently, and what operations will be there after implementation of the DIFT.	A Gen	All media reports are that the building is vacant. It is unknown what may occur there in the future. The Depot is not part of the project in any way.
37	E	13	i	1	Scott Robichaud	self	scott.robichaud@gmail.com	As a homeowner of the southwest Detroit community I find that it would hurt a developing neighborhood by putting a black hole in the middle of it.	A Gen	The project will have an overall positive effect on the surrounding neighborhood by virtue of enhancing local streets, providing a buffer around the yard, providing a secure underpass to cross under the railroad tracks, redirecting truck traffic away from residential areas, and providing job training and the potential for construction and permanent jobs.
39	E	15	i	1	Nate Savino	self	natesbikes@yahoo.com	I think it is ridiculous that this is being proposed in an area where people are trying to live. Nobody wants to live in the middle of a truck depot.	A Gen	The project will have an overall positive effect on the surrounding neighborhood by virtue of enhancing local streets, providing a buffer around the yard, providing a secure underpass to cross under the railroad tracks, redirecting truck traffic away from residential areas, and providing job training and the potential for construction and permanent jobs.
215	L	8	o	47	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The obligation created under NEPA to obtain the information necessary to make a reasoned choice among alternatives, 40 C.F.R. 1502.22, is not affected by the hot spot rule and also applies to agency decisions in this case.	A Gen	A reasoned choice was made using all required information, and the environmentally Preferred Alternative was selected. Modifications were made to the Preferred Alternative that included reducing its footprint and responding to environmental constraints, especially directing truck traffic to roads with the least residential use, thereby substantially reducing community exposure to truck traffic and air pollution.
189	L	8	o	16	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The Final EIS includes cost information for the Preferred Alternative in 2008 dollars, yet omits any updated cost information for the other alternatives or alternatives that MDOT omitted completely.	A Prac	Consistent with NEPA guidance, the FEIS focuses on the Preferred Alternative. There is no need to update Practical Alternative costs as the earlier costs provided a relative means of comparison, including the Preferred Alternative, which was a lower cost version of Alternative 4.
20	E	2	i	1	Kristyn Koth	self	kristynkoth@netzero.com	Please re-consider your proposed location.	A Pref	A reasoned choice was made and the environmentally Preferred Alternative was selected.
21	E	3	I	1	Angela Castaneda-Lopez	self	chachavuenaa@yahoo.com	I don't want rail yard expansion here.	A Pref	Comment acknowledged.
28	E	5	o	6	Jon Koller	Corktown Residents Council	jonkoller@gmail.com	The footprint of the yard could be reduced if the enormous turning radius of the front end loaders didn't need to be accommodated.	A Pref	Front loaders have a very tight turning radius. The determining factor in the footprint of the yard is efficient operations.
104	L	3	gl	2	Multiple	City of Detroit	721 Camden, Ferndale, MI 48220	Several concerns . . . need to be addressed: The Preferred Alternative has been changed . . .	A Pref	The Preferred Alternative is the same as presented at the public meetings of November 10, 12, and 13, 2008. At no other time was a Preferred Alternative defined.
241	L	12	i	1	Julia Halpin	self	721 Camden, Ferndale, MI 48220	We have an extraordinary opportunity here.	A Pref	Comment acknowledged.
242	L	13	gl	1	Barry Murray	Dearborn Economic and Community Development Department	13615 Michigan Ave., Suite 9, Dearborn, MI 48126	The DIFT presents significant economic development potential for spin-off projects related to intermodal activities adjacent to the entrances on Wyoming. . . Dearborn has discussed this potential with MDOT . . . and agreed to work together to plan for and advance such opportunities. . . . This will require a planning study and agreement on potential uses, locations, and circulation patterns. . . . Dearborn is actively working to strengthen commercial districts. . . . One . . . is known as the Dix-Vernor Business District. . . . Dearborn is proposing that a new truck road should be developed that either uses DIFT infrastructure or parallels it to have the truck traffic exit the Levy site at the north end and merge with the DIFT traffic patterns on Wyoming.	A Pref Dear	Such a study is among the community enhancements. See the Green Sheet in the ROD.
243	L	13	gl	2	Barry Murray	Dearborn Economic and Community Development Department	13615 Michigan Ave., Suite 9, Dearborn, MI 48126	Dearborn is actively working to strengthen commercial districts. . . . One . . . is known as the Dix-Vernor Business District. . . . Dearborn is proposing that a new truck road should be developed that either uses DIFT infrastructure or parallels it to have the truck traffic exit the Levy site at the north end and merge with the DIFT traffic patterns on Wyoming.	A Pref Dear	A concept for a new truck route has been identified by the city of Dearborn. This concept was recently submitted to MDOT on January 29, 2010.
237	L	10	gl	2	Marcell Todd	Detroit City Planning Commission	203 Coleman Young Municipal Center, Detroit, MI 48226	The Detroit City Planning Commission requests the curve on Dix Avenue just west of Central Avenue be fixed and added to the mitigation measures (not part of the community enhancement proposals).	A Pref Dix	The Dix curve is beyond the limits of the project. Improving the Dix/Central intersection is part of the Preferred Alternative.
2	R	1	gl	2	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	Explore other options for the proposed gate near . . . John Kronk and Martin Avenues, moving it westward . . .	A Pref Gate 2	Other gates were evaluated. The Preferred Alternative creates a better balance of traffic between Wyoming and Livernois than other alternatives.
11	R	1/2	gl	3	Marcell Todd	City Planning Commission	CPC, 202 Coleman Young Center, Detroit, MI 48226	CPC staff recommends that other locations for this gate [Gate 2 - Kronk and Martin], such as near Stecker Avenue [at the west end of the yard], be considered.	A Pref Gate 2	Other gates were evaluated. The Preferred Alternative creates a better balance of traffic between Wyoming and Livernois than other alternatives.
93	L	2	i	10	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	MDOT is proposing a new gate on John Kronk at Martin, with no public discussion.	A Pref Gate 2	The Preferred Alternative with Gate 2 off Livernois was discussed at the meetings held November 10, 12, and 13 in 2008, December 7, 2009 (a stakeholder meeting hosted by Rep. Tlaib), and January 27, 2010 (Detroit River International Crossing Local Advisory Council meeting).
136	L	6	o	11	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	MDOT is proposing a new gate on John Kronk at Martin, with no public discussion. MDOT should either acquire these homes and create an additional buffer . . . or relocate the proposed gate.	A Pref Gate 2	The Preferred Alternative with Gate 2 off Livernois was discussed at the meetings held November 10, 12, and 13 in 2008, December 7, 2009 (a stakeholder meeting hosted by Rep. Tlaib), and January 27, 2010 (Detroit River International Crossing Local Advisory Council meeting).
155	L	7	e	3	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The new gate on John Kronk at Martin is within close proximity to homes on John Kronk . . . MDOT should acquire these homes . . . or relocate the gate.	A Pref Gate 2	Gate 2 facilitates a better balance of traffic between Wyoming and Livernois Avenues than most other alternatives. This supports the elimination of the existing gate at Dix/Waterman/Vernor. The latter gate, and access to it, are much closer to homes than Gate 2. Therefore Gate 2 is included in the Preferred Alternative. There is no justification for acquiring the homes on Kronk.
227	L	8	o	54	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT must address mitigation for the residents living along John Kronk who will be impacted by the truck traffic along this road getting from Livernois to the new gate at Martin, including acquisition of these residences.	A Pref Gate 2	Gate 2 facilitates a better balance of traffic between Wyoming and Livernois Avenues than most other alternatives. This supports the elimination of the existing gate at Dix/Waterman/Vernor. The latter gate, and access to it, are much closer to homes than Gate 2. Therefore Gate 2 is included in the Preferred Alternative. There is no justification for acquiring the homes on Kronk.
137	L	6	o	12	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	MDOT needs to commit to improvements on these areas of road [I-94 to Yard] to minimize impacts of additional trucks, improve appearance and increase pedestrian safety.	A Pref Liv	MDOT will discuss with project stakeholders, including the cities of Detroit and Dearborn the disposition of the \$11 million in enhancement funds to be devoted to local roads upon project implementation.
238	L	10	gl	3	Marcell Todd	Detroit City Planning Commission	204 Coleman Young Municipal Center, Detroit, MI 48226	The Detroit City Planning Commission requests that road improvements for Livernois Avenue between the rail yard and I-94 be added to the mitigation measure (not part of the community enhancement proposals). . . . Traffic calming measures need to be considered.	A Pref Liv	MDOT will discuss with project stakeholders, including the cities of Detroit and Dearborn the disposition of the \$11 million in enhancement funds to be devoted to local roads upon project implementation. The discussions may include traffic calming.

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26	E	5	o	4	Jon Koller	Corktown Residents Council	jonkoller@gmail.com	[T]he viaduct should be well lit, day and night . . . Ventilation should be provided . . . Separate bike, auto and pedestrian facilities should be provided. The viaduct should be maintained by the railyard, not the city.	A Pref Via	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks across the terminal and numerous at-grade track crossings. The new facility will be 1300 feet long and ADA compliant, with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit. The underpass will be similar in lighting to the plazas along I-696 in Southfield. The responsibility for maintenance has not been determined.
30	E	6	i	2	Hannah Lewis	self	aitchemel@gmail.com	[T]his viaduct . . . will have to be well lit, day and night . . . with someone other than the city . . . to be responsible to the viaduct's maintenance.	A Pref Via	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks across the terminal and numerous at-grade track crossings. The new facility will be 1300 feet long and ADA compliant, with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit. The underpass will be similar in lighting to the plazas along I-696 in Southfield. The responsibility for maintenance has not been determined.
34	E	10	i	1	Jason Fiedler	self	jason@thehubofdetroit.org	In my understanding of the plan, this tunnel will be quite long which makes a possibly dangerous situation for pedestrians and bicyclists who will be sharing a dark narrow corridor with automobiles.	A Pref Via	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks across the terminal and numerous at-grade track crossings. The new facility will be 1300 feet long and ADA compliant, with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit. The underpass will be similar in lighting to the plazas along I-696 in Southfield.
35	E	11	i	1	Meredith Begin	self	mbegin@umich.edu	The proposed "below grade" viaducting would do serious damage to existing walking and bicycling paths.	A Pref Via	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks across the terminal and numerous at-grade track crossings. The new facility will be 1300 feet long and ADA compliant, with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit. The underpass will be similar in lighting to the plazas along I-696 in Southfield.
36	E	12	i	1	Sandra Yu	self	sandra.yu@gmail.com	The proposed "below grade" viaducting would do serious damage to existing walking and bicycling paths.	A Pref Via	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks across the terminal and numerous at-grade track crossings. The new facility will be 1300 feet long and ADA compliant, with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit. The underpass will be similar in lighting to the plazas along I-696 in Southfield.
25	E	5	o	3	Jon Koller	Corktown Residents Council	jonkoller@gmail.com	[I]t seems from the drawings that a very long viaduct is being proposed for Central St., supposedly justified by the need to avoid at grade collisions.	A Pref Via Saf	The project is not viable without the Central Avenue underpass and the closing of Lonyo Avenue as intermodal train makeup requires unobstructed track for efficient operations. The Central underpass and closing of Lonyo will improve safety and thereby improve the quality of life. A recent train accident and many before it demonstrate a need for a safer way to cross the yard.
166	L	7	e	14	St. Rep. Rashida Taib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The FEIS does acknowledge . . . air toxins will increase . . . but fails to assess if the project will not exceed de minimus standards for conformity.	I A Conform	Air toxins are not subject to conformity.
195	L	8	o	22	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	In sum, the Final EIS still omits the required assessment of health impacts . . .	I A Health	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS.
211	L	8	o	38	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	What is missing from this statement [that MSATS will go up with the Preferred Alternative] is any sense of either the scale of the increase or the loss of health benefits attributable to those increases.	I A Health	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. The scale of the effects is given by the data in Tables 4-31 and 4-32, which quantify MSAT values for the terminal and critical roadway links in the area that will be affected by the project.
218	L	8	o	45	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	NEPA additionally requires assessment of any health impacts that might occur below these standards, consideration of alternatives . . . and mitigation to prevent any harms from air pollution.	I A Health	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. The purpose of the National Ambient Air Quality Standards, as stated in the Clean Air Act, is to protect public health with an adequate margin of safety.
210	L	8	o	37	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Because the displaced traffic alone is associated with over 100 tpy of PM10, it is highly likely that the DIFT triggers general conformity.	I A PM10	Displaced traffic, if it could be assigned to roads, would not be associated with over 100 tpy of PM10, because the sediment loading on Kronk and Central today is not characteristic of other roads in the terminal area. Meanwhile, that traffic exists today and simply shifts to some nearby, but unknown area. As it is not new, it cannot be associated with general conformity or this would be double counting.
88	L	2	i	5	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	Positive reductions in PM2.5 from paving the yard seem to be overstated.	I A PM2.5	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. The methodology for calculating the effects of paving is fully explained in the Air Quality Impact Analysis Technical Report.
122	L	5	o	1	Kenneth Westlake	US EPA	Region 5, 77 West Jackson Blvd, Chicago, IL 60604-3590	After reviewing the FEIS, we retain our comments on the need for localized PM2.5 analysis. . . . Although quantitative hot spot analysis for PM2.5 and diesel particulate matter is not required, it can be done.	I A PM2.5	In the Federal Register/Vol.71, No.47/Friday, March 10, 2006, page 12499, EPA explains the limitations of the MOBILE6.2 model in performing micro-scale level analyses that would be required for PM2.5 and PM10 quantitative hot spot analyses. EPA and FHWA jointly developed qualitative PM2.5 and PM10 hot spot analysis guidelines to be used until EPA releases modeling guidance on PM quantitative hot spot analysis and announces in the Federal Register that these requirements are in effect. The qualitative analyses performed for the DIFT project are consistent with the EPA/FHWA Guidance.
129	L	6	o	4	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Positive reductions in PM2.5 from paving the yard seem to be overstated.	I A PM2.5	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. The methodology for calculating the effects of paving is fully explained in the Air Quality Impact Analysis Technical Report.
202	L	8	o	29	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT's position appears to be that "a drive-through of the neighborhood" and comments received at public meetings," in addition to a preliminary general finding in another context that "dust control related to PM is an issue that may need further attention," are sufficient indicators of a PM2.5 problem from roads to counter U.S. EPA's speciation monitors [and statement that the monitor data do not reflect dust as a major contributor to pm readings].	I A PM2.5	MDOT is stating dust is an area problem that paving the yard will address. This is not speculation, but has its basis in such documentation as, the "Draft Weight of Evidence for Southeast Michigan PM2.5" (November 6, 2007), which, as cited on page 5-20 of the DRIC Air Quality Analysis Technical Report states "Numerous storage piles, unpaved lots, and barren lands exist near the Dearborn and Southwestern High School monitors. Their collective impact on PM2.5 is a concern." The Community Benefits Coalition has set as a goal contacting businesses in the area to control their dust.
208	L	8	o	35	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	While MDOT claims paving accounts for the reduction in PM emissions, it does not explain a feature of the Preferred Alternative that eliminates over 111 tons per year of PM10 and nearly 28 tons per year of PM2.5 relative to existing conditions and No Action. . . . It is our understanding these emissions represent traffic along John Kronk Road, which will be eliminated from that road when it is incorporated into the terminal footprint. However, this traffic will not be eliminated entirely, but displaced elsewhere in the surrounding area. . . . MDOT must include a full discussion of the air pollution that will be displaced and relocated as a result of incorporation John Kronk.	I A PM2.5	Several local roads (Kronk) with high levels of mud from unpaved junk yards and other businesses will be incorporated into the terminal. So, the existing re-entrained dust will be eliminated. Businesses that contribute to this deposition will be relocated by the project. The area within the confines of the roadway network analyzed for air quality impacts (Figure 4-11 of the FEIS), that is proximate to residential use, is largely built out. Travel related to businesses to be relocated could become more efficient or less so, depending on each individual business's decision that drives its future location. To forecast a change to the presented roadway burden would be speculative. (See response to DEIS comment found in FEIS page 7-34.) The effects of today's mud deposition extend to other area roads that will be "cleaner" in the future. No claim of air quality benefit was made for this improvement.

