

Indiana Multimodal Freight & Mobility Plan Project Update

presented to

**Mississippi Valley Freight Coalition
Kansas City, Missouri**

presented by

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April 16, 2009



Indiana Multimodal Freight & Mobility Plan

Scope of Work

- **Identify Existing and Future Conditions**
 - Supply and Demand
 - Policy and Issues
 - Passenger Rail
- **Identify Freight Transportation Gaps & Needs**
- **Establish Methodology to Evaluate & Prioritize Freight Projects**
- **Explore Funding Sources**
- **Establish Implementation & Action Plan – include in Long-range plan**



Existing & Future Conditions

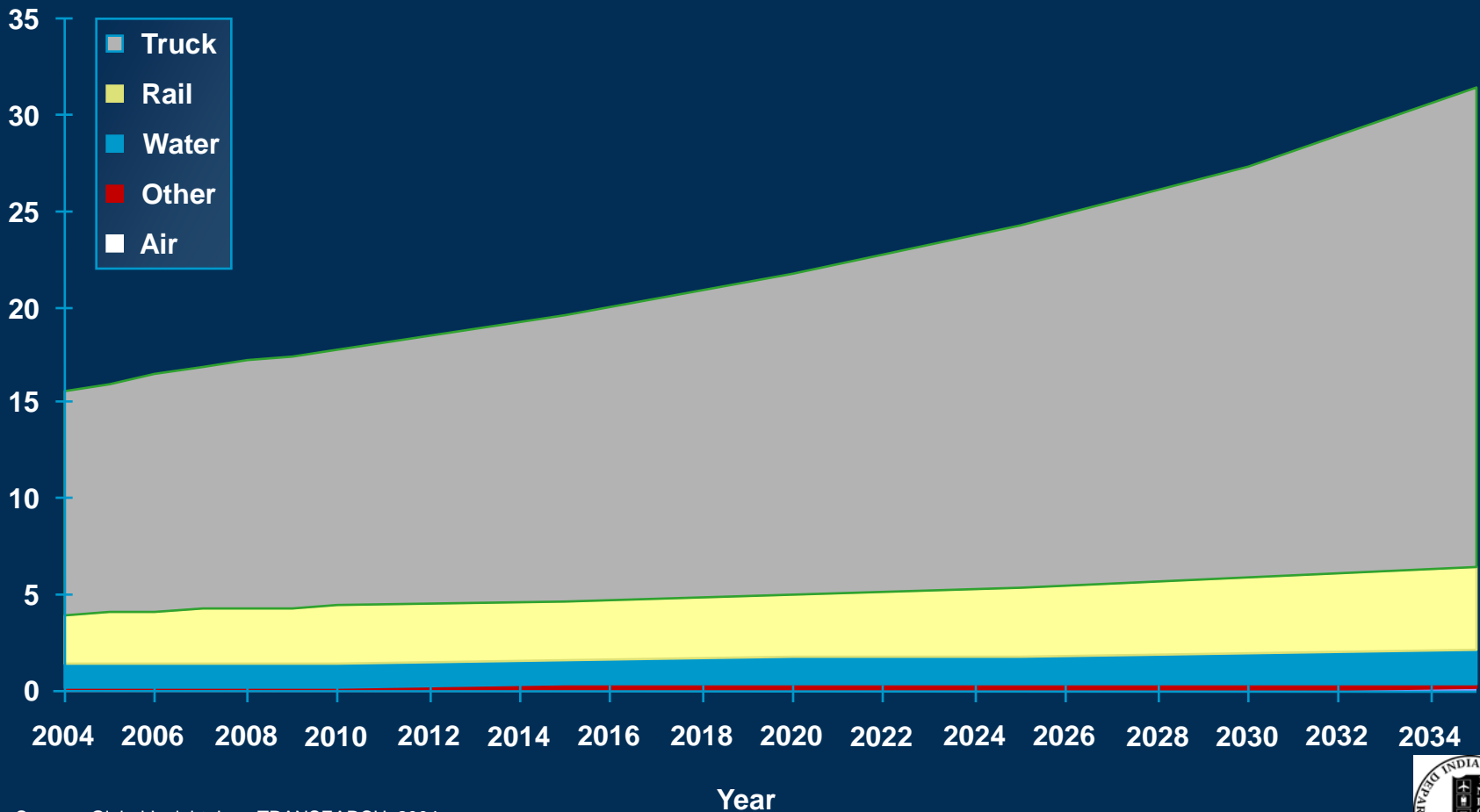
Key Issues from Stakeholder Interviews

- **Truck parking**
- **24-hour distribution of freight movement / deliveries**
- **Increasing highway congestion**
- **Availability of skilled labor**
- **Rail connectivity to west coast that can bypass Chicago**
- **Connectivity between (rail) operators and modes**
- **Funding / support for intermodal facilities (several potential locations have been identified)**
- **Significant % of pass-through rail traffic in Indiana**
- **Growth potential for freight generating uses around Indianapolis International Airport**
- **Increased opportunities for ports**



National Freight Transportation Demand at an All-Time High and Growing

Net Freight Tons (in Billions)

