

Welcome to Indy



Driving Indiana's Economic Growth

Freight movement is the economy in motion



FREIGHT



MOBILITY



Indiana is a key link in the global supply chain



**Freight Man and Log Dog say:
“Freight” is the Economy’s Best Friend.”**



Principle: The Economy moves at the average velocity of Freight.

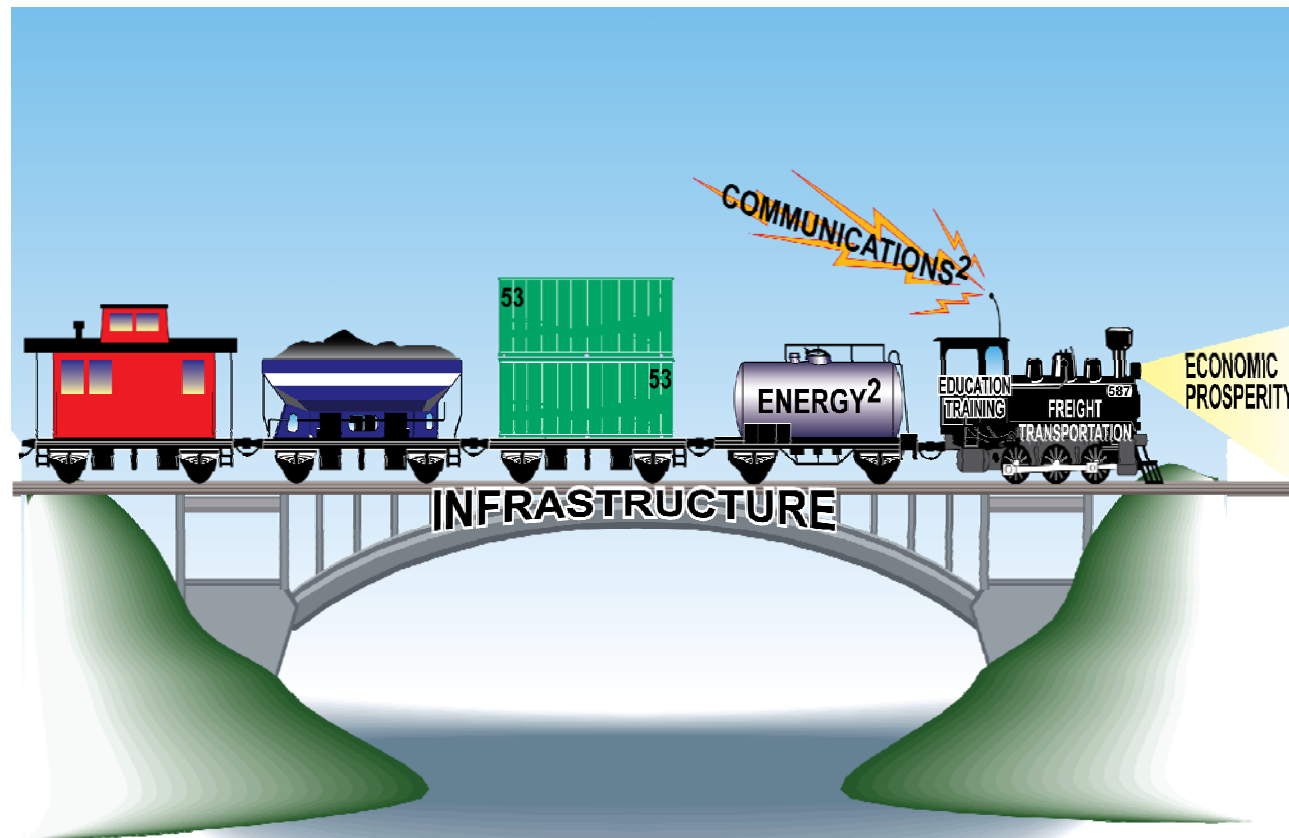
Economic prosperity = Transportation of Freight (average velocity) x Energy² (reliable & sustainable) + Communications² (effective & efficient) / Education + Training.