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213	L	8	o	40	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT must explain apparent inconsistencies in its pollutant burden forecasts . . . On page 4-123 . . . Table 4-22a reports . . . PM2.5 emissions in 2025 at the "SW Detroit/E Dearborn" terminal of 47.3 tons and 41.6 tons for the No Action and Alternative 4 alternatives. . . Table 4-26a reports . . . 26.0 tons and 30.9 tons in 2015 and 2030, respectively for the No Action . . . [and] 8.8 and 14.9 tons in 2015 and 2030, respectively [for the Preferred Alternative]. . . In other words for very similar build alternatives and locations, the two tables report vastly different burden estimates for 2025 and 2030: 41.6 tons for Alternative 4 in 2025 versus 14.9 tons for the Preferred Alternative in 2030.	IA PM2.5	Subsequent to the analysis in the DEIS, as the footnote to Table 4-26a points out, EPA discovered an error in their PM2.5 emission factors in MOBILE. The 2025 EF used in the DEIS was 0.0377 grams/mi versus the corrected 2030 factor of 0.0256 g/mi (part of the reduction is from another five years of fleet turnover to cleaner vehicles). Also, a factor is the lower lift estimate. But, the major factor is a smaller yard on the north side of main east-west tracks (see Figure 1-1c of the FEIS).
214	L	8	o	41	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Under Section 93.123, MDOT cannot rely solely on qualitative methods for assessing hot spot concerns to meet the obligation imposed by Section 93.116. . . The directive in Section 93.116, however, requires the use of the methods prescribed by Section 93.123(c), including quantitative analytical steps. . . While MDOT may attempt to argue that 93.123(b)(2) grants an overall license to replace quantitative analysis with qualitative factors to meet Section 93.116, this argument is without ground. Section 93.123(b)(2) states that qualitative consideration is allowed "[w]here quantitative analysis methods are not available" (emphasis added). The bar for avoiding all quantitative analysis of local hot spots, including that required under 93.123(c), therefore is significantly higher than the bar for avoiding modeling required under 93.123(b)(1). To meet the former, MDOT must show that quantitative methods are not "available," period. . . MDOT has made no attempt to make the required showing.	IA PM2.5	Quantitative data are provided. In the FEIS on page 4-143, Table 4-29 shows that the annual pollutant burden on Wyoming near the monitor goes from 0.13 tons in 2004 to 0.06 (both No Action and Preferred) in 2015, and in 2030 0.051 No Action and 0.053 Preferred. Thus, by 2015 the burden on that link would be halved relative to 2004.
216	L	8	o	43	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	In other words, the regulatory method requires that MDOT determine the baseline air quality at the hot spot locations; estimate the additional pollution . . . by calculating and comparing the ratios between current traffic and future traffic . . . with the emission factors that represent the best estimate of emissions . . . add the expected change in vehicle emission to a future background concentration; and, then compare the resulting air quality with the NAAQS.	IA PM2.5	Existing and future emission factors and traffic volumes are used to provide this information on a road link basis in Table 4-29.
201	L	8	o	28	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT selected high and unsupported silt values for currently unpaved roads to estimate existing conditions, then used exceptionally low, unrealistic, inappropriate and unsupported silt values for future paved roads. . . MDOT must correct its error by collecting site specific silt values for paved and unpaved roads, recalculating the expected PM emissions, and using these revised calculations in its burden and hot spot analyses.	IA PM2.5 silt	The silt values used in the analysis were from AP-42 and an air quality subconsultant's field test results for similar urban roadway surfaces.
203	L	8	o	30	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT relies on its calculations of road PM and paving to respond to U.S. EPA, even though . . . these calculations are flawed from the outset and fail to follow U.S. EPA's recommended procedure. . . AP-42 strongly recommends collecting of site-specific silt data to use in estimating emissions . . .	IA PM2.5 silt	The silt values used in the analysis were from AP-42 and an air quality subconsultant's field test results for similar urban roadway surfaces.
204	L	8	o	31	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	It instead stabbed at figures for silt loading for all of the roads and scenarios (and did so in a way that systematically biases the analysis in favor of the build alternatives) . . .	IA PM2.5 silt	The silt values used in the analysis were from AP-42 and an air quality subconsultant's field test results for similar urban roadway surfaces.
205	L	8	o	32	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	the unsupported silt content of 10 percent for unpaved roads . . . is far higher than the vast majority of silt figures provided by AP-42 for unpaved roads at all types of industrial sites.	IA PM2.5 silt	The mean silt value of all listed industrial categories in the referenced AP-42 table is 9.4 percent, which is comparable to the 10 percent value used in this analysis.
206	L	8	o	33	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT provides no support for its assertion that the gravel, soil and decaying asphalt existing road surface at Livernois equates to a 5 percent silt value. . . the above paragraph appears to contain conflicting values (5 and 1 percent) for the Livernois Junction existing condition silt factor.	IA PM2.5 silt	A 5 percent silt factor was used for the unpaved travel surface at the Livernois-Junction Yard. (Unpaved road analysis uses percent silt factors per AP-42.) A 1 gm/m2 silt factor was used for paved roads at Livernois. (Paved road analysis uses gm/m2 factors.) Both values are consistent with AP-42 range of values and testing results (by air quality subconsultant) for surface conditions.
207	L	8	o	34	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	the assumed 0.5 g/m2 silt value for paved roads in all future build scenarios is extremely low....	IA PM2.5 silt	Under the build scenarios, all unpaved travel surfaces on the terminal will be paved. Dust prevention and mitigation measures will be implemented within the terminal. As a result, the silt content is logically forecast to be to be lower than an industrial road that continues to be surrounded by unpaved areas.
217	L	8	o	44	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	. . . during this period prior to the effective date of the conformity requirement for the revised NAAQS, NEPA requires that the impact of emissions from the project be analyzed against the 2006 revised and remanded NAAQS, as well as the standard that is likely to take its place in the near future.	IA Stand	NEPA does not require application of a standard until the final regulations take effect.
233	L	8	o	60	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	U.S. EPA is in the midst of significantly tightening the current NAAQS for PM2.5, ozone, and SO2 . . . The changes in the NAAQS are reasonably foreseeable future actions. MDOT therefore must include a quantitative discussion of whether the air pollution from DIFT, in combination with that from all other past, present and reasonably foreseeable actions, may violate any of these tightened NAAQS.	IA Stand	NEPA does not require application of a standard until the final regulations take effect.
198	L	8	o	25	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	. . . still fails to adequately assess toxics . . . Notably the Final EIS states that the methodologies for doing such assessment have changed since the Draft EIS . . .	IA Toxics	The analysis did change with the publication of the Interim Guidance on Air Toxics in NEPA Documents (FHWA, February 3, 2006), and the analysis is consistent with that document.
212	L	8	o	39	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT's assertions are both incomplete and incorrect, as a quantitative analysis of toxic emissions, dispersion modeling, and health risks is feasible within the scope of U.S. EPA approved tools and guidance.	IA Toxics	The analysis did change with the publication of the Interim Guidance on Air Toxics in NEPA Documents (FHWA, February 3, 2006), and the analysis is consistent with that document.
45	E	16	b	6	Michelle Martinez	business owner	michellemart@gmail.com	Air pollution rates will sky-rocket. Although it says that particulate matter will be reduced for diesel air pollution if the trucks comply with new diesel regulations, other contaminants will be emitted.	IA AQ	Section 4.8 of the FEIS demonstrates this in not the case. FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34 all compare the future No Action and Preferred Alternatives.
49	E	16	b	10	Michelle Martinez	business owner	michellemart@gmail.com	I restate your own words: "On the Livernois-Junction Yard, the greater truck activity, compared to the No Action Alternative, means the hydrocarbon (HC), nitrogen oxide (NOx), volatile organic compounds (VOCs), diesel particulate matter (DPM), benzene, formaldehyde, acetaldehyde and acrolein burdens will be higher. The paving of the yard will substantially reduce particulate matter compared to No Action." Paving the yard, and low-sulfur burning engines, are insufficient mitigation to the large impact it will have on the regional air pollution, as Wayne County is already a non-attainment zone, and SW Detroit has the worst air quality records in the State of Michigan.	IA AQ	No air quality standards are violated with the Preferred Alternative, therefore, no mitigation is required. The railroads are now, and are expected to continue, taking voluntary steps to reduce air pollution as noted in the project Green Sheet's Community Enhancements page in Appendix A of the Record of Decision.
72	E	24	i	6	Ricio Valerio-Gonzalez	self	valerio.ricio@gmail.com	[I]n your own words: "On the Livernois-Junction Yard, the greater truck activity, compared to the No Action Alternative, means the hydrocarbon (HC), nitrogen oxide (NOx), volatile organic compounds (VOCs), diesel particulate matter (DPM), benzene, formaldehyde, acetaldehyde and acrolein burdens will be higher. The paving of the yard will substantially reduce particulate matter compared to No Action." The mitigation measures proposed such as paving the yards and low-sulfur-burning engines are insufficient!	IA AQ	No air quality standards are violated with the Preferred Alternative, therefore, no mitigation is required. The railroads are now, and are expected to continue, taking voluntary steps to reduce air pollution as noted in the project Green Sheet's Community Enhancements page in Appendix A of the Record of Decision.
85	L	2	i	2	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	The DIFT FEIS makes several references to air quality improving with the project versus no action but does not clearly state how they arrived at this conclusion.	IA AQ	Air quality will improve due to regulatory actions, cleaner fuel and the like as explained in Section 4.8.2.1 of the FEIS. The air quality section of the FEIS presents data in tables that compare pollutant values with and without the project. FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34 all compare the future No Action and Preferred Alternatives.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
86	L	2	i	3	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	Finding . . . [air quality improvements] is dubious at best, especially if MDOT had considered the impacts of both projects [DIFT and DRIC] in their respective FEIS[s], which did not occur. Nowhere in the revised air quality analysis (Section 4.8.7), does MDOT provide a summary of its overall conclusions . . .	IAQ	The DIFT and DRIC projects have independent utility. The relationship to one another is stated in the FEIS air quality section (p. 4-158) and cumulative impacts section (p. 4-251). The cumulative impacts discussion accounts for other projects.
87	L	2	i	4	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	The relevant question is whether the Preferred Alternative will increase air pollution relative to No Action in the same future year.	IAQ	Air quality will improve due to regulatory actions, cleaner fuel and the like as explained in Section 4.8.2.1 of the FEIS. The air quality section of the FEIS presents data in tables that compare pollutant values with and without the project. FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34 all compare the future No Action and Preferred Alternatives.
127	L	6	o	2	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	MDOT makes several references to air quality improving with the project versus no action but does not clearly state how they arrived at this conclusion.	IAQ	Air quality will improve due to regulatory actions, cleaner fuel and the like as explained in Section 4.8.2.1 of the FEIS. The air quality section of the FEIS presents data in tables that compare pollutant values with and without the project. FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34 all compare the future No Action and Preferred Alternatives.
128	L	6	o	3	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	The relevant question is whether the Preferred Alternative will increase air pollution relative to No Action in the same future year.	IAQ	Air quality will improve due to regulatory actions, cleaner fuel and the like as explained in Section 4.8.2.1 of the FEIS. The air quality section of the FEIS presents data in tables that compare pollutant values with and without the project. FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34 all compare the future No Action and Preferred Alternatives.
144	L	6	o	19	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Because the air quality analysis underestimates the air emissions compared to the no action alternative, there are no specific commitments made to air quality mitigations.	IAQ	No detail of the alleged limitation of analysis is provided by the commenter. The DIFT air quality analysis was complete and meets all requirements. No mitigation is required. Nonetheless, MDOT has committed to working with contractors and the railroads to reduce emissions and will work with SEMCOG, the Michigan Department of Natural Resources and Environment (MDNRE), and the private sector to create an action plan to improve air quality (see the ROD Green Sheet in Appendix A).
163	L	7	e	11	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The DIFT FEIS makes several references to air quality improving with the project versus no action.	IAQ	Air quality will improve due to regulatory actions, cleaner fuel and the like as explained in Section 4.8.2.1 of the FEIS. The air quality section of the FEIS presents data in tables that compare pollutant values with and without the project. FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34 all compare the future No Action and Preferred Alternatives.
191	L	8	o	18	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	We note that the lack of an updated technical report prevented us from reviewing the calculations underlying the new figures contained in Section 4.8.7, such as the burden figures for the Preferred Alternative.	IAQ	The air quality methodologies remained the same, except for the MSAT and hot-spot analyses, which were revised based on the <i>Interim Guidance on Air Toxics in NEPA Documents</i> (FHWA, February 3, 2006) and "Final Rule for PM2.5 and PM10 Hot-spot Analyses in Project-Level Transportation Conformity Determinations" (March 10, 2006 <i>Federal Register</i>), respectively.
192	L	8	o	19	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT nowhere provides a summary of its overall conclusions and their implications for mitigation. Most egregiously, MDOT still compares many air quality impacts to the 2004 existing conditions, implying that the DIFT will improve air quality. This comparison is inappropriate under NEPA, as the relevant question is whether the Preferred Alternative will increase air pollution relative to No Action in the future . . .	IAQ	The important conclusion is that the project is in conformity with the Clean Air Act, as stated in the FEIS beginning at page 4-155. Comparison to 2004 is relevant to understanding how the project area's air quality will change over time. All necessary comparisons are made between the Preferred Alternative and No Action conditions for 2004, 2015, and 2030.
193	L	8	o	20	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	As the Final EIS carries forward the entire Draft EIS Air Quality Analysis verbatim, and only updates a limited set of information for the Preferred and No Action Alternatives in Section 4.8.7, the air quality analysis is inadequate and in violation of NEPA. The result of this cursory treatment is that the Final EIS, like the Draft EIS, nowhere performs the required assessment of relative air quality impacts among a full set of alternatives.	IAQ	The DEIS's many air quality tables compared the Practical Alternatives, including taking No Action. The Preferred Alternative was selected from the Practical Alternatives as a modification of Alternative 4 (reduced footprint). The assessment/comparison of relative air quality was fully achieved in the DEIS and does not have to be repeated with the selection of the Preferred Alternative. The revised calculations for the Preferred Alternative were shown. These reflect the passage of time, updated emission factors, a reduced lift total, and a smaller terminal footprint. Several of these changes were noted in the FEIS in a response to a DEIS comment (see FEIS page 7-32).
196	L	8	o	23	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	. . . still includes background reductions achieved through other government programs . . .	IAQ	Future emissions forecasts properly include the effects of changes in emission factors.
197	L	8	o	24	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	. . . still omits a discussion of the vehicles mix under various alternatives . . .	IAQ	The vehicle mix data are supplied by SEMCOG and are the same used in regional air quality conformity modeling. The vehicle mix would not change from one alternative to another.
199	L	8	o	26	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	That the air quality analysis "was not a determining factor in the decision-making process," (FEIS at 4-135), is not a legally [re]cognizable excuse for omitting this analysis . . .	IAQ	The FEIS analysis was based on the Preferred Alternative.
200	L	8	o	27	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The air quality analysis was and remains so skewed towards the Preferred Alternative as to give project proponents a shield . . .	IAQ	An examination of the data in Tables 4-22 to 4-25 shows that Alternative 4 has among the lowest values of the alternatives. The DEIS did not identify a Preferred Alternative because MDOT chose to afford the public the opportunity to comment and participate in the decision-making process. This is a normal practice.
209	L	8	o	36	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT must explain the apparent contradiction between claiming decreases in traffic-related pollution from relocated business and assertions that these businesses and others will locate near the terminal area. According to MDOT, net truck volumes in the community will decrease when the Preferred Alternative is built because the truck traffic from the 29 businesses that are relocated will no longer be in the community. The Final EIS also states that these businesses will likely relocate in the southwest Detroit community nearby the terminal and that the DIFT will generate additional business development of logistics and support businesses. These statements contradict each other with regards to air quality, unless it is MDOT's (erroneous) position that it need not account for indirect air pollution in its analysis.	IAQ	Businesses that contribute to the deposition of mud from their unpaved yards will be relocated by the project. The area within the confines of the roadway network analyzed for air quality impacts (Figure 4-11), that is proximate to residential use, is largely built out. Travel related to businesses to be relocated could become more efficient or less so, depending on each individual business's decision that drives its future location. To forecast a change to the presented roadway burden would be speculative. (See response to DEIS comment found at FEIS page 7-34.)
254	L	18	gl	2	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What is the reliability of the computer program (CAL3QHC), and why was it selected?	IAQ	CAL3QHC is the program recommended by FHWA for determining carbon monoxide concentrations related to transportation projects. It has been in use for many years and is considered reliable for carbon monoxide.
255	L	18	gl	3	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What agencies will be responsible for ensuring monitoring and compliance of all air quality regulations?	IAQ	U.S. EPA and the Michigan Department of Natural Resources and Environment are responsible for air quality monitors. MDOT and the railroads control some aspects of air quality during construction, notably dust control through its construction specifications. Local jurisdictions have authority, especially related to nuisances, such as dust.
38	E	14	i	1	Joel Howrani Heeres	self	joelheeres@gmail.com	[T]he proposed viaducting of Michigan Avenue and closure of Lonyo will further severely impact the ability of the vulnerable populations without access to cars. . . This will have an extremely detrimental effect on the mobility of many residents of Detroit.	ICohes	The Central Avenue underpass will improve mobility by providing a secure crossing of the railroad tracks. There are 20-foot and 100-foot viaducts today on Central, with no sidewalks across the terminal. The new DIFT facility would be 1300 feet long and ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue would be well lit. MDOT will coordinate with the community and the cities to identify non-motorized and pedestrian opportunities within the project area.

