

UNITED STATES COAST GUARD

PUBLIC MEETING

AMBASSADOR BRIDGE ENHANCEMENT PROJECT

DATE: MARCH 17, 2009

LOCATION: EARHART MIDDLE SCHOOL
1000 SCOTTEN STREET
DETROIT, MICHIGAN 48209

PRESENT: Hala Elgaaly - USCG
Frank Esposito - USCG
Allen Garneau - USCG
Shelly Sugarman - USCG
Scott Striffler - USCG
Blair Stanifer - USCG
Matt Robertson - USCG
Scott Korpi - ACE
Brian Mirson - ACE

HALA ELGAALY: Good evening. My name is Hala Elgaaly. I'm the administrator for the Coast Guard Bridge Program and I reside in Coast Guard Headquarters in Washington, D.C. I also have with me other Coast Guard folks that I'd like to introduce. I have from our District, District 9, the bridge administrator, Scott Striffler, and with him is Blair Stanifer. We also have from headquarters our environmental law lawyer, Frank Esposito; and then from Headquarters, we have Shelly Sugarman, she's the chief of the Permits Division; Allen Garneau; and outside we have Matt Robertson. Thank you all for coming to the meeting.

As the lead federal agency under the National Environmental Policy Act, we refer to that as NEPA, for the proposed Ambassador Bridge Enhancement Project, the Coast Guard is conducting this meeting today to achieve the following: to familiarize you with the Coast Guard's Bridge Authorities and permitting process, provide the timeline for the project's permit application, provide information regarding all coordination that the Coast Guard has conducted with other federal and public agencies during development of the

Environmental Assessment document, which is currently out for review, and the Section 106 consultation under the National Historic Preservation Act. We will also provide some highlights of the final Environmental Assessment, provide the Coast Guard's next steps with regard to the permit application and then we will open up the meeting for oral presentations. I will go over the rules for that when we get to that point of the meeting. During this presentation, I will not be taking any questions and I would appreciate if we could keep the noise down so everybody can hear.

And with that -- oh, one more thing. I've had some questions about some of these handouts that are outside. I just want to be clear on who is putting out the handouts. There are two handouts with the Coast Guard Bridge Administration logo. These are the ones that we brought to the meeting and this one has been provided by the applicant.

With that, all bridges that cross navigable waters, including international bridges, require the applicant to obtain a Coast Guard permit. The reason for that is that Congress many, many years ago deemed that the interests of

navigation needed to be looked out for and so that is our role. That's why we look at the bridge plans and see how they impact navigation.

Our jurisdiction and authorities are outlined in these acts here. I'm not going to go through all of them. The Ambassador Bridge Enhancement Project, which we are going to refer to as the ABEP for the rest of the presentation, falls under the Bridge Act of 1906. When we talk about bridges, we're talking about the navigation span and the approaches to the navigation span, so the entire bridge is what we permit.

For the existing bridge, the existing bridge was authorized by Congress in 1981 and then the Secretary of War issued the original permit for the existing Ambassador Bridge in 1927. We in the Coast Guard have taken on the roles and responsibilities that the Secretary of War had at that time. So with this project, proposed project, it requires an amendment to the existing permit that was issued in 1927 and that amendment will also fall under the Bridge Act of 1906.

We have an established process that we go through in the Coast Guard when we receive permit application. I'm not going to step through

every step of it, I think that would bore you, but what's important to know is that before we consider whether we would issue or deny a permit, we need to insure that NEPA has been followed and that navigation considerations have been addressed. So on some projects, if there is another federal agency involved, such as say a state bridge where there is federal funding involved, Federal Highway would have an undertaking as defined by NEPA for the project and oftentimes, they would play the lead federal role under NEPA.

On private bridges, there's not always another federal agency involved as far as an undertaking but if the Coast Guard is because there's a permit action involved, as is with this project, then we would play the lead federal role under NEPA and we are responsible for the NEPA document and in this case, an Environmental Assessment is what we're working with and once NEPA is completed, then we are in this process here where we do a decision analysis and determine if we are going to issue or deny a permit. For this project, we are up here. We have issued a draft Finding Of No Significance.

Based on the comments that we would

receive once the comment period ends, and it ends March 30th of this year, we will evaluate and look at all the comments and we will determine if the FONSI's appropriate or if the document needs to be elevated to FEIS.

As you all are aware, and I'd like to go through these, there are three ongoing projects in this area. There is the Ambassador Bridge Gateway Project, the Detroit River International Crossing and the Enhancement of the Existing Bridge Project.

To just go quickly, some highlights of these projects and why I'm putting them up here, for the Ambassador Bridge Gateway Project, this is strictly a road and improvement and plaza project, so there is no navigation involved with this project, so the Coast Guard has no involvement. The project is anticipated to be finished in December, 2009. Federal Highway is playing the lead federal agency role under NEPA. The Environmental Assessment that was completed for this project contains approved Federal Highway MDOT traffic data that the Environmental Assessment for this project utilizes.

For the Detroit River International

Crossing, or the DRIC, this will be a public funded project. Federal Highway is the lead federal agency under NEPA. We are involved in this project as the role of a cooperating agency because eventually this project will also have to apply for a Coast Guard permit. At this point, I would like to note a very important point here. The Coast Guard never supports or not supports a project. We have statutory authorities that we're responsible for. We receive a permit from an applicant, we process the application, we ensure that NEPA is followed, navigational considerations have been addressed and if so, then we would issue a permit but we do not support or are we against any projects.

For the DRIC, the EIS has been completed and the record of decision was signed in January of this year. This project will require a Presidential Permit. What that means is any international crossing, there is the Act of 1972. The International Act of 1972 requires that any time a project involves an international crossing, a permit from the State Department is required. So in the DRIC situation, a Presidential Permit will be required as well as the Coast Guard.

For the Ambassador Bridge, the bridge, as I indicated earlier, was authorized by Congress. The bridge is operated by the Detroit International Bridge Company, DIBC, they are the applicant for this permit and they propose with this project to construct a new six-lane cable-stayed bridge that will be adjacent and west of the existing four-lane bridge. They propose to put the existing bridge out of service. They will continue to maintain it and it will be utilized for emergency use or special events.

The DIBC also has proposed to use private funding to construct the ABEP. The Coast Guard is the only federal agency with a major undertaking for this project as we are playing the lead role under NEPA and in 2005, August, 2005, the State Department determined that this project does not require a Presidential Permit because it was constructed prior to 1972 and was authorized as a result of Acts of Congress.

We have a timeline here of the project. I will not go through every step. This presentation will be posted on the docket so you will have the opportunity to spend more time but I'll just go over some key points here. The Coast

Guard received the application for this project in March of 2006 and we issued a public notice that we have the bridge permit application along with a tentative Categorical Exclusion and as a result of the public comments that were received, we elevated that to an Environmental Assessment. The Michigan State Historic Preservation Office did issue an adverse effect determination based on visual and archaeological.

In May of 2007, we announced the Draft EA and the adverse effect that Michigan SHPO issued and we went out with a 30-day period which as a result of feedback from other agencies, we did extend the comment period another 45 days.

In December of last year, the DIBC and the Michigan State Historic Preservation Office did enter into an agreement for the existing bridge. It's a preservation agreement. It follows the Department of Interior standards for the preservation and maintenance of historic structures. And then in that same month, a Memorandum of Agreement between the Coast Guard, Michigan SHPO, the Advisory Council on Historic Preservation, and DIBC was signed and as a result of the signing of this document, the Section 106

consultation under the National Historic Preservation Act was completed. The Memorandum of Agreement includes mitigation measures to address the adverse visual ruling that came from the Michigan SHPO.

The Final Environmental Assessment along with the Draft FONSI was released and we are right now in the 30-day review period, which earlier I indicated ends March 30th of this year.

We have received many comments about what type of coordination has the Coast Guard done with expertise agencies or other federal agencies and so here we just summarized the key ones. We have coordinated with the Environmental Protection Agency. They've reviewed the air models used in the air analyses and the conclusions and they accepted it.

The Southeastern Michigan Council of Governments, which is a local planning organization, provided us with guidance and requirements that needed to be met for air quality.

Federal Highway Administration, even though they are not involved with the project, did provide the Coast Guard comments.

The Michigan State Historic

Preservation, I've covered that and they did sign a Preservation Agreement with DIBC as well as the Memorandum of Agreement, as well as the Advisory Council on Historic Preservation, they reviewed all the 106 correspondence between the Coast Guard and SHPO and signed the MOA.

When we were doing our Section 106 consultation, we invited the Gateway Communities Development Collaborative, the GCDC, to be involved with the process and they were but at the end, they declined signing the MOA.

The Michigan Department of Transportation, like Federal Highway, did provide us with comments and should DIBC receive a permit, they will have to obtain authorization from MDOT and possibly City of Detroit for any work that temporarily affects a publicly owned roadway. City of Detroit has also provided us with comments and that included the listing of local permits that will have to be obtained by DIBC for this project. We have received comments from the City of Windsor and they have concerns for transboundary issues, for air and noise, and the final EA does address their comments.

To cover some of the highlights in

the Environmental Assessment for the area of air quality, the project is regionally significant, so the Coast Guard went above and beyond what was required for an Environmental Assessment and we requested that an additional air quality dispersion, called a hotspot analysis, be performed and it was completed at the end of 2007 and the results show a de minimus conclusion, which the EPA has concurred with.

FEMALE: Explain that.

MALE: What does that mean in English?

HALA ELGAALY: They agreed with the conclusion that the hotspot analysis, which looks at local spots, the emissions captured of those spots do not exceed certain levels.