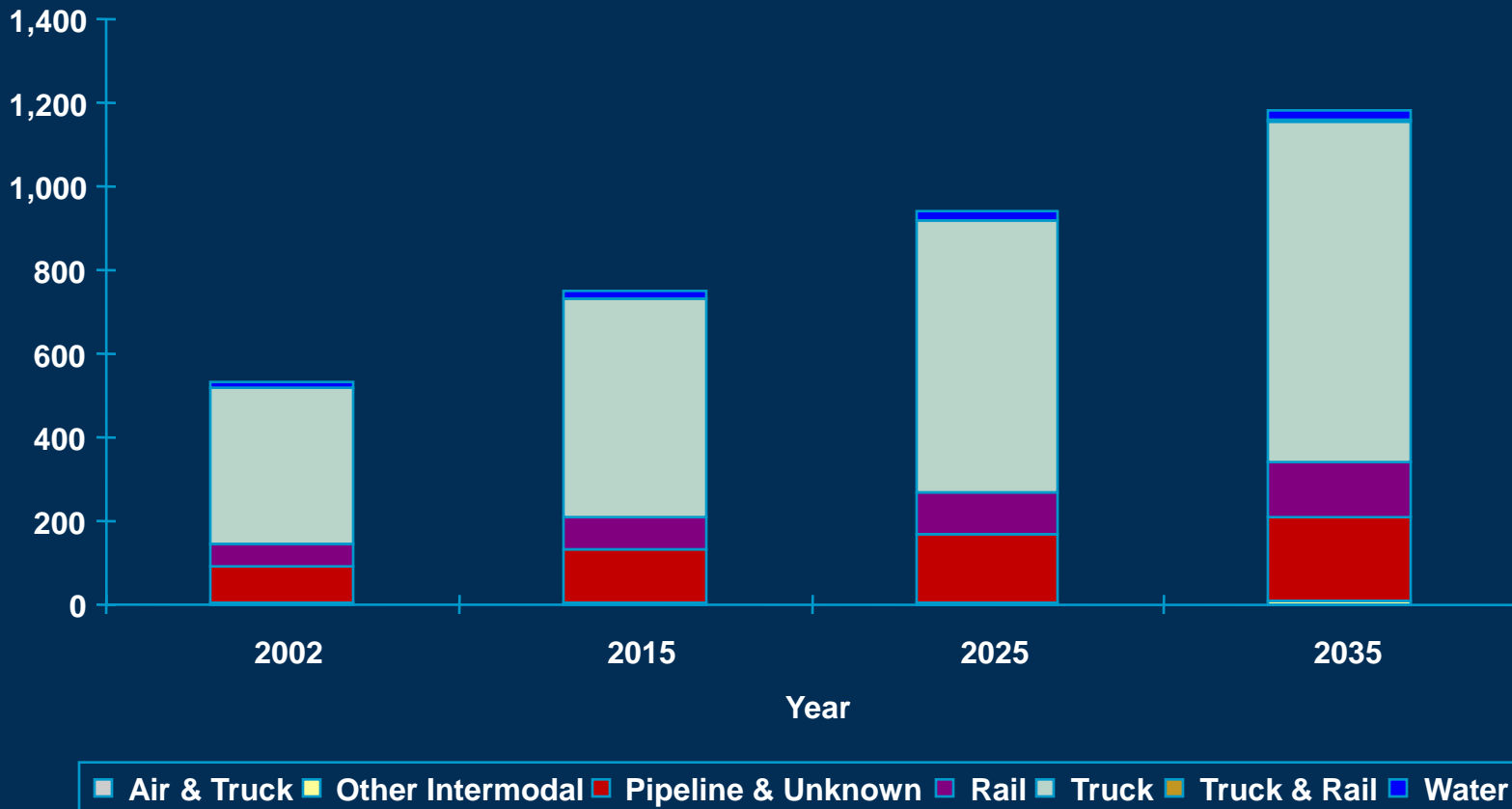


Source: Global Insight, Inc., TRANSEARCH, 2004



Freight Tonnages by Transportation Mode Inbound to Indiana

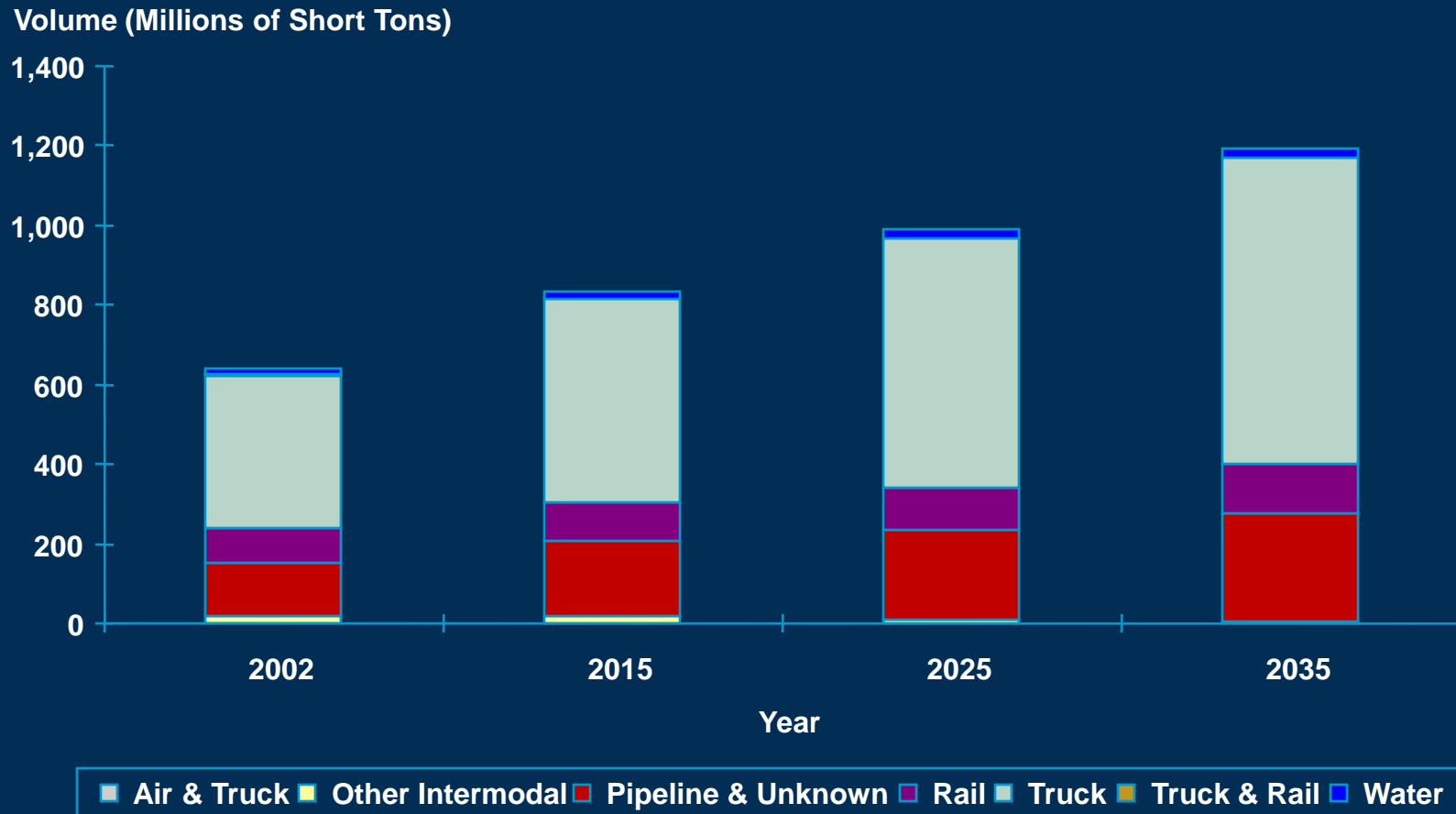
Volume (Millions of Short Tons)