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42	E	16	b	3	Michelle Martinez	business owner	michellemart@gmail.com	Lonyo will be cut off dividing the community in two near two schools.	I Cohes	See the response to a comment on page 7-54 of the FEIS. Star Academy students are bused to school. St. Stephens school is closed. Harms School is blocks away on a narrow residential street where no trucks go as they cannot get further south due to a low clearance under the railroad viaduct.
54	E	17	i	1	Denis Rochac	self	denisrochac@gmail.com	[T]he proposed viaducting of Michigan Avenue and closure of Lonyo will further severely impact the ability of the vulnerable populations without access to cars.	I Cohes	The Central Avenue underpass will improve mobility by providing a secure crossing of the railroad tracks. There are 20-foot and 100-foot viaducts today on Central, with no sidewalks across the terminal. The new DIFT facility would be ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue would be well lit. MDOT will coordinate with the community and the cities to identify non-motorized and pedestrian opportunities within the project area.
55	E	18	i	1	Christina Guzman	self	christimira@gmail.com	you are dividing a thriving community and completely removing transportation options for the large number of Southwest Detroit households who do [not] own cars.	I Cohes	The Central Avenue underpass will improve mobility by providing a secure crossing of the railroad tracks via the proposed Central Avenue underpass. There are 20-foot and 100-foot viaducts today on Central, with no sidewalks across the terminal. The new DIFT facility would be 1300 feet long and ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue would be well lit.
64	E	22	i	1	Espino Angelita	self	lashermanas@sbcglobal.net	The plan to leave only an 800-foot tunnel connecting Vernor to Michigan Avenue between Livernois on the east and Wyoming on the west serves to further isolate these communities.	I Cohes	The Central Avenue underpass will improve mobility by providing a secure crossing of the railroad tracks. There are 20-foot and 100-foot viaducts today on Central, with no sidewalks across the terminal. The new DIFT facility would be 1300 feet long and ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue would be well lit. MDOT will coordinate with the community and the cities to identify non-motorized and pedestrian opportunities within the project area.
66	E	23	i	1	Myrna Segura	self	myrmaedith@hotmail.com	This project, as planned, would divide a thriving community by completely removing transportation options for the large number of Detroit households (30%) who do not own motor vehicles.	I Cohes	The Central Avenue underpass will improve mobility by providing a secure crossing of the railroad tracks. There are 20-foot and 100-foot viaducts today on Central, with no sidewalks across the terminal. The new DIFT facility would be 1300 feet long and ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue would be well lit. MDOT will coordinate with the community and the cities to identify non-motorized and pedestrian opportunities within the project area.
69	E	24	i	3	Ricio Valerio-Gonzalez	self	valerio.recio@gmail.com	The closing of Lonyo does not only divide the community, but it also makes the [access] to green space in SW Detroit more difficult.	I Cohes	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks. There are other at-grade track crossings. The new DIFT facility would be 1300 feet long and ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit.
74	E	25	i	1	Alison Heeres	Southwest Counseling Solutions	alison.heeres@gmail.com	Many citizens of Detroit do not have access to cars and the DIFT proposal will severely disconnect SW Detroit for many of those who live in and around the area.	I Cohes	The Central Avenue underpass will improve mobility by providing a secure crossing of the railroad tracks. There are 20-foot and 100-foot viaducts today on Central, with no sidewalks across the terminal. The new DIFT facility would be 1300 feet long and ADA compliant, with sidewalks, bike lanes and vehicular lanes. Central Avenue would be well lit. MDOT will coordinate with the community and the cities to identify non-motorized and pedestrian opportunities within the project area. Connectivity will be provided.
158	L	7	e	6	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The FEIS fails to adequately address the impact on these facilities [Star International Academy, St. Stephen's Church, and Harms Elementary School].	I Cohes	See the response to a comment on page 7-54 of the FEIS. Star Academy students are bused to school. St. Stephens school is closed. Harms School is blocks away from the underpass on a narrow residential street where trucks cannot get further south due to a low clearance under the railroad viaduct.
46	E	16	b	7	Michelle Martinez	business owner	michellemart@gmail.com	In the FEIS it says that only 28 homes will be displaced, yet the expanded project will increase the financial burden and weaken stability of homes through increased health care bills, and decreased property values.	I Cohes P Val	In a response to a comment on the DEIS, the FEIS states at page 7-58 that "Property values are not expected to drop based on the experiences at terminals like that in Melvindale, Michigan . . ."
19	E	1	I	5	Jordan Twardy	self	jdwardy@umich.edu	My final question is regarding the contributions of the stakeholders who will benefit from this project, mainly Marathon Oil and the shipping and rail companies involved, especially the company owned by Mr. Maroon (sorry if I misspelled this), the owner of the Central Station and the Ambassador Bridge.	I Cost	The railroads (CSX, NS, Canadian Pacific and Canadian National) have pledged to pay for 50 percent of railroad-related project costs. It is unclear how Marathon Oil would experience any direct benefits from the project. Mr. Maroun is a private individual who owns Michigan Central Depot, which is not part of the DIFT Project.
190	L	8	o	17	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	[Quoting from a court case] ("The use of inflated economic benefits in this balancing process may result in approval of a project that otherwise would not have been approved because of its adverse environmental effects.") Such misrepresentation of costs has occurred here.	I Cost	Economic benefits were estimated using recognized methodologies and reasonable assumptions.
32	E	8	o	1	Rev. Matthew Bode	Spirit of Hope church	urlyved@sbcglobal.net	Please consider options, even if a new one must be created, that will not further poison the people of SW Detroit who have been dumped on for so long.	I EJ	Other practical alternatives were considered and analyzed. See the DEIS.
44	E	16	b	5	Michelle Martinez	business owner	michellemart@gmail.com	There will be Environmental Justice consequences which were not adequately addressed through mitigation impacts, nor community benefits.	I EJ	The FEIS recognizes impacts to the environmental justice community members and addresses community benefits to offset them. See FEIS sections 4.3.2 and 5.17 and the ROD "Green Sheet" in Appendix A.
52	E	16	b	13	Michelle Martinez	business owner	michellemart@gmail.com	Shame on the state for negating the state and federal environmental justice executive directive/order and planning this fully acknowledging the harm to the community.	I EJ	MDOT adhered to the EJ executive order and followed current methodologies.
53	E	16	b	14	Michelle Martinez	business owner	michellemart@gmail.com	Environmental Justice demographics were taken from county level statistics dramatically reducing the statistical significance of this project's impact. There are far more "minorities" Latino, Black, Arab Americans than portrayed here on the city level.	I EJ	FEIS Tables 4-12 and 4-13 clearly show demographics for the terminal areas Wayne and Oakland counties, and the Detroit Urbanized Area. The Terminal Areas are aggregations of zip codes shown in Figures 4-14 to 4-26.
57	E	19	o	2	Sarah Hayosh	The Greening of Detroit	sjhayosh@gmail.com	What is the point of recognizing the history of horrible environmental impacts industry has brought to the southwest Detroit community if you aren't going to do anything to change that pattern?	I EJ	This is done to establish the setting of the project. Some existing negative patterns (e.g., large trucks on residential streets) will be changed by the DIFT project. See the Green Sheet in the ROD.
58	E	20	o	1	Maureen Powers	Special Assistant to the President for Board and Legislative Affairs, Detroit Metro Convention & Visitors Bureau	mpowers@visitdetroit.com	I am opposed to the gigantic freight yard being proposed. It will be a tremendous hardship on a population that couldn't move away if we wanted to.	I EJ	In a response to a comment, the FEIS states at page 7-58 that "Property values are not expected to drop based on the experiences at terminals like that in Melvindale, Michigan . . ." Further, some existing negative conditions (e.g., large trucks on residential streets) will be improved by the DIFT project.
70	E	24	i	4	Ricio Valerio-Gonzalez	self	valerio.recio@gmail.com	There are Environmental Justice implications with the expansion of the DIFT, however they have not been properly addressed.	I EJ	Potential impacts to environmental justice population groups were properly addressed in FEIS Section 4.3.2.
71	E	24	i	5	Ricio Valerio-Gonzalez	self	valerio.recio@gmail.com	In fact the Environmental Justice demographics were taken from the county level.	I EJ	FEIS Tables 4-12 and 4-13 clearly show demographics for the terminal areas Wayne and Oakland counties, and the Detroit Urbanized Area. The Terminal Areas are aggregations of zip codes shown in Figures 4-14 to 4-26.

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143	L	6	o	18	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	A primary principle of environmental justice is to engage and inform residents. . . . MDOT's lack of outreach and education regarding the project over the last year led to failure to adequately engage residents.	I EJ	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
33	E	9	i	1	Jeff DeBruyn	self	debrun.jeff@gmail.com	I am opposed to the expansion of the railyard. Our community has already been adversely impacted enough by toxins, pollution and exhaust fumes.	I EJ AQ	As stated at FEIS page 7-53 "This FEIS recognizes that over time, undesirable environmental features have accumulated from industrial and related transportation developments. Some have existed for many years. Public resources to address many of these conditions have been lacking. The DIFT Project is envisioned as a way for public and private sector investments to bring some measure of improvement to existing rail activity with the selected populations knowing the activity will expand in the future with or without the project. On balance, the investments and improvements of Action Alternatives are seen to be beneficial to those populations compared to the No Action Condition."
228	L	8	o	55	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT continues to fall far short with regards to air quality disproportionate impacts . . . MDOT again fails to confirm that there will be disproportionate air quality impacts on the communities.	I EJ AQ	The FEIS recognizes disproportionate impacts to environmental justice community members and addresses community benefits to offset them. See FEIS sections 4.3.2 and 5.17 and the Green Sheet, which is now included in the Record of Decision.
56	E	19	o	1	Sarah Hayosh	The Greening of Detroit	shayosh@gmail.com	I am extremely concerned with the Final Environmental Impact Statement for the Detroit Intermodal Freight Terminal Study.	I Gen	Comment acknowledged.
115	L	4	b	6	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	The DIFT FEIS misrepresents community impacts.	I Gen	The FEIS addresses community impacts and appropriate mitigation/community enhancements.
126	L	6	o	1	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Although we recognize the DIFT project presents several opportunities for positive improvements, we are concerned that the FEIS does not thoroughly identify and evaluate several negative impacts [or] offer sufficient mitigations.	I Gen	The FEIS addresses community impacts and appropriate mitigation/community enhancements.
240	L	11	gs	1	Gerald Fulcher	Transportation and Flood Hazard Unit, Land and Water Management Division, MDNRE	PO Box 30458, Lansing, MI 48909	The LWMD has no objections to the selection of the preferred alternative as described in the FEIS.	I Gen	Comment acknowledged.
250	L	16	gs	1	Abigail Eaton	Michigan Department of Agriculture	PO Box 30017, Lansing, MI 48909	We find, and the FEIS indicates, no impacts to Part 361 lands. Neither have we identified nor do we anticipate any impacts on established county or inter-county drains.	I Gen	Comment acknowledged.
281	L	18	gl	31	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI 48226	Does this freight include hazardous materials?	I Haz	As stated on FEIS page 7-56, typically, intermodal containers are not used to handle hazardous materials except such items as paint or other items in controlled conditions. These latter materials are subject to the same regulation and control that applies to materials in railroad tank cars and trucks. Whatever incidental hazardous materials would be carried by train are now carried by truck.
281	L	18	gl	32	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI 48226	There are common products and items used in households and businesses that contain certain hazardous materials and/or substances that can be used by potential terrorists.	I Haz	Comment acknowledged. The railroads will maintain security at the rail yard. FEIS See Section 4.19.
116	L	4	b	7	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	The DIFT FEIS neglects to consider the cumulative impacts associated with other large scale transportation projects occurring in the area.	I ICE	Cumulative impacts are accounted for in FEIS Section 4.17 on page 4-251.
118	L	4	b	9	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	[Assess] the cumulative effects of the Detroit International Bridge Crossing ("DRIC") and Ambassador Bridge Enhancement Project on the DIFT . . . and community.	I ICE	Other projects are accounted for in FEIS Section 4.17 on page 4-251.
119	L	4	b	10	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	It appears from the statements made at the various DRIC meetings that MDOT recognized that both projects (DRIC and DIFT) cumulatively resulted in negative impacts on the same area of Southwest Detroit. . . . Such environmental justice concerns under the National Environmental Policy Act ("NEPA") cannot be overlooked or avoided.	I ICE	Cumulative impacts are accounted for in FEIS Section 4.17 on page 4-251.
139	L	6	o	14	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	The FEIS erroneously states that trucks are being removed from local streets as a result of . . . The Gateway Project. Currently . . . [i]t has increased the number of trucks. . . . There is no clear timeframe when this problem will be corrected. The cumulative impact on the community is therefore not acknowledged in the DIFT.	I ICE	The plan agreed upon by all parties at the outset will remove trucks from local streets.
156	L	7	e	4	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	[T]he Gateway Project that was presented to the public and impacted community, DOES NOT remove truck traffic from the local neighborhoods . . .	I ICE	The plan agreed upon by all parties at the outset will remove trucks from local streets.
50	E	16	b	11	Michelle Martinez	business owner	michellemart@gmail.com	There is no mention of filtration systems or noise mitigation for adjacent home owners.	I Noise	FEIS Section 4.9 indicates where security walls will be placed that will also act as effective noise barriers. Air filtration systems for homes are not part of the DIFT project as there is no negative impact that would require such systems.
60	E	21	i	2	Sandra Grinnell	self	sandramartinezyses@hotmail.com	The proposed wall will not fully address these container noises and therefore follow-up noise studies must be done . . .	I Noise	The noise analyses of the DIFT DEIS/FEIS require mitigation for noise in the loudest hour. The guiding regulation is designed to control continuous noise, not 'impulse noise.' Impulse noise, such as container handling, is controlled by local noise ordinances, in this case the cities of Detroit and Dearborn. The entire Livernois-Junction Yard will be buffered from non-industrial uses so that the noise in the loudest hour does not exceed the established criterion of 67 dBA at sensitive receptors, such as homes.
61	E	21	i	3	Sandra Grinnell	self	sandramartinezyses@hotmail.com	[T]here should be some limits on the hours of operation of container activities.	I Noise	This is a matter for individual railroads and local political jurisdictions within the federal bounds of laws that address interstate commerce.
91	L	2	i	8	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	Residents have repeatedly complained about the noise being generated by these lifts at the current rates of operation . . . It is critical for MDOT to commit to conducting noise monitoring in the community after the facility is operational and increase levels of noise mitigation if acceptable levels are exceeded.	I Noise	The noise modeling follows FHWA and MDOT guidelines and is adequate to predict future project noise. Monitoring is not required.
134	L	6	o	9	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Residents have repeatedly complained about the noise being generated by these lifts at the current rates of operation. . . . It is critical for MDOT to commit to conducting noise monitoring in the community after the facility is operational and increase levels of noise mitigation if acceptable levels are exceeded.	I Noise	The noise analyses of the DIFT DEIS/FEIS require mitigation for noise in the loudest hour. The guiding regulation is designed to control continuous noise, not 'impulse noise.' Impulse noise, such as container handling, is controlled by local noise ordinances, in this case the cities of Detroit and Dearborn. The entire Livernois-Junction Yard will be buffered from non-industrial uses so that the noise in the loudest hour does not exceed the established criterion of 67 dBA at sensitive receptors, such as homes.
246	L	14	gl	1	Chief Ronald Haddad	Dearborn Police	16099 Michigan Avenue, Dearborn, Michigan 48126	The 1,700 foot security/noise abatement wall proposed in the conceptual design of the preferred alternative does not take into consideration the south end of the City of Dearborn.	I Noise	The DIFT will have no negative noise effect on sensitive uses in that area.

