

**FRA's Corridor ID Studies for Indiana[polis]**  
**A Quick Glance at Where We Are and What Comes Next**



**What is Corridor ID?**

- **Corridor Identification and Development Program**
- Phased Federal funds to study the feasibility of new and/or improved short to medium-haul passenger services

**What's Being Studied for Indy?**

- Improvements to Chicago – Indianapolis – Louisville
- At least two round trips daily and speed increases from 59 mph max to 79 mph max

**What are the benefits?**

- Station sited in heart of our convention and sports district
- Significant opportunity for economic development around station
- Build a base of demand for additional rail improvements over time (ex. Faster speeds, additional round trips, branch to Cincinnati)
- Potential infill station at Indianapolis International Airport
- Highly scalable, enhances mobility resilience
- Enables rural populations to access resources of the city
- Opportunities to leverage value capture in station area to fund operating subsidies
- Other conservative-leaning states recognize economic advantages of a well-connected state and are competing (Virginia, North Carolina, Utah)

**Where are we now?**

- INDOT, IMPO, Amtrak, KIPDA & City of Fort Wayne are in Phase 1 (Scope, Schedule & Budget) of the 4 studies

**What Comes Next?**

- Phases 2 (10%) and 3 (20%) will require matches from the State & local municipalities
- Final report will be basis for Federal-State Partnership – National Network grants, which will cover 80% of capital costs and the first 5 years of operating costs

**Who is on board?**

- Indy Chamber of Commerce (incl Develop Indy)
- Indiana Chamber of Commerce
- Visit Indy
- City of Crawfordsville
- City of Columbus & Visitors Center
- Cities of Lafayette, West Lafayette
- Tippecanoe County MPO
- City of Rensselaer
- Cities of Jeffersonville & Louisville (via KIPDA)

**What actions are needed?**

- Consistent communication of support and required coordination of the City with the State
- Communicate with other local leaders along the alignment and State leaders to indicate commitment and determine levels of funding allocation from each municipality for match requirements
- Passage of resolution through City-County Council supporting the line
- Lobby for support from the General Assembly and/or IEDC

**What are the potential paths forward once Corridor ID is complete?**

- State coordinates with Amtrak and the Federal Railroad Administration to submit an FSP-National grant; Amtrak is operator
- State and IEDC leverage Corridor ID study to build a business case and incentivize a private operator (ex. Brightline) to apply for FSP-National with some State support

**Other active work:**

- Federal Railroad Administration's (FRA) **Amtrak Daily Long-Distance Service Study**
- **Midwest Connect** (Chicago – Fort Wayne – Columbus – Pittsburgh)

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