Source: FHWA Freight Analysis Framework Version 2.2



Freight Tonnages by Transportation Mode Outbound from Indiana



Source: FHWA Freight Analysis Framework Version 2.2



Indiana Truck Commodity Flow Origins (2002, 2035)



Indiana Truck Commodity Flow Destinations (2002, 2035)

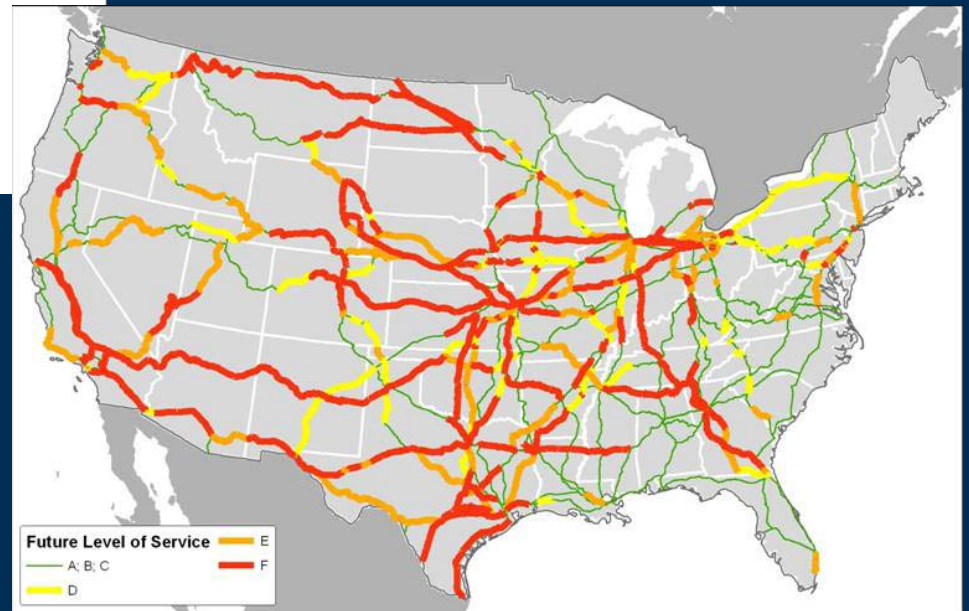
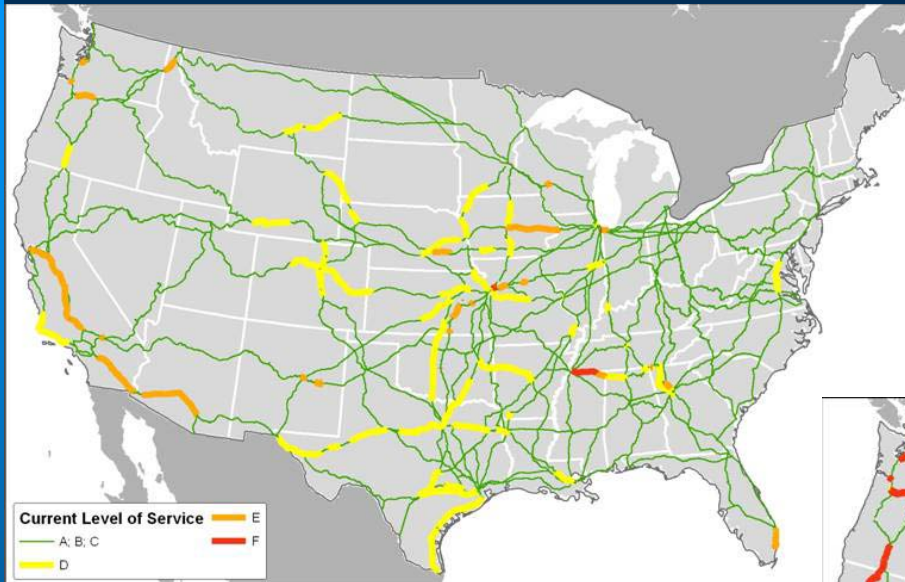