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274	L	18	gl	22	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	All proposed security walls along the periphery of the project area should be upgraded to provide noise abatement rather than the only one on [the] north side.	I Noise	No noise abatement is needed or justifiable in the commercial and industrial areas.
276	L	18	gl	24	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Noise abatement provisions should be considered to minimize the impact of track traffic [on Livernois north of the DIFT].	I Noise	There is no need or justification for noise abatement on Livernois Avenue.
43	E	16	b	4	Michelle Martinez	business owner	michellemart@gmail.com	Expansion of the DIFT will cause traffic disruptions and dramatic increases in truck traffic through residential neighborhoods endangering youth and families. Further there is no pedestrian or cyclist pathways ANYWHERE!	I Ped/Bike	The DIFT analysis indicates there will be a net increase of truck traffic in 2035 of 700 comparing the Preferred Alternative to the No Action alternative. The project also reroutes trucks away from a number of residential areas. Additionally, local road improvements are committed to in the Green Sheet. MDOT will coordinate with the community and the cities to identify non-motorized and pedestrian opportunities within the project area.
75	E	26	i	1	Alycia Meriweather	self	a.meriweather@comcast.net	[M]y understanding is that there will be an 800-foot viaduct to be shared between pedestrians and motor vehicles. This seems to be a fairly unsafe for pedestrians since it would leave a long distance between visibility.	I Ped/Bike	There are a 20-foot viaduct and a 100-foot viaduct today on Central, with no sidewalks across the terminal and numerous at-grade track crossings. Although previously stated that the underpass is estimated to be approximately 800 feet long, current preliminary designs show the total length of the underpass to be approximately 1300 feet long. The underpass will be ADA compliant with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit and designed to be safe.
96	L	2	i	13	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	Residents have also expressed concerns that the proposed tunnel under Central will not be pedestrian- and bike-friendly, or at 800 feet, secure.	I Ped/Bike	Although previously stated that the underpass is estimated to be approximately 800 feet long, current preliminary designs show the total length of the underpass to be approximately 1300 feet long. The underpass will be ADA compliant with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit and designed to be safe.
140	L	6	o	15	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Residents have also expressed concerns that the proposed tunnel under Central will not be pedestrian- and bike friendly. There is also concern of security . . . [t]hrough the lengthy tunnel.	I Ped/Bike	Although previously stated that the underpass is estimated to be approximately 800 feet long, current preliminary designs show the total length of the underpass to be approximately 1300 feet long. The underpass will be ADA compliant with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit and designed to be safe.
157	L	7	e	5	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The closure of Lonyo Avenue will also negatively impact pedestrian access to the southern portion of the district.	I Ped/Bike	The Central Avenue underpass will provide a continuous means of crossing the yard, without exposure to trains (both waiting for them to pass and avoiding conflicts).
268	L	18	gl	16	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	There will be a very negative impact on non-motorized transportation in the area bounded by Trenton, I-94 and Cabot, which includes Oliver Wendell Holmes Elementary School A pedestrian overpass should be constructed to connect this neighborhood . . . along Dix.	I Ped/Bike	As stated in the FEIS on page 7-67, field counts on Lonyo found pedestrians and bicyclists do not use Lonyo to cross the railroad tracks.
270	L	18	gl	18	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	In the February 25 meeting, an MDOT official stated the roadway [Central Avenue underpass] would have an 85 foot opening with four 11 foot lanes, two 5 foot bike lanes and two 5 foot sidewalks. . . . The sidewalk should be at least 8 feet and preferably 10 or more . . .	I Ped/Bike	The cross section as presented at the February 25, 2010 meeting with the city of Detroit is generalized for conceptual planning. It will be the subject of discussion between MDOT and the City during design and MDOT's Context Sensitive Solution process.
48	E	16	b	9	Michelle Martinez	business owner	michellemart@gmail.com	The FEIS states there will be no direct nor indirect effects of parkland, yet there are two Detroit Recreation Areas, and large community garden on Lonyo. These areas will be impacted with increase pollution burdens . . .	I Sec 4f	Air quality will improve due to regulatory actions, cleaner fuel and the like as explained in Section 4.8.2.1 of the FEIS. Pollutant burdens will be reduced, not increased with the DIFT project, as stated in FEIS Section 4.8.
97	L	2	i	14	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	emergency vehicles . . . [need] . . . to cross the DIFT project.	I Security	Emergency response vehicles are housed on both sides of the Livernois Junction Yard. The Central Avenue underpass will provide a secure crossing under the rail yards and eliminate crashes such as occurred in February 2010.
159	L	7	e	7	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	[T]he FEIS conspicuously omits any measures that will be taken to ensure adequate access to police protection and fire services when Central will be closed . . . for two years.	I Security	Lonyo will remain open while the Central underpass is constructed.
281	L	18	gl	30	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Does the current plan address security related issue, to include funding and financing, for the provision, sustainment, monitoring, and maintenance of security such as staffing (both private and private) and physical security equipment?	I Security	The railroads are responsible for security at the rail yard. See FEIS Section 4.19.
273	L	18	gl	21	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The City's and other taxing jurisdictions should be compensated, at least for the duration of the construction, for the \$11.3 million Net Present Value [of lost property and income tax revenues].	I Tax	As noted on FEIS page 7-72, the economic effects of the Preferred Alternative are documented in Section 4.5. The loss of property taxes is forecast to be more than offset by the positive economic effects of the Preferred Alternative. There is no provision in the law for compensating the city of Detroit for short-term lost tax revenues.
15	E	1	i	1	Jordan Twardy	self	jdwardy@umich.edu	I noticed on page 8 of the Air Quality Protocol Text, section 3.3 notes that "the project will route trucks to routes away from neighborhoods." I was wondering where I might find information.	I Traf	Truck volumes with and without the project are shown in FEIS Figure 1.3. The difference between the two is also shown so one can see the change on the residential streets - Central Avenue and Livernois Avenue/Dragon Street south of Vernor.
23	E	5	o	1	Jon Koller	Corktown Residents Council	jonkoller@gmail.com	Why leave any traffic on Livernois?	I Traf	Because there are two terminal gates north to I-94 served by Livernois Avenue.
24	E	5	o	2	Jon Koller	Corktown Residents Council	jonkoller@gmail.com	[W]ith a gate on Lonyo, what assurances does the community have that traffic will not be routed towards I-75.	I Traf	There will be no gate into the intermodal terminal on Lonyo.
31	E	7	i	1	Dean Sommer	self	dean@dsimmer.com	[T]here is a surplus of transportation trucks using residential streets.	I Traf	DIFT trucks are rerouted from residential areas. See FEIS Figure 1-3.
47	E	16	b	8	Michelle Martinez	business owner	michellemart@gmail.com	Livernois, Wyoming and Central will be virtually converted into a highway for increased truck traffic. Although they claim new interchanges will increase safety, there are no buffer zones for families that live at the immediate boundaries of the new throughways.	I Traf	DIFT truck traffic has been balanced between Wyoming and Livernois Avenues. Wyoming has no residential development except the Porath area south of Michigan Avenue. The city of Dearborn has been buying lots there over the years to convert the land use from residential. Truck traffic with the project is estimated to decrease by over 200 daily on Central north of Kronk where there is residential development (FEIS Figure 1-3).
94	L	2	i	11	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	MDOT also repeatedly claims that net truck volumes in the community will decrease when the preferred alternative is built . . .	I Traf	The FEIS states there will be a net increase of 700 trucks upon completion of the DIFT (FEIS page 1-16), however, a decrease in truck traffic is anticipated for a number of local streets with predominantly residential use.
121	L	4	b	12	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	It is estimated that under the DIFT plan, trucking activities in southeast Michigan would be consolidated to such an extent that the location of the DIFT would witness an estimated increase of local truck traffic from 2,000 to 16,000 trucks per day.	I Traf	The FEIS states there will be a net increase of 700 trucks upon completion of the DIFTs (FEIS page 1-16).
132	L	6	o	7	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	MDOT also repeatedly claims that net truck volumes in the community will decrease when the preferred alternative is built . . .	I Traf	The FEIS states there will be a net increase of 700 trucks upon completion of the DIFTs (FEIS page 1-16), however, a decrease in truck traffic is anticipated for a number of local streets with predominantly residential use.
133	L	6	o	8	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Although there may be a net reduction in trucks in the footprint of the yard, it is not valid to claim that there will be an overall reduction in truck volumes in the community . . . [because] . . . the FEIS also states that an attempt will be made to relocate these businesses in the . . . community and that the DIFT will generate additional business development . . . these statements contradict each other.	I Traf	The FEIS does not state that there will be an overall reduction in truck volumes in the community. The FEIS states there will be a net increase of 700 trucks upon completion of the DIFTs (FEIS page 1-16). It is likely business relocations would occur beyond the reach of the roadway air quality analysis network shown in Figure 4-11. Looking at a larger "community" would pull in I-94, the burden of which would obscure the relatively meager emissions produced on the network of roads in the community around the Livernois-Junction Yard.
145	L	6	o	20	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Although the project removes traffic from some residential areas, it redirects it to other residential areas. A comprehensive truck route study for the DIFT, other transportation projects, and local industrial truck traffic is required.	I Traf	The community sentiment was to reduce trucks south on Livernois/Dragon and on Central north of Kronk. The roads that can carry trucks are Wyoming and Livernois north of I-94. Truck traffic has been directed to those roads and not to other residential areas.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
239	L	10	gl	4	Marcell Todd	Detroit City Planning Commission	205 Coleman Young Municipal Center, Detroit, MI 48226	The Detroit City Planning Commission requests improved mitigation measures to ensure that trucks do not travel south on Livernois Avenue toward the I-75 Expressway.	I Traf	The Livernois Avenue entrance to the Livernois-Junction Yard will be designed to prevent truck movement to/from the south. The DRIC project will close the interchange of I-75 with Livernois/Dragoon. The Detroit Traffic Department has proposed making Livernois and Dragoon two-way streets south of Vernor, which would further discourage truck traffic.
244	L	13	gl	3	Barry Murray	Dearborn Economic and Community Development Department	13615 Michigan Ave., Suite 9, Dearborn, MI 48126	Concern has been expressed many times previously regarding additional truck traffic generated by the DIFT routed south on Wyoming through the Salinas neighborhood. . . . No additional truck traffic should be routed [there].	I Traf	The proposed DIFT project will be designed to minimize truck traffic through the Salinas neighborhood. There will be no negative impacts associated with the DIFT to the Salinas neighborhood.
281	L	18	gl	29	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	. . . considerable modifications and geometric improvements [will be needed] at many intersections to handle the discharge of truck traffic in the freeways via City's surface streets.	I Traf	The community sentiment was to reduce trucks south on Livernois/Dragoon and on Central north of Kronk. The roads that can carry the "discharge" of trucks are Wyoming and Livernois north of I-94. Truck traffic has been directed to those roads and not to residential areas. Other than the intersection of Central and Dix, which receives diverted traffic from the closed Lonyo, and which will be improved, there are no other intersections that will carry more traffic.
83	L	1	i	6	Eli Garza, PE	self	7107 Bingham, Dearborn, MI 48126	The plan does not clearly indicate the capacity of the proposed Central Ave. underpass at the railroad tracks. . . . Will Central Ave. be widened to accommodate the increased flow and will the proposed underpass be appropriately designed for the increased traffic?	I Traf Cen	The conceptual design for the Central underpass calls for at least two, and as many as four, traffic lanes, which will accommodate anticipated traffic.
165	L	7	e	13	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	It also does not take into account the congestion of trucks and automobiles on Central Avenue due to the closure of Lonyo Avenue.	I Traf Cen	The conceptual design for the Central underpass calls for at least two, and as many as four, traffic lanes, which will accommodate anticipated traffic.
280	L	18	gl	28	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Closing of Lonyo will generate increased traffic at Central/Dix . . .	I Traf Cen	The conceptual design for the Central underpass calls for at least two, and as many as four, traffic lanes, which will accommodate anticipated traffic. The intersection of Central Avenue with Dix will be improved by the project, with increased capacity.
78	L	1	i	1	Eli Garza, PE	self	7107 Bingham, Dearborn, MI 48126	The report did not indicate if there will be an adequate acceleration lane at the westbound I-94 entrance ramp from Livernois Ave. The current acceleration lane is inadequate. . . . My concern is that due to the increased truck traffic there will be congestion and safety problems at the westbound I-94 . . . entrance ramp.	I Traf I-94	The sharp reverse curve in the existing ramp will be eliminated. The conceptual design for the westbound I-94 entrance ramp from Livernois Avenue shows it to be 800 feet long. It will be designed to meet current MDOT standards. This will improve operations and safety by minimizing speed differentials within the freeway section on the mainline.
79	L	1	i	2	Eli Garza, PE	self	7107 Bingham, Dearborn, MI 48126	Will the Cecil Ave. exit be closed or modified to allow for an adequate acceleration on westbound I-94?	I Traf I-94	The Cecil Avenue exit will remain substantially as it is.
80	L	1	i	3	Eli Garza, PE	self	7107 Bingham, Dearborn, MI 48126	Will there be an adequate deceleration lane from westbound I-94 to Livernois Ave. Will the current railroad bridge . . . be demolished . . .	I Traf I-94	Conceptual design shows the deceleration lane from westbound I-94 to Livernois Avenue to be approximately 600 feet long. The off-ramp will be designed to meet current MDOT standards. The existing railroad bridge is a constraint which will be avoided and is expected to remain in place.
81	L	1	i	4	Eli Garza, PE	self	7107 Bingham, Dearborn, MI 48126	Will the traffic signals at both ends of the Livernois Ave. bridge over I-94 be appropriately timed, synchronized and maintained by MDOT . . .	I Traf I-94	Determinations of proper phasing, timing and offsets related to the traffic signals at the ramp termini will occur following the signing of the Record of Decision.
82	L	1	i	5	Eli Garza, PE	self	7107 Bingham, Dearborn, MI 48126	Even though the response listed on page 7-70 implies that Livernois Ave. will not be under state jurisdiction, I recommend that this be reconsidered especially since Livernois will be the primary route to the DIFT entrance located south of John Kronk. The increased truck traffic will affect the pavement surface and properly maintained and reliable public lighting will be especially vital for public safety.	I Traf I-94	Livernois Avenue is part of the National Highway System and, so, is eligible for federal funds. It was repaved in 2004 by the city of Detroit. Enhancements to the corridor have been included in the cost of the project. The type of enhancements will be determined with input from the project stakeholders including the cities of Dearborn and Detroit.
275	L	18	gl	23	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Livernois Avenue between I-94 and the DIFT access should be evaluated and if required to be upgraded to carry the additional truck traffic.	I Traf I-94	Livernois Avenue is part of the National Highway System and, so, is eligible for federal funds. It was repaved in 2004 by the city of Detroit. Enhancements to the corridor have been included in the cost of the project. The type of enhancements will be determined with input from the project stakeholders including the cities of Dearborn and Detroit.
138	L	6	o	13	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	There is also no discussion of how to address the trucks from industries on Dix Avenue that would be forced to use Central Avenue to connect to the I-94 interchange.	I Traf Lonyo	Some trucks serving industry that operate might divert from Lonyo to Central Avenue for certain northern origins/destinations. But, the analysis indicates there will be fewer trucks on Central in the future than there are today.
154	L	7	e	2	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The closing of Lonyo will cause industry on Dix Avenue to use Central Avenue as primary access to the interchanges.	I Traf Lonyo	Some trucks serving industry that operate might divert from Lonyo to Central Avenue for certain northern origins/destinations. But, the analysis indicates there will be fewer trucks on Central in the future than there are today.
236	L	10	gl	1	Marcell Todd	Detroit City Planning Commission	202 Coleman Young Municipal Center, Detroit, MI 48226	The Detroit City Planning Commission is opposed to the closing of Lonyo Avenue. . . . There is a large industrial use (a scrap yard) at Lonyo and Dix Avenues which generates a significant amount of truck traffic; trucks for this facility would no longer be able to travel north on Lonyo Avenue . . . and would be forced to use other area streets.	I Traf Lonyo	Some trucks operating to/from the scrap yard on Lonyo, south of the Livernois-Junction Yard, might divert from Lonyo to Central Avenue. But, the analysis indicates there will be fewer trucks on Central in the future than there are today.
153	L	7	e	1	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	Wyoming at Michigan is forecast to be over capacity. . . . The FEIS states this can be corrected by adding left-turn signal phases and realigning this intersection. I strongly disagree.	I Traf Wyom	The analysis for the DIFT found it would operate near capacity but adequately with signal timing adjustments. MDOT will monitor the intersection as it does all its state trunkline roads to determine whether additional changes are needed.
169	L	7	e	17	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The FEIS states that the wall would shield the view of the terminal, providing a more visually pleasing setting. However, the FEIS fails to address the fact that the yard currently allows excessive stacking of rail containers, sometimes exceeding seven or more.	I Vis	Safety and equipment dictate containers cannot be stacked more than four high. Stacking even three high reduces efficiency, contrary to the purpose of the project. Stack height is a local issue to be controlled by ordinance.
261	L	18	gl	9	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The concern for this project is the runoff that would be generated during construction. Detroit Water and Sewerage Department (DWSD) must be consulted.	I WQ	Control of water quality during construction is addressed in FEIS Section 5.3. MDOT will coordinate with DWSD.
16	E	1	i	2	Jordan Twardy	self	jdwardy@umich.edu	[Where would I find] details on other measures the DIFT team plans to implement to ensure that the residents around the area are not dealt the full blow of pollution.	M AQ	This information can be found in FEIS Section 4.8 and the Green Sheet.
17	E	1	i	3	Jordan Twardy	self	jdwardy@umich.edu	[Where would I find] actual levels of air and noise pollution that these residents can actually expect.	M AQ	Road links pollutant burdens are in FEIS Table 4-29. Noise is discussed in Section 4.9.
123	L	5	o	2	Kenneth Westlake	US EPA	Region 5, 77 West Jackson Blvd, Chicago, IL 60604-3590	We are pleased that . . . FHWA adopted . . . [a] reconfiguration of traffic flow . . . [and] willingness to develop an operational agreement with contractors to reduce air pollution during construction [and] work with the Southeast Michigan Council of Governments, the Michigan Department of Environmental Quality, and the private sector to develop a PM2.5 emissions reduction action plan. However, none of the operational mitigation measures that EPA recommended in our DEIS comments were addressed . . .	M AQ	Referring to the EPA letter on FEIS page A-5, each listed point is addressed: Corridors - Truck traffic has been routed away from residential areas. Anti-idling - Trucks dropping/picking up containers do not dwell in the terminal; locomotives do not wait for new intermodal trains to be made up after dropping an intermodal load - they are put in service elsewhere. NS, CSX, and CP all have anti-idling policies. Auxiliary power units for trains - Railroads are introducing these units for fuel savings merit. On-road fuels for equipment - Ultra-low sulfur diesel applies to nonroad vehicles effective June 2010 and locomotives June 2012; so, on road fuels will be used. Retrofit technology - Over the ten-year implementation period, new equipment will be introduced. Hybrid locomotives - Intermodal trains use long-haul locomotives, not switch locomotives. Construction emissions plan - MDOT will work with contractors as, noted on the Green Sheet

