

RAIL: Yesterday, Today, and Tomorrow in Indiana

Indiana State Rail Plan

Purdue Road School Transportation Conference
March 15, 2022



What is a State Rail Plan?

Purpose

- Fulfill federal regulations
- Identify rail mobility issues and needs
- Support projects
- Support economic development and commercial trade
- Support public mobility
- Opportunity to hear needs and issues of rail industry

Characteristics

- Freight & Passenger
- Intermodal connectivity
- Understandable & pragmatic
- Implementable plan
- Supports on-going planning

The Fit

- Supports LRTP & Freight Plan
- Supports federal rail goals
- Provides support & guidance for local planning

Looking Forward

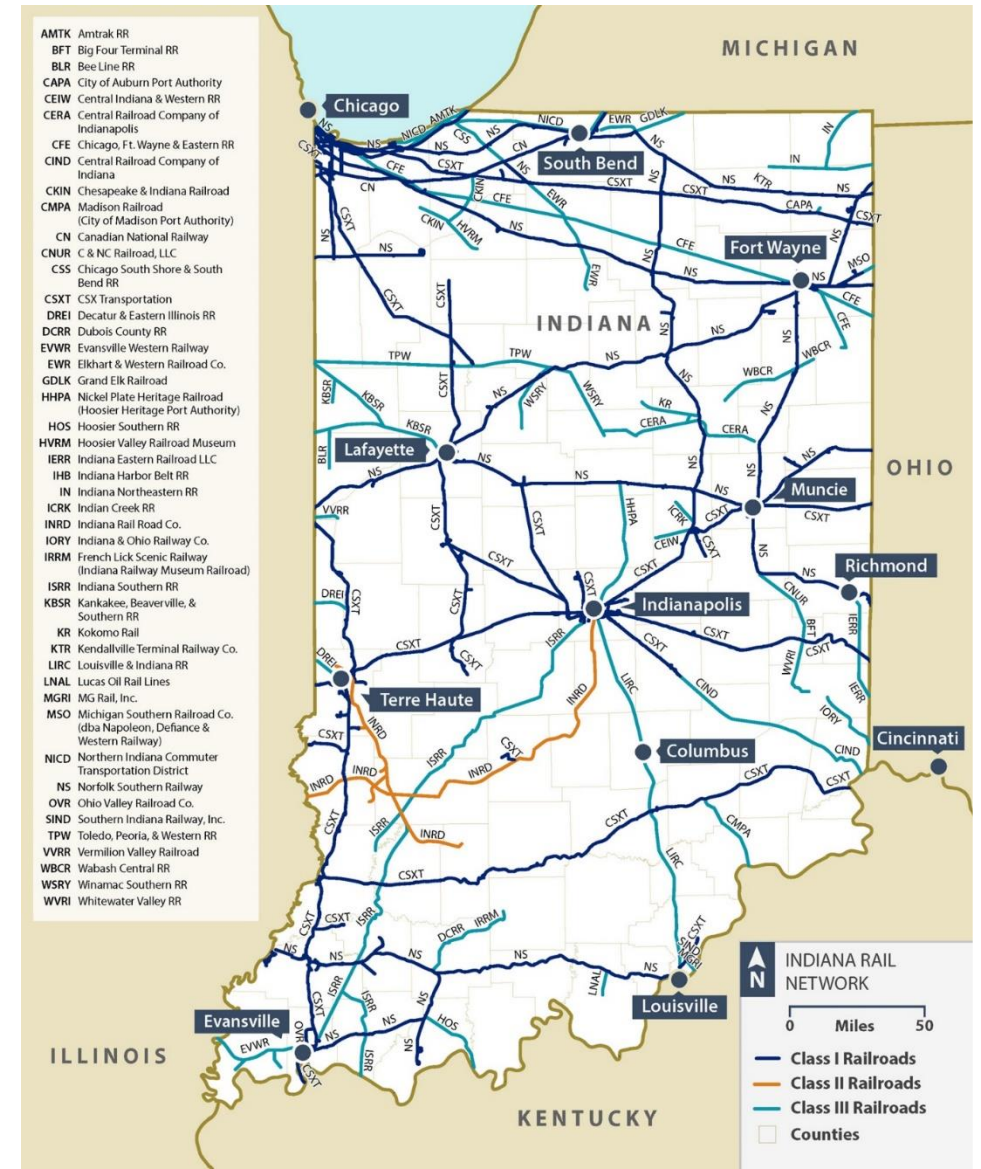
INDOT's Goals

- Safety
- Economic development
- Transportation effectiveness
- Quality of life, environmental and social responsibility
- Innovation

Existing Rail System

3,650 Route Miles
49 Railroads

- 3 Class I
- 1 Class II
- 25 Class III Short Line
- 13 Class III Switching
- 1 InterCity Passenger (Amtrak)
- 1 Commuter (NICTD)
- 5 Tourist-excursion operators



Indiana's State Rankings

Indiana ranked nationally ^{1,2}

- 3rd – Coal tons originated
- 4th – Number of freight railroads
- 4th – Coal tons terminated
- 4th – Carloads carried
- 5th – Tonnage originated
- 6th – Tonnage carried
- 9th – Rail employment and wages
- 11th – Total rail mileage

¹ Association of American Railroads. 2017 State Rankings. Retrieved from: <https://www.aar.org/wp-content/uploads/2019/05/AAR-State-Rankings-2017.pdf>

² Association of American Railroads. The Rail Transportation of Coal, Vol. 20, May 2018.

