



*First Annual Report to  
Federal Highway Administration*

**I-70 Dedicated Truck Lanes Project**

**Under the Corridors of the Future Program (“CFP”)  
Authorized under the Authority of 49 U.S. C. § 101**

Submitted:

January 22, 2010

Prepared by:

The Indiana Department of Transportation  
The Missouri Department of Transportation  
The Illinois Department of Transportation  
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# INDIANA DEPARTMENT OF TRANSPORTATION

## *Driving Indiana's Economic Growth*

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**Mitchell E. Daniels, Jr., Governor**  
**Michael W. Reed, Commissioner**

January 22, 2010

Mr. Thomas J. Madison, Jr.  
U.S. Department of Transportation  
Administrator, Federal Highway Administration  
c/o Mr. Anthony Furst  
Director, Office of Freight Management and Operations  
1200 New Jersey Avenue, SE  
Washington, DC 20590


Dear Administrator Madison:

During the first year of the Interstate 70 Dedicated Truck Lanes (DTL) project, the four-state I-70 Coalition made significant progress in defining *Nova Ordo* - "a new way ahead" in transportation infrastructure. Since the conception of the DTL idea, Missouri, Illinois, Indiana and Ohio have advanced the project forward and are now in the midst of an exciting feasibility study. We are hopeful this endeavor will clearly justify the purpose and needs and will validate dedicated truck lanes as the best solution to reduce congestion, improve safety, provide reliable mobility, reduce environmental impacts and enhance economic development across the 800-mile corridor.

This is the first annual report on the I-70 DTL project by the Corridor Coalition. It details the status of the feasibility study and project status information as delineated in the Corridor Development Agreement (DA).

My fellow State Transportation CEOs and I are pleased and excited about this project and are confident we can play a major role to transform this concept into a solution for America's transportation needs.

On behalf of the I-70 Corridor Coalition,



Michael W. Reed, Commissioner  
Indiana Dept. of Transportation

Cf: P. Rahn, Director MoDOT  
G. Hannig, Secretary, IDOT  
J. M. Molitoris, Director, ODOT

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# 1 Introduction

On January 15, 2009 the state of Missouri, acting by and through the Missouri Highways And Transportation Commission, (“MHTC”), 105 West Capitol Avenue, Jefferson City, MO 65102, the state of Illinois, acting by and through the Illinois Department of Transportation, (“IDOT”), 2300 South Dirksen Parkway, Springfield, IL 62764, the state of Indiana, acting by and through the Indiana Department of Transportation, (“INDOT”), 100 North Senate Avenue, Indianapolis, IN 46204, and the state of Ohio, acting by and through the Ohio Department of Transportation, (“ODOT”), 1980 West Broad Street, Columbus, OH 43223 entered into a Development Agreement (DA) with the United States Department of Transportation (USDOT) in a concurring role, and Memorandum of Understanding (MOU) under the Corridor of the Future Program (CFP) authorized under 49 U.S.C. § 101.

Through the DA, the four states, agreed to work together for the development of a dedicated truck lanes corridor through their states. As part of their agreement they committed to study, plan, develop, finance, construct, operate and maintain the Interstate 70 (I-70) Corridor as a unified facility. Through the MOU the four states agreed to conduct a two-phase feasibility study to determine the need, cost, risk, financing options and practicality to develop the Corridor. USDOT agreed in the DA, to the extent requested and available, to support the development of the Corridor with financial resources, regulatory flexibility, and dedicated expertise and personnel (DA § 1 c). The four states further agreed as per the Development Agreement (DA § 1 (a) and (b)) to:

- i. Promote cutting edge national and regional approaches to congestion mitigation.
- ii. Address major transportation investment needs.
- iii. Pursue innovative strategies to financing and operating interstate corridors.
- iv. Promote a more efficient environmental review and project development process.
- v. Develop corridors that will increase freight system reliability and enhance the quality of life for all U.S. citizens, realizing the original intent of our interstate system – a free flowing and efficient transportation network.
- vi. Demonstrate the viability of a transportation investment model based on sound economics and market principles.
- vii. Utilize procurement approaches that minimize taxpayer risk and provide contractor incentives.

This document is submitted to comply with § 9 of the DA, to provide an annual status report on the performance of the corridor. It is developed in accordance with Exhibit C to the agreement as shown in **Exhibit 1**. This document has been reviewed and approved by each Signatory State. As part of the review process, the states were to physically meet to approve this document (MOU §1 (e)). Because of state DOT budget constraints and travel restrictions and the current status of the feasibility study, the physical meeting has been postponed to coincide with the meeting to review and discuss the findings, conclusions and recommendations from the Phase 1 feasibility study. The meeting is planned within the next two - three months. The Signatory States meet approximately seven months ago on June 25-26, 2009 to kick off the feasibility study.

**Exhibit 1: Exhibit C from the DA - Format for Annual Report**

<b>EXHIBIT C TO THE DEVELOPMENT AGREEMENT</b>				
<b>[FORM OF ANNUAL REPORT]</b>				
<b>Corridor Metrics and Status</b> (i.e. dashboard for the corridor)				
Goal Area	Measure	Target	Status	Comment
_____	_____	<u>(year)</u>	<u>(year)</u>	<u>(projected results, strategies, etc)</u>
<b>Institutional Roadblocks</b>				
<u>Issue</u>		<u>Impact on Coalition Objectives</u>		
<i>By State</i>				
<b>Coalition Action Items</b>				
<u>Horizon</u>	<u>Action</u>	<u>State(s)</u>	<u>Target Date</u>	<u>Desired Outcome</u>
Short				
Medium				
Long				
<b>Corridor Coalition Projects</b>				
Priority	Project	Status	Issues	Project Funding Strategy to
_____	<u>Description</u>	_____	_____	<u>Needs</u> _____ <u>Meet Need</u>
<b>Status of Coalition (Organizational Issues)</b>				
<b>Summary of Corridor Condition and Operation (System Performance)</b>				

## 2 Timeline milestones

The Signatory States have moved ahead on their commitments in the DA.

### January - June, 2009

Within sixty days of the signing of the DA and MOU in January 2009, the Signatory States established an Oversight Council and a Steering Committee. These groups refer to themselves as the I-70 Corridor Coalition. **Appendix A** presents a list of the current members of the Council and Committee. Membership on these groups has changed since the signing for the DA and MOU. The primary reason for the changes is staffing and leadership changes at the DOTs. New members remain committed to the project and study.

On February 24, 2009 the Request for Proposal (RFP) was finalized and advertized as a two-phased feasibility study for the I-70 Corridor. On April 1, 2009 the Coalition selected a consulting team and contributed the agreed upon funding for the study. Indiana DOT, serving as the lead state, began contract negotiations with the consulting team. The contract was executed on June 19, 2009 and a notice to proceed was issued to conduct Phase 1 of the feasibility study. The consulting team selected to conduct the study is presented in **Appendix B**.

Phase 1 of the Feasibility Study is to be completed in ten months and Phase 2 in eight months. It was agreed that advancing Phase 2 of the study would depend on the findings from Phase 1 indicating that there is a business case for dedicated truck lanes along the 800 mile corridor that travels through the signatory states. Therefore, the current timeline milestones focus on completion of the Phase 1 study and determining whether to advance the Phase 2 study.

### 2.1 ***Milestones for Phase 1 Feasibility Study***

#### June 25-26, 2009 - Kickoff Meeting

The steering committee met on June 25-26, 2009 in Indianapolis, Indiana to kick off the study and to conduct an educational workshop with freight stakeholders and users of the I-70 Corridor. The two-day event included presentations from and facilitated discussions with the trucking associations from Missouri, Illinois, Indiana, and Ohio; the Class 1 railroads; rail-truck intermodal carriers; major corporations along the corridor; Missouri DOT staff leading the development of their 30 mile truck only lane project; and the consulting team.

#### August 26, October 16, and November 20, 2009, and January 5, 2010 –Webinars

Three webinars have been held with the Steering Committee, FHWA representatives, and the consulting team. Webinars were held on August 26, October 16, and November 20, 2009. The purpose for the webinars was to provide the Coalition and FHWA members with a summary of the most current findings based on consultant research. Webinars were also used as an

opportunity for coalition members to discuss define, and agree on the analytical approach for the study, the definition of the business case for the corridor, and the general performance indicators needed to continue to pursue the concept of dedicated truck lanes. A status webinar was also held on Jan 5, 2010 with the MPOs and major urban areas along the corridor.

#### January 15, 2010 - Submit Annual Report

During December 2009, the Steering Committee produced and provided a draft annual report to the Oversight Committee for their review and comments. Upon approval of the report, the Oversight Committee will provide the annual report to FHWA in compliance with the DA.

#### January and February 2010 - Technical Reports

The consultant team currently is in the process of writing a series for Technical reports, to be labeled Technical Appendices. These documents summarize the research findings. They will be provided as they are completed to the Steering Committee during January and February 2010. These documents will provide the quantitative justification for the conclusions and recommendations to be presented in the Phase 1 Report. Following is a list of the Technical Appendices currently being written.

