

DETROIT INTERMODAL FREIGHT TERMINAL PROJECT
Local Advisory Council Meeting
October 8, 2003
Draft Notes

Purpose: To review the progress of the Detroit Intermodal Freight Terminal Project.

Attendance: See attached.

Discussion:

Introductions

Mohammed Alghurabi asked those in attendance to introduce themselves. He then indicated that the meeting conduct procedures would allow LAC members to first ask questions/make comments. Then, the observers in attendance would have their items discussed during the “public comment” section of the meeting.

Review of the September LAC Meeting Notes

Mohammed Alghurabi asked for any comments on the September LAC meeting notes. Karen Kavanaugh asked for clarification of the PM_{2.5} statement on the first page of the notes. Joe Corradino indicated that dust associated with the unpaved Livernois Yard is believed to be more problematic in terms of health-related effects on the population immediately surrounding the terminal than the terminal-related diesel emissions because dust is not very buoyant and, therefore, does not travel far before settling in high concentrations on the community around the terminal.

Karen Kavanaugh asked if this comment were about the dust today or in the future. Joe Corradino indicated that under the No Action condition of the future, the rail terminal would not be paved. So, this comment applies to that condition. However, under Alternative 2 – Improve/Expand Existing Terminals, and Alternative 3 – Consolidate Intermodal, the terminal is expected to be paved.

Karen Kavanaugh then commented that there would be more truck activity with either Alternatives 2 and 3 than the No Action condition, so there would be more diesel exhaust. Joe Corradino indicated that she was correct. However, diesel exhaust was still more buoyant than the dust and, therefore, failure to pave the terminal would possibly be a bigger problem for the

local community than increased truck activity and diesel emissions generated at the intermodal terminal.

Karen Kavanaugh then commented on the discussion on page 2 of the September LAC meeting notes where it was noted that zip codes could not be split and, therefore, the local analysis area around each terminal was expanded to include complete zip codes. Joe Corradino agreed. It was also agreed that zip codes include complete Census tracts. Karen Kavanaugh asked if those people handling the economic analysis would make a presentation to the LAC. Joe Corradino responded that it was likely such a presentation would be made at the December LAC meeting.

Chuck Goedert indicated that the notes should reflect what was said at the September LAC meeting on zip codes. Joe Corradino indicated he believed the discussion on the bottom of page 2 did reflect that zip codes could not be severed. He indicated that the discussion of Census tracts at the top of page 3 was in response to a question about whether data from Census tracts were included in the analysis procedure.

Chuck Goedert also indicated that page 2 had a misspelling of County Commissioner Coulter's name. He further stated that he believed that the number of 200,000 Canadian National employees was incorrect. He wondered whether the number was 20,000 employees. Chuck Tucker indicated that 20,000 employees was not correct and that the CN employment nationwide, as referred to on page 5 of the LAC meeting notes, at 200,000 was more in line with his understanding of CN, being a former employee of the railroad.

Chuck Goedert mentioned that on page 8 he was referred to as the Mayor of Ferndale when a consent decree was executed with CN. He said the statement should be dropped as that is not correct.

Paul Nye indicated that notes should be corrected to reflect he was asking at the September LAC meeting whether the railroads were in support of consolidation, not whether they were in support of the EIS process.

Olga Savic indicated that the correct name of Mr. Glaser on page 2 was Lou, not Paul.

Again, Paul Nye stressed that his conversation at the LAC meeting was directed toward determining the support of the railroads and the auto companies of consolidation at the Livernois Yard, not of the DIFT EIS process. The notes should reflect that.

With those comments, the LAC meeting notes were to be revised.

Public Meetings

Joe Corradino handed out a booklet that included the draft notes of the September 15th through September 18th DIFT public meetings. He noted that where questions were asked in writing, responses were being drafted.

Mohammed Alghurabi asked the LAC members if there were any questions with respect to the information on the September DIFT public meetings. Olga Savic indicated that careful consideration should be given in the future to select meeting locations that are as accessible as possible to the public. She also indicated that handouts should be more user-friendly as some residents had problems reading them. Mohammed Alghurabi indicated that those comments will be taken into consideration as additional public meetings are planned.

Community Assessment

Mohammed Alghurabi mentioned recent letters that had been received with respect to including the Arab-American community in the environmental justice category for documentation in the EIS. He indicated that the EIS will include a discussion of Title VI requirements in which those key populations around a terminal will be examined in the same manner as those populations covered by environmental justice. He indicated that, for at least the Livernois-Junction Yard, key populations would include the Arab-American community covered under Title VI. Mohammed Alghurabi indicated that at an upcoming meeting, the community assessment methodology will be explained more fully to the LAC.

