

## Appendix A: Stakeholder Outreach

This Appendix presents the approach, findings and recommendations from the rail stakeholder outreach activities conducted by Indiana Department of Transportation for the development of this Indiana State Rail Plan. It includes four sections and two attachments:

- A.1 Description of the Stakeholder Outreach and Involvement Plan for the State Rail Plan
- A.2 Outreach Activities and Participation
- A.3 Summary of Stakeholder Comments, Concerns and Issues
- A.4 Recommendations from Outreach Comments

Attachment 1 to Appendix A: Outreach session handouts, sign-in sheets and comment forms.

Attachment 2 to Appendix A: Rail and shipper survey questionnaires and cover letters, list of individuals that were contacted, method of contact.

### **A.1 Stakeholder and Public Involvement Plan**

The Indiana Department of Transportation (INDOT) is committed to engaging rail stakeholders and the public in rail planning activities. To accomplish this, a *Stakeholder and Public Involvement Plan* was developed which describes the approach, activities to engage stakeholders and the public in the development of the *Indiana State Rail Plan*.

Based on current Federal requirements, a State Rail Plan must include adequate and reasonable notice and opportunity for comment and other input from a variety of stakeholders, including the public, rail carriers, commuter and transit authorities operating in, or affected by rail operation within the state; local governments; and other interested parties. INDOT has sought comment and the involvement of these stakeholders and the public through rail planning forums and questionnaires, interviews, as well as an online survey.

Outreach activities were conducted as part of the 2009 *Indiana Rail Plan*. These activities sought input and comments on the overall vision and direction for Indiana's multimodal transportation system from Metropolitan Planning Organizations (MPOs), the Indiana Logistics Council, academics, transportation providers, economic development officials, and a developer.

Additional transportation outreach was conducted as part of the 2010 Long Range Plan Update, comprised of meetings with MPOs, regional planning organizations (RPOs), and all INDOT district offices. This update determines long-range transportation system improvement needs and integrates the long range plan with the Indiana Statewide Transportation Improvement Program (STIP) and the Major Moves construction program.

The approach for stakeholder and public involvement for the State Rail Plan focuses on the role that freight and passenger rail transportation have in future and current Indiana life and STIP.

### **A.1.1 Goals for Stakeholder and Public Involvement:**

The goals for stakeholder and public involvement for the State Rail Plan:

- Gain an understanding of the need, the potential impacts of and opportunities for rail transportation to improve the overall efficiency and sustainability of Indiana’s transportation system;
- Solicit input relative to rail policies, projects, and programs to better meet transportation needs while also making Indiana a more attractive location to conduct business and a better place to live; and
- Provide input for developing a strategy for making rail investment decisions.

### **A.1.2 Role and Responsibilities of Steering Committee:**

A Steering Committee has been named to guide the planning study and outreach approach, development of the plan, and recommend the final draft plan to Indiana Department of Transportation. The names of steering committee members are included as **Exhibit A-1**.

Throughout this study various Steering Committee members:

- Participated in meetings, telephone, face-to-face discussions, and, when possible, individual interviews to discuss ideas, vision, and concerns about the study;
- Reviewed and commented on the project approach, key findings, and first drafts of all recommendations and documents prior to review by the stakeholders, the public, INDOT leadership;
- Notified Federal, state and local governments as appropriate and railroads operating in Indiana of the development of the Plan, its status and how they can have input;
- Shared information with INDOT leadership;
- Collected leadership’s feedback and used it to direct the study; and
- Approve the final draft document prior to submission to FRA.

**Exhibit A-1: Steering Committee Members**

<b>Individual</b>	<b>Representing</b>
Venetta Keefe	INDOT Rail Office
Mike Riley	INDOT Rail Office
Mike McGathey	INDOT Rail Office
Keith Bucklew	INDOT Director, Multimodal Planning and Programs
Steve Smith	INDOT Office of Long Range Planning and Modeling
John Jordan	INDOT Economic Development

**A.1.3 Roles and Responsibilities of Consultant Team:**

Wilbur Smith Associates (WSA) has been contracted as the Consultant Team, and as directed by the Steering Committee, gathered data, assisted with the rail planning forums, conducted interviews, performed analyses and summarized comments from all stakeholder and public outreach activities.

**A.1.4 Outreach Approach**

Stakeholder and public input for the Indiana State Rail Plan focuses on complementing, integrating, and filling any gaps in the other activities completed for the Plan. Input for the Rail Plan was gathered in a number of ways. **Exhibit A-2** presents the methods used and the purpose for each.

**Exhibit A-2: Outreach Approaches**

Outreach Methods	Purpose
Stakeholder interviews	To individually inform stakeholders of the study and obtain their input by interview.
Stakeholder questionnaires	To individually inform stakeholders of the study and obtain their input by having them complete a questionnaire.
Rail planning forums, meetings	To meet with, inform and obtain input from stakeholder groups, agencies, and members of the general public on the purposed of the State Rail Plan, as well as to solicit specific issues which impact rail operations.
Government agency and railroad coordination	To inform government agencies and the railroad companies doing business in Indiana of study, its status and activities and provide them a forum for review and comment.
INDOT website	To provide information on the Plan and give stakeholders and general public the opportunity to complete an online survey and provide input on the Plan.

**A.1.5 Identification of Stakeholders**

WSA and INDOT identified stakeholders that would have an interest and/or insights that are relevant to railroad transportation in Indiana. These stakeholders include:

- Metropolitan Planning Organizations within the state
- Railroads within the state
- Passenger rail entities operating within the state
- A sample of railroad shippers
- Trade associations of railroads, shippers, or other entities that would have an interest in rail transportation
- Academics with a railroad focus
- Port authorities that interact with railroads
- Government officials with an interest in railroads

As part of the effort to identify stakeholders, the Indiana Department of Transportation identified a subset of stakeholders to be directly contacted based on their involvement in rail transportation.

## ***A.2 Outreach Activities and Participation***

### **A.2.1 Rail Planning Open Houses/Meetings**

INDOT held three rail planning open houses. At each open house, a short presentation was given at 4:00 PM and another was given at 6:00 PM, depending upon attendance. Following each presentation was a brief question and answer period. In addition to the formal presentation, easel boards provided information on the rail plan, and the presentation slides were displayed on a projector in continuous loop. Attendees were also provided with a preliminary executive summary of the Plan and survey forms which could be completed onsite, mailed, or scanned and sent to INDOT or the consulting team. At each open house, attendees were encouraged to complete surveys either through the paper surveys that were provided or online on the INDOT website.

In addition to the open houses, INDOT and consulting staff also attended and made a presentation at a meeting by the Indiana Railroad Transportation Group (IRTG). A summary of the open house and IRTG meeting is shown in **Exhibit A-3**. Copies of all handouts, the presentation used, sign-in sheets and survey forms are included in **Attachment 1** to this appendix.

**Exhibit A-3: Summary of Open Houses/Meeting**

Meeting	Date	Location	Attendance (excl. INDOT, WSA staff)
Rail Planning Open House	June 1	Vincennes	Nine including a representative of a railroad, local government representatives, general public
Rail Planning Open House	June 2	Indianapolis	49, including representatives of railroads, interest groups, government, general public
IRTG Meeting	June 2	Indianapolis	14, including representatives of railroads, professional services firms associated with railroad industry
Rail Planning Open House	June 7	LaPorte	18, including representatives of railroads, interest groups, government, general public

**A.2.2 Stakeholder Interviews/Questionnaires**

One hundred and one key stakeholders were contacted directly, either by phone, email or mail. Of these, 30 were invited to either complete a survey or be interviewed by WSA staff. Most often, the 30 individuals were first contacted by email. If there was not response, they were called. The remaining 71 were asked to complete a survey and/or provide comments directly to WSA staff by email or mail. Those stakeholders that were directly contacted were sent one of three versions of the INDOT Rail Plan survey. Railroads were sent surveys that asked not only questions about overall rail issues in Indiana and INDOT’s role, but also questions about specific issues and needs on their systems. Rail shippers were similarly sent surveys that not only queried these individuals about rail issues within Indiana overall, but also their specific company’s usage and interaction with the rail network. Other stakeholders, such as academics, government representatives, associations, special interest groups were sent a version of the survey that was similar to that which was distributed to the general public. A list of stakeholders that were contacted and a copy of each version of the questionnaire is provided in **Attachment 2** to this appendix.

**A.2.3 INDOT Website**

INDOT has established a web page for the State Rail Plan, which provides information about the Rail Plan, such as the Preliminary Executive Summary, the Rail Plan Outreach Presentation. The site also included an online survey tool, which was on the INDOT website between May 23, 2011 and July 7, 2011. One hundred and seventy one surveys were submitted through INDOT’s online survey tool.

### **A.3 Stakeholder Outreach Findings - Opportunities, Comments, Concerns, Issues**

This section presents a summary of the comments and opinions received through the outreach conducted as part of the State Rail Plan development. Comments are presented in general terms to protect the proprietary and competitive nature of the private sector shippers, businesses and Indiana-based railroads interviewed.