- Technical Appendix 1: Existing and future corridor condition and needs
- Technical Appendix 2: Freight / Commodity flows along the corridor  
(Including truck intercept study and findings)
- Technical Appendix 3: Public stakeholder perspectives
- Technical Appendix 4: Motor carrier perspectives
- Technical Appendix 5: Shippers and private industry perspectives
- Technical Appendix 6: Corridor scenario analysis
- Technical Appendix 7: Environmental analysis
- Technical Appendix 8: Multimodal analysis and opportunities
- Technical Appendix 9: Technology opportunities
- Technical Appendix 10: Economic analysis
- Technical Appendix 11: Financing alternatives
- Technical Appendix 12: Financial feasibility
- Glossary for the entire document and appendices including list of acronyms

#### March, 2010 - Coordination and discussion of conclusions

During March of 2010, the Steering Committee will meet (this meeting has not been scheduled) to review and discuss the findings from the Phase 1 study. All technical appendices will have been received and reviewed. An outline of the conclusions and recommendations that will go into the Phase 1 report will be provided prior to the meeting.

### March or April, 2010 - Annual Meeting

The annual meeting will be held in conjunction with the presentation of the finding and conclusions of the Phase 1 Report. This will provide the appropriate venue to discuss and determine if the business case has been met.

### March or April, 2010 - Presentation of final Phase 1 Report

Within four weeks from the Steering Committee meeting, the consultant will provide the Steering committee with a Draft Final Report. This document will include the discussion, conclusion and agreements made during their March meeting.

## **2.2 Ongoing and Phase 2 Activities**

### Establishing Performance Metrics

Initial, qualitative performance measures have been agreed to by the Coalition. These are currently presented as part of the business case for the Corridor (see **Exhibit 2**). As the research progresses and existing and future Corridor conditions are quantified, the Coalition will develop and adopt consistent, quantitative performance measures for the Corridor.

### **Exhibit 2: Initial Goals / Business Case for the I-70 Corridor**

#### **Goals / Business Case**

1. Serve intercity freight needs and demands within the corridor.
2. Provide connections for freight movements across the US.
3. Incorporate roadway design and operational incentives to improve productivity for businesses and motor carriers using the corridor (e.g. as high productivity vehicles (HPV)/long combination vehicles (LCV).)
4. Incorporate roadway design and operational features that would:
  - a. Reduce roadway congestion;
  - b. Relieve urban area bottlenecks;
  - c. Improve safety through separation;
  - d. Provide relief to parallel routes; and
  - e. Increase private sector productivity through improved supply chain efficiencies.
5. Improve connections to intermodal terminals and existing business.
6. Attract shippers and carriers to move their goods from other corridors to the I-70 corridor.
7. Allow existing businesses to become more profitable and potentially expand.
8. Retain and attract manufacturing, warehouse, and distribution industries.
9. Be financially feasible to construct, maintain, and operate.
10. Improve the overall environmental quality in the Corridor area.
11. Provide a test-bed for new highway technology that could further improve freight operations and safety.

Ongoing - Outreach strategy: An ongoing stakeholder outreach program has been developed and is being implemented. Initial activities have included stakeholder interviews, a project website, an online public meeting and a webinar for the MPOs along the corridor. As technical reports and documents are drafted, they will be posted on the project website. Stakeholders will be notified as they are posted and comments will be received and considered.

### 3 Feasibility Study

The two-phase Corridor feasibility study includes an analysis that in Phase 1 develops and tests the business case for a dedicated truck lane corridor in sufficient detail to permit the Steering Committee to make an informed decision on whether to continue the study to Phase 2. Should there be a sound business case for a dedicated truck lane corridor, Phase 2 would identify solutions (e.g., finance, design, build options, etc.) for the corridor. The Signatory States agree this analysis will serve as the guiding principles in the planning, development, financing, construction, operation and maintenance of any dedicated truck lanes developed along the Corridor. **Exhibit 3** shows the four Coalition states and the location of I-70 in the states. **Exhibit 4** presents the I-70 Feasibility Study Area.

**Exhibit 3: I-70 Study Corridor**



**Exhibit 4: I-70 Feasibility Study Area**



### 3.1 Study Approach

The proposed analytical approach to assess the feasibility of Dedicated Truck Lanes (DTLs) on the approximately 800 miles of the I-70 corridor includes a set of steps to objectively analyze and evaluate the likelihood that DTLs will solve the problems, address the needs, meet the vision and goals, and allow an assessment of whether a business case can be made for DTLs. **Exhibit 5** illustrates the approach.

**Exhibit 5: Phase 1 Proposed Analytical Approach**



The study approach includes:

- **Develop Dedicated Truck Lane (DTL) vision and goals; begin to define the business case:** The analysis began during the June 25- 26, 2009 corridor workshop and kick-off meeting. The Corridor Coalition and a number of key private sector stakeholders discussed and described their overall vision and goals for the corridor as well as what is needed, from a private sector shipper and carrier perspective, to create a corridor that meets business needs.
- **Interview stakeholders:** Next, public and private sector stakeholders and corridor users including motor carriers are interviewed to determine if they agree with the vision and goals. They are also asked to describe what design and operational features and performance metrics (such as time savings) they would expect for them to use the corridor with DTLs.

- **Profile and assess the corridor conditions:** Simultaneous to the interviews, a corridor profile including an existing and future assessment is conducted to describe and evaluate the corridor conditions, needs, and opportunities.
- **Define corridor performance measures:** Using these perspectives and understanding of corridor conditions, a set of performance measures and evaluation criteria are defined and validated. This information is a baseline for the initial conceptual design and operational features and conditions needed for DTLs on the corridor to attract and meet the needs of users and regional businesses.
- **Begin to develop a range of conceptual scenarios:** Based on the interview findings and information from the previous steps, several DTL concepts and scenarios are developed that best fulfill the requirements as identified by potential corridor users.
- **Test the concepts:** Then the various corridor scenario concepts are tested by answering a number of questions that incorporate evaluation criteria, performance measures and goals.
- **Refine the concepts and model options:** From this analysis, the conceptual scenarios are refined and quantitatively evaluated using travel demand, toll revenue and economic impact modeling and a financial feasibility analysis is conducted.
- **Conduct the financial analysis:** The financing options for the remaining scenario(s) is refined and presented.
- **Define the business case:** After completing the analysis and selecting one or more implementation scenarios, a practical “business case” will be developed that identifies strategies relating to design, operating and financing among others. The definition of the business case is evolving as the study progresses as is the best way to evaluate it. The current thinking is described in **Section 3.2**.
- **Make recommendations:** The final recommended scenario concept or concepts will further document the safety, efficiency, and productivity outcomes that can be expected from a cost and benefit perspective for both the public and private sectors.

### 3.2 Study Status

As of this report, much of the data collection and analysis for the feasibility study has been completed and a variety of concepts are being tested.

## **Vision, Goals, Business Case**

A Corridor vision, goals and an initial business case have been defined:

### ***Vision***

Dedicated Truck Lanes on the I-70 corridor will reduce congestion, improve safety, and increase productivity of freight motor carriers and businesses, providing the Midwest region with an opportunity to prosper and grow economically.

### ***Goals***

- Improve Safety
- Increase Productivity
- Reduce Congestion
- Enhance Mobility & Improve Reliability
- Enhance Economic Development
- Reduce impacts:
  - Environmental
  - Communities and Public Health
- Improve Security
- Facilitate Intermodal Integration

### ***Corridor Business Case (draft – being refined as the study progresses)***

- Serve intercity freight needs and demands within the corridor.
- Provide connections for freight movements across the US.
- Incorporate roadway design and operational incentives to improve productivity for businesses and motor carriers using the corridor (e.g. as high productivity vehicles (HPV)/long combination vehicles (LCV).)
- Incorporate roadway design and operational features that would:
  - Reduce roadway congestion;
  - Relieve urban area bottlenecks;
  - Improve safety through separation;
  - Provide relief to parallel routes; and
  - Increase private sector productivity through improved supply chain efficiencies.
- Improve connections to intermodal terminals and existing business.
- Attract shippers and carriers to move their goods from other corridors to the I-70 corridor.
- Allow existing businesses to become more profitable and potentially expand.
- Retain and attract manufacturing, warehouse, and distribution industries.
- Be financially feasible to construct, maintain, and operate.

- Improve the overall environmental quality in the Corridor area.
- Provide a test-bed for new highway technology that could further improve freight operations and safety.

### Stakeholder Outreach

Stakeholder involvement including surveys and outreach to motor carriers, private sector freight shippers, modal transportation providers, local governments and key public sector decision makers was conducted is ongoing. A truck intercept study was conducted and 795 trucks were surveyed.

### Corridor Website

A project website ([www.i70dtl.org](http://www.i70dtl.org)) was activated in August 2009 and is updated with new information as it becomes available.

**Exhibit 6: Example of I-70 Coalition Web Page**



### Corridor Conditions

Existing and projected corridor conditions have been assessed. Some of the data and analytical highlights from the research are presented in **Section 8** of this report.

### Performance Metrics

Qualitative performance measures have been discussed in general and are being used to qualitatively evaluate the business case. The measures were based on findings from the stakeholder outreach and discussion with state DOTs. They are discussed in **Section 4** of this report.