Indiana's Investments in Rail

Indiana State Funding by Program

Program	Average State Funding (2015 – 2020)
Industrial Rail Service Fund	\$2.6 million
Railroad Grade Crossing Fund	\$0.7 million
Hoosier State Service Support*	\$3.0 million
NICTD Support**	\$22.2 million
Local TRAX***	\$121.0 million

**INDOT funding of Hoosier State service ended June 30, 2019*

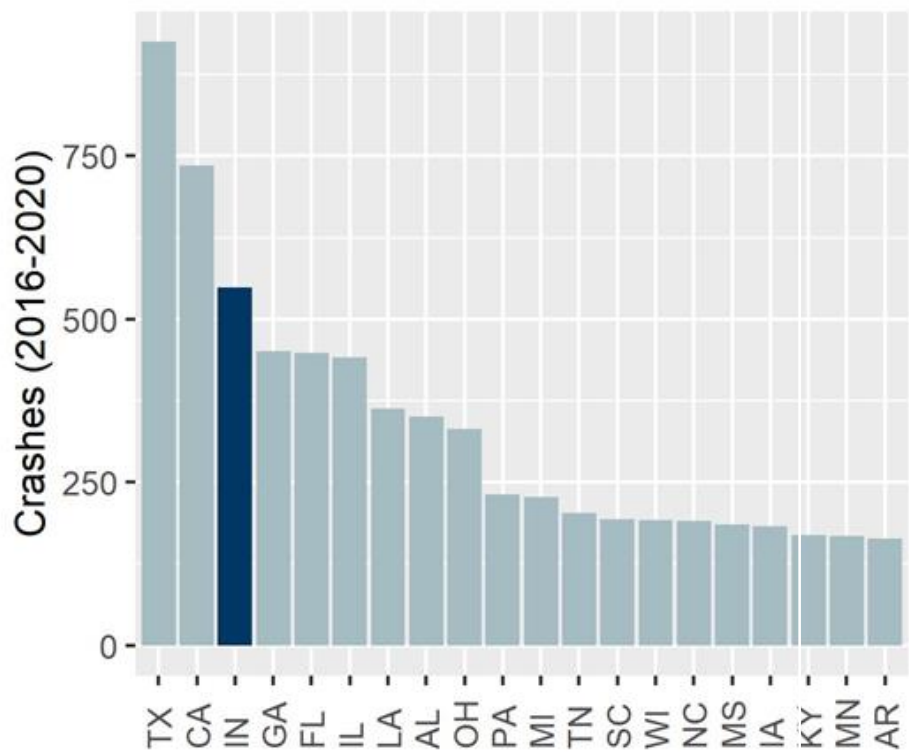
***Represents average by calendar year*

****Represents a one-time grant program in the FY 2018-2019 budget*



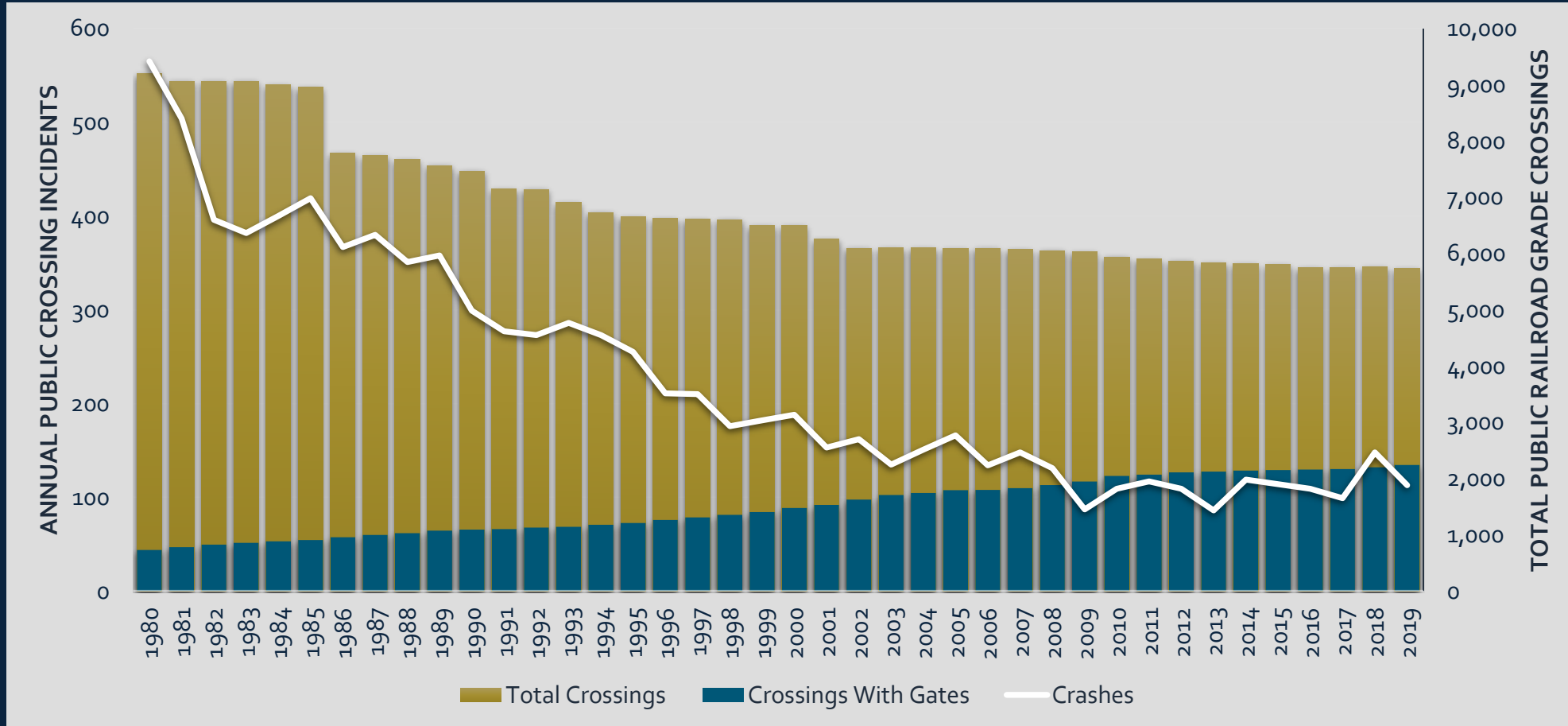
