
**Detroit Intermodal
Freight Terminal (DIFT) Study**

Public Meetings

November 10, 2008

November 12, 2008

November 13, 2008

Detroit Intermodal Freight Terminal Study

- Detroit is one of the top intermodal markets in the nation
- Capacity of terminals and coordination of rail lines is inadequate
- Addresses needs of intermodal transportation in southeast Michigan



Purpose

To support the economic competitiveness of southeast Michigan and the state by improving freight transportation opportunities and efficiencies for business and industry.

NEED

- Additional intermodal terminal capacity
- Better coordination between rail terminals
- Better interface between public road system (primarily interstate freeways) and rail facilities
- Efficiency of business and industry
- Better connectivity between railroads

U.S./Canadian Freight Flows Thru Michigan



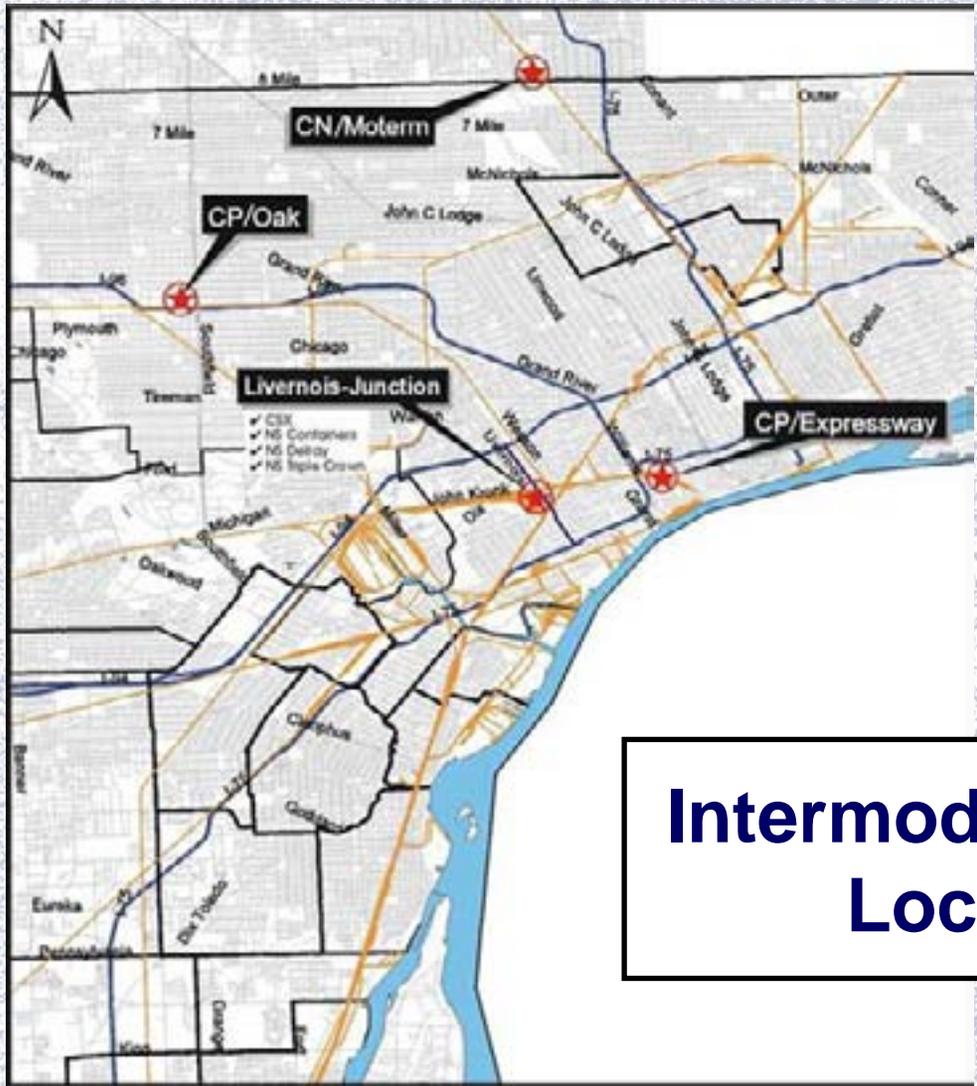
Detroit Intermodal Freight Terminal Study

