INDIANA SOYBEAN ALLIANCE AND INDIANA CORN MARKETING COUNCIL JOINTLY COMMISSIONED INFORMA ECONOMICS TO ASSESS TRANSPORTATION INFRASTRUCTURE IN THE STATE OF INDIANA...AND THE ECONOMIC IMPACT RELATIVE TO COUNTIES AND THE STATE AS IT RELATES TO AGRICULTURE.

WHAT MAKES THIS STUDY DIFFERENT FROM OTHER STUDIES IS THAT THIS STUDY OVERLAYS AGRICULTURAL PRODUCTION AND AGribusinesses TO THE EXISTING TRANSPORTATION INFRASTRUCTURE...AND SHOWS THE ECONOMIC DRIVER IMPACT THAT INFRASTRUCTURE HAS TO LOCAL COMMUNITIES AND REGIONS.
Background

- December 2007 ISA Soybean Summit
- Question “How to get county bridge repaired or replaced?”
- Impact of business to the community
- Consequences of decision
- Why is this important for Agriculture & Rural Communities?

IN 2007, INDIANA SOYBEAN ALLIANCE HELD AN INDUSTRY SOYBEAN SUMMIT. A REPRESENTATIVE FROM A GRAIN ELEVATOR REQUESTED GUIDANCE ON HOW TO GET ATTENTION ON A BRIDGE IN NEED OF REPLACEMENT.

THE BRIDGE IS LOCATED IN A RURAL COUNTY NEAR THE GRAIN ELEVATOR WHICH IS ECONOMICALLY DEPENDANT ON AGRICULTURE. THE BRIDGE WAS BEING POSTED, RESTRICTING TRAFFIC TO CARS ONLY. WEIGHT RESTRICTING THE BRIDGE DIRECTLY IMPACTED THE ELEVATOR’S BUSINESS. THE GRAIN ELEVATOR EMPLOYED 15 EMPLOYEES AND WAS ONE OF THE LARGER EMPLOYERS IN TOWN.

CONCERNS ABOUT THE BRIDGE WERE SAFETY, LOSS OF BUSINESS, AND ADDITIONAL COUNTY ROADS DETERIORATING BECAUSE FARMERS MAY DECIDE TO BYPASS THE DETOUR IN ORDER TO DELIVER GRAIN TO THE ELEVATOR.

WHAT THE GRAIN ELEVATOR WANTED TO KNOW WAS HOW TO STRESS THE IMPORTANCE OF THE BRIDGE ECONOMICALLY TO LOCAL DECISIONS MAKERS ON MAKING THE BRIDGE A PRIORITY.

WHAT WOULD HAPPEN TO THE LOCAL ECONOMY IF THE BRIDGE WAS NOT REPLACED?

WHAT WOULD HAPPEN IF THE ELEVATOR CLOSED BECAUSE GRAIN DELIVERY AND SHIPMENTS WERE NO LONGER COMPETITIVE BECAUSE OF INCREASED TRAVEL DISTANCES?

THese WERE JUST A FEW OF THE QUESTIONS THAT MOVITATED INDIANA SOYBEAN ALLIANCE AND INDIANA CORN MARKETING COUNCIL TO COMMISSION THIS STUDY.
Objectives & Approach

- Develop an understanding of the infrastructure and economic impacts relative to grain movements, biofuels, livestock and agricultural & food processing in Indiana.

- Conduct state-wide baseline analysis, including area of border states
  - Soybeans, Corn, Biofuels, Hogs, Poultry, Beef & Dairy

- Rank all 92 counties
  - Identify top 6 counties for the further in-depth analysis
    - Carroll, Clinton, Jasper, Montgomery, Tippecanoe, White
  - Trends: East Central Indiana & River terminal/Evansville region

- Assess transportation infrastructure and impacts of infrastructure impediments
  - Rail, Road & Bridges, Waterways
  - Interview Indiana Dept. of Transportation and Agribusiness Representatives

- Provide alternatives to enhance transportation requirements and future needs.

