



Warren C. Evans
Wayne County Executive

November 18, 2019

Honorable Gretchen Whitmer
Governor
PO Box 30013
Lansing, MI 48909

Dear Governor Whitmer,

It has come to my attention that the State is reviewing decisions made by the prior administration regarding non-radioactive hazardous material routing destinations in Wayne County. This issue is of great importance to me as I am responsible for the health, safety and welfare of our 1.8 million residents. It is a responsibility I do not take lightly.

It is my understanding that your administration is reviewing a technical report issued by the Michigan Department of Transportation (MDOT) in 2012. Please note that I am in support of the 2012 study results, which allows commercial trucks carrying certain non-radioactive hazardous materials to cross the Ambassador Bridge, subject to two caveats:

1. Escort vehicles are utilized; and
2. Vehicles may be subject to additional restrictions as imposed by the state and/or local unit of government, including, but not limited to, restrictions regarding time of day vehicles can cross the Ambassador Bridge.

I am supportive of this change, as utilizing the bridge will prevent the trucks from driving increased miles through communities with hazardous materials. Fewer miles traveled, lessens the probability for accidents and spills of hazardous materials in our communities.

If you have any questions or would like to discuss this matter further, please do not hesitate to contact me.

Sincerely,

Warren C. Evans
County Executive

EXECUTIVE OFFICE

500 GRISWOLD, DETROIT, MICHIGAN 48226 • (313) 224-0291 • www.waynecounty.com



BENNY N. NAPOLEON

Wayne County Sheriff



OFFICE OF THE SHERIFF

4747 WOODWARD AVE. • DETROIT, MI 48201

TEL: (313) 224-2222 • FAX: (313) 224-2367

October 24, 2019

Honorable Gretchen Whitmer
Governor of Michigan
P.O. Box 30013
Lansing, MI 48909

Dear Governor Whitmer,

I understand that the State is reviewing decisions made by previous administrations regarding non-radioactive hazardous material routing designations in Wayne County. This effort, on MOOT part, is being done as a review of its technical report that was issued in December in 2012. This in depth study elevated ease of travel and efficiency, economic passage of goods and commerce, as well as safety including truck crash rate estimates, frequency of hazardous material spills, hazardous material commodity flow analysis and potential consequences on the route.

After reviewing the study and consulting with experts in my department, I strongly support the study results as stated on page 14, that the following recommendations be implemented immediately in regards to commercial trucks caring certain non-radioactive material being allowed to cross the Ambassador Bridge.

The specific recommendations are:

Restrict Class 1

Require the use of escort vehicles for all allowable hazardous materials
(Class 2, 3, 4, 5, 6, 6.1, 8, and 9).

Escort Vehicles may be subject to additional federal, state or local permit requirements
with regard to the type of escort vehicles, special markings, time of day, and/or day of the week.

In closing, this updated change, to allow certain hazardous material to cross over the Ambassador Bridge, is an important step for the safety of our citizens because it reduces the number of miles traveled not only in Wayne County but the entire S.E. Michigan area.

In conclusion, please feel free to contact my office regarding this matter at any time.

Sincerely,


Benny N. Napoleon, J.D.
Sheriff

"Safer communities through effective, professional law enforcement."





22ND DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514
PHONE (517) 373 0854
FAX (517) 373 5911
E-MAIL jchirkun@house.mi.gov

MICHIGAN HOUSE OF REPRESENTATIVES

JOHN CHIRKUN
STATE REPRESENTATIVE

January 22, 2020

The Honorable Gretchen Whitmer
Governor, State of Michigan
PO Box 30013
Lansing, MI 48909

Dear Governor Whitmer,

We understand that the state is reviewing a decision by the Snyder administration regarding the routing of certain materials, primarily gasoline, in Wayne County. It is also our understanding that a technical report issued by the Michigan Department of Transportation (MDOT) in 2012 recommended that these materials be allowed transport across the Ambassador Bridge (as is currently allowed at the two other international bridges in Michigan) with two safety considerations:

1. Escort vehicles are utilized.
2. Vehicles crossing the Ambassador Bridge may be subject to additional restrictions by the state and/or local government including, but not limited to, restricting the time of day allowed for crossing.