Projected 2025 Intermodal Demand

	Demand (lifts/year)		Current Capacity (lifts/year)	Deficiency (lifts/year)
	Low	High		
Total	495,000	776,000	345,000	150,000 to 431,000

Study Chronology

- 1993-94: Early Assessment of Need and Vision
- 2001: Feasibility Study
- 2002: Environmental Impact Statement (EIS) Started
- 2003: EIS Alternatives Expanded Based on Public Input
- 2004: EIS Prepared in Preliminary Form for MDOT/Review
- 2005: DEIS Presented to Public
- 2009: FEIS to be Presented to Public



Intermodal Terminal Locations

Livernois-Junction Yard



CP/Expressway Terminal



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CP/Oak Terminal



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CN/Moterm Terminal



Alternative 1

“No Action”

Assumes railroads will develop existing intermodal rail yards in southeast Michigan without federal and state government funding assistance and oversight.

Alternative 2

“Improve/Expand”

Proposes improvements to four existing intermodal rail terminals operated by CSX, Canadian National, Canadian Pacific and Norfolk Southern.

Alternative 3

“Consolidation”

Proposes intermodal operations of all four Class I railroads will be consolidated at the Livernois-Junction Yard area.

Alternative 4

“Composite Option”

Proposes intermodal operations of CSX, Norfolk Southern and Canadian Pacific be consolidated at the site of the Livernois-Junction Yard in Southwest Detroit, while improving/expanding the existing CN/Moterm Intermodal Terminal

Other Alternatives Considered

- Use Other Smaller Sites
- Develop Greenfield Sites

Public Engagement

- Local Advisory Council Meetings - 30
- Public Meetings - 14
- Scoping Meetings Open to Public - 2
- Public Hearings – 4
- Additional Formal Public Meetings - 3



Public Comments

700 pages of Transcripts and Comments
1300 Individual Comments

- The “No Action” alternative is not acceptable
- Minimize the “footprint” of the Livernois Junction Yard expansion
- No expansion of CN/Moterm into the State Fairgrounds
- Get trucks out of the neighborhoods.

Public Comments

- Detroit City Council: Four Resolutions
 - ✓ Early in the project three against DIFT
 - ✓ Fourth and latest – against “No Action” and stressing cooperation with SW Detroit residents.
- Working with the Southwest Detroit Community on items related to:
 - ✓ Infrastructure
 - ✓ Air Quality
 - ✓ Economic Development

Preferred Alternative

- Alternative 4 “Composite Option” **without expansion at CN/Moterm** and without CP Expressway at Livernois/Junction Yard

Proposes intermodal operations of CSX, Norfolk Southern and Canadian Pacific be consolidated at the site of the Livernois-Junction Yard in southwest Detroit

Preferred Alternative

responds to public comments by:

- Reducing the “footprint” of Livernois-Junction Yard (no CP Expressway)
- Not expanding the CN/Moterm Terminal into the State Fairgrounds
- Promoting collaborative efforts between MDOT, the Community and the Railroads to improve Livernois-Junction Yard
- Providing direct truck access to Livernois-Junction Yard via major roadways

Proposed Acreage to be Acquired

Alt. 1- No Action	Alternative 2 – Improve/Expand				Alternative 3- Consolidate	Alternative 4- Composite		Preferred Alternative
	Liv-Jct	CP/ Expway	CP/Oak	CN/ Moterm	Liv-Jct	Liv- Jct	CN/ Moterm	Liv-Jct
0	24.5	12	60	35	384	265	35	169

Source: The Corradino Group of Michigan, Inc.

