

Appendix H
Socioeconomics Analysis

Content

Section	Page #
H.1 Background	H-2
H.2 Socioeconomic Methodology.....	H-2
H.2.1 Applicable Regulations and Guidance	H-2
H.2.2 Data Sources.....	H-2
H.2.3 Screening Process	H-3
H.2.4 Analytical Methods	H-3

Attachments

- H1 IMPLAN Estimate for Employment and Income

Appendix H

SOCIOECONOMIC ANALYSIS

H.1 Background

The Canadian National Railway Company and Grand Trunk Corporation (collectively, CN or the Applicants) are seeking authorization from the Surface Transportation Board (STB) to acquire control of EJ&E West Company, a wholly owned non-carrier subsidiary of Elgin, Joliet and Eastern Railway Company (EJ&E). In Appendix H the STB's Section of Environmental Analysis (SEA) discusses the methods used for analysis of the socioeconomics relating to the proposed acquisition.

H.2 Socioeconomic Methodology

The Applicants are proposing to acquire control of EJ&E West Company and to use the EJ&E rail line to connect all five of CN's rail lines in Chicago (the Proposed Action). The SEA evaluated the potential effects of the Proposed Action and alternatives on air quality. SEA used the methodology presented herein to estimate potential impacts on the following:

- Population
- Demographics, including income, age, and ethnic distribution
- Housing
- Employment
- Education
- Local businesses
- Tax base and fiscal conditions
- Communities
- Police, fire, and emergency services

Potential impacts on the parameters listed above were estimated during two phases: construction and operations.

H.2.1 Applicable Regulations and Guidance

SEA conducted the review of social and economic impacts in accordance with Federal regulations and guidelines. These regulations include the following: 1) the Board's regulations (49 Code of Federal Regulations [CFR] 1105.7[e][3]), and 2) the National Environmental Policy Act (NEPA) (40 CFR 1502.16[c]).

H.2.2 Data Sources

To evaluate the socioeconomic impacts that may occur as a result of the Proposed Action, SEA used the following data sources:

- Available geographic information system (GIS) data
- Year 2000 county level and block-group level census data on population, housing, and employment

- Environmental effect data
- Rail operations data
- Rail line segment identifiers
- Current and future employment estimates for each county, by type of industry
- Local taxing districts
- County revenues from property assessments
- Land ownership for lands within the existing right-of-way and lands to be acquired
- Current land values for various types of land
- Historical tax revenues by source
- Current police, fire, and emergency response times
- Current and estimated future school enrollment
- Current school capacity
- Existing community services

H.2.3 Screening Process

SEA focused its analyses on the potential impacts on socioeconomic conditions that would be associated with the construction of new rail connections, extension of existing sidings, and installation of second track (double-tracking), and changes in rail operations associated with the Proposed Action.

H.2.4 Analytical Methods

The following sections discuss the assumptions, evaluation criteria, and analyses that SEA followed to evaluate potential effects on socioeconomic conditions from the Proposed Action and the No Action alternative.

H.2.4.1 Population

SEA estimated the Study Area's current population using the 2000 U.S. Census. SEA based the future No Action alternative population on estimates from regional planning agencies and supplemented the estimates with data available from local governments.

SEA based potential population impacts attributable to the Proposed Action on the net number of jobs that the Proposed Action would create multiplied by a persons-per-household factor.

The Proposed Action would have a substantial impact on population if increases due to the Proposed Action exceed historical rates of population increase on a percentage basis. There is no mitigation for population increase, per se; however, SEA will address the consequences of increasing population, such as the burdening of public infrastructure, if applicable.

H.2.4.2 Demographics

SEA estimated the characteristics of the current population, including race, ethnicity, average income, household size, and other factors, using the same sources used for population. With the No Action alternative, SEA assumes that the relative proportions of minorities, low-income households, and other demographic sub-sets would not change.

Demographic impacts attributable to the Proposed Action focuses on household income levels associated with increased population. The Proposed Action would have an impact on local demographics if it causes median household income in the project areas to increase or decrease more than one percent.

H.2.4.3 Housing

SEA characterized the current housing stock in the Study Area using the 2000 U.S. Census, local government data, and local housing authority information. SEA assumes that future conditions under the No Action alternative would be extrapolated.

SEA evaluated the impacts (if any) of the Proposed Action on the supply of safe, affordable housing by comparing the No Action alternative level of housing and the future demand for housing, based on the housing demand generated by the Proposed Action's construction and operation. SEA characterized housing impacts as substantial if the demand for housing exceeds the available supply. SEA based potential mitigation measures on the actual housing shortfall and the cost of supplying additional temporary or permanent housing.

H.2.4.4 Employment

SEA estimated the existing employment and earnings for major industries in the Study Area using the 2000 U.S. Census data. SEA based future employment and earnings under the No Action alternative on state and local estimates. For years beyond 2015, SEA extrapolated current data into the future using historical growth rates.

SEA estimated employment and earnings impacts attributable to the Proposed Action for the county and state using the IMPLAN economic input-output model¹. The employment and earnings impact analysis includes direct and indirect impacts. Direct impacts on employment and earnings include:

- The increase in construction jobs during construction of the proposed new rail connections, siding extensions, and double-track
- The increase in railroad-related jobs during operation of the Proposed Action
- Any decrease in trucking jobs directly attributable to the Proposed Action

Indirect impacts on employment and earnings includes impacts on support industries and the induced spending generated by the employees of these industries, including:

- The increase in jobs supporting the construction industry
- The change in jobs supporting the rail and trucking industries

Employment and earnings were considered affected if the impacts would be more than two standard deviations greater than the historical growth rate of these parameters.

H.2.4.5 Education

SEA obtained data regarding existing student populations within the Study Area from the Illinois State Board of Education and the Indiana Department of Education. SEA obtained information regarding educational facilities and their capacities from the local school districts. SEA based its assessment of education impacts under the No Action alternative on estimates provided by these agencies and extrapolating these available estimates through the planning horizon of the Proposed Action.

SEA based its analysis of the estimated impacts attributable to the Proposed Action on employment and housing impacts estimated above. From census data and state demographic data, SEA derived the number of new households from the number of new employees in the area. Then SEA applied a

¹ Direct and indirect impacts on employment and earnings can be estimated with IMPLAN Professional Version 2.0 (MIG, Inc., 1999), an economic input-output model. This model has wide acceptance among resource agencies as a standard method of estimating regional economic impacts.

factor for school-age children per household to the new household quantity to estimate the number and ages of children.

SEA considered education impacts substantial if:

- The increase in school-age children would be more than two standard deviations greater than the number estimated under the No Action alternative; or
- The increase in school-age children would exceed available school capacity.

SEA does not anticipate that the Proposed Action would trigger an increase in the number of school-age children.

SEA evaluated the proximity of elementary, middle, and high schools to the rail line relative to access and safety concerns for school-age children crossing the railroad tracks and the potential effects on school bus routes or traffic delays.

H.2.4.6 Local Businesses

SEA evaluated potential impacts from the Proposed Action on local businesses in the communities near the EJ&E or CN rail lines. One type of impact would be loss of revenues resulting from traffic congestion due to increased freight train delays at highway/rail at-grade crossings. SEA also evaluated the loss of on-street parking, limited vehicular access, increased noise, loss of property values, or other impacts that may impair local business operations as appropriate.

H.2.4.7 Tax Base and Fiscal Conditions

SEA characterized the current tax base in terms of total assessed valuation, including land and improvements. SEA identified the primary recipients of the resulting tax revenues and noted their respective levies, including county governments, school districts, and other special districts with taxing authority. SEA obtained this data from the local county assessor. SEA extrapolated the future tax base and fiscal conditions under the No Action alternative from the current levels into the future using historical growth rates.

SEA estimated the future tax base and fiscal conditions under the Proposed Action by considering the following factors:

- Land ownership within the right-of-way
- Increased or decreased commercial valuation and the locations of such changes
- Average wage levels and household expenditures for new households
- Current sales tax levies
- Other taxes, including use taxes on construction materials

The IMPLAN economic model also estimates the tax and fiscal impacts of rail construction and operations. SEA used the IMPLAN estimates as a check for the tax and fiscal impacts estimated above.

Tax base and fiscal impacts will be significantly affected if these parameters change by more than two standard deviations from their historical trends. SEA will consider mitigation for any adverse fiscal impacts.

H.2.4.8 Community Impacts

Community impacts would include loss of community cohesion, impacts on local community facilities such as senior and community centers, parks, or recreational facilities, and changes in access to these facilities or area hospitals and schools. SEA evaluated these impacts for the communities

that would experience increases in freight traffic along the EJ&E rail lines as a result of the Proposed Action.

H.2.4.9 Police, Fire, and Other Emergency Services

Emergency services include ambulance and rescue services, emergency medical facilities, fire protection, and law enforcement. SEA characterized the existing conditions, including service level benchmarks, using data obtained from the individual providers of these services. SEA estimated future conditions under the No Action alternative by extrapolating the existing conditions to the year 2012, based on existing benchmarks².

SEA estimated impacts due to the Proposed Action based on the benchmarks calculated above and through interviews with the relevant agencies. The analysis also considers the typical demand for these services by those working in the industries most impacted by the Proposed Action.