Indiana's Rail Safety Incidents

Number of Crashes



Safety Incidents Rail Crossings

Crossing Safety Incidents



Source: HDR Analysis of FRA Historic Grade Crossing Inventory Data

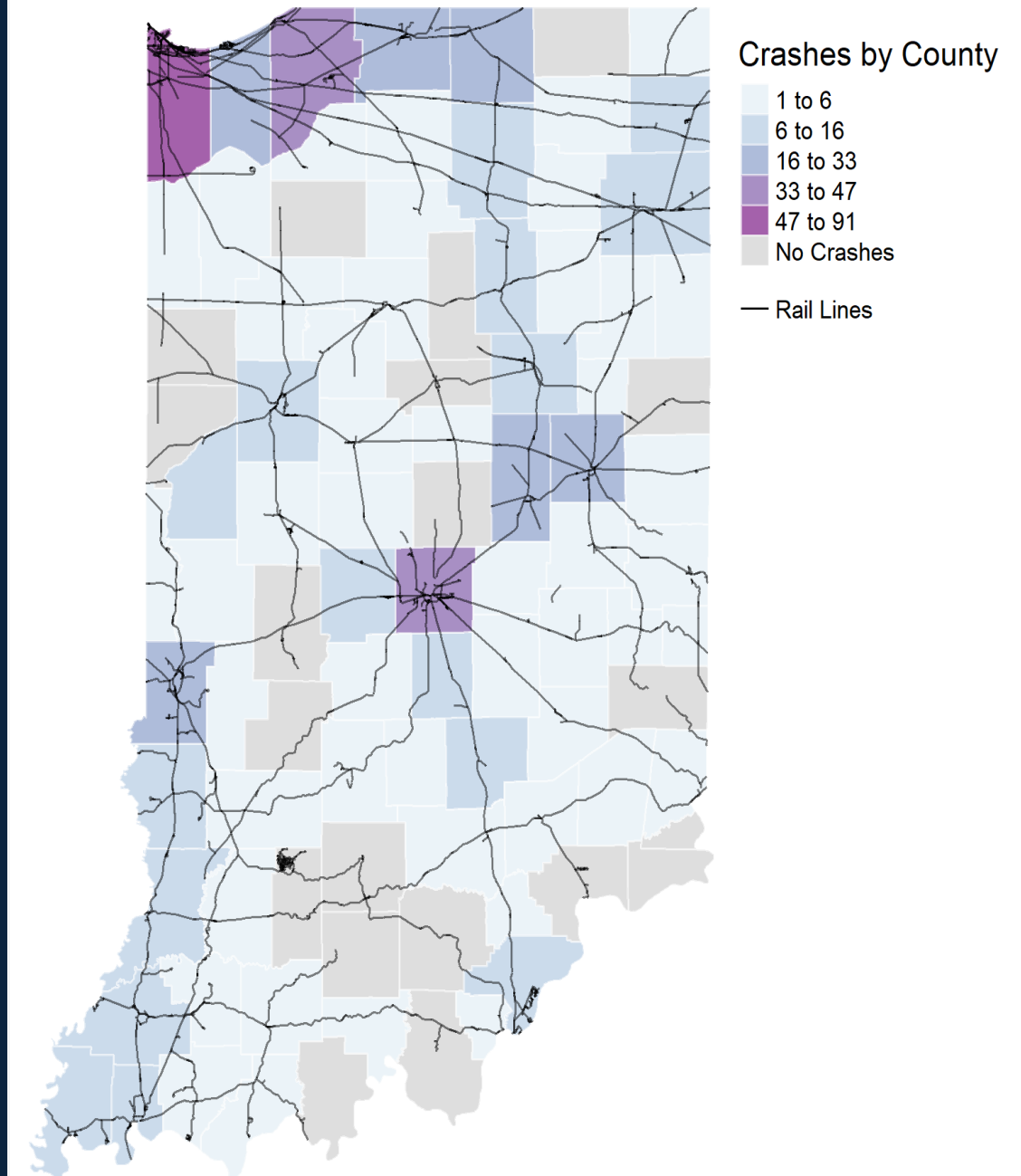


Highway-Rail Grade Incidents

Approaches to Improve Safety

- Crossing closure
- Grade separation
- Train-activated warning device improvement
- Passive warning device improvement

The safest crossing is no crossing at all.

