

From: [Just Me](#)
To: [Garneau, Allen M CIV](#)
Subject: [Non-DoD Source] Fwd: Re: Fw: ACTION ALERT: BRIDGE PUBLIC HEARING: AMBASSADOR BRIDGE COMPANY WANTS TO BUILD A SECOND PRIVATE SPAN
Date: Thursday, February 25, 2016 8:57:22 AM

Also, Mr. Garneau the Bridge Co reneged on an MOU with residents in the past, allowing bridge traffic to enter our neighborhoods and tear up our streets and pollute. A resident can only call Detroit who is simply not equipped to handle traffic calls (with license plates /numbers) in the Citywhen we call, nothing happens!

I know this because I served as an executive board member of one of the last remaining Citizens District Councils (Hubbard-Richard), and the Hubbard Richard Community Council and the Coordinating Council on Community Redevelopment as well. I was the planning chair, working with state and city leaders to ensure resident voices were heard in economic development matters such as this.

Please also read below, and thank you for your time.

----- Forwarded message -----

From: "Just Me" <ms.ajjohnson@gmail.com>
Date: Feb 25, 2016 8:49 AM
Subject: Re: Fw: Fwd: ACTION ALERT: BRIDGE PUBLIC HEARING: AMBASSADOR BRIDGE COMPANY WANTS TO BUILD A SECOND PRIVATE SPAN
To: "Elaine" <laineylanes@yahoo.com>
Cc: "Joan Blount" <jsdblount@yahoo.com>, "James Williams" <williajc@udmercy.edu>

They are right about the air particulate matter (study) and although we don't suffer from asthma, I have heard that quote consistently since moving here...don't know where the quote originates, but I know we have pollution based on the DEARS study I participated in myself.

The Bridge Co however will claim eminent domain and expand with or without the community or federal government's help or advice. At the least, the community should get a written enforceable MOA (agreement) from the Detroit Bridge Co to NOT impact air quality and recreational activities near residential areas. That's the most we can hope for at this point.

Alina

On Feb 24, 2016 8:47 AM, "Elaine Manning" <laineylanes@yahoo.com> wrote:

On Tuesday, February 23, 2016 5:51 AM, Theresa <theresa.detroit@gmail.com> wrote:

fyi...

----- Forwarded message -----

From: Leslie Malcolmson <lmalcolmson@gmail.com>
Date: Mon, Feb 22, 2016 at 11:15 AM
Subject: ACTION ALERT: BRIDGE PUBLIC HEARING: AMBASSADOR BRIDGE COMPANY WANTS TO BUILD A SECOND PRIVATE SPAN
To: Leslie Malcolmson <lmalcolmson@voyager.net>

Below is an important announcement regarding a public hearing Thursday, February 25 about the proposed second private span along with key points about this important issue.

BRIDGE PUBLIC HEARING

AMBASSADOR BRIDGE COMPANY WANTS TO BUILD A SECOND PRIVATE SPAN

Thursday, February 25

5 - 9 p.m.

Greater Apostolic Faith Temple

4735 W. Fort St., Detroit

The Ambassador Bridge Enhancement Project proposes to construct another bridge next to the existing Ambassador Bridge between Detroit and Windsor. The U.S. Coast Guard is currently taking public comments about this proposal.

If you wish to speak at the hearing, sign up at the meeting site beginning at 4:30 p.m. Interpretation in Spanish will be provided.

This is our opportunity to hold the Bridge Company accountable!

Share your concerns:

- How would you feel about more heavy truck traffic in Southwest Detroit?
- What would be the impact of a second span on our quality of life?
- How would a second span impact asthma rates and our health?

Scroll down for more information and key points regarding the second span permit.

You can submit written comments by emailing allen.m.garneau@uscg.mil <<mailto:allen.m.garneau@uscg.mil>> or mailing to Commandant

(CG-BRG-2), U.S. Coast Guard Headquarters, Stop 7418, 2703 Martin Luther King Jr. Ave., SE, Washington, DC 20593-7418. Deadline is February 28.