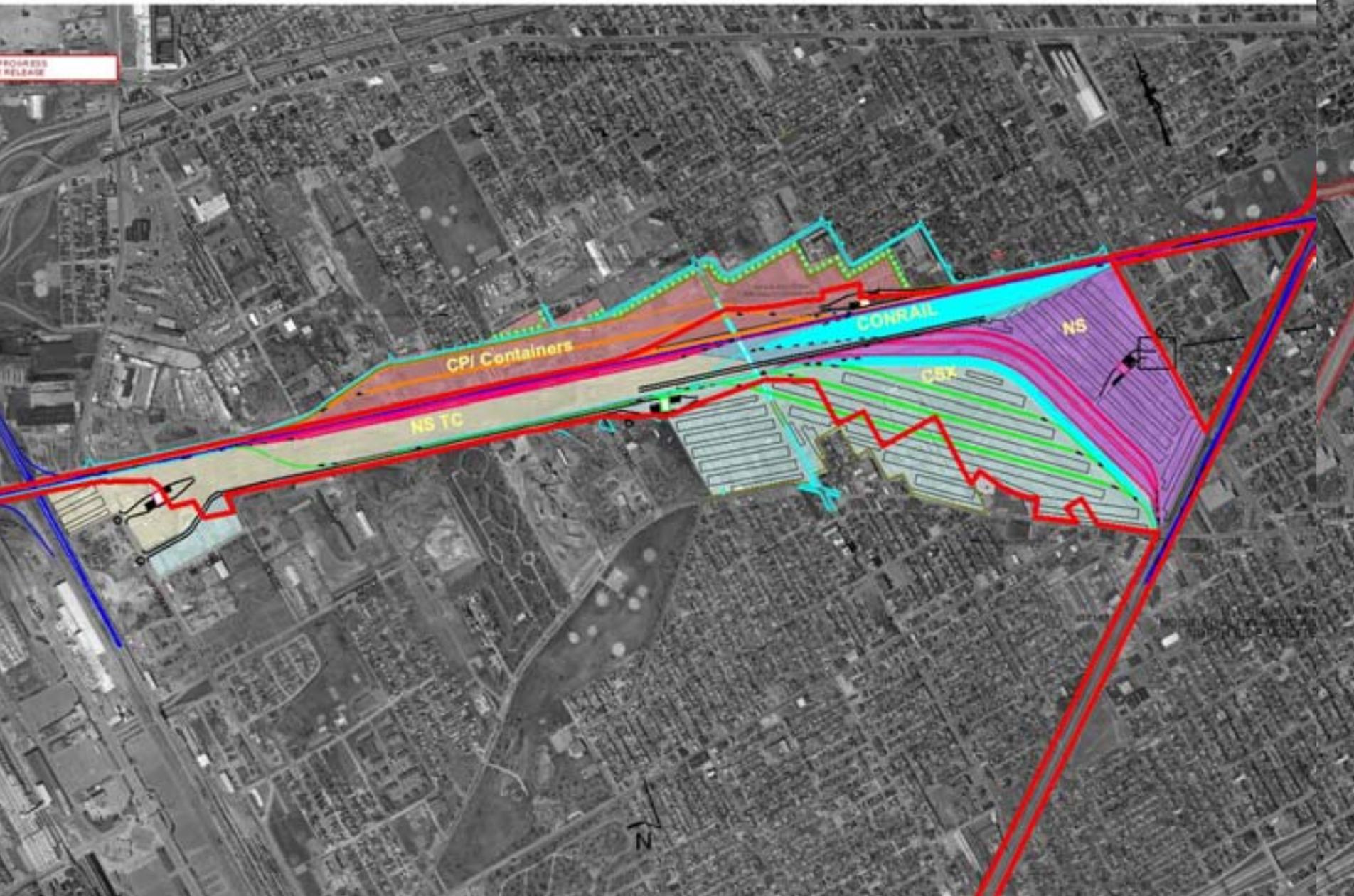
Proposed to be Properties Acquired

Potential Acquisition	Alt. 1- No Action	Alternative 2 – Improve/Expand				Alternative 3- Consolidate	Alternative 4- Composite		Preferred Alternative
		Liv- Jct	CP/ Expway	CP/Oak	CN/ Moterm	Liv-Jct	Liv- Jct	CN/ Moterm	Liv-Jct
Single Family	0	0	0	0	0	71	29	0	28
Multiple Family	0	0	0	0	0	12	4	0	4
Businesses/ Institutions	0	11	1	6	0	64	51	0	29