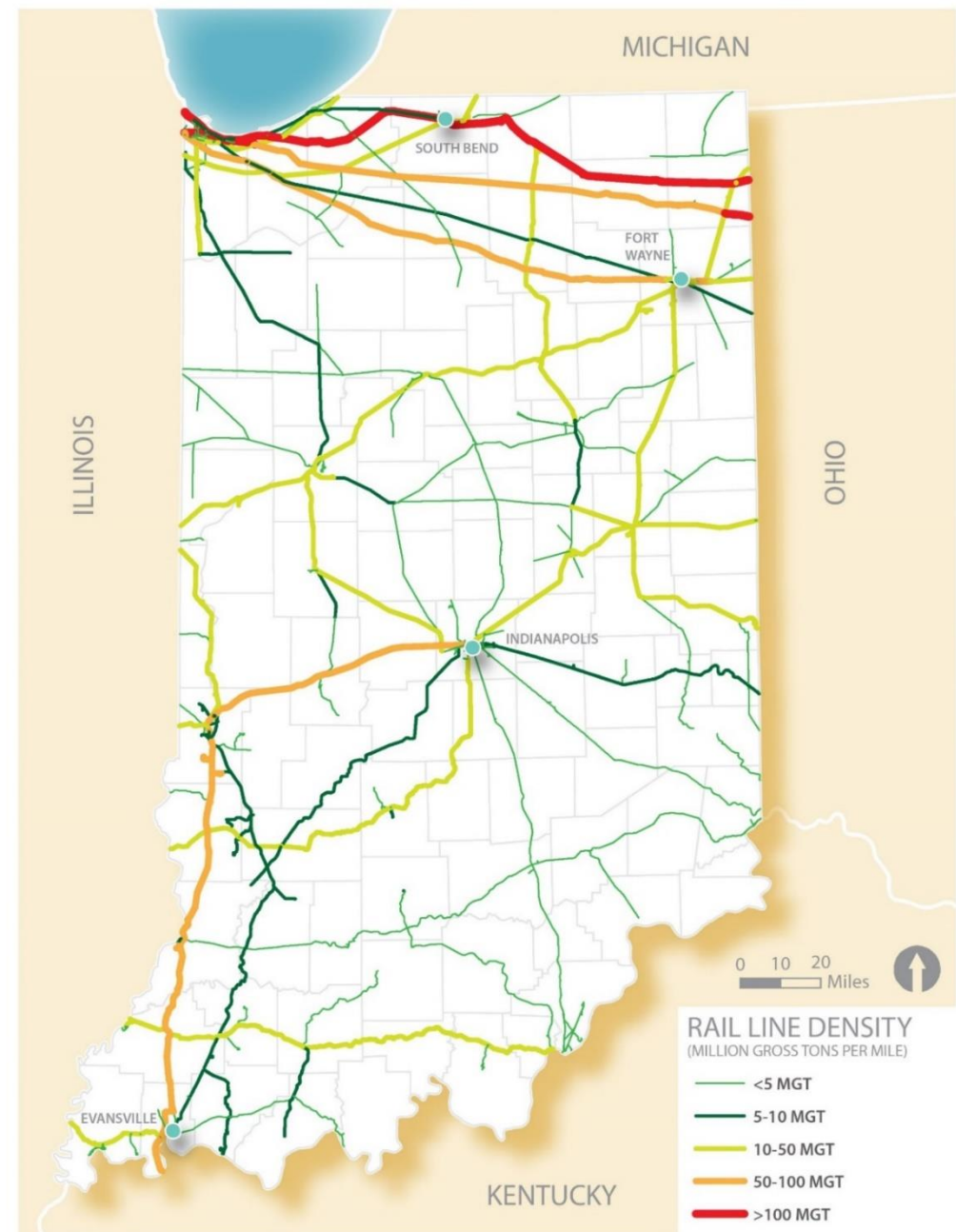


Source: HDR Analysis of FRA Accident/Incident Data

Rail Line Density

Determinate Factors

- Topography
- Train traffic
- Number and size of sidings
- Operating speed of tracks
- Number of tracks