#### **A.3.1 Overarching Themes**

A number of consistent themes were received from multiple stakeholders from various parts of the state throughout the outreach process. These overarching themes include:

- The rail mode in Indiana provides transportation efficiency and competitiveness as well as reducing fuel usage and reducing congestion on highways
- Rail freight service was seen as essential to Indiana's economy and will have to contribute to the future increase in freight
- Rail passenger service has significant support but must have more convenient schedules and better reliability to be effective
- Current INDOT funding mechanisms (IRSF) are effective and well managed but are not large enough to address current rail needs
- Indiana should be more aggressive in identifying and acquiring rail funding from available sources

#### **A.3.2 Statewide Comments, Concerns and Issues**

This section summarizes comments received which addressed rail issues in a general manner and which applied to the rail network on a statewide basis.

##### Recognition of the Role of Rail in Indiana

- Stakeholders recognize that rail plays a critical role in Indiana's economy and provides transportation, environmental, energy and quality of life benefits to Indiana residents
  - Rail service is critical to the production and manufacturing of many commodities including agriculture, steel, chemicals, coal, and automobiles
  - Rail service reduces fuel usage and emissions as well as congestion on highways
  - The availability of rail service is critical to economic competition and economical transportation
- Stakeholders were also supportive of the State's efforts to improve rail service in Indiana
  - INDOT's Industrial Rail Service Fund is beneficial and administered well but is funded at a level well below statewide needs

##### Proposed Passenger Service

- Stakeholders were supportive of intercity rail passenger service, but recognized its current shortcomings

- Current rail passenger services require more convenient schedules and better reliability
- Current rail passenger service is slow and inconvenient
- Passenger service plays an important role, especially with current high fuel prices and roadway congestion
- Passenger service can be convenient, cost-effective, save energy, and reduce highway usage
- Passenger service must be reliable with schedules comparable to driving times to be competitive
- Stakeholders saw opportunities for improved rail intercity and commuter services but also recognized the need to avoid conflicts with rail freight operations
  - There are significant opportunities for rail passenger service between Indianapolis and Chicago
  - There are opportunities for new or improved services between Indianapolis and Bloomington, Terre Haute, Muncie, Evansville, Logansport, Louisville, Batesville, and Cincinnati
  - High speed rail links between major cities and airports are desired
  - Support the South-of –the-Lake Re-route
  - Passenger routes should travel over as few freight carrier lines as possible and use rights-of-way with less freight to improve trip times and reliability
  - There is potential for significant commuter rail growth (NICTD) between northwest Indiana and Chicago
  - Support the Indy Connect Plan to increase service to northeast and metropolitan Indianapolis
  - There was concern by freight railroads of being forced to accommodate passenger trains. With too many passenger trains, freight could be forced onto highways. One carrier was also skeptical that passenger rail operations could operate at speeds over 79 miles per hour on freight lines.
  - At least one stakeholder was concerned over the cost efficiency of passenger rail, contending that bus service could be a more efficient way to serve those dependent upon mass transportation.
  - Some stakeholders were careful to point out that certain groups such as the disabled, poor and elderly do not have cars and rely on decent public transportation.
- Stakeholders suggested a number of passenger rail services for consideration
  - Between Muncie and Indianapolis
  - Bloomington to Indianapolis; Bloomington to Evansville
  - Chicago to Evansville with stops in Terre Haute, Vincennes and Princeton
  - Into Noblesville
  - Between Logansport and Indianapolis
  - HSR service between Chicago, Indianapolis and Cincinnati via Lafayette
  - From Batesville to Indianapolis and Cincinnati

### Rail-Related Business Opportunities

- Stakeholders recognized the existing and potential economic advantages of rail freight service
  - Rail freight service is essential to Indiana’s major commodities such as coal, steel, chemicals, automotive products, and agriculture
  - Rail service contributes to growth in manufacturing production due to its cost advantages over other modes such as trucking. Trucking will face challenges due to higher fuel prices and increased highway congestion
  - The availability of rail service is a benefit in marketing industrial property and negotiating transportation rates
  - There is potential for increased imports and intermodal traffic to the region with the widening of the Panama Canal and increased shipments to Atlantic ports
  
- The potential business benefits of commuter rail service were also recognized
  - Commuter rail service provides an economic development tool enabling commuters to work in Chicago and bring paychecks back to Indiana

### Rail Infrastructure Issues

- Stakeholders identified a number of safety-related infrastructure issues
  - Grade crossing concerns included railroad maintenance practices and damage to crossings caused by trucks
  - Efforts should be increased to separate rail-highway crossings and to close lightly used crossings on commuter rail routes
  - Railroads sometimes raise the at-grade crossings without raising the approaches, so that emergency vehicles bottom out on the crossings.
  
- A number of issues regarding rail efficiency were also identified
  - Short line railroad interchanges with Class I railroads are inefficient
  - There is a lack of intermodal ramps in Indianapolis with service to the West Coast
  - There is a lack of intermodal access in Indiana in general
  - Indiana coal trains need better interchange options, since trains that must interchange between NS and the CSX are often routed through Chicago
  - Short line railroads require 286,000 lb weight capability, especially with regard to bridges

### Rail Operations and Competition

- At least one shipper was concerned over the lack of competition to their location.
- Several shippers considered their rail service to be unreliable. Carriers do not provide equipment or crews in a timely manner.

### Funding for Rail

- A number of stakeholder comments addressed Indiana's Industrial Rail Service Fund
  - The IRSF is administered fairly
  - The Fund is beneficial but provides a level of funding far below what is needed; \$100 million is required to attain 286,000 lb. service on all short lines
  - In the short-term, the IRSF could be used for passenger rail capital project matching funds
  
- Stakeholders also provided more general comments regarding rail funding
  - A larger share of the transportation budget should be directed to rail
  - Passenger rail operating support is necessary but current policy is not conducive to providing it
  - Potential sources of rail funding could include federal programs, statewide taxes, increased gas taxes, the state general fund, and public-private partnerships
  - Commuter rail investment could be provided through local taxing authority

### Regulations

- A number of stakeholder comments addressed potential changes to policies or transportation regulations that would benefit rail
  - Government policies such as taxation, import/export tariffs and fuel taxes, together with rail partnerships, can promote domestic manufacturing and agriculture and change petroleum consumption habits
  - User fees for overweight trucks should be increased to reflect the true cost to highway maintenance
  - Rail carriers are generally opposed to any increase in truck size and weight standards
  - Indiana/roadway owners should take on increased grade crossing maintenance responsibilities

### Miscellaneous Comments

- Public perception of rail is inaccurate. Freight rail is invisible to the public except as a nuisance

### **A.3.3 Location Specific Comments and Concerns**

Specific rail-related needs and concerns were provided by stakeholders by specific location, by railroad, and by rail line. These are summarized below.

#### Railroad-Specific Comments

- NICTD (Chicago, South Shore & South Bend RR)
  - Relieve bottlenecks at interchanges with CSX at Miller and with CN at Gary
  - Provide power switches at CSS turnout on NICTD mainline

- Provide improvements at Michigan City and the west side of South Bend
  - Improve stations at Carroll Ave. and Michigan City
  - Provide a multimodal station at the Gary/Chicago Intl Airport
  - Improve the station at Kensington
  - Provide high level boarding platforms at heavily utilized stations
  - Relocate the storage yard at Michigan City
  - Expand services to Valparaiso and Lowell
  - The NICTD plans to relocate rail lines that currently run along 11<sup>th</sup> Street in Michigan City received numerous comments. Some are concerned about plans to close crossings and create a barrier along the tracks, others favor alternate routings, or an elevated viaduct.
- Louisville & Indiana RR
    - Relieve bottlenecks at Indianapolis and Jeffersonville terminals
  - Ohio Valley RR
    - Restore the switch connection
  - Indianapolis Belt RR
    - Study rehabilitation of the railroad to route traffic around downtown
  - CSX
    - Improve signals on Fort Wayne-Chicago Line
    - Address crossings without proper signaling on Cardinal Route between Chicago and Munster
  - Norfolk Southern
    - Address freight congestion and delay on Chicago Line between Chicago and Porter

### Specific Locations

- Port of Indiana
  - Improve connection with the Evansville & Western RR due to increased traffic at the port
- Lafayette
  - Provide rail access to industrial parks
  - Rehabilitate NS rail bridge
- Porter
  - Address NS/CSX high density crossing
- Evansville
  - Construct an intermodal facility north of Evansville
- Fort Wayne
  - Construct an intermodal facility
- Kingsbury
  - Construct a logistics park

- Vincennes
  - Address bottleneck conditions
- Batesville
  - Construct a rail spur
- Kokomo
  - Reactivate connection between Kokomo and Tipton

#### Grade Crossing Locations

- Michigan City
- US 30 at Hanna
- Lexington Ave, Evansville
- CR 200 and 300, Orestes
- SR 25, Carroll and Cass Counties
- Lake County
- Rt. 29 north of Michigantown
- CFE Line
- SR 26, Greenbush
- US 52 Kossuth

### **A.4 Recommendations Based on Outreach**

The following recommendations are based on comments, concerns and suggestions from the stakeholders who participated in rail outreach activities. These recommendations have not been subjected to a rigorous evaluation of their relative or absolute merit. However, they may be worth consideration.

