



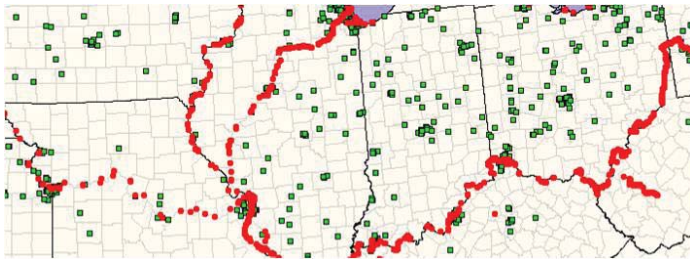
Key Findings:

- In most cases, no matter what modes move freight during its journey, the initial and final miles are by truck.
- Planned improvements to rail and water infrastructure facilities could cause a shift in national freight flows and impact freight movements on I-70.
- Improved connectivity between trucks and other modes is expected to enhance the movement of freight within the I-70 Corridor.

Multimodal Freight and I-70

The team evaluated how rail, water and air freight services could impact future freight movements on the I-70 Corridor.

INTERMODAL (■) AND WATER PORT (■)
FACILITIES SERVED BY I-70



Rail Freight

No single rail line serves the full length of the study corridor, and the lack of operating agreements between lines limits the potential for continuous movement of goods between Kansas City and Eastern Ohio via rail. While rail-truck intermodal facilities are located in most major metropolitan areas, the costs and delays of mode changes mean that the majority of rail-truck intermodal shipments typically consist of longer-distance shipments. Rail enhancement projects located in or near the I-70 Corridor (including new intermodal facilities and improvements to allow double-stacked container trains) have the potential to expand intermodal service to and through the I-70 Corridor and are expected to compliment I-70's current use as a truck corridor.

Waterborne Freight

Even with planned enhancements, water transport is not likely to significantly divert freight shipments from trucks to barges. However, port operators generally recognize the importance of I-70 as trucks move materials to and from water ports. Additionally, rail improvements could also generate new opportunities for water ports and put additional pressures on I-70. Increased water shipments via the Marine Highway initiative could also potentially provide enhanced water-

freight capacity for portions of the study area, especially for less time-sensitive goods.

Finally, the expansion of the Panama Canal and the growing ports on both coasts could have major implications for I-70, as freight is brought to the Midwest by rail and distributed regionally by truck.

Air Freight

There are several key air cargo operations along the I-70 Corridor, and those operations also depend on the connectivity provided by trucks. Air freight also tends to be more time-sensitive. With trucks comprising an integral component of the freight-delivery system, dedicated truck lanes could enhance the efficiency of air freight movements. And as express operators such as UPS and FedEx emphasise time-based rather than mode-based services, they will likely increase their reliance on road transport for distances of up to 800 miles. Additionally, improvements on I-70 can be expected to increase air cargo services at nearby airports.

Key Findings and Dedicated Truck Lanes

Improving the connectivity between trucks and other modes will enhance the ability to move goods efficiently throughout the region, adding to its overall economic strength. Dedicated truck lanes could play a significant role in a multi-modal system that allocates freight movements to the most efficient mode, including the use of trucks for regional and final-mile transport.

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.