Source: 2017 Indiana State Rail Plan



Multimodal Connectivity

Rail to Truck

Intermodal Facilities 2

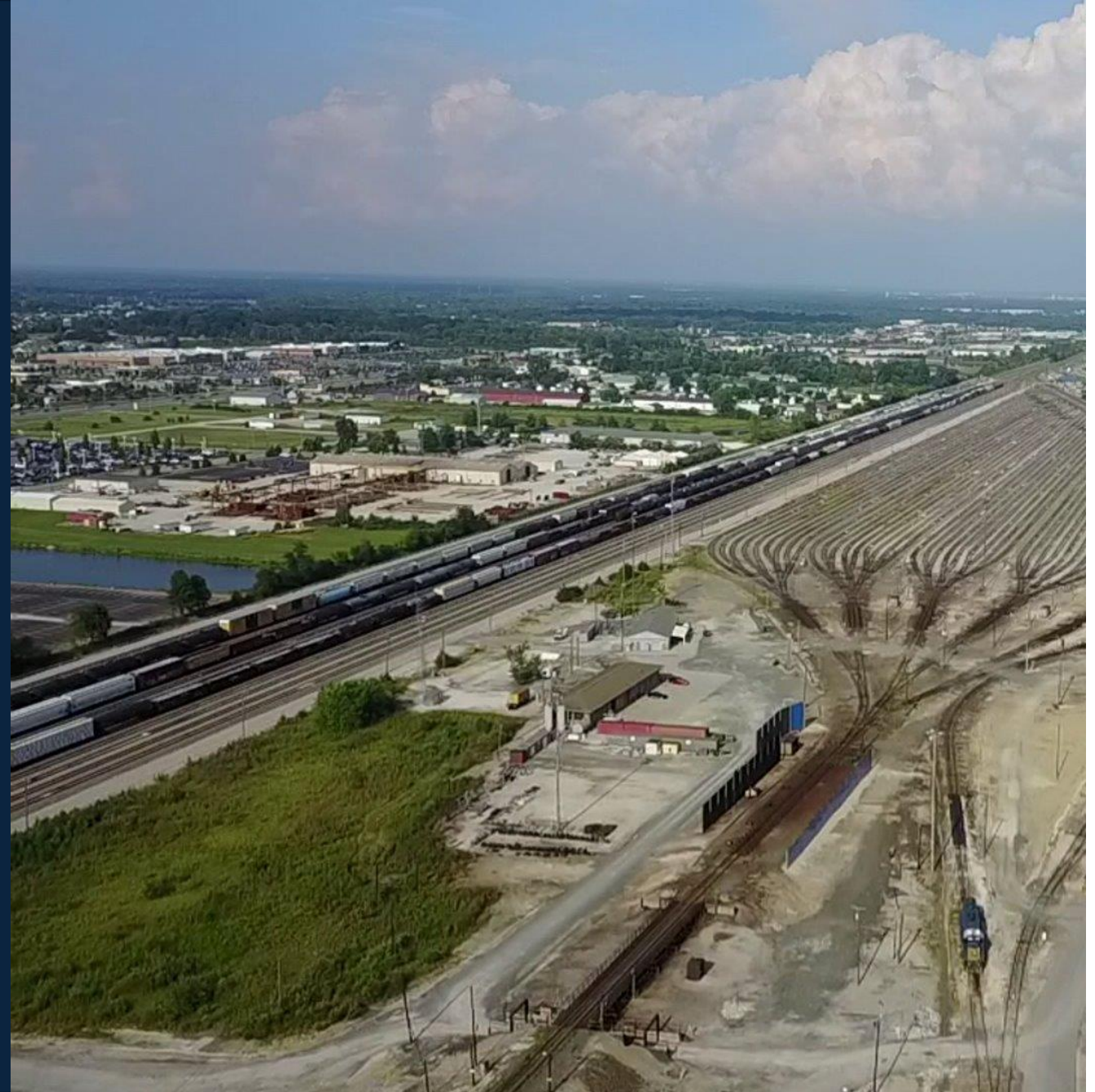
Automotive Transfers 5

Bulk Transload 51

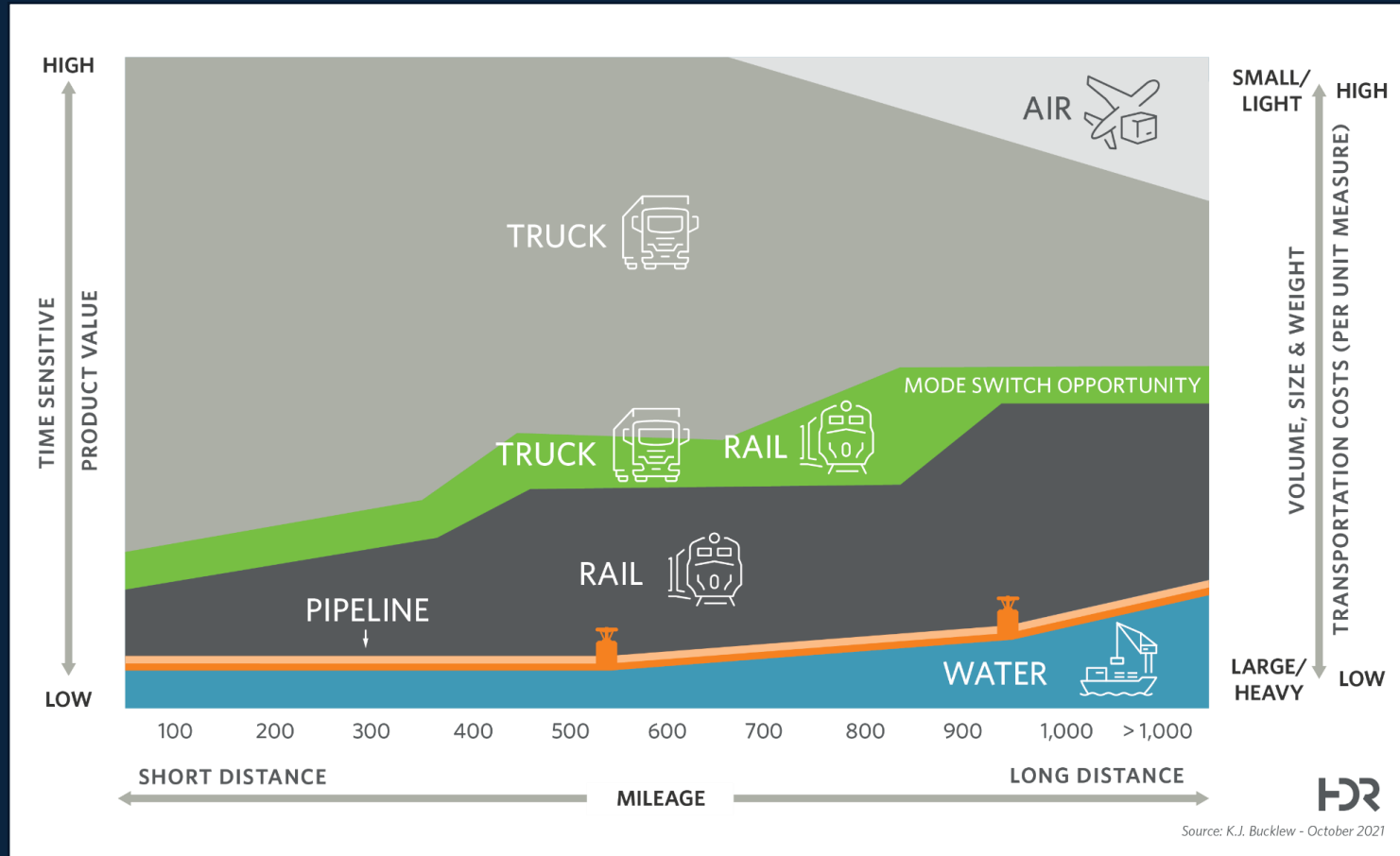
Agriculture Facilities 71

Rail to Boat/Barge

Water Ports 7



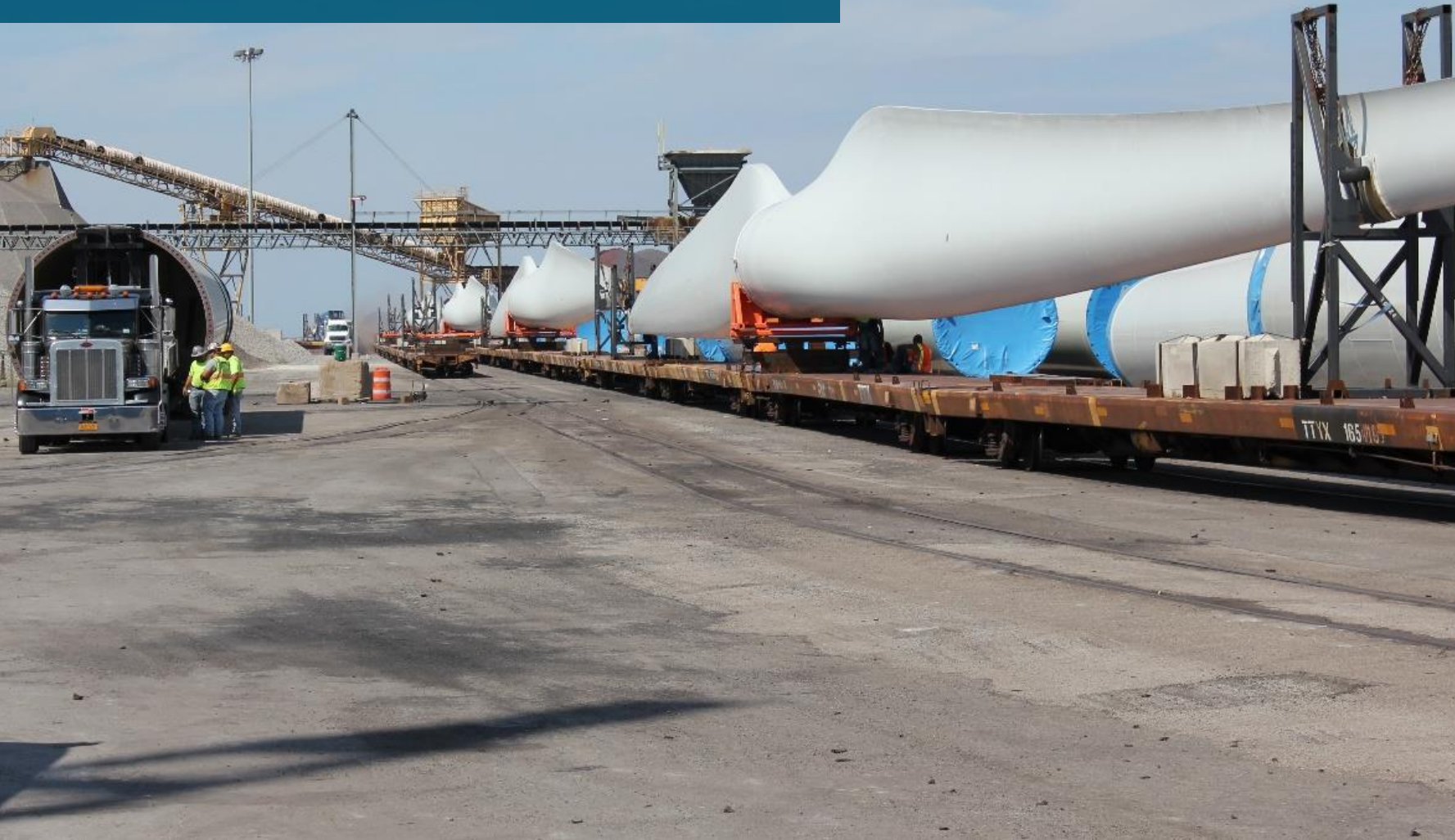
Freight Modal Selection



Port of Indiana- Burns Harbor



Lake Michigan



- More than 12 miles of tracks
- Handles 9,000 cars annually
- 75% of cars carry steel products

Port of Indiana- Jeffersonville



Ohio River

- More than 11 miles of tracks
- Handled more than 12,000 railcars in 2019
- Primarily handles shipments of steel, plastics and grain

Ohio River

- State's largest port in acres and tonnage shipped
- More than 8 miles of track