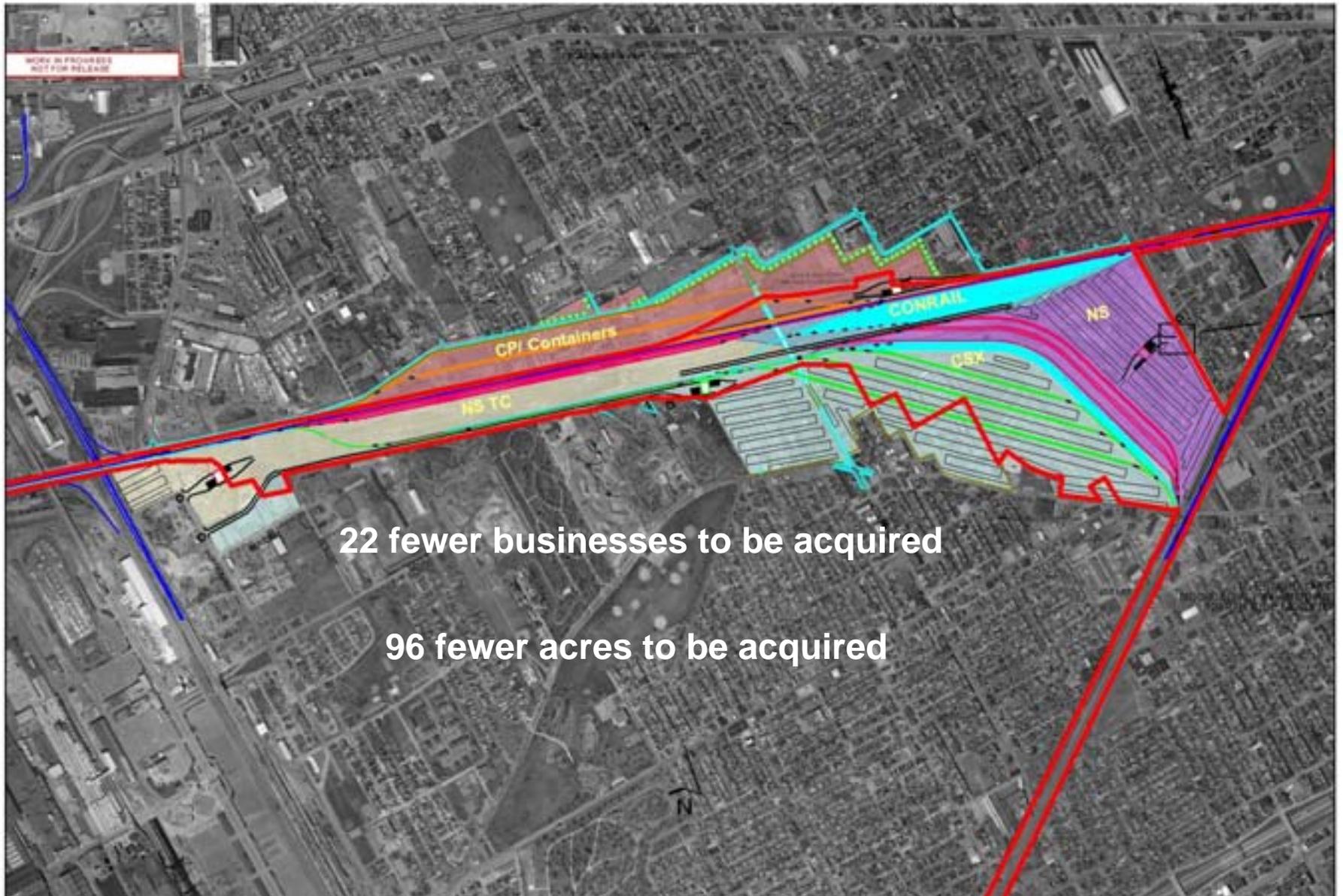
Source: The Corradino Group of Michigan, Inc.