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226	L	8	o	53	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT cites that because conformity has been shown . . . There is no need for project-related air quality monitoring. This statement is in error for several reasons . . . The air quality analysis for PM10 and PM2.5 is flawed . . . Air quality monitoring is critical tool for triggering implementation . . . measures . . . [and] we note an inconsistency between Section 5.12 . . . and the Green Sheet . . . The former contains the "may" . . . while the latter says "shall."	MAQ	Southeast Michigan has the greatest concentration of air quality monitors in the state. Both FEIS Section 5.12 and the Green Sheet say "may."
245	L	13	gl	4	Barry Murray	Dearborn Economic and Community Development Department	13615 Michigan Ave., Suite 9, Dearborn, MI 48126	Air quality continues to be a major consideration in Dearborn's South End area. . . . Dearborn will take an active role in assuring air quality is not worsened by the DIFT project and expects MDOT, MDNRE and SEMCOG to be our partners in assuring compliance related to this issue.	MAQ	Comment acknowledged.
253	L	18	gl	1	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	In review of Appendix E [of the FEIS] . . . The following statements were presented, "This FEIS will document pertinent air quality reports . . .", "more complete information on 2015 conditions will be provided in the FEIS . . .", "A qualitative assessment of air quality effects of construction will be added . . .", and "This FEIS will include measures to mitigate on terminal pollution. . .". In most cases these areas appear to be glanced over without quantitative analyses and or assessments.	MAQ	The FEIS did: cite the noted air quality reports; add information about particulates and air toxics for 2015; analyze construction effects in terms of general conformity; and, outlined measures in Section 5 and in the Green Sheet related to air pollution mitigation.
256	L	18	gl	4	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The City of Detroit . . . DEA is currently working with other city agencies to finalize the Anti-Idling Ordinance, and review of the proposed Diesel Emission Reduction Ordinance. We believe it is imperative to communicate these efforts with the primary agency responsible for oversight of the DIFT activities . . .	MAQ	The Green Sheet notes MDOT's ongoing efforts with SEMCOG, MDNRE and others, and MDOT will continue to coordinate with the city of Detroit as well. The City's Department of Environmental Analysis has attended MDOT sponsored meetings. Construction oversight involves the builders (MDOT and the railroads) and the regulators (MDNRE and the local jurisdictions).
27	E	5	o	5	Jon Koller	Corktown Residents Council	jonkoller@gmail.com	Why would you use construction (that's a short term thing) equipment to perform the long term task of lifts?	MAQ Cons	Construction equipment will not be used for lifts. The railroads use specialized front loaders or overhead cranes.
89	L	2	i	6	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	Commitments to reducing air emissions during construction and during the on-going operation of the yard are vague and do not quantify any specific improvements.	MAQ Cons	The effects of controls on construction will vary over the extended life of the construction period and, so, are difficult to quantify because equipment will be continuously getting cleaner. Operations improvements are shown in FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34.
125	L	5	o	4	Kenneth Westlake	US EPA	Region 5, 77 West Jackson Blvd, Chicago, IL 60604-3590	We recommend [for PM2.5] construction: use particle traps and other technical or operation methods; ensure diesel-powered equipment is properly tuned and maintained, and shut off when not in direct use; prohibit engine tampering to increase horsepower; locate diesel equipment as far as possible from residential areas and sensitive receptors; require low sulfur diesel fuel if available; reduce construction-related trips; lease or buy newer, cleaner equipment at the Tier 2 level or higher, using a minimum of 75 percent of the equipment's total horsepower; use alternative fueled engines, if feasible; use construction equipment retrofitted with diesel oxidation catalysts or diesel particulate filters from the EPA or California Air Research Board Verified List; install retrofit emission control devices on all non-road equipment with higher than EPA's Tier 2 Standards.	MAQ Cons	As stated in the Green Sheet, MDOT will work with contractors on an operational agreement to control air pollution during construction. A construction emissions plan may include actions such as: retrofitting off-road construction equipment; limiting the age of off-road vehicles used in construction projects; minimizing engine operations; restricting construction activities around certain more-sensitive receptors, like Southwestern High School; using diesel particulate traps and oxidation catalysts; and, using existing power sources or clean fuel generators, rather than temporary power generators. The Contractor will institute fugitive dust control plans per MDOT 2003 Standard Construction Specifications under Section 107.15A and 107.19.
130	L	6	o	5	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Commitments to reducing air emissions during construction and during the on-going operation of the yard are vague and do not quantify any specific improvements.	MAQ Cons	The effects of controls on construction will vary over the extended life of the construction period and, so, are difficult to quantify because equipment will be continuously getting cleaner. Operations improvements are shown in FEIS Tables 4-26a, 4-26b, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, and 4-34.
222	L	8	o	49	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The Final EIS Must Include Specific Mitigation for Increases In Harmful Pollutants like Air Toxics and Diesel Particulate Matter, as Well as For Improving Air Quality in the Project Area Overall.	MAQ Mit	Mitigation is not required as the project has been found to conform to the Clean Air Act and the analyses called for by the Interim Guidance on Air Toxics in NEPA Documents (FHWA, February 3, 2006) and "Final Rule for PM2.5 and PM10 Hot-spot Analyses in Project-Level Transportation Conformity Determinations" (March 10, 2006 Federal Register), respectively. Voluntary measures are included in the Green Sheet.
223	L	8	o	50	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The Final EIS does not even purport to include mitigation measures for the negative air quality impacts from operation of DIFT . . . This paragraph [Green Sheet Community Enhancement section g. Air Quality] is utterly inadequate to meet NEPA's mitigation requirements. . . It lists only goals . . . does not include the conservation potential . . . is to be entirely in the future through an undefined process . . .	MAQ Mit	Mitigation is not required as the project has been found to conform to the Clean Air Act and the analyses called for by the Interim Guidance on Air Toxics in NEPA Documents (FHWA, February 3, 2006) and "Final Rule for PM2.5 and PM10 Hot-spot Analyses in Project-Level Transportation Conformity Determinations" (March 10, 2006 Federal Register), respectively. Voluntary measures are included in the Green Sheet.
62	E	21	i	4	Sandra Grinnell	self	sandramartinezeyes@hotmail.com	Since viable solutions exist by upgrading locomotive engines, using alternate fuels, and filtering diesel trucks, we believe that all available means must be pursued to decrease emissions and that these should be guaranteed for the community.	MAQ Ops	FEIS page 4-136 states "the railroads are committed to reducing emissions in yard operations. See the Green Sheet at the end of Section 5."
90	L	2	i	7	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	[R]ailroads will be encouraged to implement several air emission reductions . . . But these actions are not documented in the pre-development plan agreements.	MAQ Ops	The railroads will be encouraged to implement several reduction measures. However, these measures are voluntary by the railroads and can be found in Section 4.8.7.5 of the FEIS.
124	L	5	o	3	Kenneth Westlake	US EPA	Region 5, 77 West Jackson Blvd, Chicago, IL 60604-3590	We recommend [for PM2.5] terminal operations: anti-idling and efficient movement of truck and locomotive; auxiliary power units for trains; on-road fuels for yard equipment; retrofit and control technology for yard equipment; hybrid utility locomotive engines for yard movement . . .	MAQ Ops	Anti-idling - Trucks dropping/picking up containers do not dwell in the terminal; locomotives do not wait for new intermodal trains to be made up after dropping an intermodal load - they are put in service elsewhere. NS, CSX, and CP all have anti-idling policies. Auxiliary power units for trains - Railroads are introducing these units for fuel savings merit. On-road fuels for equipment - Ultra-low sulfur diesel applies to nonroad vehicles effective June 2010 and locomotives June 2012; so, on road fuels will be used. Retrofit technology - Over the ten-year implementation period, new equipment will be introduced in the yard. Hybrid locomotives - Intermodal trains use long-haul locomotives, not switch locomotives.
131	L	6	o	6	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	[R]ailroads will be encouraged to implement several air emission reductions . . . [b]ut these actions are not documented in the pre-development plan agreements.	MAQ Ops	The railroads will be encouraged to implement several reduction measures. However, these measures are voluntary by the railroads and can be found in Section 4.8.7.5 of the FEIS.
147	L	6	o	22	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	[R]ailroads will be encouraged to implement several air emission reductions. . . [T]hese activities should be required in the project development agreements with each railroad.	MAQ Ops	Comment acknowledged. The railroads will be encouraged to implement several reduction measures. However, these measures are voluntary by the railroads and can be found in Section 4.8.7.5 of the FEIS.
167	L	7	e	15	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	[R]ailroads will be encouraged to implement several air emission reductions related to locomotives and equipment on site, but these actions are not documented in the pre-development plan agreements.	MAQ Ops	The railroads will be encouraged to implement several reduction measures. However, these measures are voluntary by the railroads and can be found in Section 4.8.7.5 of the FEIS.
224	L	8	o	51	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	We note that the Final EIS does not even contain the anticipated mitigation measures described in the March 2005 Air Quality Impact Analysis Technical Report. This report lists specific measures . . . Then states "[i]t is anticipated that the Final EIS will contain agreements that mandate specific air quality mitigation measures, which will be defined as the project advance" We were not able to identify any such agreements in the Final EIS or explanation for why none were included.	MAQ Ops	The air quality analyses that were conducted following the DEIS involved new procedures to respond to changing EPA regulations. Those analyses indicate no negative impacts that require mitigation measures.

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225	L	8	o	52	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT appears to think that the Final EIS goes further than it actually does, as the agency claims in the Response to Comments that "[a]ll vehicles will be subject to idle controls while at the terminal." Such idle controls are not included in the Green Sheet, nor are there any commitments to enforce idling controls elsewhere in the Final EIS.	M AQ Ops	Equipment will be subject to idle controls through the published policies of the railroads.
6	R	1	gl	6	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	Add language committing to the use of "green and sustainable" building techniques for the construction and future operation of the new DIFT yard . . .	M Cons	MDOT will encourage the use of green and sustainable building techniques.
146	L	6	o	21	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	We believe that it is important for the infrastructure improvements such as buffering, paving the yard, repairing viaducts and air quality mitigations, be put in place during the initial phase of implementation.	M Cons	Details of implementation await signed Project Agreements with the railroads.
257	L	18	gl	5	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Mitigation measures [for EJ] cannot be comprised of aesthetic measures such as landscaping, security walls, and road improvements.	M EJ	Mitigation and enhancements are listed in the Green Sheet located in Appendix A of the ROD and include relocation assistance, provisions for pedestrian and non-motorized transportation, air quality improvements, economic development, and job training.
29	E	6	i	1	Hannah Lewis	self	aitchemel@gmail.com	I didn't see anything in the Environmental Impact Study about transportation connections for people in the city.	M Enhance	The buffer on the north side of the terminal will offer sidewalks. The Central Avenue underpass will include a maximum of four lanes of traffic, bike lanes and ADA compliant sidewalks. It will be well lit and designed to be safe.
51	E	16	b	12	Michelle Martinez	business owner	michellemart@gmail.com	The community is vehemently opposed to any new industrial transportation projects until at least the Detroit Master Plan is completed and passed that requires new projects to create legally binding mitigation efforts that will significantly reduce harm to the health and welfare of neighborhood residents.	M Enhance	Comment acknowledged. It is unclear how the Detroit Master Plan requires new projects to include legally binding mitigation.
73	E	24	i	7	Ricio Valerio-Gonzalez	self	valerio.ricio@gmail.com	The community is vehemently opposed to any new industrial transportation projects until at least the Detroit Master Plan is completed and passed that requires new projects to create legally binding mitigation efforts that will significantly reduce harm to the health and welfare of neighborhood residents.	M Enhance	Comment acknowledged. It is unclear how the Detroit Master Plan requires new projects to include legally binding mitigation.
95	L	2	i	12	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	MDOT needs to commit to improvements on these areas of road [I-94 to Yard] to minimize impacts of additional trucks, improve appearance and increase pedestrian safety.	M Enhance	Enhancements to the local roads have been included in the cost of the project. The type of mitigations and enhancements need to be determined with input from the project stakeholders, including the cities of Detroit and Dearborn.
98	L	2	i	15	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	The FEIS states that the City of Detroit will be responsible for maintaining the green buffer. . . . Given the condition of the City of Detroit's budget situation, it seems . . . [t]he railroads or MDOT should assume this responsibility . . .	M Enhance	MDOT will own new right of way where the green buffers are located around the terminal. Maintenance of land, such as buffers, has not yet been determined.
99	L	2	i	16	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	[T]here are plans for several viaducts to be improved with funds from this project but the City will be expected to maintain the viaducts. The railroads are benefiting financially from this project and it seems they should be responsible for this maintenance function.	M Enhance	The only viaduct/underpass that will be improved as part of this project is Central Avenue. The responsibility for maintenance of the Central Avenue underpass has not been determined.
99	L	2	i	16	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	[T]here are plans for several viaducts to be improved with funds from this project but the City will be expected to maintain the viaducts. The railroads are benefiting financially from this project and it seems they should be responsible for this maintenance function.	M Enhance	The only viaduct/underpass that will be improved as part of this project is Central Avenue. The responsibility for maintenance of the Central Avenue underpass has not been determined.
100	L	2	i	17	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	[T]he best mechanism to ensure that commitments for community enhancements and other mitigation s are guaranteed would be through a legally-enforceable Community Benefits Agreement.	M Enhance	The FEIS represents the legal obligation to the community.
101	L	2	i	18	Victor Abila	self	276 W. Grand Blvd., Detroit, MI 48216	I would recommend that a mechanism be established to charge a small fee for each lift . . .	M Enhance	MDOT is not responsible for establishing lift fees.
148	L	6	o	23	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	The FEIS states that the city of Detroit will be responsible for maintaining the green buffer that MDOT plans to construct around the yard. (FEIS 7-74) It seems as though the railroads or MDOT should assume that responsibility.	M Enhance	MDOT will own new right of way where the green buffers are located around the terminal. Maintenance of land, such as buffers, has not yet been determined.
149	L	6	o	24	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	The railroads are benefiting financially from this project and they should be responsible for this [viaducts] maintenance . . .	M Enhance	The buffer on the north side of the terminal will offer sidewalks. The Central Avenue underpass will include a maximum of four lanes of traffic, bike lanes and ADA compliant sidewalks. It will be well lit and designed to be safe. Maintenance of the viaducts is the responsibility of local government and/or railroads.
150	L	6	o	25	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	[T]he best mechanism to ensure that commitments for community enhancements and other mitigations are guaranteed would be through a legally-enforceable Community Benefits Agreement.	M Enhance	The FEIS represents the legal obligation to the community.
151	L	6	o	26	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	We recommend that a mechanism be established to charge a small fee for each lift . . .	M Enhance	MDOT is not responsible for establishing lift fees.
168	L	7	e	16	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The FEIS does not adequately address the fact that the City of Detroit lacks the resources to regulate this [railroad intermodal] industry.	M Enhance	Railroad regulation is not part of the FEIS.
170	L	7	e	18	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	FEIS does not address which party will be responsible for maintaining the condition of the wall . . . it seems possible this burden would fall upon the City of Detroit.	M Enhance	Security walls will be maintained either by the railroads or MDOT. Details will be defined in Project Agreements with the railroads.
171	L	7	e	19	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The railroads are benefiting financially from this project and it seems they should be required to handle this [buffer/viaduct] maintenance function.	M Enhance	Maintenance of the viaducts is the responsibility of local government and/or railroads.
247	L	14	gl	2	Chief Ronald Haddad	Dearborn Police	16100 Michigan Avenue, Dearborn, Michigan 48126	The project mitigation summary states . . . MDOT and the City of Detroit will coordinate \$11 million for local road improvements, again no mention of . . . Dearborn. . . . Extensive reconstruction of [Wyoming] has to be considered in this area.	M Enhance	In the vicinity of the DIFT project area, adjacent local roads will be evaluated to determine what improvements are needed to the roadways - including paving, sidewalks, streetscaping, and lighting. MDOT will coordinate with the cities of Detroit and Dearborn to determine the scope of work, cost (not to exceed \$11 million), and schedule for the local road improvements.
251	L	17	o	1	Dennis Nordmoe	Urban Neighborhood Initiatives	8300 Longworth, Detroit, MI 48209	The entire extent of Livernois St. from the DIFT exit just north of W. Vernor Hwy. all the way to an expanded I-94 interchange will be heavily impacted by the increased truck traffic generated by the DIFT . . . There is nothing in the plan to counterbalance either safety or quality of life impacts. . . . The absence of safety improvements to pedestrian crossings is particularly grievous given the extreme width of the street, the intensity and speed of traffic, and the extent of attractions to children and families in the area that are inducements to cross Livernois - the Boys and Girls Club, Voyageur Academy (undergoing expansion), Hope of Detroit Academy, the Firefighters Museum (under development) and the Southwest Solutions Counseling Center/Covenant Community Care Clinic (under development).	M Enhance	Enhancements to the Livernois corridor have been included in the cost of the project. The type of enhancements need to be determined with input from the project stakeholders, including the cities of Dearborn and Detroit.
252	L	17	o	2	Dennis Nordmoe	Urban Neighborhood Initiatives	8300 Longworth, Detroit, MI 48209	[Recommendations are] green improvements and tree planting at the Livernois boundary of the DIFT . . . The wall along Livernois should be accompanied with an intensive planting of ivy . . . the entire truck route . . . should have intensive tree plantings . . . pedestrian accommodations . . . at key intersections . . . countdown signals, pedestrian refuge islands and curb bump-outs.	M Enhance	Enhancements to the Livernois corridor have been included in the cost of the project. The type of enhancements need to be determined with input from the project stakeholders, including the cities of Dearborn and Detroit.
267	L	18	gl	15	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Lift fees should be considered as a reinvestment fund for community enhancements projects.	M Enhance	MDOT is not responsible for establishing lift fees.