THE OBJECTIVE OF THIS STUDY INCLUDED SHOWING THE IMPORTANCE OF AGRICULTURAL-BASED ECONOMIC DEVELOPMENT THROUGH GRAIN ELEVATORS AND TERMINAL FACILITIES, BIOFUEL PLANTS, LIVESTOCK PRODUCTION, AND FOOD PROCESSING...AND THE INTERDEPENDENCE WITH THE TRANSPORTATION INFRASTRUCTURE.

DATA INCLUDED IN THE BASELINE ANALYSIS ARE PRODUCTION DENSITY, INVENTORIES AND CAPACITIES FOR SOYBEANS, CORN, BIOFUELS, HOGS, POULTRY, BEEF AND DAIRY. GRAIN AND AGRICULTURAL PRODUCTION INFORMATION WAS GATHERED FROM EACH INDIANA COUNTY...PLUS SURROUNDING BORDER STATES.

DATA WAS COLLECTED FROM UNITED STATES DEPARTMENT OF AGRICULTURE AND NATIONAL AGRICULTURE STATISTICAL SERVICE FROM 2005 – 2007 MARKETING YEARS.

AFTER COMPLETING BASELINE INFORMATION, THE COUNTIES WERE RANKED ON THESE FOUR CATEGORIES, GRAIN ELEVATORS AND TERMINAL FACILITIES, BIOFUEL PLANTS, LIVESTOCK PRODUCTION, AND FOOD PROCESSING... AND MORE DETAILED INFORMATION WAS COMPILED ABOUT THE TOP SIX (6) RANKING COUNTIES...CARROLL, CLINTON, JASPER, MONTGOMERY, TIPPECANOE AND WHITE. THESE SIX COUNTIES ARE CONTIGUOUS AND LOCATED IN THE WEST-CENTRAL REGION OF THE STATE.

THERE WERE TRENDS IN OTHER PARTS OF INDIANA, WHICH INCLUDED EAST CENTRAL INDIANA COUNTIES...JAY AND RANDOLPH...AND COUNTIES LOCATED IN SOUTHERN INDIANA AND ALONG THE OHIO RIVER NEAR EVANSVILLE.

AN ASSESSMENT OF ACCESSIBILITY AND IMPEDIMENTS TO ROADS AND BRIDGES, RAIL, AND WATERWAY INFRASTRUCTURE WAS COMPLETED AND CONDUCTED THROUGH INTERVIEWS WITH PERSONNEL FROM INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) AND MANAGERS FROM THE VARIOUS AGribusiness CATEGORIES.

LASTLY, INFORMA ECONOMICS INCLUDED SCENARIOS TO HELP PROVIDE IDEAS AND ALTERNATIVES TO CURRENT TRANSPORTATION INFRASTRUCTURE CHALLENGES FACED BY LOCAL AND STATE GOVERNMENT.
Six Target Counties

1. Carroll
2. Clinton
3. Jasper
4. Montgomery
5. Tippecanoe
6. White

This map shows the locations of the top eighteen counties. Those counties shaded in yellow are the top six. Those shaded in green are ranked seven to twelve ... and counties in blue ranked thirteen to eighteen. The northwest central region has some of the best farmland, high concentration of grain production... with high yields, livestock production, elevators, biofuels, grain processing, hog processing... and access to good transportation infrastructure... primarily roads and rail.

Other areas show trends, but did not have as strong a balance of ag production and value-added processing compared to the top six counties. Other areas with trends include East Central counties with livestock and grain production... and southern counties with poultry production and river grain terminals.

The next few slides will demonstrate the agricultural production across the state and some of the businesses associated with them.
THIS SLIDE SHOWS AN OVERVIEW OF SOYBEAN PRODUCTION AND SOYBEAN PROCESSING IN INDIANA, ILLINOIS, AND OHIO. NOTE THAT THE PRIMARY PRODUCTION OF SOYBEANS IN THE STATE OF INDIANA...IS IN THE CENTRAL REGION.

