

High Speed Rail Presentation to the Joint Committee on Mass Transit & Transportation Alternatives

Indiana High Speed Rail Association
Roger D. Sims, Chairman
September 30, 2009

A Railroad Story

- How much concern would we feel for 12 shippers along a nearly abandoned railroad right of way?
 - Would we help them secure the line to help them continue to ship their products & receive their raw materials?
 - Or would say to them – “why not just use trucking & save the hassle.”
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“And now for the rest of the story”

- ❑ Those shippers & former Senator Robert Jackman (& others) fought to keep that rail line – and succeeded!
 - ❑ Because of that rail line (& other factors) Honda decided to build a \$550 million auto plant near Greensburg, Indiana
 - ❑ Without rail access it would NOT have happened
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- ❑ Now Honda will build 200,000 cars (Civic model) annually and employ 2,000
 - ❑ 20 counties surrounding the new plant will benefit
 - ❑ Imagine the economic impact of the new Honda plant
 - ❑ All because there was rail service (80% of all finished autos will ship by rail from that plant)
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Moral of the story

- Don't under estimate the economic power of rail!
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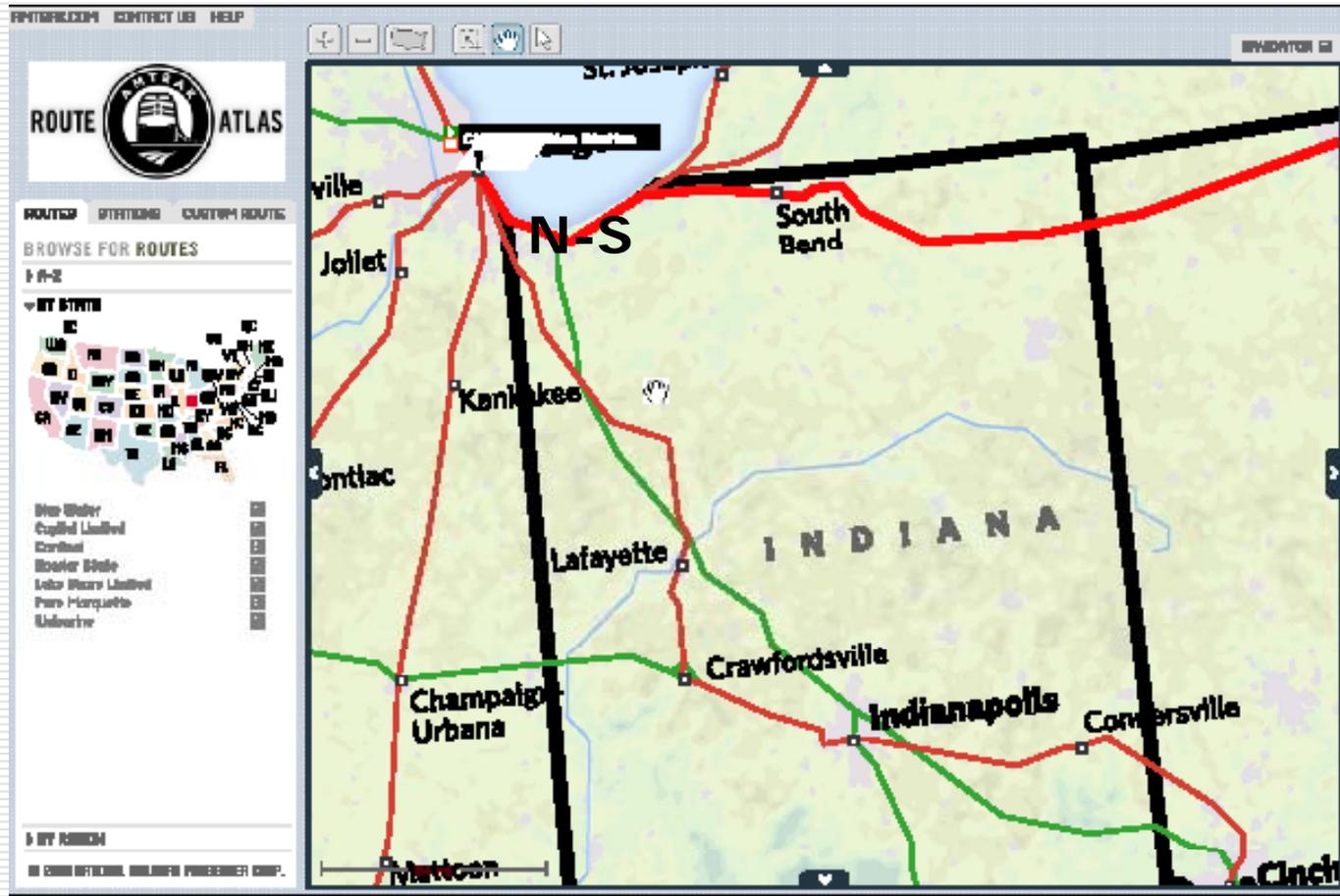
American Recovery and Reinvestment Act of 2009