It has come to our attention that there has never been a life-threatening incident in the 58 years that these materials have been allowed transport over the I-Bridge and Blue Water Bridge and that these materials are currently travelling between Canada and Detroit through our communities in Macomb County. This will add unnecessary risk to residents along these routes. In addition, given the fact that MDOT plans to allow these materials to be transported over the planned Gordie Howe Bridge, we believe it is in the best interest of our state to implement MDOT's 2012 recommended changes with regards to the Ambassador Bridge.

Thank you for your consideration. If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,


John Chirkun
State Representative
22nd District


Kevin Hertel
State Representative
18th District



3RD DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514
PHONE: (517) 373-0144
FAX: (517) 373-8929
E-MAIL: wendellbyrd@house.mi.gov

MICHIGAN HOUSE OF REPRESENTATIVES

WENDELL L. BYRD
STATE REPRESENTATIVE

COMMITTEES:
WAYS AND MEANS
MICHIGAN LEGISLATIVE
DETROIT CAUCUS - MEMBER

01/28/2020

The Honorable Gretchen Whitmer
Governor, State of Michigan
PO Box 30013
Lansing, MI 48909

Dear Governor Whitmer,

It is my understanding that the state is reviewing a decision by the Snyder administration regarding the routing of certain materials, primarily gasoline, in Wayne County. It is also my understanding that a technical report issued by the Michigan Department of Transportation (MDOT) in 2012 recommended that these materials be allowed transport across the Ambassador Bridge (as is currently allowed at the two other international bridges in Michigan) with two safety considerations:

1. Escort vehicles are utilized.
2. Vehicles crossing the Ambassador Bridge may be subject to additional restrictions by the state and/or local government including, but not limited to, restricting the time of day allowed for crossing.

Given the facts that there has never been a life threatening incident in the 58 years that these materials have been allowed transport over the I-Bridge and Blue Water Bridge, that currently these materials going between Canada and Detroit are trucked through our communities, adding additional risk and hazard to residents along these routes, and that MDOT plans to allow these materials to be transported over the planned Gordie Howe Bridge, I believe it is in the best interest of our state to implement MDOT's 2012 recommended changes.

Finally, I believe that science, facts and public safety considerations should guide this decision and strongly encourage MDOT to proceed to a period of public comment.

Thank you for your consideration. See attached page for Detroit Caucus House Members' signatures.

Wendell L. Byrd, State Representative

Wendell L. Byrd

House District 1

Tennisha Yancy, State Representative

Tennisha Yancy

House District 1

Leanne Robinson, State Representative

Leanne Robinson

House District 4 District

James A. Carter, State Representative

James A. Carter

District 6

Gay Dagnogo, State Representative

District 8

State Representative

State Representative

District 10

Joe Tate, State Representative

Joe Tate

House District 2

Cynthia A. Johnson, State Representative

Cynthia A. Johnson

House District 5

LaTanya Garrett, State Representative

LaTanya Garrett

House District 7

Karen Walcott, State Representative

Karen Walcott

House District 9

Sincerely,

Wendell L. Byrd, State Representative



House District 3

Tenisha Yancey, State Representative

Joe Tate, State Representative

House District 1

House District 2

Isaac Robinson, State Representative

Cynthia A. Johnson, State Representative

House District 4 District

House District 5

Tyrone A. Carter, State Representative

LaTanya Garrett, State Representative

House District 6

House District 7

Sherry Gay-Dagnogo, State Representative

Karen Whitsett, State Representative

House District 8

House District 9

Leslie Love, State Representative

House District 10



64TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

ANDREW W. BEELER
STATE REPRESENTATIVE

PHONE: (517) 373-1795
FAX: (517) 373-5760
AndrewBeeler@house.mi.gov
www.RepBeeler.com