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277	L	18	gl	25	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	All impacted local streets should be upgraded at project cost to handle the additional traffic generated by [the] DIFT. The capping of \$11 million funds for the local road improvement is not acceptable. City's acceptance should be contingent upon procuring 100% funding from the project cost/no cost to the city for the roadway infrastructure improvements.	M Enhance	There are no impacted local roads other than the perimeter road to be built as a replacement for Kronk, and Central Avenue, which is being rebuilt including the intersections at the north and south ends of the viaduct. Wyoming and Livernois avenues are arterials that already carry heavy truck volumes.
278	L	18	gl	26	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Further joint review by the City and the State would be required for the upgrade of the local streets during design phase of the project.	M Enhance	Enhancements to the local roads have been included in the cost of the project. The type of mitigations and enhancements need to be determined with input from the project stakeholders, including the cities of Detroit and Dearborn.
279	L	18	gl	27	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	A maintenance agreement acceptable to the City should be in place for the up-keeping of the proposed landscaping buffer along the north perimeter of the DIFT, the City would not be responsible for the maintenance.	M Enhance	MDOT will own new right of way where the green buffers are located around the terminal. Maintenance of land, such as buffers, has not yet been determined.
77	E	27	gf	1	Brian Sullivan	U.S. Department of Agriculture, Animal and Plant Health Inspection Service	Brian.Sullivan@aphis.usda.gov	Please contact [me]. [The DIFT Study] mentioned the exotic snail Xerolenta obvia. I am the project coordinator for this eradication program and it is my agency that regulates these invasive exotic pests.	M Gen	MDOT consulted with Brian Sullivan of the U.S. Department of Agriculture, who stated that paving the yard will help with the snail eradication effort by eliminating habitat. Appropriate information is included in the Green Sheet.
5	R	1	gl	5	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	More substantive language for commitments from MDOT and the railroads . . . to place area . . . residents in any newly created jobs for construction . . . and future operations[s] . . .	M Jobs	MDOT is coordinating with the city of Detroit Workforce Development Agency, and others, to explore job training opportunities, English as a Second Language (ESL) and other training options in the project areas (Green Sheet). Committing that certain groups will get jobs is not allowed.
14	R	1/2	gl	6	Marcell Todd	City Planning Commission	CPC, 202 Coleman Young Center, Detroit, MI 48226	More substantive language for commitments from MDOT and the railroads that a percentage of jobs created at the terminal, as well as terminal construction, go to qualified southwest Detroit and southeast Dearborn residents.	M Jobs	MDOT is coordinating with the city of Detroit Workforce Development Agency, and others, to explore job training opportunities, English as a Second Language (ESL) and other training options in the project areas (Green Sheet). Committing that certain groups will get jobs is not allowed.
65	E	22	i	2	Espino Angelita	self	lashermanas@sbcglobal.net	How many neighborhood people are going to get jobs once this is constructed? Not construction jobs, but people employed at the terminal?	M Jobs	That statistic is not known. What is known is that 1,542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS Section 4.5).
263	L	18	gl	11	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What sources were used to generate these [job] figures?	M Jobs	The relocated jobs data were based on interviews with the businesses to be potentially relocated.
264	L	18	gl	12	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Of the 2,360 new jobs created in the Detroit area, how many will be preserved for the host community residents?	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5). When MDOT contracts for work, it must follow state and federal contracting regulations, which prohibit choosing companies based on the location of the company or the race, national origin, gender, or religion (or other protected class) of the owner of the company. However, MDOT is committed to creating opportunities for minority and women-owned businesses and local companies that might otherwise have a difficult time entering the road-building marketplace. Consistent with federal guidelines, MDOT does set goals for participation of such companies on projects. For further information on MDOT's Disadvantaged Business Enterprise (DBE) Programs, contact MDOT Office of Business Development at 248-967-0570.
265	L	18	gl	13	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Which agency will oversee the [job] application process?	M Jobs	Individual employers will be responsible for overseeing the application and hiring process for the work involved with the DIFT. However, MDOT is committed to creating opportunities for minority and women-owned business and local companies that might otherwise have a difficult time entering the road-building marketplace. Consistent with federal guidelines, MDOT does set goals for participation of such companies on projects. For further information on MDOT's Disadvantaged Business Enterprise (DBE) Programs, contact MDOT Office of Business Development at 248-967-0570.
266	L	18	gl	14	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What assurances are in place for those residents to receive the required training and preference in employment?	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5).
269	L	18	gl	17	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The primary benefit of the DIFT project for the host community is employment and it should come from the immediate area if possible.	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5). Individual employers will be responsible for overseeing the application and hiring process for the work involved with the DIFT. However, MDOT is committed to creating opportunities for minority and women-owned business and local companies that might otherwise have a difficult time entering the road-building marketplace. Consistent with federal guidelines, MDOT does set goals for participation of such companies on projects. For further information on MDOT's Disadvantaged Business Enterprise (DBE) Programs, contact MDOT Office of Business Development at 248-967-0570.
272	L	18	gl	20	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Every tool and incentive should be employed to make sure that jobs go to city residents, especially the direct jobs associated with the construction.	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5).
92	L	2	i	9	Victor Abl	self	276 W. Grand Blvd., Detroit, MI 48216	It is important that mitigation for both train and other vibrations be put in place for the [Beard] school.	M Noise	The vibration analysis at the Beard School yard concluded the train vibration may be slightly perceptible at times to some students in the school building, but is unlikely to generate any adverse effects.
135	L	6	o	10	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	It is important that mitigation for both train and other vibrations be put in place for the [Beard] school.	M Noise	The vibration analysis at the Beard School yard concluded the train vibration may be slightly perceptible at times to some students in the school building, but is unlikely to generate any adverse effects.
230	L	8	o	57	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	While the Final EIS recognizes that noise impacts will occur at several sensitive receptors, it only considers and requires a single mitigation measure while ignoring other available means for reducing noise impact. . . MDOT also appears to put sole responsibility for increased container handling noise on Detroit and Dearborn.	M Noise	Noise impacts attributed to the DIFT project activities are appropriately mitigated by the use of security walls.
231	L	8	o	58	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Residents have repeatedly complained about the noise being generated by these lifts at the current rates of operation at the facility.	M Noise	Walls will prevent any increase in perceivable noise.

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232	L	8	o	59	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT must work with the cities to determine whether existing ordinances sufficiently limit so-called "impulse noise" and whether adequate means for enforcing the ordinance exist. If the ordinance is insufficient or the cities lack the means for enforcing it, MDOT should include additional mitigation measure to address impulse noise. . . . these may include noise monitoring.	M Noise	Impulse noise, such as container handling, is controlled by local noise ordinances, in this case the cities of Detroit and Dearborn. The entire Livernois-Junction Yard will be buffered from non-industrial uses so that the noise in the loudest hour does not exceed the established criterion of 67 dBA at sensitive receptors, such as homes. Control of "impulse noise" is the responsibility of local governments. Noise monitoring is not needed.
234	L	8	o	61	Meleah Geertsman	Environmental Law and Policy Center, et al.	100 East Wacker Drive, Suite 1300, Chicago, IL 60601	Disturbingly, the Preferred Alternative will result in a 66 percent increase in the number of trains passing by the Beard School - 10 additional trains on top of the current 15 trains. The cumulative impact analysis nowhere discusses the implications of this huge increase in vibrations at the school.	M Noise	The vibration analysis at the Beard School yard concluded the train vibration may be slightly perceptible at times to some students in the school building, but is unlikely to generate any adverse effects.
258	L	18	gl	6	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	While noise abatement walls are anticipated, buffer zones within those areas that exceed the FHWA Noise Abatement Criteria should be expanded.	M Noise	The walls will be designed so that FHWA Noise Abatement Criteria are not exceeded. There is no justification for buffering in addition to the walls. However, buffering is being provided along the north side of the project as depicted in FEIS Figure 1-1b.
259	L	18	gl	7	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Hours of operation should be limited in order to not adversely impact those residents that remain in the vicinity.	M Noise	Impulse noise, such as container handling, is controlled by local noise ordinances, in this case the cities of Detroit and Dearborn. The entire Livernois-Junction Yard will be buffered from non-industrial uses so that the noise in the loudest hour does not exceed the established criterion of 67 dBA at sensitive receptors, such as homes. Control of "impulse noise" is the responsibility of local governments. Noise monitoring is not needed.
260	L	18	gl	8	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Basement survey[s] will be conducted in the design phase of the project. At this point, information highlighting what protocols will be used . . . Should be identified. Lastly, considering the age and design of many of the structures within the area, survey activities should not be limited to the basements only.	M Noise	As noted on FEIS page 7-80, MDOT offers basement surveys to document the existing condition of a structure prior to construction when areas of potential vibration are known. MDOT will fix damage, when and where it is properly documented. A basement survey involves taking pictures of conditions before and after construction and recording vibration levels. Continuous monitoring is performed when certain construction activities known to cause vibrations are conducted.
1	R	1	gl	1	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	Properly note the Detroit Zoning Ordinance, Master Plan, and local permit requirements . . . for the project to move forward . . .	M Permits	The project will comply with all zoning, master plan and permit requirements.
9	R	1/2	gl	1	Marcell Todd	City Planning Commission	CPC, 202 Coleman Young Center, Detroit, MI 48226	The FEIS reports that the proposed expansion would take place on industrial land, but ten acres . . . of the 169 acres are residential and would need to be rezoned . . . [the State] would need to apply for a conditional land grant on any land zoned M4 and would need to rezone any land zoned R2 or M3 . . .	M Permits	The project will comply with all zoning, master plan and permit requirements.
10	R	1/2	gl	2	Marcell Todd	City Planning Commission	CPC, 202 Coleman Young Center, Detroit, MI 48226	It is CPC staff's interpretation that intermodal freight terminals are considered "industrial" rather than light industrial uses, therefore, it is CPC staff's conclusion that the Preferred Alternative is not completely consistent with the maps of the Detroit Master Plan of Policies [adopted July 2009].	M Permits	The project will comply with all zoning, master plan and permit requirements.
141	L	6	o	16	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	It is important for MDOT to work closely with the City of Detroit to support efforts to separate residential and trucking/commercial land uses through proactive zoning . . .	M Permits	MDOT will work closely with the city of Detroit to support efforts to separate residential and trucking/commercial land uses.
162	L	7	e	10	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The Detroit Master Plan of Policies may have changed since 2004 and City Council recently established a Southwest Detroit Taskforce to reform the zoning provisions near the yard. FEIS needs to reflect the impact it will have on land use in the area.	M Permits	Zoning provisions, yet to be developed, will be addressed as the project is implemented.
229	L	8	o	55	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The Final EIS continues to suffer from a lack of detail and contradictory statements about the impact that the DIFT would have on water quality.	M Permits	The detail provided on water quality issues in Section 5.8 is an appropriate level of detail for the FEIS.
281	L	18	gl	33	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Depending on the Zoning Classifications(s) and the proposed Land Use(s), it is quite possible that Neighborhood Petitions, Site Plan Reviews, Special Land Use Hearing, and/or request to change Zoning Classification(s) may be required. These procedures require application and payment of fee, some require advance public mailing, and all of them take time.	M Permits	The project will comply with all zoning, master plan and permit requirements.
3	R	1	gl	3	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	More substantive mitigation measures to provide . . . for persons forced to relocate . . . including soliciting help from area nonprofit housing providers.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws.
4	R	1	gl	4	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	More substantive mitigation measures to encourage manufacturing and retail businesses being relocated to remain in the area, but that any intensive auto, truck, and scrap businesses, be relocated away from residential areas.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance. The cities of Detroit and Dearborn are responsible for zoning and compatible uses. MDOT will participate with other stakeholders in funding a study of economic development opportunities that will support small business development in the DIFT study area. MDOT will continue to coordinate with the Michigan Economic Development Corporation, the Detroit Economic Growth Corporation, the Dearborn Department of Economic Development, various public-private partnerships and the local community.
12	R	1/2	gl	4	Marcell Todd	City Planning Commission	CPC, 202 Coleman Young Center, Detroit, MI 48226	Mitigation measures to provide . . . for persons forced to relocate . . . including soliciting help from area nonprofit housing providers.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws.
13	R	1/2	gl	5	Marcell Todd	City Planning Commission	CPC, 202 Coleman Young Center, Detroit, MI 48226	CPC staff supports mitigation measures to encourage relocated businesses to remain in Detroit; however, any intensive auto, truck, and scrap businesses should be relocated away from residential areas.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance. The cities of Detroit and Dearborn are responsible for zoning and compatible uses. MDOT will participate with other stakeholders in funding a study of economic development opportunities that will support small business development in the DIFT study area. MDOT will continue to coordinate with the Michigan Economic Development Corporation, the Detroit Economic Growth Corporation, the Dearborn Department of Economic Development, various public-private partnerships and the local community.
22	E	4	b	1	Anna Felts	Advance Auto Glass	hwfelts@hotmail.com	We have maintained our business at the Central location, and have expanded to the Ann Arbor area, as we have been told for many years that this project was going to be moving forward . . . we held out in hopes that this project was going to occur and that our business would be purchased for the sake of this project's completion.	M Reloc	Comment acknowledged.
59	E	21	i	1	Sandra Grinnell	self	sandramartinezyes@hotmail.com	Our family lives in one of the homes on John Kronk that will be near the Livernois entrance. We feel we should be offered the option to be acquired because we believe we will experience extreme disruption to our quality of life with the increased activity from the yard expansion and the Livernois gate being immediately near our home.	M Reloc	Only those properties affected by terminal expansion can be acquired.
160	L	7	e	8	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	FEIS states that there are an adequate number of suitable residences . . . and commercial space . . . However, it does not take into account the decrease in property values and . . . "pop up tax" . . . on residents that relocate.	M Reloc	MDOT is required to acquire residential property at fair market value plus 25 percent. The pop up tax is a matter for the legislature.
161	L	7	e	9	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The interviews with businesses . . . occurred prior to the economic downfall. Therefore, [the] FEIS statement that all displaced businesses would relocate near the yard and not cease operations is faulty.	M Reloc	The FEIS does not state "all businesses would relocate near the yard." It is reasonable to believe that the economic downturn would not necessarily affect a business' intent to remain in the area, if relocated. The relocation program has provisions to address those businesses that choose to cease operations in any economic situation.