Indiana's Rail Network

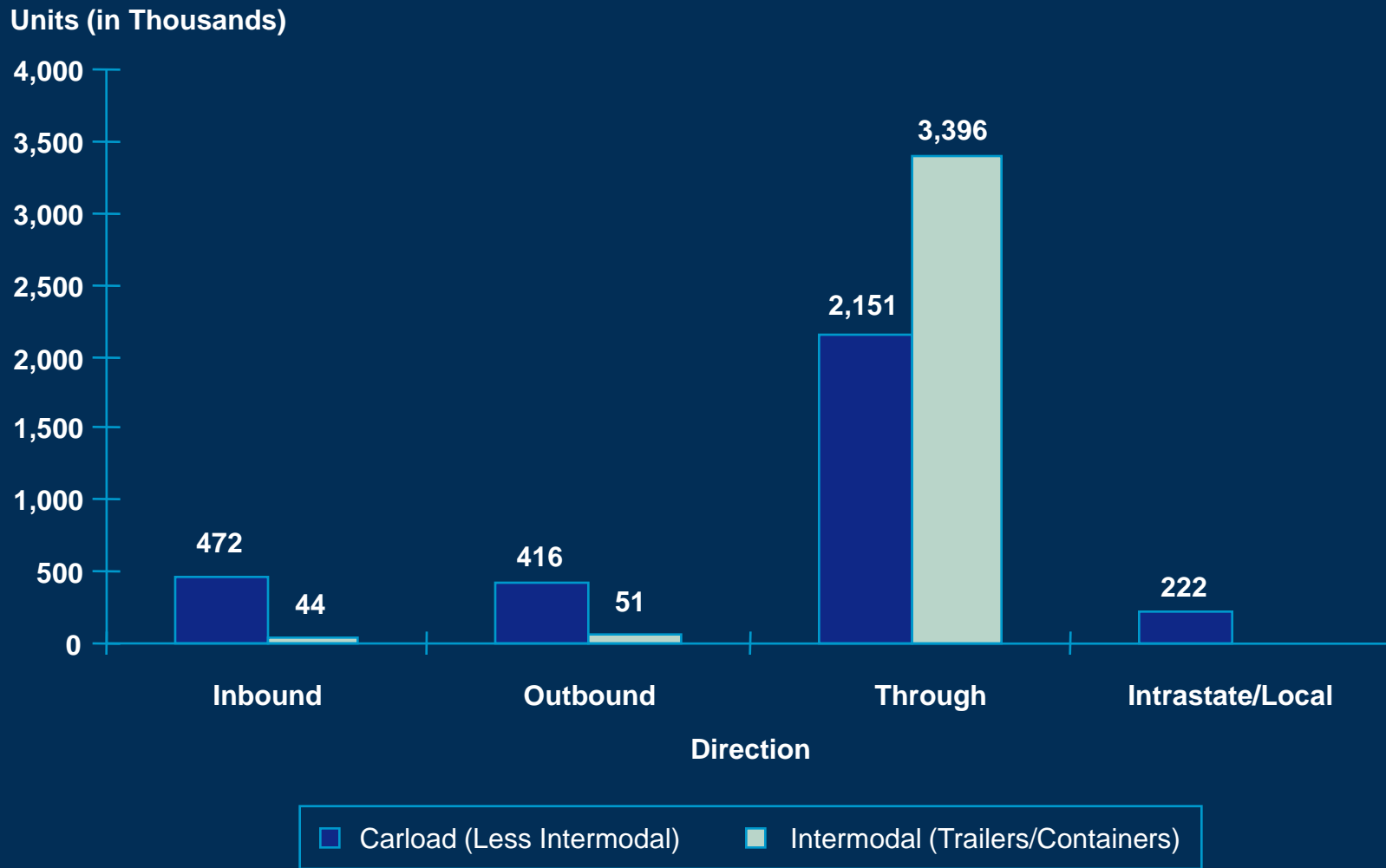
40 Freight railroads operating on 4,165 miles. Hauled 298 million tons in 6.8 million railcars. (Source: AAR 2005 data)



Current and Projected Rail Levels of Service (2007, 2035)

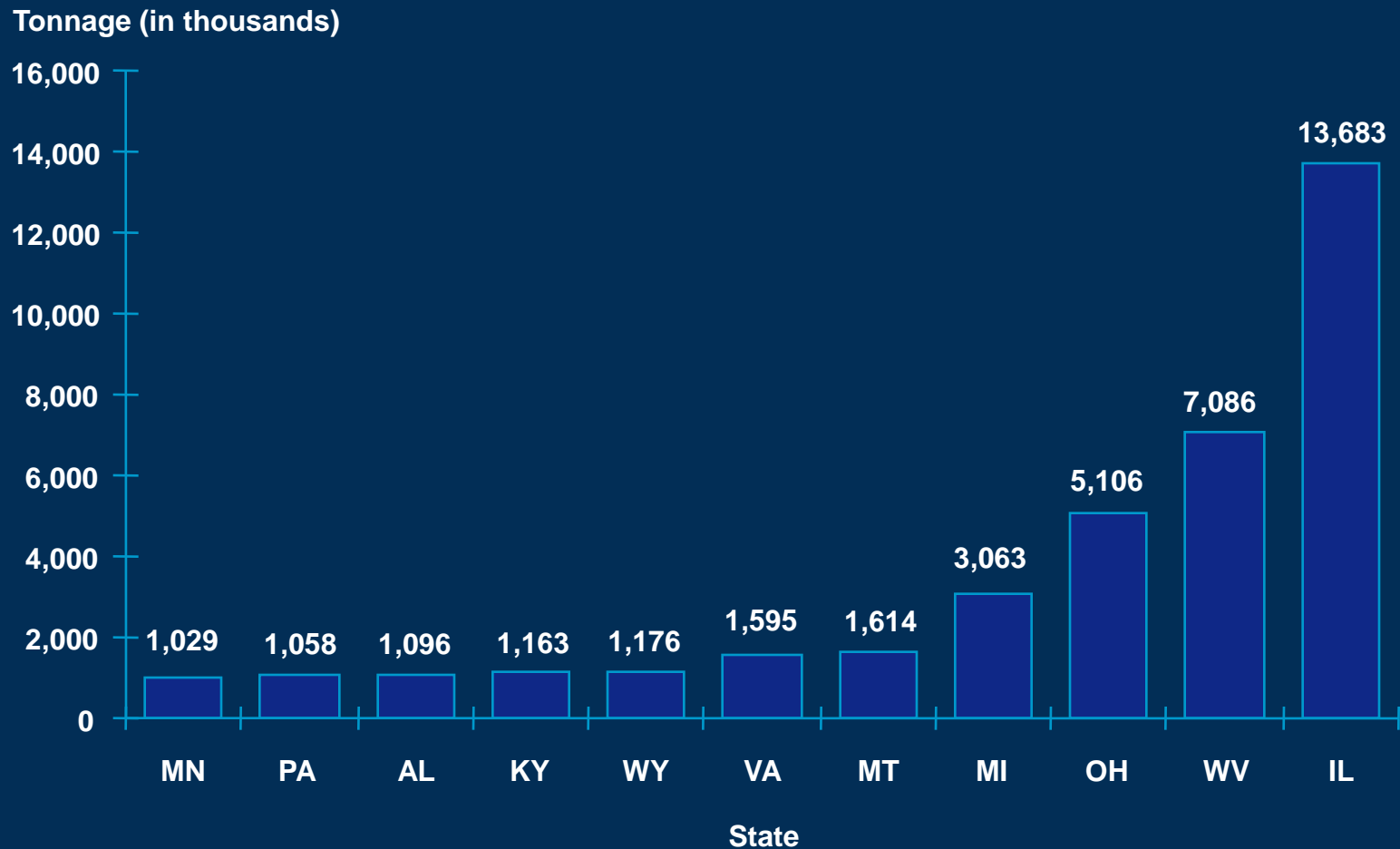


Indiana Rail Carload and Intermodal Movements by Direction (2005)