### Conceptual Scenarios

Based on the interview findings and information from the previous steps, several dozen DTL concepts and scenarios are discussed and the ones that best fulfill the requirements as identified by potential corridor users of the business case defined.

### **Test concepts / Refine the concepts / Model options**

The conceptual scenarios are currently being tested, refined, and modeled against stakeholder preferences and by using travel demand and toll revenue modeling.

### **Financial and Economic Analysis**

Cost estimates for a variety of concepts have been developed and the data from the cost estimates and travel demand modeling is being used to conduct the economic and financial analysis.

### **Define the Business Case / Proposed Approach to Evaluating the Business Case**

Discussions are underway concerning the best way to evaluate the business case for DTLs. Current thinking is based on the following reasoning.

A business case is a proposal that:

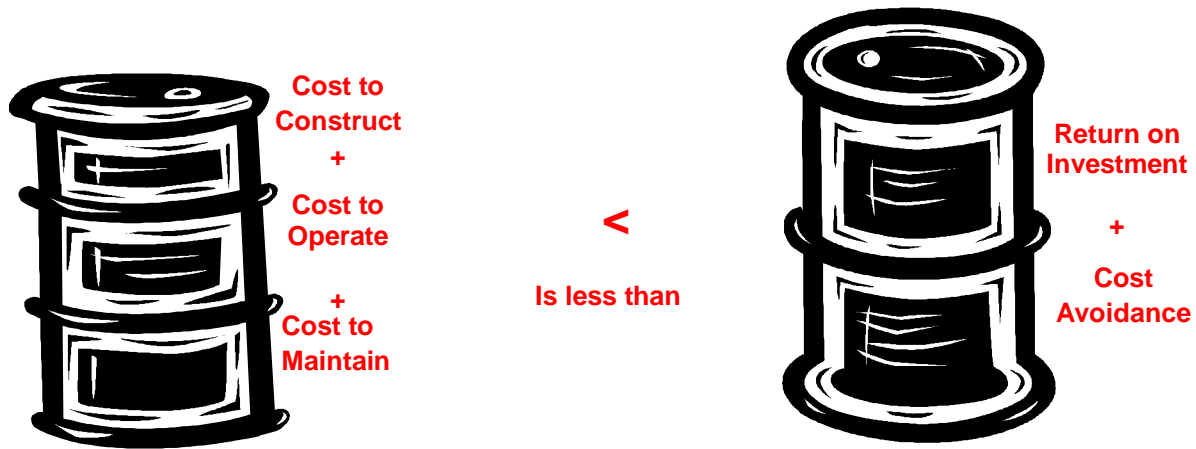
- States a problem
- Describes the solution
- Quantifies how much it will cost to implement the solution
- Estimates the return on investment (ROI) or reduced current or future cost – i.e. cost avoidance (CA) that will be realized if solution is implemented.

Accepting that I-70, as part of the US Interstate transportation system, is the responsibility of federal and state governments to construct, operate and maintain safely and efficiently; and, accepting that it is not the role of the government to make money; then it follows that evaluating the business case for a public investment in constructing, operating and maintaining DTLs requires:

1. Demonstrating that DTLs are a solution to a problem on the Interstate system and that their construction, operation and maintenance will:
2. Generate a return on investment (ROI) and / or
3. Reduce current or future public sector costs (CA - cost avoidance) adequate to cover or match the costs to implement them.

Therefore: The business case for I-70 DTLs can be made if:

### Exhibit 7: I-70 Business Case



Government ROI – Getting a return on investment (ROI) as a direct result of expenditures for DTLs can include more than just a direct financial return such as:

- Generating tolls from the facility

It can also include:

- Providing improved roadway conditions that may result in improvements to:
  - safety
  - access, mobility, and time reliability on the facility
  - expanded productivity to business that use the facility that may result in
    - § higher profits and ultimately more tax revenues
    - § new businesses and jobs attracted to the corridor
  - intermodal connectivity that will enhance the entire transportation system
  - environmental improvement such as lower carbon emissions resulting from reduced congestion

Reduce current or future costs (CA - cost avoidance) from a Government Perspective – Return is in money saved in the future rather than money generated. CA for the new facility can include:

- Fewer crashes resulting in:
  - § reduction in loss of lives and injuries
  - § less property damage
  - § lower insurance premiums for corridor users
  - § less congestion
- Reduced costs for future pavement replacement based on lower axle ratings on passenger car only lanes
- Reduction in future need to add lanes based on increased capacity resulting from separation

ROI and CA criteria are business terms for the Corridor performance metrics. Calculating the change between the no build scenario and the Corridor with DTLs will demonstrate if the business case can be justified.

### **Make Recommendations**

After completing the analysis and selecting one or more implementation scenarios, a practical “business case” will be developed that identifies strategies relating to implementation, design financing and others.

## 4 Corridor Metrics

In the DA, the Coalition agreed to cooperatively develop and adopt consistent performance measures for the Corridor. Currently goal areas and qualitative measures have been discussed and generally agreed upon for the corridor. Quantitative corridor metrics (i.e. dashboard for the corridor) will be developed as the Phase 1 and 2 studies progress. They will be presented in the format as shown in **Exhibit 8**. Measures will include development and operations metrics. Non-performance factors, i.e. signage, markings, cross section, commercial motor vehicle size and weight dimensions, pavement design, intelligent transportation systems, information management, etc., will be consistent across the Corridor, as reasonable.

**Exhibit 8: Format to be used for Reporting Corridor Metrics**

Goal Area	Measure	Target	Status	Comment
_____	_____	<u>(year)</u>	<u>(year)</u>	<u>(projected results, strategies, etc)</u>

Goal areas as agreed upon in Phase 1:

- Safety
- Congestion
- Mobility
- Productivity
- Reliability
- Economic Development
- Environmental Impacts
- Communities and Public Health Impacts
- Security
- Intermodal Integration

As discussed in **Section 3.2**, the goal areas and Corridor metrics will be the criteria used to evaluate if there is a business case for DTLs on I-70.

## 5 Institutional Roadblocks

Several institutional roadblocks are foreseen should the Coalition decide to move ahead with the construction of Dedicated Truck Lanes (DTLs). These include funding, financing, legislation and policy issues. In some cases the issues vary by state.

### 5.1 *Funding and Financing*

None of the Signatory States have adequate funding to construct DTLs. Their long term funding projections do not indicate any change in availability for funding for a project of this type or magnitude. Projected funding levels and restrictions or flexibility for funding and financing that will be promulgated based on reauthorization is still unknown. The feasibility study is exploring funding and financing options that would include public private partnerships, tolling, and other innovative financing options.

### 5.2 *Legislation*

Depending on the results of the feasibility analysis, each state in the Coalition would need legislative action to construct the corridor. Should a new independent Corridor-wide authority be created to construct, manage or operate the corridor, legislative changes would also be required. Initially the following legislative changes maybe required. Phase 2 will explore this in greater detail.

#### **OHIO**

Establish innovative financing capacity  
Prepare expression of interest for tolling

#### **INDIANA**

Establish innovative financing capacity  
Prepare expression of interest for tolling

#### **ILLINOIS**

Establish innovative financing capacity  
Prepare expression of interest for tolling

#### **MISSOURI**

Establish innovative financing capacity

### 5.3 ***Policy***

Policies in each Corridor state vary from administration to administration. Policies may also change in response to Reauthorization. It is anticipated that policy issues will be identified and described in Phase 2 of the study as the construction of DTLs moves closer to a reality.

## 6 Coalition Action Items

Currently the principle Coalition action item is to complete Phase 1 of the Feasibility Study and determine if a business case exists for DTLs. If a business case is demonstrated, the study will advance to Phase 2. Should the study continue to a Phase 2, Coalition action items will be defined in the format as shown in **Exhibit 9** and as agreed to in the DA.

**Exhibit 9: Format for Corridor Coalition Action Items**

<u>Horizon</u>	<u>Action</u>	<u>State(s)</u>	<u>Target Date</u>	<u>Desired Outcome</u>
Short				
Medium				
Long				

## 7 Corridor Coalition projects

Currently, only one Dedicated Truck Lane project is being recommended for construction by the Coalition. The project is sponsored and advanced by MoDOT with the support of the Coalition States. A summary of the project is presented in **Section 7.2**. Should the study continue to a Phase 2, Corridor Coalition projects will be identified and prioritized as described in **Section 7.1** and presented in the format as shown in **Exhibit 10** and as agreed to in the DA.

**Exhibit 10 : Format for Corridor Coalition Projects**

Priority Project Description	Status Issues	Project Funding Needs	Strategy to Meet Need
------------------------------	---------------	-----------------------	-----------------------

### 7.1 *Project Prioritization*

Upon completion of the Feasibility Study, should the Signatory States recommend advancing the DTLs concept to construction, the Signatory States agree to prioritize projects based upon those projects which provide the most benefit to solving the problems of reducing congestion, enhancing mobility, improving safety, reducing environmental impacts, minimizing impacts to communities and public health, improving security, enhancing economic development, and facilitating multimodal integration. Phase 2 of the feasibility study will include recommendations for project selection criteria with objective data and information to support the decision making process.

