



DEDICATED TRUCK LANES FEASIBILITY STUDY

Phase 1 - Final Report Summary

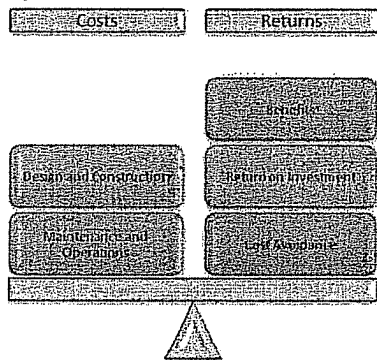
Key Finding: Given the costs and returns as estimated in Phase 1, the I-70 Corridor Coalition, made up of the Indiana, Missouri, Ohio and Illinois Departments of Transportation and the Federal Highway Administration, have determined that a business case can be made for dedicated truck lanes.

This Feasibility Study is:

- a two-phase examination of the possibility of dedicated truck lanes on approximately 800 miles of I-70 between Kansas City, Missouri and the eastern Ohio state line.
- a high-level evaluation of the need, risks, costs, financing options and practicality of dedicated truck lanes to reduce congestion and improve safety and freight productivity.
- an early step in the decision-making process. Before a final decision is made, federally required environmental studies — along with other in-depth evaluations — will be conducted, and funding and financing will need to be identified.

The Business Case:

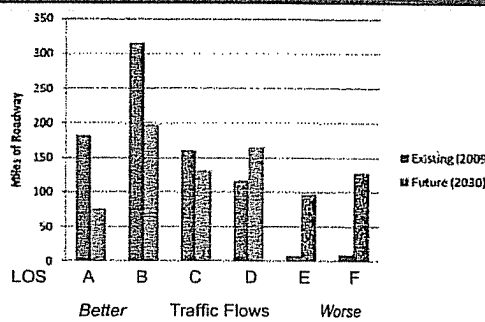
The feasibility of dedicated truck lanes is being evaluated through a business case analysis, in which costs are weighed against returns and benefits (like safety, reduced congestion, improved air quality), return on investment (economic growth, improved freight productivity) and cost avoidance.



I-70 - Crowded Today and Tomorrow:

Traffic on parts of I-70 is already heavy. In 2009, 184 miles of the 800-mile corridor had moderate to heavy congestion. While local improvements are planned, by 2030, the miles with moderate to heavy congestion will increase to 325 miles, or 40 percent of the study corridor.

In rural areas, trucks make up as much as 50 percent of the traffic on I-70. While the percentage of trucks in urban areas is less, the number of trucks remains roughly the same.



The number of miles on I-70 with poor traffic flows will nearly triple by 2030.

More congestion means worse traffic flows, which translates into more crashes. In the I-70 study area, crashes involving trucks increase significantly in areas with worse traffic flows.

Distance Determines How Freight Moves:

Whether freight moves by truck, rail, water or other mode depends partly on how far the freight will travel. More than 70 percent of the trucks on this section of I-70 are traveling 500 miles or less; 500 miles or more is typically the distance where rail tends to become more cost-effective. To be cost-effective, barge freight typically travels even longer distances.

Trucks Carry Most Freight:

While businesses, farms and manufacturers use a wide range of modes to move goods, trucks carry the vast majority of freight in this region. As other modes expand, trucks are still projected to carry more of the region's goods. Even when materials travel by other modes, the majority of products moving in the region begin and/or end their trip on a truck.

Modes	Freight Weight (kilotons)			
	2002	2002 %	2030	2030 %
Truck	931,808	74.0%	1,501,219	80.0%
Rail	67,629	5.4%	82,183	4.4%
Air & Truck	24	0.0%	31	0.0%
Other Intermodal	1,122	0.1%	1,965	0.1%
Water	24,545	2.0%	26,693	1.4%
Pipeline/Unknown	233,346	18.5%	264,593	14.1%
Total	1,249,451	100.0%	1,877,103	100.0%

Dedicated Truck Lane Scenario:

Based on I-70's condition and the importance of I-70 to the region's economy, the I-70 Corridor Coalition is looking at dedicated truck lanes as a way to increase safety, mobility, freight efficiency and the economic strength of the region. The scenario concept for this study:

- has cars and local traffic on the outside lanes;
- has dedicated truck lanes on the inside lanes;
- separates cars and trucks via median or barrier;
- provides at least two lanes in each direction for both cars and trucks;
- leaves options open for separate truck interchanges or combined interchanges;
- allows trucks to potentially use existing beltways to go around urban areas;
- considers a range of financing options, including public-private partnerships; and
- incorporates technologies, high-productivity vehicles and operational improvements.



Dedicated Truck Lane Positive Impacts:

- Reduced congestion, making travel more efficient;
- Increased safety, preserving life and property; and
- \$32.3 billion in regional economic growth and 258,000 additional job years, largely coming from construction work.

No significant negative environmental impacts to sensitive areas that cannot be avoided or mitigated have been identified (detailed environmental studies will need to be conducted to confirm these initial findings).

Stakeholder Input is Generally Supportive:

- Eight-four percent of surveyed motor carriers said they would use I-70 with dedicated truck lanes as much or more as a result of increased efficiencies.
- Commercial shippers also saw the potential for increased productivity and safety.
- Business, planning and other groups focused on dedicated truck lanes' ability to improve safety and fix bottlenecks.
- Stakeholders had questions about the ability to pay

for dedicated truck lanes, their operation (especially in urban areas and at interchanges) and concerns about impacts to businesses, homes, farms and the environment.

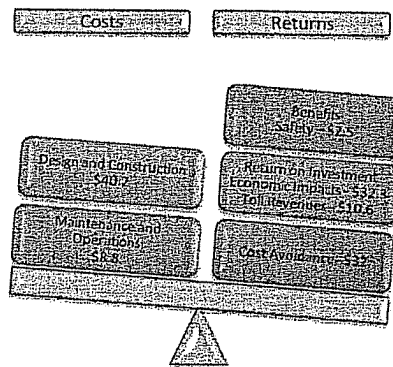
Costs and Funding:

- Over 40 years, dedicated truck lanes would cost approximately \$50 billion, or \$18 billion more than maintaining I-70 and constructing planned improvements.
- A range of funding options exist, including public-private partnerships. Depending on the type of arrangement, tolls could potentially pay for between 45 and 75 percent of the costs.

The Business Case:

There is a business case for dedicated truck lanes. Their cost, initially estimated at approximately \$50 billion for construction, operations and maintenance, is outweighed by:

- 258,000 additional job-years of employment;
- Economic impacts - \$32.3 billion;
- Safety cost reduction - \$2.5 billion;
- Potential toll revenues - \$10.6 billion; and
- Cost avoidance (maintenance and planned projects) - \$32 billion.



Next Steps:

More detailed analysis of costs, design and financing will be completed during Phase 2, which will also include additional input from stakeholders and industry leaders.

This document summarizes the Final Report prepared for the first phase (of two) for the I-70 Dedicated Truck Lane Feasibility Study. The study is part of the U.S. Department of Transportation's Corridors of the Future Program, which provided matching funds to Indiana, Missouri, Ohio and Illinois DOTs to evaluate the business case (need, cost, risk, financing and practicality) for dedicated truck lanes on I-70. The 800-mile study area includes I-70 from just east of Kansas City, Missouri, east through Illinois and Indiana to Ohio's eastern state line.

For more information on I-70 dedicated truck lanes, go to: www.i70dtl.org