SEA considers an impact substantial if:

- Service levels would fall below established benchmarks; or
- A service provider determines that the impact would be substantial.

² Service level benchmarks vary between service providers. For example, the benchmark for ambulance and fire service may be response time. For law enforcement, it may be the number of police officers or deputies per 1,000 residents.

Attachment H1

IMPLAN Estimate for Employment and Income

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G1 Rail job losses MULTIPLIER: Type SAM
Output Impact (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$15,926	\$58,810	\$74,736	0.00
19 21 Mining (AGG)	\$0	\$492,209	\$122,915	\$615,124	0.02
30 22 Utilities (AGG)	\$0	\$69,929	\$303,879	\$373,808	0.01
33 23 Construction (AGG)	\$0	\$48,822	\$75,412	\$124,234	0.00
46 31-33 Manufacturing (AGG)	\$0	\$2,729,795	\$1,634,568	\$4,364,363	0.14
390 42 Wholesale Trade (AGG)	\$0	\$653,800	\$785,746	\$1,439,546	0.04
391 48-49 Transportation & Warehousing (AGG)	\$32,003,666	\$2,098,599	\$392,738	\$34,495,004	1.08
401 44-45 Retail trade (AGG)	\$0	\$48,822	\$1,497,567	\$1,546,388	0.05
413 51 Information (AGG)	\$0	\$190,932	\$397,933	\$588,865	0.02
425 52 Finance & insurance (AGG)	\$0	\$491,747	\$1,244,454	\$1,736,201	0.05
431 53 Real estate & rental (AGG)	\$0	\$1,538,244	\$751,671	\$2,289,915	0.07
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$1,697,417	\$645,801	\$2,343,218	0.07
451 55 Management of companies (AGG)	\$0	\$87,078	\$174,668	\$261,746	0.01
452 56 Administrative & waste services (AGG)	\$0	\$420,508	\$297,944	\$718,452	0.02
461 61 Educational svcs (AGG)	\$0	\$34,714	\$241,058	\$275,772	0.01
464 62 Health & social services (AGG)	\$0	\$171	\$1,981,761	\$1,981,932	0.06
475 71 Arts- entertainment & recreation (AGG)	\$0	\$26,859	\$186,704	\$213,563	0.01
479 72 Accommodation & food services (AGG)	\$0	\$133,647	\$688,587	\$822,234	0.03
482 81 Other services (AGG)	\$0	\$78,666	\$543,504	\$622,170	0.02
495 92 Government & non NAICs (AGG)	\$0	\$284,441	\$1,608,405	\$1,892,847	0.06
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$32,003,666	\$11,142,325	\$13,634,123	\$56,780,115	1.77

*2008 dollars

Assumption: 114 jobs lost in Rail Transportation sector in 2008

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G1 Rail job losses MULTIPLIER: Type SAM
Value Added Impact (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$3,622	\$12,643	\$16,265	0.00
19 21 Mining (AGG)	\$0	\$305,199	\$75,831	\$381,030	0.02
30 22 Utilities (AGG)	\$0	\$49,914	\$215,385	\$265,299	0.01
33 23 Construction (AGG)	\$0	\$25,284	\$35,005	\$60,289	0.00
46 31-33 Manufacturing (AGG)	\$0	\$446,021	\$393,893	\$839,914	0.04
390 42 Wholesale Trade (AGG)	\$0	\$440,852	\$529,822	\$970,674	0.05
391 48-49 Transportation & Warehousing (AGG)	\$19,064,866	\$1,574,119	\$214,526	\$20,853,512	1.09
401 44-45 Retail trade (AGG)	\$0	\$31,931	\$976,333	\$1,008,264	0.05
413 51 Information (AGG)	\$0	\$91,136	\$185,037	\$276,173	0.01
425 52 Finance & insurance (AGG)	\$0	\$303,744	\$693,576	\$997,319	0.05
431 53 Real estate & rental (AGG)	\$0	\$774,386	\$499,867	\$1,274,253	0.07
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$1,091,965	\$373,346	\$1,465,311	0.08
451 55 Management of companies (AGG)	\$0	\$54,352	\$109,022	\$163,373	0.01
452 56 Administrative & waste services (AGG)	\$0	\$246,633	\$186,725	\$433,358	0.02
461 61 Educational svcs (AGG)	\$0	\$20,731	\$146,362	\$167,094	0.01
464 62 Health & social services (AGG)	\$0	\$84	\$1,198,302	\$1,198,386	0.06
475 71 Arts- entertainment & recreation (AGG)	\$0	\$16,257	\$111,730	\$127,987	0.01
479 72 Accommodation & food services (AGG)	\$0	\$75,473	\$341,121	\$416,594	0.02
482 81 Other services (AGG)	\$0	\$42,152	\$288,064	\$330,216	0.02
495 92 Government & non NAICs (AGG)	\$0	\$117,582	\$1,358,790	\$1,476,372	0.08
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$19,064,866	\$5,711,436	\$7,945,381	\$32,721,683	1.72

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G1 Rail job losses MULTIPLIER: Type SAM
Labor Income (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$2,351	\$8,331	\$10,681	0.00
19 21 Mining (AGG)	\$0	\$122,249	\$30,407	\$152,656	0.01
30 22 Utilities (AGG)	\$0	\$14,630	\$62,906	\$77,536	0.01
33 23 Construction (AGG)	\$0	\$25,194	\$33,570	\$58,763	0.01
46 31-33 Manufacturing (AGG)	\$0	\$285,861	\$229,865	\$515,726	0.05
390 42 Wholesale Trade (AGG)	\$0	\$247,624	\$297,598	\$545,222	0.05
391 48-49 Transportation & Warehousing (AGG)	\$10,909,896	\$1,360,650	\$167,933	\$12,438,479	1.14
401 44-45 Retail trade (AGG)	\$0	\$19,692	\$605,042	\$624,734	0.06
413 51 Information (AGG)	\$0	\$51,916	\$88,634	\$140,551	0.01
425 52 Finance & insurance (AGG)	\$0	\$182,148	\$424,001	\$606,149	0.06
431 53 Real estate & rental (AGG)	\$0	\$290,313	\$128,423	\$418,735	0.04
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$920,023	\$321,259	\$1,241,282	0.11
451 55 Management of companies (AGG)	\$0	\$42,179	\$84,606	\$126,786	0.01
452 56 Administrative & waste services (AGG)	\$0	\$190,007	\$150,279	\$340,286	0.03
461 61 Educational svcs (AGG)	\$0	\$19,949	\$135,019	\$154,968	0.01
464 62 Health & social services (AGG)	\$0	\$62	\$1,044,005	\$1,044,067	0.10
475 71 Arts- entertainment & recreation (AGG)	\$0	\$12,636	\$78,147	\$90,783	0.01
479 72 Accommodation & food services (AGG)	\$0	\$46,826	\$232,185	\$279,011	0.03
482 81 Other services (AGG)	\$0	\$38,151	\$233,246	\$271,397	0.02
495 92 Government & non NAICs (AGG)	\$0	\$69,688	\$50,118	\$119,805	0.01
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$10,909,896	\$3,942,147	\$4,405,573	\$19,257,616	1.77

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G1 Rail job losses MULTIPLIER: Type SAM
Employment Impact (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	0.0	0.1	0.7	0.7	0.01
19 21 Mining (AGG)	0.0	0.4	0.1	0.5	0.00
30 22 Utilities (AGG)	0.0	0.1	0.5	0.6	0.01
33 23 Construction (AGG)	0.0	0.4	0.6	1.0	0.01
46 31-33 Manufacturing (AGG)	0.0	3.8	3.3	7.1	0.06
390 42 Wholesale Trade (AGG)	0.0	3.4	4.0	7.4	0.06
391 48-49 Transportation & Warehousing (AGG)	114.0	19.0	3.4	136.5	1.20
401 44-45 Retail trade (AGG)	0.0	0.7	21.9	22.6	0.20
413 51 Information (AGG)	0.0	0.7	1.3	2.0	0.02
425 52 Finance & insurance (AGG)	0.0	2.3	5.5	7.8	0.07
431 53 Real estate & rental (AGG)	0.0	5.0	3.7	8.7	0.08
437 54 Professional- scientific & tech svcs (AGG)	0.0	11.5	4.4	15.9	0.14
451 55 Management of companies (AGG)	0.0	0.4	0.7	1.1	0.01
452 56 Administrative & waste services (AGG)	0.0	5.7	4.9	10.6	0.09
461 61 Educational svcs (AGG)	0.0	0.5	4.1	4.6	0.04
464 62 Health & social services (AGG)	0.0	0.0	22.4	22.4	0.20
475 71 Arts- entertainment & recreation (AGG)	0.0	0.5	3.3	3.8	0.03
479 72 Accommodation & food services (AGG)	0.0	2.0	12.4	14.3	0.13
482 81 Other services (AGG)	0.0	1.1	9.7	10.8	0.09
495 92 Government & non NAICs (AGG)	0.0	1.2	0.9	2.1	0.02
30001 Institutions (AGG)	0.0	0.0	0.0	0.0	0.00
TOTAL	114.0	58.8	107.7	280.5	2.46