The Signatory States will maintain a Prioritization Schedule per the Development Agreement. The Prioritization Schedule shall be submitted to the USDOT within 120 days of the decision to proceed with a dedicated truck lane corridor. The list and schedule will be attached to and incorporated in each annual report. The list may be amended from time to time.

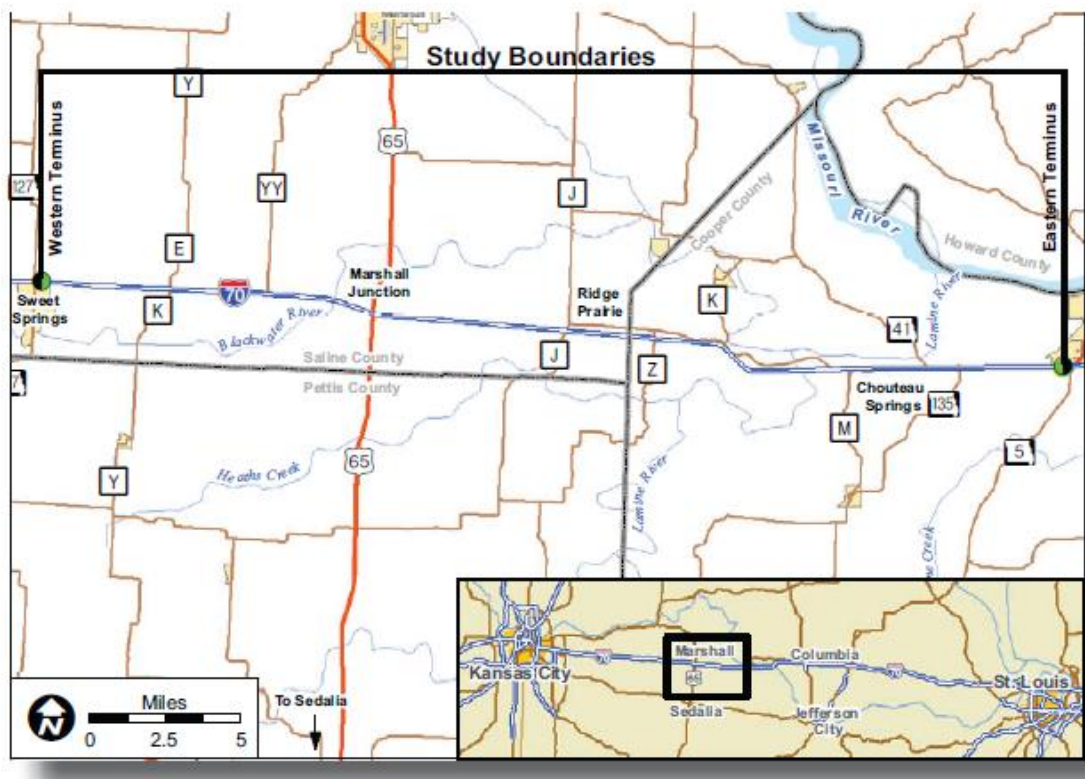
### 7.2 *MoDOT I-70 Project TIGER Grant Request*

#### **Project Description**

The Missouri Department of Transportation (MoDOT) is seeking TIGER Grant funding assistance to rehabilitate and widen a 30-mile section of the Interstate 70 Corridor between Sweet Springs, Missouri (Exit 66) and Boonville, Missouri (Exit 101) with DTLs separated from general-purpose traffic lanes. In this application, MoDOT refers to the project as the I-70 Truck-Only Lanes project. The project is located within two rural counties in Missouri – Saline County and Cooper County, Missouri.

This 30-mile section of the I-70 Corridor represents the first implementation phase in an overall 200-mile statewide corridor improvement to the I-70 Corridor between Kansas City, Missouri and St. Louis, Missouri. While a statewide implementation of a truck-only lanes corridor is the desired end goal for Missouri, the state is beginning this statewide vision for I-70 with an initial 30-mile section that has independent utility and need. **Exhibit 11** shows the 30-mile I-70 Truck-Only Lanes Project corridor.

**Exhibit 11: MoDOT TIGER Project Area**



MoDOT selected this 30-mile section as the initial project for the following reasons:

- The project is an effective demonstration of a rural application of the truck-only lanes concept;
- The U.S. 65 interchange is within this section and provides the opportunity to develop this economically distressed area with a truck-car separated interchange for improved safety, traffic operations and economic development benefits;
- Ability to connect to intermodal hubs, rail corridors and freight generating facilities along the U.S. 65 Corridor, an important north-south connector across the state;
- Crash rates along the I-70 Corridor were significant to address in this section;

- Trucks comprise an estimated 35 percent or greater of the average daily traffic; and
- Cost-effective section with fewest impacts to the natural and man made environment along the corridor.

Rebuilding I-70 with truck-only lanes is one of MoDOT's five highest priorities. An initiative, called *A Conversation for Moving Missouri Forward*, identifies transportation options needed to make Missouri roads safer, create jobs and improve Missouri's quality of life. The I-70 Corridor is at the forefront of this initiative.

### **Project Funding**

MoDOT is requesting a TIGER Grant of \$200 million for the I-70 Truck-Only Lanes Project. This grant would pay for 80 percent of the project's total costs of \$240 million. MoDOT will provide a 20 percent match of \$40 million in supporting funds towards completion of the initial 30-mile project. These supporting funds are from currently non-programmed funding from MoDOT's 2010-2014 Statewide Transportation Improvement Program (STIP). The TIGER grant funding, in combination with MoDOT's supporting funds of \$40 million, will pay for the total project costs of \$240 million.

In addition to the 20 percent matching funds, MoDOT is committed to funding the resurfacing and rehabilitation of the existing I-70 pavement and shoulders reused as part of the truck-only lanes concept within the 30-mile project. This equates to an additional \$10 million programmed within MoDOT's current STIP for the section from Sweet Springs to the Cooper County line.

There are no other sources of funds or funding parties for the proposed project. MoDOT will use all sources of project funds towards the right-of-way acquisition, rehabilitation and construction of the I-70 Truck-Only Lanes Project improvements.

### **Status and Issues**

MoDOT has completed and received a Record of Decision for a Supplemental Environmental Impact Statement (SEIS) to construct the 200 miles of Truck Only Lanes from Kansas City to St. Louis. MoDOT is waiting to hear from FHWA whether they will be awarded funds to build the initial 30 mile section. Selection of TIGER grants is expected by February 2010.

## 8 Status of Coalition

The Signatory States remain committed to working together to complete the feasibility study. They remain committed to study, plan, develop, finance, construct, operate and maintain the Interstate 70 (I-70) Corridor as a unified facility.

The Coalition's Oversight and Steering Committees' membership has changed since the signing of the DA and MOU. The changes were the result of staffing changes and internal reorganization at the state DOTs. **Appendix A** provides a listing of current members of each committee.

The Steering Committee has met face-to-face on June 24 – 25, 2009. Their next face-to-face meeting is planned for March or April, 2010. Telephone calls, conference calls and e-mails with and between Committee members and Keith Bucklew as the lead Coalition Project Manager have been held informally almost every week since the signing of the DA and MOU. Ongoing communication and status reporting among Steering Committee members and the consulting team has taken place through webinar type meetings and will continue throughout the completion of the feasibility study.