Formula:
$$E_p = \frac{T_f (E^2 + C^2)}{E + T}$$



Professor K. Bucklew, 2007

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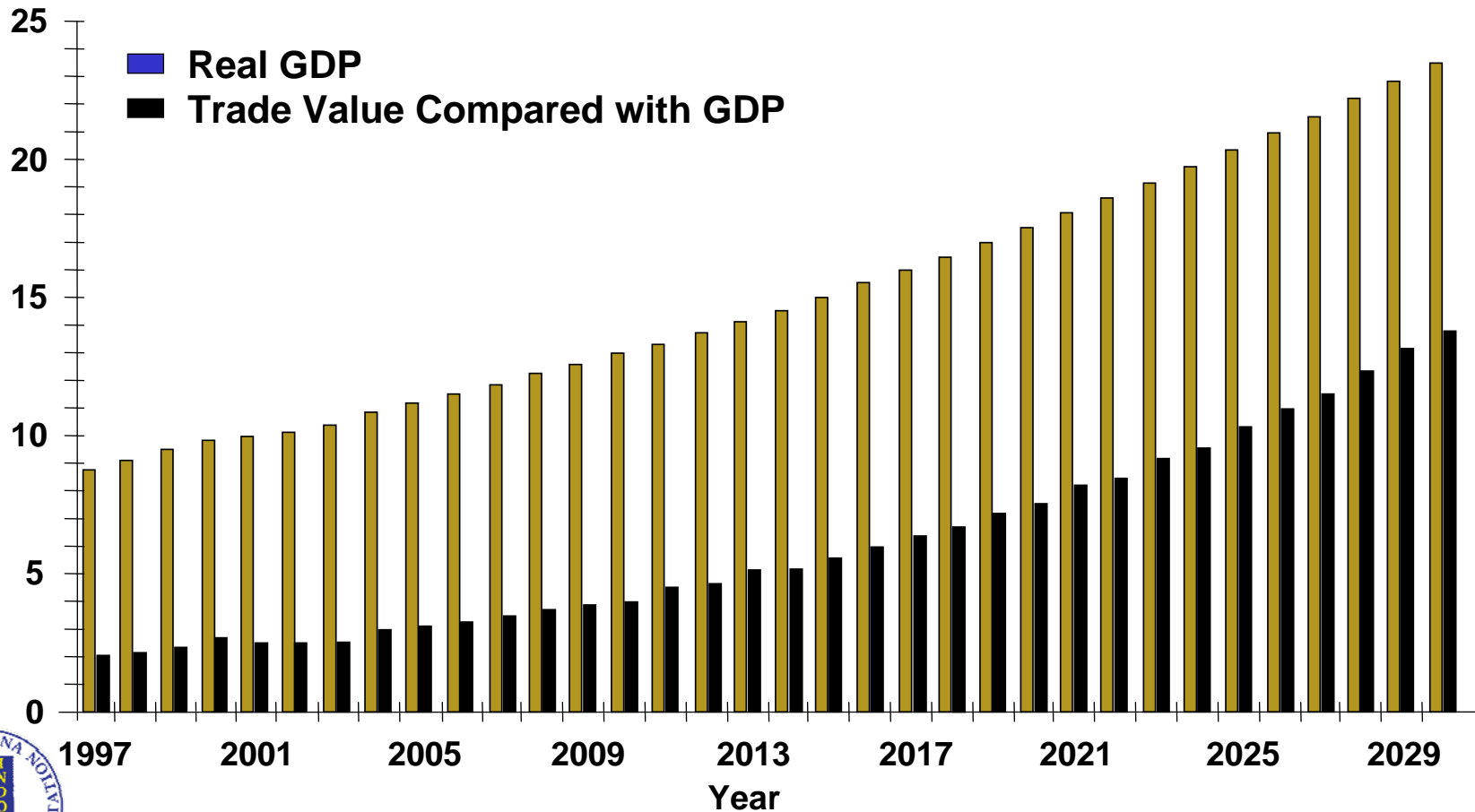


K. Bucklew, 2007

Trade Growth, 1997 to 2030

The forecast is for continued trade growth; the value of U.S. imports and exports is expected to be equivalent to 60 percent of GDP by 2030; this trade will concentrate at our major international freight gateways

