CENTRAL REGIONAL LOGISTICS COUNCIL

STRENGTHENING THE CROSSROADS: DRIVING CENTRAL INDIANA’S LOGISTICS INDUSTRY

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Conexus Indiana is the state’s advanced manufacturing and logistics initiative, dedicated to making Indiana a global leader in these high-growth, high-tech industries.

The mission of CILC is to work with a sense of urgency to strengthen the logistics sector in Indiana by identifying and acting on concrete opportunities for enhancement, which better positions the State to grow existing business, attract new business, and thereby create new jobs.
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*Conexus Indiana Logistics Council Member*
Strengthening the Crossroads: Driving Central Indiana’s Logistics Industry was created by leading members of the logistics users community throughout Central Indiana.

The logistics community, composed of service providers from the four modes of transportation (air, rail, truck and water) as well as other logistics stakeholders including users of logistics services such as advanced manufacturing, warehouse/distribution companies, and infrastructure design and construction companies, gathered and agreed unanimously on the key deliverables and priorities for Central Indiana. The Conexus Indiana Logistics Council, partnering with Central Indiana Corporate Partnership, regional economic development organizations and chambers of commerce in Central Indiana created the Central Regional Logistics Council (CRLC) and was the catalyst in creating the forum of logistics executives to discuss issues affecting their industry and to build a common agenda across all logistics sectors, including both private and public. We believe that by aligning priorities in the areas of infrastructure, public policy and workforce development, Central Indiana will be able to maximize short-term and long-term success for the logistics industry in this region.

Strengthening the Crossroads: Driving Central Indiana’s Logistics Industry was prepared from the input of a broad cross section of logistics providers and users, ensuring that the priorities identified for the Central Region will enhance the environment for growth of existing companies, create a more attractive business climate to attract companies to Indiana, and create high paying jobs for the citizens in this region.

Implementation by both the public and private sectors of the strategies, goals and tactics contained in this plan will continue to grow our region’s reputation as a logistics hub and ensure the region’s leadership in logistics well into the future.

The countless hours and dedication of the volunteer executives from CRLC provide the Conexus Indiana Logistics Council (CILC), the Indiana Department of Transportation (INDOT), the Ports of Indiana, the Indiana Economic Development Corporation, and the regional and local economic groups and chambers of commerce with a strong foundation to make the goals outlined in this plan a reality. The talented and dedicated staff of Conexus Indiana together with the regional and local economic development groups and chambers of commerce will carry out these initiatives and drive the implementation of the tactics necessary to ensure the plan’s success.

We look forward to continuing conversations on future opportunities that will continue to enhance the logistics sector in the Central Region, and we will continue our work by updating the plan on a regular basis to ensure that it is as dynamic as the logistics industry itself.

Respectfully,

Mark DeFabis
President & CEO, Integrated Distribution Services, Inc.
Chair, Central Regional Logistics Council
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The Conexus Indiana Central Regional Logistics Council (CRLC) is a forum of 76 logistics executives and thought leaders from throughout Central Indiana representing the following logistics sectors: air, infrastructure, rail, trucking, warehousing/distribution, waterborne, advanced manufacturing and services firms. Logistics users are manufacturers, distributors/warehousing, and third-party providers.

CRLC is working to:

- Enhance the environment for companies in advanced manufacturing and logistics to grow their business, taking advantage of Indiana’s position at the heart of the global supply chain;
- Create a more attractive environment for manufacturing and logistics companies to relocate to or expand in the Central Region, thereby creating jobs and increasing State and local revenue; and
- Create high paying jobs for Hoosiers – the average wage of Indiana manufacturing and logistics jobs is more than 33% higher than the State’s median income.

**PROBLEM STATEMENT**

The Central Region’s transportation network has opportunities for improvement due to transportation “bottlenecks,” lack of direct rail service, underutilized air facilities with little international freight movement, lack of efficient mode-to-mode connectivity (e.g. road to rail, road to water, road to air, rail to water), a decaying lock and dam infrastructure, and lack of dredging that prohibits barges/ships to maximize capacity. This disconnect has created higher costs, potential environmental impacts, inefficient freight movement, loss of productivity for Central Region business, and safety impacts.

**MISSION STATEMENT**

The mission of the Central Regional Logistics Council is to work to provide logistics excellence in Central Indiana through the development of infrastructure, public policy, public awareness, and workforce development to promote logistics competitiveness for the hub of the “Crossroads of America” by driving economic development and business growth.
OBJECTIVES

1. **Executive Forum**: Provide a forum for Central Region logistics executives to discuss issues affecting the industry;

2. **Infrastructure**: Develop a comprehensive plan to strengthen the Central Region’s public and private logistics infrastructure;

3. **Public Awareness**: Develop paid and earned media to promote the sector;

4. **Public Policy**: Identify State and Federal public policy areas that impact the logistics industry and work with State and Federal thought leaders from government, academia and associations to enhance the sector;

5. **Workforce Development**: Develop and implement strategies to build the human capital needed to support the growing demand for logistics services through innovative workforce programs in the Central Region.
LOGISTICS STRATEGIES

- Increase the flow of goods originating, terminating, and adding value within the Central Region over the next five years, thereby creating an increase of net new jobs and growing the logistics sector.

- Provide a broad-based forum, consisting of Central Region business executives throughout the logistics industry, for collectively vetting critical relevant logistics public policy issues of commonality, therefore optimizing the business climate.

- Strengthen and grow the logistics qualified workforce in the Central Region by creating portable skills curricula leading to academic degrees/certifications that will increase the pipeline of qualified workers over the next five years.

- Increase the public’s awareness of the importance of the logistics industry on the Central Region’s economy.

INFRASTRUCTURE GOALS

1. Reduce bottlenecks in the Central Region to improve the reliability and efficiency of freight movement leading to less congestion, reduced infrastructure repairs, and lower emissions.

2. Ensure global access by connecting Central Region cities based on impact and potential to Interstate-like access.

3. Create better connectivity of Indiana’s water ports via roads and rail modes and improve the reliability and efficiency of water freight movement to and from the Central Region.

4. Develop a fast and efficient process for unplanned economic development infrastructure needs.

5. Develop and implement transportation networks that provide direct rail, truck access and air cargo expansion leading to the improvement and establishment of multimodal and intermodal service and air cargo facilities.
PUBLIC POLICY GOALS

1. Ensure State and Federal Government do not legislate or regulate barriers to the safe, efficient and innovative movements of goods and resources that are necessary to support the growth of the logistics sector.