In July of 2008, the Southeastern Michigan SEMCOG conditionally included this project in their Long Range Transportation Plan.

Under the Historic Preservation Act, which is the Section 106 that I talked about, I've covered most of these. I would point out that in January of 2008, the Michigan SHPO agreed that there was no historic archaeological properties affected by this project. The Memorandum of Agreement that I indicated was signed has some of

these mitigation measures that I mentioned. These are some of them.

There was in 2004 Michigan DOT entered an agreement with DIBC to allow for the inspection and maintenance of the existing bridge. We are referring to that agreement and it will continue if a new structure is built. It will apply to the new structure as well as the old. The Preservation Agreement, I've already addressed this, is in line with Department of Interior standards for historic properties. That will be a permanent exhibit developed for the -- it would include information on the existing historic bridge as well as the new bridge.

In the Memorandum of Agreement, DIBC has agreed to provide \$20,000 annually for five years to the Detroit Riverfront Conservancy to coordinate projects such as study the feasibility of Detroit Riverfront access and Corktown/Mexicantown Green Link and these two things here -- everybody will have a chance to speak. Please let me finish my presentation. And we will put in a request to place this structure on the National Register.

With respect to noise, we did

contract with an independent specialist on noise to verify the analysis and results in the EA, the Environmental Assessment, and everything is as it should be and the results were that there is no significant impact.

In the issue of traffic, the Environmental Assessment for this project does use DRIC and Gateway traffic data and we are comfortable that this will be a maximum six-lane facility because the EA outlines a portion of the project that is a constrained segment, it can only support six lanes.

We are in the 30-day review period. Here's the public meeting that we're conducting today. The review period for the EA and Draft FONSI ends March 30th. When that closes, we will review and consider all comments received and at that point, we will determine if a final FONSI is appropriate or an EIS. If the decision is that it is a final -- that the FONSI is what we will move forward with, NEPA is then complete.

I have mentioned that this is a two-step process. Once NEPA is complete does not necessarily mean that the permit will be the next natural course of events. There's a decision

analysis that takes place. This is of course an international bridge. There is half of the bridge is in Canada but we determined that what we will do is we will go ahead with the permit decision but we will have stipulations, and I will cover those a little bit in the next few slides, how we're going to address the Canadian issue. However, we cannot start our decision analysis with regards to the permit until DIBC resolves one issue and that is the easement issue with the City of Detroit.

The towers on the U.S. side as it is proposed right now for the bridge for the main navigation span would sit on property of Detroit, City of Detroit property and so that issue needs to be resolved before the Coast Guard can move forward with the decision analysis. Once this issue is resolved, if it is resolved, then we will form our decision analysis. If the decision analysis is to issue a permit, these are conditions that we will contain -- that we will include in our permit.

We will stipulate that construction on the U.S. side cannot start until all the required Canadian approvals have been obtained. This is very consistent with the Act of 19 -- this is consistent with the Act that established this

bridge in 1921. This is a quote from the Act. It says "Provided, that before the construction of the said bridge shall be begun, all proper and requisite authority therefore shall be obtained from the government of the Dominion of Canada." So we're doing the same thing on this one.

We will also state in the permit that the permit is for an Ambassador crossing that is limited to a six-lane scenario because that is what the EA is based on. And we will have a condition that says should the removal of the existing historic bridge be entertained and DIBC wants to do that, another Coast Guard permit amendment will be needed and NEPA and Section 106 requirements will again have to be addressed.

That is where we are with our process. The next part of the meeting is -- and I want to be very clear on how we're going to run this. We are collecting oral comments. We will not be answering questions. Please do not construe our silence during this portion of the meeting as being either in agreement or disagreement to any of the given comments. Oral presentations shall be limited to three minutes and presenters will be given a one-minute warning letting them know that

they will have one minute remaining and Allen will be in here giving it to you, Allen or Matt. We were scheduled to end at 8 but since we started at 6:15, this meeting will end at 8:15. We have a stenographer present right here and as soon as we receive her transcripts, we will be posting the transcripts for this meeting along with any additional material that we receive at the meeting on the docket. So it will be available to everybody. And also, it will be available on our website.

And now we will start. What's going to happen is Allen -- what we're doing is some of you submitted your names prior to today that you wanted to present. The folks that presented their names in the docket will go first and then we will go in the order of the folks that signed up outside. When Allen calls your name, please come to one of the two microphones in the front, it will be one of them, I'm going to put it over here and this will allow the stenographer to capture your comments. Please, when somebody is speaking, allow everybody else to hear them. That's just a courtesy, okay? And with that, we'll get going.

ALLEN GARNEAU: What I'd like to do, if we can make

a clear passageway right here so people can get to that. What I'll do is read off two names. The first will be the speaker that's coming up now to present, which Rashida Tlaib will be first, and then the second name will be Kathy Wendler, if you can come over to this microphone. We will alternate microphones. That way we can go as quickly as possible. We have an extensive list of people who would like to speak. If you can, please limit your -- we'll limit you to three minutes. I'll give you a one-minute warning, a 30-second warning and then we'll ask you to stop because we do have many people who would like to speak. So Rashida Tlaib and then on this side we have Ms. Kathy Wendler.

RASHIDA TLAIB: First of all, welcome to Southwest Detroit and happy St. Patrick's Day to all those that are here and hopefully we can get out of here early enough to celebrate. Second, no, none of these people are my relatives except for one, so I really appreciate everybody coming out here and supporting this and being out here like this. It's amazing to see all of you here. My name is Rashida Tlaib and I'm a resident serving the district as State Representative. As State Representative of

the host community for the Ambassador Bridge Enhancement Project, I am submitting the following comments in opposition to the issuance of a Finding Of No Significant Impact.

Southwest Detroit is home to one of the most diverse communities in Michigan with a vibrant and growing business district in Detroit. More importantly, it is the only part of Detroit that is growing in population. This is true even though the community has faced tremendous challenges that many communities would not survive. We host the Detroit Salt Mine, Marathon Oil Refinery, three freeways dividing up our neighborhoods, the largest rail yard in the state, and the Ambassador Bridge and 30 percent of our residents live at or below poverty, while air quality in southwest Detroit is among the worst in the City of Detroit.

The National Environmental Protection Act -- Policy Act, NEPA, provides for a comprehensive process mandated by federal law to ensure that the conduct of all federal agencies is protecting the human health and environment of the public. An Environmental Assessment, a lower tier process, was completed for this massive project and

the findings failed to recognize that there's a significant impact on Southwest Detroit and a full Environmental Impact Study is needed.

My residents deserve much more than a short cut EA process. It is apparent from the sheer number of residents attending this hearing concerned about their human health. A project of this size, a controversial one --

ALLEN GARNEAU: Thirty seconds.

RASHIDA TLAIB: I'm sorry, what did you say, Allen?

ALLEN GARNEAU: Thirty seconds, please.

RASHIDA TLAIB: Thank you. You say 30 seconds?

ALLEN GARNEAU: Thirty seconds.

RASHIDA TLAIB: Okay. There are five issues regarding the Finding Of No Significant Impact. One, the fact that the EA did not include the whole project but only segment of the project, which makes it flawed. The nearby Gateway Project changes, two, so the nearby Gateway Project undermines the EA allowing bridge traffic into my neighborhood. Three, there are a number of disputes on the usage and ownership of surrounding property, especially Riverside Park. Four, it is uncertain that the current Ambassador Bridge will not be reopened. The lack of commitment by the

company in various announcements to the public, there is a lack of commitment that the old Ambassador Bridge will be retired. Five, the lack of independent analysis and consultation from relevant agencies is lacking here.

ALLEN GARNEAU: Rashida, your time is up. Thank you.

RASHIDA TLAIB: More importantly, a bi-national study between Canada and the U.S. rejected the twin span of the Ambassador Bridge recognizing the impact on air quality. Please stand if you have asthma. Stand. Stand if you have asthma.

ALLEN GARNEAU: Rashida, we need to move along, please. You need to move along.

RASHIDA TLAIB: I want to personally thank Congressman Dingell for allowing us to have this public hearing. As you can see, this is such an important, important issue about the quality of life in my community and I stress enough from the federal agencies that are supposed to protect us to please look at this clearly. The Environmental Protection Agency last year in 2007 said that a better study needed to be done and I thank you for coming out here and doing this and please be patient with my community. This is an issue from

the bottom of their hearts. You can hear them. Let them speak and hear them. Thank you.

HALA ELGAALY: Excuse me. I would like to remind everybody that this meeting will end at 8:15. So in order to allow as many people as possible to speak, please follow the rules that were published in the notice, three minutes per speaker.

ALLEN GARNEAU: Next speaker up will be Mr. Steve Walker.

KATHY WENDLER: My name is Kathy Wendler and I work for the Southwest Detroit Business Association. We have learned our lessons on the Gateway Project. Small and minority-owned businesses have been severely impacted by the construction. Southwest Detroit has been severely impacted. We do not believe that environmental studies commissioned by the Detroit International Bridge Company for this project can fairly represent the community's interests. The scope of development represented by any international border crossing requires a full Environmental Impact Statement is undertaken and certainly this project requires that.

ALLEN GARNEAU: Thank you. Next speaker up, Mr. Anthony Benavides.

STEVE WALKER: Can I go ahead and make my statement

because you called me.

ALLEN GARNEAU: Yeah, you're good.