#### **A.4.1 Recommendations - Role of Indiana DOT**

- A number of rail stakeholders expressed appreciation to INDOT for its State Rail Plan outreach effort. They also expressed a desire for continuation and expansion of outreach efforts, including,
  - Interact more with NICTD
  - Continue to focus on seeking public input and learning public concerns
  - Make presentations to Economic Development Association conferences
  - Hold consumer relation workshops and have focused and dedicated outreach
  - Form a citizens advisory committee
- Stakeholders also offered recommendations on the INDOT's planning process and structure, including,
  - Adopt a much longer planning horizon (30-50 years)
  - Develop strategic plans for both rail passenger and freight
  - Take a leadership role in transportation planning and development
  - Think more in terms of an integrated transportation system, rather than focus separately on each mode

- Create a High Speed Rail Division
- Create a Rail Division
- Plan for 2025 and 2050 needs and economic realities
  
- A number of recommendations also focused on existing funding programs, future funding sources and the use of funds
  - A larger IRSF is needed. A low interest loan program should be added.
  - A higher percentage of funding should be provided for rail
  - The percentage of sales tax used for IRSF should be increased
  - Should be flexible about funding private sector projects; funding projects if they yield sufficient public benefits
  - Form a rail authority to buy rail lines threatened with abandonment

#### **A.4.2 Recommendations - Passenger Service**

- Stakeholders offered a number of recommendations on implementing improved passenger rail service to the state
  - HSR should start with a small pilot program which has a high likelihood of success to create good public relations, education and support
  - Complete the NEPA assessment of the Midwest Regional Rail System proposed routes in Indiana
  - Accommodate bicycles on passenger trains
  - Create an Indianapolis Hub commuter service to gather patrons for intercity passenger routes
  - Serve airports and universities
  - Improve scheduling of trains between Indianapolis and Chicago
  
- Specific passenger routes were also recommended by stakeholders
  - Restore service to Warsaw and Fort Wayne from Chicago and Cleveland
  - Provide service between downtown Indianapolis and: the Indianapolis Airport; Lafayette, Noblesville; Muncie; Marion; Anderson; Fishers; Evansville; Louisville; Carmel; Bloomington; Brownburg; Greenwood; Kokomo; Pendleton; South Bend; Fort Wayne; St. Louis through Terre Haute; and Columbus
  - NICTD service to Valparaiso and the Gary Airport
  - Expanded commuter service in northwest Indiana

#### **A.4.3 Recommendations - Business Opportunities**

- Stakeholder recommendations for rail-related business opportunities included the following:
  - Reactivate the Muncie Belt Railway
  - Promote single carrier service between Indianapolis and the West Coast
  - Promote road-railer service
  - Consider rail as an option in the I-70 Corridors of the Future

#### **A.4.4 Recommendations – Rail-Highway Grade Crossings**

- A number of infrastructure recommendations also focused on rail-highway crossings
  - INDOT should establish a crossing maintenance and repair fund
  - Crossing costs should be split between the railroad and the roadway owner
  - The number of at-grade crossings should be reduced through grade separation and closures where prudent

#### **A.4.5 Recommendations – Infrastructure Investment Decisions**

- Stakeholder offered the following recommendations on rail investment decisions:
  - Rail access should be incorporated into economic development projects aimed at new industrial locations
  - Rail freight investments should consider the impacts on highway congestion
  - INDOT should consider the full costs of trucks on Interstates when making funding decisions
  - Base investments on benefit/cost analysis
  - Consider public-private partnerships
  - Base investments on key performance measures, benefit/cost analysis, economic impact, quality of life, increased access, future expandability, and other indirect impacts

#### **A.4.6 Recommendations – Taxes**

- The following recommendations were received with regard to transportation-related taxes:
  - Create tax incentives for railroads
  - Reduce inventory taxes to promote economic development
  - Increase gas taxes

## **Appendix B – Long-Range Investment Program**

As part of the State Rail Plan, INDOT has surveyed rail carriers and other rail stakeholders in the state regarding future rail needs and developed the long-range (6-20 years) investment program shown below. These projects have not been evaluated for their absolute or relative merits. Funding from public sources for the projects listed within the long range investment program is currently unavailable, and neither INDOT nor the rail service providers have committed to their funding. Long-range investment program projects will be evaluated for consideration of inclusion in the short-range program as funding becomes available.

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
Chicago South Shore & South Bend (CSS)	ArcelorMittal-Burns Harbor east gate entrance grade separation	Would provide an overpass or underpass to separate roadway from rail line. Thus reducing conflicts between steel hauling truck, passenger and freight trains	Improve efficiency of truck and rail movements, improve safety.	Not determined	Not determined
Chesapeake & Indiana Railroad (CKIN)	Thomaston siding	Build a new siding for interchange with NS mainline, which can increase the number of grain trains handled	Enable CKIN to handle more grain trains including to Claypool, IN	\$700,000	Not determined
Chesapeake & Indiana Railroad (CKIN)	Two bridge replacements	Replace two bridges with culverts	Enable CKIN to maintain 286,000 pound capacity	\$250,000	Not determined
Chesapeake & Indiana Railroad (CKIN)	Tie and surface 6 miles to Malden	Upgrade track to FRA track Class 1 standards	Will enable the CKIN to handle more grain trains and fertilizer	\$400,000	Not determined
Chesapeake & Indiana Railroad (CKIN)	La Crosse engine house	Build or improve an engine house in La Crosse	Will improve efficiency of locomotive maintenance by making year around maintenance possible	\$180,000	Not determined
Chesapeake & Indiana Railroad (CKIN)	La Crosse siding	Build a siding at La Crosse so that Hoosier Valley Museum trains can run-around CKIN trains	Eliminate conflicts between Hoosier Valley Museum and CKIN trains	\$150,000	Not determined
Chesapeake & Indiana Railroad (CKIN)	Malden siding	Build new fertilizer terminal	Will enable CKIN to handle more rail traffic, providing cheaper fertilizer for farmers	\$300,000	Not determined
Vermillion Valley Railroad (VVR)	Ties & surfacing – 6 miles	Replace ties and improve surfacing over a 6 mile segment	Will allow biodiesel plant to use more rail and expand to 45 million gallons	\$400,000	Not determined
Indiana Eastern Railroad, LLC (IERR)	Richmond Power/ Light track addition	Add track to service Richmond Power/Light plant to support conversion of plant to trash – energy operation	Will support the creation of new jobs, \$60 million in investment	\$400,000	Not determined
Indiana Eastern Railroad, LLC (IERR)	Interchange track	Build new interchange track.	Will save two hours per day in crew time, eliminating need to use Class I track. Will also eliminate PTC mandate.	\$200,000	Not determined
Madison Railroad (CMPA)	Rail replacement	Rail replacement	Enable the CMPA to handle 286,000 pound cars	\$1,700,000	Not determined

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
Chicago, Fort Wayne & Eastern Railroad (CFER)	Upgrade of Decatur Branch from 10 mph to 25 mph	Replace rail on Decatur Branch.	Increase speed and delivery of CFE's largest customer, Bunge Grain and add an improved 13 miles of industrial development opportunity. Presently 100 pound OH rail.	\$6,100,000	Not determined
Chicago, Fort Wayne & Eastern Railroad (CFER)	Locomotives	Acquire new low emission locomotives	60 to 80% reduction in emissions and 11 to 25% reduction in fuel consumption. Current fuel consumption is high because of older locomotives.	\$1,300,000 per locomotive	Not determined
Evansville Western Railroad (EVWR)	Repair approach to Wabash River bridge on IN side	Repair approach to Wabash River bridge on IN side	Facilitate shipments of 286K cars between IL and IN. Reduce number of cars in transit by using larger capacity cars, reduces greenhouse gasses, and makes the operation more efficient and makes EVWR more attractive for industrial development.	\$5,250,000	Not determined
Ohio Valley Railroad (OVR)	Replacement of crossties and ballast in Harwood Yard tracks	Replacement of crossties and ballast in Harwood Yard tracks to provide car storage and trans-loading for local industries.	Improves safety by reducing derailment hazard. Improves state of repair, reduces future maintenance costs associated with drainage problems and accelerated deterioration of ties.	\$800,000	Not determined
Ohio Valley Railroad (OVR)	Replacement of switch ties and ballast in lead track of Harwood Yard	Replacement of switch ties and ballast in lead track of Harwood Yard to provide car storage and trans-loading for local industries.	Improves safety and operations by reducing derailment hazard.	\$100,000	Not determined
Ohio Valley Railroad (OVR)	Replacement of turnouts in Harwood Yard lead tracks	Replacement of turnouts in Harwood Yard lead tracks to provide car storage and trans-loading for local industries	Improves safety and operations by reducing derailment hazard.	\$210,000	Not determined
Ohio Valley Railroad (OVR)	Installation of new customer team track	Installation of new customer team track	Converts truck shipments to rail to save customers money and retain jobs.	\$100,000	Not determined
Ohio Valley Railroad (OVR)	Installation of new connection to CSXT to bypass ISW	Installation of new connection to CSXT to bypass ISW	Provides competitive access to railcar and locomotive shop to create additional jobs. Will enable the creation of 45 jobs.	\$1,500,000	Not determined
Indiana Rail Road Company (INRD)	Indianapolis Intermodal Terminal	International shipping and logistics hub	Jobs, economic development	Not determined	Not determined