2. Ensure State and Federal Government provide the necessary funding for the public infrastructure needed to support the efficient and cost effective operation of Indiana’s logistics sector.

3. Ensure CRLC is recognized by governmental entities as a resource of first resort and the voice for the logistics industry.

PUBLIC AWARENESS GOALS

1. Develop brand awareness of CRLC.

2. Create general public understanding of logistics by ensuring that the population has a basic understanding of logistics.

3. Increase the perception of the need to improve/expand Indiana’s infrastructure.

4. Highlight Indiana’s logistics companies by bringing awareness to their products and services.

5. Increase the public’s understanding of the positive impact of global trade on Indiana’s economy and jobs.

WORKFORCE DEVELOPMENT GOALS

1. Increase the skill levels of the Central Region’s logistics workers through workforce education programs.

2. Increase the upward mobility and job prospects of current and future Central Region logistics workers.
REGIONAL TACTICS IN SUPPORT OF ACHIEVING CRLC INFRASTRUCTURE GOALS

◆ REGIONAL TACTICS IN SUPPORT OF ACHIEVING AVIATION GOALS

◆ Air Cargo Volume Study: Conduct a private sector study on air cargo volume for integrated and non-integrated freight and air passenger travel, with the long-term objective of maximizing the use of air capacity

◆ Jet Fuel Refinery Feasibility Study - Conduct a private sector study on the need for a jet fuel refinery in Central Indiana

◆ REGIONAL PRIORITY PROJECTS

<table>
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<th>PROJECT #</th>
<th>COUNTY</th>
<th>CENTRAL REGIONAL PROJECTS</th>
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Private Sector Identified Regional Needs
Central Region

Date: 8/12/2015

Identified Enhancement Categories for Local and State Facilities

Central
Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)
Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
**REGIONAL TACTICS IN SUPPORT OF ACHIEVING INTERSTATE/HIGHWAY GOALS**

- **Project 0601: US 421 Additional Lanes** – Widen existing 3-lane segment to 4-lane segment of US 421 from I-465 at North Michigan Road to West 126th Street in Zionsville. Also, widen 2-lane segment to 3-lane segment of US 421 from West 126th Street in Zionsville to SR 28 in Frankfort. Reason: Relieve the bottleneck of combined truck and passenger car congestion on US 421 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $83.8 million

  
  Estimated Cost: $1.02 billion

- **Project 1008: I-65 Additional Lanes** – Widen existing 4-lane rural segments of the Interstate to a minimum of 6 lanes. Reason: Relieve the bottleneck of combined truck and passenger car congestion on I-65 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $2.086 billion

- **Project 1801: I-69 Additional Lanes** – Widen existing 4-lane rural segments of I-69 to a minimum of 6 lanes. Reason: Relieve the bottleneck of combined truck and passenger car congestion along I-69 creating better truck flow for the movement of cargo.
  
  Estimated Cost: $310 million

- **Project 2101: Connersville Connector** – Reconstruct and widen SR 1 as a 4-lane divided expressway from Connersville at West 30th Street to I-70. Reason: Ensure global access by connecting cities based on impact and potential to Interstate-like access.
  
  Estimated Cost: $145.4 million

- **Project 2501: US 31 Indianapolis to Benton Harbor, MI** – Complete the existing 4-lane highway to a 4-lane full access-controlled freeway with interchanges at major intersections on US 31 from I-465 in Indianapolis to I-94 and I-196 at Benton Harbor, Michigan. Reason: Relieve the combined bottleneck truck and passenger car congestion on US 31 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $730 million

  
  Estimated Cost: $820 million
- **Project 3202: US 36 Corridor** – Convert US 36 to freeway-like access from I-465 to Danville, Indiana. Reason: Relieve the combined bottleneck truck and passenger car congestion on US 36 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $676.3 million

- **Project 3205: I-70/I-74 Connector** – Connect I-70 and I-74 near SR 39 with Interstate grade road. Reason: Relieve the combined bottleneck truck and passenger car congestion on I-65; I-465; I-70 and I-74 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $80.4 million

- **Project 3802: US 27 Improvements** – Improve and widen US 27 to a “Super-2” from Monroe, Indiana, to I-70 in Richmond, Indiana. Reason: Safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo and creating economic development by allowing for easier truck access to and from communities from Fort Wayne, Indiana, to Richmond, Indiana.
  
  Estimated Cost: $249 million

- **Project 4101: I-69 Completion** – Complete the build and design of a 4-lane Interstate from SR 45/58 and US 231 at Scotland to I-465 in Indianapolis (Segments 5 and 6). Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 70/SR 41 creating better traffic flow for the movement of cargo.
  
  Estimated Cost: $775 million

- **Project 4803: Indiana Commerce Connector** – Construct an outer loop outside I-465 connecting Madison, Hamilton, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone counties from I-69 to I-65. Reason: Relieve the combined bottleneck truck and passenger car congestion on I-65; I-69; I-465; I-70 and I-74 creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $1.8 billion

- **Project 4909: I-465 Additional Lanes** – Widen existing 2-lane segments of I-465 to a minimum of 3 lanes from West 86th Street to Michigan Road. Reason: Relieve the bottleneck of combined truck and passenger car congestion along I-465 creating better truck flow for the movement of cargo.
  
  Estimated Cost: $72.3 million

- **Project 5401: US 231 Additional Lanes** – Widen existing 2-lane segment to 4-lane segment of US 231 from Lafayette to I-74 in Crawfordsville. Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 231 creating better truck flow for the movement of cargo.
  