Detroit Intermodal Freight Terminal Project

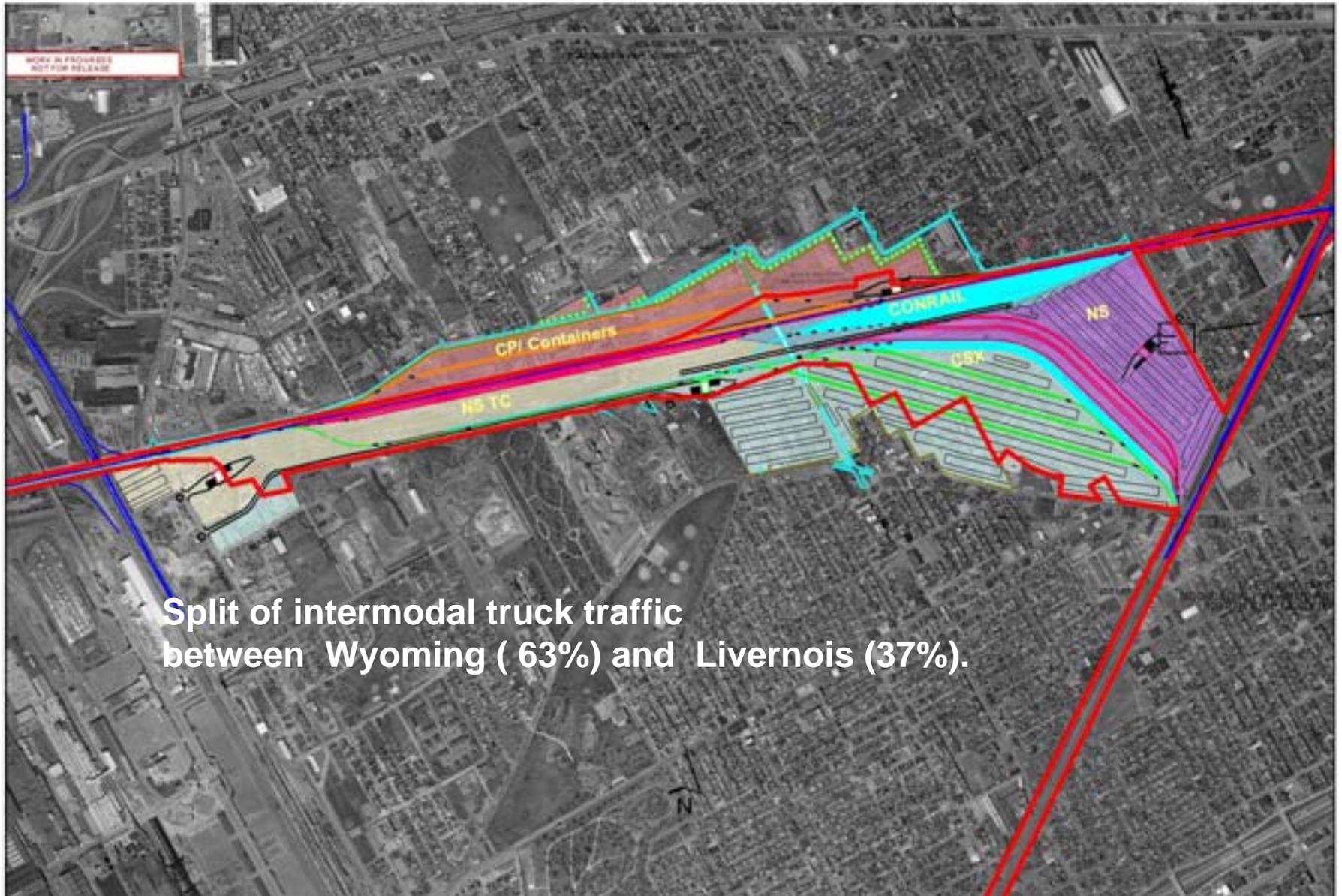
FEIS Preferred Alternative