- Handled 46,000 railcars per year between 2016-2019
- Handles coal, grain products, ethanol, dried distillers, grain and fertilizer



Mount Vernon Transfer Terminal



Ohio River

- Handle entire unit train, 120 cars
- Can transfer to/from rail and barge



STRACNET and Military Connection

Camp Atterbury Rail

- Rapid deployment capacity
- Brigade combat team in 72 hours and 120 railcars per day

Crane NSWC

- 165 miles of rail track

BWX Technologies



Importance of Rail

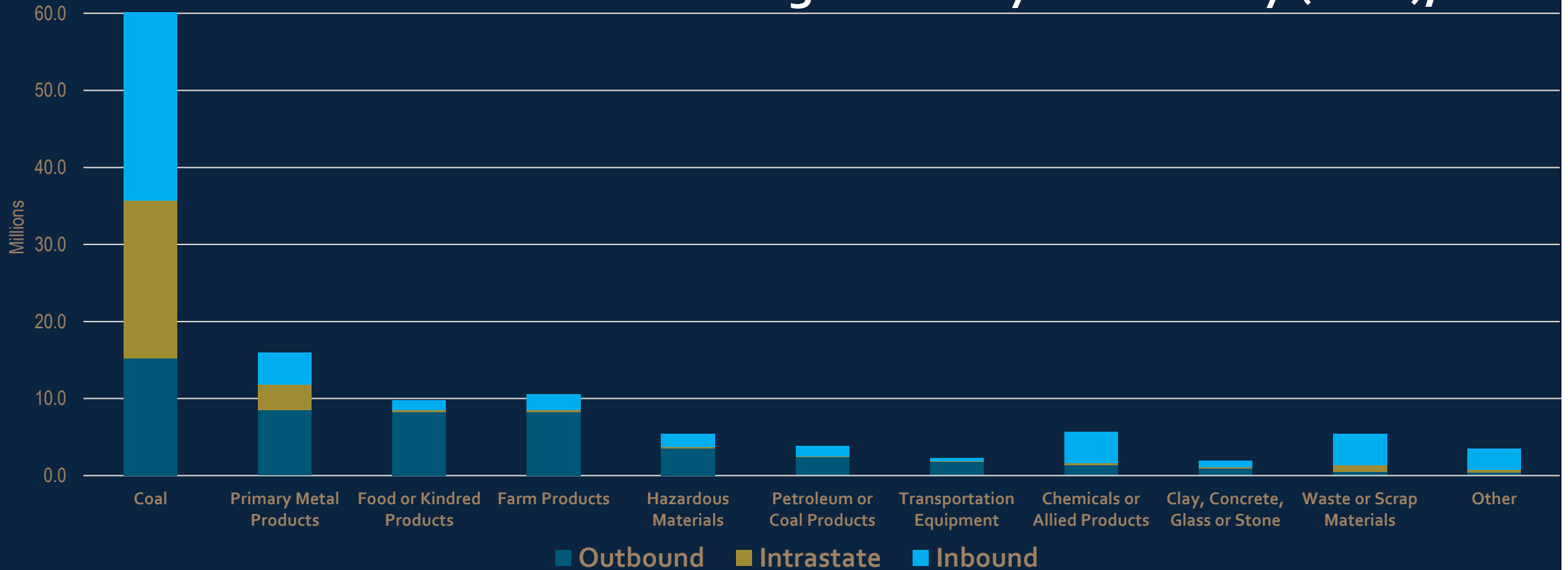
Freight Rail Accounts for
13%
of Freight Tonnage in
Indiana

Industries Relying on Rail

-  Manufacturing: Automotive
-  Manufacturing: Chemicals
-  Manufacturing: Metals
-  Manufacturing: Food Production
-  Agriculture: Grain
-  Mining: Coal, Limestone