  Estimated Cost: $140.4 million
- **Project 5408: US 32 Additional Lanes** – Widen existing 2-lane segment to 4-lane segment of US 32 from I-65 at Lebanon to East Crawfordsville Truck Route in Crawfordsville. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $149.1 million

- **Project 7001: SR 3 Improvements** – Improve and widen SR 3 from I-70 at Exit 123 to I-74 at Exit 134. Reason: Relieve the bottleneck of combined truck and passenger congestion on SR 3 creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $178.7 million

- **Project 8403: I-70 Third Lane/Dedicated Truck Lanes** – Widen existing 4-lane rural segments of I-70 to a minimum of 6 lanes from state line to state line. Reason: Relieve the bottleneck of combined truck and passenger car congestion along I-70 creating better truck flow for the movement of cargo.
  Estimated Cost: $1.43 billion

**REGIONAL TACTICS IN SUPPORT OF ACHIEVING RAIL GOALS**

**EXPAND THE SENATE AVENUE RAIL YARD IN INDIANAPOLIS**

- **Project 4910: Senate Avenue Intermodal** – Expand the Senate Avenue Rail Yard in Indianapolis that provides direct West Coast intermodal rail service from Prince Rupert and Vancouver, Canada, via the CN and Indiana Rail Road Company. Reason: Provide direct rail access leading to the improvement and establishment of intermodal service facilities.
  Estimated Cost: Not Applicable

**REGIONAL TACTICS IN SUPPORT OF ACHIEVING WATERBORNE GOALS**

**SUPPORT RECONSTRUCTION OF SOO AND OLMSTED LOCKS**

- **Project 4517: Soo Locks** – Construct a new lock to ease the passage of large vessels between Lake Superior ports and steel mills and power plants that support the businesses of the Central Region. Reason: Create better connectivity of Indiana’s water ports.
  Estimated Cost: $550 million

- **Project 6506: Olmsted Lock Reconstruction** – Replace Locks and Dams 52 and 53, known as the Olmsted Locks and Dam, which are under construction between Illinois and Kentucky upstream from the confluence of the Ohio and Mississippi rivers. Olmsted will replace Locks and Dams 52 and 53 and greatly reduce tow and barge delays through the busiest stretch of river in America’s inland waterways. Reason: Create better connectivity of Indiana’s water ports.
  Estimated Cost: $1.38 billion
# LOCAL PRIORITY PROJECTS

<table>
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<tr>
<th>PROJECT #</th>
<th>COUNTY</th>
<th>CENTRAL LOCAL PROJECTS</th>
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</table>
BOONE COUNTY
PROJECTS

- *Project 0601: US 421 Additional Lanes – This is a regional project reflected on the map on page 6.
- *Project 0602: I-65/I-69 Connector – This is a regional project reflected on the map on page 6.
- Project 0603: Anson Interchange Expansion – Re-engineer, reconfigure and redesign SR 267 Interchange at Exit 133. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $34.8 million
- *Project 1008: I-65 Additional Lanes – This is a regional project reflected on the map on page 6.
- *Project 3201: Ronald Reagan Parkway Extension – This is a regional project reflected on the map on page 6.
- *Project 4803: Indiana Commerce Connector – This is a regional project reflected on the map on page 6.
- *Project 4909: I-465 Additional Lanes – This is a regional project reflected on the map on page 6.
- *Project 5408: US 32 Additional Lanes – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Boone County

Date: 8/12/2015

Identified Enhancement Categories for Local and State Facilities

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
BROWN COUNTY
PROJECTS

Nothing local that affects the movement of cargo.
Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
CLINTON COUNTY
PROJECTS

◆ *Project 0601: US 421 Additional Lanes* – This is a regional project reflected on the map on page 6.

◆ *Project 0803: Western Southern Railroad Rail Line Extension* – Install new rail road ties between Bringhurst to the CSX rail line in Frankfort. Reason: Relieve the bottleneck of rail congestion through Carroll and Clinton counties creating better rail traffic flow for the movement of cargo.
   Estimated Cost: $18.7 million

◆ *Project 1008: I-65 Additional Lanes* – This is a regional project reflected on the map on page 6.

◆ *Project 1201: West CR 0 North Improvements* – Improve and widen West CR 0 North from North CR 200 West to North CR 700 West. Reason: Relieve the bottleneck of combined truck and passenger congestion on SR 28 creating better truck traffic flow for the movement of cargo.
   Estimated Cost: $23.8 million

   Estimated Cost: $40.7 million

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Clinton County

Date: 8/12/2015

Identified Enhancement Categories for Local and State Facilities
Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
DELAWARE COUNTY
PROJECTS

* Project 1801: I-69 Additional Lanes – This is a regional project reflected on the map on page 6.


Estimated Cost: $1.5 million

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region: Delaware County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements
(Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements
(Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

Airport Improvements

Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
FAYETTE COUNTY
PROJECTS

*Project 2101: Connersville Connector Lanes – This is a regional project reflected on the map on page 6.

*Project 2102: North Central Avenue Rail Grade Separation – Re-engineer, reconfigure and redesign the rail grade separation on North Central Avenue near East 10th Street. Reason: Ensure the safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.

Estimated Cost: $5 million

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs

Central Region; Fayette County

Date: 6/22/2015

Identified Enhancement
Categories for Local and State Facilities

Mobility Improvements
(Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements
(Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management
FOUNTAIN COUNTY
PROJECTS

Nothing local that affects the movement of cargo.
Private Sector Identified Regional Needs
Central Region; Fountain County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

State: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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HAMILTON COUNTY
PROJECTS

♦ *Project 0602: I-65/I-69 Connector – This is a regional project reflected on the map on page 6.

♦ *Project 1801: I-69 Additional Lanes – This is a regional project reflected on the map on page 6.

♦ *Project 2501: US 31 Indianapolis to Benton Harbor, MI – This is a regional project reflected on the map on page 6.


Estimated Cost: $265.4 million

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Hamilton County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Operational Improvements
(Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements
(Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
HANCOCK COUNTY
PROJECTS

◆ **Project 3001: North CR 600 West Improvements** – Widen and improve North CR 600 West from East 96th Street in Fishers to I-70. Reason: Relieve the bottleneck of combined truck and passenger congestion on North CR 600 West by the Indianapolis Regional Airport at Mount Comfort creating better truck traffic flow for the movement of cargo.
  
  **Estimated Cost:** $32 million

◆ **Project 3002: West CR 300 North Improvements** – Widen and improve West CR 300 North from North CR 700 West to North CR 400 West. Reason: Relieve the bottleneck of combined truck and passenger congestion on West CR 300 North by the Indianapolis Regional Airport at Mount Comfort creating better truck traffic flow for the movement of cargo.
  
  **Estimated Cost:** $1.26 million

◆ **Project 4803: Indiana Commerce Connector** – This is a regional project reflected on the map on page 6.