Real GDP



Source: Global Insight, Inc

Freight Demand

The four major drivers behind the increasing freight demand are -

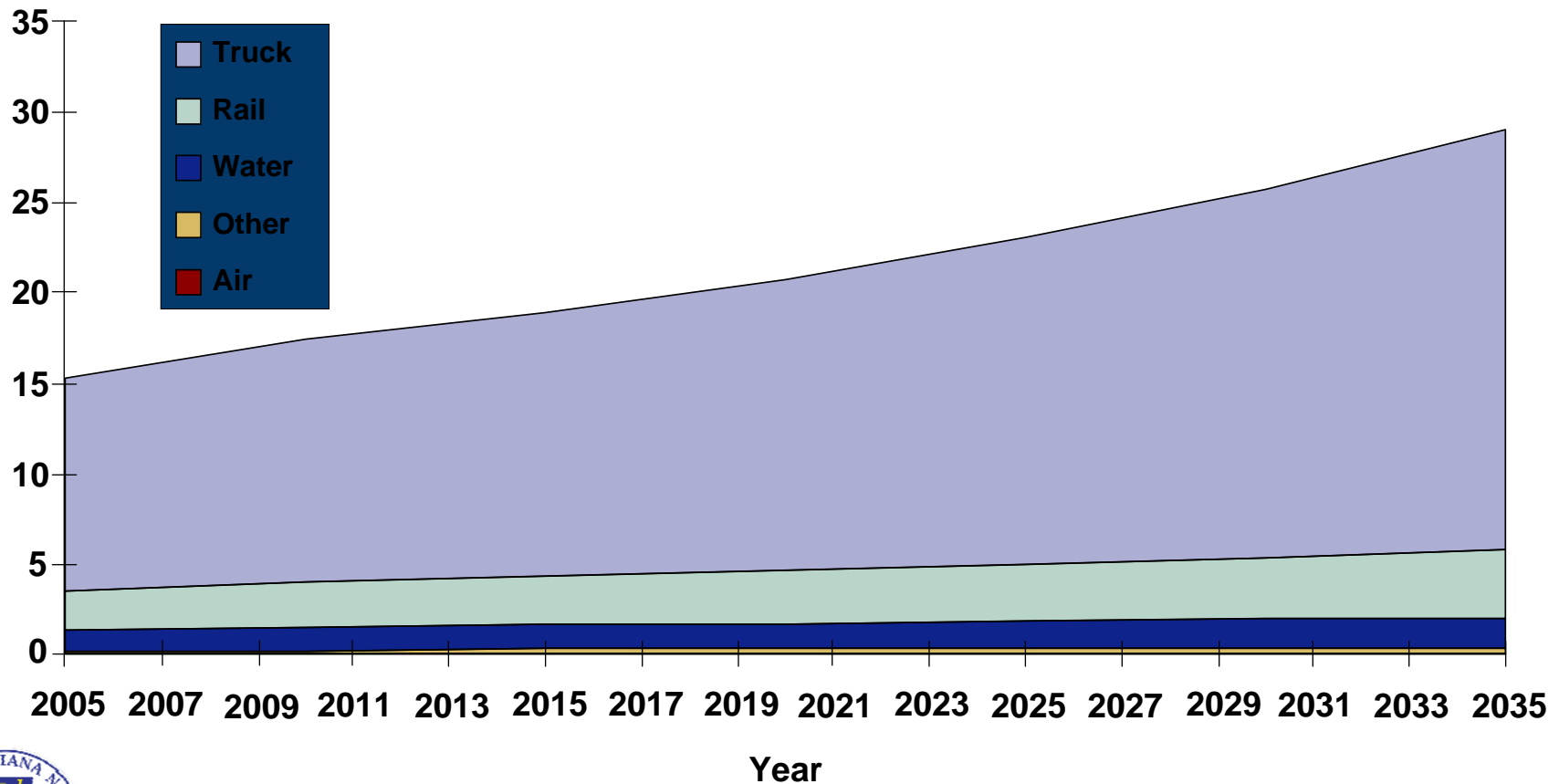
- Consumption
 - Population growth
- Production
 - Expanding durable and non-durable goods manufacturing
- Trade
 - Import and export growth
- Supply Chain practices
 - Changing logistics strategies