Indiana's Trading Partners

Inbound Rail Tonnage by Origin State (2005)



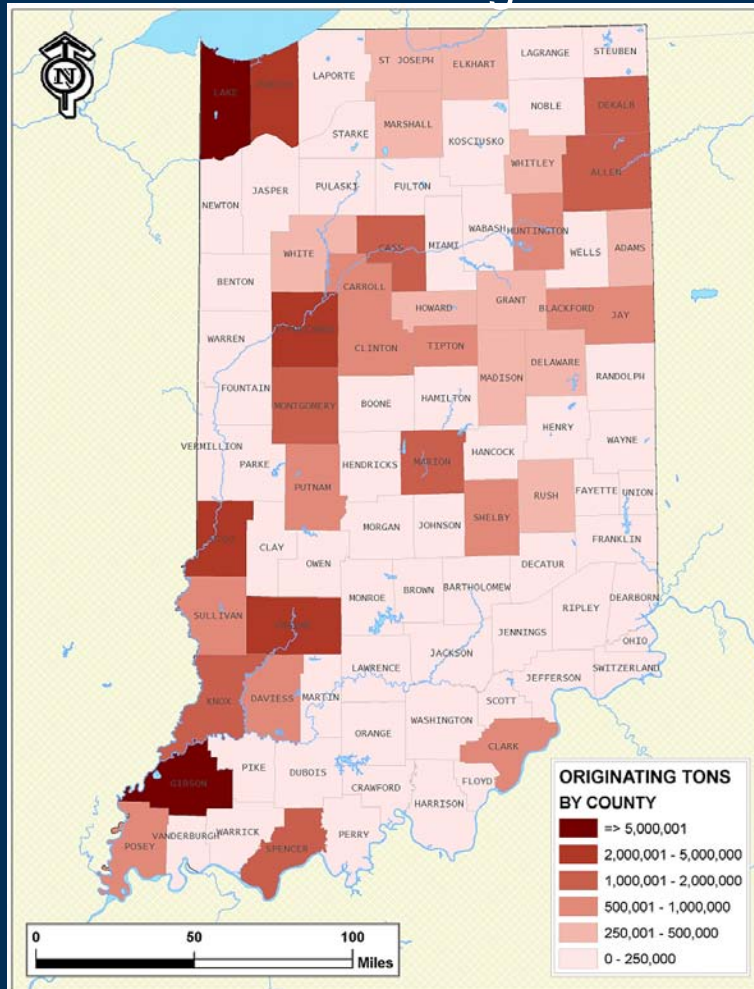
Indiana's Trading Partners

Outbound Rail Tonnage by Destination State (2005)

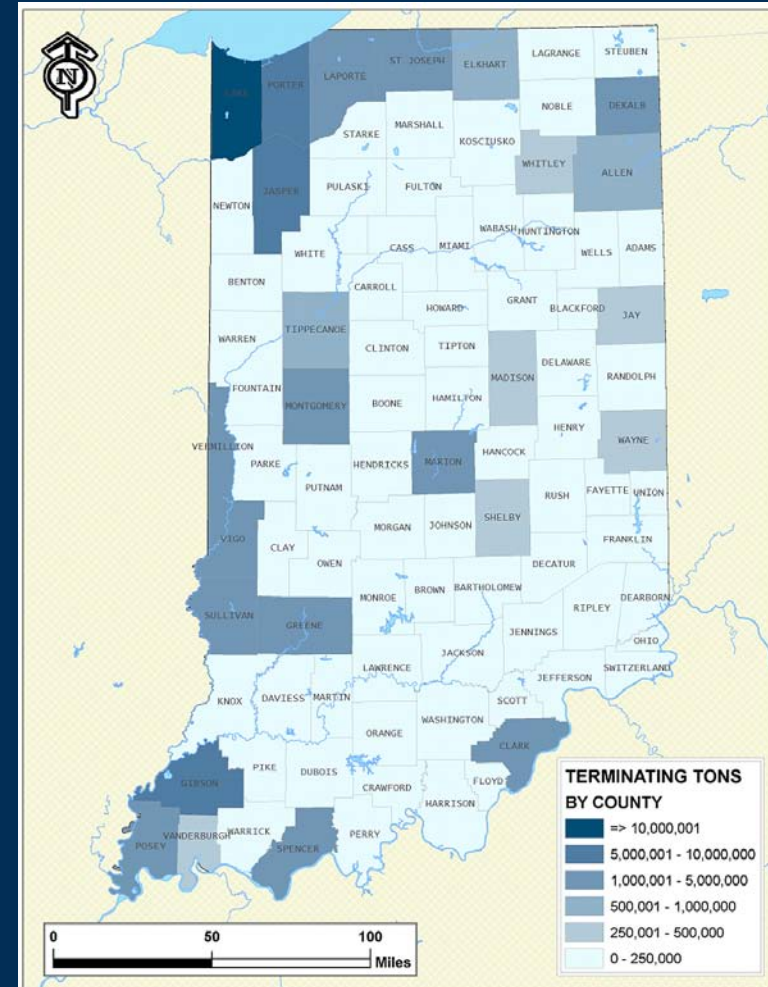


Indiana Inbound & Outbound Rail Commodity Flows by County (2005)