May 3, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

Andrew Beeler
State Representative
Michigan's 64th House District



95TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

BILL G. SCHUETTE
STATE REPRESENTATIVE

PHONE: (517) 373-0152
FAX: (517) 373-8738
BillSchuette@house.mi.gov

May 3, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Best,



Bill G. Schuette
State Representative
95th House District



Committees:
Transportation and Infrastructure, MVC
Energy and Environment
Regulatory Affairs

Michigan Senate
Joseph N. Bellino Jr.
State Senator
16th District

P.O. Box 30036
Lansing, MI 48909-7536
Phone: (517) 373-5932
Fax: (517) 373-5944
senjbellino@senate.michigan.gov

May 3, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

Serving Hillsdale, Lenawee, and Monroe Counties



PAUL WOJNO

10TH DISTRICT
P.O. BOX 30036
LANSING, MI 48909-7536
PHONE: (517) 373-8360
TOLL-FREE: (855) 347-8010
FAX: (517) 373-9230
senpwojno@senate.michigan.gov



**THE SENATE
STATE OF MICHIGAN**

COMMITTEES:

JOINT COMMITTEE ON
ADMINISTRATIVE RULES (CHAIR)
ELECTIONS & ETHICS (VICE CHAIR)
LOCAL GOVERNMENT (VICE CHAIR)
CIVIL RIGHTS, JUDICIARY & PUBLIC SAFETY
HEALTH POLICY
REGULATORY AFFAIRS
TRANSPORTATION & INFRASTRUCTURE

May 4, 2023

Mr. Brad Wieferich, Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich:

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

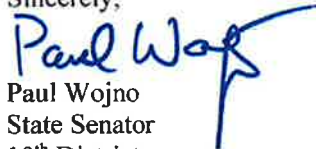
MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021, Detroit BSEED, Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks, with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,


Paul Wojno
State Senator
10th District



We create chemistry

May 8, 2023

Brad Wieferich
Acting Director
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Troy Hagon
Director and STC Adviser
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Re: Imminent closing of the Detroit-Windsor Truck Ferry and the Ambassador Bridge request to lift certain hazardous material restrictions.

Dear Messrs. Weiferich and Hagon:

BASF Corporation is a global manufacturer of chemicals, innovating to build sustainable technologies that make automobiles more environmentally friendly, homes more energy efficient, food and clean water readily available to a growing population, and more.

Today, our Windsor, Ontario production site manufactures and distributes approximately 2,000 annual truckloads of automotive paint, chiefly to our Wyandotte, Michigan warehouse, in service to the automotive industry. Due to the current restrictions prohibiting these Class 3 Flammable Liquids on the Ambassador Bridge, we route them via the Detroit-Windsor Truck Ferry, totaling approximately 40 miles for every round-trip movement.

Related, with recent news reports about the imminent closure of the ferry, the owner confirms that after failing to secure public subsidies, he will cease operations effective September 30, 2023. We have likewise concluded that there does not appear to be an option to get public funding directed to this private operation. With this confirmation of an imminent closure of the ferry and given the current Ambassador bridge restriction, BASF will have no alternative but to extend our routing of these hazardous materials north to the Blue Water Bridge, adding an additional 300 HAZMAT miles in round trip transit for each of the 2,000 movements, which may increase the potential for safety or environmental impacts.

To that end, we are writing in support of the Detroit International Bridge Company's application to lift the restriction on Class 3 Flammable Liquids and would respectfully ask for your office's speedy review and acceptance. With the restriction lifted, BASF can route materials over the Ambassador Bridge, maintaining roughly the same 40-mile round trip incurred with the ferry. This change would thereby avoid needless exposure to the motoring public associated with the longer haul to Port Huron, and help ensure the safest, most-sustainable movement of goods.

We thank you in advance and appreciate your consideration.

Respectfully submitted,

Nils Lessmann
SVP Coatings Solutions North America
BASF Corporation

Apala Mukherjee
President
BASF Canada Inc.

