Appendix B - Stakeholder Engagement and Comments

Hoosier State Passenger Rail Cost Benefit Analysis
Stakeholder Meeting Minutes

Date: *May 21, 2013*

Location: *Tippecanoe County Planning Commission Conference Room*
Lafayette, IN

Attendees: See Sign-In Sheet attached

Under the provisions of Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, all short-distance Amtrak corridor services (fewer than 750 miles) used for intercity passenger rail service must become state-supported and states must pay the proportional costs associated with the corridor route. INDOT is conducting a high level study of the Hoosier State to quantify its benefits related to traffic congestion, public safety, air quality, and its impact on economic development and job growth. As part of the study, two stakeholder meetings were held at communities along the Hoosier State to obtain feedback regarding costs and benefits of the Hoosier State passenger rail service. These minute reflect the discussion provided at the stakeholder meeting held in Lafayette, IN.

Troy Woodruff, INDOT Chief of Staff opened the meeting with an overview of the Hoosier State service.

Ralph Trepal, CDM Smith introduced the consultant team, and their mission to determine the costs for rail service (capital improvements, operating & maintenance); the benefit provided (reduced vehicle miles traveled – VMT, economic development) and deliver analysis that is easily understood.

Melissa Peters, CDM Smith presented the meeting agenda and following project overview:

- The Hoosier State operates four days per week. The Cardinal provides service to the same stations at the same time for the remaining three days per week.
- Indiana stations include Indianapolis, Crawfordsville, Lafayette, Renesselaer and Dyer
- Host railroad is CSX Transportation for the majority of the Hoosier State / Cardinal service
- Problem Statement:
    - The State of Indiana must determine if operating the costs of the Hoosier State are justified based on the return on investment
    - The current system is inefficient / inadequate and should be improved if the service is retained
- Alternatives to be considered in the cost – benefit study:
    - Elimination of the Hoosier State
    - Continuance of the Hoosier State with no improvements

  - Continuance of the Hoosier State with 79 mph, 90% on-time performance and increase frequency
- Study area will include the 167 miles within Indiana (did not include Chicago Station) and limited to two mile radius at the Indiana stations.
- Milestone schedule for completing the study culminates with a report complete in Sept. 2013

Stakeholders were directed to focus their comments on the following items:

1. Costs and benefits of the Hoosier State
2. Alternatives considered
3. Potential effects the continuation or elimination of service would have on the community
4. Existing and/or planned development that are dependent on continued/discontinued service
5. Existing facilities sensitive to rail service
6. Community long-range plans and economic benefit factors
7. Potential community investment in keeping and/or improving the service

Prior to receiving stakeholder comments, introductions were provided by all attendees.
The following comments were received:

Arvid Olson, Greater Lafayette Chamber of Commerce

- Less than a year ago a study was conducted through Lafayette Chamber of Commerce "From Good to Great" for Lafayette, West Lafayette, Purdue and surrounding region.
- Survey and focus group included 1500 responses
- 7 key points were developed of which Point # 6 clearly recognize easy access to Indianapolis and Chicago and requires mix of transportation options including railroad with improvements to the Cardinal and Hoosier State
- After the study was completed, it was learned the Hoosier State may cease operations
- Regional area group demographics includes young people who want a broad array of transportation alternates
- Purdue University has the nation's second largest student population from Asia which utilizes high speed rail
- Since fiscal year 2003 boardings have grown for Lafayette station, and it is the second most active station in Indiana
- Greater Lafayette is a transportation center with rail, water, interstate, and aviation modes, and the community has invested in transportation, including relocation of the 1902 train depot.
- Asks that rail transportation be made as critical as bus and transit
- The depot is centerpoint of the community
- Service needs to improve (79 MPH – now it's 59 MPH)
- Growth in passenger rail is occurring in other states (e.g. North Carolina)
- Lafayette has a rail transportation base that is does not want to lose through discontinued Hoosier State service
- A copy of the "Good to Great" study was provided