STEVE WALKER: My name is Steve Walker. I'm a member of the Executive Board of the Southwest Detroit Improvement Association. It's the community group just to the west of here starting with Livernois, and our executive board took the position a couple weeks ago, we voted to endorse the principles and issues that are raised by the Bridge Watch Group. We have similar concerns to the ones that have already been expressed. So I won't repeat that. My concern is I think we're all well aware there's another study which has also received preliminary approval for another bridge further down the road here in Delray and it seems to me any study, any comparative study that doesn't look at both bridges to see which is better is flawed and obviously, all the studies that have been announced tonight by the Coast Guard have only looked at one bridge, ignored totally the fact that there's a second parallel study going on. So if you ask me, all these studies are flawed and obviously, it needs to be done properly. There's no justification for two spans, right? We don't want to waste money on two spans. Frankly,

obviously, if Mr. Moroun wants to keep open his original span, there's no law, there's nothing to prevent him from doing that and we would have the security concern, right, given 9/11 and all of this, we're going to have two spans adjacent to each other. One bomb is going to destroy the whole damn thing. Whereas if he keeps this span open and there's another span further down, at least it takes two bombs. And in the spirit of friendliness, let me point out, at least personally, again our group wasn't aware of this issue. If Mr. Moroun wants to build a bridge museum and maintain the historical integrity of the span he already has, I'm sure we would be glad to see him invest money in another museum. I mean if that's an attraction for Southwest Detroit, we're all for it. Again, the bottom of the little handout from the bridge company talks about responsible corporate citizen. I won't comment on that but I think if we took a vote of the neighborhood, about 95 percent of the people would vote on whether or not Mr. Moroun has ever been a responsible corporate citizen. But the bottom line is I think the only way this process can go forward is you got to look at both alternatives. Anything

else is clearly a fraudulent approach.

ALLEN GARNEAU: Thank you for your comment. Next we have Mr. Anthony Benavides with Mitch Alexander in line.

ANTHONY BENAVIDES: Hi. All you concerned people out there, I want to make a statement here stating that I live in Detroit, I live on West Grand Boulevard, 420 West Grand Boulevard and I also work at Clark Park Recreation Center, I'm the director there, and we're encountered by truck traffic every day near the ball field and the soccer fields. There's constant trucks going by there 24/7 throughout the summer, throughout the winter, throughout the fall. There hasn't been an Environmental Impact Study or statement that needs to be done at Clark Park in our southwest Detroit neighborhood. So before this goes on any further, we need an Environmental Impact Statement study because there's so many kids that I see at Clark Park, whether they're recreating or they're just there, recreating or just walking or doing some homework there, they pull out these little asthma little containers and they're constantly taking puffs on them. So we're already bombarded by pollution in this state, so we don't need anymore.

These people here just seem to think they can dump on our neighborhood over and over and it's got to stop. Let them take it to another park where they live. And also on this page here, if you see on this handout here, there's some responsible corporate citizens. I'd like everyone to look at that and see who's supporting this. We've got the NAACP, the Hispanic Business Alliance and Detroiters for Progress. Who are these people? I'd like to know where they stand on this, too. I mean what's going on here? Some of these people at one time lived in our neighborhood, now they moved out or are selling out. So we've got to hold these people accountable, too.

ALLEN GARNEAU: Thank you. Mitch Alexander. Next in line is Ziggi Gonzalez.

MITCH ALEXANDER: Good evening. My name is Mitch Alexander and I'm an eight-year resident of Clara Farms here in Southwest Detroit. We absolutely need a full scale Environmental Assessment for this project. People are talking about the assessment, the study that was done for the DRIC. We have to have at least that same level of environmental review. We hear people talk about asthma and the health issues that are here. The idea of putting

another six lanes makes no common sense if you have a huge environmental impact. During that eight years that I've been here and I think for the last ten or 20 years, there's been a lot of people that have moved into this neighborhood and then there are people that have lived in this neighborhood for generations that have been improving the neighborhood. You see people that renovated their homes. There's also a lot of non-profit organizations and businesses that have made a lot of investments. There have been hundreds of homes and apartments that have been rented, there have been businesses that have been built and have been expanded and we can't threaten that kind of progress by just putting down the Ambassador Bridge, a second bridge without a thorough review. We know how bad the situation is in the city and we know the economic problems that we all face. What we need is neighborhoods like Southwest Detroit. The Southwest Detroit neighborhood, that's the type of neighborhood that in other cities across the country, it's seen as a catalyst for their cities and we can't wipe that out here.

ALLEN GARNEAU: Thank you. Ziggi Gonzalez?

MALE: He just had an emergency call.

ALLEN GARNEAU: Okay, Lisa Goldstein.

MALE: He just wanted to know if the Coast Guard was on our side or the other side.

ALLEN GARNEAU: Lisa Goldstein.

FEMALE: She's coming.

ALLEN GARNEAU: Next up after that will be Emily Doerr. Thank you.

LISA GOLDSTEIN: Yes, I'm Lisa Goldstein. I'm the director of Southwest Detroit Environmental Vision and our organization has worked on air quality issues and other environmental problems in this community and this project clearly has severe impact on air quality. The zip code where the Detroit International Bridge is located has the highest prevalence of persistent asthma for children that are covered by Medicaid and there's a statistic correlation between severe asthma attacks and increased amount of diesel particulate in the air. We did have some studies done and submitted with comments on the Environmental Assessment process and there was a computational model that we had a professor who had a lot of expertise in air quality dispersion and he did a model and showed that with the increased traffic, there would be more vehicular emissions and that there would be a

heavy deposition of particles in adjacent neighborhoods. There was a recent study that was part of the EPA DEARS process that was showing also higher levels of particulate or elemental carbon in houses that were downwind from the bridge. So there's numerous information out there that really indicates that diesel particulate is having impact on this neighborhood and it really does require a more complete study. Also the impact, the full impact of this project, as Rashida mentioned, are not really being considered because there are numerous changes that are being proposed that would possibly result in traffic on Fort Street. Originally the traffic was supposed to be off of Fort Street and we really want to be sure that what is going to happen is what's being studied and that does not appear to be what has happened in the study. So we're asking for a full environmental impact study on the project.

ALLEN GARNEAU: Thank you. Emily Doerr and next up will be Suzanne Fisher.

EMILY DOERR: Hi, my name is Emily. I actually just moved to Detroit a few months ago, so I'll be pretty short. Thank you. I've already fallen for the city, what can I say. I actually live in

Corktown and already -- I'm 24 years old. I'm one of those pesky young professionals that we want to move to our city and already I've been looking at houses because I want to stay here. I'm a young professional, I have a job that is part of Detroit, part of Wayne County and I want to buy a house in the city but this is where obviously I have a keen interest, why would I want to buy a house? Well, I'm most interested in Southwest Detroit and yet the big deterrent is how are my kids going to actually be able to be raised in this house if the environmental impacts of the bridge obviously are not even being taken into account. So that's all I'm saying. I'm also into the environment like Rashida. All I'm saying is that if we want to bring young people especially to this neighborhood, one of the most vibrant parts of our city, then we need to make sure that we're taking care of the environment. Thank you.

ALLEN GARNEAU: Thank you. We have Suzanne Fisher. Next up will be Michelle Martinez.

SUZANNE FISHER: My name is Suzanne Fisher. I live in Corktown here near the bridge site. I biked to this meeting and I bike around the neighborhood all the time. I commute to work by bicycle often and

it's very dangerous with all the trucks on the street, it's very dangerous to breathe the fumes from the trucks and this is the place where we live and we walk and we bicycle. It's a neighborhood, not a thoroughfare. So I really think that we should have a full Environmental Impact Study about this proposed bridge project.

ALLEN GARNEAU: Thank you. Is Michelle here, Michelle Martinez? Okay. Next on this side, if we can have Mr. Tim McKay.

MICHELLE MARTINEZ: Thanks everyone for coming tonight. I know that there's lots of people who wanted to be here tonight but because they work or because they have kids or they have other responsibilities, they can't be here, so we're here to represent them and I'm so happy to be here to represent you. My family's been in Southwest Detroit for almost one hundred years, so we're happy to be here and we want to stay here. My greatgrandfather's house was torn down by the freeway, my grandfather's house was torn down by the freeway. So you understand how we've been affected by mass transportation projects for a hundred years, and that's why I was telling you in 1964, the Civil Rights Act was written. Anybody

familiar with that? Any project that receives any kind of federal funding, and I believe that the Detroit International Bridge Company is applying for public funding, and I have a part of the Civil Rights Act here from 1964, so in determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of subjugating residents to discrimination. Executive Order 12989, the Environmental Justice Statement of 1994, states to the greatest extent practicable by law, each federal agency shall make EJ part of its mission, that's Environmental Justice, by identifying and addressing the disproportionate and high adverse health effects or environmental effects of its programs, one, it's policies, two, its activities on minorities and low income peoples. That's 35 years democracy at work, people. I suggest we review that legislation so when you're reading the paper and DIBC comes out asking for public funds, you have an answer for that. Also, who knows what's in diesel emissions, raise your hand. Okay, a couple people. Let me tell you, volatile organic compounds, particulate matter, carbon monoxide, nitrous oxide, benzene, butadiene, formaldehyde.

Let me tell you some of the health effects to those. Headaches, nausea, damage to the central nervous system, cancer, damage to the liver and kidney, fatigue, chest pain, impaired vision, asthma, bronchitis, emphysema, weakening of the heart, heart disease, premature death, cancer, numbness, difficulty in concentrating and affecting the reproductive system of women. I'm not saying that that's the only thing that we have to deal with is the bridge but why put another ton and tons and tons of pollution. In fact, according to the International Border Study, the worst, the worst in air quality of all the options that you could put in the city. Why in Southwest Detroit? Why again? No more.