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164	L	7	e	12	St. Rep. Rashida Taib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	FEIS is flawed in its analysis when it states that 80% of those businesses are interested in relocating near the rail yard.	M Reloc	There is no reference in the FEIS to an 80% statistic as cited by the commenter. In FEIS Section 4.4.3, page 4-94, under "relocation impacts" for Alt 3 it states the following: "Interviews indicated most businesses that might have been relocated would have chosen to remain in the terminal area." For Alt 4, FEIS Section 4.4.4 includes the following: "They [businesses] were likely to relocate in or near the terminal area in which they are now located, minimizing job loss in the terminal area. Industrial/commercial space for lease and vacant industrial/commercial land available for development would have allowed relocation without hardship. A considerable number of lots zoned industrial/commercial are for sale and industrial/commercial space is available for lease at a number of locations."
248	L	15	i	1	Michelle Brown	self	3800 Lonyo, Detroit, MI 48210	This project is long overdue. . . . Waiting for this project . . . Our business and family is in a severe hardship.	M Reloc	Comment acknowledged.
249	L	15	i	2	Michelle Brown	self	3801 Lonyo, Detroit, MI 48210	Delays are causing this area to fall apart.	M Reloc	Comment acknowledged.
262	L	18	gl	10	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	. . . what commitments have been made by MDOT to relocate those businesses within the same community? Also, what commitments have been made for the 32 residential owners?	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance.
271	L	18	gl	19	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The FEIS implies continuing neighborhood declining and states that there is sufficient replacement housing in the neighborhood, which implies a passive strategy of letting people and businesses find them on their own.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance. It is an active program that seeks out and assists owners. Businesses to be relocated will be encouraged to relocate within the community.
219	L	8	o	46	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	. . . As expressly noted in the NEPA regulations, . . . MDOT is required to follow MEPA's [Michigan Environmental Policy Act] mandate and to satisfy the requirements on MEPA in reviewing the DIFT. . . mere compliance with the basic requirements of the Clean Air Act and NEPA is not sufficient to satisfy MEPA. . . This means that to the extent that the Clean Air Act and NEPA fail to adequately protect air, water, climate, and other natural resources, or MDOT interprets these acts in a way that fails to do so, MEPA requires the Agency to select less damaging alternatives and to apply more stringent standards.	MEPA	The Michigan Environmental Protection Act was incorporated into the Natural Resource Act in 1994. Rule 901 "prohibits the emission of an air contaminant which causes injurious effects to human health or safety, animal life, plant life of significant economic value, or property; or which causes unreasonable interference with the comfortable enjoyment of life and property. This rule has primarily been used to address a variety of situations including odors and particulate deposition." (Michigan Department of Environmental Quality staff report, August 19, 2009.)
220	L	8	o	47	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT must consider compliance with Rule 901 in the Final EIS. . . Rule 901's protective reach applies regardless of other regulations; in the case of PM2.5, regardless of the conformity requirements and even the remanded 2006 PM2.5 NAQS. . . Moreover, it prohibits MDOT from approving a project that would allow injurious levels of air contaminants . . . as well as gives MDOT the authority to require additional controls or protective measures beyond those mandated under other regulations and NEPA itself.	MEPA	There are no injurious levels of air contaminants as the project conforms to the Clean Air Act's National Ambient Air Quality standards that protect the public health and welfare.
221	L	8	o	48	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Pursuant to MEPA and Rule 901 as interpreted through NEPA, MDOT must consider PM2.5 air quality impacts from the various alternatives under health-protective standards. . . Moreover, MEPA and Rule 901 (on their own and as applied through NEPA) require MDOT to evaluate PM2.5 impacts against a PM2.5 annual standard in the range of 12-14 mg/m ³ and a 24-hour standard of 25 mg/m ³ . . . These health protective standards govern the analysis of alternatives in this case. . . MDOT thus cannot add the PM2.5 pollution expected from the DIFT without including firm commitments to significant mitigation measures that will offset any contributing pollution and make in-roads at reducing the excess background levels.	MEPA	As noted in FEIS Section 4.8, particulate levels will not increase with the DIFT project.
110	L	4	b	1	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	The release of the DIFT FEIS was purposely, intentionally and maliciously delayed by . . . MDOT to ensure the approval of the construction of the Detroit River International Crossing.	P	The timing of the FEIS publication was directly a function of interaction with the railroads participating in the DIFT.
111	L	4	b	2	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	There is no rationale provided for a delay of over four and a half years between receiving comments on the Draft Environmental Impact Statement and the release of the Final Environmental Impact Statement other than to avoid any assessment of the cumulative effects and community impacts caused by the DIFT and DRIC projects.	P	The timing of the FEIS publication was directly a function of interaction with the railroads participating in the DIFT.
120	L	4	b	11	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48242	The DIFT FEIS describes the DRIC as having "independent utility" but fails to provide any justification for coming to such a conclusion. There is no independent utility from the DRIC project when the DIFT proposes to divert truck traffic to intermodal rail.	P	These two projects have independent utility under NEPA as neither is dependent upon the other. So, each must be considered individually in terms of its environmental impacts. NEPA requires that the cumulative effects of these projects be considered, and this has been done (Section 4.17 of the FEIS).
181	L	8	o	8	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	A supplemental EIS is required. . . . The changed economy is a significant new circumstance . . .	P	FHWA determined in December 2008 that a Supplemental EIS was not required (FEIS Appendix G).
187	L	8	o	14	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT also fails to discuss whether there is sufficient justification for the public to take on the task of meeting the railways' future needs. . . [W]e are concerned that the rail companies will be garnering public funds to implement maintenance that they should fund . . . [P]aving of these yards therefore is not being done under DIFT merely as a public benefit to reduce air pollution, but to enhance efficiency and capacity for the railways in a manner that suggest neglect or underinvestment by the railways . . .	P	The DIFT involves working in a public-private partnership with the railroads for the public good. Additionally, as stated on page 7-35 of the FEIS ". . . there is every indication the rail yards would not be paved without government involvement, i.e., the DIFT Project."
188	L	8	o	15	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Alternative 1, the No Action alternative, fails to discuss whether the rail companies would undertake such paving themselves . . . The need determination is unsupported without an analysis of whether the companies would or should on their own pave their facilities. . . .	P	As stated in the FEIS at page 7-35 ". . . there is every indication the rail yards would not be paved without government involvement, i.e., the DIFT Project."
179	L	8	o	6	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	While MDOT claims to employ a broad purpose, the agency narrows this purpose by using a goal focused on expanding capacity and functionally defining capacity as inherently requiring footprint expansion. . . . There is no inquiry into the current practices of rail operators at all.	PN Cap	Collaboration with the railroads regarding efficient operations guided the spacial needs of the alternatives.
186	L	8	o	13	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	With respect to questionable lift capacity, MDOT only references the same analysis and adds that "[t]erminals can operate over capacity but like roads, do not do so efficiently." This statement fails to respond in any meaningful way to the comment's point that the terminals in actuality accommodated approximately 16 percent more lifts than their claimed capacity in 1998.	PN Cap	Terminals that are exceeding their capacity are not operating efficiently.
194	L	8	o	21	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT still fails to evaluate air impacts from an Action Alternative consisting of capacity increases achieved through paving and other non-expansion options.	PN Cap	Non- expansion alternatives do not meet the projects' purpose and need as stated in Section 2 of the FEIS.
112	L	4	b	3	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	The DIFT FEIS also fails to reflect the economic changes, declining traffic trends or community impacts since 2005.	PN Fore	While volumes in 2009 were down, "analysts look for overall intermodal growth in 2010 of 1.5-2.5 percent." (Journal of Commerce, February 19, 2010). U.S. DOT forecasts an almost 90 percent increase in freight rail demand nationwide between 2007 and 2035.
114	L	4	b	5	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	The DIFT FEIS fails to consider the diversion of truck traffic to intermodal rail. . . .MDOT and FHWA should be required to prepare a new traffic study . . . including the amount of truck traffic that is divertible to intermodal rail.	PN Fore	The DIFT DEIS and FEIS considered the diversion from truck to rail, such as commodities that go past Detroit to Chicago on rail, then come back to Detroit via truck. The air quality results of such diversions are captured in FEIS Table 4-26b.
117	L	4	b	8	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	This [DRIC] investment grade traffic study must take into account the impact of the diversion of truck traffic to intermodal facilities and should be included in the FEIS.	PN Fore	The DIFT DEIS and FEIS considered the diversion from truck to rail. For example, the air quality result is captured in FEIS Table 4-26b. The DIFT and DRIC projects have independent utility.

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180	L	8	o	7	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	No updated Commodity Flow Model Report is provided to the public. Nor does the Final EIS present the April 2008 results or the assumptions and data that went into the updated modeling.	PN Fore	There is no need to update the technical memoranda, where there is no effect on the alternative evaluation decision. The Commodity Flow Model established bounds on forecasts of intermodal demand (lifts) for a number of alternatives. Those data were interpreted for changed conditions to develop the range of forecasts for the Preferred Alternative. There was no need to rerun the model because of the similarity between the Preferred Alternative and Alternative 4 Modified."
182	L	8	o	9	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT . . . notes . . . economic conditions have softened . . . However, it does not discuss what economic conditions, how deep of a reduction in demand or for what amount of time. . . . Merely includes a short conclusory note that Global Insight . . . see[s] the freight demand increasing significantly as the economy rebounds in 2010 and beyond. . . . [I]n sum, the Final EIS fails entirely to show that it took into account the state of the economy in determining the project need. . . . A supplemental EIS is required . . .	PN Fore	Close consultation with the railroads resulted in a determination of the exact projected capacity needs. FHWA determined in December 2008 that a Supplemental EIS was not required (FEIS Appendix G).
183	L	8	o	10	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The Commodity Flow Model projections are disputed by intermodal operators. . . . Apparently the enormous disparities in need projections between the operator and MDOT analyses - ranging over several hundred thousand lifts, or almost equal to the entire existing capacity - is justified due to the "horizon yard being more than 20 years in the future."	PN Fore	There is no enormous disparity. Consultations with the operators indicated 470,000 annual lifts vs. a low-end DIFT forecast of 570,000, if nothing were done and demand had to go elsewhere. The DIFT modeling was of demand and was not capacity restrained.
184	L	8	o	11	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	The projections ignore recent trends in intermodal freight demand. . . .	PN Fore	While volumes in 2009 were down, "analysts look for overall intermodal growth in 2010 of 1.5-2.5 percent." (Journal of Commerce, February 19, 2010). U.S. DOT forecasts an almost 90 percent increase in freight rail demand nationwide between 2007 and 2035.
185	L	8	o	12	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	MDOT's model omits a factor considered very important by lift operators for projecting future demand . . . strongly suggest[ing] that the model itself is flawed. . . . [R]erouting of business to other cities . . . MDOT notably does not try to incorporate this factor into its own model . . . thus there is no way for the public to determine whether the projections are consistent with each other.	PN Fore	The commodity flow model considers other terminals in a multi-state region including Illinois, Indiana, Ohio, and Michigan.
178	L	8	o	5	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Our previous comments note six critiques of MDOT and FHWA's assessment of need, none of which the agencies respond to in any meaningful way in their response to comments or changes to the Final EIS. The need statement therefore remains unsupported, arbitrary, and capricious.	PN Gen	The needs as expressed are supported by forecasts, as updated for the Preferred Alternative in FEIS Section 2.2.1.
177	L	8	o	4	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	In November of 2008, MDOT had a public meeting to announce a preferred alternative for the project. This meeting dealt entirely with the physical characteristics of the Preferred Alternative and little to no information on air quality or other community impacts.	Pub Gen	The public involvement effort found air quality concerns were most directly translated into where truck traffic will go. Three of the 36 slides used in the public meetings held in November 2008 focused on project truck traffic. Four related to property acquisition and relocations.
102	L	2	i	19	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	The FEIS . . . indicates . . . there will be a steering committee that will govern the project with representation from MDOT, the railroads and one non-voting seat. . . . For a community representative . . . this . . . is entirely inadequate.	Pub Gov	A Governance Structure will be established once DIFT Program Agreements are signed (see Pre-development Plan Agreement, Section F in Appendix F). It is expected at this time that the final structure will include one non-voting member from each of FHWA and from the Southwest Detroit/East Dearborn neighborhood, with one voting member from each of the four participating railroads and MDOT.
152	L	6	o	27	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	The FEIS . . . indicates . . . there will be a steering committee that will govern the project with representation from MDOT, the railroads and one non-voting seat. . . . For a community representative . . . this . . . seems inadequate.	Pub Gov	A Governance Structure will be established once DIFT Program Agreements are signed (see Pre-development Plan Agreement, Section F in Appendix F). It is expected at this time that the final structure will include one non-voting member from each of FHWA and from the Southwest Detroit/East Dearborn neighborhood, with one voting member from each of the four participating railroads and MDOT.
8	R	2	gl	2	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48226	The Detroit City Council urges MDOT to host at least one public meeting in the affected community . . .	Pub Meet	A meeting will be held after the ROD is issued by FHWA.
40	E	16	b	1	Michelle Martinez	business owner	michellemart@gmail.com	The process for public comment was grossly insufficient . . . the timetables and outreach were abhorable.	Pub Meet	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
84	L	2	i	1	Victor Abla	self	276 W. Grand Blvd., Detroit, MI 48216	MDOT has steadfastly abdicated its responsibilities as a public body by refusing to hold a true public hearing regarding the FEIS. . . . It has been about five years since the Draft EIS was released and over one year since any type of public meeting was even conducted.	Pub Meet	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
108	L	3	gl	6	Multiple	City of Detroit	First National Building, 660 Woodward Avenue, Suite 1800, Detroit, MI 48231	We are seeking a formal presentation of the "Preferred Alternative" by MDOT's management team.	Pub Meet	The meeting was held with the city of Detroit on February 25, 2010.
176	L	8	o	3	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	[S]chedule the necessary public meetings and hearings.	Pub Meet	Public hearings are not required after an FEIS has been approved. All required public meetings have been held. Four public meetings to discuss the Preferred Alternative were held between November 2008 and February 2010.
63	E	21	i	5	Sandra Grinnell	self	sandramartinezzyes@hotmail.com	[W]e have not been adequately and appropriately informed about the progress of this project before it has reached this stage.	Pub Notif	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.

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67	E	24	i	1	Ricio Valerio-Gonzalez	self	valerio.rocio@gmail.com	There has been a lack of proper notice of the public meetings to residents.	Pub Notif	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
103	L	3	gl	1	Multiple	City of Detroit	First National Building, 660 Woodward Avenue, Suite 1800, Detroit, MI 48226	Several concerns . . . need to be addressed: the dormant period of the DIFT project.	Pub Notif	There was no dormant period. There were ongoing discussions with the railroads to work out the Preferred Alternative. Once it was known, in November 2008, three public meetings were held. The Preferred Alternative did not change thereafter. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib. The presentation at the November 2008 public meetings was made at the January 2010 Local Advisory Council meeting held at Southwestern High School in Southwest Detroit. More than 100 persons attended. Flyers were passed out in the DIFT neighborhood in advance of that meeting. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
105	L	3	gl	3	Multiple	City of Detroit	First National Building, 660 Woodward Avenue, Suite 1800, Detroit, MI 48226	The lack of distributed hard copies of the FEIS and Final Section 4(f) Evaluation document to the departments of interest . . .	Pub Notif	By December 7, 2009, 15 hard copies were delivered to city of Detroit offices: UPS ground deliveries were signed for - Mayor, Historical Department, Health & Wellness, Health, Traffic, Environmental Affairs, Planning and Development, Planning Commission, Transportation, Water and Sewage, Police Department, Fire Department, Economic Growth Corporation, and two individuals without a department attribution. Later deliveries were made to Law and a second copy to Health & Wellness. In January, another 17 copies were delivered to those same offices.
106	L	3	gl	4	Multiple	City of Detroit	First National Building, 660 Woodward Avenue, Suite 1800, Detroit, MI 48226	In general, the city of Detroit, serving as the host community and represented by the listed departments, has not had adequate time to review and comment, nor opportunity to discuss the document with MDOT.	Pub Notif	A meeting was held with the city of Detroit on February 25, 2010. MDOT will continue to work with the city of Detroit throughout the project buildout.
107	L	3	gl	5	Multiple	City of Detroit	First National Building, 660 Woodward Avenue, Suite 1800, Detroit, MI 48226	This request is being submitted so that these steps may be taken in preparation for submissions of comments on the FEIS and Final Section 4(f) Evaluation document.	Pub Notif	A meeting was held with the city of Detroit on February 25, 2010.
142	L	6	o	17	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	There were public meetings in November 2008 when the Preferred Alternative was announced. Since that time no public meetings occurred. Many residents and community stakeholders were completely unaware of the project at the time the FEIS was released in December 2009.	Pub Notif	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
172	L	7	e	20	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	The residents in the immediate impact area of DIFT have not been adequately informed about this project and no process was put in place to invite them to the last meeting in November 2008.	Pub Notif	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
174	L	8	o	1	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Despite the many years since issuance of the draft DEIS and the selection of Preferred Alternative that was not included in the Draft EIS, MDOT has done little to keep the community informed of the changes.	Pub Notif	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.

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7	R	2	gl	1	Chris Gulock	Det. City Council	CPC, 202 Coleman Young Center, Detroit, MI 48232	The Detroit City Council requests that the comment period of the DIFT FEIS be extended at least 30 days.	Time	In November 2008 three public meetings were held to present the Preferred Alternative for the DIFT. Nine thousand mail notifications were sent and hundreds more were distributed locally. The Preferred Alternative has not changed since November 2008. An additional stakeholder meeting was attended on December 7, 2009, hosted by Rep. Tlaib to provide an overview of the DIFT and answer questions. The presentation given at the November 2008 public meetings was made again at the January 2010 DRIC Local Advisory Council meeting held at Southwestern High School in southwest Detroit. More than 100 persons attended. Flyers were passed out door-to-door in the DIFT neighborhood in advance of that meeting and hand delivered to a number of community organizations in the DIFT project area. The wait period prior to signing the Record of Decision was set at 49 days to allow more than the required 30 days to review the FEIS.
113	L	4	b	4	Dan Stamper	Detroit International Bridge Co.	PO Box 32666, Detroit, MI 48232	We request an extension of time to provide additional comments . . . Six months . . .	Time	There is no comment period. The waiting period was extended for 15 days to 49 days.
173	L	7	e	21	St. Rep. Rashida Tlaib	Constituency	MI. House of Rep., 12th District, PO Box 30014, Lansing, MI	I respectfully request that the comment period be extended until an adequate public hearing is held that meets the guidelines of NEPA.	Time	There is no comment period. The waiting period was extended for 15 days to 49 days. There is no NEPA guideline that requires a public hearing after signature of an FEIS.
175	L	8	o	2	Meleah Geertsman	Environmental Law and Policy Center, et al.	35 East Wacker Drive, Suite 1300, Chicago, IL 60601	Based on the inadequate process . . . MDOT should extend the public comment period.	Time	There is no comment period. The waiting period was extended for 15 days to 49 days.
41	E	16	b	2	Michelle Martinez	business owner	michellemart@gmail.com	There was no outreach in Arabic nor Spanish speaking people in the affected neighborhood.	Transla	Spanish and Arabic translators were present at the many public meetings listed in FEIS Section 7.2, and at the Public Hearings listed in FEIS Section 7.4. Likewise the November 2008 meetings had translators available. The DEIS and FEIS summaries were translated into Spanish and Arabic. Materials have been delivered to organizations representing these groups.
68	E	24	i	2	Ricio Valerio-Gonzalez	self	valerio.ricio@gmail.com	Aside from the lack of outreach to the community most impacted, the public meetings were held with absolutely no translation to Arabic or Spanish. When I brought this point, I was made aware that Harvey is a Spanish speaker and that "everyone" already knew this. Clearly not everyone knew since this was never announced to the Spanish-speaking residents, and Arabic speaking residents were still left out of the process.	Transla	Spanish and Arabic translators were present at the many public meetings listed in FEIS Section 7.2, and at the Public Hearings listed in FEIS Section 7.4. Likewise the November 2008 meetings had translators available. The DEIS and FEIS summaries were translated into Spanish and Arabic. Materials have been delivered to organizations representing these groups. Spanish and Arabic residents were not left out of the process.
235	L	9	o	1	Ahmina Maxey	East Michigan Environmental Action Council	87 E. Canfield St, Ste 500, Detroit, MI 48201	The DIFT Final Environmental Impact Study public comment process was not inclusive of the community, as there was no outreach in Arabic or Spanish and the communities located closest to DIFT predominantly speak these languages . . . We believe that Detroit Intermodal Freight Terminal process should not move forward until there is true inclusion of the community.	Transla	There is no comment period after the issuance of an FEIS. There was a waiting period of 49 days. In November 2008 a series of three public meetings were held to discuss the Preferred Alternative. Spanish and Arabic translators were present. Materials have been delivered to organizations representing these groups. Flyers were distributed door-to-door and to local community groups in advance of the January 2010 meeting.