BASF Corporation
26701 Telegraph Rd.
Southfield, MI 48033
Tel: (800) 526-1072
www.basf.us

BASF Canada Inc.
5025 Creekbank Rd. Bldg. A Flr. 2
Mississauga, ON L6W 0B6
Tel: (289) 360-1300
www.basf.ca

RAPHAEL WASHINGTON
Wayne County Sheriff



OFFICE OF THE SHERIFF

May 4, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding specific hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021, Detroit BSEED, Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department issued a memorandum (<https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response-Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf>) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast

"Safer communities through effective, professional law enforcement."

Michigan roads to cross at the Blue Water Bridge enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in blue ink that reads "Raphael Washington". The signature is fluid and cursive, with the first name "Raphael" and last name "Washington" clearly distinguishable.

Raphael Washington
Wayne County Sheriff

May 4, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

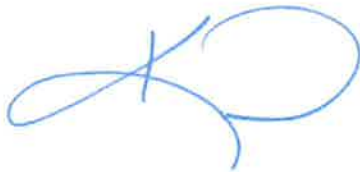
MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'K' followed by a large, loopy 'W'.

Karen Whitsett
Michigan State Representative

May 8, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Helena Scott". The signature is fluid and cursive, with a large initial "H" and a stylized "S" at the end.

Helena Scott
Michigan State Representative



20TH DISTRICT
P.O. BOX 30036
LANSING, MI 48909-7536

MICHIGAN SENATE
ARIC NESBITT
SENATE REPUBLICAN LEADER

PHONE: (517) 373-0793
TOLL-FREE: (855) 347-8026
sonanesbitt@senate.michigan.gov
www.SenatorAricNesbitt.com

May 16, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Aric Nesbitt
State Senator
District 20



35TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

ANDREW FINK
STATE REPRESENTATIVE

PHONE: (517) 373-1788
FAX: (517) 373-5880
AndrewFink@house.mi.gov
www.RepFink.com

May 18, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

Thank you for taking the time to consider this letter urging the Michigan Department of Transportation (MDOT) to approve the application submitted by the Detroit International Bridge Company (DIBC) to allow the transportation of hazardous materials along new routing designations in Wayne County. As MDOT itself has recommended granting permission to carry Class 3 and Class 8 hazardous materials across the Ambassador Bridge with pilot escort vehicles, I believe that DIBC's proposal is reasonable.

As services provided by Detroit-Windsor Truck Ferry will be discontinued in September of this year and Class 3 and Class 8 materials cannot currently be transported across the Ambassador Bridge, gasoline products and battery acids will potentially have to be transported an additional 60 miles. This will cause gasoline products from refineries in Detroit and Romulus to be on state streets for far longer.

Both a 2012 MDOT study and a 2021 memorandum issued by the Detroit Buildings, Safety Engineering, and Environmental Department (BSEED), Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department indicate either no opposition to or support for allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge. Additionally, since MDOT's 2012 study, fire suppression and water retention systems have been added to the Ambassador Bridge and trucks have been provided direct access to enter and exit the bridge from the highway through the Gateway Project.

MDOT would enhance public safety by allowing trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge. With that in mind, I urge MDOT to approve DIBC's application for new routing designations.

Sincerely yours,

Andrew Fink
State Representative
Michigan's 35th District



63RD DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

JAY DEBOYER
STATE REPRESENTATIVE

PHONE: (517) 373-1787
FAX: (517) 373-9119
JayDeBoyer@house.mi.gov

May 22, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jay DeBoyer", written over a light blue horizontal line.

Jay DeBoyer
State Representative
MI House District 63



60TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

JOSEPH A. ARAGONA
STATE REPRESENTATIVE

PHONE: (517) 373-1785
FAX: (517) 373-5762
JosephAragona@house.mi.gov

May 23, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (<https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response-Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf>) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joe Aragona".

Representative Joe Aragona
House District 60

May 24, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tullio Liberati".

