

Carole D. Perla

Buffalo, NY 14213

July 15, 2010

Mr. Robert M. Davies  
Upstate District Operations Team Leader  
U.S. Department of Transportation  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
Suite 719  
Albany, NY 12207

Dear Mr. Davies,

I am objecting to the contents of the Memorandum of Agreement under your letter to me dated June 17, 2010. The final outcome, though no surprise, is an outrage to this historic community and to those of us who will have to live with this mistake for generations.

The Consulting Parties have had no further communication nor consultation in more than a year. No draft was ever presented to us for review and/or comments. From the beginning, the process has never been open or transparent. It has always been skewed toward the Peace Bridge Expansion project. No weight has ever been given to the volumes of comments, suggestions and alternatives presented by the Consulting Parties. Our careful input was simply dismissed.

No meaningful discussion has ever taken place to seriously examine other viable alternatives or options to relocate the project including the **No Build** option. In fact, the process allowed for no other alternative to be reviewed except for **one alternative** – The Peace Bridge Expansion project. Participants were forced to discuss only one expansion project **where the FHWA is the leading agent.**

The idea that my government finds that destroying a thriving historic district is an acceptable form of mitigation to the profound **ADVERSE IMPACT** this unnecessary transportation project will have on this community for the next 100 years is truly appalling. To state that the final mitigation to preserving the history of the homes and properties that will be irrevocably destroyed is to take pictures and create a historic record for public viewing is incomprehensible.

Frederick Law Olmsted understood the importance of a strong sense of place when he stood at "The Bank," a place blessed by nature where all who visited could be inspired, their spirits renewed. The realization of Olmsted's plan for Buffalo enhanced (**not destroyed**) the quality of life for everyone. Current residents of Prospect Hill understand this too.

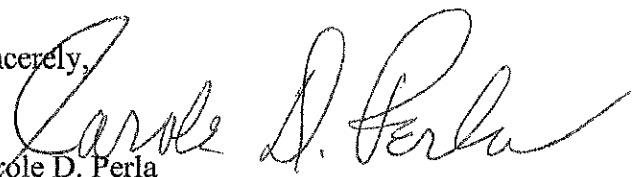
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The current border crossing was always intended to usher passenger cars across the border not trucks. **The Peace Bridge should be reserved for tourists not trucks since multiple other locations are viable alternatives to relocating the current truck traffic.**

There is no reason for the FHWA to continue to push the wrong plan in the wrong place – a project that will bleed the taxpayer and displace generations of families. The Peace Bridge Expansion project is an absurd plan that if built, will destroy the first and only remaining historic lakefront residential community in the City of Buffalo – an unimaginable future for those like myself who will be forced to live with our homes entombed in acres of concrete and steel surrounded for eternity by the constant assault of millions of diesel spewing trucks.

This is an insult to Buffalo and its citizens. Therefore, I am refusing to sign the MOA for all the aforementioned reasons.

Sincerely,



Carole D. Perla  
Section 106 Consulting Party  
Prospect Hill resident

Cc: see attached list