Freight Flow

Freight Flow by Commodity (Tons), 2018

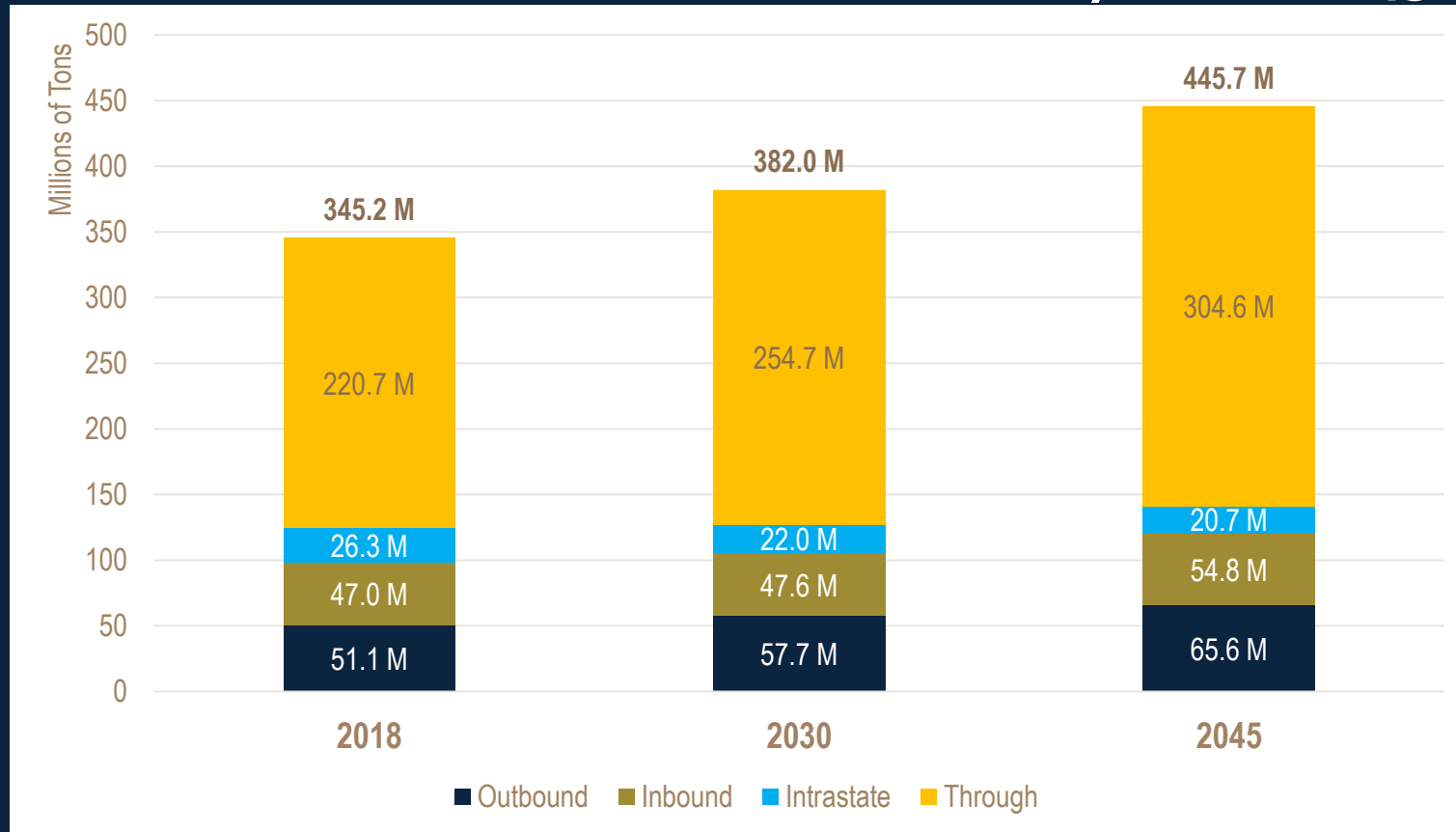


Source: HDR Analysis of 2018 STB Waybill Sample Data



Rail Forecast

Forecast Summary (2018-2045)



Source: HDR Analysis of 2018 STB Waybill Sample Data and FAF₄ Forecasts

Passenger Rail

Services provided over three corridors:

- Northwest corner of the state
- Crossing Northern Indiana east-west
- Southeast to Northwest



Source: HDR Analysis of Amtrak Data

Beech Grove Facility



Source: biglittlerr.blogspot.com

Amtrak's Maintenance Facility

- Primary maintenance facility
- Employs nearly 500 skilled technicians
- 115 years in operation
- 108 acres