The Honorable Tony Roswarski, Mayor of Lafayette

- Thanked INDOT for the meeting.
- Wants to improve service to all communities along rail line.
- Lafayette Rail Relocation project was a bipartisan effort and included many jurisdictions.
  - $186M project was completed over several years
  - Many INDOT contracts
  - True cooperation
  - Proved successful in Downtown Lafayette with development of Riehle Plaza
  - Created a better relation with West Lafayette
- Lafayette has investment in passenger rail service:
  - $40K a year for Depot maintenance
  - $52K a year for Depot security
  - $94K annual for intermodal transfer station with maintenance and festival
- Riverfront redevelopment is under study
  - Wabash River Greenway Master Plan
  - Improved River community
  - North Central Health Services has purchased Right-of-Way for the project
  - Project is moving along
- Purdue acknowledges improvements in economic development - $400M expansion of SIA / Subaru Automotive plant (900 jobs)
- Japan comparison – Lafayette is a global community
- Alcoa global market- $100M expansion to compete in aerospace market
- Engineer Studies – ADA ramps, sidewalks, elevators, etc. mussel study for bridge in Wabash
- Lafayette is an investment partner.
- Look for all to help improve Amtrak Hoosier State

Sally Fayhe – Executive Director, Tippecanoe Metropolitan Planning Organization (MPO)

Sally provided a flash drive with the following community plans:

- Wabash River Enhancement with Corridor Plan
- Centennial Neighborhood Plan improvements (2014 – 2017 TIP)
- Riehle Plaza pedestrian improvements
- CityBus improvements

Information is also available online @ www.tippecanoe.in.gov/APC

Helen Hudson – Crawfordsville

- High School Students improved the rail station in 2004
  - Received technology grant
  - Maintain a pocket park at the station
  - Met with State Legislators
  - Station improvements received award from NARP (National Association of Railroad Passengers)
- Rail ridership is increasing nationwide

- In Crawfordsville, rail ridership has improved
  - People travel to Chicago.
  - Rural areas also use passenger rail
- Graduate students want to travel hands free.
- United States is slow to see benefit of rail
- People visit Crawfordsville station as a destination, and to access Amtrak instead of Indianapolis
  - Lawyers from Lebanon board at Crawfordsville for Chicago destination
  - The station area is better known in the doughnut counties than in Crawfordsville

The Honorable Todd Barton, Mayor of Crawfordsville

- To build for the future, extensive planning is required
- Invest in transportation hub – daily rail and bus service
- Why discuss Hoosier State today when Indianapolis champions for light rail?
- Get vehicles off the roadway
- Thanked INDOT for meeting
- Hoosier State needs INDOT's support

Roger Sims, Highland

- Commented why the 2 mile radius to review around station
- Requested the study evaluate beyond this limit (e.g. a 30 minute drive)

Linda Comingore -Greater Rensselaer Chamber of Commerce

- Amtrak station draws riders from Logansport
- Smaller college (St. Joseph College) than at other stations
- Amtrak rider herself
- Similar to Crawfordsville, Rensselaer needs to educate public about Hoosier State service
- Rensselaer station ridership has increased 255% since 2003

Donald Yehle – National Association of Railroad Passenger (NARP)

- Lafayette - 143 residents signed petition to keep Hoosier State
- Train day in Lafayette event
- Schedule difficulty with 3-day service for out-of-state Cardinal
- Hoosier State needs more than 1 trip a day
- Bloomington / Normal, Illinois is a great facility
- Champaign to New Orleans ?
- Requests increased frequency of service for Hoosier State
- Connectivity improvements are needed between Greyhound and Amtrak
- Larger Amtrak presence will help CityBus
- International Students (130 countries) attend Purdue University – they are familiar with safe, reliable rail service

The Honorable Stephen Wood Mayor of Rensselaer

- Similar comments as Crawfordsville Mayor
- Ridership (per Amtrak) has increased >200%
- New station at Rensselaer is forthcoming
- Sympathize with unfunded mandates
- Small rural community -FEMA flood money made green space downtown and ADA compliant rail station
- Annex along I-65 to improve economic development
- Need the train service