ALLEN GARNEAU: Thank you. Are you Mr. McKay?

TIM MCKAY: Yes.

ALLEN GARNEAU: Okay, next on this side we have Mr. Tobocman, Steve Tobocman, please.

TIM MCKAY: My name is Tim McKay. I live in Corktown. I'm a resident of 27 years in Corktown. I have been recently active with Greater Corktown Development Corporation and our projects in Corktown. I only can look at the bridge company as hardly being a good corporate citizen. They're

building the bridge without approval. They're doing things without permit. They took over public property without our consent and we have to spend tax dollars to throw them out. What are we thinking? If anybody took over property that was owned by the City, you or I, we would be kicked off, we would be thrown out by the police. They are arrogant and inconsiderate. We have to stop these people.

ALLEN GARNEAU: Thank you. Ms. Deb Sumner for the other side.

STEVE TOBOCMAN: Thank you and good evening. God bless democracy, God bless the United States of America. Thank you for coming to our community for the whopping third hearing on this application. I have a number of points to make and to try to get it into 180 seconds, I just really would need about a hundred minutes to actually talk about this important project in our community. I've been a homeowner for seven years at 1032 Vinewood. It's about a block away from the West Grand Boulevard entrance of the bridge plaza. These are the prescription asthma drugs that I was prescribed about three or four months after moving into the neighborhood. I was a State Representative for six

years and a House Majority Floor Leader of the State House of Michigan, and I've been an advocate on these issues for about ten years. I had the privilege of attending the March 1, 2007 so-called public workshop. First of all, I never got any notice either as a resident or as a State representative of this community. I don't know what kind of public process we give the elected official from the community news about the process. On that day, I signed in with an Ambassador Bridge employee, I got an Ambassador Bridge handout and for two minutes I listened....at some point, a NEPA flow chart went up and I said wait a second, and I got up and I said I don't understand. This is part of the NEPA? They said yes, we're doing an environmental analysis. I said don't you work for the Ambassador Bridge? He said yes, we're the applicant, we're running the show. I said where's the Coast Guard? Suddenly a hand in the far corner of this room, Bill Bloom, raises his hand. He hadn't said a word the entire time I was in there. That's not a judgment process, that's not a review process. That's the chickens guarding the hen house. The EA is a secondary treatment. It's a secondary treatment. The EIS is a full rigorous

treatment. This community demands a full rigorous treatment that an Environmental Impact Study provides and it is your duty under the law because the factual inaccuracies about this suggests that we need a full EIS. Furthermore, the segmentation problem with this study suggests that we need a full EIS. Your handbook Section 4.3 says that you cannot get federal approval if there's any doubt concerning the applicant's property rights. We know there are some doubts about Riverside Park. Secondly, the project has changed. We relied on all kinds of representations about local streets that were in the Gateway environmental analysis, which are no longer true. They're now asking to close 23rd Street to put local trucks on our streets, to change West Grand Boulevard. All those things mean that you cannot issue an opinion in this. I would submit comments in writing but I want to say clearly it's been the bridge's design to segment this process. You can't ask for a plaza for one review and a bridge for another. They are all one in the same project. You can only look at the resolution for private activity bond to the federal government to realize that phase one and phase two of the same project is the plaza and the

bridge. You cannot segment the NEPA. You cannot on one hand claim that you don't have a environmental project for this part and then this part. Otherwise, there would be no teeth to the NEPA. You have to give this a full EIS with the project. Thank you.

ALLEN GARNEAU: Thank you. Do we have Ms. Deb Sumner. No? Sharon Dolente, and Amy Amador, if you can be prepared to go next.

ALLEN GARNEAU: Are you Sharon?

AMY AMADOR: I'm Amy.

ALLEN GARNEAU: Is Sharon here?

FEMALE: Go ahead, Amy.

ALLEN GARNEAU: Go ahead, Amy.

AMY AMADOR: Hi, I'm Amy Amador. I live at West Grand Boulevard just a few blocks from the entrance of the Ambassador Bridge. I work with youth on the committees. I oppose the Finding Of No Significant Impact of the Coast Guard for four reasons. One, it's false to consider the twinning of the Ambassador Bridge is a project that will have no further impact. The bridge company has not committed to the closure of the bridge. The second span was submitted as constructed. They're saying they're going to use it for emergency purposes and

that sort of thing. But the statement says that the traffic is going to increase across the border in future years, so in the very first year, there's a possibility that all ten lanes, from four lanes, then six lanes are going to be used and that would need to be considered in a full EIS in the Gateways community. Secondly, it's unjust for the federal government to have a full EIS required of the DRIC and not of this. That's all I'll say about that. Thirdly, I hear a rumor and I know you can't comment on this but there's an employee or somebody who worked for the Coast Guard who's now working for the bridge company. If that's true, that calls into question every decision that's been made about this EA. So I don't know if that's true but hopefully you can enlighten us about that. Otherwise, there's a stench of corporate corruption. Fourthly, it's been reported in the newspapers that the Detroit International Bridge Company is asking for changes to the Gateway Project closing streets and that's been talked about by other speakers. So these changes need to be evaluated in the EIS process because obviously, they weren't evaluated when the EA went forward. And then lastly, this is a message to charities in

the community. I had gotten a call -- I've been outspoken against the bridge and got a call from bridge employees, two bridge employees actually, asking me, you know, they gave a donation to the non-profit I work for, so why would I be talking bad about the bridge? Well, I'm a resident of this community and so that is quid pro quo. If the bridge company is requiring non-profits to be silent on the bridge issue to not fairly represent the residents of their community, then that is unethical and I just want to tell non-profits and ask non-profits to not let the bridge company intimidate you into silence. We know that Matty Moroun is a billionaire, right, he's the 700th richest person in the world and it should be that there should be money coming back to this community, however, not at the expense of our residents.

ALLEN GARNEAU: Thank you, Amy. We do have Sharon Dolente up here. So Joe Rashid, if you could be prepared to speak next. Thank you.

SHARON DOLENTE: Okay, I live on Vinewood and I've lived here for seven years with my husband -- or eight years and we bought a house seven years ago and I don't have asthma yet but I'm expecting a

child right here, so now I'm in that market that so many people have been in, that group that so many people have been in where I'm going to have to be worrying about the impact on my child. So I've always cared but now I have a whole different level of concern about this. This year we've seen the failure of the federal government to address a whole -- large capacities of oversight in our government. We have a bank failure going on. All of our banks are failing. Why? Well, because we have a little sleepy federal government not paying attention to things, right, and our banks weren't paying attention to things either. What else have we had? We had Bernie Madoff, billions and billions of dollars and the federal government was asleep at the wheel. We had the Department of Interior, employees at the Department of Interior fraternizing and doing drugs and having sex with lobbyists. I guess they were asleep on the job or maybe not quite asleep, depending on what drugs they were doing. The Coast Guard is asleep at the wheel, okay? The bridge does not live up to its commitments. Here's a newsflash, Coast Guard. It's not a replacement bridge. And where in the heck are you going to be when that newsflash lands

on our community and when you proceeded with an environmental impact based on that representation and then lo and behold, the bridge doesn't live up to it. Thanks a lot, because you're not going to be here to address the environmental impacts that my child suffered. So do what you need to do and stop being asleep on the job. This deserves a full environmental impact. We deserve a full environmental impact.

ALLEN GARNEAU: Thank you. We have Mr. Joe Rashid. Next up will be Sean Mann. Sean Mann.

JOE RASHID: Good evening. My name is Joe Rashid and I'm a lifelong resident of Detroit and I currently reside on Labrosse in Detroit's Corktown neighborhood. I'm here in opposition of the Detroit International Bridge Company and the Coast Guard's Finding Of No Significant Environmental Impact. The environmental impact of the Ambassador Bridge is a mess and goes far beyond aesthetic views, which is one point mentioned in the Coast Guard's assessment. The air quality issues in southwest Detroit are the worst in the state and the American Lung Association ranked Detroit in the top ten in its air pollution studies in 2007. So for the study that you guys did that said 2007,

that it was all right, I don't know where you got that, if they were juiced or what, because Southwest Detroit has significant air problems and the asthma rates are high and I cannot fathom how there's no significant environmental impact from that. The asthma rates are through the roof. Expanding the bridge to six lanes can only make it worse. To say that there's no significant environmental impact on Detroit, on Southwest Detroit is to say that there is no significant environmental impact from the smog in Los Angeles. The impacts are real. The people of Southwest Detroit deserve the highest level of environmental impact study that our nation requires. The Detroit International Bridge Company is a company of opportunists and if given the chance, if they're given a inch, they will take a mile. If you don't believe me, try living in Hubbard-Richard and trying to get to Fort Street. Can anyone get there, anyone? Or trying to turn onto West Grand Boulevard. Do you know which side to turn onto off Fort Street? Because I don't and I see about ten million people a day that don't. Riverside Park, you know, they claimed Riverside Park under Homeland Security, put up Homeland Security signs

and hired a security company to bully people to make sure that they were not allowed on that property. They were given an inch and they took a mile. They destroyed one baseball field. They left the park in near disrepair from their bullying for the past seven years and that's under litigation with the City right now. Requiring an EA is giving them that inch. Southwest Detroit will not stand idly by and allow them to take that full mile. Thank you.

ALLEN GARNEAU: Thank you, sir. We have Sean Mann. Next up, if we can have Jessica Pfeiffer followed by Vic Abla.