◆ **Project 8403: I-70 Third Lane/Dedicated Truck Lanes** – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Hancock County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Operational Improvements
- Intersection improvements, new interchange, interchange modification, and spot improvements

Mobility Improvements
- Added travel lanes, freeway upgrade

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input

INDOT Engineering & Asset Management

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**HENDRICKS COUNTY PROJECTS**

- **Project 1008: I-65 Additional Lanes** – This is a regional project reflected on the map on page 6.
- **Project 3201: Ronald Reagan Parkway Extension** – This is a regional project reflected on the map on page 6.
- **Project 3202: US 36 Corridor** – This is a regional project reflected on the map on page 6.
- **Project 3203: CR 100 South Improvements** – Widen and improve CR 100 South from Dan Jones Road to Ronald Reagan Parkway. Reason: Relieve the bottleneck of combined truck and passenger congestion on CR 100 South by the industries in Plainfield creating better truck traffic flow for the movement of cargo. 
  Estimated Cost: $8.5 million
- **Project 3204: CSX Avon Yard Entrance** – Design and build a new entrance to Avon Yard from CR 100 South near Allpoints Court to Main Road in Avon Yard. Reason: Relieve the bottleneck of combined truck and passenger congestion on US 36 creating better truck traffic flow for the movement of cargo. 
  Estimated Cost: $3.5 million
- **Project 3205: I-70/I-74 Connector** – This is a regional project reflected on the map on page 6.
- **Project 3206: West Danville Truck Corridor** – Design and build a new road from North SR 39 at North CR 200 West to South SR 39 at West CR 200 South. Reason: Relieve the bottleneck of combined truck and passenger congestion on SR 39 through Danville creating better truck traffic flow for the movement of cargo. 
  Estimated Cost: $25.2 million
- **Project 3207: CR 200 South Improvements** – Widen and improve CR 200 South from Dan Jones Road to Ronald Reagan Parkway. Reason: Relieve the bottleneck of combined truck and passenger congestion on CR 200 South by the industries in Plainfield creating better truck traffic flow for the movement of cargo. 
  Estimated Cost: $12.1 million
- **Project 4803: Indiana Commerce Connector** – This is a regional project reflected on the map on page 6.
- **Project 5501: I-70/SR 39 Interchange Improvements** – Re-engineer, reconfigure and redesign the I-70 interchange at SR 39. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo. 
  Estimated Cost: $3.5 million
- **Project 8403: I-70 Third Lane/Dedicated Truck Lanes** – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region: Hendricks County

Date: 6/22/2015

Private Sector Identified Regional Needs

Identified Enhancement Categories for Local and State Facilities

Multi-Modal
Enhancements

Operational Improvements (intersection improvements, new interchange, interchange modification, and spot improvements)

Mobility Improvements (Added travel lanes, freeway upgrade)

State Facility
Local Facility
Rail Crossing Improvement

Operational Improvements
(Intersection improvements, new interchange, interchange modification, and spot improvements)

State Facilities are US, State Route, or US Highway funded with state and federal funds.

Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

Non-Interstate

Interstate

Existing Rail

Navigable Streams

Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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HENRY COUNTY
PROJECTS

*Project 7001: SR 3 Improvements – This is a regional project reflected on the map on page 6.

*Project 8403: I-70 Third Lane/Dedicated Truck Lanes – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Henry County

Identified Enhancement Categories for Local and State Facilities

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway-funded with state and federal funds.

Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

Date: 6/22/2015
Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

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HOWARD COUNTY
PROJECTS

- *Project 2501: US 31 Indianapolis to Benton Harbor, MI – This is a regional project reflected on the map on page 6.

- **Project 3401: West Morgan Street Extension** – Design and build an extension of West Morgan Street from North Phillips Street to Judson Road/West CR 200 North at North CR 100 West/North Dixon Road. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $7.5 million

- **Project 3402: East Lincoln Road/SR 931 Intersection Improvements** – Re-engineer, reconfigure and redesign the East Lincoln Road/SR 931 intersection. Reason: Ensure the safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $2 million

- **Project 3403: East Boulevard/SR 931 Intersection Improvements** – Re-engineer, reconfigure and redesign the East Boulevard/SR 931 intersection. Reason: Ensure the safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $2 million

- **Project 3404: Touby Pike Additional Lanes** – Widen existing 2-lane segment to 4-lane segment of Touby Pike from US 31 at Exit I-65 to SR 931 via East Morgan Street. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $11.9 million

- **Project 3405: SR 26 Additional Lanes** – Widen existing 3-lane segment to 4-lane segment of SR 26 from South Dixon Street to US 31 at Exit 156. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $28.1 million

- **Project 3406: West Defenbaugh Street Improvements** – Widen and improve West Defenbaugh Street from South Dixon Street to West Park Avenue. Reason: Relieve the bottleneck of combined truck and passenger congestion on Defenbaugh Street by the industries in Kokomo creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $3 million

- **Project 3407: Northwest Kokomo Truck Corridor** – Design and build a new road from US 35 at SR 931 to CR 200 West/North Dixon Road at CR 300 North. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $9.5 million

* These projects are reflected in other sections of this report.
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JOHNSON COUNTY
PROJECTS

*Project 4101: I-69 Completion – This is a regional project reflected on the map on page 6.

*Project 4102: Whiteland Road Improvements – Improve and widen Whiteland Road from I-65 to Graham Road. In addition, re-engineer, reconfigure and redesign the intersection at Whiteland Road and Graham Road. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $3.9 million

*Project 4104: SR 252 Extension – Extend SR 252 from US 31 to I-65. In addition, design and build an interchange at SR 252 and I-65. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $28.1 million

*Project 4803: Indiana Commerce Connector – This is a regional project reflected on the map on page 6.

*Project 7302: SR 44 Improvements – This is a local project reflected in the Shelby County map on page 57.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Johnson County

Identified Enhancement Categories for Local and State Facilities
Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Date: 6/22/2015
Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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MADISON COUNTY
PROJECTS

🔹 *Project 0602: I-65/I-69 Connector* – This is a regional project reflected on the map on page 6.
🔹 *Project 1801: I-69 Additional Lanes* – This is a regional project reflected on the map on page 6.
🔹 **Project 4802: SR 13 Interchange Improvements** – Re-engineer, reconfigure and redesign SR 13 Interchange at Exit 214. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $20 million.

🔹 *Project 4803: Indiana Commerce Connector* – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Madison County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
**MARION COUNTY PROJECTS**

- **Project 1008: I-65 Additional Lanes** – This is a regional project reflected on the map on page 6.

- **Project 1801: I-69 Additional Lanes** – This is a regional project reflected on the map on page 6.

- **Project 3202: US 36 Corridor** – This is a regional project reflected on the map on page 6.

- **Project 4101: I-69 Completion** – This is a regional project reflected on the map on page 6.