Questions? Contact the office of State Rep. Stephanie Chang and Councilmember Raquel Castañeda-López at (313) 841-2240 orstephaniechang@house.mi.gov <<mailto:orstephaniechang@house.mi.gov>> .

AMBASSADOR BRIDGE SECOND PRIVATE SPAN PERMIT

WHAT YOU NEED TO KNOW

Tell the United States Coast Guard...

1. Do not make a decision regarding the permit unless the Bridge Company actually has approval from DNR and National Park Service to use the Riverside Park land.
2. There needs to be a full Environmental Impact Study (EIS) on the proposed second private span. Only after an EIS is conducted should the Coast Guard make a decision about the permit.

· The Bridge Company does not have the land they need in Detroit to build a second private span. Millions of dollars from the Natural Resources Trust Fund and the Land and Water Conservation Fund have been spent over the past few decades to improve Riverside Park. In order for the portion of Riverside Park to be used to build a new bridge, the US National Park Service and Michigan Department of Natural Resources would need to approve the conversion of this land away from public outdoor recreation use.

- o The City and Bridge Company have not submitted any application for a land conversion.
- o The Department of Natural Resources says they are “not likely to approve the conversion of dedicated park land in exchange for a site that contains both a warehouse and a parking lot, because the warehouse site does not offer equivalent recreational value.”[1]

· The environmental assessment is incorrect because it is based on outdated data, wrong assumptions, and procedural errors. In addition, a long term transportation project of this magnitude and with close proximity to schools, parks and homes deserves a full Environmental Impact Study (EIS).

o The environmental assessment is segmenting this border project to avoid doing a full Environmental Impact Study. There are other important components of this overall project, including Riverside Park construction and remediation, the new bridge, the Gateway Project, and all ten lanes of bridge traffic (rather than just six).

o The environmental assessment uses outdated data. For example, the 2012 Air Quality addendum uses meteorological databases from 2001-2005 to determine air quality impact and the 2010 modeling results compared to the National Ambient Air Quality Standards (NAAQS) are based on a 2007 report.

o The environmental assessment assumes a certain percentage of trucks are using new diesel engines (and therefore polluting less), but this is based on a national study, not localized data. A revised study is needed that should be based on actual data regarding the percentage of trucks crossing the Windsor-Detroit border that have new diesel engines.

o The environmental assessment has major procedural shortfalls. As noted in the Michigan Department of Transportation’s public comment[2], the EPA has recommended that the “MOVES2014 mobile source emissions model” be used “to develop updated mobile source emissions projections” [3] but the environmental assessment instead uses the outdated MOBILE6.2 modeling software. In addition, there should be a new mobile hot spot analysis. Particulate matter (PM2.5) is hazardous to human health – and PM2.5 levels at hot spots, where emissions may expose individuals to higher

risks of adverse health effects, should be analyzed.

- A second private span would jeopardize the public health of residents, in an area that is already heavily polluted.
 - o The area is currently out of compliance with the Clean Air Act for sulfur dioxide and there is inadequate monitoring for substances like black carbon particulate matter, nitrogen oxide, benzene, and hydrocarbons associated with diesel emissions. The World Health Organization has classified diesel emissions as carcinogenic.[4]
 - o Asthma hospitalization rates in Detroit are over three times higher than the rates in Michigan as a whole.[5]
 - o 48216, the zip code where the Ambassador Bridge is located, is has one of the highest rates of persistent asthma for children covered by Medicaid.[6]
 - o Emissions from mobile sources, especially diesel, contribute to particulate matter in the air.[7] The stretch of bridge between Detroit and Windsor, Ontario is the busiest international crossing for commercial vehicles with nearly 13,000 trucks every day.[8] An increasingly large body of evidence indicates that traffic-related exposures and residential proximity to vehicular traffic[9] are associated with increased respiratory conditions and symptoms in children, including asthma[10]wheezing, recurrent respiratory illnesses[11], and hospital admissions for asthma.[12]
 - o Every year in Detroit, there are an estimated 280 deaths and 380 heart attacks due to diesel emissions exposure.[13]
 - o Dr. George Thurston from NY School of Medicine said: “I therefore conclude that any added fine particle exposures to the public from the proposed additional span at the Ambassador Bridge, if approved and built, will indeed have both acute and chronic adverse effects on the public health of persons living or working in communities in the vicinity of the bridge in Detroit as well as across the river in Windsor.” [14]
- Construction of a second private span would disturb contaminated soil at Riverside Park and require extensive remediation work near the Detroit River. Based on an analysis of sediment samples along Riverside Park collected in November 2015, the Michigan Department of Environmental Quality (MDEQ) says: “both the USEPA and DEQ believe environmental contamination is present at multiple points along the riverfront portion of the Riverside Park site.”[15] A modeling report from MDEQ about this contamination and its potential risks to human health is expected to be released in March.
- The Gordie Howe International Bridge project is well underway, and a cumulative impact study is needed in order to accurately assess the environmental impact of a proposed second private span in addition to the existing Ambassador Bridge, Gordie Howe International Bridge, and the other existing sources of pollution in the area.
- A bi-national study between Canada and U.S. ranked the concept of a second private Ambassador Bridge as one of the worst possible options, primarily due to its environmental impact on the local neighborhoods.