Joe Krause – Amtrak Station Volunteer

- City of Lafayette provided $92k improvement to station platform
- City transfer center to open in July
- Development near station includes apartments, bank, and hotel
- Tri- weekly service via Cardinal only will hurt Lafayette. Saturday is heaviest travel day
- Handicapped /disabled people use rail service
- Protect Amtrak Corridor for potential "higher speed" rail (reliable rail)
- Make passenger rail service safe, frequent, reliable, and convenient,
- Ann Arbor, Grand Rapids, Lansing, Urbana, Champaign, McComb all increased ridership (provided hard copy)

Roger Sims – Indiana High Speed Rail Association

- Presented two short PowerPoint presentations. (provided copies)
- Hoosier State is a foundation for high speed rail
- Indiana has largest route mile of vision for high speed rail
- NE Corridor – Acela is an European model for service amenities
- MWRRI Map –potential 110 MPH for the Hoosier State
- Economic Data
    - Illinois ridership increased with new services – attracted business traveler
    - Railroad invest $0.40 of every $1.00 back into their system
    - Beech Grove maintenance facility employees 700 persons
    - 1997 study by Rodney Slater provided components and criteria to include in rail benefits

Elizabeth Solberg – Community Volunteer

- Member of the Midwest Interstate Passenger Rail Commission (MIPRC) since 1996
- Indiana was the first State to join MIPRC and was a leader in the organization. Since then, Indiana has slipped is their participation.
- Midwest has invested $2.5B for rail service since PRIIA
- Indiana Gateway Project is a $72M investment (FRA Grant) to mitigate rail congestion in northern Indiana
- Eliminate Hoosier State service, and Indiana would not be eligible for federal funds for passenger rail improvements
    - Why would any agency reward Indiana with money grant funding

- Agrees with comments addressed by others.

Tim Maloney – Hoosier Environmental Council

- Supports improved rail service in Indiana
- Favors rail as both energy benefit and economic benefit
- Noted other speakers and their demographic trends
  - There is a need to serve other users: older drivers, young professional people
  - 9 Indiana colleges along Hoosier State
- 17 states provide State support to Amtrak
- Stations provide economic development to community
- Rail vendor investment (supply chain)
  - Indiana has 99 companies (2nd greatest) providing service to rail
- Ask that study include route to Cincinnati to improve rail service. Add their voices for Ohio to join rail network. Indiana needs to be a partner.

Kevin Kelly – Jasper County Economic Development

- Connectivity will improve economic development
- Learned about passenger rail service during Rensselaer station improvement
- Would offer support to INDOT to help with cost

Steve Sostaric – Northwestern Indiana Regional Planning Commission (NIRPC)

- Wants multi modal network
- Comprehensive Regional Planning – encourage multi modal
  - Rail, bus, pedestrian, etc...,
- 3 counties – 3 Amtrak stations (Lake, Porter, LaPorte)
- Connections to Michigan as well as Lafayette
- Give close consideration to study and alternates
- Every little bit can help air quality

Joe Seaman – Greater Lafayette Chamber of Commerce

- Concur with others comments
- 40% of the local community employed by international firms
- Recommended improving the corridor to Cincinnati (6 trips daily)
- Invest in passenger rail corridor
  - It is not a subsidy for I-65
  - Passenger rail improvements are an investment
- The Midwest is the 5th largest economy in US
- It will be hard to recover the Hoosier State service if investment is not made
- Passenger rail is not a system
- Combine Midwest markets: Milwaukee, Chicago, & Indianapolis,
- Funding passenger rail service will be recovered from people investing outside rail improvements

Rick Harnish – Executive Director, Midwest High Speed Rail

- Provided handout on city comparisons along passenger rail routes

General Discussion:

Goal Setting

- What would make Hoosier State a viable service?
- What would increase ridership? (e.g. frequency, speed)

People who ride the Hoosier State today, do so willingly with poor service

- Compare 4 hours driving vs. 6 hours working on train - what is the benefit to use current service?