- ❑ \$8 billion authorized by Congress & the President
 - ❑ Tier 1 – Shovel Ready
 - ❑ Tier 2 – Environmental & Preliminary Engineering efforts
 - ❑ INDOT has applied for one Tier 1 project & will apply for one Tier 2 project by October 2nd
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Tier 1 Project – Indiana Gateway

- ❑ This \$71.4 million project is a capacity mitigation project to improve performance of existing passenger & freight trains between Porter, IN & the state line
 - ❑ It addresses the single most delay-prone intercity rail passenger corridor in the nation as 14 Amtrak trains travel through the corridor daily
 - ❑ A partnership for this project has been formed between INDOT, the N-S railroad & Amtrak
 - ❑ All adjoining states benefit & “approve” of the application
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Indiana Gateway (N-S)

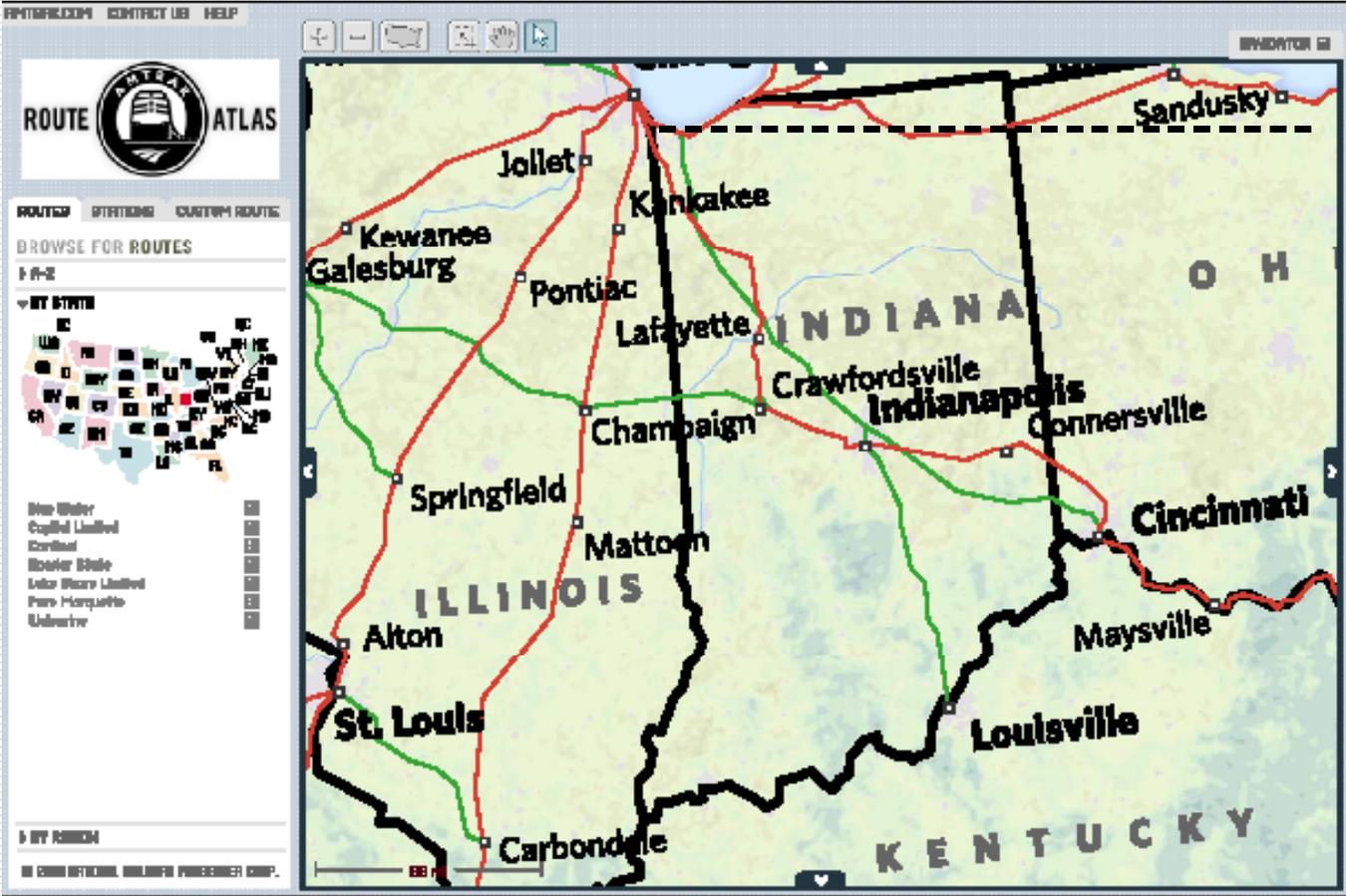


Tier 2 Project – Chicago/Northern Indiana/Toledo/Cleveland

- ❑ Develop this service corridor including the South of the Lake Corridor and connection to the Chicago Terminal Limits Project submitted by IDOT
 - ❑ An alternative route study will be conducted
 - ❑ Phase 1 will be to conduct a Tier 1 PEIS with 5% conceptual engineering analysis of the entire service corridor over 18 months
 - ❑ Phase 2 will include the Tier 2 analysis of segments of independent utility with 30% engineering, station locations, new ridership analysis and financial planning leading to a record of decision and agreement with railroad property owners