Freight Tonnage by Mode, 2004-2035

With moderate economic growth at about 2.8 percent CAGR, freight tonnage will nearly double by 2035

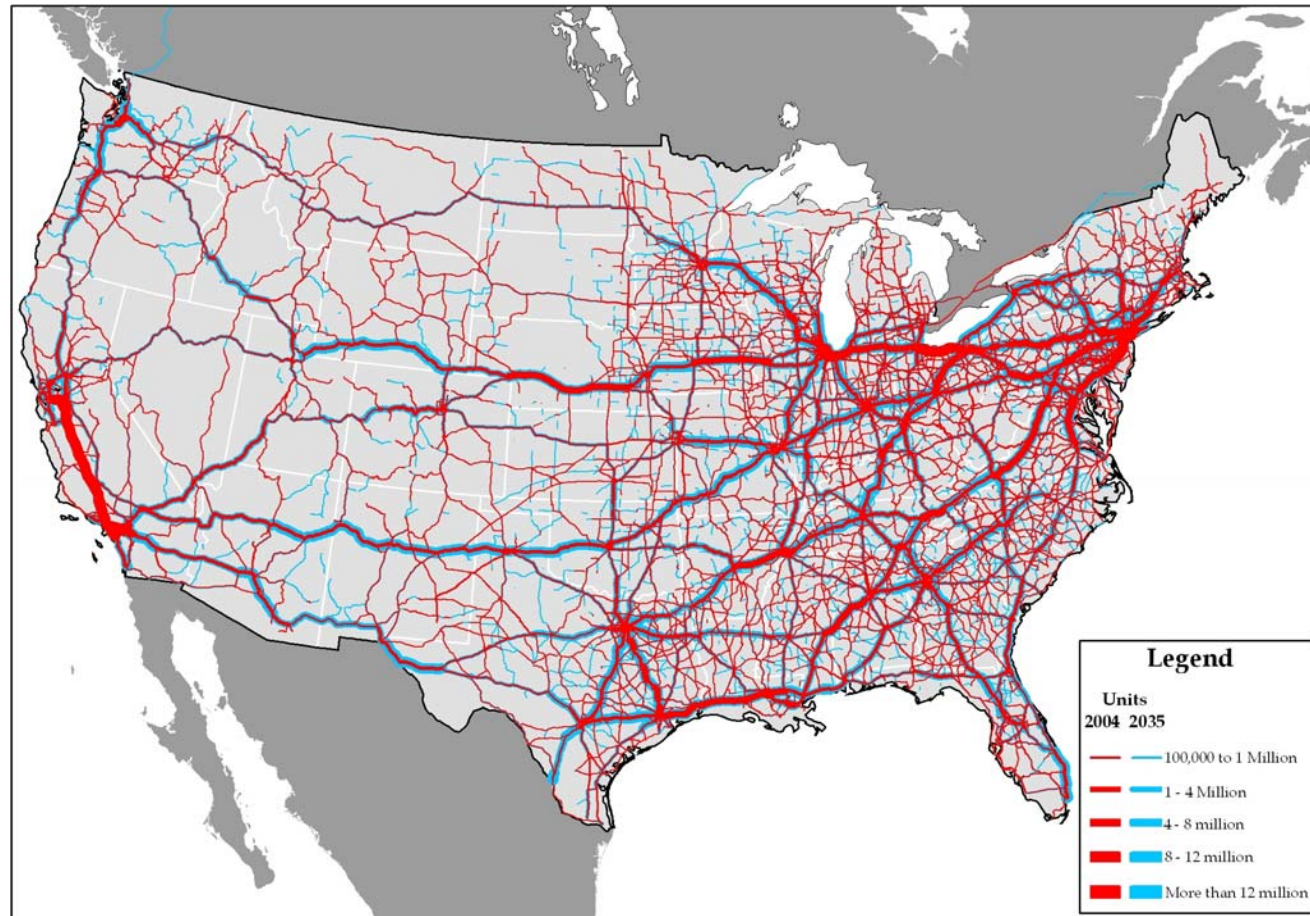
Net Tons (in Billions)



Source: Global Insight, Inc., 2004 TRANSEARCH data and economic forecasts.