*Number of jobs

Total job multiplier for Rail Transportation sector 2.46

IMPLAN

CNR Project.iap

Study area: Indiana and Illinois

IMPACT NAME: G1 Rail job losses MULTIPLIER: Type SAM

Tax Impact (Loss)

Inflated to 2008 dollars with GDP deflator

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Enterprises (Corporations) - Transfers	\$17,869	\$0	\$0	\$0	\$0	\$17,869
Non-Defense						
Corporate Profits Tax	\$0	\$0	\$0	\$1,107,251	\$0	\$1,107,251
Indirect Business Tax: Custom Duty	\$0	\$0	\$0	\$0	\$48,167	\$48,167
Indirect Business Tax: Excise Taxes	\$0	\$0	\$0	\$0	\$129,836	\$129,836
Indirect Business Tax: Federal Non-taxes	\$0	\$0	\$0	\$0	\$58,859	\$58,859
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$1,694,058	\$0	\$0	\$1,694,058
Personal Tax: Non-taxes (Fines, Fees)	\$0	\$0	\$0	\$0	\$0	\$0
Social Insurance Tax - Employee Contribution	\$1,000,611	\$60,105	\$0	\$0	\$0	\$1,060,715
Social Insurance Tax - Employer Contribution	\$1,015,427	\$0	\$0	\$0	\$0	\$1,015,427
Sub-Total	\$2,016,038	\$60,105	\$1,694,058	\$1,107,251	\$236,863	\$5,114,314
Education						
Corporate Profits Tax	\$0	\$0	\$0	\$197,678	\$0	\$197,678
Dividends	\$0	\$0	\$0	\$235,443	\$0	\$235,443
Indirect Business Tax: Motor Vehicle License	\$0	\$0	\$0	\$0	\$22,783	\$22,783
Indirect Business Tax: Other Taxes	\$0	\$0	\$0	\$0	\$58,659	\$58,659
Indirect Business Tax: Property Tax	\$0	\$0	\$0	\$0	\$816,296	\$816,296
Indirect Business Tax: S/L NonTaxes	\$0	\$0	\$0	\$0	\$79,622	\$79,622
Indirect Business Tax: Sales Tax	\$0	\$0	\$0	\$0	\$622,406	\$622,406
Indirect Business Tax: Severance Tax	\$0	\$0	\$0	\$0	\$43	\$43
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$365,965	\$0	\$0	\$365,965
Personal Tax: Motor Vehicle License	\$0	\$0	\$34,911	\$0	\$0	\$34,911
Personal Tax: NonTaxes (Fines- Fees)	\$0	\$0	\$94,918	\$0	\$0	\$94,918
Personal Tax: Other Tax (Fish/Hunt)	\$0	\$0	\$4,937	\$0	\$0	\$4,937
Personal Tax: Property Taxes	\$0	\$0	\$11,956	\$0	\$0	\$11,956
Social Insurance Tax- Employee Contribution	\$11,569	\$0	\$0	\$0	\$0	\$11,569
Social Insurance Tax- Employer Contribution	\$46,291	\$0	\$0	\$0	\$0	\$46,291
Sub-Total	\$57,860	\$0	\$512,686	\$433,121	\$1,599,809	\$2,603,476
TOTAL	\$2,091,767	\$60,105	\$2,206,744	\$1,540,372	\$1,836,672	\$7,735,660

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G2 Rail construction expenditures MULTIPLIER: Type SAM

Output Impact

Aggregated Report

ANNUAL IMPACTS

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$6,673	\$117,100	\$123,773	0.00
19 21 Mining (AGG)	\$0	\$1,549,740	\$244,743	\$1,794,483	0.04
30 22 Utilities (AGG)	\$0	\$258,303	\$605,039	\$863,342	0.02
33 23 Construction (AGG)	\$49,999,996	\$114,834	\$150,166	\$50,264,996	1.01
46 31-33 Manufacturing (AGG)	\$0	\$8,360,838	\$3,254,647	\$11,615,485	0.23
390 42 Wholesale Trade (AGG)	\$0	\$1,124,734	\$1,564,574	\$2,689,308	0.05
391 48-49 Transportation & Warehousing (AGG)	\$0	\$1,785,145	\$782,036	\$2,567,181	0.05
401 44-45 Retail trade (AGG)	\$0	\$647,616	\$2,982,022	\$3,629,638	0.07
413 51 Information (AGG)	\$0	\$371,694	\$792,384	\$1,164,077	0.02
425 52 Finance & insurance (AGG)	\$0	\$1,249,139	\$2,478,106	\$3,727,246	0.07
431 53 Real estate & rental (AGG)	\$0	\$1,254,584	\$1,496,580	\$2,751,164	0.06
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$3,174,526	\$1,285,935	\$4,460,461	0.09
451 55 Management of companies (AGG)	\$0	\$279,748	\$347,799	\$627,546	0.01
452 56 Administrative & waste services (AGG)	\$0	\$707,557	\$593,280	\$1,300,837	0.03
461 61 Educational svcs (AGG)	\$0	\$10,922	\$480,075	\$490,997	0.01
464 62 Health & social services (AGG)	\$0	\$623	\$3,946,118	\$3,946,741	0.08
475 71 Arts- entertainment & recreation (AGG)	\$0	\$43,214	\$371,795	\$415,010	0.01
479 72 Accommodation & food services (AGG)	\$0	\$204,530	\$1,371,209	\$1,575,739	0.03
482 81 Other services (AGG)	\$0	\$552,268	\$1,082,305	\$1,634,572	0.03
495 92 Government & non NAICs (AGG)	\$0	\$106,152	\$3,203,080	\$3,309,232	0.07
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$49,999,996	\$21,802,840	\$27,148,993	\$98,951,829	1.98

*2008 dollars

Assumption: \$50M spent annually in Rail Construction sector

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G2 Rail construction expenditures MULTIPLIER: Type SAM

Value Added Impact

Aggregated Report

ANNUAL IMPACTS

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$2,151	\$25,174	\$27,325	0.00
19 21 Mining (AGG)	\$0	\$958,374	\$150,993	\$1,109,367	0.04
30 22 Utilities (AGG)	\$0	\$168,573	\$428,842	\$597,414	0.02
33 23 Construction (AGG)	\$27,348,532	\$52,617	\$69,705	\$27,470,854	1.00
46 31-33 Manufacturing (AGG)	\$0	\$1,467,533	\$784,291	\$2,251,824	0.08
390 42 Wholesale Trade (AGG)	\$0	\$758,399	\$1,054,979	\$1,813,378	0.07
391 48-49 Transportation & Warehousing (AGG)	\$0	\$941,523	\$427,174	\$1,368,697	0.05
401 44-45 Retail trade (AGG)	\$0	\$423,563	\$1,944,117	\$2,367,680	0.09
413 51 Information (AGG)	\$0	\$177,729	\$368,453	\$546,182	0.02
425 52 Finance & insurance (AGG)	\$0	\$722,922	\$1,381,110	\$2,104,033	0.08
431 53 Real estate & rental (AGG)	\$0	\$685,686	\$995,230	\$1,680,916	0.06
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$1,751,040	\$743,414	\$2,494,454	0.09
451 55 Management of companies (AGG)	\$0	\$174,610	\$217,085	\$391,694	0.01
452 56 Administrative & waste services (AGG)	\$0	\$463,422	\$371,815	\$835,236	0.03
461 61 Educational svcs (AGG)	\$0	\$6,560	\$291,486	\$298,046	0.01
464 62 Health & social services (AGG)	\$0	\$305	\$2,386,082	\$2,386,387	0.09
475 71 Arts- entertainment & recreation (AGG)	\$0	\$25,802	\$222,494	\$248,296	0.01
479 72 Accommodation & food services (AGG)	\$0	\$114,216	\$679,289	\$793,505	0.03
482 81 Other services (AGG)	\$0	\$279,466	\$573,635	\$853,101	0.03
495 92 Government & non NAICs (AGG)	\$0	\$46,209	\$2,706,000	\$2,752,209	0.10
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$27,348,532	\$9,220,697	\$15,821,368	\$52,390,598	1.92

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G2 Rail construction expenditures MULTIPLIER: Type SAM

