

# Introduction



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## INDIANA FREIGHT AT-A-GLANCE

In 1937 Indiana adopted the official state motto of, “Crossroads of America.” What began as an allusion to the many highways crisscrossing the State has taken on greater meaning in the 80 years since. While the State ranks first in the U.S. with 13 pass-through interstates, it also maintains important freight connectivity through railroads, waterways, and airways. In addition, the central location of the State means that 75 percent of U.S. and Canadian populations live within a day’s truck trip of Indiana. Additional highlights are shown below.

### Infrastructure:

- 97,553 public roadway miles (19th in the U.S.)<sup>1</sup>
  - » 11,175 state highway miles (22nd in the U.S.)
- 19,017 road bridges (12th in the U.S.)<sup>2</sup>
  - » 5,484 state highway bridges (21st in the U.S.)
- 4,075 railroad miles (9th in the U.S.)<sup>3</sup>
  - » 41 freight railroads (3rd in the U.S.)
- 350 inland waterway miles (24th in the U.S.)
  - » 3 public water ports, 67 private water terminals
- 405 public and private airports (9th in the U.S.)
  - » 3 cargo airports

### Freight Traffic:

- 79 billion vehicle miles traveled<sup>4</sup>
- 7.5 million carloads, and 328 million tons of rail freight (2014)<sup>5</sup>
- 66 million tons of waterborne freight (2015)<sup>6</sup>
- 5 billion lbs of landed air cargo (Indianapolis, Fort Wayne, South Bend airports)<sup>7</sup>

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<sup>1</sup> Federal Highway Administration, Highway Performance Management System, 2015.

<sup>2</sup> Federal Highway Administration, National Bridge Inventory, 2016.

<sup>3</sup> Indiana Department of Transportation, State Rail Plan, 2017.

<sup>4</sup> U.S. Department of Transportation, State Transportation Statistics, 2015.

<sup>5</sup> Surface Transportation Board, Waybill Sample, 2014.

<sup>6</sup> U.S. Army Corps of Engineers, Navigation Data Center, 2015.

<sup>7</sup> Federal Aviation Administration, Air Carrier Activity Information System, 2016.



2015 Goods Movement



MODE	TONS (1,000S)	%	VALUE (M\$)	%	VALUE/TON
TRUCK	99,214	64%	\$207,879	85%	\$2,095
RAIL	46,950	30%	\$17,689	7%	\$377
WATER	8,298	5%	\$1,313	1%	\$158
AIR	118	0%	\$18,406	8%	\$155,983
<b>GRAND TOTAL</b>	<b>154,580</b>	<b>100%</b>	<b>\$245,288</b>	<b>100%</b>	<b>\$1,587</b>



MODE	TONS (1,000S)	%	VALUE (M\$)	%	VALUE/TON
TRUCK	106,128	74%	\$219,344	84%	\$2,067
RAIL	27,261	19%	\$21,584	8%	\$792
WATER	8,962	6%	\$1,765	1%	\$197
AIR	119	0%	\$18,552	7%	\$155,899
<b>GRAND TOTAL</b>	<b>142,470</b>	<b>100%</b>	<b>\$261,243</b>	<b>100%</b>	<b>\$1,834</b>



MODE	TONS (1,000S)	%	VALUE (M\$)	%	VALUE/TON
TRUCK	209,378	92%	\$139,826	97%	\$668
RAIL	15,050	7%	\$3,506	2%	\$233
WATER	2,342	1%	\$57	0%	\$24
AIR	2	0%	\$121	0%	\$60,500
<b>GRAND TOTAL</b>	<b>226,772</b>	<b>100%</b>	<b>\$143,510</b>	<b>100%</b>	<b>\$633</b>



MODE	TONS (1,000S)	%	VALUE (M\$)	%	VALUE/TON
TRUCK	414,720	79%	\$567,049	87%	\$1,367
RAIL	89,261	17%	\$42,779	7%	\$479
WATER	19,602	4%	\$3,135	0%	\$160
AIR	239	0%	\$37,079	6%	\$155,142
<b>GRAND TOTAL</b>	<b>523,822</b>	<b>100%</b>	<b>\$650,041</b>	<b>100%</b>	<b>\$1,241</b>

Source: Freight Analysis Framework Version 4.