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- Phase 3 will be final engineering of the segments
 - Phase 4 will be construction of linked segments and implementation of high speed rail service
 - It is anticipated that Chicago to Toledo will be implemented followed by Toledo to Cleveland
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Chicago/Northern Indiana/Toledo/Cleveland



Broad support for ARRA funding

□ 12 Groups:

- AARP Indiana, INHSRA, Downtown Fort Wayne Economic Improvement District, Indiana Rail Transportation Group, Environmental Law and Policy Center, Midwest Interstate Passenger Rail Commission (Marvin Scott signing as a member of that group), Alliance for Health Promotion, Steel Dynamics, Inc., Hoosier Environmental Council, West Lafayette Go Greener Commission, Indiana Citizens' Alliance for Transit, Greater Lafayette Commerce
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□ 11 Mayors:

- Columbus (Fred Armstrong), Valparaiso (Jon Costas), Greensburg (Gary Herbert), Warsaw (Ernest Wiggins), Hobart (Brian Snedecor), West Lafayette, (John Dennis), Lafayette (Tony Roswarski), Whiting (Joseph Saura), Michigan City (Charles Oberlie), Crawfordsville (Charles Coons), Fort Wayne (Thomas Henry and County Commissioners William Brown, Nelson Peters, Linda Bloom)
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□ 7 Chambers of Commerce:

- Lafayette-West Lafayette,
Crawfordsville/Montgomery County,
Lakeshore, Columbus Area, Shelby
County, Greensburg/Decatur County,
Beech Grove
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Economic impact of system