Labor Income

Aggregated Report

ANNUAL IMPACTS

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$1,216	\$16,588	\$17,804	0.00
19 21 Mining (AGG)	\$0	\$396,643	\$60,545	\$457,188	0.02
30 22 Utilities (AGG)	\$0	\$50,051	\$125,248	\$175,300	0.01
33 23 Construction (AGG)	\$22,633,546	\$49,455	\$66,846	\$22,749,848	1.01
46 31-33 Manufacturing (AGG)	\$0	\$953,913	\$457,696	\$1,411,609	0.06
390 42 Wholesale Trade (AGG)	\$0	\$425,988	\$592,576	\$1,018,564	0.05
391 48-49 Transportation & Warehousing (AGG)	\$0	\$715,602	\$334,397	\$1,050,000	0.05
401 44-45 Retail trade (AGG)	\$0	\$261,210	\$1,204,787	\$1,465,997	0.06
413 51 Information (AGG)	\$0	\$90,639	\$176,492	\$267,131	0.01
425 52 Finance & insurance (AGG)	\$0	\$435,387	\$844,317	\$1,279,704	0.06
431 53 Real estate & rental (AGG)	\$0	\$225,332	\$255,693	\$481,025	0.02
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$1,641,023	\$639,700	\$2,280,723	0.10
451 55 Management of companies (AGG)	\$0	\$135,506	\$168,468	\$303,974	0.01
452 56 Administrative & waste services (AGG)	\$0	\$382,387	\$299,241	\$681,628	0.03
461 61 Educational svcs (AGG)	\$0	\$6,066	\$268,897	\$274,963	0.01
464 62 Health & social services (AGG)	\$0	\$222	\$2,078,841	\$2,079,063	0.09
475 71 Arts- entertainment & recreation (AGG)	\$0	\$19,970	\$155,618	\$175,588	0.01
479 72 Accommodation & food services (AGG)	\$0	\$71,429	\$462,359	\$533,789	0.02
482 81 Other services (AGG)	\$0	\$195,016	\$464,474	\$659,490	0.03
495 92 Government & non NAICs (AGG)	\$0	\$29,809	\$99,794	\$129,603	0.01
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$22,633,546	\$6,086,866	\$8,772,576	\$37,492,989	1.66

*2008 dollars

Labor as % of total construction expenditures 45%

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G2 Rail construction expenditures MULTIPLIER: Type SAM

Employment Impact

Aggregated Report

ANNUAL IMPACTS

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	0.0	0.1	1.3	1.4	0.00
19 21 Mining (AGG)	0.0	1.7	0.2	1.9	0.00
30 22 Utilities (AGG)	0.0	0.4	1.0	1.4	0.00
33 23 Construction (AGG)	396.1	0.9	1.2	398.2	1.01
46 31-33 Manufacturing (AGG)	0.0	8.4	6.6	14.9	0.04
390 42 Wholesale Trade (AGG)	0.0	5.8	8.0	13.8	0.03
391 48-49 Transportation & Warehousing (AGG)	0.0	13.2	6.8	20.0	0.05
401 44-45 Retail trade (AGG)	0.0	9.4	43.7	53.1	0.13
413 51 Information (AGG)	0.0	1.2	2.5	3.7	0.01
425 52 Finance & insurance (AGG)	0.0	5.6	10.9	16.6	0.04
431 53 Real estate & rental (AGG)	0.0	4.5	7.3	11.8	0.03
437 54 Professional- scientific & tech svcs (AGG)	0.0	22.8	8.8	31.6	0.08
451 55 Management of companies (AGG)	0.0	1.2	1.4	2.6	0.01
452 56 Administrative & waste services (AGG)	0.0	12.9	9.8	22.8	0.06
461 61 Educational svcs (AGG)	0.0	0.2	8.1	8.3	0.02
464 62 Health & social services (AGG)	0.0	0.0	44.7	44.7	0.11
475 71 Arts- entertainment & recreation (AGG)	0.0	0.9	6.5	7.4	0.02
479 72 Accommodation & food services (AGG)	0.0	3.1	24.6	27.7	0.07
482 81 Other services (AGG)	0.0	5.2	19.2	24.4	0.06
495 92 Government & non NAICs (AGG)	0.0	0.5	1.7	2.3	0.01
30001 Institutions (AGG)	0.0	0.0	0.0	0.0	0.00
TOTAL	396.1	97.7	214.5	708.4	1.79

*Number of jobs

Nb. of jobs created per \$1M of labor spending **18**

IMPLAN

CNR Project.iap

Study area: Indiana and Illinois

IMPACT NAME: G2 Rail construction expenditures MULTIPLIER: Type SAM

Tax Impact

Inflated to 2008 dollars with GDP deflator

ANNUAL IMPACTS

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Enterprises (Corporations) - Transfers	\$31,023	\$0	\$0	\$0	\$0	\$31,023
Non- Corporate Profits Tax	\$0	\$0	\$0	\$1,196,066	\$0	\$1,196,066
Indirect Business Tax: Custom Duty	\$0	\$0	\$0	\$0	\$67,204	\$67,204
Indirect Business Tax: Excise Taxes	\$0	\$0	\$0	\$0	\$181,152	\$181,152
Indirect Business Tax: Federal Non-taxes	\$0	\$0	\$0	\$0	\$82,122	\$82,122
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$3,374,123	\$0	\$0	\$3,374,123
Personal Tax: Non-taxes (Fines, Fees)	\$0	\$0	\$0	\$0	\$0	\$0
Social Insurance Tax - Employee Contribution	\$1,737,165	\$309,929	\$0	\$0	\$0	\$2,047,093
Social Insurance Tax - Employer Contribution	\$1,762,887	\$0	\$0	\$0	\$0	\$1,762,887
Sub-Total	\$3,500,052	\$309,929	\$3,374,123	\$1,196,066	\$330,478	\$8,710,648
Corporate Profits Tax	\$0	\$0	\$0	\$213,534	\$0	\$213,534
Dividends	\$0	\$0	\$0	\$254,329	\$0	\$254,329
Indirect Business Tax: Motor Vehicle License	\$0	\$0	\$0	\$0	\$31,788	\$31,788
Indirect Business Tax: Other Taxes	\$0	\$0	\$0	\$0	\$81,842	\$81,842
Indirect Business Tax: Property Tax	\$0	\$0	\$0	\$0	\$1,138,920	\$1,138,920
Indirect Business Tax: S/L NonTaxes	\$0	\$0	\$0	\$0	\$111,092	\$111,092
Indirect Business Tax: Sales Tax	\$0	\$0	\$0	\$0	\$868,399	\$868,399
Indirect Business Tax: Severance Tax	\$0	\$0	\$0	\$0	\$60	\$60
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$728,900	\$0	\$0	\$728,900
Personal Tax: Motor Vehicle License	\$0	\$0	\$69,534	\$0	\$0	\$69,534
Personal Tax: NonTaxes (Fines- Fees)	\$0	\$0	\$189,051	\$0	\$0	\$189,051
Personal Tax: Other Tax (Fish/Hunt)	\$0	\$0	\$9,833	\$0	\$0	\$9,833
Personal Tax: Property Taxes	\$0	\$0	\$23,810	\$0	\$0	\$23,810
Social Insurance Tax- Employee Contribution	\$20,085	\$0	\$0	\$0	\$0	\$20,085
Social Insurance Tax- Employer Contribution	\$80,366	\$0	\$0	\$0	\$0	\$80,366
Sub-Total	\$100,451	\$0	\$1,021,128	\$467,863	\$2,232,102	\$3,821,543
TOTAL	\$3,631,526	\$309,929	\$4,395,251	\$1,663,929	\$2,562,580	\$12,563,214

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Output Impact (Gain)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$7,395	\$27,307	\$34,702	0.00
19 21 Mining (AGG)	\$0	\$228,543	\$57,072	\$285,615	0.02
30 22 Utilities (AGG)	\$0	\$32,469	\$141,098	\$173,567	0.01
33 23 Construction (AGG)	\$0	\$22,669	\$35,015	\$57,684	0.00
46 31-33 Manufacturing (AGG)	\$0	\$1,267,503	\$758,965	\$2,026,468	0.14
390 42 Wholesale Trade (AGG)	\$0	\$303,573	\$364,839	\$668,413	0.04
391 48-49 Transportation & Warehousing (AGG)	\$14,859,995	\$974,425	\$182,357	\$16,016,776	1.08
401 44-45 Retail trade (AGG)	\$0	\$22,669	\$695,353	\$718,022	0.05
413 51 Information (AGG)	\$0	\$88,654	\$184,769	\$273,423	0.02
425 52 Finance & insurance (AGG)	\$0	\$228,329	\$577,827	\$806,156	0.05
431 53 Real estate & rental (AGG)	\$0	\$714,240	\$349,017	\$1,063,257	0.07
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$788,147	\$299,859	\$1,088,007	0.07
451 55 Management of companies (AGG)	\$0	\$40,432	\$81,102	\$121,534	0.01
452 56 Administrative & waste services (AGG)	\$0	\$195,251	\$138,342	\$333,593	0.02
461 61 Educational svcs (AGG)	\$0	\$16,119	\$111,928	\$128,047	0.01
464 62 Health & social services (AGG)	\$0	\$79	\$920,175	\$920,254	0.06
475 71 Arts- entertainment & recreation (AGG)	\$0	\$12,471	\$86,691	\$99,162	0.01
479 72 Accommodation & food services (AGG)	\$0	\$62,055	\$319,726	\$381,781	0.03
482 81 Other services (AGG)	\$0	\$36,526	\$252,361	\$288,887	0.02
495 92 Government & non NAICs (AGG)	\$0	\$132,072	\$746,818	\$878,890	0.06
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$14,859,995	\$5,173,623	\$6,330,619	\$26,364,236	1.77