DIFT FEIS - Comments Received after the Wait Period End Date of January 29, 2010

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
253	L	18	gl	1	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	In review of Appendix E [of the FEIS] . . . The following statements were presented, "This FEIS will document pertinent air quality reports . . .", "more complete information on 2015 conditions will be provided in the FEIS . . .", "A qualitative assessment of air quality effects of construction will be added . . .", and "This FEIS will include measures to mitigate on terminal pollution . . ." In most cases these areas appear to be glanced over without quantitative analyses and or assessments.	MAQ	The FEIS did: cite the noted air quality reports; add information about particulates and air toxics for 2015; analyze construction effects in terms of general conformity; and, outlined measures in Section 5 and in the Green Sheet related to air pollution mitigation.
254	L	18	gl	2	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What is the reliability of the computer program (CAL3QHC), and why was it selected?	IAQ	CAL3QHC is the program recommended by FHWA for determining carbon monoxide concentrations related to transportation projects. It has been in use for many years and is considered reliable for carbon monoxide.
255	L	18	gl	3	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What agencies will be responsible for ensuring monitoring and compliance of all air quality regulations?	IAQ	U.S. EPA and the Michigan Department of Natural Resources and Environment are responsible for air quality monitors. MDOT and the railroads control some aspects of air quality during construction, notably dust control through its construction specifications. Local jurisdictions have authority, especially related to nuisances, such as dust.
281	L	18	gl	31	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Does this freight include hazardous materials?	I Haz	As stated on FEIS page 7-56, typically, intermodal containers are not used to handle hazardous materials except such items as paint or other items in controlled conditions. These latter materials are subject to the same regulation and control that applies to materials in railroad tank cars and trucks. Whatever incidental hazardous materials would be carried by train are now carried by truck.
282	L	18	gl	32	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	There are common products and items used in households and businesses that contain certain hazardous materials and/or substances that can be used by potential terrorists.	I Haz	Comment acknowledged. The railroads will maintain security at the rail yard. FEIS See Section 4.19.
286	L	19	gl	1	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	. . . as plans for the area become more definite, the Planning and Development Department will consider amendments to the Master Plan for those areas that are not consistent with the City's Master Plan of Policies.	ILand	Comment acknowledged.
274	L	18	gl	22	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	All proposed security walls along the periphery of the project area should be upgraded to provide noise abatement rather than the only one on [the] north side.	INoise	No noise abatement is needed or justifiable in the commercial and industrial areas.
276	L	18	gl	24	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Noise abatement provisions should be considered to minimize the impact of track traffic [on Livernois north of the DIFT].	INoise	There is no need or justification for noise abatement on Livernois Avenue.
268	L	18	gl	16	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	There will be a very negative impact on non-motorized transportation in the area bounded by Trenton, I-94 and Cabot, which includes Oliver Wendell Holmes Elementary School. A pedestrian overpass should be constructed to connect this neighborhood . . . along Dix.	IPed/Bike	As stated in the FEIS on page 7-67, field counts on Lonyo found pedestrians and bicyclists do not use Lonyo to cross the railroad tracks.
270	L	18	gl	18	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	In the February 25 meeting, an MDOT official stated the roadway [Central Avenue underpass] would have an 85 foot opening with four 11 foot lanes, two 5 foot bike lanes and two 5 foot sidewalks. . . . The sidewalk should be at least 8 feet and preferably 10 or more . . .	IPed/Bike	The cross section as presented at the February 25, 2010 meeting with the city of Detroit is generalized for conceptual planning. It will be the subject of discussion between MDOT and the City during design and MDOT's Context Sensitive Solution process.
292	L	19	gl	7	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	The Greenway Collaborative's March 2006 Greenway Plan for the City of Detroit designates Lonyo and Dix (west of Lonyo) as conceptual or under development greenways, respectively. With the closure of Lonyo, the proposed viaduct along Central should accommodate a greenway, and the greenway along Dix (as Lonyo) should be extended to Central.	IPed/Bike	The new Central Avenue underpass will be approximately 1300 feet long and ADA compliant, with separate sidewalks, bike lanes and vehicular lanes. Central Avenue will be well lit. The ROD shows a conceptual cross section and example photograph of the look of the facility. The facility will act as a non-motorized link across the Livernois-Junction Yard that does not exist today.
283	L	18	gl	30	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Does the current plan address security related issue, to include funding and financing, for the provision, sustenance, monitoring, and maintenance of security such as staffing (both private and private) and physical security equipment?	ISecurity	The railroads are responsible for security at the rail yard. See FEIS Section 4.19.

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273	L	18	gl	21	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The City's and other taxing jurisdictions should be compensated, at least for the duration of the construction, for the \$11.3 million Net Present Value [of lost property and income tax revenues].	I Tax	As noted on FEIS page 7-72, the economic effects of the Preferred Alternative are documented in Section 4.5. The loss of property taxes is forecast to be more than offset by the positive economic effects of the Preferred Alternative. There is no provision in the law for compensating the city of Detroit for short-term lost tax revenues.
284	L	18	gl	29	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	... considerable modifications and geometric improvements [will be needed] at many intersections to handle the discharge of truck traffic in the freeways via City's surface streets.	I Traf	The community sentiment was to reduce trucks south on Livernois/Dragoon and on Central north of Kronk. The roads that can carry the "discharge" of trucks are Wyoming and Livernois north of I-94. Truck traffic has been directed to those roads and not to residential areas. Other than the intersection of Central and Dix, which receives diverted traffic from the closed Lonyo, and which will be improved, there are no other intersections that will carry more traffic.
280	L	18	gl	28	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Closing of Lonyo will generate increased traffic at Central/Dix . . .	I Traf Cen	The conceptual design for the Central underpass calls for at least two, and as many as four, traffic lanes, which will accommodate anticipated traffic. The intersection of Central Avenue with Dix will be improved by the project, with increased capacity.
275	L	18	gl	23	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Livernois Avenue between I-94 and the DIFT access should be evaluated and if required to be upgraded to carry the additional truck traffic.	I Traf I-94	Livernois Avenue is part of the National Highway System and, so, is eligible for federal funds. It was repaved in 2004 by the city of Detroit. Enhancements to the corridor have been included in the cost of the project. The type of enhancements will be determined with input from the project stakeholders including the city of Detroit.
289	L	19	gl	4	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	The . . . DIFT will result in increased truck traffic through the Vernor-Springwells Business Improvement District.	I Truck	The DIFT project will reduce truck traffic in this area. Traffic will be reduced on Livernois Avenue south of the Livernois-Junction Yard and the existing gate into the Yard at Dix/Vernor/Waterman is planned for closing.
293	L	19	gl	8	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	... routes designated for truck traffic should include sufficient landscaping to control noise and improve the appearance of the routes.	I Truck	Enhancements to the Livernois corridor have been included in the cost of the project. The type of enhancements need to be determined with input from the project stakeholders, including the cities of Dearborn and Detroit.
294	L	19	gl	9	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	MDOT should present the community a detailed and comprehensive truck circulation plan that considers truck traffic among the freeways, local streets, DIFT, Detroit River International Crossing (DRIC), Gateway and proposed expansion of the Ambassador Bridge.	I Truck	The community sentiment was to reduce trucks south on Livernois/Dragoon and on Central north of Kronk. The roads that can carry trucks are Wyoming and Livernois north of I-94. Truck traffic has been directed to those roads and not to other residential areas. The projects noted have independent utility. The cumulative effects of these projects are noted in the FEIS on page 4-251.
261	L	18	gl	9	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The concern for this project is the runoff that would be generated during construction. Detroit Water and Sewerage Department (DWSD) must be consulted.	I WQ	Control of water quality during construction is addressed in FEIS Section 5.3. MDOT will coordinate with DWSD.
256	L	18	gl	4	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The City of Detroit . . . DEA is currently working with other city agencies to finalize the Anti-Idling Ordinance, and review of the proposed Diesel Emission Reduction Ordinance. We believe it is imperative to communicate these efforts with the primary agency responsible for oversight of the DIFT activities . . .	M AQ	The Green Sheet notes MDOT's ongoing efforts with SEMCOG, MDNRE and others, and MDOT will continue to coordinate with the city of Detroit as well. The City's Department of Environmental Analysis has attended MDOT sponsored meetings. Construction oversight involves the builders (MDOT and the railroads) and the regulators (MDNRE and the local jurisdictions).
257	L	18	gl	5	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Mitigation measures [for EJ] cannot be comprised of aesthetic measures such as landscaping, security walls, and road improvements.	M EJ	Mitigation and enhancements are listed in the Green Sheet located in Appendix A of the ROD and include relocation assistance, provisions for pedestrian and non-motorized transportation, air quality improvements, economic development, and job training.
267	L	18	gl	15	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Lift fees should be considered as a reinvestment fund for community enhancements projects.	M Enhance	MDOT is not responsible for establishing lift fees.
277	L	18	gl	25	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	All impacted local streets should be upgraded at project cost to handle the additional traffic generated by [the] DIFT. The capping of \$11 million funds for the local road improvement is not acceptable. City's acceptance should be contingent upon procuring 100% funding from the project cost/no cost to the city for the roadway infrastructure improvements.	M Enhance	There are no impacted local roads other than the perimeter road to be built as a replacement for Kronk, and Central Avenue, which is being rebuilt including the intersections at the north and south ends of the viaduct. Wyoming and Livernois avenues are arterials that already carry heavy truck volumes.
278	L	18	gl	26	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Further joint review by the City and the State would be required for the upgrade of the local streets during design phase of the project.	M Enhance	Enhancements to the local roads have been included in the cost of the project. The type of mitigations and enhancements need to be determined with input from the project stakeholders, including the cities of Detroit and Dearborn.
279	L	18	gl	27	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	A maintenance agreement acceptable to the City should be in place for the up-keeping of the proposed landscaping buffer along the north perimeter of the DIFT, the City would not be responsible for the maintenance.	M Enhance	MDOT will own new right of way where the green buffers are located around the terminal. Maintenance of land, such as buffers, has not yet been determined.
290	L	19	gl	5	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	MDOT should participate in the development of the mixed-use activity node at Dix and Livernois to insure the compatibility of the DIFT with this area.	M Gen	MDOT is contributing to development of this node because the DIFT project will reduce truck traffic in this area. Traffic will be reduced on Livernois Avenue south of the Livernois-Junction Yard and the existing gate into the Yard at Dix/Vernor/Waterman is planned for closing.
263	L	18	gl	11	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What sources were used to generate these [job] figures?	M Jobs	The relocated jobs data were based on interviews with the businesses to be potentially relocated.
264	L	18	gl	12	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Of the 2,360 new jobs created in the Detroit area, how many will be preserved for the host community residents?	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5). When MDOT contracts for work, it must follow state and federal contracting regulations, which prohibit choosing companies based on the location of the company or the race, national origin, gender, or religion (or other protected class) of the owner of the company. However, MDOT is committed to creating opportunities for minority and women-owned businesses and local companies that might otherwise have a difficult time entering the road-building marketplace. Consistent with federal guidelines, MDOT does set goals for participation of such companies on projects. For further information on MDOT's Disadvantaged Business Enterprise (DBE) Programs, contact MDOT Office of Business Development at 248-967-0570.
265	L	18	gl	13	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Which agency will oversee the [job] application process?	M Jobs	Individual employers will be responsible for overseeing the application and hiring process for the work involved with the DIFT. However, MDOT is committed to creating opportunities for minority and women-owned business and local companies that might otherwise have a difficult time entering the road-building marketplace. Consistent with federal guidelines, MDOT does set goals for participation of such companies on projects. For further information on MDOT's Disadvantaged Business Enterprise (DBE) Programs, contact MDOT Office of Business Development at 248-967-0570.
266	L	18	gl	14	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	What assurances are in place for those residents to receive the required training and preference in employment?	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5).

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269	L	18	gl	17	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The primary benefit of the DIFT project for the host community is employment and it should come from the immediate area if possible.	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5). Individual employers will be responsible for overseeing the application and hiring process for the work involved with the DIFT. However, MDOT is committed to creating opportunities for minority and women-owned business and local companies that might otherwise have a difficult time entering the road-building marketplace. Consistent with federal guidelines, MDOT does set goals for participation of such companies on projects. For further information on MDOT's Disadvantaged Business Enterprise (DBE) Programs, contact MDOT Office of Business Development at 248-967-0570.
272	L	18	gl	20	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Every tool and incentive should be employed to make sure that jobs go to city residents, especially the direct jobs associated with the construction.	M Jobs	MDOT is coordinating with the cities of Detroit and Dearborn and others to explore job training opportunities, English as a Second Language (ESL) and other training options. The FEIS indicates 1542 permanent jobs are forecast to be created by the DIFT over 20 years in the area around the Livernois-Junction Yard (FEIS section 4.5).
258	L	18	gl	6	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	While noise abatement walls are anticipated, buffer zones within those areas that exceed the FHWA Noise Abatement Criteria should be expanded.	M Noise	The walls will be designed so that FHWA Noise Abatement Criteria are not exceeded. There is no justification for buffering in addition to the walls. However, buffering is being provided along the north side of the project as depicted in FEIS Figure 1-1b.
259	L	18	gl	7	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Hours of operation should be limited in order to not adversely impact those residents that remain in the vicinity.	M Noise	Impulse noise, such as container handling, is controlled by local noise ordinances, in this case the cities of Detroit and Dearborn. The entire Livernois-Junction Yard will be buffered from non-industrial uses so that the noise in the loudest hour does not exceed the established criterion of 67 dBA at sensitive receptors, such as homes. Control of "impulse noise" is the responsibility of local governments. Noise monitoring is not needed.
260	L	18	gl	8	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Basement survey[s] will be conducted in the design phase of the project. At this point, information highlighting what protocols will be used . . . Should be identified. Lastly, considering the age and design of many of the structures within the area, survey activities should not be limited to the basements only.	M Noise	As noted on FEIS page 7-80, MDOT offers basement surveys to document the existing condition of a structure prior to construction when areas of potential vibration are known. MDOT will fix damage, when and where it is properly documented. A basement survey involves taking pictures of conditions before and after construction and recording vibration levels. Continuous monitoring is performed when certain construction activities known to cause vibrations are conducted.
288	L	19	gl	3	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	The development of the DIFT should ensure that the security walls planned at the Livernois-Junction Yard provide adequate buffering of the negative impacts of industrial land uses upon residential areas.	M Noise	The entire Livernois-Junction Yard will be buffered from non-industrial uses so that the noise in the loudest hour does not exceed the established criterion of 67 dBA at sensitive receptors, such as homes. Control of "impulse noise" is the responsibility of local governments. Noise monitoring is not needed.
285	L	18	gl	33	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	Depending on the Zoning Classifications(s) and the proposed Land Use(s), it is quite possible that Neighborhood Petitions, Site Plan Reviews, Special Land Use Hearing, and/or request to change Zoning Classification(s) may be required. These procedures require application and payment of fee, some require advance public mailing, and all of them take time.	M Permits	The project will comply with all zoning, master plan and permit requirements.
262	L	18	gl	10	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	. . . what commitments have been made by MDOT to relocate those businesses within the same community? Also, what commitments have been made for the 32 residential owners?	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance.
271	L	18	gl	19	Charles Beckham	Mayor's Office - Detroit	2 Woodward Ave., Suite 1126, Detroit, MI, 48226	The FEIS implies continuing neighborhood declining and states that there is sufficient replacement housing in the neighborhood, which implies a passive strategy of letting people and businesses find them on their own.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance. It is an active program that seeks out and assists owners. Businesses to be relocated will be encouraged to relocate within the community.
287	L	19	gl	2	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	MDOT should provide residents of this area the opportunity to be relocated in the surrounding residential area.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance. It is an active program that seeks out and assists owners.
291	L	19	gl	6	Marja Winters	Deputy Director, Planning and Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	Industrial land uses relocated . . . should be encouraged to remain in the area, specifically those areas designated as industrial in the City's Master Plan of Policies.	M Reloc	As noted in FEIS Section 5.1, all state and federal laws and regulations will be followed. MDOT has a real estate acquisition and relocation process that meets all state and federal laws. This includes relocation assistance. It is an active program that seeks out and assists owners. Businesses to be relocated will be encouraged to relocate within the community.