SEAN MANN: Hi there, my name is Sean Mann, Southwest Detroit resident. I recently purchased a home here in Hubbard Farms. I can talk about how this company or debate whether or not this company is a cancer on the community but it's a different debate for a different forum. The reason for my testimony here is technical flawed problems with the Draft FONSI Environmental Assessment. And I have a whole series, a list of them here and everything but I'll just focus on a few of them. First of all, I think anyone here that has driven down Fort Street is concerned by the fact that the

company has already started building this bridge. I reference a whole bunch of different diagrams and figures that are okayed in the EA but fortunately, the bridge company was kind enough to bring a diagram itself, you can clearly look at it and you'll see that on there, it has in yellow print, yellow outline the enhancement project span. And you'll clearly see where the Gateway Project ends and where the enhancement span begins and you'll see there that there are four piers and if you drive down Fort Street, at the terminal, you'll see that there's four piers located right adjacent to Fort Street. On January 29th, the Coast Guard, Captain Schultz wrote a letter to Congressman Dingell, indicated the Coast Guard is going to do a site survey with officials of the Highway Administration and other individuals and to determine if the construction of the bridge has already taken place, and I quote "the ABEP construction prior to the U.S. Coast Guard completing NEPA taking place, the Coast Guard will initiate civil penalties against the bridge company. My question is if the Coast Guard did find that the Enhancement Project was moving forward before NEPA was completed, whether or not

to move forward with civil violations against this company. The thing is the bridge enhancement span isn't the biggest issue. The bigger issue is the Gateway as well has been compromised and even through the EA, there's reference to the fact that this is only looking at, this EA for the Enhancement Project is only looking at the span and not the Gateway. They take the Gateway for what it is. Well, the fact that the bridge company has redesigned the Gateway in such a way that if you look at the map over there, that the three piers block the access, block....and will permanently force them onto Fort Street by all accounts. That goes against the very purpose of the Gateway. So I think because of these alterations, at the very least, this community deserves a full Environmental Impact Statement, one that takes into consideration the bridge that's already been built and alterations of the Gateway that are forcing local truck traffic onto local roads, and I would ask the Coast Guard to look at their own guidelines when it comes to interpreting the final Environmental Impact Statement and take into consideration the "potential for controversy in terms of public opinion" being grounds for violating the

Environmental Impact Statement. Look at all the crowd and turn to their deaf obedience in public controversy with regard to their problems.

ALLEN GARNEAU: Do we have Jessica?

JESSICA PFEIFFER: Yes.

ALLEN GARNEAU: And Vic Abla, please stay right over here. Thank you.

JESSICA PFEIFFER: My name is Jessica Pfeiffer. I'm a Southwest Detroit Corktown homeowner, native of the City of Detroit, attorney and I'm asthmatic. I live, bicycle and garden in the area surrounding the Ambassador Bridge. I breathe the allegedly acceptable levels of diesel pollution and eat the produce that I grow in my garden and feed it to my nieces, nephews, mother, father, friends and relatives. I own and work to maintain a 160-year-old historical home that is constantly battered by environmental pollutants, acid rain and additional diesel pollution. I believe that we need a full and complete Environmental Impact Statement before moving forward with this proposed twinning of the bridge. Why not subject this equally massive project the same thorough and vigorous and acceptable to the local community because of its openness and inclusiveness

environmental study to which the DRIC project was subjected. As an attorney, my expertise in ethics, transparency and clear governance, I question and am somewhat disgusted by the lack of independence and objectivity and the lack of responsiveness of both the bridge company and the government agencies involved to the concerned voices, faces and demonstrated impact on this community. It is clear from the behavior of the bridge company in connection with the Gateway Project that their word, their preparation of the proposed Environmental Assessment cannot be trusted in the situation of this new bridge. The Draft FONSI includes a statement that clearly says that the ABEP is not expected to require residential or commercial relocations, alter, approve traffic projections, route traffic onto local roadways or neighborhoods, however, the current behavior of the bridge company in connection with the Gateway Project directly contradicts this. Public roads are being taken, access to private businesses is being limited and restricted and I do not believe that Environmental Assessment that has been prepared by these same people who have not been able to protect the impact on our community should

be trusted going forward. And again, I question the independence and accountability of our elected government representatives and their appointed corporate government officers who do not take into consideration the voices and the faces of those of us who do not have the resources of the bridge company to hire the fanciest lobbyists, the best PR firms and the richest and most best connected under behind the radar advocates. So I'm asking you to please require a full Environmental Impact Assessment just like you did to the DRIC process. Let's have more openness, more accountability and more even-handed dealing in our public processes and stand up for the rights of us who don't have the resources.

ALLEN GARNEAU: Thank you. We have Vic Abla next. After that will be Margaret Garry.

VICTOR ABLA: Hi, my name is Victor Abla. I live just a few blocks from here nearby in Hubbard Farms. While I might begin to sound a little bit like a broken record after a while tonight, it shows the passion of these residents of this vibrant and growing community, the only one, as Rashida said, that's growing in Detroit. And the utter lack of disregard that the bridge company has

historically shown to its community. There's absolutely no trust and no evidence that the bridge company will follow its plans and this has been borne out recently in its correspondence between MDOT and the bridge company. The bridge company has changed its plans midstream without sharing the new design with MDOT, the City or the community. Not only is this a shameful way to treat their partners but also calls into question the findings of the EA. What will the impact of the new designs be now that you've completed your EA but the bridge company has changed their designs? Other issues with the Environmental Assessment is that it's using some data from the Gateway EA, which is over ten years old. But the most offensive part of it is that the EA determined that the only impact is visual. I'm outraged by this FONSI, this Finding Of No Significant Impact. I've lived here ten years and just last year was diagnosed with asthma. After being relatively healthy for 39 years, I can only attribute that to the air quality in this neighborhood, and this new bridge will make it worse. I use an inhaler now as do many other people here and many of the children in the neighborhood. This new bridge, which is called a

companion bridge, which implies that the existing bridge will still be utilized, will be six lanes and not four, so that will be more trucks and more traffic in the area. The DRIC process, the Detroit River International Crossing, ranked this location one of the highest as far as impact on air quality and yet the Coast Guard deems that it would have no significant impact. That's absurd. This is shocking and contemptible. I thought that the Coast Guard as part of the federal government would represent the people but instead apparently is more interested in protecting Congress and big business. In my opinion, the bridge company and the Coast Guard, it's a little hard to tell the difference sometimes. But my house shook during the construction, I'm that close to it, and I'm sure if we went through another construction process of a new bridge, it would happen again. There's impact there on myself and many of my neighbors, if nothing else, on our walls and around the structure of our houses. There's absolutely no outreach done for the safe or what would be constitutionally required, the Federal Register and things like that, except for a little note on the Ambassador Bridge Company's website. Virtually all the people

that you see here and have been here tonight were made aware of this so-called public hearing through the efforts of the State Representative, Rashida Tlaib, and many others that have spoke tonight and many others that are here tonight. This is inexcusable and a threat to the community. You've only had two other hearings at least a year and a half, two years ago. Those were not, I believe, advertised as well. I'm not through speaking until I'm done. Thank you. Perhaps the Coast Guard doesn't want the community to know what's going on at West Grand Boulevard and Fort Street which will be permanently redesigned, that this goes against the Gateway plan that was supported by the community years and years ago. We want access to Riverside Park. We want the bridge company to follow the City permit process. We don't want another replacement bridge, as it's so called, and we also want environmental justice in our neighborhood and we want an EIS. Thank you.

ALLEN GARNEAU: We have Margaret Garry and next, Dr. Alicia Fisher.

MARGARET GARRY: I'm Margaret Garry. I live here in Southwest Detroit, I'm on Clark Street, and I'm urging the Coast Guard to require a full

Environmental Impact Statement on this project. I also want to make the statement that I'm a hundred percent confident that regardless of the level of study that's completed with respect to this project, if the Detroit International Bridge Company is given permission to move forward and construct a twin span, what will be built will not be what they agreed to build, and here's how I know. Here's how I can be so certain on that. I can be so certain because we have spent ten years working with the Michigan Department of Transportation and the bridge company and the community and the Federal Highway Administration and all the partners to conceive of design and begin construction, almost more than halfway through construction on the MDOT Gateway Ambassador Bridge Project. And right now the Detroit International Bridge Company is proposing changes that will negate the Findings Of No Significant Impact on that project. That will put trucks back on our neighborhood streets and that would require the State of Michigan to pay back all the federal funds that have been put into the project so far. One of the best indicators of future behavior is past behavior. And even right this minute, this

very day, the Detroit International Bridge Company is trying to change the project after it took ten years to conceive of and that everyone else agreed was the way to go and the thing to happen and they agreed, too. Now, you should be concerned about that, U.S. Coast Guard. I mean it's one thing to be looking at NEPA and following a project and following a process or thinking that you are. It's a whole 'nother thing when you're looking at what the actual impact on the ground is. And the actual impact on this neighborhood and on you and on the Coast Guard is you're not going to get what you bargained for because you don't get what you bargained for. I've got two decades worth of projects that I've seen the Detroit International Bridge Company commit to. They were going to build housing in exchange for expansion of the U.S. Customs Project. They were going to build the Welcome Center. They just couldn't do it. They were going to build a soccer field, they were going to build a police headquarters at the train station. None of that was possible when it came down to it. Right now the Gateway Project. Apparently, the Gateway Project is no longer possible even after ten years of planning. What's

going to happen here is it's not going to be possible, you're not going to get what you bargained for because you just don't get it. That's it.