Father Redican asked if he were correct in assuming that under certain federal regulations, certain groups such as African-Americans, Hispanics and the like are specifically called out. But, nevertheless, groups like the Arab-Americans are key populations and will be considered in the EIS documentation. Mohammed Alghurabi indicated that that was the case.

Bill Schrader asked, where an area did not include populations covered by environmental justice, if it could expect mitigation from negative impacts. Mohammed Alghurabi and Joe Corradino indicated that mitigation will be associated with negative impacts, regardless of what populations are affected.

Bill Schrader wanted to be assured that even though the income of a population around a particular terminal may be high, so as not to be covered by environmental justice, that mitigation of negative effects would not be withheld. Mohammed Alghurabi and Joe Corradino indicated that the economic characteristics of a community would be reviewed in the community assessment area. And, mitigation would not be withheld because of economic status.

Olga Savic indicated that a number of items in the community assessment approach seem to be qualitative/subjective. She asked if the community would have input to these matters. Mohammed Alghurabi indicated that the LAC would be asked to facilitate that input.

CN/Moterm Terminal

Joe Corradino mentioned that a recommendation has been made by the consultant team to the Federal Highway Administration to eliminate Option A for expansion to the east of the existing CN/Moterm terminal and to exclusively focus on the expansion of the terminal to the south into the Fairgrounds property for the remainder of the environmental analysis. He indicated that this was a result of an assessment of the historic and recreational issues associated with the Fairgrounds.

Chuck Goedert made a comment correcting Joe Corradino's assessment of the history of the Fairgrounds. Joe Corradino indicated that regardless of that particular fact, Option A (terminal expansion to the east), in his judgment, is not a reasonable and prudent alternative in that it would remove a number of businesses that pay a large portion of the tax base of Ferndale. Relocating those businesses in Ferndale is highly unlikely in light of the characteristics of the businesses and the sparsity of land to accommodate their relocation.

Chuck Goedert asked if the consultant's request to the federal government were made in writing. Joe Corradino indicated that a memorandum documenting the consultant's position was presented in writing but the request to accept it was made orally at a meeting at which the federal

government was in attendance. Chuck Goedert asked for the names of those FHWA personnel who were in attendance at the meeting. Joe Corradino indicated that Don Cameron and Abdel Abdalla of FHWA/Lansing were in attendance. Chuck Goedert asked whether a written response would be forthcoming. Joe Corradino indicated that he did not know if and when a written response would occur.

Karen Kavanaugh indicated that if the Federal Highway Administration agrees with the consultant's recommendation, then all improvements to existing terminals will take place in the City of Detroit. Joe Corradino responded that that was largely correct although some small area in Ferndale may be affected for a water-retention area. Chuck Goedert asked for a definition of such an area. Joe Corradino responded by using a map.

City Council Meeting

Mohammed Alghurabi indicated that a City Council meeting was held earlier in the day at which the MDOT Director reviewed a number of transportation projects affecting southwest Detroit.

Karen Kavanaugh indicated that there were a set of community principles delivered by Kelly Kavanaugh of which CBRA was supportive. Karen Kavanaugh indicated that those principles stated that the proposed transportation projects should be evaluated collectively as studies of individual projects dilute the overall effect.

Father Redican asked who was in attendance from the City at the ongoing LAC meeting. Heidi Alcock indicated that she represented the City Planning Commission, an arm of the Detroit City Council. Father Redican indicated that the city needs to show leadership as they have had a very poor showing at these meetings and others. Mohammed Alghurabi noted that Bruce King, representing the city administration, had been at virtually every meeting of the LAC and every public meeting. Father Redican acknowledged Bruce King's participation.

Heidi Alcock responded that her office is addressing all the projects that are affecting southwest Detroit. She indicated that City Council has stated, more than once, that it does not want a bigger intermodal terminal in southwest Detroit. She further indicated that her organization participates in the DIFT through her and/or Chris Gulock.

Olga Savic complimented Bruce King for his participation in the overall DIFT project. However, she indicated that Bruce's organization, the Detroit Department of Environmental Affairs, is not the right entity for this project. She believes that someone from the administration who can address matters such as housing development and commercial revitalization should be involved.

Mohammed Alghurabi indicated that Bruce King had been designated by the city administration as the contact person on all technical matters.

Father Redican then put in perspective his participation on the Local Advisory Council by noting at the outset of the LAC, the only focus was on consolidating intermodal activity in southwest Detroit. Since then, the alternatives have been expanded and communities such as Ferndale have done much better in participating in the project than the city of Detroit or Wayne County.