Items to increase ridership:

- Improved WiFi connection
- Speed: Arrive in Chicago or Indianapolis in 2.5 hours would be a big increase to ridership.
- Increase other fees, such as parking. Parking garage in Chicago is expensive
- Improve on-time reliability
- Adequate parking at train station
- Signage for station locations
- Educate the public about Hoosier State service

Long term competitiveness: High Speed Rail compared to High Speed Internet

Publication about passenger rail decline:

- "When the Railroad Leaves Town: American Communities in the Age of Rail Line Abandonment," Joseph P. Schwieterman (2001)

Comment sheets and Goal Setting sheets were provided to all attendees and collected at the end of the meeting. Subsequent to the meeting, comments and goals were submitted to CDM Smith and INDOT. Comment and goal sheets returned are provided as attachments to these minutes.

Attachments
cc: Project File

Note: The information contained in these minutes is the writers' understanding of the issues discussed at the meeting. If any of the attendees has a different view of the issues, he/she should forward the corrections to the writer, within three working days after the receipt of the meeting minutes.

HOOSIER STATE – CONNECTING INDIANAPOLIS TO CHICAGO
INDOT Stakeholders Meeting, Tippecanoe Co Office Building
Tuesday 21 May 2013, 1:30pm

CITY OF LAFAYETTE, Mayor Tony Roswarski
20 N 6th Street, Lafayette, Indiana, 47901

Summary Statement: It is the position of the leadership of the City of Lafayette that the Hoosier State rail service should be maintained. The benefits are felt statewide, not simply by those communities through which the line passes; therefore, its costs should be covered by the state as part of its statewide transportation policy. The communities that host the Amtrak stations along the route contribute to rail service by maintaining and investing in the facilities that serve the rail line and its growing number of rail users. Greater Lafayette is placing renewed emphasis on the rail corridor along the Wabash River in its recently completed master plan that calls for a multi-million dollar investment. This and the combined investments in all forms of transportation form a comprehensive approach to transportation services that provide essential options for all citizens. Passenger rail is a growing transportation choice among Hoosiers. And it's a green and energy efficient form of travel that makes the best use of our energy resources. To discontinue service would send the wrong message to businesses and industries considering Indiana as a location to locate or expand. Forward thinking states and communities are investing in passenger rail service; expanding service, not eliminating it. Lafayette has spent decades and invested millions of dollars improving the safety of commercial rail and convenience of passenger rail service in our community through railroad relocation. Lafayette's commitment is unquestionable.

A. TRENDS IN URBAN DEVELOPMENT AND TRANSPORTATION OPTIONS

1. New and expanding businesses are choosing communities with an eye on the future. Communities that offer the best quality of life and opportunities for current and future residents are more desirable locations for businesses to build and expand. Quality of life issues include transportation choices in addition to available recreation, schools, higher education, entertainment, services and culture.

2. Younger generations are more interested in transportation choices. Many are choosing urban centers to live in; fewer are automatically opting to own cars if they don't have to.

3. Public transportation is "green"; passenger rail is convenient and energy efficient.

4. Ridership in the Lafayette Amtrak station between 2003-2012 is up and continues to rise.

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
7,772	11,141	12,672	14,242	18,483	23,083	24,677	25,805	26,827	27,363

B. RECENT ECONOMIC DEVELOPMENT / INVESTMENT IN LAFAYETTE THAT WILL IMPACT THE COMMUNITY NEED FOR CONTINUED SERVICE BY THE HOOISER STATE

1. Nanshan Aluminum Technologies – New aluminum plant
   a. Investment = $150 million +
   b. New jobs = 200*
   c. Expected completion – Spring 2014

2. Alcoa – Aluminum lithium plant expansion
   a. Investment = $90 million
   b. New jobs = 90*
   c. Expected completion – Fall 2014

3. SIA/Subaru – Automotive plant expansion
   a. Investment = $400 million
   b. New jobs = 900*
   c. Expected completion – Fall 2016

* Multiplier effect: the region can expect ten (10) additional jobs for every one (1) newly created automotive job at SIA/Subaru. That means the region will experience 9000 new jobs as a result of the expansion at SIA/Surbaru alone. The multiplier for the Alcoa and Nanshan investments are between five (5) and ten (10) resulting in another 1,450-2,900 jobs in the region.

