



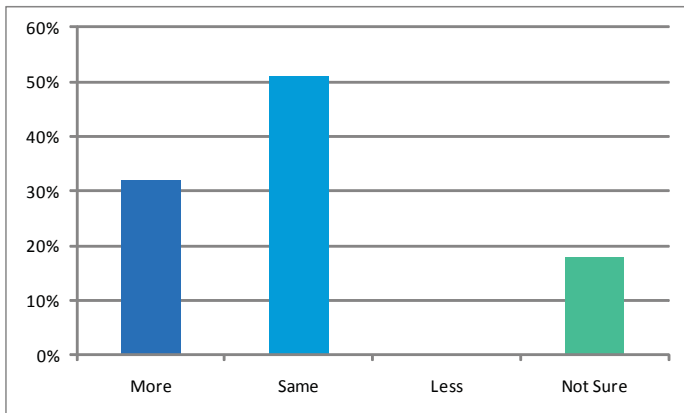
Key Findings:

- Eighty-four percent of surveyed motor carriers said that if dedicated truck lanes were built, their drivers would use Interstate 70 as much – or more – as they currently do. None said they would use it less.
- Potential benefits identified by motor carriers include safety and less congestion as well as faster and more reliable travel times, resulting in lower costs and greater efficiencies for freight traveling I-70.

Motor Carriers' Use of Dedicated Truck Lanes

To assess motor carriers' interest in dedicated truck lanes, a survey was developed, tested and distributed to 90 motor carrier companies operating on or near the I-70 corridor. Questions focused on the industry's current use of I-70, the perceived benefits of dedicated truck lanes, and the factors most likely to encourage or discourage the industry's use of separate truck lanes.

ESTIMATED CHANGE IN I-70 USE WITH



DEDICATED TRUCK LANES

The survey included representatives from the three primary industry sectors: (1) truckload, (2) less-than-truckload, and (3) specialized carriers. Survey respondents also included representation from small, medium and large motor carriers. Industry-related stakeholders were also targeted, including state trucking associations in Missouri, Illinois, Indiana and Ohio.

Survey results indicate that motor carriers utilize I-70 for a number of reasons; the most compelling that the highway is the most direct route; that it is located near customers and company/terminal locations.

The survey also found that more than half of the trips on I-70 were less than 499 miles, and nearly another third between 500 and 999 miles – distances typically shorter than those for rail or other modes of freight shipment.

The vast majority of the routes for freight shipments are governed at least in part by routing software that

helps determine the fastest, cheapest and most efficient route. This could have significant implications for dedicated truck lanes, provided that the lanes provide the perceived potential benefits to safety and efficiency.

Key Findings and Dedicated Truck Lanes

Motor carrier support of dedicated truck lanes plays an important role in determining the feasibility of dedicated truck lanes on I-70. There would be no point to further study if commercial motor carriers indicated they would not use dedicated truck lanes.

In order to maximize the potential efficiencies and safety gains, there remains a series of important questions posed by the motor carrier industry:

- Safety – How and where cars and trucks exit, enter and share the same roadway is a critical component, as is how the two are separated from each other;
- Design – Lanes need to allow trucks to pass each other;
- Access – Trucks need access to virtually all interchanges, as well as truck stops, etc.;
- Financing – The industry is generally opposed to tolls, and would prefer any additional fees to fund construction to be neutral to carriers, that is any costs must be off-set by benefits like greater efficiency, safety, etc.; and
- Enforcement – Laws and regulations relating to freight carriers should be consistent across the entire route.

This document summarizes one of 12 technical appendices 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.