Heidi Alcock responded by reiterating that the Detroit City Council passed two resolutions reflecting the community's concerns about the consolidation alternative. She also indicated that at today's Council meeting, Councilmember Ken Cockrell asked if an independent consultant or agency, such as SEMCOG, should conduct an analysis of cumulative impacts of all the projects focused on southwest Detroit.

Jobs Fair

Joe Corradino indicated that CSX is about to undertake its portion of the near-term improvements to the Livernois-Junction Yard. As a result, a jobs fair would be conducted by CSX on the afternoon/evening of October 16th. Harvey Santana indicated that the meeting would be held at Southwestern High School. He also indicated that those who are interested in a job do not have to speak English and do not have to be a U.S. citizen, although they will need appropriate paperwork to be employed in the United States. A clean drug test would also be required. A felony record would prohibit one from getting a job on the project.

A number of LAC members asked that information be provided to them on the Jobs Fair so that they could disseminate it to various interest groups. Father Redican asked that school principals and churches also be provided information. Olga Savic requested that a flyer be developed and distributed.

Great Lakes Intermodal

Joe Corradino mentioned that at the September 18th public meeting on the DIFT, questions had been raised with respect to the potential use of the Great Lakes for intermodal/container shipping. Joe Corradino noted that the LAC information packet included communications on that matter. He referred to items which indicated that marine intermodal on the Great Lakes, particularly for just-in-time delivery of products, is unlikely to be feasible. Olga Savic asked the source of the information. Joe Corradino indicated that it was a third party that was responding to questions about Great Lakes-based intermodal. Joe Corradino also noted that there had been some conversations about marine-based intermodal at the Riverview-Trenton terminal.

Bow Tie RFQ

Joe Corradino mentioned that in March 2003, the City of Detroit's Planning and Development Department had issued a Request for Qualifications to redevelop the area at the intersection of Vernor and Livernois known as the Bow Tie. Karen Kavanaugh indicated that two developers had responded. She also noted that redevelopment of that area would be affected by the proposed access to the CSX portion of the Livernois-Junction Yard.

Father Redican asked if CSX could go forward with this access even if the local community did not want it. Karen Kavanaugh indicated that a permit would be required to provide access at the Waterman/Dix/Vernor intersection. Karen Kavanaugh indicated that CSX would bring its people from Florida to discuss the terminal access issue in the near future.

Other

Chuck Goedert asked if he could receive a copy of the methodology on the economic analysis associated with the DIFT. Joe Corradino indicated that he would provide that information immediately following the meeting. Chuck Goedert asked if he could obtain a copy of the AASHTO report mentioned by Gloria Combe at the September LAC meeting. Mohammed Alghurabi indicated that he would provide a copy. Olga Savic also requested a copy.

Chuck Goedert asked if the discussion at the September 11th LAC meeting about the use of qualitative data meant that the quantitative analysis would not be used. Joe Corradino indicated that the qualitative analysis referred to the air quality protocol and not the economic impact

assessment. He further noted that the air quality protocol had been approved by the Federal Highway Administration and would soon be posted on the DIFT Web site. He also indicated that the air quality analysis methodology would be part of a presentation at the November meeting of the LAC, and the economic analysis approach will be presented at the December LAC meeting.

Karen Kavanaugh asked if the Steering Committee notes and other notes could be made available to the LAC. Mohammed Alghurabi indicated that he would take that under advisement.

Karen Kavanaugh asked if she could obtain a copy of the SEMCOG comments on the two scoping meetings. Mohammed Alghurabi indicated that SEMCOG's comments were verbal.

Karen Kavanaugh asked why at the last SEMCOG meeting an item on the DIFT had been removed from the agenda. Mohammed Alghurabi indicated that the matter was taken under advisement by MDOT and that's why it was removed. Further action at SEMCOG on the DIFT would likely take place in the future.

Paul Nye indicated that he was authorized to share a communication between Ford and MDOT Director Gloria Jeff. Because it was in the form of a letter, and not a press announcement, he read it. It specifically indicated that Ford was opposed to the current plans for the Livernois-Junction Yard.

Greg Gorno asked if Ford's concerns were about congestion related to the DIFT. Paul Nye indicated that preliminary data available to Ford indicate that DIFT traffic at Schaefer and Rotunda would affect its just-in-time delivery of materials to the Rouge Center. Greg Gorno asked if that one location were the source of the Ford disagreement with the DIFT. Paul Nye indicated that was one point of concern. However, he indicated Ford is concerned that increased congestion caused by the DIFT on other roads, like I-94, serving the Rouge Center would affect its just-in-time deliveries.