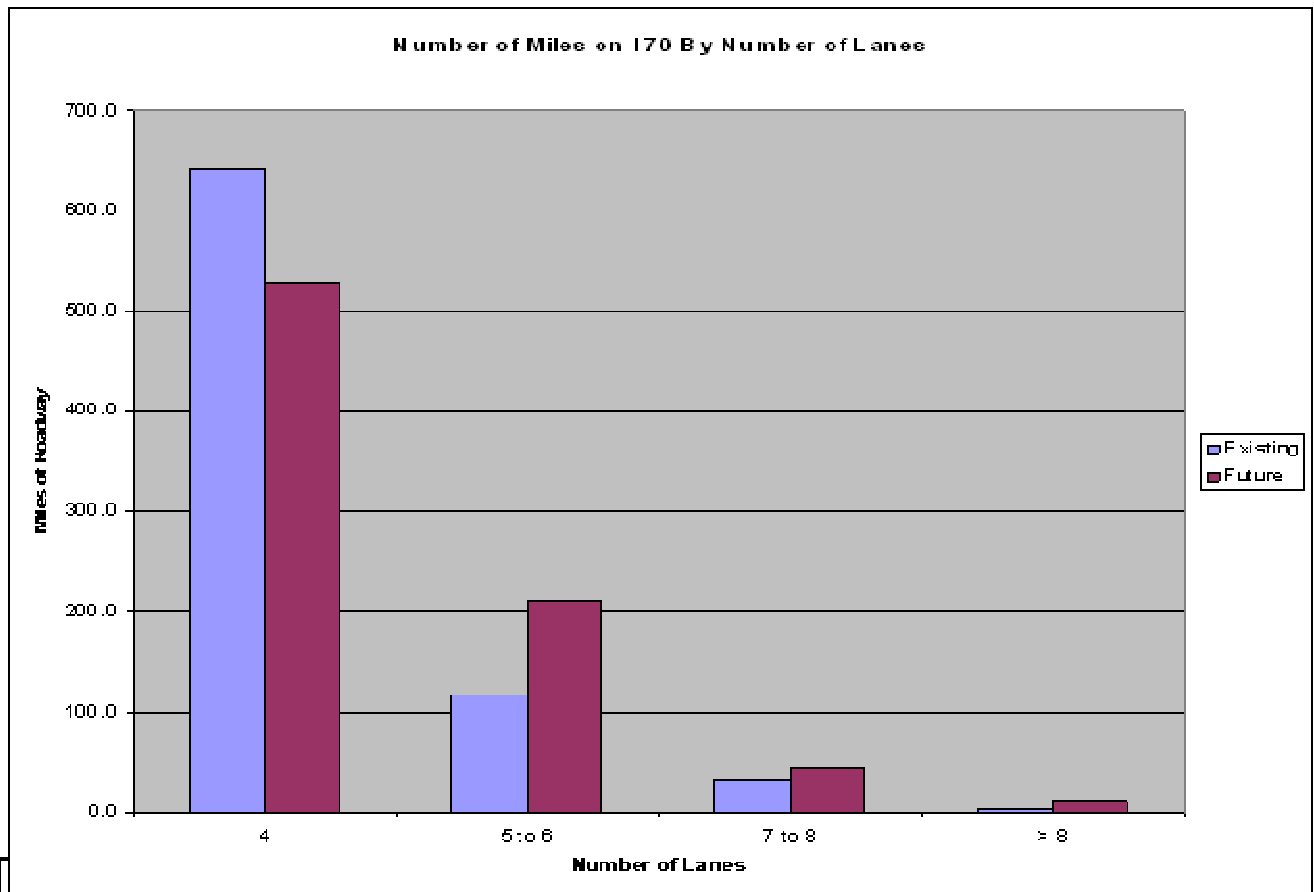
## 9 Summary of corridor condition & operations

The Phase 1 Feasibility study report will present a set of detailed technical appendices describing the Corridor conditions and operations. A summary of some of the draft charts, tables and maps highlighting some of the initial findings are presented here.

### 9.1 Existing and Projected Roadway Conditions - Initial Findings

Following are some of the initial findings that will be presented in the Technical Appendix 1, existing and projected conditions and needs.

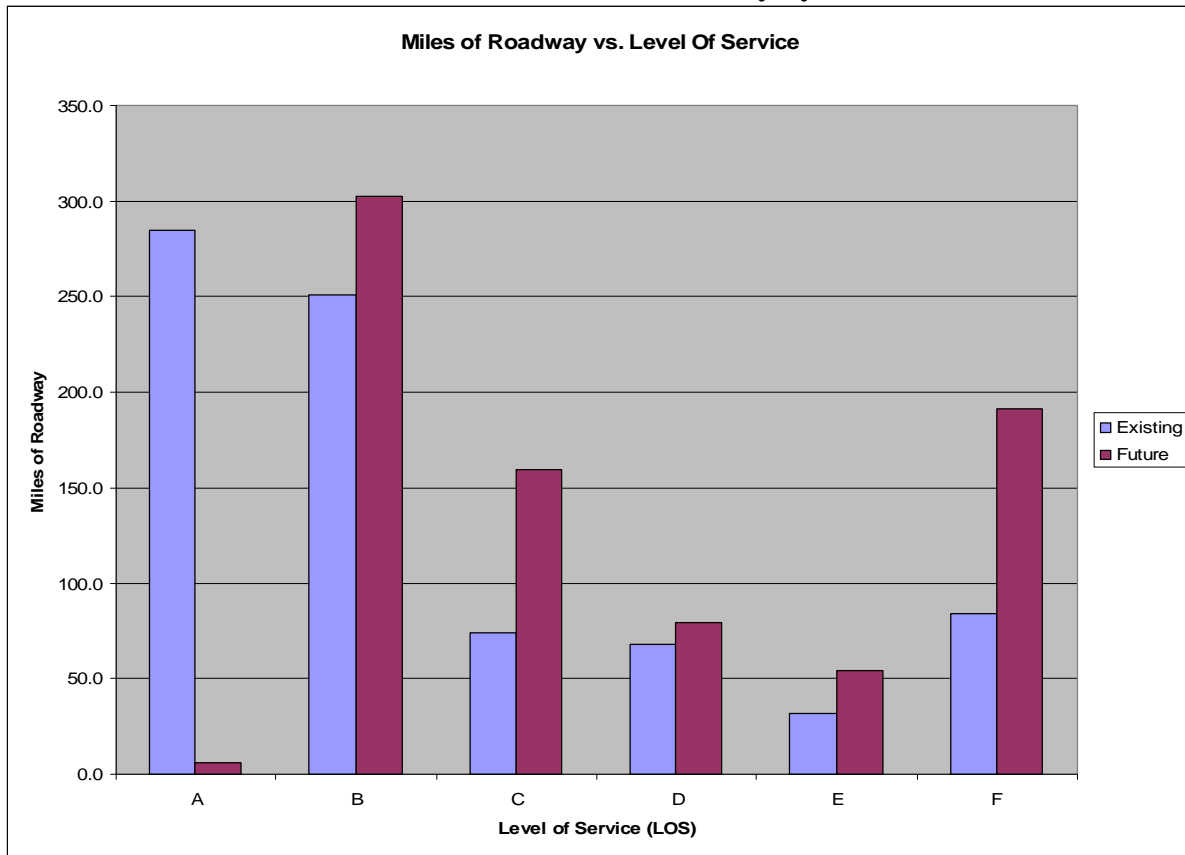
**Exhibit 12: Miles of Roadway by Number of Lanes**



Area	Existing	Future	Percentage
Kansas City Urban Area	E-F	F	10%-23%
Missouri Rural Areas	C-D	D-F	25%-46%
Columbia, MO Urban Area	D-F	F	30%
St. Louis Urban Area	D-F	E-F	11%-23%

Illinois Rural Areas	B-C	C-D	23%-49%
Indiana Rural Areas	B-D	B-C *	25%-45%
Indianapolis Urban Area	D-F	E-F	10%-26%
Ohio Rural Areas	B-C	B-C	25%-45%
Dayton Urban Area	C	B-C *	14%-18%
Columbus Urban Area	C	C-D	10%-16%