Representative Tullio Liberati
Michigan House of Representatives
House District 2
102nd Legislature



65TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

JAIME GREENE
STATE REPRESENTATIVE

PHONE: (517) 373 1775
FAX: (517) 373 5242
jaimegreene@house.mi.gov

May 30, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to follow their December 2012 study which recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles. It is my understanding that the Detroit-Windsor Truck Ferry will be closing their operation in September 2023. This means Class 3, gasoline products; and Class 8, battery acids; will have to be transported an additional 60 miles in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross.

Gasoline products that originate at the Marathon refineries in Detroit and Romulus will be traveling a greater distance which increases the potential for an accident. DOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads.

Many safety improvements have been made including a complete fire suppression and water retention system on the Ambassador Bridge. With the completion of the Gateway Project, trucks will have direct access to enter and exit the bridge from the highway keeping them off neighborhood roads.

I have reviewed the memorandum, dated January 13, 2021, from Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf).

This memorandum covers the preparedness of emergency responders to handle incidents on the bridge. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than traveling miles out of their way to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT support their 2012 study and approve the new routing designations.

Sincerely,



MICHIGAN STATE SENATE
DAN LAUWERS
REPUBLICAN FLOOR LEADER

May 31, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation to approve the Detroit International Bridge Company's application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum¹ stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the

¹ https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf



Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge – which is in my district – enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Dan Lauwers
State Senator, 25th District



36725 Division Road · P.O. Box 457 · Richmond, MI 48062
Office: (586) 727-7571 · Fax: (586) 727-2489

June 5, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety.

The City of Richmond Volunteer Fire Department covers a portion of I-94 that these hazardous material shipments will be diverted thru. While less populated, this region has far less resources than Metro Detroit to respond an accident. It only makes sense to reduce the opportunity to have an incident by reducing the amount of travel for the shipments.

With all this in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Timothy J. Rix, Mayor
City of Richmond

Cc: State Representative Jaime Greene



89TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

LUKE MEERMAN
STATE REPRESENTATIVE

PHONE: (517) 373-0838
FAX: (517) 373-9830
LukeMeerman@house.mi.gov
www.RepMeerman.com

June 6, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in blue ink, appearing to read "Luke Meerman", with a long horizontal flourish extending to the right.

Rep. Luke Meerman
89th District



MARSHALL BULLOCK II

4TH DISTRICT
P.O. BOX 30036
LANSING, MI 48909-7536
PHONE: (517) 373-7918
FAX: (517) 373-5227
senmbullock@senate.michigan.gov

**THE SENATE
STATE OF MICHIGAN**

June 25, 2020

**The Honorable Gretchen Whitmer
Governor, State of Michigan
PO Box 30013
Lansing, MI 48909**

Dear Governor Whitmer,

It has come to our attention that the state is reviewing a decision by the administration of Governor Snyder regarding the routing of certain materials, primarily gasoline, in Wayne County. We are also informed that a technical report issued by the Michigan Department of Transportation (MDOT) in 2012 recommended that these materials be allowed transport across the Ambassador Bridge, as is currently allowed at the two other international bridges in Michigan. Two safety considerations are recommended to be observed:

1. Escort vehicles utilized during transport across the bridge
2. Vehicles crossing the bridge may be subject to additional restrictions by the state and/or local government including, but not limited to, restricting the time of day allowed for crossing

We believe it is in the best interest of our state to implement MDOT's 2012 recommended changes based on the following factors:

1. During the 58 years that these materials have been allowed transport over the I-Bridge and Blue Water Bridge, no life-threatening incidents have occurred
2. These materials are currently trucked through our communities as they are transported between Canada and Detroit, adding additional risk and hazard to residents along these routes
3. MDOT plans to allow these materials to be transported over the planned Gordie Howe Bridge

Science, facts, and public safety considerations should guide this decision. We encourage MDOT to proceed to a period of public comment with all due expedience. Thank you for your consideration.

Sincerely,

Marshall Bullock II
Marshall Bullock

John Salas
John Salas