THE SHADED AREAS INDICATE LEVEL OF PRODUCTION IN A COUNTY...WHERE THE LIGHT GREEN SHADED COUNTIES HAVE LOWER SOYBEAN PRODUCTION...AND THE DARKEST GREEN SHADED COUNTIES HAVE THE HIGHEST SOYBEAN PRODUCTION. PRODUCTION IS MEASURED BY DENSITY AS BUSHELS PER SQUARE MILE.

THE CIRCLES ON THE GRAPH ARE SOYBEAN PROCESSING FACILITIES. THE LARGER THE CIRCLE, THE LARGER THE CAPACITY OR VOLUME OF SOYBEANS THE FACILITY HANDLES.

AS OF THE TIME OF THIS REPORT RELEASE...MARCH 2009...THE YELLOW CIRCLES ARE CURRENTLY IN PRODUCTION...THE BLACK CIRCLES ARE IDLE FACILITIES...AND THE BLUE CIRCLE IS A PROPOSED FACILITY.

SOYBEAN PROCESSORS PRIMARILY CRUSH THE SOYBEANS AND EXTRACT THE SOYBEAN OIL FOR FOOD, BIODIESEL AND OTHER INDUSTRIAL USES.

THE OTHER PRODUCT RESULTING FROM CRUSHING THE SOYBEANS IS SOYBEAN MEAL...WHICH IS PRIMARILY USED FOR LIVESTOCK FEED AS A HIGH PROTEIN FEED INGREDIENT.
THIS SLIDE SHOWS AN OVERVIEW OF CORN PRODUCTION AND CORN PROCESSING IN INDIANA, ILLINOIS, AND OHIO. NOTE THAT THE PRIMARY PRODUCTION OF CORN IN THE STATE OF INDIANA IS IN THE CENTRAL REGION...JUST AS IT IS FOR SOYBEANS.

THE SHADED AREAS INDICATE LEVEL OF PRODUCTION IN A COUNTY...WHERE THE LIGHT GREEN SHADED COUNTIES HAVE LOWER CORN PRODUCTION...AND THE DARKEST GREEN SHADED COUNTIES HAVE THE HIGHEST CORN PRODUCTION. PRODUCTION IS MEASURED BY DENSITY AS BUSHELS PER SQUARE MILE.

THE CIRCLES ON THE GRAPH ARE CORN PROCESSING FACILITIES...AND THE COLOR INDICATES THE TYPE OF CORN PROCESSING. THE LARGER THE CIRCLE, THE LARGER CAPACITY OR VOLUME OF CORN THE FACILITY HANDLES.

YELLOW CIRCLES ARE CORN ETHANOL PLANTS. THE RED CIRCLES ARE CORN PROCESSING FACILITIES MAKING CORN STARCH OR CORN SWEETENERS...USING A DRY MILL METHOD. THE BLUE CIRCLES ARE CORN PROCESSING FACILITIES MAKING CORN STARCH OR CORN SWEETENERS...USING A WET MILL METHOD.

CORN ETHANOL PLANTS GRIND AND FERMENT THE CORN TO MAKE ETHANOL FOR BLENDING IN GASOLINE. THE OTHER PRODUCT RESULTING FROM ETHANOL PRODUCTION IS DISTILLERS DRIED GRAINS...OR DDG’S...WHICH IS FED TO LIVESTOCK. OTHER TYPES OF CORN PROCESSORS...KNOWN AS CORN REFINERS...PRODUCE CORN STARCH AND CORN SWEETENERS FOR THE FOOD INDUSTRY AND OTHER INDUSTRIAL USES.
THE FOLLOWING SLIDE SHOWS AN OVERVIEW OF HOG PRODUCTION IN INDIANA, ILLINOIS AND OHIO...ALONG WITH HOG PROCESSING AND MEAT PACKING FACILITIES.