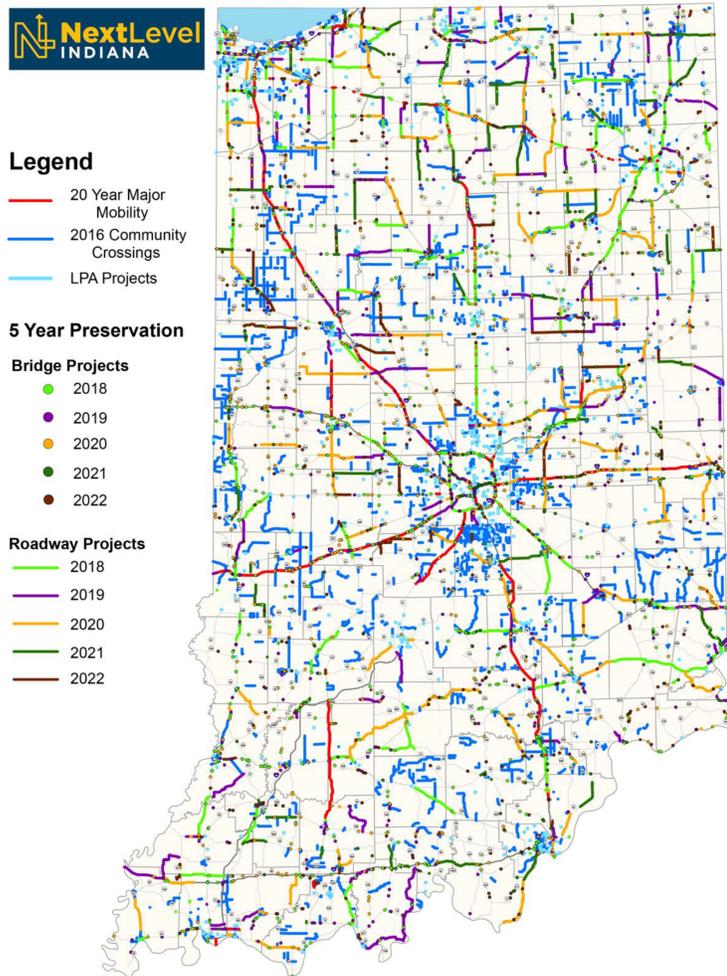
Note: INDOT recognizes a discrepancy between some FAF4 totals and those gathered by specific modal agencies, such as the US Army Corps of Engineers Navigation Data Center. FAF incorporates multiple raw data sources into its model to derive broad trends in commodity flows and supply chains. FAF4 methodologies often differ from raw data collection in how freight and cargo is defined, how it is geographically attributed, and also how trips are characterized. For policy-making purposes, this plan defers to modal calculations and ratios derived from FAF analysis.



## INDOT 2018 – THE NEXT LEVEL

During its 2017 legislative session, the Indiana General Assembly adopted the Next Level Trust Fund to address a number of key Indiana transportation needs. The targeted approach is aimed at: great customer service, economic competitiveness, road and bridge maintenance, and workforce development. The bill, HEA 1002, also provides funding for a local road and bridge matching grant fund. This matching funding source will enable local governments to meet more of their transportation and infrastructure needs with their available funding.

A press release from the Governor's Office said of the bipartisan passage of HEA 1002, "Indiana has a fully-funded plan to operate, maintain and improve every state road and bridge – a fact almost no other state can claim." The bill also appropriates a substantial amount toward the local road and bridge matching grant fund; beginning at 14.286% and rising to 21.429% after fiscal year 2019. In addition, the Governor added, "Our transportation network of roads and bridges plays a major part in Indiana's success story both now and in the future... With a fully-funded plan in place for the next 20 years, Hoosiers can rest assured that Indiana will remain the Crossroads of America for generations to come. I thank our lawmakers for their committed leadership to make this possible, and I commend INDOT for working hard to identify key projects so that we could be ready to roll with this five-year plan so quickly." Additional details are shown in Appendix E.