*2008 dollars

Assumption: \$14.86M increase in revenue to Rail Transportation sector annually

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM
Output Impact (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$1,192	\$33,056	\$34,248	0.00
19 21 Mining (AGG)	\$0	\$571,414	\$69,088	\$640,503	0.04
30 22 Utilities (AGG)	\$0	\$60,212	\$170,799	\$231,011	0.02
33 23 Construction (AGG)	\$0	\$46,895	\$42,389	\$89,284	0.01
46 31-33 Manufacturing (AGG)	\$0	\$2,264,568	\$918,753	\$3,183,321	0.21
390 42 Wholesale Trade (AGG)	\$0	\$655,792	\$441,658	\$1,097,450	0.07
391 48-49 Transportation & Warehousing (AGG)	\$14,860,003	\$2,606,087	\$220,754	\$17,686,844	1.19
401 44-45 Retail trade (AGG)	\$0	\$193,072	\$841,778	\$1,034,849	0.07
413 51 Information (AGG)	\$0	\$208,386	\$223,677	\$432,063	0.03
425 52 Finance & Insurance (AGG)	\$0	\$773,653	\$699,521	\$1,473,174	0.10
431 53 Real estate & rental (AGG)	\$0	\$408,471	\$422,479	\$830,950	0.06
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$579,791	\$363,000	\$942,791	0.06
451 55 Management of companies (AGG)	\$0	\$233,722	\$98,179	\$331,901	0.02
452 56 Administrative & waste services (AGG)	\$0	\$188,198	\$167,474	\$355,671	0.02
461 61 Educational svcs (AGG)	\$0	\$5,008	\$135,511	\$140,518	0.01
464 62 Health & social services (AGG)	\$0	\$7,258	\$1,113,932	\$1,121,189	0.08
475 71 Arts- entertainment & recreation (AGG)	\$0	\$12,513	\$104,950	\$117,463	0.01
479 72 Accommodation & food services (AGG)	\$0	\$51,043	\$387,064	\$438,107	0.03
482 81 Other services (AGG)	\$0	\$188,006	\$305,512	\$493,518	0.03
495 92 Government & non NAICs (AGG)	\$0	\$88,615	\$904,143	\$992,758	0.07
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$14,860,003	\$9,143,894	\$7,663,717	\$31,667,614	2.13

*2008 dollars

Assumption: \$14.86M decline in revenue to Truck Transportation sector annually

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)
Output Impact (Difference)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$6,203	-\$5,749	\$453	0.00
19 21 Mining (AGG)	\$0	-\$342,871	-\$12,016	-\$354,887	-0.02
30 22 Utilities (AGG)	\$0	-\$27,743	-\$29,701	-\$57,444	0.00
33 23 Construction (AGG)	\$0	-\$24,226	-\$7,374	-\$31,600	0.00
46 31-33 Manufacturing (AGG)	\$0	-\$997,065	-\$159,788	-\$1,156,852	-0.08
390 42 Wholesale Trade (AGG)	\$0	-\$352,219	-\$76,819	-\$429,038	-0.03
391 48-49 Transportation & Warehousing (AGG)	-\$8	-\$1,631,662	-\$38,398	-\$1,670,068	-0.11
401 44-45 Retail trade (AGG)	\$0	-\$170,403	-\$146,425	-\$316,828	-0.02
413 51 Information (AGG)	\$0	-\$119,732	-\$38,908	-\$158,640	-0.01
425 52 Finance & insurance (AGG)	\$0	-\$545,324	-\$121,694	-\$667,018	-0.04
431 53 Real estate & rental (AGG)	\$0	-\$305,769	-\$73,462	-\$379,231	-0.02
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$208,357	-\$63,141	\$145,215	0.01
451 55 Management of companies (AGG)	\$0	-\$193,289	-\$17,077	-\$210,366	-0.01
452 56 Administrative & waste services (AGG)	\$0	\$7,053	-\$29,132	-\$22,079	0.00
461 61 Educational svcs (AGG)	\$0	\$11,111	-\$23,582	-\$12,471	0.00
464 62 Health & social services (AGG)	\$0	-\$7,178	-\$193,757	-\$200,936	-0.01
475 71 Arts- entertainment & recreation (AGG)	\$0	-\$42	-\$18,259	-\$18,301	0.00
479 72 Accommodation & food services (AGG)	\$0	\$11,012	-\$67,338	-\$56,326	0.00
482 81 Other services (AGG)	\$0	-\$151,479	-\$53,151	-\$204,630	-0.01
495 92 Government & non NAICs (AGG)	\$0	\$43,457	-\$157,326	-\$113,868	-0.01
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	-\$8	-\$3,970,271	-\$1,333,097	-\$5,303,377	-0.36

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Value Added Impact (Gain)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$1,682	\$5,870	\$7,552	0.00
19 21 Mining (AGG)	\$0	\$141,710	\$35,210	\$176,920	0.02
30 22 Utilities (AGG)	\$0	\$23,176	\$100,008	\$123,184	0.01
33 23 Construction (AGG)	\$0	\$11,740	\$16,254	\$27,993	0.00
46 31-33 Manufacturing (AGG)	\$0	\$207,097	\$182,893	\$389,990	0.04
390 42 Wholesale Trade (AGG)	\$0	\$204,697	\$246,008	\$450,705	0.05
391 48-49 Transportation & Warehousing (AGG)	\$8,852,231	\$730,897	\$99,609	\$9,682,737	1.09
401 44-45 Retail trade (AGG)	\$0	\$14,826	\$453,332	\$468,159	0.05
413 51 Information (AGG)	\$0	\$42,316	\$85,917	\$128,233	0.01
425 52 Finance & insurance (AGG)	\$0	\$141,035	\$322,042	\$463,077	0.05
431 53 Real estate & rental (AGG)	\$0	\$359,564	\$232,099	\$591,663	0.07
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$507,023	\$173,353	\$680,376	0.08
451 55 Management of companies (AGG)	\$0	\$25,237	\$50,621	\$75,858	0.01
452 56 Administrative & waste services (AGG)	\$0	\$114,517	\$86,700	\$201,217	0.02
461 61 Educational svcs (AGG)	\$0	\$9,626	\$67,959	\$77,585	0.01
464 62 Health & social services (AGG)	\$0	\$39	\$556,398	\$556,437	0.06
475 71 Arts- entertainment & recreation (AGG)	\$0	\$7,548	\$51,879	\$59,427	0.01
479 72 Accommodation & food services (AGG)	\$0	\$35,044	\$158,390	\$193,434	0.02
482 81 Other services (AGG)	\$0	\$19,572	\$133,754	\$153,326	0.02
495 92 Government & non NAICs (AGG)	\$0	\$54,596	\$630,916	\$685,511	0.08
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$8,852,231	\$2,651,943	\$3,689,212	\$15,193,386	1.72

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM
Value Added Impact (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$360	\$7,106	\$7,466	0.00
19 21 Mining (AGG)	\$0	\$354,701	\$42,623	\$397,324	0.04
30 22 Utilities (AGG)	\$0	\$40,578	\$121,059	\$161,637	0.02
33 23 Construction (AGG)	\$0	\$21,899	\$19,677	\$41,576	0.00
46 31-33 Manufacturing (AGG)	\$0	\$268,319	\$221,397	\$489,717	0.06
390 42 Wholesale Trade (AGG)	\$0	\$442,195	\$297,807	\$740,002	0.08
391 48-49 Transportation & Warehousing (AGG)	\$7,025,478	\$1,463,110	\$120,583	\$8,609,171	0.97
401 44-45 Retail trade (AGG)	\$0	\$126,276	\$548,793	\$675,069	0.08
413 51 Information (AGG)	\$0	\$100,311	\$104,009	\$204,319	0.02
425 52 Finance & Insurance (AGG)	\$0	\$435,160	\$389,862	\$825,022	0.09
431 53 Real estate & rental (AGG)	\$0	\$244,519	\$280,951	\$525,470	0.06
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$346,815	\$209,855	\$556,670	0.06
451 55 Management of companies (AGG)	\$0	\$145,882	\$61,280	\$207,162	0.02
452 56 Administrative & waste services (AGG)	\$0	\$115,510	\$104,957	\$220,467	0.02
461 61 Educational svcs (AGG)	\$0	\$3,010	\$82,278	\$85,287	0.01
464 62 Health & social services (AGG)	\$0	\$3,544	\$673,556	\$677,100	0.08
475 71 Arts- entertainment & recreation (AGG)	\$0	\$7,647	\$62,805	\$70,452	0.01
479 72 Accommodation & food services (AGG)	\$0	\$28,222	\$191,749	\$219,971	0.02
482 81 Other services (AGG)	\$0	\$92,866	\$161,925	\$254,791	0.03
495 92 Government & non NAICs (AGG)	\$0	\$37,230	\$763,829	\$801,060	0.09
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$7,025,478	\$4,278,150	\$4,466,103	\$15,769,732	1.78