THE SHADED AREAS INDICATE LEVEL OF PRODUCTION IN A COUNTY...WHERE THE LIGHT GREEN SHADOED COUNTIES HAVE LOWER HOG PRODUCTION...AND THE DARKEST GREEN SHADOED COUNTIES HAVE THE HIGHEST HOG PRODUCTION. PRODUCTION IS MEASURED BY INVENTORY DENSITY OF HOGS PER SQUARE MILE.

THE CIRCLES ON THE GRAPH ARE HOG PROCESSING AND MEAT PACKING FACILITY LOCATIONS. THE LARGER THE CIRCLE...THE LARGER THE CAPACITY OR VOLUME OF HOGS THE FACILITY HANDLES.

THERE IS A STRONG RELATIONSHIP WITH LIVESTOCK BEING RAISED WHERE THE FEED GRAINS ARE GROWN. PORK PRODUCTION IS NO DIFFERENT...IN THAT IT IS LOCATED IN CENTRAL REGION OF THE STATE...WHERE A LOT OF THE CORN AND SOYBEANS ARE GROWN AND PROCESSED.

INDIANA FARMERS MARKET THEIR HOGS PRIMARILY TO INDIANA PACKERS CORPORATION IN DELPHI, INDIANA...JBS SWIFT & COMPANY IN LOUISVILLE, KENTUCKY...AND TYSON IN LOGANSPORT, INDIANA. HOGS IN INDIANA CAN ALSO BE SHIPPED TO FACILITIES IN ILLINOIS AND OHIO...LIKEWISE, HOGS RAISED IN OHIO, MICHIGAN, ILLINOIS, AND KENTUCKY ARE SHIPPED TO INDIANA TO BE PROCESSED BY ONE OF THESE PACKERS.

WE ARE ILLUSTRATING PORK PRODUCTION IN THIS PRESENTATION BECAUSE IT IS LESS REGIONALIZED COMPARED TO DAIRY, BEEF AND POULTRY PRODUCTION IN INDIANA. DAIRIES ARE LOCATED IN NORTHWEST CENTRAL AND NORTHERN INDIANA. POULTRY PRODUCTION IS LOCATED IN NORTHERN, EAST CENTRAL AND SOUTHERN INDIANA. AND BEEF PRODUCTION IN INDIANA IS PRIMARILY COW-CALF OPERATIONS WITH FEW FEEDLOTS...AND THE DENSITY OF CATTLE ON FEED THROUGHOUT THE STATE IS LOW...AVERAGING FEWER THAN TWENTY-FIVE HEAD OF FED CATTLE PER SQUARE MILE WITHIN THE MAJORITY OF INDIANA COUNTIES.
The following map of Indiana shows the rail infrastructure currently in place. The various colors indicate which rail carriers operate a segment of rail track.

Indiana is fortunate to have four Class One rail carriers. The two primary carriers are CSX...shown in blue...and Norfolk Southern...shown in red.

Canadian National and Canadian Pacific...shown in purple...have a small presence in Indiana. Canadian National operates a rail line in northern Indiana...and Canadian Pacific leases a segment of rail from CSX in southern Indiana.

Another important sector of rail are the Class Three rail operators...also known as short line rail...shown in green.

As a whole, Indiana has good rail infrastructure. These rail lines are important to agriculture primarily for the movement of grains, processed grain products, biofuels, and fertilizer for crops. Rail service into grain elevators and terminals are is a very important piece for distribution and marketing of crops and products. Without rail service, Indiana’s grain farmers and the grain industry would not be as competitive on the global market as we are.

The top six ranked counties in this study all had good access to railroads.