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<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Indiana Rail Road Company (INRD)	Transload Terminal – Indianapolis	Domestic industrial hub	Jobs, economic development	Not determined	Not determined
Indiana Rail Road Company (INRD)	Transload Terminal – Terre Haute	Domestic industrial hub	Jobs, economic development	Not determined	Not determined
Indiana Rail Road Company (INRD)	Transload Terminal - Bloomington	Domestic industrial hub	Jobs, economic development	Not determined	Not determined
Indiana Rail Road Company (INRD)	Restoration of track to Union Station	Restore INRD trackage to Union Station in Indianapolis	Enable commuter rail service on INRD line	Not determined	Not determined
Louisville & Indiana Railroad Company (LI)	Bridge Renewal/Replacement	Bridge Renewal/Replacement	Maintain the corridor. If the bridge is left to deteriorate, corridor may be lost.	\$15,000,000	Not determined
Louisville & Indiana Railroad Company (LI)	Rail Replacement/ Embankment widening	Rail Replacement/ Embankment widening	Lowering of annual maintenance costs – increase in capacity (speed), economic development tool . Preserve corridor, which could otherwise eventually be lost as cost overwhelms income	\$75,000,000	Not determined
Louisville & Indiana Railroad Company (LI)	Yard Improvements	Yard Improvements	Increase capacity to enhance safety and to better serve the customer. Maintain fluidity.	\$10,000,000	Not determined
Louisville & Indiana Railroad Company (LI)	Infrastructure Improvements – Maintenance Facilities	Improvements to maintenance facilities	Provide better maintenance of equipment resulting in better reliability, higher customer satisfaction.	\$10,000,000	Not determined
Louisville & Indiana Railroad Company (LI)	Locomotive upgrade to newer generation power	Purchase newer, more efficient locomotives	More eco friendly and better reliability	\$12,000,000	Not determined

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
Bee Line Railroad (BLRR)	Connection to NS	This project would restore seven miles of track on southern end of system, including 1.5 miles of new construction.	Provide customers with a direct connection to a Class I carrier, enabling better service and more options.	\$5,000,000	Not determined
Bee Line Railroad (BLRR)	Bridges – Inspections	Inspect bridges on system.	Improve safety, clarify needs.	\$5,000	Not determined
Indiana Northeaster (INE)	Track upgrade	This project would replace 14 miles of 80 pound rail on the INE with heavier rail.	Improve safety, enable higher volumes of freight.	\$5,000,000	Not determined
Northern Indiana Commuter Transportation District (NICTD)	Consolidate Gary Metro Center and Miller stations at new location	Consolidate Gary Metro Center and Miller stations at a new location near I-65 and the Toll Road.	Enable high level boarding, which reduces dwell times from 3 minute minimum to 45 second minimum, improves safety, would improve access.	\$35,000,000	Not determined
Northern Indiana Commuter Transportation District (NICTD)	Convert Dune Park to high level	Convert Dune Park station to high level boarding	Enable high level boarding, which reduces dwell times from 3 minute minimum to 45 second minimum, improves safety	\$5,000,000	Not determined
Northern Indiana Commuter Transportation District (NICTD)	Convert Portage/ Ogden Dunes to high level	Convert Portage/Ogden Dunes station to high level boarding	Enable high level boarding, which reduces dwell times from 3 minute minimum to 45 second minimum, improves safety	Not determined	Not determined
Northern Indiana Commuter Transportation District (NICTD)	Rehab 41 cars	Rehab 41 1982 railcars to extend their service life	Will enable NICTD to retain usage of cars and not have to acquire new cars.	Not determined	Not determined
Northern Indiana Commuter Transportation District (NICTD)	Car storage	Develop new location to store cars, since Michigan City location is at capacity and is landlocked	Will enable NICTD to expand and add to its fleet	Not determined	Not determined
Amtrak/CSX	CTC Monon Subdivision	Provide Centralized Traffic Control (CTC) on CSX Monon Subdivision	Reduce trip times of Amtrak trains, as well as improving transit times for CSX trains.	Not determined	Not determined
Amtrak/Canadian National (CN)	Power crossovers between Chicago Sub and Elsdon Sub on CN	Build power crossovers between Chicago Subdivision and Elsdon Subdivision on the CN to allow remotely controlled moves.	Reduce trip times for the Cardinal/ Hoosier State Amtrak trains.	\$4,000,000	Not determined
Amtrak/Norfolk Southern (NS)	Third mainline between Porter and mile post 485 on NS	Build a third track on NS mainline between Porter and mile post 485	Increase reliability of passenger service, improve NS operations	\$15,800,000	Not determined

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
CSX	Avon Yard Expansion	Expand intermodal ramp at Avon Yard to accommodate 150,000 lifts per year	Reduce costs for shipping from West Coast to Indiana by avoiding delays in Chicago, offering direct rail connection. Additional capacity makes this type of service possible.	\$18,000,000	Not determined
CSX	Evansville Intermodal Facility	Move the Evansville Intermodal facility out of the Howell Yard, where it is land locked. Move closer to Toyota plant.	Improved CSX service between Chicago and Southeast United States. Improved access to Southwest Indiana. Reduced cost serving Toyota.	Not determined	Not determined
Chicago, Ft. Wayne & Eastern Railroad (CFER), Canadian National (CN)	Fort Wayne Intermodal Facility	Construction of intermodal facility with a capacity of 60,000 to 80,000 lifts, which would interchange traffic with the CN at Valparaiso	Direct access to West Coast by rail for Northeast Indiana, increasing transit times and reducing costs.	\$20,000,000	Not determined
Norfolk Southern (NS)	Fort Wayne Intermodal	Add conventional intermodal to NS Triple Crown yard.	Provide direct connection to Mexico, LA. Save money and improve transit times.	Not determined	Not determined
CSX	Kingsbury Inland Logistics Park	Build industrial spur to logistics park aimed at refrigerated rail service.	New market opportunities in Central and South America, direct connections to the Port of New York/New Jersey, Port Manatee, Florida.	Not determined	Not determined
CSX, Chesapeake & Indiana Railroad (CKIN)	Coal hauling route	Rehabilitate segment between Medaryville and La Crosse to establish coal hauling route from INRD to Indianapolis, north on CSX.	Improve efficiency of coal movement to power plants, keep mining jobs in Indiana.	\$9,600,000	Not determined
Indiana Harbor Belt (IHB)	Gibson Yard Improvements	Improvements around IHB Gibson Yard to enable development, including maintaining the height and length of the nine-span Hammond Bridge when it is replaced.	Will enable rail-oriented development.	Not determined	Not determined