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)
Value Added Impact (Difference)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$1,322	-\$1,236	\$86	0.00
19 21 Mining (AGG)	\$0	-\$212,991	-\$7,413	-\$220,404	-0.02
30 22 Utilities (AGG)	\$0	-\$17,401	-\$21,052	-\$38,453	0.00
33 23 Construction (AGG)	\$0	-\$10,159	-\$3,423	-\$13,582	0.00
46 31-33 Manufacturing (AGG)	\$0	-\$61,222	-\$38,505	-\$99,727	-0.01
390 42 Wholesale Trade (AGG)	\$0	-\$237,498	-\$51,799	-\$289,297	-0.03
391 48-49 Transportation & Warehousing (AGG)	\$1,826,754	-\$732,212	-\$20,974	\$1,073,566	0.12
401 44-45 Retail trade (AGG)	\$0	-\$111,449	-\$95,461	-\$206,910	-0.02
413 51 Information (AGG)	\$0	-\$57,995	-\$18,092	-\$76,086	-0.01
425 52 Finance & insurance (AGG)	\$0	-\$294,125	-\$67,820	-\$361,945	-0.04
431 53 Real estate & rental (AGG)	\$0	\$115,045	-\$48,851	\$66,194	0.01
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$160,209	-\$36,502	\$123,706	0.01
451 55 Management of companies (AGG)	\$0	-\$120,645	-\$10,659	-\$131,304	-0.01
452 56 Administrative & waste services (AGG)	\$0	-\$993	-\$18,257	-\$19,250	0.00
461 61 Educational svcs (AGG)	\$0	\$6,616	-\$14,318	-\$7,702	0.00
464 62 Health & social services (AGG)	\$0	-\$3,505	-\$117,159	-\$120,663	-0.01
475 71 Arts- entertainment & recreation (AGG)	\$0	-\$98	-\$10,927	-\$11,025	0.00
479 72 Accommodation & food services (AGG)	\$0	\$6,822	-\$33,359	-\$26,537	0.00
482 81 Other services (AGG)	\$0	-\$73,293	-\$28,171	-\$101,464	-0.01
495 92 Government & non NAICs (AGG)	\$0	\$17,366	-\$132,914	-\$115,548	-0.01
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$1,826,754	-\$1,626,207	-\$776,891	-\$576,346	-0.07

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Labor Income (Gain)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$1,091	\$3,868	\$4,960	0.00
19 21 Mining (AGG)	\$0	\$56,763	\$14,119	\$70,881	0.01
30 22 Utilities (AGG)	\$0	\$6,793	\$29,208	\$36,002	0.01
33 23 Construction (AGG)	\$0	\$11,698	\$15,587	\$27,285	0.01
46 31-33 Manufacturing (AGG)	\$0	\$132,731	\$106,731	\$239,463	0.05
390 42 Wholesale Trade (AGG)	\$0	\$114,977	\$138,181	\$253,158	0.05
391 48-49 Transportation & Warehousing (AGG)	\$5,065,701	\$631,779	\$77,975	\$5,775,455	1.14
401 44-45 Retail trade (AGG)	\$0	\$9,143	\$280,934	\$290,078	0.06
413 51 Information (AGG)	\$0	\$24,106	\$41,155	\$65,261	0.01
425 52 Finance & insurance (AGG)	\$0	\$84,575	\$196,873	\$281,448	0.06
431 53 Real estate & rental (AGG)	\$0	\$134,798	\$59,630	\$194,428	0.04
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$427,187	\$149,168	\$576,354	0.11
451 55 Management of companies (AGG)	\$0	\$19,585	\$39,285	\$58,869	0.01
452 56 Administrative & waste services (AGG)	\$0	\$88,224	\$69,778	\$158,002	0.03
461 61 Educational svcs (AGG)	\$0	\$9,263	\$62,692	\$71,955	0.01
464 62 Health & social services (AGG)	\$0	\$29	\$484,754	\$484,783	0.10
475 71 Arts- entertainment & recreation (AGG)	\$0	\$5,867	\$36,285	\$42,152	0.01
479 72 Accommodation & food services (AGG)	\$0	\$21,742	\$107,809	\$129,551	0.03
482 81 Other services (AGG)	\$0	\$17,714	\$108,301	\$126,015	0.02
495 92 Government & non NAICs (AGG)	\$0	\$32,357	\$23,271	\$55,628	0.01
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$5,065,701	\$1,830,424	\$2,045,603	\$8,941,728	1.77

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM
Labor Income (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$240	\$4,683	\$4,923	0.00
19 21 Mining (AGG)	\$0	\$140,997	\$17,091	\$158,088	0.03
30 22 Utilities (AGG)	\$0	\$11,976	\$35,357	\$47,333	0.01
33 23 Construction (AGG)	\$0	\$20,796	\$18,869	\$39,665	0.01
46 31-33 Manufacturing (AGG)	\$0	\$139,091	\$129,203	\$268,293	0.05
390 42 Wholesale Trade (AGG)	\$0	\$248,378	\$167,276	\$415,655	0.08
391 48-49 Transportation & Warehousing (AGG)	\$5,345,852	\$1,152,800	\$94,394	\$6,593,046	1.30
401 44-45 Retail trade (AGG)	\$0	\$77,874	\$340,092	\$417,966	0.08
413 51 Information (AGG)	\$0	\$51,378	\$49,821	\$101,199	0.02
425 52 Finance & insurance (AGG)	\$0	\$266,833	\$238,335	\$505,167	0.10
431 53 Real estate & rental (AGG)	\$0	\$70,674	\$72,181	\$142,855	0.03
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$288,461	\$180,578	\$469,039	0.09
451 55 Management of companies (AGG)	\$0	\$113,211	\$47,556	\$160,768	0.03
452 56 Administrative & waste services (AGG)	\$0	\$87,445	\$84,471	\$171,916	0.03
461 61 Educational svcs (AGG)	\$0	\$2,771	\$75,901	\$78,672	0.02
464 62 Health & social services (AGG)	\$0	\$2,565	\$586,827	\$589,392	0.12
475 71 Arts- entertainment & recreation (AGG)	\$0	\$5,941	\$43,928	\$49,868	0.01
479 72 Accommodation & food services (AGG)	\$0	\$17,777	\$130,514	\$148,291	0.03
482 81 Other services (AGG)	\$0	\$69,895	\$131,111	\$201,006	0.04
495 92 Government & non NAICs (AGG)	\$0	\$22,914	\$28,171	\$51,085	0.01
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	\$5,345,852	\$2,792,017	\$2,476,358	\$10,614,227	2.10

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)
Labor Income (Difference)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	\$0	\$851	-\$814	\$37	0.00
19 21 Mining (AGG)	\$0	-\$84,234	-\$2,973	-\$87,207	-0.02
30 22 Utilities (AGG)	\$0	-\$5,183	-\$6,148	-\$11,331	-0.00
33 23 Construction (AGG)	\$0	-\$9,098	-\$3,282	-\$12,380	0.00
46 31-33 Manufacturing (AGG)	\$0	-\$6,360	-\$22,471	-\$28,831	-0.01
390 42 Wholesale Trade (AGG)	\$0	-\$133,401	-\$29,095	-\$162,496	-0.03
391 48-49 Transportation & Warehousing (AGG)	-\$280,151	-\$521,021	-\$16,419	-\$817,591	-0.16
401 44-45 Retail trade (AGG)	\$0	-\$68,731	-\$59,158	-\$127,889	-0.03
413 51 Information (AGG)	\$0	-\$27,272	-\$8,666	-\$35,938	-0.01
425 52 Finance & insurance (AGG)	\$0	-\$182,258	-\$41,462	-\$223,719	-0.04
431 53 Real estate & rental (AGG)	\$0	\$64,125	-\$12,551	\$51,573	0.01
437 54 Professional- scientific & tech svcs (AGG)	\$0	\$138,726	-\$31,410	\$107,315	0.02
451 55 Management of companies (AGG)	\$0	-\$93,626	-\$8,272	-\$101,898	-0.02
452 56 Administrative & waste services (AGG)	\$0	\$779	-\$14,693	-\$13,914	0.00
461 61 Educational svcs (AGG)	\$0	\$6,492	-\$13,209	-\$6,717	0.00
464 62 Health & social services (AGG)	\$0	-\$2,536	-\$102,073	-\$104,609	-0.02
475 71 Arts- entertainment & recreation (AGG)	\$0	-\$74	-\$7,642	-\$7,716	0.00
479 72 Accommodation & food services (AGG)	\$0	\$3,965	-\$22,706	-\$18,741	0.00
482 81 Other services (AGG)	\$0	-\$52,180	-\$22,810	-\$74,990	-0.01
495 92 Government & non NAICs (AGG)	\$0	\$9,443	-\$4,900	\$4,543	0.00
30001 Institutions (AGG)	\$0	\$0	\$0	\$0	0.00
TOTAL	-\$280,151	-\$961,593	-\$430,755	-\$1,672,499	-0.33