- **Project 4901: I-69 Completion**
  - Re-engineer, reconfigure and redesign North I-65/I-70 split and South I-65/I-70 split. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  - Estimated Cost: $863 million

- **Project 4902: South West Street Industrial Corridor**
  - Widen and improve South West Street from I-70 to West Raymond Street and re-engineer, reconfigure and redesign the South West Street/West Raymond Street intersection. Reason: Relieve the bottleneck of combined truck and passenger congestion by industries on South West Street creating better truck traffic flow for the movement of cargo.
  - Estimated Cost: $4 million

- **Project 4903: South Harding Street Rail Grade Separation**
  - Build and design a rail grade separation on South Harding Street near the IPL Harding Street Station. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  - Estimated Cost: $5 million

- **Project 4906: Northeast Corridor Interchange Improvements**
  - Re-engineer, reconfigure and redesign the East 82nd Street Interchange at I-69 and I-465. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  - Estimated Cost: $100 million

- **Project 4907: North Michigan Road Additional Lanes**
  - Widen existing 3-lane segment to 4-lane segment of North Michigan Road from West 86th Street to I-465 in Indianapolis. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  - Estimated Cost: $20 million

- **Project 4908: North Michigan Road Intersection Improvements**
  - Re-engineer, reconfigure and redesign the North Michigan Road intersection at West 86th Street. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  - Estimated Cost: $4 million

- **Project 4909: I-465 Additional Lanes** – This is a regional project reflected on the map on page 6.

- **Project 8403: I-70 Third Lane/Dedicated Truck Lanes** – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Marion County

Date: 8/26/2015
Identified Enhancement Categories for Local and State Facilities
Multi-Modal Enhancements
Airpor Improvements
Port Improvements
Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
State Facility
Local Facility
Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)
State Facility
New Terrain, State Facility
Local Facility
New Terrain, Local Facility
New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
Non-Interstate
Interstate
Existing Rail
Navigable Streams
Corp. Limits

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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MONROE COUNTY
PROJECTS

◆ **Project 5301: South Bloomington Truck Corridor** – Extend West Fullerton Pike from South Rockport Road to West Gordon Pike near Clear Creek Trail. Also, re-engineer, reconfigure and redesign the intersection at West Gordon Pike and South Walnut Street and the intersection at East Rhorer Road and South Walnut Street Pike. Reason: Relieve the bottleneck of combined truck and passenger congestion on SR 46 through Bloomington creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $5.5 million

◆ **Project 5302: SR 46 Improvements** – Improve and widen SR 46 from North Indiana Avenue in Ellettsville to US 231 in Spencer. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $36.5 million

◆ **Project 5303: Arlington Road/West 17th Street/North Monroe Street Intersection Improvements** – Re-engineer, reconfigure and redesign the Arlington Road/West 17th Street/North Monroe Street intersection. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $2 million

◆ **Project 5304: South Rockport Road/West Tapp Road/West Country Club Drive Intersection Improvements** – Re-engineer, reconfigure and redesign the South Rockport Road/West Tapp Road/West Country Club Drive intersection. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $2 million
Private Sector Identified Regional Needs
Central Region; Monroe County

Date: 8/12/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

State Facilities are US or State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

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MONTGOMERY COUNTY
PROJECTS

◆ *Project 5401: US 231 Additional Lanes* – This is a regional project reflected on the map on page 6.

◆ *Project 5402: Memorial Drive Extension* – Design and build an extension of Memorial Drive from Whitlock Avenue West to US 231. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Crawfordsville creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $10.9 million

◆ *Project 5403: East Crawfordsville Truck Route* – Design and build a new road from Memorial Drive at SR 47 to South US 231 near East CR 300 South. Reason: Relieve the bottleneck of combined truck and passenger congestion on US 231/SR 47 through Crawfordsville creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $67 million

◆ *Project 5404: East Market Street Rail Grade Separation* – Build and design a rail grade separation on East Market Street at the CSX rail tracks. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $30 million

◆ *Project 5405: CSX Railroad Track Removal* – Remove the CSX rail line at Schenck Road to US 231. Reason: Ensure the safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo. Also relieve the bottleneck of combined truck and passenger car traffic in Crawfordsville creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $5 million

◆ *Project 5406: CSX Transfer Rail Station* – Design and build a new rail transfer station at East CR 200 South. Reason: Relieve the bottleneck of rail traffic creating better rail traffic flow for the movement of cargo.

  Estimated Cost: $20 million

◆ *Project 5407: Nucor Road Overpass* – Design and build an overpass at US 136 and Nucor Road. Reason: Safety of trucks moving cargo ensuring better truck traffic flow for the movement of cargo.

  Estimated Cost: $5 million

◆ *Project 5408: US 32 Additional Lanes* – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Montgomery County

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management
**MORGAN COUNTY PROJECTS**

- *Project 4101: I-69 Completion* – This is a regional project reflected on the map on page 6.
- *Project 4803: Indiana Commerce Connector* – This is a regional project reflected on the map on page 6.
- *Project 6704: SR 75 Extension* – This is a local project reflected in the Putman County map on page 51.
- *Project 8403: I-70 Third Lane/Dedicated Truck Lanes* – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Morgan County

Date: 6/22/2015
Identified Enhancement Categories for Local and State Facilities
Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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Project 5302: SR 46 Improvements – This is a local project reflected in the Monroe County map on page 40.
Private Sector Identified Regional Needs

Central Region; Owen County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity

State Facilities are US, State Route, or US Highway funded with state and federal funds.

Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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PARKE COUNTY
PROJECTS

Nothing local that affects the movement of cargo.
Private Sector Identified Regional Needs
Central Region; Parke County

Date: 6/22/2015

Identified Enhancement
Categories for Local and State Facilities

Mobility Improvements
(Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements
(Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Please Note: This map depicts non-committed, non-funded, conceptual regional transportation infrastructure needs identified by the private sector. These needs are displayed as placeholders for graphic representation. Use of this map should be limited to preliminary planning purposes only. Additional planning, environmental study, and cost-benefit analysis is needed to identify optimum alternatives, actual corridor alignments, and system impact to support further decision making. Also note, the data used to create this map are from the best known source at the time and is subject to change.
PUTNAM COUNTY
PROJECTS

◆ Project 6701: East Greencastle Truck Corridor – Design and build a new road from US 231 North of Greencastle at West CR 75 North to South US 231 near East CR 350 South. Reason: Relieve the bottleneck of combined truck and passenger congestion on US 231 through Greencastle creating better truck traffic flow for the movement of cargo.