- ❑ Midwest system cost = \$12.9 billion
 - ❑ System benefits = \$23.1 billion
 - ❑ Favorable benefits to cost = 1.8
 - ❑ Indiana new jobs = 4,540
 - ❑ Household income increase = \$86 million annually
 - ❑ Central Indiana new jobs = 3,120
 - ❑ Household income increase = \$60 million annually
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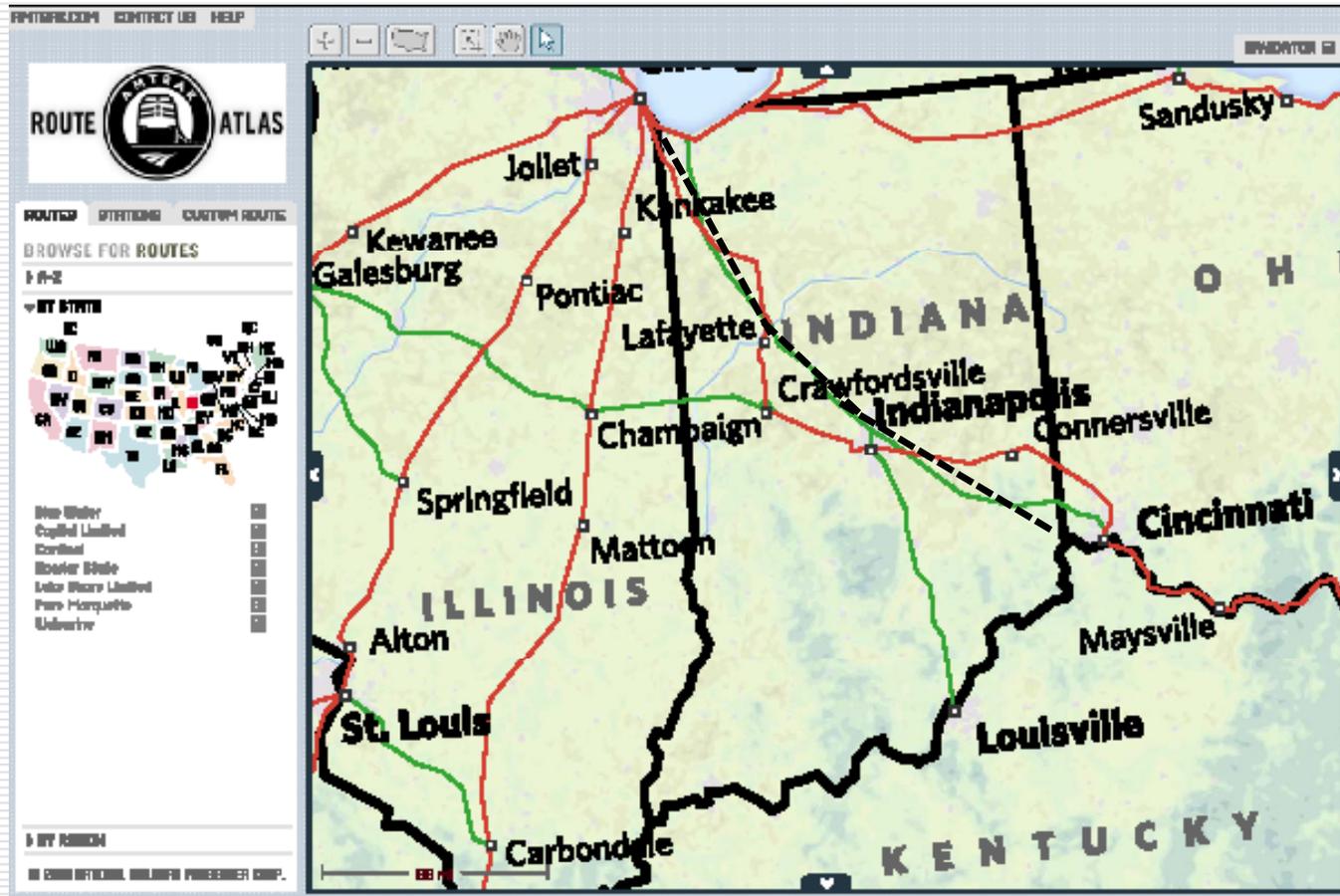
Other benefits to a high speed rail network in Indiana

- Quality of life
 - Mobility
 - Safety
 - Pleasurable travel
 - Environmental
 - Increased home values
 - Increased taxes (more jobs, higher home values, more businesses, etc.)
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Process steps

- ❑ - Alternatives Analysis/Investment Planning
 - ❑ - Preliminary Engineering (PE)
 - ❑ - Environmental Clearance (NEPA, four different levels of possible requirement depending on the situation)
 - ❑ - Final Design
 - ❑ - (Land Acquisition) and Construction
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Chicago/Lafayette/Indianapolis/Cincinnati



Our next steps together

- Support the Governor & INDOT as the application process moves forward
 - Develop a strategy for funding Chicago/Lafayette/Indianapolis/Cincinnati
 - More education of the electorate
 - Continue the dialog with your committee
 - Make high speed rail a priority in the next budget cycle
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