*2008 dollars

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Employment Impact (Gain)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	0.0	0.0	0.3	0.3	0.01
19 21 Mining (AGG)	0.0	0.2	0.0	0.2	0.00
30 22 Utilities (AGG)	0.0	0.1	0.2	0.3	0.01
33 23 Construction (AGG)	0.0	0.2	0.3	0.5	0.01
46 31-33 Manufacturing (AGG)	0.0	1.8	1.5	3.3	0.06
390 42 Wholesale Trade (AGG)	0.0	1.6	1.9	3.4	0.06
391 48-49 Transportation & Warehousing (AGG)	52.9	8.8	1.6	63.4	1.20
401 44-45 Retail trade (AGG)	0.0	0.3	10.2	10.5	0.20
413 51 Information (AGG)	0.0	0.3	0.6	0.9	0.02
425 52 Finance & insurance (AGG)	0.0	1.1	2.6	3.6	0.07
431 53 Real estate & rental (AGG)	0.0	2.3	1.7	4.0	0.08
437 54 Professional- scientific & tech svcs (AGG)	0.0	5.3	2.1	7.4	0.14
451 55 Management of companies (AGG)	0.0	0.2	0.3	0.5	0.01
452 56 Administrative & waste services (AGG)	0.0	2.6	2.3	4.9	0.09
461 61 Educational svcs (AGG)	0.0	0.2	1.9	2.1	0.04
464 62 Health & social services (AGG)	0.0	0.0	10.4	10.4	0.20
475 71 Arts- entertainment & recreation (AGG)	0.0	0.3	1.5	1.8	0.03
479 72 Accommodation & food services (AGG)	0.0	0.9	5.7	6.7	0.13
482 81 Other services (AGG)	0.0	0.5	4.5	5.0	0.09
495 92 Government & non NAICs (AGG)	0.0	0.6	0.4	1.0	0.02
30001 Institutions (AGG)	0.0	0.0	0.0	0.0	0.00
TOTAL	52.9	27.3	50.0	130.3	2.46

*Number of jobs

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM
Employment Impact (Loss)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	0.0	0.0	0.4	0.4	0.01
19 21 Mining (AGG)	0.0	0.5	0.1	0.5	0.01
30 22 Utilities (AGG)	0.0	0.1	0.3	0.4	0.01
33 23 Construction (AGG)	0.0	0.4	0.3	0.7	0.01
46 31-33 Manufacturing (AGG)	0.0	1.1	1.8	3.0	0.06
390 42 Wholesale Trade (AGG)	0.0	3.4	2.3	5.6	0.11
391 48-49 Transportation & Warehousing (AGG)	109.1	21.1	1.9	132.2	2.50
401 44-45 Retail trade (AGG)	0.0	2.8	12.3	15.1	0.29
413 51 Information (AGG)	0.0	0.7	0.7	1.4	0.03
425 52 Finance & Insurance (AGG)	0.0	3.5	3.1	6.5	0.12
431 53 Real estate & rental (AGG)	0.0	1.8	2.1	3.8	0.07
437 54 Professional- scientific & tech svcs (AGG)	0.0	3.6	2.5	6.1	0.12
451 55 Management of companies (AGG)	0.0	1.0	0.4	1.4	0.03
452 56 Administrative & waste services (AGG)	0.0	2.6	2.8	5.4	0.10
461 61 Educational svcs (AGG)	0.0	0.1	2.3	2.4	0.04
464 62 Health & social services (AGG)	0.0	0.0	12.6	12.7	0.24
475 71 Arts- entertainment & recreation (AGG)	0.0	0.3	1.8	2.1	0.04
479 72 Accommodation & food services (AGG)	0.0	0.8	7.0	7.7	0.15
482 81 Other services (AGG)	0.0	2.1	5.4	7.6	0.14
495 92 Government & non NAICs (AGG)	0.0	0.4	0.5	0.9	0.02
30001 Institutions (AGG)	0.0	0.0	0.0	0.0	0.00
TOTAL	109.1	46.2	60.5	215.9	4.08

*Number of jobs

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)
Employment Impact (Difference)
 Aggregated Report

Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1 11 Ag, Forestry, Fish & Hunting (AGG)	0.0	0.0	-0.1	0.0	0.00
19 21 Mining (AGG)	0.0	-0.3	0.0	-0.3	-0.01
30 22 Utilities (AGG)	0.0	0.0	0.0	-0.1	0.00
33 23 Construction (AGG)	0.0	-0.2	-0.1	-0.2	0.00
46 31-33 Manufacturing (AGG)	0.0	0.6	-0.3	0.3	0.01
390 42 Wholesale Trade (AGG)	0.0	-1.8	-0.4	-2.2	-0.04
391 48-49 Transportation & Warehousing (AGG)	-56.2	-12.3	-0.3	-68.8	-1.30
401 44-45 Retail trade (AGG)	0.0	-2.5	-2.1	-4.6	-0.09
413 51 Information (AGG)	0.0	-0.3	-0.1	-0.5	-0.01
425 52 Finance & insurance (AGG)	0.0	-2.4	-0.5	-2.9	-0.06
431 53 Real estate & rental (AGG)	0.0	0.5	-0.4	0.2	0.00
437 54 Professional- scientific & tech svcs (AGG)	0.0	1.7	-0.4	1.2	0.02
451 55 Management of companies (AGG)	0.0	-0.8	-0.1	-0.9	-0.02
452 56 Administrative & waste services (AGG)	0.0	0.0	-0.5	-0.5	-0.01
461 61 Educational svcs (AGG)	0.0	0.2	-0.4	-0.2	0.00
464 62 Health & social services (AGG)	0.0	0.0	-2.2	-2.2	-0.04
475 71 Arts- entertainment & recreation (AGG)	0.0	0.0	-0.3	-0.3	-0.01
479 72 Accommodation & food services (AGG)	0.0	0.1	-1.2	-1.1	-0.02
482 81 Other services (AGG)	0.0	-1.6	-0.9	-2.6	-0.05
495 92 Government & non NAICs (AGG)	0.0	0.1	-0.1	0.1	0.00
30001 Institutions (AGG)	0.0	0.0	0.0	0.0	0.00
TOTAL	-56.2	-18.9	-10.5	-85.6	-1.62

*Number of jobs

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Tax Impact (Gain)
 Inflated to 2008 dollars with GDP deflator

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Enterprises (Corporations) - Transfers	\$8,297	\$0	\$0	\$0	\$0	\$8,297
Corporate Profits Tax	\$0	\$0	\$0	\$514,121	\$0	\$514,121
Indirect Business Tax: Custom Duty	\$0	\$0	\$0	\$0	\$22,365	\$22,365
Indirect Business Tax: Excise Taxes	\$0	\$0	\$0	\$0	\$60,286	\$60,286
Indirect Business Tax: Federal Non-taxes	\$0	\$0	\$0	\$0	\$27,330	\$27,330
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$786,588	\$0	\$0	\$786,588
Personal Tax: Non-taxes (Fines, Fees)	\$0	\$0	\$0	\$0	\$0	\$0
Social Insurance Tax - Employee Contribution	\$464,605	\$27,908	\$0	\$0	\$0	\$492,513
Social Insurance Tax - Employer Contribution	\$471,485	\$0	\$0	\$0	\$0	\$471,485
Sub-Total	\$936,090	\$27,908	\$786,588	\$514,121	\$109,981	\$2,374,687
Corporate Profits Tax	\$0	\$0	\$0	\$91,786	\$0	\$91,786
Dividends	\$0	\$0	\$0	\$109,321	\$0	\$109,321
Indirect Business Tax: Motor Vehicle License	\$0	\$0	\$0	\$0	\$10,579	\$10,579
Indirect Business Tax: Other Taxes	\$0	\$0	\$0	\$0	\$27,237	\$27,237
Indirect Business Tax: Property Tax	\$0	\$0	\$0	\$0	\$379,024	\$379,024
Indirect Business Tax: S/L NonTaxes	\$0	\$0	\$0	\$0	\$36,970	\$36,970
Indirect Business Tax: Sales Tax	\$0	\$0	\$0	\$0	\$288,997	\$288,997
Indirect Business Tax: Severance Tax	\$0	\$0	\$0	\$0	\$20	\$20
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$169,925	\$0	\$0	\$169,925
Personal Tax: Motor Vehicle License	\$0	\$0	\$16,210	\$0	\$0	\$16,210
Personal Tax: NonTaxes (Fines- Fees)	\$0	\$0	\$44,072	\$0	\$0	\$44,072
Personal Tax: Other Tax (Fish/Hunt)	\$0	\$0	\$2,292	\$0	\$0	\$2,292
Personal Tax: Property Taxes	\$0	\$0	\$5,551	\$0	\$0	\$5,551
Social Insurance Tax - Employee Contribution	\$5,372	\$0	\$0	\$0	\$0	\$5,372
Social Insurance Tax - Employer Contribution	\$21,494	\$0	\$0	\$0	\$0	\$21,494
Sub-Total	\$26,866	\$0	\$238,051	\$201,107	\$742,826	\$1,208,850
TOTAL	\$971,253	\$27,908	\$1,024,639	\$715,228	\$852,807	\$3,591,835

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
 IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM
Tax Impact (Loss)
 Inflated to 2008 dollars with GDP deflator

