

## Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

## Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

—Kirk T. Steudle, Michigan Department of Transportation Director



## Freight Capacity Needs Detroit Intermodal Freight Terminal

This project includes the construction of an intermodal freight terminal to serve the four Class I railroads (CN, CP, CSX, NS) that utilize Detroit as an access point for international trade. The DIFT project will consolidate the intermodal operations of Norfolk Southern (NS) and Canadian Pacific (CP) railroads at the Livernois-Junction Yard in Southwest Detroit. CSX Railroad is already there. Canadian National (CN) Railroad will stay at their present terminal, but will participate in improvements to the rail system outside the Livernois-Junction Yard.

The DIFT project is estimated to create 5,837 jobs during the 10-year construction build-out phase. Upon project completion, the DIFT project is projected to generate 4,500 permanent new jobs in Michigan with 1,500 of those jobs in the terminal area, and 2,300 jobs in the city of Detroit.



There were approximately 365,000 lifts of containers in 2005 in the Detroit area. That is estimated to grow to 1,020,000 lifts by 2030, a 180% growth. There is inadequate intermodal capacity in Southeast Michigan, the connectivity between intermodal terminals is

## Capacity Needs *continued*

poor, and train routings in the area suffer because rail connectors limit efficient train movements. Therefore, the DIFT Project proposes measures to improve intermodal operations of the four Class I railroads.

Major elements include the Livernois-Junction Yard development, which consists of expanding the existing yard and paving the area to reduce dust that impacts local residential neighborhoods. Railroad improvements external to the yard will reduce train delays and conflicts, allowing train operators to make more direct and efficient connections. The DIFT includes plans to improve the local roadway network by closing one road that stretches across the yard, depressing another road to eliminate a dangerous at-grade crossing, and constructing a new perimeter road to maintain local traffic. Planned community enhancements will improve the quality of life for residents of the host community, including air quality, safety and security.