An important factor for corn and soybean processors to locate their facility...is access to rail service.
ROAD ADEQUACY IS AN INDICATION OF HOW MANY ROUTES ARE AVAILABLE TO TRAVEL TO...AND FROM...A SPECIFIC LOCATION. IN THIS CASE, THE SPECIFIC LOCATION IS A GRAIN ELEVATOR.

THE RED CIRCLE IS THE “DRAW AREA” FOR AN ELEVATOR OR GRAIN PROCESSOR. THE DRAW AREA IS THE PERIMETER BOUNDARY FOR THE GRAIN THAT IS BEING SUPPLIED TO A FACILITY. THE DRAW AREA EXPANDS AS THE FACILITY INVENTORY, HANDLING, AND/OR PRODUCTION CAPACITY INCREASES.

THE BLUE AND PINK “SPIDER WEB” INDICATES THE PRIMARY ROAD ROUTES TRAVELLED TO...AND FROM AN ELEVATOR. IDEALLY THE SPIDER WEB SPREADS ACROSS EQUALLY... MULTIDIRECTIONAL...AND IN THE SAME SHAPE AS THE RED CIRCLE.

IN THIS DIAGRAM, THERE ARE ALSO TWO ELEVATOR FACILITIES WITH PINK SPIDER-WEBS. THE LARGER PINK SPIDER WEB HAS ABOUT TWENTY-FIVE MILE DRAW AREA, AND HAS PRIMARY ROUTES TO AND FROM...ITS FACILITY IN THE EAST AND WEST DIRECTIONS.

WHEREAS THE BLUE SPIDER WEBS ARE MORE MULTIDIRECTIONAL ...LIKE SPOKES ON A BICYCLE WHEEL... ALLOWING MORE OPTIONS FOR TRAVEL TO...AND FROM THE FACILITY.
IN THIS EXAMPLE, THE LARGER FACILITIES HAVE GREATER CAPACITIES AND ABILITY TO PROCESS MORE VOLUMES OF GRAINS OR LIVESTOCK. THESE FACILITIES HAVE DRAW AREAS OF ONE HUNDRED MILES OR MORE. NOTE THE BLUE PATTERN MATCHES CLOSELY TO THE RED CIRCLE PERIMETER OF THE DRAW AREA. THERE ARE SEVERAL OPTIONS FOR TRAVEL ROUTES. DETOURS AND INFRASTRUCTURE IMPEDIMENTS TO A LOCATION THAT HAS A LARGE DRAW AREA...ARE FAR LESS OF A CHALLENGE...COMPARED TO FACILITIES WITH A SMALL DRAW AREA.

LOCALIZED ROAD DETOURS OR IMPEDIMENTS VERY NEAR THE DESTINATION HAVE A MINOR IMPACT TO THESE LARGER FACILITIES.

ELEVATORS OR PROCESSORS WITH DRAW AREAS OF TWENTY-FIVE TO THIRTY MILES ARE FAR MORE IMPACTED BY LOCALIZED ROAD DETOURS OR IMPEDIMENTS...BECAUSE THEY ARE LIMITED IN THE ROUTES THAT TRUCKS CAN FOLLOW.
BRIDGES ARE ONE AREA OF INDIANA’S TRANSPORTATION INFRASTRUCTURE IDENTIFIED AS POTENTIALLY BEING THE WEAKEST LINK. THE DATA COLLECTED ON BRIDGES COMES FROM THE FEDERAL HIGHWAY ADMINISTRATION’S NATIONAL BRIDGE INSPECTION STANDARDS...AND INDIANA DEPARTMENT OF TRANSPORTATION.

BRIDGES ARE GIVEN A...SUFFICIENCY RATING...FOLLOWING INSPECTION. THE RATING IS A COMBINED SCORE BASED ON THREE COMPONENTS. ONE...STRUCTURAL ADEQUACY AND SAFETY...TWO...SERVICEABILITY AND FUNCTIONAL OBsolescence...AND THREE...ESSENTIALITY FOR PUBLIC USE. THE SCORE OR SUFFICIENCY RATING IS ZERO TO ONE HUNDRED.