[1] MDOT public comment on ABEP submitted to U.S. Coast Guard, dated January 29, 2016.

[2] MDOT public comment submitted to U.S. Coast Guard, dated February 1, 2016.

[3] EPA website. <http://www3.epa.gov/otaq/models/moves/documents/420f14049.pdf>
<https://urldefense.proofpoint.com/v2/url?u=http-3A__www3.epa.gov_otaq_models_moves_documents_420f14049.pdf&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktPv-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=sD4TzyFKBn_Exgtli6ovV69Z-BbokvvSUV32pl9osDI&e=>

[4] McNeil Jr., Donald. “WHO Declares Diesel Fumes Cause Lung Cancer.” New York Times. June 12, 2012.
http://www.nytimes.com/2012/06/13/health/diesel-fumes-cause-lung-cancer-who-says.html?_r=0
<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.nytimes.com_2012_06_13_health_diesel-2Dfumes-2Dcause-2Dlung-2Dcancer-2Dwho-2Dsays.html-3F-5Fr-3D0&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktPv-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=ZTV_ObntJ2mRQaHCYafhTTO0mINPjL6Jeb8HduLiUf8&e=>

[5] Wasilevich EA, Lyon-Callo S, Rafferty A, Dombkowski K. “Detroit – The Epicenter of Asthma Burden.” Epidemiology of Asthma in Michigan. Bureau of Epidemiology, MI Department of Community Health, 2008.

[6] Wasilevich EA, Lyon-Callo S, Rafferty A, Dombkowski K. “Detroit – The Epicenter of Asthma Burden.” Epidemiology of Asthma in Michigan. Bureau of Epidemiology, MI Department of Community Health, 2008.

[7] Agency for Toxic Substances and Disease Registry. Your Child's Environmental Health: How the Body Works: Differences Between Adults and Children. https://michigan.gov/documents/ATSDRChildrens_Health_handouts_FS_15597_7.pdf <https://urldefense.proofpoint.com/v2/url?u=https-3A__michigan.gov_documents_ATSDRChildrens-2520Health-2520handouts-2520FS-5F15597-5F7.pdf&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=_T4Ik1k_eIfiQxfnkMOWO1uJmtfuOLYkPHjSkIkNtwU&e=>

[8] Southeast Michigan Council of Governments, SEMCOG Information, The Ambassador Bridge, www.semco.org/WorkArea/downloadasset.aspx?id=5369 <https://urldefense.proofpoint.com/v2/url?u=http-3A__www.semco.org_WorkArea_downloadasset.aspx-3Fid-3D5369&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=g9e7_BuobXNm7oEzoC2SLD-V0AZwNdaV0Ng7cuRE1r4&e=>