Outbound Origins



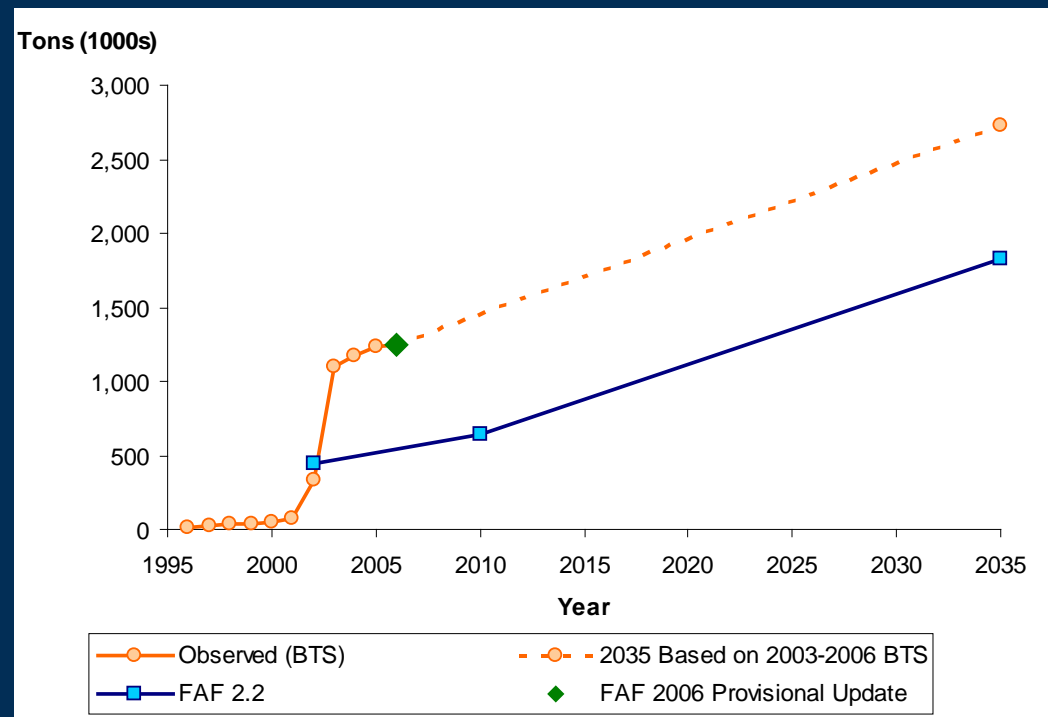
Inbound Destinations



Air Cargo in Indiana

Commercial and G.A. Airports with Freight Activity in 2005 or 2006

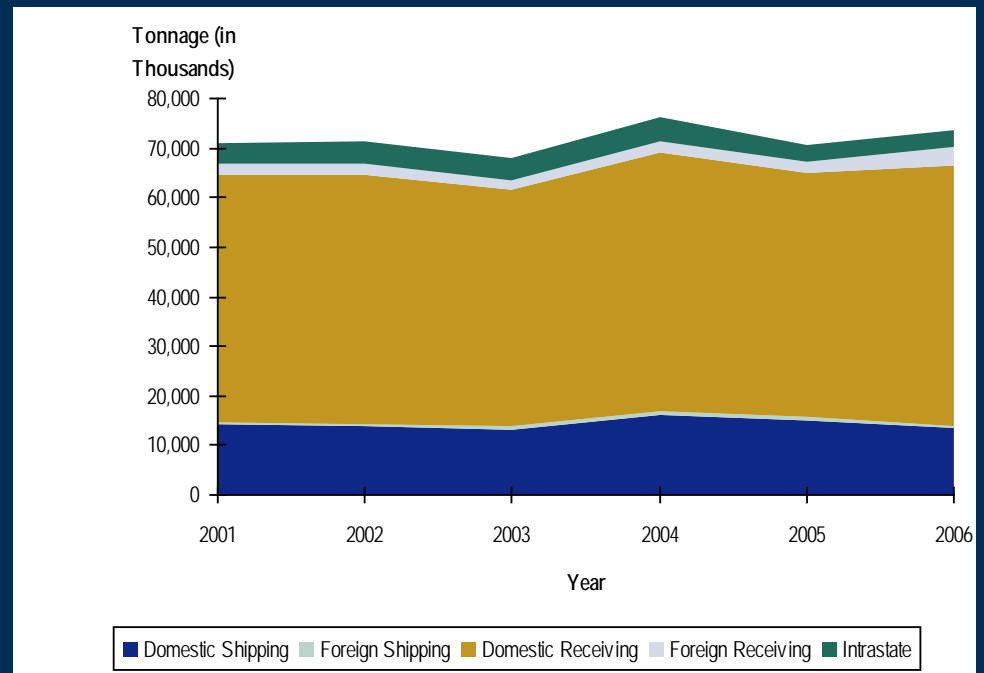
Indiana's Air Cargo Forecasts



Marine Cargo in Indiana

Indiana's Marine Port Facilities

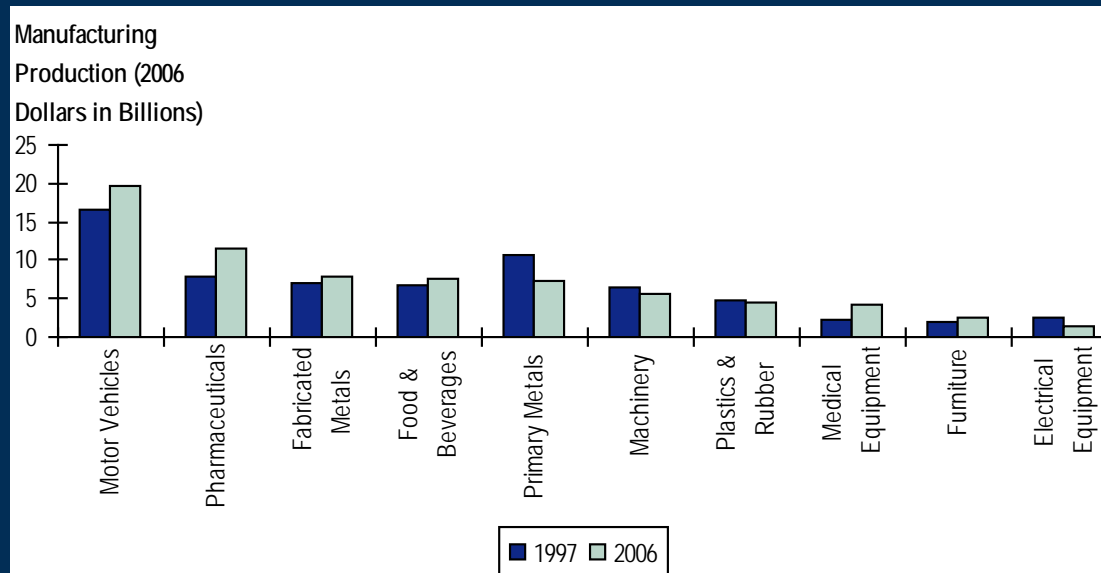
Indiana's Waterborne Freight Flows (2001-2006)