## Appendix C – Short-Range Investment Program

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
Indiana Eastern Railroad (IERR)	Rehabilitation of 13 <sup>th</sup> street bridge in Richmond, IN	Rehabilitation of 13 <sup>th</sup> street bridge in Richmond, IN	Brings infrastructure to a state of good repair, safety, capacity	\$51,000	75% IRSF <sup>1</sup> , 25% RR <sup>2</sup>
Chesapeake & Indiana Railroad (CKIN)	Extend siding and install new switch at Wellsboro, IN	Extend siding and install new switch at Wellsboro, IN	Economic development, improved operations	\$195,000	26% IRSF, 74% RR
Perry County Port Authority dba Hoosier Southern Railroad (HOS)	Replace 135 ft. open deck timber trestle bridge at MP 8.8	Replace 135 ft. open deck timber trestle bridge at MP 8.8	Brings infrastructure to a state of good repair, safety, capacity	\$829,000	25% IRSF, 75% RR
Indiana Southern Railroad (ISRR)	Resurface Hawthorn line to bring to 286K capacity	Resurface Hawthorn line to bring to 286K capacity	Brings infrastructure to a state of good repair, safety, capacity	\$550,000	39% IRSF, 61% RR
MG Rail (MGR)	Rail upgrade and maintenance at selected locations between MP 0.0 to 3.7	Rail upgrade and maintenance at selected locations between MP 0.0 to 3.7	Brings infrastructure to a state of good repair, safety, capacity	\$430,000	56% IRSF, 44% RR
Indiana Northeastern Railroad (INE)	Change out 1.41 miles of 80 pound rail of north south mainline	Change out 1.41 miles of 80 pound rail of north south mainline	Brings infrastructure to a state of good repair, safety, capacity.	\$600,000	41% IRSF, 59% RR
Louisville and Indiana Railroad (LIRR)	Tie installation project from MP 83 to MP 108	Tie installation project from MP 83 to MP 108	Brings infrastructure to a state of good repair, safety, capacity	\$1,000,000	24% IRSF, 76% RR
The Indiana Rail Road Company (INRD)	Upgrade track between Indianapolis and Chicago subdivisions	Upgrade track between Indianapolis and Chicago subdivisions	Capacity expansion.	\$1,200,000	21% IRSF, 79% RR
Norfolk Southern Corp. (NS), Amtrak	Indiana Gateway	Relocation, reconfiguration, addition of high-speed crossovers, related signal system improvements, minor rail line additions, creation of new parallel passing sidings.	Will reduce Amtrak train delays by 1,160 minutes per 10,000 train miles, increase operating speeds from 55.8 mph to 59.5 mph	\$71,364,980	ARRA <sup>3</sup> , plus \$4,055,000 supplemental funding, \$90,000 prel. eng. and env. from NS

<sup>1</sup> Indiana Industrial Rail Service Fund.

<sup>2</sup> Rail carrier investment

<sup>3</sup> American Recovery and Reinvestment Act

*Indiana State Rail Plan*

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Northern Indiana Commuter Transportation District	New Rail Cars	New Rail Cars 2012 - 2015	State of good repair, reliability, comfort	\$13,035,000	\$2,265,000 FHWA CMAQ <sup>4</sup> , \$8,616,000 FTA, \$2,154,000 Other
Northern Indiana Commuter Transportation District	Positive Train Control	Positive Train Control Implementation 2012 - 2015	Safety, efficiency	\$36,670,000	\$20,980,000 FRA <sup>5</sup> , \$8,356,000 FTA <sup>6</sup> , \$7,334,000 Other
Northern Indiana Commuter Transportation District	Maintenance Overhaul	Maintenance Overhaul 2012 - 2015	State of good repair	\$9,400,000	\$7,520,000 FTA, \$1,880,000 Other
Northern Indiana Commuter Transportation District	Catenary/Signal Improvements	Catenary/Signal Improvements 2012 - 2015	State of good repair, reliability	\$23,042,464	\$17,200,000 FTA, \$1,542,464 ARRA <sup>7</sup> , \$4,300,000 Other
Northern Indiana Commuter Transportation District	Improvements to Dune Park Station	Improvements to Dune Park Station	State of good repair, efficiency, comfort	\$1,500,000	\$1,200,000 FTA, \$300,000 Other
Northern Indiana Commuter Transportation District	Replacement Rail/Turnouts	Replacement Rail/Turnouts 2012 - 2015	State of good repair, reliability	\$5,500,000	\$4,400,000 FTA, \$1,100,000 Other
Northern Indiana Commuter Transportation District	Yard Improvements	Yard Improvements	Efficiency, capacity	\$2,660,000	\$2,128,000 FTA, \$532,000 Other
Northern Indiana Commuter Transportation District	Bridges	Bishop Ford Freeway, Little Calumet River, Trail Creek and CSX Overpass, all construction; SR 39, Lake Park and Hudson Lake all engineering and construction	State of good repair, safety	\$12,861,110	\$10,288,888 FTA, \$2,572,222 Other
Northern Indiana Commuter Transportation District	Vehicles	Vehicles 2012 - 2015	State of good repair	\$2,125,000	\$1,700,000 FTA, \$425,000 Other
Northern Indiana Commuter Transportation District	Track Equipment	Track Equipment 2012 - 2015	State of good repair	\$2,125,000	\$1,700,000 FTA, \$425,000 Other

<sup>4</sup> U.S. Federal Highway Administration, Congestion Mitigation and Air Quality Program

<sup>5</sup> U.S. Federal Railroad Administration

<sup>6</sup> U.S. Federal Transit Administration

<sup>7</sup> American Recovery and Reinvestment Act

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Northern Indiana Commuter Transportation District	Kensington Intersection Improvements	Kensington Intersection Improvements	Safety, efficiency	\$2,000,000	\$1,700,000 FTA, \$300,000 Other
Northern Indiana Commuter Transportation District	Realignment to Michiana Airport	Realignment to Michiana Airport	Connectivity	\$20,476,000	Local
Norfolk Southern (NS), Central Railroad Company of Indianapolis (CERA)	Blackford County crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in Blackford County	Safety	Not determined	Grade Crossing Fund
Norfolk Southern Corp. (NS), Toledo, Peoria & Western Railway Corp. (TPW), and Winimac Southern Railroad (WSR)	Cass County crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in Cass County	Safety	Not determined	Grade Crossing Fund
Central Railroad Company of Indiana (CIND)	CIND LED crossing signal light maintenance	Replace bulbs of signal lights at highway-rail crossings on the CIND	Safety	Not determined	Grade Crossing Fund
Central Railroad Company of Indianapolis (CERA)	CERA LED crossing signal light maintenance	Replace bulbs of signal lights at highway-rail crossings on the CERA	Safety	Not determined	Grade Crossing Fund
Chicago, Ft. Wayne & Eastern Railroad (CFER)	CFER crossing surface renewal	Renew surface at highway-rail crossing(s) on the CFER	Safety	Not determined	Grade Crossing Fund
CSX, Indiana Rail Road (INRD)	Rail crossing improvements – City of Terre Haute	Improve rail crossings at Terre Haute	Safety	Not determined	Grade Crossing Fund
CSX, Norfolk Southern Corp. (NS), Indiana Southwestern Railroad (ISW)	Evansville crossing pavement marking improvements	Improve pavement marking at highway-rail crossings in Evansville	Safety	Not determined	Grade Crossing Fund
Norfolk Southern Corp., Central Railroad Company of Indianapolis (CERA), U.S. Rail Corporation (USRP)	Grant County crossing signage improvements	Improve signage at highway-rail grade crossings in Grant County	Safety	Not determined	Grade Crossing Fund
Hoosier Heritage Port Authority (HHPA)	HHPA crossing surface renewal	Renew surface at highway-rail crossing(s) on the HHPA	Safety	Not determined	Grade Crossing Fund
Indiana Eastern Railroad (IERR)	IERR crossing surface renewal	Renew surface at highway-rail crossing(s) on the IERR	Safety	Not determined	Grade Crossing Fund
Indiana Rail Road Company (INRD)	INRD crossing surface renewal	Renew surface at highway-rail crossing(s) on the INRD	Safety	Not determined	Grade Crossing Fund

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
Indiana Southern Railroad (ISRR)	ISRR crossing signal light maintenance	Replace bulbs of signal lights at highway-rail crossings on the ISRR	Safety	Not determined	Grade Crossing Fund
Indiana Southwestern Railway (ISW)	ISW crossing surface renewal	Renew surface at highway-rail crossing(s) on the ISW	Safety	Not determined	Grade Crossing Fund
CSX, Norfolk Southern Corp. (NS), Chicago South Shore and South Bend Railroad (CSSB), Canadian National Railway (CN), Chicago, Ft. Wayne & Eastern Railroad (CFER), Indiana Harbor Belt Railroad (IHBR)	Lake County crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in Cass County	Safety	Not determined	Grade Crossing Fund
Louisville & Indiana Railroad Co. (LI)	LI LED crossing signal light maintenance	Replace bulbs of signal lights at highway-rail crossings on the LI	Safety	Not determined	Grade Crossing Fund
CSX, Norfolk Southern Corp. (NS), Central Indiana & Western Railroad Co. (CIW), Indian Creek Railroad Company (INCR)	Madison County crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in Madison County	Safety	Not determined	Grade Crossing Fund
Evansville Western Railroad (EVWR), Indiana Southwestern Railway (ISW), Southwind Railroad (SWR)	Posey County crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in Posey County	Safety	Not determined	Grade Crossing Fund
Chicago, Ft. Wayne & Eastern Railroad (CFER), Norfolk Southern Corp. (NS), Chesapeake & Indiana Railroad (CKIN)	Starke County crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in Starke County	Safety	Not determined	Grade Crossing Fund
Norfolk Southern Corp. (NS)	Town of Chesterton crossing signage, pavement marking improvements	Improve signage and pavement markings at highway-rail crossings in the Town of Chesterton	Safety	Not determined	Grade Crossing Fund
Toledo, Peoria & Western Railway Corp. (TPW)	TPW LED crossing signal light maintenance	Replace bulbs of signal lights at highway-rail crossings on the TPW	Safety	Not determined	Grade Crossing Fund
Norfolk Southern Corp. (NS)	Town of Sharpsville crossing signage improvement	Improve signage at highway-rail grade crossings in the Town of Sharpsville	Safety	Not determined	Grade Crossing Fund