A LOWER VALUE IS AN INDICATION OF A LOWER DEGREE OF SUFFICIENCY...AND A HIGHER DEGREE OF NEED...FOR EITHER REPLACEMENT OR REPAIR. RATING OF BRIDGES IS IMPORTANT BECAUSE IT IS USED TO PRIORITIZE AND DESIGNATE ELIGIBILITY FOR FEDERAL AID FUNDING...FOR REPLACEMENT OR REHABILITATION.

SUFFICIENCY RATING OF LESS THAN FIFTY...ALLOWS A BRIDGE TO BE ELIGIBLE FOR REPLACEMENT...AND A RATING LESS THAN EIGHTY...INDICATES A BRIDGE IS ELIGIBLE FOR REHABILITATION.

A BRIDGE THAT IS...STRUCTURALLY DEFICIENT...MEANS THAT IT IS CLOSED...OR IS RESTRICTED TO LIGHT-WEIGHT VEHICLES BECAUSE OF DETERIORATED STRUCTURAL COMPONENTS. A BRIDGE THAT IS...FUNCTIONALLY OBSOLETE...IS ONE THAT CANNOT SAFELY SERVICE THE VOLUME OR TYPE OF TRAFFIC THAT USES IT. FOR EXAMPLE...A FUNCTIONALLY OBSOLETE BRIDGE...CAN BE STRUCTURALLY SOUND, BUT IS ONLY WIDE ENOUGH FOR ONE LANE OF TRAFFIC.

COUNTY BRIDGE MAINTENANCE AND REPAIR COSTS ARE THE RESPONSIBILITY OF THE LOCAL COUNTY GOVERNMENTS. BRIDGES LOCATED ON STATE ROADS AND FEDERAL HIGHWAYS ARE THE RESPONSIBILITY OF THE STATE AND FEDERAL GOVERNMENT.

THE MAP SHOWS THE NUMBER OF COUNTY BRIDGES...THROUGHOUT THE STATE OF INDIANA...THAT HAVE A SUFFICIENCY RATING OF FIFTY OR LESS. BLUE SQUARES ARE BRIDGES WITH SUFFICIENCY RATING OF TWENTY-FIVE TO FIFTY...AND RED SQUARES ARE BRIDGES WITH SUFFICIENCY RATINGS LESS THAN TWENTY-FIVE.
THE BRIDGES LOCATED IN THE TOP SIX COUNTIES...IDENTIFIED IN THIS STUDY...AND COMPARED TO THE STATE AS A WHOLE...HAVE LOWER PERCENTILES OF BRIDGES IN NEED OF REHABILITATION OR REPLACEMENT.

RURAL COUNTIES THAT HAVE THE ABILITY TO MAINTAIN THEIR BRIDGES AND ROAD INFRASTRUCTURE...MAY BE IN A BETTER POSITION TO ENTICE ECONOMIC DEVELOPMENT OF AGRICULTURALLY-RELATED INDUSTRIES...BECAUSE THEY HAVE THE RESOURCES NEEDED.
THIS IS AN EXAMPLE OF CALCULATED COSTS...RESULTING FROM A DETOUR EN ROUTE TO A GRAIN FACILITY OR PROCESSOR...DUE TO BRIDGE CLOSURE OR OTHER ROAD IMPEDIMENT.

THE ABOVE TABLE REPRESENTS TWO DIFFERENT DETOUR COST STRUCTURES. THE FIRST REPRESENTS A THIRTY-MILE DETOUR ...AND THE SECOND IS A FIFTY-MILE DETOUR. THIS CHART IS BASED ON AN AVERAGE INDIANA FARMER PRODUCING 407 ACRES OF CORN OR 277 ACRES OF SOYBEANS...WITH AVERAGE YIELDS OF 161.7 BUSHELS PER ACRES OF CORN...AND 49.2 BUSHELS PER ACRES OF SOYBEANS. FUEL COST IS HELD CONSTANT AT $2.50 PER GALLON. FUEL EFFICIENCY IS FIVE MILES PER GALLON. TRUCKS HAULING TWENTY-SIX TONS...ESTIMATED 900 BUSHELS...PER LOAD.

