



Coleman A. Young Municipal Center  
2 Woodward Avenue, Suite 1126  
Detroit, Michigan 48226

Phone 313•224•3400  
Fax 313•224•4128  
www.detroitmi.gov

November 29, 2023

*Via email ([MonismaM@Michigan.gov](mailto:MonismaM@Michigan.gov))*

Monica Monsma  
MDOT Environmental Services Section  
425 West Ottawa St.  
P.O. Box 30050  
Lansing, MI 48909

Re: Public comment on proposal to change the current non-radioactive hazardous materials route restrictions on the Ambassador Bridge

Dear Ms. Monsma:

Please accept this letter as public comment in support of lifting the restrictions on Class 3 and Class 8 hazardous materials on the Ambassador Bridge and allowing trucks hauling such materials to cross the Ambassador Bridge with escort vehicles.

I support lifting these restrictions because doing so will substantially reduce the number of miles driven by vehicles hauling Class 3 and Class hazardous materials through the City of Detroit. Approximately 4,200 truckloads of liquid petroleum each year leave refineries and fuel terminals in Southwest Detroit and Romulus and drive across the length of Detroit — past the Ambassador Bridge — and through still other Michigan communities to cross at the Blue Water Bridge.

Lifting the restriction to permit crossings at the Ambassador Bridge will result in a net safety benefit for the people of Detroit and Michigan.

Thank you,

A handwritten signature in blue ink, appearing to read 'Michael E. Duggan'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael E. Duggan, Mayor  
City of Detroit



**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](http://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 [ohnchirkun@house.m.gov](mailto:ohnchirkun@house.m.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  
22<sup>nd</sup> District

  
Kevin Hertel  
State Representative  
18<sup>th</sup> 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](mailto: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

Trenna Vaters, State Representative

*Trenna Vaters*

House District 1

Lee Robinson, State Representative

*Lee Robinson*

House District 4 District

James A. Carter, State Representative

*James A. Carter*

District 6

Gay Dagnogo, State Representative

District 8

State Representative

*[Signature]*

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**

House District 1

**Isaac Robinson, State Representative**

House District 4 District

**Tyrone A. Carter, State Representative**

House District 6

**Sherry Gay-Dagnogo, State Representative**

House District 8

**Leslie Love, State Representative**

House District 10

**Joe Tate, State Representative**

House District 2

**Cynthia A. Johnson, State Representative**

House District 5

**LaTanya Garrett, State Representative**

House District 7

**Karen Whitsett, State Representative**

House District 9



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 64<sup>th</sup> 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,

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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  
95<sup>th</sup> House District



Michigan Senate  
**Joseph N. Bellino Jr.**  
State Senator  
16<sup>th</sup> District

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

P.O. Box 30036  
Lansing, MI 48909-7536  
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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.

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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](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  
10<sup>th</sup> 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](http://www.basf.us)

**BASF Canada Inc.**  
5025 Creebank Rd. Bldg. A Flr. 2  
Mississauga, ON L6W 0B6  
Tel: (289) 360-1300  
[www.basf.ca](http://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.

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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,

  
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,

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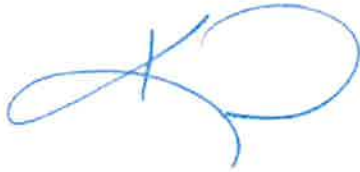
On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum ([https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response\\_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf](https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benso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

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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 be 'KW' with a large loop, positioned below the word 'Sincerely,'.

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](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 that reads "H. Helena Scott". The signature is written in black ink and is positioned above the printed name.

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  
senanesbitt@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](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 35<sup>th</sup> 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.m.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](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 "Jay DeBoyer", written in blue ink.

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.

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*“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 "Joe Aragona". The signature is fluid and cursive, with the first name "Joe" being more prominent.

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](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 "Tullio Liberati". The signature is fluid and cursive, with a long horizontal stroke at the end.

Representative Tullio Liberati  
Michigan House of Representatives  
House District 2  
102<sup>nd</sup> Legislature



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

MICHIGAN HOUSE OF REPRESENTATIVES

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

**JAIME GREENE**  
STATE REPRESENTATIVE

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](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 memorandum<sup>1</sup> 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*

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<sup>1</sup> [https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response\\_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf](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,

A handwritten signature in blue ink, appearing to read "Dan Lauwers", written in a cursive style.

Dan Lauwers  
State Senator, 25<sup>th</sup> District

With Time For You

Since 1879

# City of Richmond

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.

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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.

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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](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,



Rep. Luke Meerman  
89<sup>th</sup> District



**THE SENATE  
STATE OF MICHIGAN**

**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

**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*  
*John Harris*

*John Harris*  
*John Harris*

# MICHIGAN TEAMSTERS JOINT COUNCIL NO. 43

KEVIN D. MOORE  
*President*



TODD LINCE  
*Secretary - Treasurer*

State of Michigan  
Affiliated with the  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

November 29, 2023

*Via email ([MonsmaM@Michigan.gov](mailto:MonsmaM@Michigan.gov))*

Monica Monsma  
MDOT Environmental Services Section  
425 West Ottawa St.  
P.O. Box 30050  
Lansing, MI 48909

Re: Public comment on proposal to change the current non-radioactive hazardous materials route restrictions on the Ambassador Bridge

Dear Madame:

Please accept this as Michigan Teamsters Joint Council 43's public comment in support of lifting the restrictions on Class 3 and Class 8 hazardous materials on the Ambassador Bridge and allowing trucks hauling such materials to cross the Ambassador Bridge with escort vehicles.