Indiana's Manufacturing Industry

- Manufacturing industry represents:
 - 18% of Indiana's jobs, compared to 10% nationwide
 - 28% of the Gross State Product, compared to 12% of U.S. Gross Domestic Product

Value of Indiana Manufacturing Production by Industry (1997-2006) *In 2006 Dollars*



Agriculture Industry

- **Indiana Ranks:**

- 9th in value of crops sold
- 5th in corn production
- 14th in value of food products output

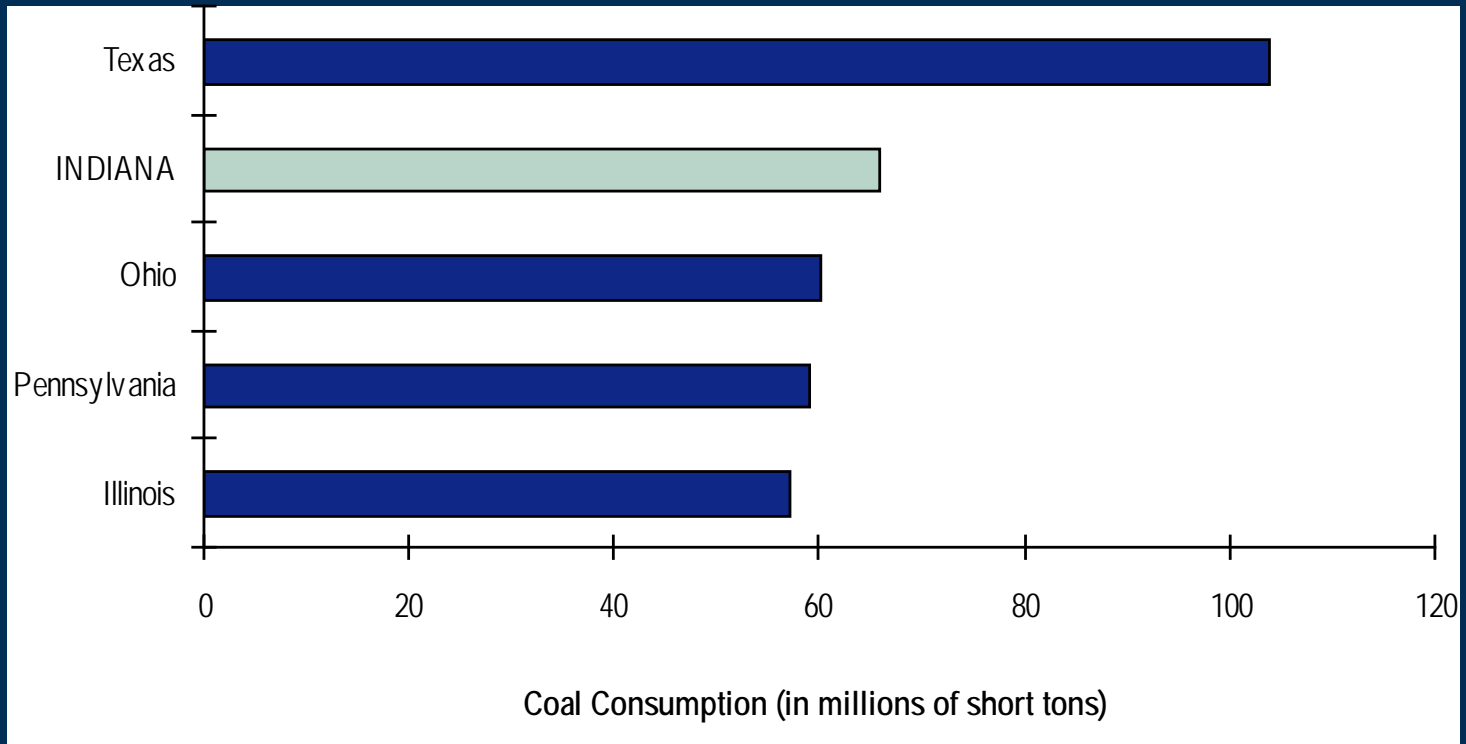
Market Value of Crops Sold, Top 10 States, 2006

	Value (In Billions of Dollars)	Share of United States
California	23.7	20.1%
Illinois	7.2	6.1%
Iowa	6.9	5.9%
Florida	5.7	4.8%
Texas	5.2	4.4%
Minnesota	5.0	4.2%
Washington	4.5	3.8%
Nebraska	4.2	3.5%
INDIANA	3.9	3.3%
Ohio	3.5	3.0%
<i>United States</i>	<i>118.0</i>	<i>100.0%</i>



Indiana's Energy Industry

Top Coal Consuming States (2006)



Source: National Mining Association and U.S. Energy Information Administration, 2006