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Norfolk Southern Corp. (NS)	McGallard Street crossing improvements	McGallard Street crossing improvements in Delaware County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Hively Ave at NS in Elkhart crossing improvements	Hively Ave at NS in Elkhart crossing improvements in Elkhart County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Peddler Village Road (CR #28) at NS in Goshen crossing improvements	Peddler Village Road (CR #28) at NS in Goshen crossing improvements in Elkhart County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Lusher Ave at NS in Elkhart crossing improvements	Lusher Ave at NS in Elkhart crossing improvements in Elkhart County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Olive St. crossing improvements	Olive St. crossing improvements in St. Joseph County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Twyckenham Dr. crossing improvements	Twyckenham Dr. crossing improvements in St. Joseph County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #400W at NS in Huntingburg crossing improvements	CR #400W at NS in Huntingburg crossing improvements in Dubois County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR 600N at NS near Leesburg crossing improvements	CR 600N at NS near Leesburg crossing improvements in Kosciusko County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR 50E Gertner Road at NS near Treaty crossing improvements	CR 50E Gertner Road at NS near Treaty crossing improvements in Wabash County	Safety	Not determined	Sec. 130
Toledo, Peoria, & Western Railway Corp. (TPW)	Main Street at TPW in Monticello crossing improvements	Main Street at TPW in Monticello crossing improvements in White County	Safety	Not determined	Sec. 130
Toledo, Peoria, & Western Railway Corp. (TPW)	Illinois Street at TPW in Monticello crossing improvements	Illinois Street at TPW in Monticello crossing improvements in White County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Systemwide crossing improvements	Systemwide crossing improvements in Various Counties	Safety	Not determined	Sec. 130

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Central Railroad Co. of Indiana (CIND)	Delaware Rd in Batesville crossing improvements	Delaware Rd in Batesville crossing improvements in Ripley County	Safety	Not determined	Sec. 130
Central Railroad Co. of Indiana (CIND)	Coonhunters Rd in Batesville crossing improvements	Coonhunters Rd in Batesville crossing improvements in Ripley County	Safety	Not determined	Sec. 130
Central Railroad Co. of Indiana (CIND)	Winding Way Dr in Batesville crossing improvements	Winding Way Dr in Batesville crossing improvements in Ripley County	Safety	Not determined	Sec. 130
Central Railroad Co. of Indiana (CIND)	Vandia Rd near Greensburg crossing improvements	Vandia Rd near Greensburg crossing improvements in Decatur County	Safety	Not determined	Sec. 130
Louisville & Indiana Railroad Co. (LI)	CR #950E crossing improvements	CR #950E crossing improvements in Jackson County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #1000E near Buck Creek crossing improvements	CR #1000E near Buck Creek crossing improvements in Tippecanoe County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #100W near Williamsport crossing improvements	CR #100W near Williamsport crossing improvements in Warren County	Safety	Not determined	Sec.130
Norfolk Southern Corp. (NS)	CR #1000W near State Line crossing improvements	CR #1000W near State Line crossing improvements in Warren County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #300W west of Frankfort crossing improvements	CR #300W west of Frankfort crossing improvements in Clinton County	Safety	Not determined	Sec. 130
Elkhart & Western (EWR)	E Beardsly St in Elkhart crossing improvements	E Beardsly St in Elkhart crossing improvements in Elkhart County	Safety	Not determined	Sec. 130

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Norfolk Southern Corp. (NS)	Division St in New Paris crossing improvements	Division St in New Paris crossing improvements in Elkhart County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #142 in New Paris crossing improvements	CR #142 in New Paris crossing improvements in Elkhart County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Kelly Ave in Peru crossing improvements	Kelly Ave in Peru crossing improvements in Miami County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Hanley Rd/1100 N in North Manchester crossing improvements	Hanley Rd/1100 N in North Manchester crossing improvements in Wabash County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Hitzfield St in Huntington crossing improvements	Hitzfield St in Huntington crossing improvements in Huntington County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Beckley St in North Manchester crossing improvements	Beckley St in North Manchester crossing improvements in Wabash County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	31 <sup>st</sup> St in Marion crossing improvements	31 <sup>st</sup> St in Marion crossing improvements in Grant County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Mickley Ave in Indianapolis crossing improvements	Mickley Ave in Indianapolis crossing improvements in Marion County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	200 W near Connersville crossing improvements	200 W near Connersville crossing improvements in Fayette County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	St Clair St in Indianapolis crossing improvements	St Clair St in Indianapolis crossing improvements in Marion County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #450S near Hartford City crossing improvements	CR #450S near Hartford City crossing improvements in Blackford County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #950N near Springport crossing improvements	CR #950N near Springport crossing improvements in Henry County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Euclid Avenue in East Chicago crossing improvements	Euclid Avenue in East Chicago crossing improvements in Lake County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Tod Ave in East Chicago crossing improvements	Tod Ave in East Chicago crossing improvements in Lake County	Safety	Not determined	Sec. 130

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Indiana Harbor Belt Railroad (IHBR)	Chicago Ave in East Chicago crossing improvements	Chicago Ave in East Chicago crossing improvements in Lake County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Main St/CR #400W in Clymers crossing improvements	Main St/CR #400W in Clymers crossing improvements in Cass County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #400S in Clymers crossing improvements	CR #400S in Clymers crossing improvements in Cass County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR #500N near Rockfield crossing improvements	CR #500N near Rockfield crossing improvements in Carroll County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	Main Street at INRD in Town of Dugger crossing improvements	Main Street at INRD in Town of Dugger crossing improvements in Sullivan County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	Monroe Street at INRD in Town of Dugger crossing improvements	Monroe Street at INRD in Town of Dugger crossing improvements in Sullivan County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	Section Street at INRD in Town of Dugger crossing improvements	Section Street at INRD in Town of Dugger crossing improvements in Sullivan County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	CR 700N at INRD south of Midland crossing improvements	CR 700N at INRD south of Midland crossing improvements in Greene County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR 100E (CR323) at NS east of Huntingburg crossing improvements	CR 100E (CR323) at NS east of Huntingburg crossing improvements in Dubois County	Safety	Not determined	Sec. 130
Louisville & Indiana Railroad Co. (LI)	CR 900E at L & I RR south of Seymour crossing improvements	CR 900E at L & I RR south of Seymour crossing improvements in Jackson County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	CR 200W at CSX west of Town of Lizton crossing improvements	CR 200W at CSX west of Town of Lizton crossing improvements in Hendricks County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	CR 400S (Wood Road) at CSX NE of Rensselaer crossing improvements	CR 400S (Wood Road) at CSX NE of Rensselaer crossing improvements in Jasper County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Quarry Road at CSX south on Monon crossing improvements	Quarry Road at CSX south on Monon crossing improvements in White County	Safety	Not determined	Sec. 130

Railroad	Project Name	Project Description	Project Benefits	Cost	Funding
CSX Transportation Inc. (CSX)	CR 500N (Meridian Road) at CSX south of Town of Monon crossing improvements	CR 500N (Meridian Road) at CSX south of Town of Monon crossing improvements in White County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	CR 600E (County Line Road) at CSX north of Fair Oaks crossing improvements	CR 600E (County Line Road) at CSX north of Fair Oaks crossing improvements in Newton County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Vine Street at CSX RR in Town of Liberty crossing improvements	Vine Street at CSX RR in Town of Liberty crossing improvements in Union County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Seminary Street at CSX RR in Town of Liberty crossing improvements	Seminary Street at CSX RR in Town of Liberty crossing improvements in Union County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	High Street at CSX RR in Town of Liberty crossing improvements	High Street at CSX RR in Town of Liberty crossing improvements in Union County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Brownsville Ave at CSX RR in Town of Liberty crossing improvements	Brownsville Ave at CSX RR in Town of Liberty crossing improvements in Union County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	CR 600E (CR327) at CSX RR near Morristown crossing improvements	CR 600E (CR327) at CSX RR near Morristown crossing improvements in Shelby County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	Hanna Avenue and INRD in Indianapolis crossing improvements	Hanna Avenue and INRD in Indianapolis crossing improvements in Marion County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	Sumner Avenue at INRD in Indianapolis crossing improvements	Sumner Avenue at INRD in Indianapolis crossing improvements in Marion County	Safety	Not determined	Sec. 130
Indiana Rail Road Co. (INRD)	Troy Avenue at INRD in Indianapolis crossing improvements	Troy Avenue at INRD in Indianapolis crossing improvements in Marion County	Safety	Not determined	Sec. 130
CSX Transportation Inc. (CSX)	Southern Avenue at CSX in Indianapolis crossing improvements	Southern Avenue at CSX in Indianapolis crossing improvements in Marion County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	4 <sup>th</sup> Street at NS in Fairmount crossing improvements	4 <sup>th</sup> Street at NS in Fairmount crossing improvements in Grant County	Safety	Not determined	Sec. 130