We support lifting the restrictions for the following reasons: (1) doing so will substantially reduce the number of miles driven by vehicles hauling Class 3 and Class hazardous materials in Michigan resulting in a net safety benefit, (2) the closure of the Detroit-Windsor Ferry leaves no alternative for these critical materials to cross in the Detroit Windsor corridor, (3) the Ambassador Bridge has proper safety precautions in place as evidenced by the City of Detroit's multi-agency review of the request to lift the restrictions, and (4) lifting the restrictions will lead to only a de minimis increase in truck traffic on the Ambassador Bridge.

Sincerely,

  
Kevin D. Moore  
President

KDM/den



# TEAMSTERS LOCAL UNION NO. 879

Affiliated with the International Brotherhood of Teamsters

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December 13, 2023

Ms. Monica Monsma  
MDOT Environmental Services Section  
425 West Ottawa St.  
P.O. Box 30050  
Lansing, MI 48909

Dear Ms. Monsma:

Re: Proposal to Change the current Non-Radioactive Hazardous  
Materials Route restrictions on the Ambassador Bridge

As President of Teamsters Union Local 879, with facilities in Windsor, Thamesford and Stoney Creek, we'd like to bring to your attention the proposal being brought forward to change the current non-radioactive hazardous materials route restrictions on the Ambassador Bridge.

We understand the critical importance of maintaining a safe and sustainable environment in the community. However, we believe that it may be worth considering modifications to the restrictions to accommodate the evolving needs of businesses and industries that rely on the transportation of non-radioactive hazardous materials.

Lifting the current restrictions will limit the number of miles driven by vehicles currently hauling hazardous materials across the state/province. As the Detroit-Windsor Ferry has closed, there is no local alternative for the hauling of these materials at the Detroit-Windsor corridor. We understand that the Ambassador Bridge has safety precautions in place and that this matter has been considered by multi-agencies in the City of Detroit. We are confident that lifting the restriction would minimally increase truck traffic at the Ambassador Bridge.

We are not suggesting a compromise on safety; rather, we advocate for a thoughtful evaluation of the existing restrictions to ensure they are still aligned with the best practices and advancements for the community.

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We appreciate your time and consideration. Thank you for your commitment to the well-being of the environment/community. We look forward to a positive response from the MDOT Environmental Services.

Respectfully,

*John McCann*

John McCann, President  
Teamsters Unio Local 879

JM:mh



Sent Via Email: [monsmam@michigan.gov](mailto:monsmam@michigan.gov)

December 19, 2023

Monica Monsma  
MDOT Environmental Services Section  
425 West Ottawa St.  
P.O. Box 30050  
Lansing, MI 48909

Dear Monica,

**Re: Proposal to Lift Restrictions on Class 3 and Class 8 Hazardous Materials Crossing the Ambassador Bridge**

The Ontario Trucking Association (OTA) provides services and public policy advocacy for trucking companies operating within the Province of Ontario. OTA member fleets operate a significant portion of all commercial tractor-trailers on Ontario roadways and employ over 100,000 Ontarians. OTA is the only trucking association in Ontario that represents all segments of the trucking industry – for-hire carriers, private carriers, intermodal, couriers, suppliers, etc. OTA members primarily consist of Ontario based trucking companies but also includes companies from every Canadian province, as well as the United States.

The OTA would like to provide feedback on the public consultation occurring with the Michigan Department of Transportation (MDOT) regarding the lifting of restrictions on Class 3 and Class 8 hazardous materials at the Ambassador Bridge. Although the OTA supports the notion of removing these long-standing restrictions, we do not support the use of escort or safety vehicles as a condition to move these loads across the bridge.

Thousands of these shipments are being moved safely and successfully across our border regularly, and there are currently no other major border crossings employing the use of escorts/safety vehicles to move these shipments. Consequently, the OTA sees no evidence why escorts should be required in this situation either. The OTA strongly recommends that MDOT consider revising its proposal to ensure parity and policy alignment with all other Canada-U.S. border crossings to effectively address this issue moving forward.

Our organization and its members have consistently supported and exhibited the upmost commitment to safety on our roadways. This dedication also extends to the various customs and border security regulations that all cross-border fleets must adhere to. These policies are effective and help to ensure the health, safety, and security of both our nations, its citizens, and communities daily.

We would like to thank you for the opportunity to provide feedback on this important topic. We would welcome the opportunity for further discussions on this issue and we look forward to any questions or comments should they arise.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Laskowski'.

Stephen Laskowski  
President & CEO

Cc: Ryan Streblow, President and CEO, National Tank Truck Carriers, [rstreblow@tanktruck.org](mailto:rstreblow@tanktruck.org)  
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