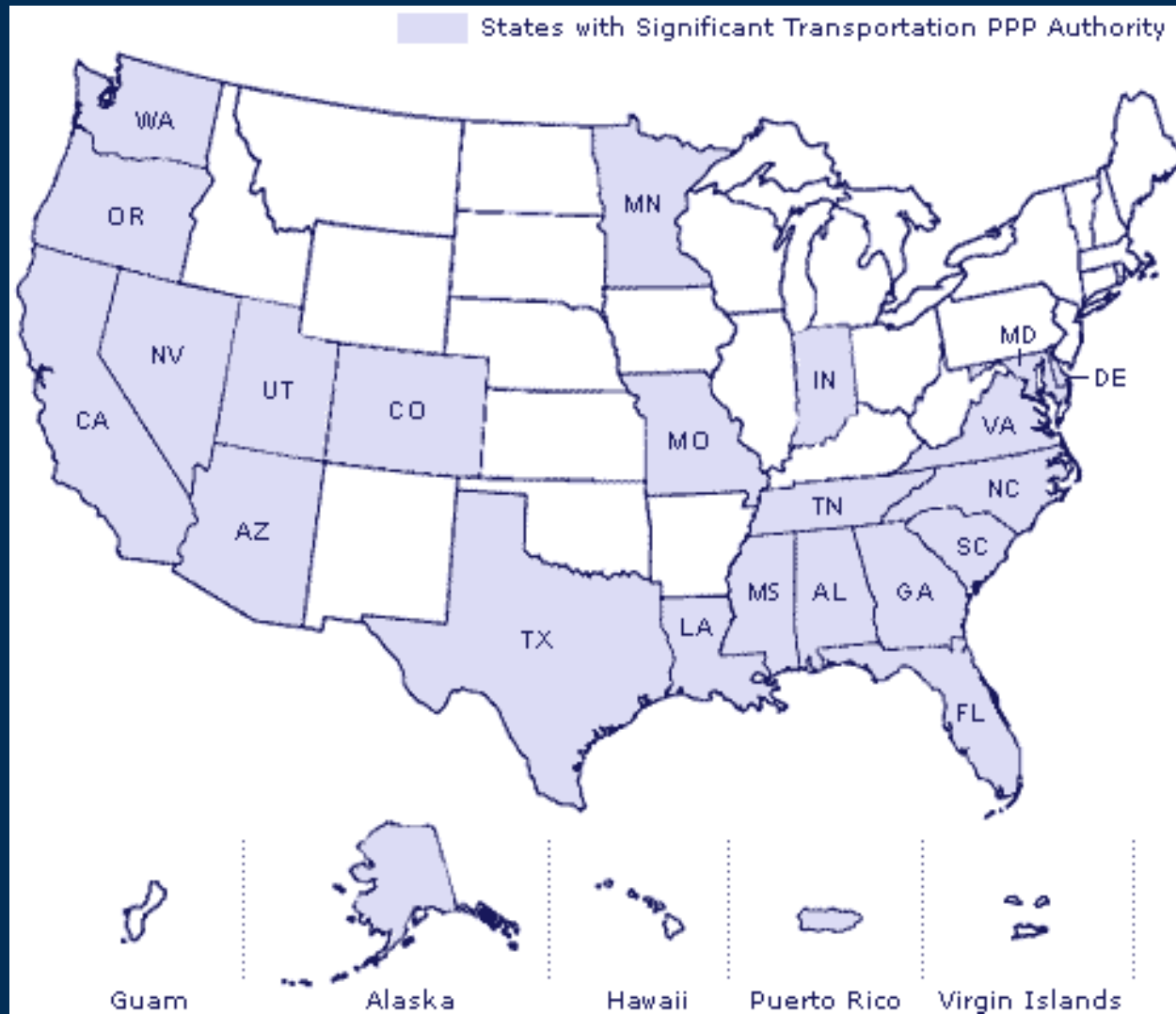
Freight Related Policy

- Existing Freight Planning Activities
- Roles of the MPOs
- Funding
- Private Sector Involvement
- Legislative Mandates



Legislative Mandates

- Public/Private Partnerships



Legislative Mandates

- Illiana Expressway



Legislative Mandates

- Corridors of the Future



Source: U.S. DOT



Additional Legislative Mandates

- **Corridor Protection**
- **Truck Size & Weight**
- **Truck Routes**
- **Hazardous Material Restrictions**
- **Truck Parking**
- **Delivery Time Restrictions**



Policy Recommendations

- **Based on Seven Principles for Successful Freight Planning**
 - **Freight Technical Lead**
 - **Freight System Understanding**
 - **Linking Freight to Transportation Planning & Programming**
 - **Understanding Freight Data Needs**
 - **Stakeholder Outreach**
 - **Freight Training & Education**
 - **Advocacy**



Initial Findings

- + Indiana's Freight dependent industries are healthy and growing (representing a larger % of GSP than the national average)**
- + Due to its strategic location, proximity to large consumer markets, and excellent transportation network, Indiana is well poised for economic growth**
- + Indiana's air and marine freight industries are vibrant with capacity to expand**
- Indiana lacks efficient rail service to/from the West, as well as north-south linkages for bulk commodities**
- Indiana's distribution potential is limited due to rail service limitations**
- Indiana's lack of intermodal facilities limits its ability to benefit from commodities moving "through" the state**
- Lack of east-west roadways in the northern portion of the state results in delays in the movement of freight around the Chicago metropolitan area**
- Indiana's urban areas are beginning to experience congestion, which can be expected to worsen in the future without infrastructure improvements**
- Lack of Ohio River crossings limits access to Southern Indiana, hindering industry/port development**



What This Means for Indiana

- Trucks are competing with passenger vehicles for capacity on Indiana's major highways, particularly in urban areas.
- Future congestion on Interstate routes could lead to increased truck volumes on arterials.
- Railroads are operating near capacity, with significant investment needed to maintain market share in the future.
- The result will be increased congestion and delay which affect both passenger transportation and regional commerce.
- Due to limited rail service between IN and the western US, a significant portion of both inbound and outbound rail commodity tonnages are transferred between carriers and modes in Chicago.
- Indiana is well positioned for growth in the sectors that are dependent on freight goods movement. In order for this growth to occur, Indiana's infrastructure must be able to keep pace.



For More Information, Contact.....

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INDIANA - We get the *GIST* in Logistics