C. ANNUAL AND FUTURE FINANCIAL COMMITMENT TO AMTRAK STATION

1. Month estimates of general and special maintenance cost spent by City Facilities Department on the Amtrak station site.

Supplies and Labor	
Lighting, Ballasts, bulbs	= $300/mo
General supplies	= $400/mo
HVAC	= $300/mo
Labor/maintenance	= $1571/mo
Labor/custodial	= $861/mo

	$3432/mo
	x 12

	$41,184/yr
Special Maintenance	= $1500/yr

Total costs	**$42,684/yr**

2. Monthly cost spent by City Economic Development Department on the Amtrak station security.

Depot Security	= $4,400/mo
	x 12

Total costs	**$52,800/yr**

3. Previous and future expense to infrastructure planned by City Engineering Department

Platform Project	= $94,356 spent
Bridges, Elevators	= $2,621,000 in process (2014)
	http://www.tippecanoe.in.gov/egov/documents/1367502184_37295.pdf
HC Ramps over RR	= $790,000 in process (2014)

Total costs	**$3,505,356**

Hoosier State Passenger Rail Cost Benefit Analysis
Stakeholder Meeting Minutes

Date: *May 23, 2013*

Location: *INDOT Traffic Management Center*
Indianapolis, IN

Attendees: See Sign-In Sheet attached

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Troy Woodruff, INDOT Chief of Staff opened the meeting with an overview of the Hoosier State service

Janette Fulkerson, CDM Smith introduced the consultant team and called attention to the comment sheets and goal setting sheets available for attendees to complete and return.

Melissa Peters, CDM Smith presented the meeting agenda and following project overview:

- The Hoosier State operates four days per week. The Cardinal provides service to the same stations at the same time for the remaining three days per week.
- Indiana stations include Indianapolis, Crawfordsville, Lafayette, Renesselaer and Dyer
- Host railroad is CSX Transportation for the majority of the Hoosier State / Cardinal service
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    - Continuance of the Hoosier State with no improvements
    - Continuance of the Hoosier State with 79 mph, 90% on-time performance and increase frequency

- Study area will include the 167 miles within Indiana (did not include Chicago Station) and limited to two mile radius at the Indiana stations.
- Milestone schedule for completing the study culminates with a report complete in Sept. 2013

Stakeholders were directed to focus their comments on the following items:

1. Costs and benefits of the Hoosier State
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Prior to receiving stakeholder comments, introductions were provided by all attendees. The following comments were received:

Tom Beck, Indianapolis Metropolitan Planning Organization (MPO)

- Asked if the Chicago CREATE project will be included in the study
  - (Response: It will be mentioned; however, study area is within Indiana)
- Consider partnerships with others as well as with INDOT
- Asked if route to Cincinnati would be included in the study
  - (Response: Study Area is for the Hoosier State only)
- Indianapolis Northeast rail line study is evaluating added stations. Potential future users of Indianapolis transit facility could board the Hoosier State.

Leonard Hoop, Visit Indy

- Asked if majority of the passengers board in Lafayette. If so, there is no station for MegaBus in Lafayette when comparing bus / rail service.
- Asked if Indiana declined high speed rail service.
- High speed rail service may affect Hoosier State service options.
- Asked if funding recommendations will be included in the study
  - (Response: Study does not include funding recommendations)

Kim Irwin, Executive Director Alliance for Health Promotion

- Provided Amtrak fact sheet
- Noted there is Federal investment into high speed rail (Illinois, Michigan)
- Indiana jeopardize ability to participate with high speed rail.
- Asked if the study will include a ridership survey
  - (Response: The study will use Amtrak ridership data)
- Asked if the study will include Hoosier State comparison to other shortline Amtrak routes.
  - (Response: The study will include evaluation of best practices in states)

Ehren Bingaman, Executive Director, Central Indiana Regional Transportation Authority (CIRTA)