ALLEN GARNEAU: Can I have Dr. Alicia Fisher, next up Simone Sagovac?

ALICIA FISHER: I just want to assure you that the diesel emissions will cause cancer and that's what I research over at Karmanos Cancer Institute, but I'm going to defer my time to speak to Senator Basham who's here.

RAYMOND BASHAM: Thank you. I hope my time hasn't started yet. This is actually the worst public hearing I've ever seen. First of all, I've got a handicap sticker. I walked three blocks to get here and you didn't have adequate parking. Second of all, it's not just me. There's other folks that I don't think you accommodated at all. The seating here for an issue as important as this issue is, I don't think you've shown the folks of this district the respect they need to have. You're not allowing -- I'm glad there's folks here representing Congressman Dingell's office and Congressman Conyers' office because I'm going to ask them tomorrow if you guys will have another

public hearing, one where you notify the public because I think one would (shouting). Two, even though Wayne County's not a....county when it comes to air quality, this is not a limited issue. This issue deserves a full Environmental Impact Statement. I've also submitted written testimony, so I won't go over this whole list but just a couple of things. The statements submitted by the DIBC, a lot of them were inadequate. We would ask that you check the accuracy of their statements and I think that you'll find out what I submitted, I think it will clean up some of the inaccuracies. I have no problem with the DIBC going through all the permitting processes, working with the Canadian officials as well as the Detroit officials and MDOT and pulling their permits and going through an Environmental Impact Study like the DRIC did. But the DRIC has went through a NEPA process, a full NEPA process, vetted it out and have actually gotten it approved. Now, I haven't seen that happen with DIBC. I've seen them build without permits, I've seen them jeopardize Gateway I project because of the controversies and by the way, there's folks from MDOT here also and there's also the Canadian officials here also. So there's

also the Detroit Chamber, Michigan manufacturers, there's a reason that folks want a bridge that works for both countries. Canada is our partner. They're not an adversary. So we need to have full respect for Canada, for what works for the U.S. and works for Canada, too. Because we're talking -- this is the busiest border crossing, the busiest border crossing in northern America. There's 26 international border crossings. 24 of them are publicly owned. There's two privately owned, this one and the one up in Minnesota. The thing of it is there's a reason that folks are supporting the DRIC and anybody that short circuits NEPA and doesn't have a full Environmental Impact Statement, I think is wrong and you can't just bully your way through this process. I respect these people for being here and for sitting here for two hours and for trying to present themselves in a way that makes sense so that you understand it's not just about the bridge being high enough to get a ship under. This is an Environmental Impact Statement that these folks want and I heard them testify time after time after time and I would hope that you would read my written comments and take them seriously and I will be contacting Congressman

Dingell's office in the morning and Congressman Conyers. There needs to be adequate parking again and people shouldn't have to -- a lot of them have left now but people shouldn't have to stand when they're at a public hearing. You can do a better forum than this. Thank you.

ALLEN GARNEAU: We have Simone Sagovac to speak and next after that will be Olga Gonzalez.

SIMONE SAGOVAC: I'm going to be really brief and yield any time to any other speakers. My name is Simone Sagovac and I've been a resident on Hubbard Street for the last 17 years. I work at Southwest Detroit Environmental Vision. Living here this long is really hard to trust a shortcut process for this company. The bridge company contends that it's only building a replacement, we've heard people talk about that rather than increasing capacity, and this is their reason that a full Environmental Impact Study is not required. We know this is not the case. The bridge company has repeatedly contradicted itself how it will continue operating the Ambassador Bridge once the twin span is built. We can't be sure how often so-called overflow would be needed. A little more specific. Twin span will be increased to six lanes from the

existing four. We don't know whether they will have a total of six lanes or ten lanes in use instead of the current four. In both cases, this is a direct -- this is not a direct replacement but an increase. The public needs assurance of the exact total number of lanes that the bridge company would be operating. Anything beyond these four lanes is not nearly replacement, it needs a full impact study. The capacity of our border does need to be improved so we don't have the 10,000 trucks a day creeping along and causing more diesel emissions to hang in our air. All of us in the neighborhood know what that's like in your house in the summertime. For those of you, a twin span that will again land in downtown Windsor where there's no direct access to the 401 freeway is another recipe for stalled truck traffic and continually excessive diesel emissions that our community is plagued with. Any such replacement, so-called replacement needs a full assessment. Our brothers and sisters in Canada, in Windsor agree with us on this. We need a full Environmental Impact Study to know the true effect on the community and to determine whether it's truly our best option for border crossing. Thank you.

ALLEN GARNEAU: We have Olga Gonzalez. After that, the representative for the Original United Citizens of Southwest Detroit.

OLGA GONZALEZ: I came to the United States to Southwest Detroit when I was five years old. When I came here, there were no kids on the street. The streets were empty. No one would walk anywhere. Over the 17 years that I have lived here, the community has thrived, the community has grown. But even with the growth, the air quality has gotten worse. My six and my eight-year-old brothers, Carlos and Victor Gonzalez, had to move from Southwest Detroit. My entire family had to move because their asthma was so bad. The bridge company comes into our community with no permission, no permits and no respect. Every other project in Southwest Detroit has a place for community input except for the Detroit International Bridge Company. Why are they allowed to come into Southwest Detroit and exclude and destroy our community? How is the community supposed to fight the bridge when their kids can't even breathe the air?

ALLEN GARNEAU: Do we have the representative of the Original United Citizens of Southwest Detroit?

Can we have Horace Sheffield, III? After Horace, we'll have Hilda Rangel.

HORACE SHEFFIELD, III: First of all, it's good to see so many people who care about their community and I believe in free speech and I've heard the past witnesses express in their feelings about this bridge. I just happen to have a different opinion. I believe that the bridge is going to be built anyway. I also believe -- I would appreciate if you let me talk. I didn't say anything while other folks were speaking. I do believe that even while we debate where this present bridge is supposed to be located, there are people here who represent other interests who are already negotiating another bridge to be built with public money and publicly owned and the bridge is going to be built. I believe it ought to be built by a private entity. This costs a billion dollars and I heard --

ALLEN GARNEAU: Please, everyone. Please allow him to finish.

HORACE SHEFFIELD, III: You know what, I'll take three and a half, I'll take four minutes. I'll take whatever time it takes. I live in the City of Detroit.

ALLEN GARNEAU: Please let the gentleman speak.

Everyone will get a chance. Please let the gentleman finish.

FRANK ESPOSITO: This has been a fair and open meeting so far. Please, let us listen to this gentleman. This is the United States of America. We do believe in listening to all points of view. Thank you.

HORACE SHEFFIELD, III: First of all, for the record, I take issue with the issue I don't pick my personalities and what she says doesn't fit me at all. Call me whatever you want to call me. I have a right to my opinion. I believe that we should build -- I'm here to encourage that this be moved along expeditiously and that's my opinion. Thank you very much for letting me speak.

ALLEN GARNEAU: I just wanted to clarify that Mr. Sheffield does not represent the Original United Citizens of Southwest Detroit. Next up will be Hilda Rangel.

HORACE SHEFFIELD, III: By the way, I'm very glad that you made that qualification.

ALLEN GARNEAU: After Hilda Rangel, we'll have Mr. Gregg Ward, Gregg Ward.

HILDA RANGEL: I can't believe what I just heard. Can you believe that? What I also can't believe is

that the Environmental Impact Statement was taken at face value by the Coast Guard. I'm an ordinary person, I actually don't live immediately here. I live closer to the Springwells-Vernor area but like all of our districts, there's lots of environmental cancers that I think have appeared in my family, thyroid disease, asthma and all of the things that afflict us as a result of air and water quality problems in Southwest Detroit. Now, the other thing I can't believe is that anybody will accept at face value a statement from the EPA from the last administration. This is blatantly absurd. So as an ordinary person, as a person who grew up in Detroit, returned recently, has lived here for almost five years now, who's again experiencing environmental issues in my own health, I would like to say that I think that we should support a public bridge. I don't think it should be privately owned. And even though we want to get beyond our various conflicting interests at times, I think that the -- I think that all mention of environmental racism should be worked against and that we should work together to end environmental racism in Michigan and specifically in Southwest Detroit. I will give the rest of my time to

Rashida. Thank you for allowing me to speak.

RASHIDA TLAIB: Just for the record, they don't live in my district.

ALLEN GARNEAU: Do we have Mr. Gregg Ward?

GREGG WARD: Yes.

ALLEN GARNEAU: After Mr. Ward, we'll have George Lubienski.

GREGG WARD: My name is Gregg Ward. I'm with the Detroit-Windsor Truck Ferry. We've been in the Detroit area starting 20 years ago, our borders crossing. I would like to say to the Coast Guard I've interfaced with the Coast Guard for the past 23 years operating the truck ferry and I highly respect the Coast Guard and I think they do a great job, they're very responsible, honorable people. But I think in the situation of this bridge permit, it's really inappropriate to even consider it. The proponent doesn't even own the property to which they're proposing the bridge. The bi-national study did not recommend this as a crossing and this was the federal government who made that decision. Canada, the other half of the bridge, has said no already. The DIBC has ignored approval permits including permitting and zoning process because they claim they're a federal instrumentality. But

when it comes to the transportation of hazardous material on the bridge, they claim they're a private bridge and the government doesn't have the authority over them. I think before you even consider evaluating a permit, you need to figure out who is actually in control because we don't want this double span proposal to become a double crossing.