[9] Clear Air Task Force. 2007. "No escape from diesel exhaust: how to reduce commuter exposure." http://www.catf.us/resources/publications/files/No_Escape_from_Diesel_Exhaust.pdf <https://urldefense.proofpoint.com/v2/url?u=http-3A__www.catf.us_resources_publications_files_No-5FEscape-5Ffrom-5FDiesel-5FExhaust.pdf&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=Y4-6WcHK3cLcDdXo6h5GbfMhrgo1Lglyfv1_OZjbAEg&e=>

[10] <http://www3.epa.gov/region1/eco/airtox/diesel.html> <https://urldefense.proofpoint.com/v2/url?u=http-3A__www3.epa.gov_region1_eco_airtox_diesel.html&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=m7bR6iu-iyFLtFWe-53Qw9ViT3LOfJ2519xZKr4emc&e=>

[11] Clear Air Task Force. 2007. "No escape from diesel exhaust: how to reduce commuter exposure." http://www.catf.us/resources/publications/files/No_Escape_from_Diesel_Exhaust.pdf <https://urldefense.proofpoint.com/v2/url?u=http-3A__www.catf.us_resources_publications_files_No-5FEscape-5Ffrom-5FDiesel-5FExhaust.pdf&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=Y4-6WcHK3cLcDdXo6h5GbfMhrgo1Lglyfv1_OZjbAEg&e=>

[12] EPA (Environmental Protection Agency). 2014. Integrated science assessment for particulate matter, health criteria, final report. <http://cfpub.epa.gov/ncea/cfm/recorddisplay.cfm?deid=216546#Download> <https://urldefense.proofpoint.com/v2/url?u=http-3A__cfpub.epa.gov_ncea_cfm_recorddisplay.cfm-3Fdeid-3D216546-23Download&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=DIRRQVkJQDn6t1XhJNVAGhKcUF0_tiAVuwE_ba7w3LC8&e=>

[13] Clean Air Task Force. Diesel and Health in America, the Lingering Threat. Boston, MA. www.catf.us/resources/publications/files/Diesel_Health_in_America.pdf <https://urldefense.proofpoint.com/v2/url?u=http-3A__www.catf.us_resources_publications_files_Diesel-5FHealth-5Fin-5FAmerica.pdf&d=BQMFaQ&c=0NKfg44GVknAU-XkWXjNxQ&r=Z602KgalpPebSVRuWU6C2OEUCTMTrzktP-nWsRt_jw&m=yK7-ZXO6jKtpOingjQwwAWZ5Ywj3myYu0RUUnSo4ygGI&s=y3eYeHe7_vRpN-0D1e3b3qBNu5iKyRgvXROQyPbB9IU&e=>

[14] Comments to US Coast Guard regarding draft environmental assessment, submitted by Christopher M. Bzdok, Olson, Bzdok, & Howard, dated August 30, 2007.

[15] Email from Joshua Scheels, MDEQ remediation and redevelopment division, to Representative Chang, dated January 7, 2016.

Forwarded by Midtown Alliance
And by the 3rd Precinct Police/Community Relations Council

Per Leslie Malcolmson
313-831-7931
lmalcolmson@gmail.com <<mailto:lmalcolmson@gmail.com>>

for lmalcolmson@voyager.net <<mailto:lmalcolmson@voyager.net>>

"The question is not 'Can you make a difference?' You already do make a difference.
It's just a matter of what kind of difference you want to make during your life on this planet."
– Julia Butterfly Hill

Hill is best known for living in a 180-foot (55 m)-tall, 1,000-year-old California Redwood tree for 738 days between December 10, 1997 to December 18, 1999. Hill lived in the tree, affectionately known as "Luna," to prevent loggers of the Pacific Lumber Company from cutting it down.

I will remember Troy Davis.....

I will remember all the Trayvon Martins and all the Michael Browns of the world.....

I will remember Rachel Corrie.....

I will remember Cynthia Hurd, Susie Jackson, Ethel Lee Lance, DePayne Middleton-Doctor, The Rev. Clementa Pinckney, Tywanza Sanders, The Rev. Daniel Simmons Sr., The Rev. Sharonda Singleton, Myra Thompson.....