FOR AN AVERAGE FARMER HAULING ALL HIS GRAIN TO A MARKET IN A YEAR...A THIRTY-MILE DETOUR RESULTS IN EXTRA ROUND TRIP COSTS OF $2,277 FOR CORN...AND $440 FOR SOYBEANS. IF THE DETOUR WAS FIFTY MILES...THE ADDITIONAL ROUND TRIP COSTS WOULD BE $3,796 FOR CORN...AND $733 FOR SOYBEANS.

DETOURS CAN ADD AN ADDITIONAL COST OF THREE CENTS TO SIX CENTS PER BUSHEL...FOR EITHER CORN OR SOYBEANS.
Ideas to Consider

- Each city or rural area, county public works office, and state agency needs to be aware of the economic value of the infrastructure.

- Is there a way to create and maintain an “early warning system” to detect road/rail/bridge problems and speed the repair process? Funds are limited and are often given to projects that are ready.

- In the full report there are examples showing how other states and regions successfully executing collaborations on transportation infrastructure projects.

IN SUMMARIZING THE REPORT...THE FINDINGS SHOW THAT LOCAL AND COUNTY DECISION MAKERS WANT TO BE EDUCATED ON THE ECONOMIC VALUE THAT INFRASTRUCTURE PROVIDES FOR BUSINESSES IN THEIR COUNTY...PARTICULARLY FOR AGRICULTURE.

THIS STUDY SHOWED THAT A DETOUR...CAUSED BY A BRIDGE CLOSURE NEAR A GRAIN ELEVATOR...CAN COST AN AVERAGE INDIANA GRAIN FARMER $2,500 OR MORE TO DELIVER TO THIS MARKET IN A YEAR. THIS IS JUST THE COST TO A FARMER.

ALSO, THERE ARE ECONOMIC COSTS TO THE BUSINESSES IN DISTRIBUTING PRODUCTS FROM THE FACILITIES...ALSO HAVING TO NAVIGATE THE DETOUR.

SECONDLY, THIS STUDY CAN ALSO BE USED AS A TOOL FOR DECISION MAKERS...IN HELPING THEM BETTER PRIORITIZE AND DETERMINE NEEDS FOR TRANSPORTATION INFRASTRUCTURE PROJECTS.

INCLUDED IN THE FULL REPORT ARE EXAMPLES OF CURRENT FUNDING MECHANISMS AND COLLABORATIONS FROM OTHER STATES...ON SEEKING FUNDING...AND FOR MAJOR PROJECTS THAT WOULD ENHANCE ECONOMIC DEVELOPMENT...NOT ONLY BENEFITTING THE COUNTY OR STATE WHERE THE BUSINESS IS LOCATED...BUT ENHANCING THE ECONOMIC DEVELOPMENT IN SURROUNDING COUNTIES AND COMMUNITIES AS WELL.

AND A COMPENDIUM SUMMARIZING ALL NINETY-TWO COUNTIES
http://www.indianasoybean.com/IndianaAgTransportationInfrastructureCompendium.pdf CAN BE ACCESSED AT ONLINE

OR RECEIVE A DVD BY CONTACTING EMILY OTTO-TICE...DIRECTOR OF GRAIN MARKETING FOR INDIANA SOYBEAN ALLIANCE AND INDIANA CORN MARKETING COUNCIL.

THIS STUDY AND PRESENTATION WAS MADE POSSIBLE AND FUNDED BY INDIANA SOYBEAN AND CORN CHECKOFF DOLLARS.