Commuter Rail



West Lake Project

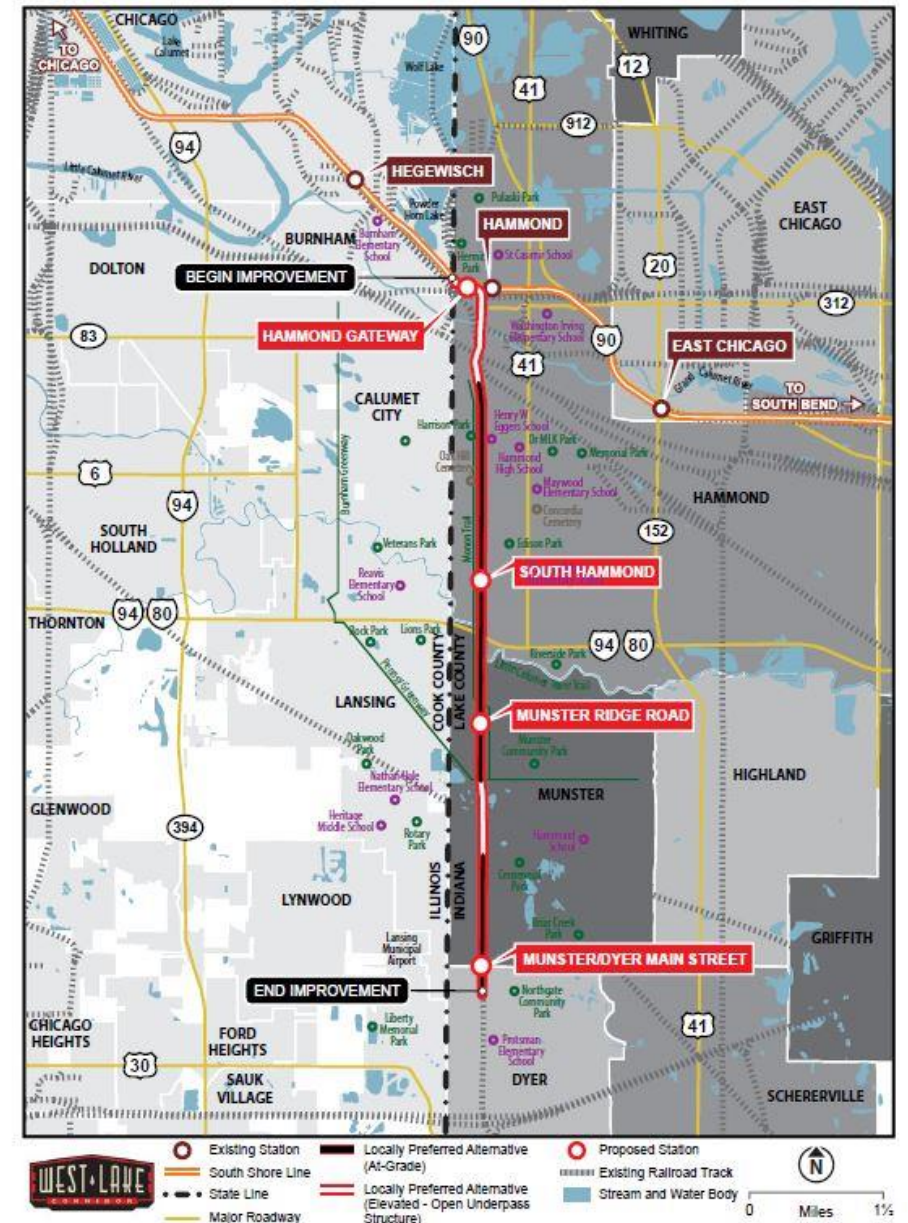
West Lake Corridor Project

- The Federal Transit Administration announced on October 28 a full funding grant agreement to help construct NICTD's West Lake Corridor.
- New 8 mile branch of NICTD's commuter rail network extending from Hammond south to Dyer
- Will attract an estimated 7,120 daily additional boardings on NICTD trains

NICTD's intended goals

- Increase transportation options for accessing downtown Chicago
- Reduce travel time to downtown Chicago
- Reduce the parking burden at existing transit stations
- Reduce travel costs
- Promote economic development

WEST LAKE CORRIDOR PROJECT MAP - HAMMOND, IN TO DYER, IN

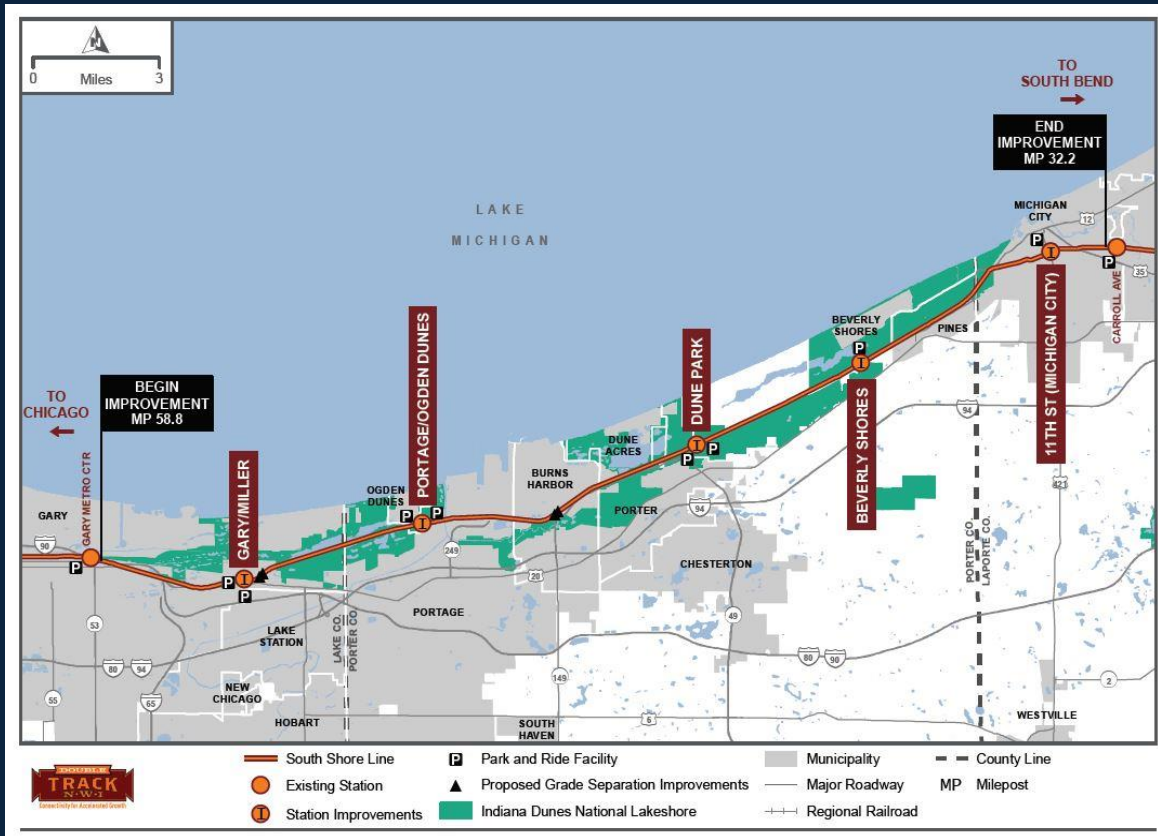


Source: Northern Indiana Commuter Transportation District



Double Track Project

Double Track Northwest Indiana Project



- Constructs a second mainline track on the single-track portion of its route between Gary and Michigan City
- Approximately 40% of NICTD's current passenger demand is generated at stations east of Gary, where the line parallels I-90 and I-94.

- Quicker travel times
- Increased service frequency
- Improved reliability
- Less need for temporary busing to get around planned maintenance
- Enhanced safety
- Opportunity for private investment and economic development resulting from faster and more frequent train service.

NICTD Double-Track Projects



- From Millennium Station

Destination	Before	After	Express	Change
Gary (Miller)	1 hour 9 min	50 min	43 min	19 min
Portage/Ogden Dunes	1 hour 16 min	55 min	47 min	21 min
Dune Park	1 hour 21 min	1 hour 1 min	52 min	20 min
Michigan City	1 hour 41 min	1 hour 15 min	1 hour 7 min	26 min
South Bend	1 hour 45 min	TBD	TBD	EST 28 min

Source: Northern Indiana Commuter Transportation District



Stakeholder Involvement

Public Outreach

Outreach Methods	Representation	Participants
Media	Academia	23
Surveys	Railroad & Associations	55
Interviews	Manufacturers, Distributors & Shippers	26
Shareholder Meetings	Government	32
	Total	136

Stakeholder Meetings

Stakeholder Meetings	Participants
October 27, 2020	62
January 26, 2021	49
May 19, 2021	94
Total	205

INDOT Information

Indiana State Rail Plan

<https://www.in.gov/indot/multimodal/railroad/>

Submitted to FRA for Approval

Thank you!

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