<b>Railroad</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Benefits</b>	<b>Cost</b>	<b>Funding</b>
Norfolk Southern Corp. (NS)	Indiana Street at NS in Eaton crossing improvements	Indiana Street at NS in Eaton crossing improvements in Delaware County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Harris Street at NS in Eaton crossing improvements	Harris Street at NS in Eaton crossing improvements in Delaware County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Amber Road at NS in Town of Aboite crossing improvements	Amber Road at NS in Town of Aboite crossing improvements in Allen County	Safety	Not determined	Sec. 130
Chicago, Ft. Wayne & Eastern RR (CFER)	Tillman Road at CFER southeast of Fort Wayne crossing improvements	Tillman Road at CFER southeast of Fort Wayne crossing improvements in Allen County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	CR 800N at NS north of Town of Urbana crossing improvements	CR 800N at NS north of Town of Urbana crossing improvements in Wabash County	Safety	Not determined	Sec. 130
Norfolk Southern Corp. (NS)	Bond Avenue at NS in Marion crossing improvements	Bond Avenue at NS in Marion crossing improvements in Grant County	Safety	Not determined	Sec. 130

## **Appendix D: Survey of Other State Participation in Funding of Freight and Passenger Rail Infrastructure and Maintenance**

During the course of the project, a number of key stakeholders raised concerns regarding Indiana's level of funding for rail infrastructure and maintenance relative to that of other states, particularly states located in close proximity to Indiana. This appendix briefly investigates public rail program activities in the four states that border Indiana, namely Illinois, Kentucky, Ohio, and Michigan.

### ***D.1 Freight Rail Infrastructure Funding in Adjacent States***

#### **D.1.1 Freight Rail Infrastructure Funding in Ohio**

Ongoing support for rail freight infrastructure in Ohio is provided primarily through the Ohio Rail Development Commission (ORDC), which administers the Ohio Rail Assistance Program. In general, grants through this program are reserved for cases where there is an extraordinary need. Loans are provided with flexible interest rates and terms. Specific elements of the Ohio Rail Assistance Program include the

- ORDC Freight Development/Rail Spur Program which provides assistance to companies for new rail or rail-related infrastructure;
- ORDC Railroad Rehabilitation Program which provides assistance to public and private entities for the rehabilitation of rail lines in the state to improve safety and operating efficiency;
- ORDC Rail Line Acquisition Program, which provides assistance for the acquisition of rail lines to prevent the cessation of service, preserve the line or right of way for future rail development, or enhance a rail line's viability.

These three programs are funded through Ohio General Fund appropriations. Available funding is generally about \$1.6 million per year for all three programs.

ORDC and the Ohio Department of Transportation (ODOT) also provide supplemental funding to alleviate highway-rail at-grade crossing hazards, in addition to the FHWA Highway Safety Improvement (Section 130) and other Surface Transportation Programs. In some instances, grade crossing safety improvements are also provided through the state funded Supplemental Assistance Program administered by the Public Utilities Commission of Ohio.

The Ohio Department of Development has also established, in cooperation with ODOT and ORDC, the Logistics and Distribution Stimulus Program, which is a \$100 million loan program for eligible transportation, logistics, and infrastructure projects in the State. Eligible capital infrastructure projects include road, rail, air and port improvements that expand connectivity to

logistics and/or intermodal centers, reduce chokepoints and freight bottlenecks, enhance the flow of freight and/or improve access to new markets for Ohio businesses.

### **D.1.2 Freight Rail Infrastructure Funding in Illinois**

The Illinois Rail Freight Program was originally created as a grant program, but the Illinois Department of Transportation shifted to a loan policy to stretch limited funding resources. The funding source of the program consists of: State General Revenue Funds; the Federal Rail Freight Loan Repayment Fund, which holds federal funds that were loaned and repaid to the state; and the State Loan Repayment Fund, which holds state funds that were loaned and repaid to the state. Funding available in Fiscal Year 2011 for the Rail Freight Program totals \$3,745,000, of which 28 percent is in Federal Loan Funds, and 72 percent is in State Loan Funds.

The Illinois Grade Crossing Protection Fund (GCPF) was created by the Illinois General Assembly to assist local jurisdictions (counties, townships and municipalities) to fund safety improvements at highway-rail crossings on local roads and streets. These funds cannot be used for safety improvements at highway-rail crossings located on the state road or highway system. Each month \$2.25 million in state motor fuel tax receipts is transferred from the Motor Fuel Tax fund to the Grade Crossing Protection Fund. This provides the GCPF with \$27 million annually to be used for safety improvements at highway/rail grade crossings.

### **D.1.3 Freight Rail Infrastructure Funding in Michigan**

The Michigan Rail Loan Assistance Program (MiRLAP) is a revolving loan program aimed to promote economic development by preserving and improving Michigan's rail freight infrastructure. The program offers no-interest loans and covers up to 90 percent of a project's eligible costs. Between 1997 and 2010, \$7.2 million was appropriated for the fund. The MiRLAP has been indefinitely suspended, and the balance of the fund was transferred to help address the General Fund shortfall in 2010.

The State Infrastructure Bank (SIB) can offer loans for rail projects, but this program requires that loans be secured by appropriate collateral and charges three percent interest.

The Freight Economic Development Program (FEDP) offers low interest loans to improve or provide rail service, generally as a component of an economic development incentive package. There is a five year repayment period, but the loan amounts can be forgiven if the new rail infrastructure generates traffic above an expected volume. Between 1995 and 2006 the state invested over \$14 million in this fund.

The Local Grade Crossing Program (LGCP) provides assistance to railroads and local governments for improvements to public highway-rail at-grade crossings. Existing funding levels allow for 40 railroad crossing safety projects per year. The Trunkline Railroad Crossing Program finances improvements to surface and warning devices at state highway crossings. Combined,

the LGCP and the Trunkline Crossing program are funded at between \$12 million and \$8 million per year.

### D.1.4 Freight Rail Infrastructure Funding in Kentucky

In 2009 the Kentucky legislature established the Kentucky Shortline Assistance Program, which is aimed at improving, expanding, or rehabilitating rail lines of Class II and Class III carriers. This program is funded at about \$2 million per year and so far has primarily consisted of grants. The Kentucky Transportation Cabinet administers federal Section 130 rail-highway crossing funds but does not appear to have a separate state program aimed at improving highway-rail at-grade crossings

### D.1.5 State Freight Program Comparison Summary

Exhibit D-1: Comparison of State Freight Rail Programs

	Indiana	Ohio	Illinois	Michigan	Kentucky
Program Type	Grant	Primarily loan	Loan	Loan	Grant
Estimated Annual Funding	\$1.6 million	\$1.6 million	\$3.7 million	Funding suspended	\$2 million
Class I eligibility	No	Yes	State-Yes, Federal-No	Yes	No
Class II & III miles <sup>1</sup>	1,570	2,031	1,449	2,015	490
State Crossing Program	Yes	Yes	Yes	Yes	No
Estimated State Crossing Funds	\$600,000	\$1.2 million	\$27 million	\$8-12 million	NA
Public Grade Crossings	5,917	5,806	7,814	4,978	2,359

## D.2 Intercity Passenger Rail Funding in Adjacent States

Of the four states bordering Indiana, Michigan and Illinois contract with Amtrak for the operation of trains that supplement the national Amtrak network, while Ohio and Kentucky do not.

### D.2.1 Intercity Passenger Rail Funding in Michigan

Michigan sponsors two daily Amtrak train services, the *Blue Water* between Port Huron-East Lansing and Michigan, and the *Pere Marquette* between Grand Rapids and Chicago. For Fiscal Year 2010, the Michigan Department of Transportation (MDOT) provided Amtrak with about \$7.6 million in subsidies for Amtrak service. Since 1974, MDOT has invested over \$60 million in state funds for passenger-related capital projects. One of MDOT’s largest initiatives is in process as of the completion of this Rail Plan. The Michigan legislature approved a spending bill

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<sup>1</sup> With the exception of Indiana, mileages from the Association of American Railroads.

that would allow the state to purchase and rehabilitate a 138 mile segment from NS between Dearborn and Kalamazoo, MI. The improvements are expected to allow trains to travel up to 110 miles per hour and reduce passenger train trip time between Chicago and Detroit to under 4.5 hours. The bill includes \$358.9 million in federal funds, \$20.5 million in private and local funds, \$18.8 million from Michigan's comprehensive transportation fund.