ALLEN GARNEAU: After Mr. Lubienski, I believe it's Ann Boutt. Does that sound correct, Ann Boutt?

GEORGE LUBIENSKI: Ladies and gentlemen, my name is George Lubienski. I'm here on behalf of my brother, Walter Lubienski, who's been fighting with the bridge company and MDOT for many years in both the Circuit Court, the Court of Appeals and the Michigan Supreme Court. What I have to -- from what I understand, that the Coast Guard here is only to discuss an Environmental Impact Statement. Well, it's obvious from all the comments and all the people that are here that they feel that that report and that Environmental Impact Statement is inadequate and they have to go back and look at all the issues that have been brought up here today in much greater detail. However, I want them to understand that in the past history, you have to be

careful what the Detroit International Bridge Company say and what they do because it's very obvious that many times they'll take property, they'll take streets and roads without going to the City and getting permission and as an example, 23rd Street, my brother went to the City Council meeting at 206 and they said your property, he has property right on the Bridge Plaza, will not be -- you'll be able to get to it because 23rd will never be closed and neither will West Lafayette. Well, if you go down there, 23rd now is basically that part where the bridge company is building, they put their gas pumps right on 23rd Street. And I've never heard of them having a hearing or the City allowing it. And Riverside Park is just another example of what's going on. So we have to pressure the City Council, the State and that means MDOT and all of our representatives to get on the ball here and really look this thing over. So my final word is they have to go back to the statement and take into consideration all your concerns because as far as we're concerned, what they say and what they do are two different things.

ALLEN GARNEAU: Thank you, sir. We have Ms. Ann Boutt and then followed by Marilyn Mullan.

ANN BOUTT: Hi, everybody. I'd like to say my father was a proud member of the United States Coast Guard and if he was here today, he would do the right thing. He died from lung cancer. We lived in this neighborhood all our lives and I'm saying we have to fight to keep it for property values, for our churches, for our health. I have asthma. I take two inhalers a day. I'm talking for all of us here. We have to fight for our common good, our neighborhoods, our health, our families and I'd like to say we can't do it alone, it comes in numbers and God bless you.

ALLEN GARNEAU: Do we have Marilyn Mullam? If not, Mr. Ted Phillips. Ted Phillips, if you can be ready to go and then Gene Kuthy. Gene's gone. Do we have Ted Phillips? Ted Phillips? Jeff Hunt? Jeff Hunt? After Mr. Hunt, Tom Stephens.

JEFF HUNT: Hi, my name is Jeff Hunt. I'm a resident. I live at 545 West Grand Boulevard. I'm also an employee of Covenant Community Care Health Clinic, which is also on the Boulevard. As a representative of Covenant Community Care Health Clinic, I just want to tell the meeting that we saw 256 asthma patients last year. We have a little clinic that serves about 1,800 people in the

community. We serve underinsured and the uninsured and Covenant Community Care wants to say that we oppose the No Significant Impact Finding. We also support a full Environmental Impact Study. As a resident with two young children who wants to buy in the neighborhood, I also want to say I oppose those things and support the EIS. And as a minister of the gospel of Jesus Christ, I want to say that God is a God of justice and he cares about this and he's going to hold those people accountable who do things that cause people to suffer more than they need to. And so I just want to tell the study that God is watching and thank you.

ALLEN GARNEAU: Thank you. We have Mr. Stephens.

TOM STEPHENS: Good evening, Tom Stephens. I'm from the --

ALLEN GARNEAU: Gloria Gonzalez, if you would be prepared to go next.

TOM STEPHENS: Good evening. I'm from the east side. I want to thank Representative Tlaib for inviting me and I want to thank you all because one of the things I see here, I'm very, very proud to stand in solidarity with people in Southwest Detroit. I've been to a number of these things

over the years and you have done an absolutely tremendous job in standing up for environmental justice and democracy in your community and you should be very proud. I'm going to allow my friend here to speak but before I do that, there's something else that I see here and that is this mentality of the FONSI and I've seen it before and I saw it quite a few years ago where the company came in and wanted to build one of the largest trash incinerators and they said oh, no, it would be much less dangerous living around that trash incinerator than eating a peanut butter sandwich or a hotdog. And as somebody said earlier, there was Mr. Madoff and in fact all of his Wall Street buddies, they got a FONSI and they direct the country now. The mentality of the FONSI is a mentality that says a ten-lane bridge in the heart of the community is going to have no impact on the people that live there. It's obscene, it's ridiculous, it's the mentality of a fraud to cut corners and do this when they obviously don't have the people to support it and they haven't followed all the rules. So again, I want to thank you for this. I wanted to yield some time to Mr. Kellerman. Power to the people.

BILL WYLIE-KELLERMAN: Thank you. My name is Bill Wylie-Kellerman. He yielded the last of his time to me. My name is Bill Wylie-Kellerman. I'm the pastor-in-charge of St. Peter's Episcopal in Southwest Detroit and I'd like to speak as pastor in addressing the Coast Guard process on the operations and methods of the Detroit International Bridge Company. With respect to a second span of the bridge, I would like to submit a finding of no significant concern for the people, creatures, myriad of relationships or the communities of this city; a finding of no significant accountability to the neighborhood, to Southwest Detroit, never mind to the creatures and to the earth itself; a finding of no significant or even attempted study of environmental impact of their financial scheme; a finding of no significant awareness of the four-year study previously done; a finding of no significant understanding that profit comes from somewhere and diminishes others; a finding of no significant respect for the wishes of our sister communities in Canada; and a finding of no significant transparency or truth for a process affecting the lives and even deaths in our community. In consequence on this feast of

Patrick, with all the saints, I join in praying that the God of immigrants will shake the pylons and pillars of the private gatekeepers; that the God of the poor will patently thwart their pretensions to power; that the God of truth will expose them to the naked light of day; that the God of justice will draw a border and a boundary and set limits against them; that the earth herself who has been so contemptedly will join in our revolt; that the waters of the river rise up against them. May they remember that they're dust and learn to limit the arrogance of their reach. Let it be so. Thank you.

ALLEN GARNEAU: Thank you. Now we have Gloria Gonzalez followed by Leor Barak and then after that will be Ahmina Maxey.

GLORIA GONZALEZ: Hi, my name is Gloria Gonzalez. I've lived here all my life. This is for the people who have worked for Detroit. Well, most of the jobs right now in this project are from people who are from out state in Michigan. There are no jobs in Detroit. I have a nephew in Muskegon who got a job before the ones here. And also in the southwest historic buildings and how they deal with them. If he had his way, St. Anne's would be down

today.

ALLEN GARNEAU: Mr. Leor Barak.

LEOR BARAK: I'm Leor Barak. I'm a Detroit resident. I work for Community Legal Resources and I just want to say that the final Environmental Assessment as well as the FONSI, Finding Of No Significant Impact, is arbitrary, capricious and abuse of discretion on the part of the Coast Guard under Section 10 of the Administrative Procedure Act, that's 5 USC 706(2)(a), just to have that in there, right? And also the project, as many people stated before, the project should be subject to a comprehensive Environmental Impact Statement accordingly with the NEPA process. And secondly, I'd like to note that Windsor is right. I mean they're absolutely against this bridge, they're absolutely against where it's located and we should listen to our neighbors across the water. And one of the concerns, part of the address is the fact that this bridge, there's security concerns. It's not just a matter of environmental process although we should be concerned with environmental justice for all the residents of Southwest Detroit. But where's the accountability? We've got a private guy, a private bridge, a private company who's

running the bridge, so where's the accountability? You can see how the bridge is being run right now. The main motivator is profit, the main motivator is money. So when you're talking about the security of the United States and its people and Detroit Southwest, that's needs to be considered and it's not being considered right now. Windsor has it right, this bridge needs to be stopped. We all need to join together. Thanks.

ALLEN GARNEAU: We have Ahmina Maxey. Next after Ms. Maxey will be Daniel Solano.

AHMINA MAXEY: Good evening, everybody. My name is Ahmina Maxey and I work in the Detroit Public Schools. Hi, my name is Ahmina Maxey and I work in the Detroit Public School System and every day I see the rates of asthma that there are in children in Detroit. Children in Detroit have asthma three times the rate of all children in the rest of the state. One in five children in the city have asthma. The city is already overburdened with the incinerator, Marathon Oil Refinery, Detroit Salt Mine, enough environmental burdens that they don't need an additional bridge that will bring more diesel pollution driving right up to the back of Southwestern High School. This is not needed in

this area. They're not listening to you, the community, which they need to be. I'm going to actually give part of my time to my co-worker, Rocio Valerio, who lives in this community and I talk really quickly but I'm pretty passionate about it.

ROCIO VALERIO: (Speaking Spanish). Where's the people that live in this neighborhood? This is supposed to be a public meeting. I appreciate when we talk about the Environmental Study Impact and all those things but we are more than 66 and we are more than numbers. We are people that live here. I have to watch my family guard over our little children wondering if that's going to be the last breath that they're going to take. This is ridiculous. You are not going to come into my community and into my neighborhood and tell me that you're going to build this bridge for this private man that has millions of dollars. What about our community here? We need schools, we need parks, we need all kinds of different things. We don't need another bridge and we don't need his investment in our community.

ALLEN GARNEAU: Next we have Daniel Solano followed by Angelita Espino.