**Exhibit 14: Miles of Roadway by LOS**



## Safety - 5% Crash Reports

### Illinois

- 7 locations
- 7.98 miles of roadway

### Indiana

- 1 location
- 0.26 miles of roadway

### Missouri

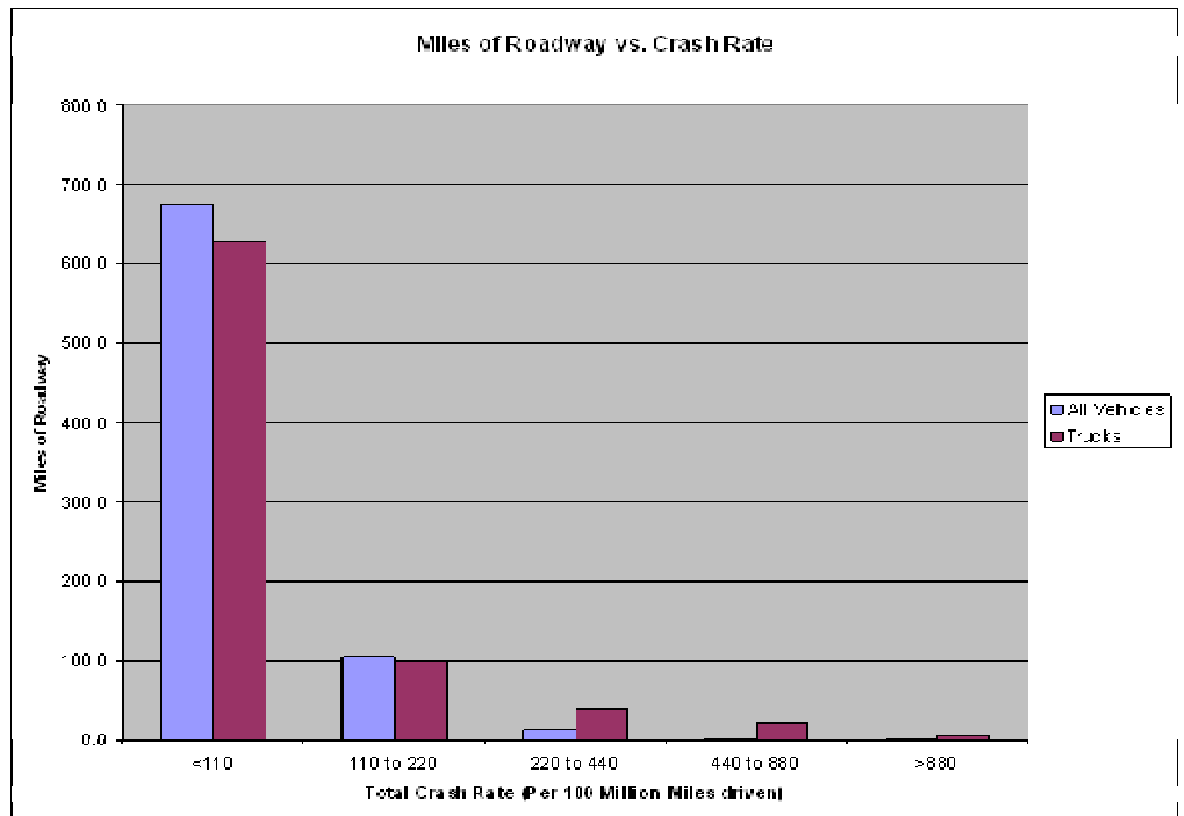
- 6 locations
- 13 miles of roadway

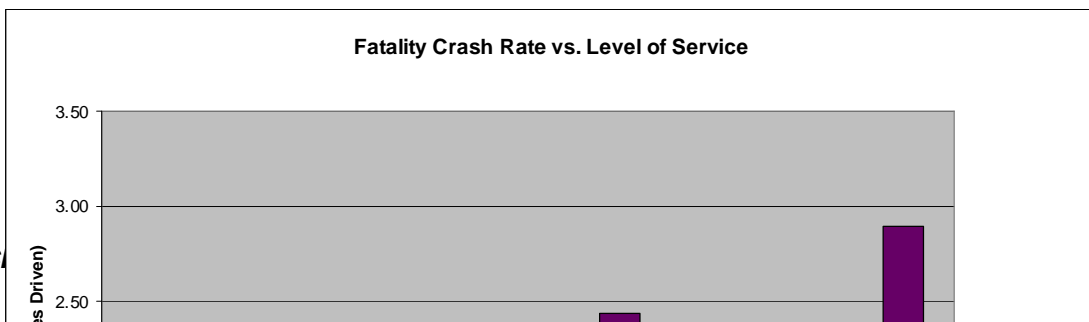
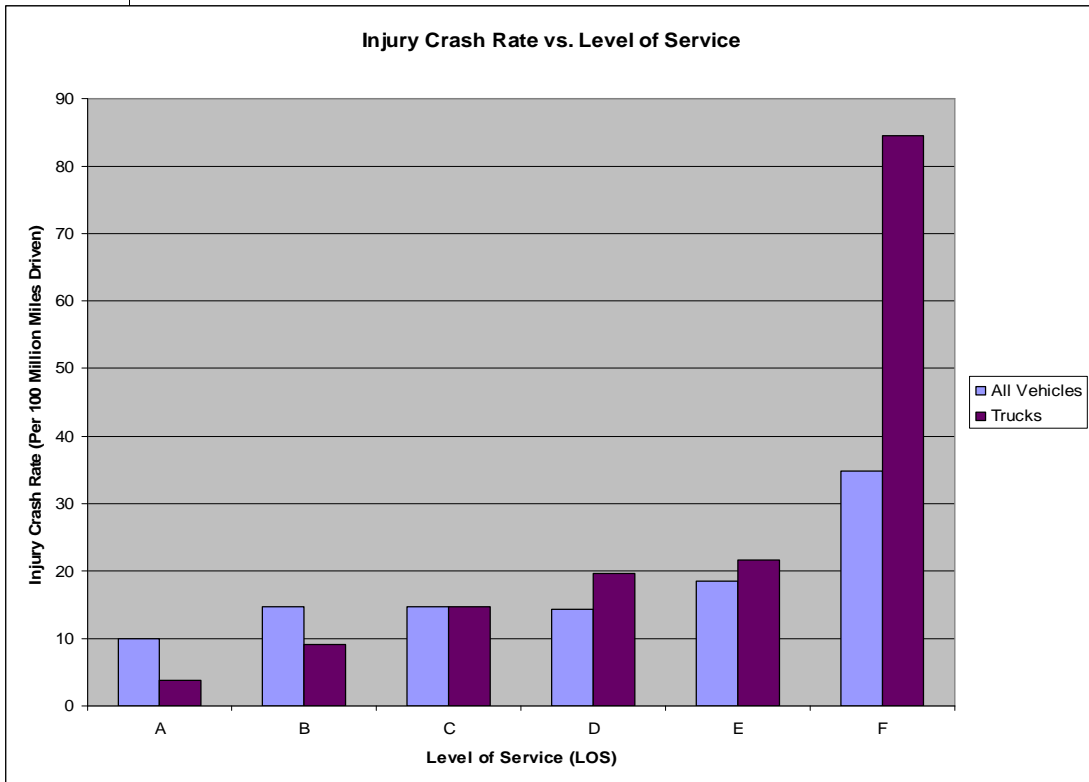
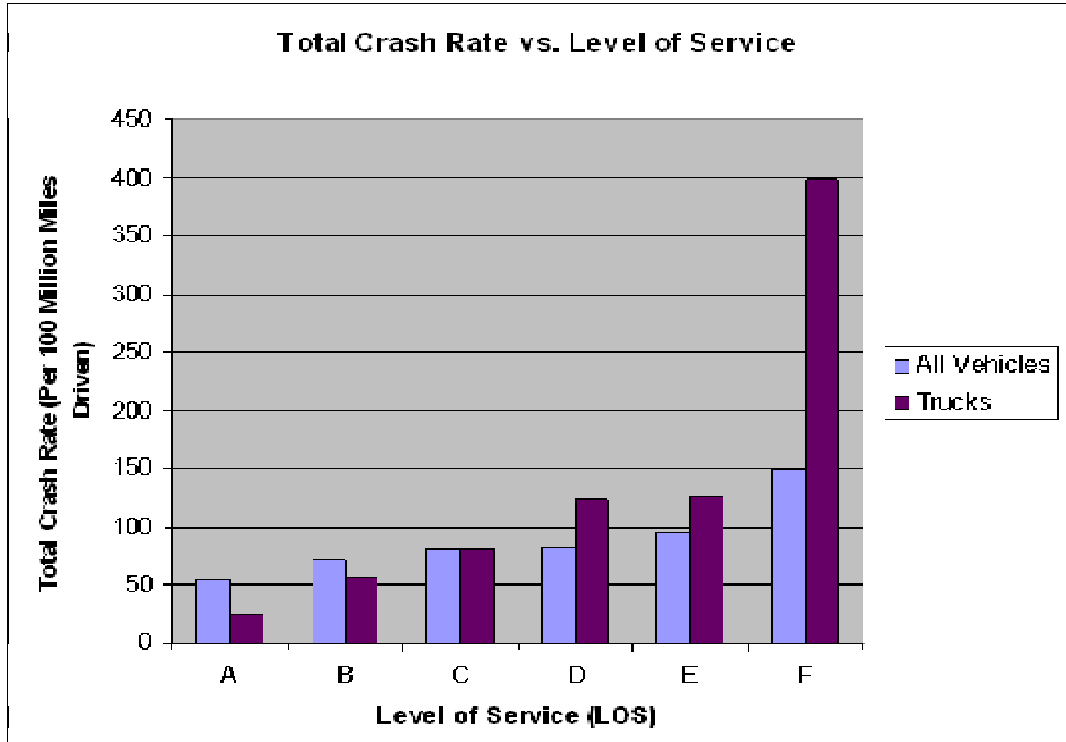
### Ohio

- 4 locations
- 6.58 miles of roadway

The following exhibits show that the highest and most severe crash rate correlates directly to the most congested sections of the corridor.

**Exhibit 15: Miles of Roadway by Crash Rate**





**Exhibit 19: Example of Mapping in Phase 1 Report**



9.2

Following are some of the initial findings that will be presented in the Technical Appendix 2, freight and commodity flows on the Corridor.

**Exhibit 20: Corridor States Employment 2005**

**Exhibit 21: Growth in Global Trade – 84% Corridor States Total**

	Value of Exports (millions of dollars)						
State	2002	2003	2004	2005	2006	2007	2008
Missouri	\$ 6,787	\$ 7,238	\$ 9,021	\$10,514	\$ 12,781	\$ 13,484	\$ 12,852
Ohio	\$27,774	\$29,798	\$31,712	\$35,110	\$ 38,161	\$ 42,562	\$ 45,628
Indiana	\$14,956	\$16,468	\$19,212	\$21,594	\$ 22,666	\$ 25,956	\$ 26,502
Illinois	\$25,675	\$26,503	\$30,313	\$36,169	\$ 42,135	\$ 48,896	\$ 53,677
Corridor States Total	\$75,192	\$80,007	\$90,258	\$103,387	\$115,743	\$130,898	\$138,659