Freight-Truck Highway Flows in 2005 and 2035 Trucks per Year

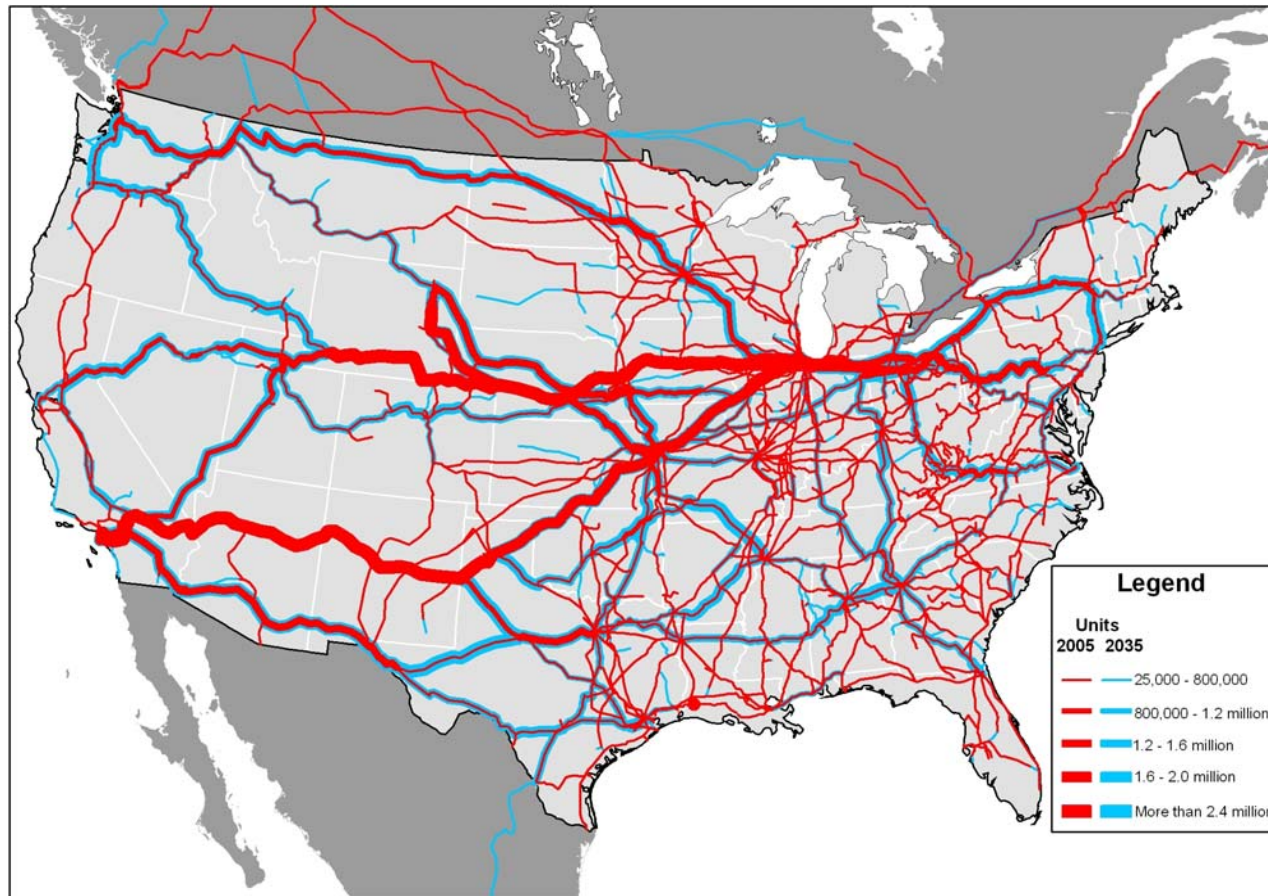
By 2035, every freight truck on the road today will have one more truck behind it; 2,500 miles of Interstate will be carrying >50,000 trucks per day compared to 30 miles today



Source: Cambridge Systematics based on Global Insight, Inc TRANSEARCH 2004 data and economic forecasts