**5-year investment total:** \$5,112,851,378

**Investment by year:**

2018	\$1,031,965,168
2019	\$971,149,402
2020	\$971,103,013
2021	\$984,877,408
2022	\$1,153,756,387

**5-year impact**

- 122 lane miles added
- 9,628 lane miles resurfaced
- 1,295 bridges rehabbed or replaced



**Figure 1. Next Level Investment Plan**





## INDIANA 2018 MULTIMODAL FREIGHT PLAN UPDATE

This document serves as an update of the 2014 Indiana Multimodal Freight and Mobility Plan. In coordination with broad INDOT goals, the goals of the freight plan update build on the 2014 freight plan and drill down into specific areas directly impacting the movement of goods on Indiana's highways, railroads, waterways, and air cargo system. They are as follows:

1. Identify opportunities to improve and maintain Indiana's transportation infrastructure, supporting the safe, efficient movement of freight through the State;
2. Reduce bottlenecks to improve the reliability and efficiency of freight movement, leading to less congestion, fewer infrastructure repairs, and lower emissions;
3. Promote better connectivity between all modes of freight transportation, including Indiana's water ports, highway, rail, and airports;
4. Develop and implement transportation networks that support direct truck and rail access, waterborne freight expansion, and air cargo expansion, leading to the improvement and establishment of multimodal and intermodal service facilities.

The following chapters of this document identify current conditions on each of the major freight modes, estimate current and future goods movement trends, identify economic trends and opportunities, and prescribe specific action items for future state support of efficient freight movement in Indiana.

### PURPOSE OF THE PLAN

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs – including, but not limited to, Federal-aid highways – at over \$305 billion for fiscal years



(FY) 2016 through 2020. The FAST Act builds on the changes made by the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012. The Acts created several provisions to make the Federal surface transportation program more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

One of the important features of the Act was to require State Freight Plans for National Highway Freight Program eligibility. Specifically, to receive funding under the National Highway Freight Program (23 U.S.C. 167), the FAST Act requires each State to develop a State freight plan, which must comprehensively address the State's freight planning activities and investments (both immediate and long-range). A State may develop its freight plan either separately from, or incorporated within, its statewide strategic long-range transportation plan required by 23 U.S.C. 135. Among other requirements, a State freight plan must:

- ✓ Cover a five-year forecast period;
- ✓ Be fiscally constrained;
- ✓ Include a "freight investment plan" with a list of priority projects; and
- ✓ Describe how the State will invest and match its National Highway Freight Program funds.

The State must update its freight plan at least every five years, and may update its freight investment plan more frequently than the overall freight plan. [49 U.S.C. 70202(e)]

The Indiana Department of Transportation (INDOT) most recently completed a state freight plan update in 2014, and the purpose of this document is to update the effort and create a FAST Act-compliant Multimodal Freight Plan Update. In addition to content from the 2014 Multimodal Freight and Mobility Plan, the 2017 Multimodal Freight and Mobility Plan (MFMP) plan also incorporates relevant content from several other statewide planning documents, including:

- 2012 Indiana State Aviation System Plan (ISASP).
- 2017 State Rail Plan.
- 2013-2035 *Future Transportation Needs Report*.
- 2014 *Joint Transportation Research Program Report, Impact of HEA-1481 on Indiana's Highway Revenue Generation, Asset Degradation, Modal Distribution, and Economic Development and Competitiveness*.

Table 1 displays FAST Act State Freight Plan requirements and their respective locations within the document.

**Table 1. Freight Plan Reference Guide**

FAST ACT – FREIGHT PLAN CONTENT REQUIREMENT	LOCATION(S) AND DESCRIPTION
Identification of significant statewide needs and issues	Chapter 4, Pages 39-49 Chapter 5, Pages 56-59
Description of freight policies, strategies, and performance measures that will guide freight-related transportation investment decisions	Chapter 6, Pages 61-67
Critical multimodal rural freight facilities	Chapter 7, Page 69
Critical rural and urban freight corridors	Chapter 7, Pages 70-71
Link to national multimodal freight policy and highway freight program goals	Chapters 6, Pages 61-62
Description of innovative technologies and operational strategies (including ITS) that improve the safety and efficiency of freight movements	Chapter 8, Pages 77-91
A description of improvements to reduce roadway deterioration by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles)	Chapter 8, Pages 78-81
Inventory of facilities with freight mobility issues and a description of the strategies the State is employing to address the freight mobility issues	Chapter 4, Pages 39-49 Chapter 5, Pages 51-55
Description of significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay	Chapter 7, Pages 69-75
Freight investment plan that includes a list of priority projects and describes investment and matching funds	Chapter 7, Pages 72-75
Consultation with the State freight advisory committee, if applicable	Chapter 7, Page 72-75