Source: US Department of Commerce

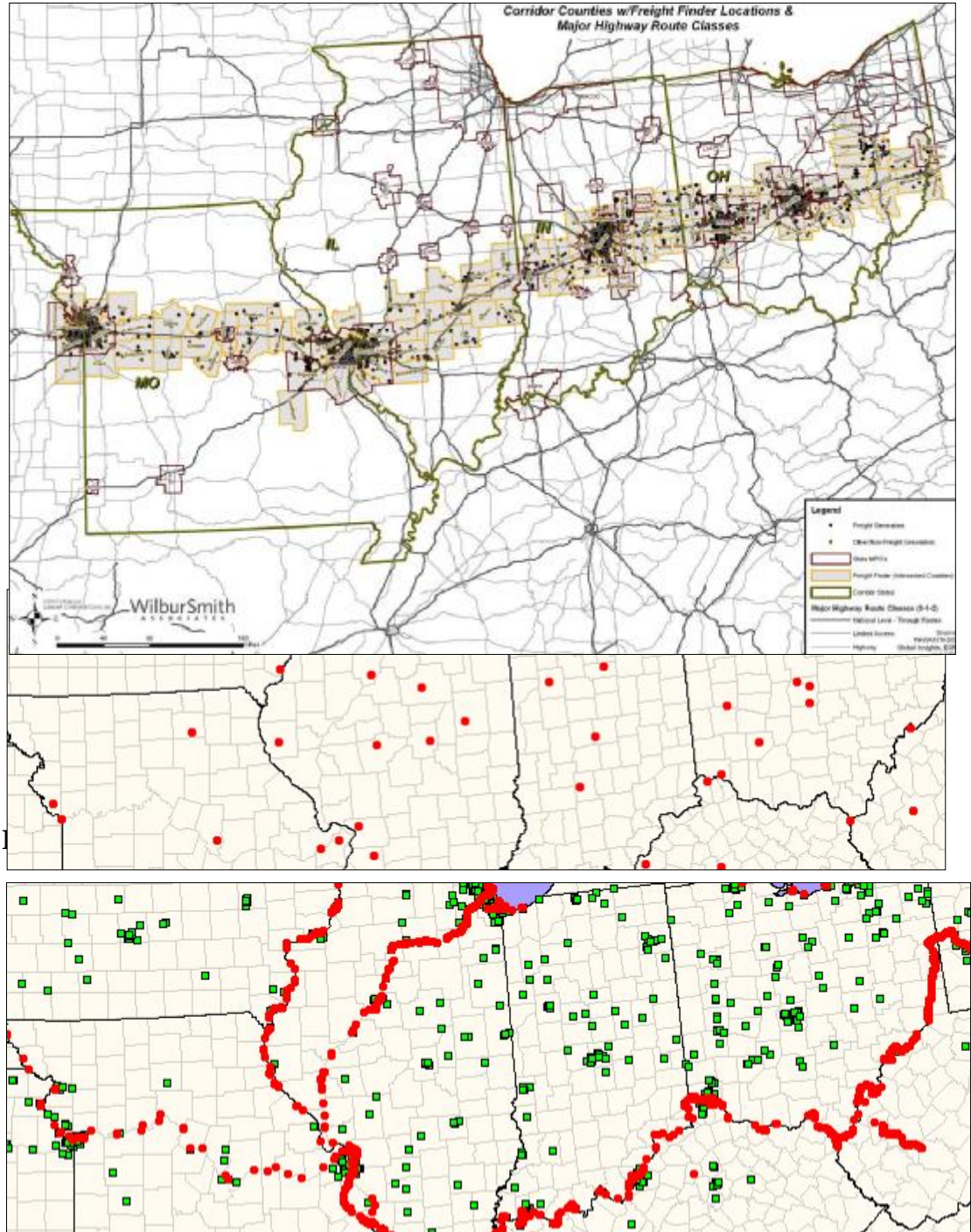
**Exhibit 22: Highest Value Commodities on Corridor (FAF)**

Commodity Group	Transport Mode							Grand Total	Percent of Total
	Air & Truck	Other Inter-modal	Pipeline & Unknown	Rail	Truck	Truck & Rail	Water		
Machinery	\$ 95	\$ 1,276	\$ 844		\$ 89,554			\$91,778	15.0%
Motor vehicles	14	1,068	19,929	10,115	38,540	100	101	69,867	11.4%
Mixed freight	0.5	801	580	3.7	48,757			50,141	8.2%
Other coal/petro products		1.9	31,000	97	3,402		249	34,750	5.7%
Electronics	162	4,573	2,537		23,078	30		30,380	5.0%
Unknown		9.6	169	13	28,325			28,516	4.7%
Articles-base metal	1.5	1,268	613	34	21,658			23,573	3.9%
Pharmaceuticals	192	3,826	346		16,996			21,359	3.5%
Gasoline			8,339		11,982			20,320	3.3%
Base metals	10	157	305	1,337	18,182			19,991	3.3%
Other foodstuffs		23	159	165	19,006	18		19,370	3.2%

**Exhibit 23: Values of Flows to/from Corridor**

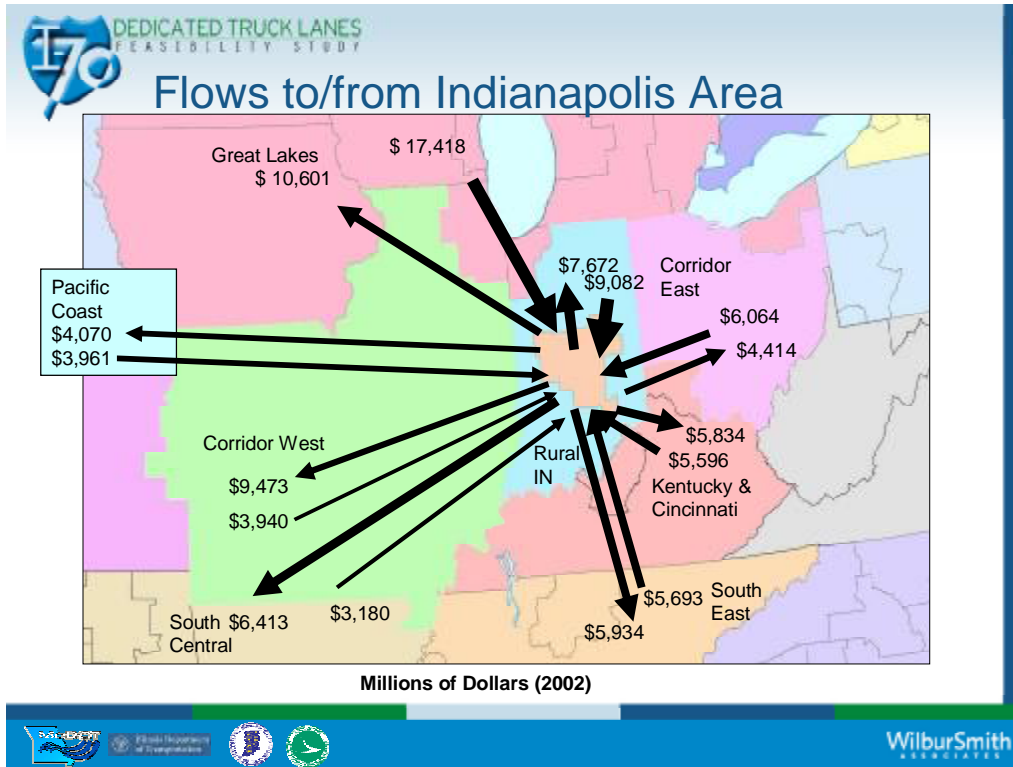
Origin Zone	Total (\$M)	percent
Corridor	\$610,139	53.1%
Great Lakes - MN, IA, Chicago, WI, MI, Cleveland	200,081	17.4%
Kentucky + Cincy	58,613	5.1%
Texas + OK, AR, LA, MA	54,691	4.8%
Southeastern states TN AL GA FL	48,386	4.2%
Pac Coast-CA NV AZ UT HI	37,989	3.3%
Cleveland, Penna + NJ	37,931	3.3%
New York + New England	31,112	2.7%
Virginias, DC, MD, DE	18,848	1.6%
Carolinas	18,621	1.6%
Kansas west of KC	11,155	1.0%
Upper plains - ND SD NE	9,631	0.8%
PNW-AK,WA,ID,OR,MT	6,554	0.6%
Colorado, New Mexico, Wyoming	4,405	0.4%
Total	\$1,148,156	100%