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Enterprises (Corporations) - Transfers	\$9,215	\$0	\$0	\$0	\$0	\$9,215
Corporate Profits Tax	\$0	\$0	\$0	\$407,187	\$0	\$407,187
Indirect Business Tax: Custom Duty	\$0	\$0	\$0	\$0	\$24,936	\$24,936
Indirect Business Tax: Excise Taxes	\$0	\$0	\$0	\$0	\$67,216	\$67,216
Indirect Business Tax: Federal Non-taxes	\$0	\$0	\$0	\$0	\$30,472	\$30,472
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$952,377	\$0	\$0	\$952,377
Personal Tax: Non-taxes (Fines, Fees)	\$0	\$0	\$0	\$0	\$0	\$0
Social Insurance Tax - Employee Contribution	\$516,026	\$68,372	\$0	\$0	\$0	\$584,398
Social Insurance Tax - Employer Contribution	\$523,667	\$0	\$0	\$0	\$0	\$523,667
Sub-Total	\$1,039,693	\$68,372	\$952,377	\$407,187	\$122,624	\$2,590,253
Corporate Profits Tax	\$0	\$0	\$0	\$72,695	\$0	\$72,695
Dividends	\$0	\$0	\$0	\$86,583	\$0	\$86,583
Indirect Business Tax: Motor Vehicle License	\$0	\$0	\$0	\$0	\$11,795	\$11,795
Indirect Business Tax: Other Taxes	\$0	\$0	\$0	\$0	\$30,368	\$30,368
Indirect Business Tax: Property Tax	\$0	\$0	\$0	\$0	\$422,596	\$422,596
Indirect Business Tax: S/L NonTaxes	\$0	\$0	\$0	\$0	\$41,221	\$41,221
Indirect Business Tax: Sales Tax	\$0	\$0	\$0	\$0	\$322,219	\$322,219
Indirect Business Tax: Severance Tax	\$0	\$0	\$0	\$0	\$22	\$22
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	\$205,739	\$0	\$0	\$205,739
Personal Tax: Motor Vehicle License	\$0	\$0	\$19,627	\$0	\$0	\$19,627
Personal Tax: NonTaxes (Fines- Fees)	\$0	\$0	\$53,361	\$0	\$0	\$53,361
Personal Tax: Other Tax (Fish/Hunt)	\$0	\$0	\$2,775	\$0	\$0	\$2,775
Personal Tax: Property Taxes	\$0	\$0	\$6,721	\$0	\$0	\$6,721
Social Insurance Tax - Employee Contribution	\$5,966	\$0	\$0	\$0	\$0	\$5,966
Social Insurance Tax - Employer Contribution	\$23,873	\$0	\$0	\$0	\$0	\$23,873
Sub-Total	\$29,839	\$0	\$288,224	\$159,278	\$828,221	\$1,305,562
TOTAL	\$1,078,747	\$68,372	\$1,240,601	\$566,465	\$950,845	\$3,905,031

IMPLAN
 CNR Project.iap
 Study area: Indiana and Illinois
NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)
Tax Impact (Difference)
 Inflated to 2008 dollars with GDP deflator

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Enterprises (Corporations) - Transfers	-\$918	\$0	\$0	\$0	\$0	-\$918
Corporate Profits Tax	\$0	\$0	\$0	\$106,934	\$0	\$106,934
Indirect Business Tax: Custom Duty	\$0	\$0	\$0	\$0	-\$2,571	-\$2,571
Indirect Business Tax: Excise Taxes	\$0	\$0	\$0	\$0	-\$6,930	-\$6,930
Indirect Business Tax: Federal Non-taxes	\$0	\$0	\$0	\$0	-\$3,142	-\$3,142
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	-\$165,789	\$0	\$0	-\$165,789
Personal Tax: Non-taxes (Fines, Fees)	\$0	\$0	\$0	\$0	\$0	\$0
Social Insurance Tax - Employee Contribution	-\$51,421	-\$40,464	\$0	\$0	\$0	-\$91,885
Social Insurance Tax - Employer Contribution	-\$52,182	\$0	\$0	\$0	\$0	-\$52,182
Sub-Total	-\$103,603	-\$40,464	-\$165,789	\$106,934	-\$12,643	-\$215,566
Corporate Profits Tax	\$0	\$0	\$0	\$19,091	\$0	\$19,091
Dividends	\$0	\$0	\$0	\$22,738	\$0	\$22,738
Indirect Business Tax: Motor Vehicle License	\$0	\$0	\$0	\$0	-\$1,216	-\$1,216
Indirect Business Tax: Other Taxes	\$0	\$0	\$0	\$0	-\$3,131	-\$3,131
Indirect Business Tax: Property Tax	\$0	\$0	\$0	\$0	-\$43,572	-\$43,572
Indirect Business Tax: S/L NonTaxes	\$0	\$0	\$0	\$0	-\$4,250	-\$4,250
Indirect Business Tax: Sales Tax	\$0	\$0	\$0	\$0	-\$33,223	-\$33,223
Indirect Business Tax: Severance Tax	\$0	\$0	\$0	\$0	-\$2	-\$2
Personal Tax: Estate and Gift Tax	\$0	\$0	\$0	\$0	\$0	\$0
Personal Tax: Income Tax	\$0	\$0	-\$35,814	\$0	\$0	-\$35,814
Personal Tax: Motor Vehicle License	\$0	\$0	-\$3,417	\$0	\$0	-\$3,417
Personal Tax: NonTaxes (Fines- Fees)	\$0	\$0	-\$9,289	\$0	\$0	-\$9,289
Personal Tax: Other Tax (Fish/Hunt)	\$0	\$0	-\$483	\$0	\$0	-\$483
Personal Tax: Property Taxes	\$0	\$0	-\$1,170	\$0	\$0	-\$1,170
Social Insurance Tax - Employee Contribution	-\$595	\$0	\$0	\$0	\$0	-\$595
Social Insurance Tax - Employer Contribution	-\$2,379	\$0	\$0	\$0	\$0	-\$2,379
Sub-Total	-\$2,973	\$0	-\$50,172	\$41,829	-\$85,395	-\$96,712
TOTAL	-\$107,495	-\$40,464	-\$215,962	\$148,763	-\$98,038	-\$313,196

APPENDIX: PRIMER ON ECONOMIC IMPACT ANALYSIS

Economic impact analysis is the study of the effect of a change in the demand for goods and services on the level of economic activity in a given area, as measured by business **output** (sales), **value added** (gross regional product), **labor income** (earnings), **employment** (jobs), and **tax revenue**. This change in demand can be the result of decisions made by the government, firms, or households.

Traditionally, economic impact analysis involves the estimation of three distinct types of expenditure/production activity, commonly referred to as “direct effects,” “indirect effects,” and “induced effects.” The total economic impact is the sum of these direct, indirect and induced effects for the project being evaluated.

Direct impacts refer to those financial transactions (output, value added, etc.) occurring as the result of direct spending by economic agents. Direct spending results in the employment of workers, sales of locally produced goods and services, and generation of local tax revenue.

Indirect economic impacts refer to off-site economic activities that are directly attributable to the project/initiative. They are the result of purchases by local firms who are the suppliers to the directly affected businesses. The spending by these supplier firms for labor, goods and services necessary for the production of their product or service creates output from other firms further down the production chain, thus bringing about additional employment, income and tax revenue.

Induced impacts represent the increase in business output (or value added, earnings, etc.) over and above the direct and indirect impacts, generated by successive rounds of spending (often referred to as re-spending). Induced impacts are changes in output (or value added, earnings, etc.) that are the result of personal (household) spending for goods and services – including employees of direct supplier firms (direct impact) and employees of all other firms comprising the indirect impact. As with business purchasing, personal consumption creates additional economic output, leading to still more employment, income and tax flows.

Indirect and induced business impacts are often referred to as “**multiplier effects**,” since they can make the overall economic impacts substantially larger than the direct effects alone. In reality, while indirect and induced impacts do always occur, the net impact on the total level of economic activity in an area may or may not be increased by multiplier effects. That outcome depends on the definition of the study area and its ability to provide additional workers and capital resources, or attract them from elsewhere.

Multipliers typically are expressed in terms of output or jobs. An **output multiplier** is the total overall increase in dollars of business output (sales) for all industries per dollar of additional final demand (purchases) of a given industry in the area. A **job multiplier** is the total overall increase in jobs for all industries per new job created in a given industry. The higher the multiplier, the greater is the total economic response to the initial direct effect.

To measure the direct, indirect and induced effects, we used the IMPLAN® model, which is an input-output based economic impact assessment model originally developed by the U.S. Forest Service – and now maintained by the Minnesota IMPLAN Group, Inc. The model data files include transaction information (intra-regional and import/export) for more than 500 different industrial sectors (corresponding to four and five digit North American Industry Classification System (NAICS) codes), and data on 21 different economic variables including employment, output, and employee compensation.

The economic impacts were estimated for the States of Indiana and Illinois combined. During the analysis, several adjustments were made, in particular to ensure that all impact estimates were truly incremental and specific to the study area:

- Since the original numbers were expressed in 2006 dollars, they were adjusted for inflation to express the results in (constant) 2008 dollars.
- Type SAM multipliers,¹ used for estimating indirect and induced effects, were modified with regional purchase coefficients (RPCs)² to ensure that imports were not counted.
- Households were the only institutions considered when building type SAM multipliers. As a result, induced effects are based on study area residents’ income solely.

¹ Type SAM (Social Accounting Matrix) multipliers are the direct, indirect and induced effects where the induced effect is based on social accounting matrix information. Type SAM multipliers capture inter-institutional transfers (in addition to all commodity flows).

² RPCs represent the portion of the total regional demand that is met by regional production and attempt to account for cross-hauling – the regional importation and exportation of commodities from the same sector; all remaining demand is satisfied by imports, which provide no direct economic benefit to the region. In other words, they filter-out economic leakages from the region.