### **D.2.2 Intercity Passenger Rail Funding in Illinois**

Illinois provides funding for additional trains on three routes between Chicago and Downstate Illinois, including

- *Lincoln Service* which provides four daily round trips between Chicago-Bloomington/Normal-Springfield-St. Louis;
- *Saluki and Illini* service, which provides two daily round trips between Chicago-Champaign-Carbondale; and,
- *Carl Sandburg* and *Illinois Zephyr* services which provide two daily round trips between Chicago-Galesburg-Quincy

In addition, Illinois jointly supports with Wisconsin the *Hiawatha* Service which provides seven daily round trips between Chicago and Milwaukee. As of Fiscal Year 2008, the latest year for which data is available, Illinois funding for the four routes listed above was \$28 million. Overall ridership on the Illinois state sponsored trains increased by 65 percent between FY 2006 and FY 2009. The ridership increase between FY 2006 and FY 2008 was 53 percent.

## Appendix E: Compliance with Federal Requirements for State Rail Plans

The Indiana State Rail Plan is deemed to be consistent with Federal law as amended by the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. The table below describes the minimum requirements under PRIIA and the relevant sections within the Indiana State Rail Plan that address each requirement.

**Table E-1: State Rail Plan Requirements and Where They are Addressed in the Indiana State Rail Plan**

State Rail Plans shall, at a minimum, contain the following:	Relevant sections of the Plan addressing the requirement
An inventory of the existing overall rail transportation system and rail services, and facilities within the State and an analysis of the role of rail transportation within the State's surface transportation system	Section 1.1 – The Rail System's Role in Indiana Section 2.7 – Indiana Rail Studies Chapter 3 – Indiana Rail System Profile Chapter 4 – Indiana Rail Freight Traffic Profile Section 5.1 – Indiana's Role within the National Intermodal Network Section 5.4 – Non-Containerized Truck/Rail Facilities Section 5.5 - Maritime Facilities Chapter 8 – Rail Passenger Service in Indiana
A review of all rail lines within the State, including proposed high-speed rail corridors and significant rail line segments currently not in service.	Chapter 10 – Review of Indiana Rail Lines Chapter 8 – Rail Passenger Service in Indiana Chapter 9 – Proposed Passenger Rail Service Appendix A – Stakeholder Outreach Report
A statement of the State's passenger rail service objectives, including minimum service levels, for rail transportation routes in the State.	Section 1.3 – State Rail Plan Vision and Stakeholder Considerations Section 9.3 – Passenger Rail Service Objectives
A general analysis of rail's	Chapter 6 - Impacts of Freight Rail

State Rail Plans shall, at a minimum, contain the following:	Relevant sections of the Plan addressing the requirement
<p>transportation, economic, and environmental impacts in the State, including congestion mitigation, trade and economic development, air quality, land use, energy use, and community impacts.</p>	<p>Transportation                      Section 1.3 – State Rail Plan Vision and Stakeholder Consultation                      Appendix A – Stakeholder Outreach Report</p>
<p>A long-range rail investment program for current and future freight and passenger infrastructure in the State.</p>	<p>Chapter 11 – Indiana’s Rail Investment Program                      Appendix B – Long Range Investment Program                      Appendix C – Short Range Investment Program</p>
<p>A statement of public financing issues for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, state taxation, and other financial policies relating to rail infrastructure development.</p>	<p>Section 2.4 – State Rail Funding in Indiana                      Section 2.5 – Federal Rail Programs and Funding Options                      Section 2.6 – Rail-Related Legislative Proposals                      Chapter 11 – Indiana’s Rail Investment Program                      Appendix A – Stakeholder Outreach Report                      Appendix B – Long Range Investment Program</p>
<p>An identification of rail infrastructure issues within the State that reflects consultation with all relevant stakeholders</p>	<p>Section 1.3 – State Rail Plan Vision and Stakeholder Consultation                      Section 4.4 – Rail Freight Traffic Trends                      Section 4.5 – Rail Freight Traffic Forecasts                      Section 4.6 – Industry Developments that Could Impact Major Rail Commodities                      Chapter 10 – Review of Indiana Rail Lines                      Appendix A – Stakeholder Outreach Report</p>
<p>A review of major passenger and freight intermodal rail connections and facilities within the State, including seaports, and prioritized options to maximize service integration and efficiency between rail and other modes of transportation within the State.</p>	<p>Chapter 5 - Role of Indiana’s Freight Rail System in the State’s Intermodal Network                      Section 8.1.3 - Existing Intercity Passenger Rail System Routes - Stations                      Section 8.2.5 Commuter Rail Service - Stations</p>

State Rail Plans shall, at a minimum, contain the following:	Relevant sections of the Plan addressing the requirement
<p>A review of publicly funded projects within the State to improve rail transportation safety and security, including all major projects funded under section 130 of title 23.</p>	<p>Section 2.2 – Indiana DOT’s Rail Organization and Roles</p> <p>Section 2.3 - Public Sector Funding in Indiana</p> <p>Section 2.4 – State Rail Funding in Indiana</p> <p>Section 2.5 – Federal Rail Programs and Funding Options</p> <p>Section 7.1 – Rail Safety</p> <p>Section 7.2 – Rail Security</p> <p>Section 10.5 – Grade Crossings</p> <p>Appendix B – Long Range Investment Program</p> <p>Appendix C – Short Range Investment Program</p>
<p>A performance evaluation of passenger rail services in the State, including possible improvements in those services, and a description of strategies to achieve those improvements.</p>	<p>Section 2.7 – Indiana Rail Studies</p> <p>Section 8.1.4 – Existing Intercity Passenger Rail System Routes – Performance Evaluation</p> <p>Section 8.2 – Commuter Rail Services</p> <p>Chapter 9 – Proposed Passenger Rail Service</p> <p>Section 11.2 – Indiana’s Rail Passenger Investment Plan</p>
<p>A compilation of studies and reports on high-speed rail corridor development within the State not included in a previous plan under this subchapter, and a plan for funding any recommended development of such corridors in the State.</p>	<p>Section 2.7 – Indiana Rail Studies</p> <p>Section 2.8 – Indiana’s Involvement in Multi-State Planning</p> <p>Section 9.1 – Intercity and High Speed Rail Plans</p> <p>Appendix B – Long Range Investment Program</p> <p>Appendix C – Short Range Investment Program</p>
<p>A statement that the State is in compliance with the requirements of section 22102 which states that: “A state is eligible to receive financial assistance under this chapter only when the Secretary of Transportation prescribes under this chapter and the</p>	<p>Section 2.1 – Indiana’s Legislative Rail Authority</p> <p>Section 2.2 – Indiana DOT’s Rail Organization and Roles</p> <p>Section 2.3 Public Sector Rail Planning in Indiana</p>

State Rail Plans shall, at a minimum, contain the following:	Relevant sections of the Plan addressing the requirement
<p>Secretary decides that:</p> <p>The state has an adequate plan for rail transportation in the state and suitable process for updating, revision, and modifying the plan.</p> <p>The state plan is administered or coordinated by a designated state authority and provides for a fair distribution of resources.</p> <p>The state authority:</p> <ul style="list-style-type: none"> <li>a. is authorized to develop, promote, supervise, and support safe, adequate, and efficient rail transportation;</li> <li>b. employs or will employ sufficient qualified and trained personnel;</li> <li>c. maintains or will maintain adequate programs of investigation, research, promotion, and development with opportunity for public participation; and</li> <li>d. is designated and directed to take all practicable steps (by itself or with other state authorities) to improve rail transportation safety and reduce energy use and pollution related to transportation</li> </ul> <p>The state has ensured that it maintains or will maintain adequate procedures for financial control, accounting, and performance evaluation for the proper use of assistance provided by the United States Government.”</p>	
<p>A long-range rail investment program included in a state rail plan shall, at a minimum, include the following matters:</p> <p>A list of any capital projects expected to be undertaken or supported in</p>	<p>Chapter 11 – Indiana’s Rail Investment Program</p> <p>Appendix B - Long Range Investment Program</p> <p>Appendix C – Short Range Investment Program</p>

State Rail Plans shall, at a minimum, contain the following:	Relevant sections of the Plan addressing the requirement
<p>whole or in part by the state.</p> <p>A detailed funding plan for those projects.</p> <p>The list of rail capital projects shall contain:</p> <ul style="list-style-type: none"> <li>a. a description of the anticipated public and private benefits of each such project; and</li> <li>b. a statement of the correlation between: 1. Public funding contributions for the projects; and 2. The public benefits.</li> </ul> <p>In preparing the list of freight and intercity passenger rail capital projects, a state rail transportation authority should take into consideration the following matters:</p> <ul style="list-style-type: none"> <li>a. contributions made by non-Federal and non-state sources through user fees, matching funds, or other private capital involvement;</li> <li>b. rail capacity and congestion effects;</li> <li>c. effects on highway, aviation, and maritime capacity, congestion, or safety;</li> <li>d. regional balance;</li> <li>e. environmental impact;</li> <li>f. economic and employment impacts, and</li> <li>g. projected ridership and other service measures for passenger rail projects.</li> </ul>	