Estimated Cost: $42 million

◆ Project 6702: US 231 Additional Lanes – Widen existing 2-lane segment to 4-lane segment of US 231 from I-70 to Veterans Memorial Highway/SR 240 in Greencastle. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

Estimated Cost: $33.9 million

◆ Project 6703: US 231 Intersection Improvements – Re-engineer, reconfigure and redesign US 231 providing turn lanes and acceleration lanes at intersection of East CR 800 South. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

Estimated Cost: $1 million

◆ Project 6704: SR 75 Extension – Design and build an extension of SR 75 from US 40 to I-70 Exit 51. Reason: Create economic development by giving increased access to the industrial areas of Eastern Greencastle.

Estimated Cost: $25.2 million


Estimated Cost: $12 million

◆ Project 6706: Stardust Road Improvements – Widen existing road from US 231 to South CR 125 East. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

Estimated Cost: $4.2 million

◆ Project 8403: I-70 Third Lane/Dedicated Truck Lanes – This is a regional project reflected on the map on page 6.

*These projects are reflected in other sections of this report.
Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

**Mobility Improvements** (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

**Operational Improvements** (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

**Multi-Modal Enhancements**
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

**Other Facilities**
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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Project 3802: US 27 Improvements – This is a regional project reflected on the map on page 6.
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RUSH COUNTY
PROJECTS

*Project 7001: SR 3 Improvements – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Rush County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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SHELBY COUNTY
PROJECTS

◆ *Project 4803: Indiana Commerce Connector* – This is a regional project reflected on the map on page 6.

◆ **Project 7301: West Shelbyville Truck Corridor** – Design and build a new road from West CR 400 North near I-74 exit 109 to SR 44. Reason: Relieve the bottleneck of combined truck and passenger congestion on SR 9/SR 44 through Shelbyville creating better truck traffic flow for the movement of cargo.

  Estimated Project: $50.4 million

◆ **Project 7302: SR 44 Improvements** – Improve and widen SR 44 from I-65 to Miller Avenue in Shelbyville. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $49.2 million

* These projects are reflected in other sections of this report.
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TIPPECANOE COUNTY
PROJECTS

- **Project 1008: I-65 Additional Lanes** – This is a regional project reflected on the map on page 6.
- **Project 5401: US 231 Additional Lanes** – This is a regional project reflected on the map on page 6.
- **Project 7902: South Tippecanoe Truck Corridor** – Improve and widen Veterans Memorial Boulevard from US 231 to 9th Street. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $19.6 million

- **Project 7903: US 52 Additional Lanes** – Convert the existing 4 lanes to 6 lanes along US 52 from East County Road 450 South to SR 25/Schuyler Avenue. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.
  
  Estimated Cost: $57 million

- **Project 7904: Steel Site Industrial Park Improvements** – Design and build a new entrance North of the Steel Site Industrial Park at SR 38. Reason: Create economic development by allowing for expansion of Steel Site Industrial Park.
  
  Estimated Cost: $4 million

* These projects are reflected in other sections of this report.
Private Sector Identified Regional Needs
Central Region; Tippecanoe County

Date: 8/12/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

Central Region; Tippecanoe County

Identified Enhancement Categories for Local and State Facilities

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TIPTON COUNTY
PROJECTS

- *Project 2501: US 31 Indianapolis to Benton Harbor, MI –
  This is a regional project reflected on the map on page 6.

- Project 8002: Tipton Agriculture Corridor – Design and build a new road from Division Road East of US 31 to SR 28. Reason: Relieve the bottleneck of combined truck and passenger car traffic creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $14 million

* These projects are reflected in other sections of this report.
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Nothing local that affects the movement of cargo.
Private Sector Identified Regional Needs
Central Region; Union County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities
Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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VERMILLION COUNTY
PROJECTS


  Estimated Cost: $14.7 million
Private Sector Identified Regional Needs
Central Region; Vermillion County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements
- Airports
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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WAYNE COUNTY
PROJECTS

◆ *Project 2101: Connersville Connector Lanes – This is a regional project reflected on the map on page 6.

◆ *Project 3802: US 27 Improvements – This is a regional project reflected on the map on page 6.

◆ *Project 8403: I-70 Third Lane/Dedicated Truck Lanes – This is a regional project reflected on the map on page 6.

◆ Project 8901: Norfolk Southern Transloading Facility – Design and build a new transloading facility at the former Dana Corporation site at Williamsburg Pike. Reason: Create economic development giving further rail access to industrial products.
  Estimated Cost: $6 million

◆ Project 8902: Midwest Industrial Park Rail Extension – Extend the Norfolk Southern rail tracks throughout the Midwest Industrial Park. Reason: Create economic development giving further rail access to Wayne County industries.
  Estimated Cost: $2.4 million
Private Sector Identified Regional Needs
Central Region; Wayne County

Date: 6/22/2015

Identified Enhancement Categories for Local and State Facilities

Multi-Modal Enhancements
- Airport Improvements
- Port Improvements

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)
- State Facility
- Local Facility
- Rail Crossing Improvement

Mobility Improvements (Added travel lanes, freeway upgrade)
- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

State Facilities are US, State Route, or US Highway funded with state and federal funds.
Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities
- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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INDOT Engineering & Asset Management

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TACTICS IN SUPPORT OF ACHIEVING PUBLIC POLICY GOALS

◆ Air Pilot Duty Time (Federal)
  ◆ Reduce the “First Officer Qualification” (FOQ) Rule or 1,500 Hour Rule without compromising flight safety through Federal legislation or regulation

◆ Boat Captain Regulations (Federal)
  ◆ Reduce the U.S. Coast Guard boat pilot time requirements without compromising maritime safety from the current 5 years though Federal legislation or regulation

◆ Truck Driver Hours of Service (Federal)
  ◆ Increase the driver hours of service with the Federal Motor Carrier Safety Administrations regulation without compromising highway safety through Federal legislation or regulation

◆ Incident Management Coordination (State)
  ◆ Pass State legislation that ensures State and county incident management ownership by an agency ensuring smooth traffic flow

◆ Intermodal Heavy Truck Corridors (State)
  ◆ Pass State legislation or revise State regulation to allow for 25 mile radius special intermodal zones

◆ Setback Policies and Stoplight Policies (State)
  ◆ Pass State legislation to create a setback and traffic light policy on high trafficked Federal Interstate and State highways in Indiana