- Asked if ridership model will be included in the study.
  - (Response: Amtrak is providing ridership information)
- Study must distinguish between intercity rail service and passenger rail service.
  - Don't do work with Amtrak that jeopardize local transit.
- Evaluate P3 for long term funding/partners.
- Asked about the time frame for public comment
  - (Response: The study does not include public comments, only stakeholder comments)

Mandla Moyo, AARP

- AARP Indiana membership is over 860,000
- Supports continued service of Hoosier State
- Asked about improvements with high speed rail
- Improve Hoosier State service and actively market the line
- Asked if INDOT is in discussion with Amtrak and CSX railroads.
  - (Response: Study will include coordination with Amtrak and CSX railroads)

Mike Fisher, Amtrak Beech Grove Maintenance Facility

- Trip time from Indianapolis to Chicago is too long
- Concerned about INDOT's position of $3M cost to maintain the Hoosier State.
- Discontinue the Hoosier State will jeopardize jobs
- After dropping off Indianapolis passengers, railroad continues to Beech Grove maintenance facility
- If Amtrak is to rely on Cardinal for equipment maintenance, it will take more time to get cars to Beech Grove facility.
- Big Picture: elimination of Hoosier State would require adjustment to move equipment back and forth to get them out to other states.
- Beech Grove Maintenance facility puts back $17M into local economy through their work.
- Without the Hoosier State service, the Cardinal schedule will be hampered
- Acknowledges the significant cost for Indiana to maintain the Hoosier State, but asked that it compares that cost to the $17M returned to Indiana due to work at Beech Grove
- Asked if the study would address impacts to Cardinal.
- Asked how much economic impact to route is being considered in the study.
  - Look at statewide business improvements
  - Look at expanding study radius more than 2 mile at the stations
  - (Response: Study will include economic development benefits)
- Train Day was held May 11, and 50 volunteers cleaned the station
- Expressed concern about signage for Hoosier State passenger rail service
  - Small Amtrak sign – Large Greyhound sign

Justin Moed, Indiana State Representative House District 97

- Asked if the report will include effects to Beech Grove Maintenance Facility
  - (Response: Beech Grove Maintenance Facility will be addressed in study)

Doug Yerkeson, Indiana Rail Association

- Remember to include benefits from the Beech Grove Maintenance facility
- Every few years, there are rumors that Michigan will snatch maintenance facility from Beech Grove
- INDOT received authorization this year from the Indiana General Assembly to provide funding for Amtrak
- Maintaining current service of Hoosier State is not good option. Improvement would be a good sell (compare rail service amenities to automobile)
- Hoosier State is located near Indianapolis International Airport, but no station is located there. Asked if the study will evaluate adding this station.
    - (Response: Study will address existing stations only)
- He has heard discussion of Cardinal daily services and that CSX had issues with daily service east of Indy.
    - If Hoosier State service is discontinued, CSX will say freight schedule is revised and no passenger will be allowed anymore.

Jeff Hill , Director of Engineering, Town of Fishers

- Asked if the study would address additional pick up points /stations.
- Look at commuters in Zionsville to provide access to Hoosier State
    - (Response: Study will address existing stations only)

Ambre Marr, State Director for State Advocacy, AARP

- Asked if at the end of the study, will INDOT say yes or no for continued service.
    - (Response: INDOT to review study conclusions to understand viable service options. Once that is understood, then look at potential funding partners)
- Requested the study look at options from other stakeholders.
- Asked when would coordination with other stakeholders occur.

Cristina Hale, Indiana State Senator District 16

- Requested the study provide an explanation for the business case return on investment
- Provide vivid details of the economic impact
- Requested that the Stakeholders be provided the methodology for return on investment

Mike Hollenbaugh, Director, Department of Community Services, Carmel

- Asked why the study area stops at Dyer.
    - If there is a problem with the last stretch into Chicago, why not coordinate with Illinois?
    - Indianapolis to Chicago is the business market, the constraints into Chicago ought to be addressed.
- Asked if discontinue service an option. If stakeholders unite, will continued service remain?
    - (Response: The study will include discontinued service as an option. Subsequent to the study, INDOT is open to discuss options for continued services with stakeholders)
- Noted that the window to complete the study is short, considering the October 1, 2013 deadline for States to assume funding responsibilities to maintain service.