# Exhibit 24: Freight Generator Locations

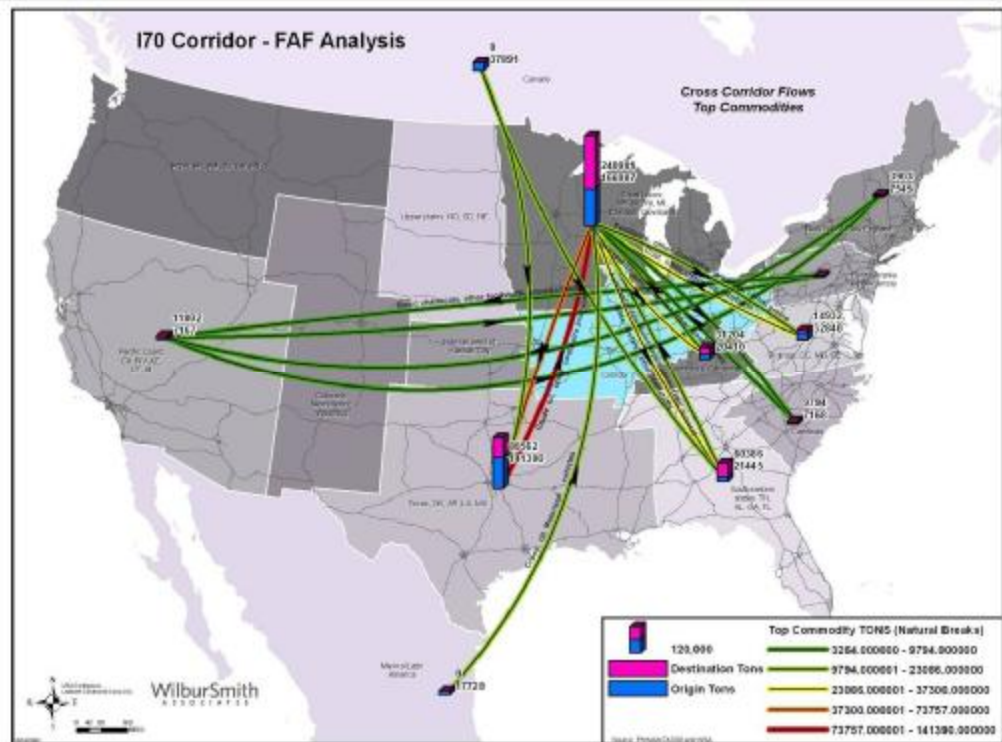


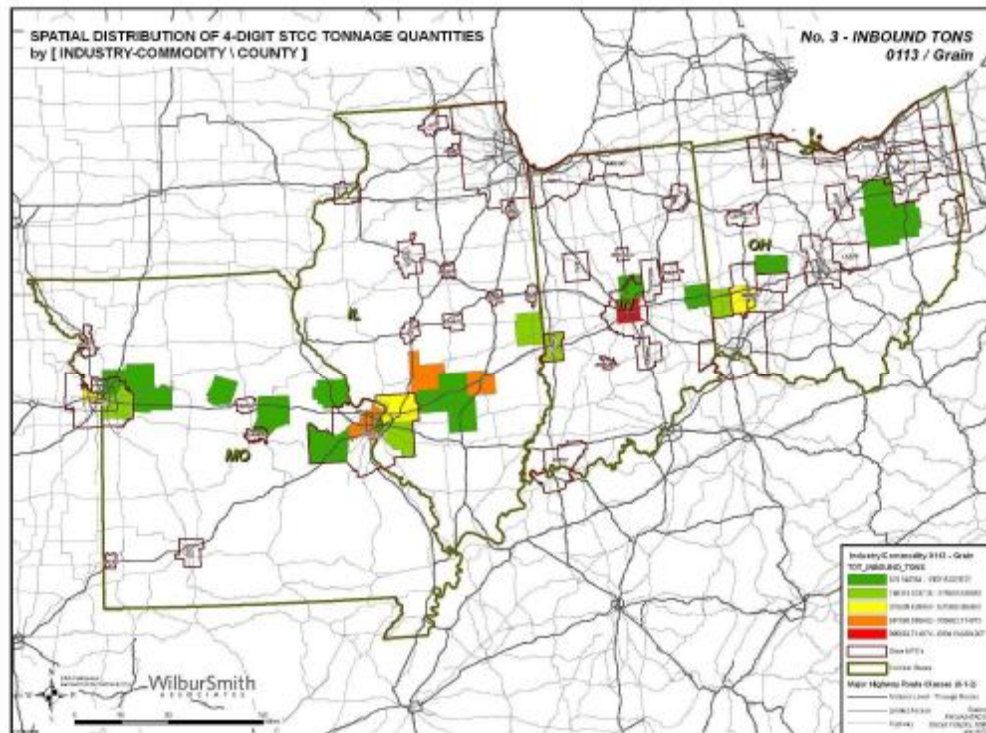
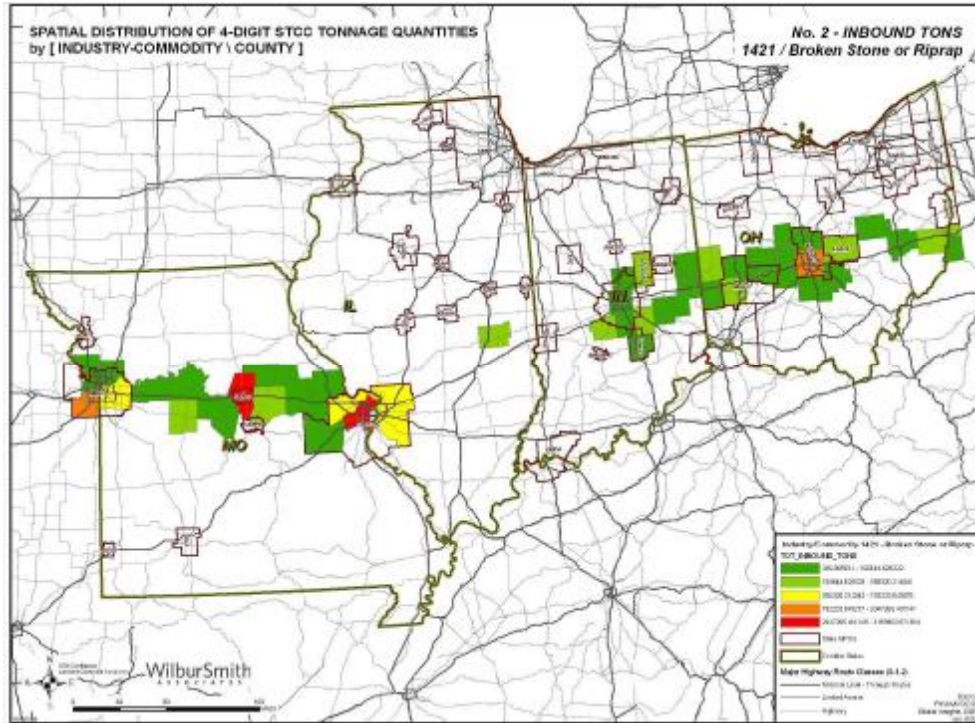


### Exhibit 28: Flows to/from Indianapolis Area



### Exhibit 29: Cross Corridor Shipments





### 9.3 **Environmental Analysis – Initial Findings**

Following are some of the initial findings that will be presented in the Technical Appendix 7, environmental analysis.

No initial fatal flaws identified

Environmental Justice Areas

§ **Missouri:**

§ Kansas City from the Kansas state line to U.S. 40 /Blue Ridge Blvd.

§ St. Louis from I-270 to the Mississippi River

§ **Illinois:**

§ St. Louis, between the Mississippi River and I-64 St. Louis; along I-270 between the Mississippi River and I-255

§ **Indiana:**

§ Indianapolis including the city center and slightly towards the east

§ **Ohio:**

§ Dayton, the downtown area and to the west

§ Springfield - three isolated areas adjacent to I-70

§ Columbus from U.S. 42 to OH-187

§ Columbus inside the I-270 loop from OH-37 east to Buckeye Lake

#### **Carbon Footprint**

§ 2009 daily carbon footprint is calculated at

§ **29,863** metric tons of carbon per day

§ 2030 corridor no-build carbon footprint anticipated to increase to

§ **42,179** metric tons of carbon per day

§ In Phase 2 -travel speeds for congested portions of the corridor could be calculated and incorporated into the carbon footprint calculation as an approach for comparing potential alternative concepts

## Appendix A: I-70 Corridor Coalition

(Note: Changes to the Council and Committee membership were made based on job changes at the request of the individual Signatory States.)

### OVERSIGHT COUNCIL (January 2010)

Pete K. Rahn, Director, Missouri Highways and Transportation Commission

Gary Hannig, Secretary, Illinois Department of Transportation

Michael W. Reed, Commissioner, Indiana Department of Transportation

Jolene M. Molitoris, Director, Ohio Department of Transportation

### STEERING COMMITTEE – Voting Members (January 2010)

#### MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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Robert Brendel, Project Manager I-70 SEIS [Robert.Brendel@modot.mo.gov](mailto:Robert.Brendel@modot.mo.gov) 573-751-8717

Ernest Perry, Ph.D. Administrator of Freight Development [Ernest.Perry@modot.mo.gov](mailto:Ernest.Perry@modot.mo.gov)  
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Christine Reed, Director of Highways [Chris.Reed@illinois.gov](mailto:Chris.Reed@illinois.gov) 217-782-2151

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Mandy Kisling Bishop, Co- Deputy Director of Transportation Systems Development  
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Mark Locker, Administrator, Office of Maritime and Freight Mobility  
[Mark.Locker@dot.state.oh.us](mailto:Mark.Locker@dot.state.oh.us) 614-466-2347

## Appendix B: I-70 Study Consulting Team

The consulting team for the study includes:

- Wilbur Smith Associates (Prime)
- HNTB
- ATRI (American Transportation Research Institute)
- Battelle (Note: Battelle was unable to agree to INDOT contract conditions and has removed themselves from the consulting team. They have continued support the project in an advisory role.)
- Bernardin Lochmueller and Associates
- John Gentle and Associates
- Partnership for Sustainable Ports (WBE)
- Engaging Solutions, LLC (DBE)
- Engage Communications, LLC (DBE)
- Hudson and Associates, LLC (DBE)