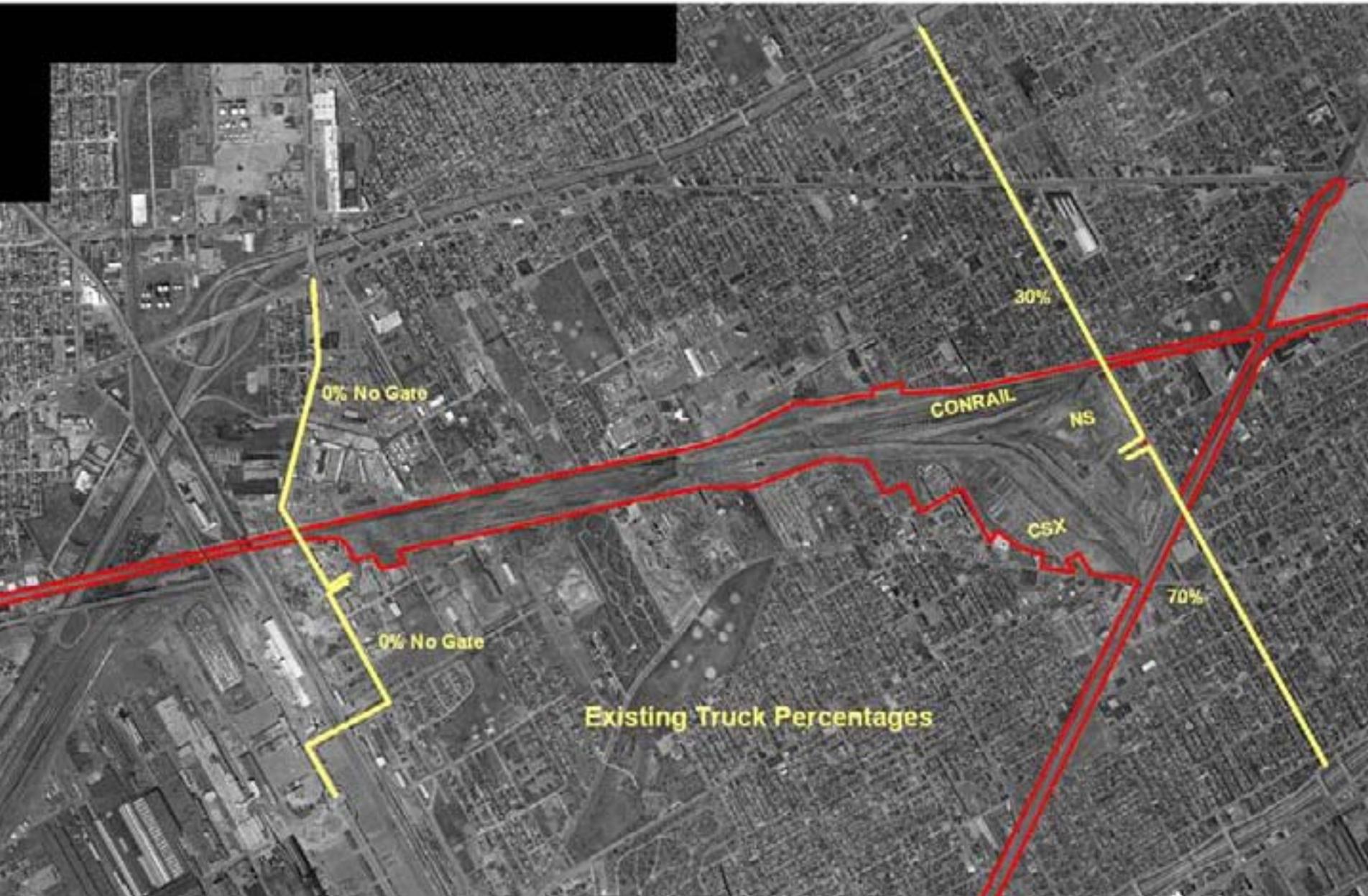
Detroit Intermodal Freight Terminal Project