Public Comment

Byna Camden offered an article from the *Detroit News* indicating that Ford balked at the plan for the Livernois-Junction Yard. Mohammed Alghurabi noted that the previous comments made by Paul Nye for Ford reflected the contents of that article.

Otis Mathis of the South Schaefer area indicated that he is concerned about the routing of DIFT trucks to the intermodal terminal. He noted that his area already has problems with trucks, and emissions from trucks, as well as other activities, including blasting for the salt mines. He noted that his area needs to be more involved in the study.

Greg Gorno commented that trucks would use an exclusive truck-only road to access the terminal, implying that Mr. Mathis' area should not be affected. Paul Nye indicated that the truck-only road that Greg was referring to would begin near the intersection of the rail line at Rotunda/Schaefer. Therefore, the area south of there, along Schaefer at I-75, where Mr. Mathis resides, could be affected by increased DIFT truck traffic.

Jose Rodriguez from the Detroit Hispanic Development Corporation indicated that congestion in the southwest Detroit area is a problem. He indicated that at the middle school, where he works, traffic is a major problem for the children. He stressed that more truck traffic would cause health effects including children being born with deformities.

Ninfa Cancel asked that a public meeting be conducted where all projects that affect southwest Detroit are discussed. Heidi Alcock indicated that that matter would be considered by City Council. She further noted that, at this time, the City Planning Commission, which conducted other public meetings on the DIFT in southwest Detroit, had not planned such a meeting.

With that comment, the meeting ended about 9:00 p.m. The next meeting was scheduled for November 12th.

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Local Advisory Council Meeting
October 8, 2003
Attendance

LAC Members

Name	Representing	Phone
Heidi Alcock	Detroit City Planning Comm.	313-224-3221
Todd Birkle	Oakland County Executive	248-858-1036
Ninfa Cancel	Detroit Hispanic Development Corp.	
Amanda D'Angelo	State Senator Ray Basham	517-373-7800
Chuck Goedert	Oakland County Comm.	248-398-6030
Greg Gorno	GTST/Detroit Intermodal Association	734-281-1666 x10
Karen Kavanaugh	CBRA/SDBA	313-842-0986 x26
Paul Nye	Ford Motor Company	313-390-9845
Father Joe Redican	Holy Redeemer Schools	313-841-4433
Oлга Savic	Legislative Assistant to Rep. Tobocman	517-373-0823
William Schrader	Jeffries Southfield Ind. Park	313-838-8387
Chuck Tucker	City of Ferndale	248-546-2514

LAC Observers

Name	Representing	Phone
Mohammed Alghurabi	MDOT	517-373-7674
Shandae Belser	Holy Redeemer School	313-384-8031
Scott Bradford	GWCA	313-861-7015
Byna Camden	I CARE II co-chair, GWCA Board	313-368-3333
Joe Corradino	Corradino/MDOT Consultant	313-964-1926
Rafael Cruz	Holy Redeemer Student	313-894-8426
Jeff Edwards	MDOT Metro Region	248-483-3714
Johannah Fenton	Holy Redeemer Student	313-361-3433
Michael A. Flowers	WCDOE – Environmental Outreach Division	313-224-8284
Linda Gonzalez	SW Detroit Resident	
Jim Hartman	Corradino	313-964-1926
Patrick Henry	Holy Redeemer Student	313-258-1427
Stefani Huerta	Holy Redeemer Student	313-381-4366
Mary Kraatz	Board Member Empower Zone	843-9688
David Leonard	Ferndale Chamber of Commerce	248-542-2160
Jena Litak	Holy Redeemer Student	313-897-7978
Otis Mathis III	Kennedy Rec. Ctr. Advisory Board	313-388-4987
Corey Monroe	Holy Redeemer Student	313-962-1102
Eddie Mendez	Holy Redeemer Student	313-963-5103
Brenda V. Peek	MDOT – Communications	248-483-5109
Samantha Perez	Holy Redeemer Student	313-297-2785
Sherri Piacenti	MDOT Real Estate	517-373-4152
Dorothy Pierce	Greenacre Resident	
Scott Radford	GWCA/I CARE	
Elysia Sandoval	Holy Redeemer Student	313-843-9688
Harvey Santana	Corradino	313-964-1926
Chris Singer	Detroit News	
Greg Stano	Detroit Intermodal Services	734-326-8905
Erin Stempien	Holy Redeemer Student	313-942-9946

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