◆ Truck Parking Study (State)
  ◆ Pass State legislation to study parking locations for trucks at certain locations along major Interstates/highways – I-80/94; I-80/90; I-69; I-65; I-70; I-74; US 31; I-64

◆ Truck Weight Limits (State)
  ◆ Pass State legislation to equalize State and county truck weight limits
TACTICS IN SUPPORT OF ACHIEVING PUBLIC AWARENESS GOALS

- “Did You Know Stories” in the Central Region to educate the public on the importance of logistics industry to the Central Region and therefore the need for world-class logistics infrastructure
- Newspaper/Magazine online opinion pieces in the Central Region to educate the public on the importance of the logistics industry
- Editorial boards in the Central Region to educate the public on the importance of the logistics industry
- CRLC Strategic Plan launch press conferences; editorial boards; newspaper/online opinion pieces to educate the public on the importance of the logistics industry to the Central Region
- TV/Radio interviews to educate the public on the importance of the logistics industry to the Central Region

TACTICS IN SUPPORT OF ACHIEVING WORKFORCE DEVELOPMENT GOALS

- Develop a plan to address the logistics shortages for air cargo pilots; truck drivers; and warehouse/logistics maintenance technicians in the Central Region
- Support the concept of implementing a statewide CDL+ Program
- Support and expand the Conexus Indiana A+ Partners Program
- Support and expand the Conexus Indiana HIRE Technology curriculum into high schools to develop job skills in logistics and operations for the Central Region
- Develop a plan to address the lack of logistics certifications, 2-year and 4-year degree programs in the Central Region
- Act as a facilitator for logistics companies to work more closely with universities offering logistics programs
TRANSPORTATION MODE SWOT ANALYSIS
Strengths, Weaknesses, Opportunities, Threats (SWOT) for Indiana’s Central Regional Logistics Sector

INFRASTRUCTURE SWOT

STRENGTHS:

◆ Air:
  ◆ Strong network of air facilities
  ◆ Existing excess air capacity
  ◆ 1 of top 125 U.S. cargo airports: Indianapolis International Airport #5
  ◆ #2 FedEx hub at Indianapolis International Airport
  ◆ 1 airport with 11,900 feet or more of runway: Indianapolis International Airport
  ◆ Total of 23 Central Regional Airports: Anderson Municipal-Darlington Field Airport; Clinton Airport; Crawfordsville Municipal Airport; Delaware County-Johnson Field Airport; Eagle Creek Airport; Frankfort Municipal Airport; Glendale Airport; Greenwood Municipal Airport; Indianapolis Executive Airport; Indianapolis Metropolitan Airport; Indianapolis Regional Airport; Kokomo Municipal Airport; Mettel Field Airport; Reese Airport; New Castle-Henry County Municipal Airport; Noblesville Airport; Pope Field Airport; Purdue University Airport; Putnam County Airport; Randolph County Airport; Richmond Municipal Airport; Shelbyville Municipal Airport; and Sheridan Airport
  ◆ Midwest location
  ◆ Strategic geographic coverage of aviation facilities located around the Central Region
Rail:
- Heavy presence of Class I railroads: CSX and Norfolk Southern
- 12 Class II & Class III freight railroads: C&NC Railroad; Central Indiana and Western Railroad; Central Railroad of Indianapolis; Honey Creek Railroad; Indian Creek Railroad; Indiana Eastern Railroad; Indiana Rail Road; Indiana Southern Railroad; Kankekee, Beaverville, and Southern Railroad; Louisville and Indiana Railroad; Winamac Southern Railroad; and Vermillion Valley Railroad
- Direct intermodal access from West Coast bypassing Chicago via The Indiana Rail Road Company and CN into the Senate Avenue terminal in Indianapolis

Trucking (Roads):
- Reputation as “Crossroads of America”
- 80 percent of the U.S. population within a day’s drive of Indiana
- Strong Midwest location: borders Illinois & Ohio

Waterborne:
- Proximity to three public ports: Ports of Indiana – Burns Harbor, Jeffersonville and Mount Vernon
- Access to major U.S. inland waterways – Great Lakes, Ohio and Mississippi rivers

General:
- Leader in exports/imports of important commodities (coal, iron/steel products, grain, food products, scrap metal, etc.)
- Warehouse availability

WEAKNESSES:

Air:
- Central Region airports have minimal international business; other than the domestic cargo shipping at Indianapolis International Airport

Rail:
- Primarily pass through region for intermodal rail
- Lack of high volume intermodal facilities
- Bottlenecks due to rail congestion in Chicago
◆ Trucking (Roads):
  ◆ Bottlenecks or traffic congestion at major points of interchange
  ◆ Lack of adequate capacity on Central Region’s Interstate highways
  ◆ Lack of designated heavy haul routes
  ◆ Lack of truck parking

◆ Waterborne:
  ◆ Not applicable

◆ General:
  ◆ Warehouse availability volatility

OPPORTUNITIES:

◆ Air:
  ◆ Position the Central Region as a reliever airport for domestic/international air cargo by utilizing excess capacity
  ◆ Create a strategy to better utilize the Central Region’s airports
  ◆ Utilize runways and facilities at several airports to accommodate air shipping opportunities

◆ Rail:
  ◆ Freight tonnage will nearly double by 2035, according to the U.S. Department of Transportation (USDOT)
  ◆ Seek opportunity to position Indiana as an East/West Corridor for Class I railroads to bypass Chicago bottleneck

◆ Trucking (Roads):
  ◆ Freight tonnage will nearly double by 2035, according to USDOT
  ◆ Relieve bottlenecks around Central Region
  ◆ Upgrade Central Region strategic bridges
  ◆ Build dedicated truck lanes on selected corridors that separate trucks from passenger cars on major Interstates
  ◆ Align truck weight limits comparable with surrounding states
  ◆ Create designated heavy haul routes and align with surrounding states
Waterborne:
- Not applicable

General:
- The value of U.S. imports and exports is expected to be equivalent to 60 percent of GDP by 2030
- Work for diversification of exports/imports

THREATS:

Air:
- Continued underutilization of Central Region airports
- Lack of Federal, State, and local funding to meet infrastructure needs

Rail:
- Continuation of the Central Region as a pass through area for rail
- Lack of investment in infrastructure by Class I railroads
- Adjacent states direct investment in rail
- Lack of private rail investment by private sector in Class II & III railroads

Trucking (Roads):
- Lack of funding to build roads to relieve bottle necks or traffic congestion
- Lack of funding to upgrade Central Region strategic bridges that are structurally deficient or functionally obsolete