DANIEL SOLANO: I'm Daniel Solano. I was born and raised here. I live and I currently still live here a block away from the bridge. I grew up a block away from the bridge. I was born a block away from the bridge. I retired from the Detroit Police Department here and all the years of seeing all the criminal activity that goes on in the city, I've never seen someone abuse us as much as this bridge company has. We've got buildings with bodies lying there frozen in state and that's not the only body we found in his buildings. He's stolen our public property. He's not only stolen our property but he's putting my children in danger every day with them trucks running up and down our service drive, running up and down our side streets. They don't follow the speed limit. They don't really care. So the only thing that we all can do is keep standing up like we are and care, we care for ourselves and care for our children and care for our future here. Thank you and stay strong.

ALLEN GARNEAU: Thank you, sir. After Ms. Espino, we have Maria Elena Rodriguez.

ANGELITA ESPINO: It's a pleasure to be here and see so many of you family and friends and neighbors

present today. Let me just say that a detailed Environmental Study considering all present and any additional lanes resulting from the second span of the proposed bridge must be considered because the International Bridge Company cannot be trusted to close the original span because they have never been good corporate citizens or truthful and honest with our neighborhood. Additionally, when they said that there is no historic impact, when St. Anne's, the Detroit church, is right there on St. Anne Street and you can't get to the church because of all of the bridges, the walls that have been put up and the continued construction that goes all around Fort Street. St. Anne's Church is the second oldest Catholic church in the United States. Is that not historic? The bridge and its impact is clearly impacting on all of that that is surrounded by St. Anne's. Additionally, the bridge's desired permanent changes proposed to Fort Street and West Grand Boulevard clogs our streets with trucks and confuses residents, tourists, travelers and visitors. I have lived on West Grand Boulevard since 1979 and the confusion that has been created all along West Grand Boulevard and Fort Street is immense. You cannot go through any

other way. The amount of traffic that gets backlogged is just incredible. You are afraid to get run over by these trucks when they turn into your lane. The Coast Guard must not allow for the continuation of the public's rights to be trampled by those that have wealth. These are new times and our present economic challenges will not permit the continued subsidies to provide -- subsidies for private for-profit entities to harm our communities with our own tax dollars. Thank you.

ALLEN GARNEAU: Thank you very much. We have Mr. Rodriguez followed by Mr. Reg McGhee.

MARIA ELENA RODRIGUEZ: Good evening. My name is Maria Elena Rodriguez, former president of Mexicantown Community Development Corporation located at the foot of the Ambassador Bridge. I've had firsthand experience with them over the last ten years and I must say something that Mr. Lubienski had pointed out. It's not what you say, it's what you do. And we have experiences one after the other after the other, a long list of promises that were made to the organization and the community and that were not fulfilled. There were times when we were given information that the GSA had plans for the space that was used for the

project and the GSA had no idea that there were any plans made. I was asked specifically -- I should step back. I was offered a parcel of land that sits next to the current -- the new project in exchange for us to keep quiet, not say anything good, not say anything bad about the Detroit International Bridge Company, okay? There have been again a laundry list of things that were said and what was done was the opposite. I had a parcel of land, the same land that I was asked to -- to put a muzzle on me in exchange that was sold under our nose and one of my employees who was a new employee at the time, no fault of her own, was asked to be a witness to sign off and purchase the land from under our nose. So there are so many examples that I can give you some but I think all of us here collectively have plenty of reasons not to step forward and not to give approval. You need to go back to the drawing table or to the table or to the desk and say you know what, this has to be done and clearly, because the tendency that the Detroit International Bridge Company does is ask for forgiveness rather than permission. The toll booths that were built over there facing Fort Street, we went at it. We had battles after

battles and yet something happened, there was some judgment made and I don't know what occurred but they're still standing there, okay? You have deep pockets, we know that. You have networks out there, we know that. But you also have a strong community here that is not going away, okay? We're not going away and it's going to continue to grow. So Coast Guard, you need to go back to the table and work it out. Thank you.

ALLEN GARNEAU: Thank you. Next we have Mr. McGhee, Reg McGhee. We do have a few left and very little time. So Mr. McGhee, after that will be Mr. Mitchel Alexander, Angel Bolderes, Juana Alvarez, Thomas Cervenak and Gene Kuthy. If you guys can make this as quick as possible, we might be able to get through everybody. If not, we'll have to stop to be able to make any comments.

REGINALD MCGHEE: Good evening, friends. My name is Reginald McGhee and I'm a resident of Detroit. Currently I reside in Lafayette Park, approximately two miles north of this hearing. For many years I was a resident of this community, particularly on West Grand Boulevard near West Vernor. I want to enter into the record this evening two documents. One is a 2005 article from the Science Daily

magazine entitled "Researchers Show How Air Pollution Can Cause Heart Disease". The essence of the article describes how in a well-designed study, scientists at the New York University School of Medicine provided compelling evidence that long term exposure of air pollution, even at levels within federal standards, causes heart disease. The second document is a statement by the American Heart Association entitled "Air Pollution and Cardiovascular Disease". This document is a detailed scientific review of existing literature by five doctors of how gasses, liquids, and particulate matter, comprising what we call air pollution, places human populations at consistent and increased risk for cardiovascular disease and events. Obviously, the building of another span of the Ambassador Bridge to provide for increased truck traffic in this area will lead to an increase in air pollution. That simply makes sense. There can be no sensible, responsible or legal denial of this fact. Trucks burn diesel fuel. Diesel fuel contains gasses, liquids, and particulate matter. All of those by-products cause heart disease and other serious ailments. Whether in transit on the bridge or while idling while parked, increased

truck traffic will contribute to a marked increase in air pollution. This will have a serious impact on the health and quality of life of the residents of this area. To suggest otherwise suggests conscious negligence on the part of those who would own and seek to build the bridge, those who own and operate the trucking companies and those public officials responsible for the regulation of the bridge operations and most importantly, the public health of the residents of both countries affected. To suggest that there would be no significant impact on the area residents by the construction of another span of the bridge, to facilitate increased truck traffic, is irresponsible and negligent behavior. All further construction on a new bridge span should be halted until an Environmental Impact Study can be conducted. This study should include the impact of increased air pollution on the residents of nearby communities as part of its focus. Thank you.

ALLEN GARNEAU: Angel Bolderes? Angel Bolderes?

FEMALE: Mitch.

MITCHEL ALEXANDER: I already talked.

ALLEN GARNEAU: Juana Alvarez.

JUANA ALVAREZ: Hi, my name is Juana Alvarez.

People known me by the name of Rita. I just want to let you know that I was born and raised in the city of Detroit. I'm 79 years old and I'm a proud American. My parents came here from Mexico. My mother died when I was three of tuberculosis because of the environment. There was a lot of the bad quality air. People were dying like flies and let me tell you I stand on the corner of West Grand Boulevard every day to catch a bus and the air in the summertime is terrible. What I need is a mask over my face. And let me tell you it won't be very long that I'm going to be placing that mask there because we're all going to be dying because of these people and the people that sat here, we're all going to be dying, our children. My grandson has asthma and pretty soon we're all going to have some kind of a lung disease or something. And I want to thank you all.

ALLEN GARNEAU: Thank you. We have two left. Gene Kuthy? Gene Kuthy?

FEMALE: He's not here.

ALLEN GARNEAU: Thomas Cervenak. This will be our last speaker.

THOMAS CERVENAK: Good evening. I'm Thomas Cervenak. I'm the executive director of People's

Community Services. We've served Southwest Detroit since 1920. Our board has taken a formal policy stand against the encroachment of the Ambassador Bridge in residential areas and park areas and we would like to see that the Environmental Impact Study by the Coast Guard be held to meet the standards, we don't think that it has been, and again and again, we have seen -- I've been with the agency for 33 years. We have seen encroachment into the residential area. As one listener said, they don't ask permission, they ask apology afterwards. I'm not sure they ever asked for apology. So please help them to meet the standards. Thank you very much.

JULIA VALOCZKI: Hi, my name is Julia Valoczki and I've lived in Detroit all my life. My parents came over from Europe because of the auto industry, got jobs. This town put the world on wheels and as bad as that sounds now, we also created an economy for the world. So don't forget how much we're worth. But I do want to say one thing. When that one gentleman back there was talking about the impact it's going to have as far as other than the air pollution, safety and for Homeland Security, but the other thing that I want to bring up is that six

lanes, 12 lanes, gateway to what, to Detroit, the dump? Why are we opening up more lanes to receive more toxic waste from Canada, receive more hazardous waste and pollution from Canada and maybe other countries but we don't know because that is the perfect route right there. That's the only route that they can bring their stuff down here. Why do we risk all the pollution with all the trucks and the tanker trucks that come here? We have landfills that accept Canadian waste. We have accepting facilities that collect raw sewage from Canada. We've already had a few spills of raw sewage from Canada. We don't know who is watching that, who is taking control of what's in the trucks when it comes here. That's what I'm worried about. The more lanes we give them, the more stuff we're going to have to deal with and I don't want to see this beautiful state of Michigan, we've got the world's largest supply of fresh water, become a big toxic dump sooner or later. And the people that are going to make money off of this are the bridge owners because of the tariffs and the landfill owners because they make a lot of money on the junk they take from other places. So think about that one besides the air pollution.

FRANK ESPOSITO: Thank you all for coming. We thank all of the speakers. We've overstayed our welcome here at the Amelia Earhart School by 20 minutes, so we must bid you good night. Two dates to remember. The 23rd of March, we look forward to receiving your written words. Again, thank you for your spoken words tonight and we welcome your written words to go into the record for this meeting. And the 30th of March would be the deadline for any other materials you might want to supply us as we think about this matter, namely, the proposed FONSI. Thank you all and good evening.

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(The meeting was concluded at 8:25 p.m.).

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