General Discussion:

Indiana is the only state that has not chosen to fund continued services for Amtrak facility less than 750 miles.

INDOT is coordinating with Amtrak regarding the Hoosier State service, and has requested Amtrak provide costs for the Beech Grove Maintenance facility without Hoosier State service.

Amtrak will provide the ridership data for the study.

INDOT will coordinate with stakeholders regarding flexibility with October 1 deadline for continued service.

Subsequent to completion of the study report, INDOT will allow public comment on their website.

Comment sheets and Goal Setting sheets were provided to all attendees and collected at the end of the meeting. Subsequent to the meeting, comments and goals were submitted to CDM Smith and INDOT. Comment and goal sheets returned are provided as attachments to these minutes.

Attachments
cc: Project File

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Hoosier State

Connecting Indianapolis to Chicago

Stakeholder Meetings
May 2013

Hoosier State Passenger Rail Cost Benefit Analysis

Stakeholder Meetings
May 21 & 23, 2013

Purpose of the Meeting

- Inform stakeholders of project
- Solicit stakeholder input

Meeting Agenda

- Project Overview
  - Background
  - Study Area
  - Problem Statement
  - Project Scope / Alternatives Considered
- Stakeholder Comments
- Next Steps

Project Background

- Section 209 of PRIIA (2008) requires all short-distance Amtrak corridor services, including Hoosier State, to become state-supported
- Beginning on October 1, 2013, the State of Indiana is responsible for funding the Hoosier State
- Hoosier State operates four days/week
- The Cardinal provides passenger service to the same stops at the same times for the remaining three days/week

Study Area

- 196-mile corridor from Indianapolis to Chicago
- Stops in Crawfordsville, Lafayette, Rensselaer, and Dyer
- Currently operated by Amtrak on CSX Rail Lines

Problem Statement

- The State of Indiana must determine if operating costs of the Hoosier State are justified based on the return on investment.
- Current system is inefficient / inadequate and should be improved if the service is kept

Project Overview

Project Scope:

- Conduct a cost benefit analysis to determine if the benefits of the Hoosier State justify state and local funding
- Quantify benefits related to traffic congestion, public safety, air quality, and economic development
- Compare the values of these benefits to the estimated cost of operating the service

Project Overview

Alternatives Considered:

- Elimination of the Hoosier State
- Continuance of the Hoosier State with no improvements
- Continuance of the Hoosier State with 79 MPH, 90 percent On-Time Performance, and increased frequency

"Milestone" Schedule

- April 25, 2013 – Notice To Proceed
- May 21, 2013 – Kick-off Meeting with Amtrak
- May 21 & 23, 2013 – Stakeholder Meetings
- June 2013 – Amtrak Service Plan Proposed
- August 2013 – Conceptual Capital Improvements and Cost Identified
- August 2013 – Economic Benefits of Project Identified
- September 2013 – Report Completed

Stakeholder Comments

Focus comments on:

- Costs and benefits of the Hoosier State
- Alternatives considered
- Potential effects the continuation or elimination of service would have on the community
- Existing and/or planned development that are dependent on continued/discontinued service
- Existing facilities sensitive to rail service
- Community long-range plans and economic benefit factors
- Potential community investment in keeping and/or improving the service

Goal Setting

Goals	Discontinue Service	Continue Service	Improve Service
1.	+	O	+
2.	O	+	O
3.	O	O	+
4.	O	O	O
5.	-	-	+
6.	+	+	O
7.	+	+	O
8.	O	O	+
Summary	+2	+2	+2

Open Discussion

Question and Comment Period

Additional Comments

Please send additional questions & comments to:

Abigail Weingardt
Legislative Affairs Director
Indiana Department of Transportation
100 N. Senate Ave. IGCN 758
Indianapolis, IN 46204
317-234-8231
AWeingardt@indot.in.gov

May 21st and May 23rd

Sign In Sheets

and

Stakeholder Comments

are available upon request.