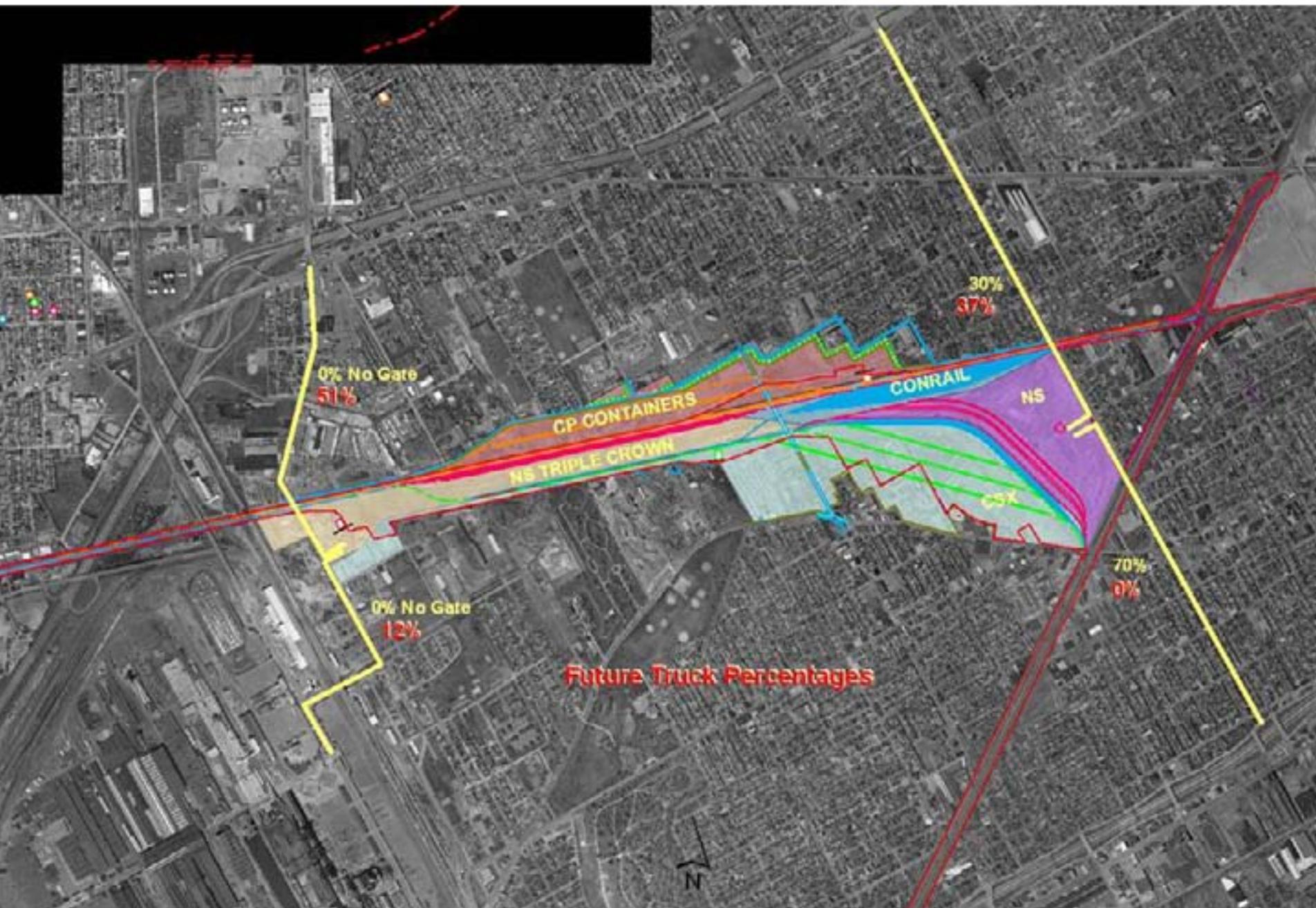
Detroit Intermodal Freight Terminal Project



Detroit Intermodal Freight Terminal Project



Detroit Intermodal Freight Terminal Project



Key Features

- Grade Separation at Central Avenue
- Barrier Walls Designed to also Reduce Noise and Visual Impacts
- Paving of Livernois-Junction Yard
- Economic Development Study
- Continued Involvement in Air Quality Issues
- Local Road Improvements Including Sidewalks, Streetscaping and Lighting
- Community Representation in Project Development
- Landscaped Buffer
- Job Training Opportunities

Benefits

- ✓ Permanent net jobs gained
 - In terminal area: +2,300_±
 - Statewide: 4,500_±
- ✓ Construction jobs (FTEs): 620 in peak year
- ✓ Fewer long haul trucks on I-94 and I-75
 - Reduces congestion
 - Reduces emissions
 - Improves safety

Benefits

(continued)

- ✓ More efficient, integrated transportation system promotes business
- ✓ Government revenue gain \$1.1 billion (2008 \$'s)
- ✓ Elimination of Waterman/Dix Gate at Livernois Junction Yard
- ✓ Terminal Gates at Livernois Avenue and Wyoming Avenue only

Project Costs - A Public Private Partnership

Alternative 4 Modified improvements (% are Gov / RR)

- Terminals - \$222 million 50% / 50%
- External rail lines - \$91 million 50% / 50%
- Roads - \$84 million 100% / 0%
- Land Acquisition/Relocation \$104 million 100% / 0%**
- Estimate Total Capital Cost \$501 million

**Land will be leased back to the railroads at fair market value

Summary

- Total project cost is approximately \$501 million
- Government's share approximately \$344 million spread over 10 years
- Railroad's share is approximately \$157 million spread over 10 years
- A 69% (Gov), 31% (Railroad) public private partnership

Next Steps

- Continue Involvement of Community and Railroads
- Final Environmental Impact Statement (FEIS): Early to Mid 2009
- Record of Decision: Within 2 months of FEIS
- First phases of the project could begin in 2010 (funding dependent)

Questions/Comments