Waterborne:
- Not applicable

General:
- Lack of diversification of exports/imports
- Lack of funding for all infrastructure modes
- Impact of Federal Government energy policy on all modes of transportation
- Loss of competitive advantage in energy costs due to Federal regulations
PUBLIC POLICY SWOT

STRENGTHS:

◆ Air:
  ♦ Federal government reimburses up to 90% of costs for qualified airport projects
  ♦ Local funding of all Central Region airports

◆ Rail:
  ♦ Local rail investment
  ♦ Industrial Service Fund

◆ Trucking (Roads):
  ♦ P3 funding for Indiana highways and roads
  ♦ State of Indiana focus on road construction

◆ Waterborne:
  ♦ Not applicable

◆ General:
  ♦ Indiana’s use of public/private partnerships to facilitate the funding of key projects in the Central Region
  ♦ Transportation and Logistics Tax Credit
  ♦ Tax abatement for vacant buildings

WEAKNESSES:

◆ Air:
  ♦ Lack of awareness by public entities on air freight movement
  ♦ Lack of Federal/State funding for the Central Region
  ♦ Pilot shortages
  ♦ Airline pilot duty and entry level requirements for flight time

◆ Rail:
  ♦ Lack of private rail investment compared to surrounding states
  ♦ Lack of awareness by public entities on rail freight movement
  ♦ Lack of Federal/State funding
  ♦ Railroad employee hours of service requirements
Trucking (Roads):
- Federal/State use of gas taxes for other general Federal/State revenue needs
- Lower truck weight limits compared to Illinois and Ohio
- Inefficiencies in collection of fuel taxes
- Changes to Hours of Service regulations
- Truck driver shortages

Waterborne:
- Not applicable

General:
- Increase in unemployment insurance (UI) tax on State level

OPPORTUNITIES:

Air:
- Dedicated state aviation fund creating more Federal funding opportunity for aviation projects

Rail:
- Federal and State investment tax credit incentivizing private rail investment
- Funding for inter/multimodal rail development

Trucking (Roads):
- Federal and State firewall on gas taxes for highway use only
- Dedicated truck lanes on major Interstates
- Allow increase of truck weight limits at Illinois and Ohio borders
- Use of State sales tax on surface transportation fuels
- New innovative funding mechanisms for roads

Waterborne:
- Not applicable

General:
- Lower UI tax on State level
- Lower capital gains tax on Federal level
- Reduction of personal property tax
THREATS:

✚ Air:
  ♦ Loss of matching dollars from Federal Government because of lack of State investment

✚ Rail:
  ♦ Surrounding states of Illinois and Ohio offer grants/loans/tax credits for rail economic development/private investment

✚ Trucking (Roads):
  ♦ Surrounding states of Illinois and Ohio offer grants/loans/tax credits for trucking economic development/private investment
  ♦ Lack of Federal/State highway dollars for new/existing roads
  ♦ Continued use of gas taxes for other general Federal/State revenue needs
  ♦ Competitiveness issues due to higher truck weight limits in Illinois
  ♦ Continued inefficient collection of fuel taxes

✚ Waterborne:
  ♦ Not applicable

✚ Warehousing/Distribution:
  ♦ Surrounding state of Ohio offers grants/loans/tax credits for warehousing/real estate economic development/private investment
  ♦ Further State tax increases for UI
  ♦ Current use of vacant warehouse/distribution facilities

✚ General:
  ♦ Lack of policy action leading to loss of private investment
  ♦ Lack of a State fund for unexpected economic development infrastructure needs
  ♦ Continued lack of growth in national economy
WORKFORCE DEVELOPMENT SWOT

STRENGTHS:
- Public/private postsecondary institutions with ability to reach mass of workers
- Entrepreneurs creating online curriculum programs
- State government officials who understand importance of up-skilling Hoosier workers
- Growth of logistics firms in the Central Region

WEAKNESSES:
- Lack of skilled workers
- Public misconception of logistics and warehouse careers
- Assorted logistics education curriculum not meeting industry needs
- Air cargo pilot, truck driver, and boat captain shortages
- Warehouse/Logistics maintenance technician shortages
- 4-year logistics degree supervisor shortages
- Lack of forklift certifications

OPPORTUNITIES:
- Identify logistics job skills gap areas
- Curriculum development with postsecondary education to meet job skills gap areas
- Create online program to up-skill Indiana logistics worker from places of employment
- Continued growth of logistics jobs in the Central Region

THREATS:
- Loss of logistics economic development due to workforce gaps
- Continued perception of logistics industry as undesirable work
- Lower skill workers remaining in lower level positions
- Lack of 4-year degree student interest in logistics careers
- Lack of air cargo pilots, truck drivers, and boat captains
- Lack of warehouse logistics maintenance technicians
- Lack of 4-year logistics supervisors
PUBLIC AWARENESS SWOT

STRENGTHS:

◆ Positive visibility of trucking
◆ Viewed as a center for surrounding major cities

WEAKNESSES:

◆ Lack of public understanding of logistics
◆ Lack of public understanding of need for infrastructure expansion/improvement
◆ Public misperception of logistics jobs
◆ Public misperception of global trade & positive impact on the Central Region
◆ Lack of awareness of importance for air, rail & water transportation modes

OPPORTUNITIES:

◆ Educate public on positive impacts of logistics industry
◆ Explain the facts on how the logistics industry impacts everyday life
◆ Educate public on need for infrastructure expansion/improvement
◆ Educate public on high-skill, high-wage jobs in logistics
◆ Educate public on positive impacts of global trade
◆ Increase understanding of importance for air, rail & water transportation modes
◆ Educate public on the effects and importance of waterborne transportation on Central Indiana

THREATS:

◆ Continued public misperception of the importance of the logistics industry
◆ Lack of awareness of need for infrastructure expansion/improvement
◆ Continued public misperception of logistics jobs
◆ Continued public belief of negative impacts of global trade
CENTRAL REGION INFRASTRUCTURE DATA

- **Air**
  - 23 Central Region Airports
  - #2 FedEx Hub in the World at Indianapolis International Airport
  - Indianapolis International Airport #23 Busiest Airport by Cargo Traffic

- **Rail**
  - 2 Class I Railroads
  - 12 Class II & III Railroads

- **Trucking:**
  - 6 Major Interstates and 10 Major Highways

- **Waterborne**
  - Proximity to 3 Public Ports
FOR MORE INFORMATION

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