Rail Flows in 2005 and 2035 - Railcars and Containers per Year

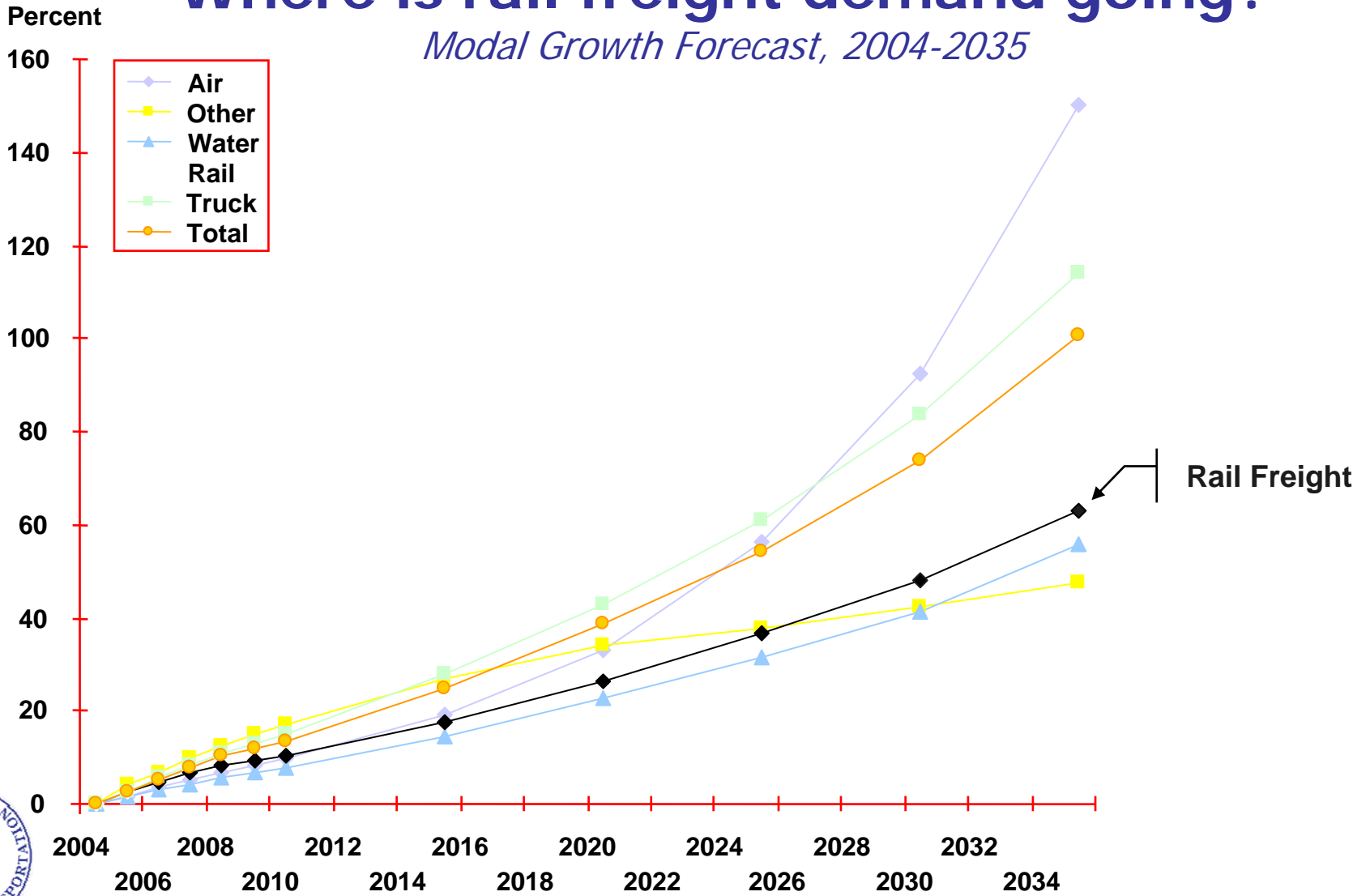
By 2035, every second railcar on the network today will have one more railcar behind it; the rail industry must add capacity to handle 60 percent more tonnage and 73 percent more ton-miles



Source: Cambridge Systematics based on Global Insight, Inc TRANSEARCH 2004 data and economic forecasts

Where is rail freight demand going?

Modal Growth Forecast, 2004-2035



Source: Global Insight, Inc.

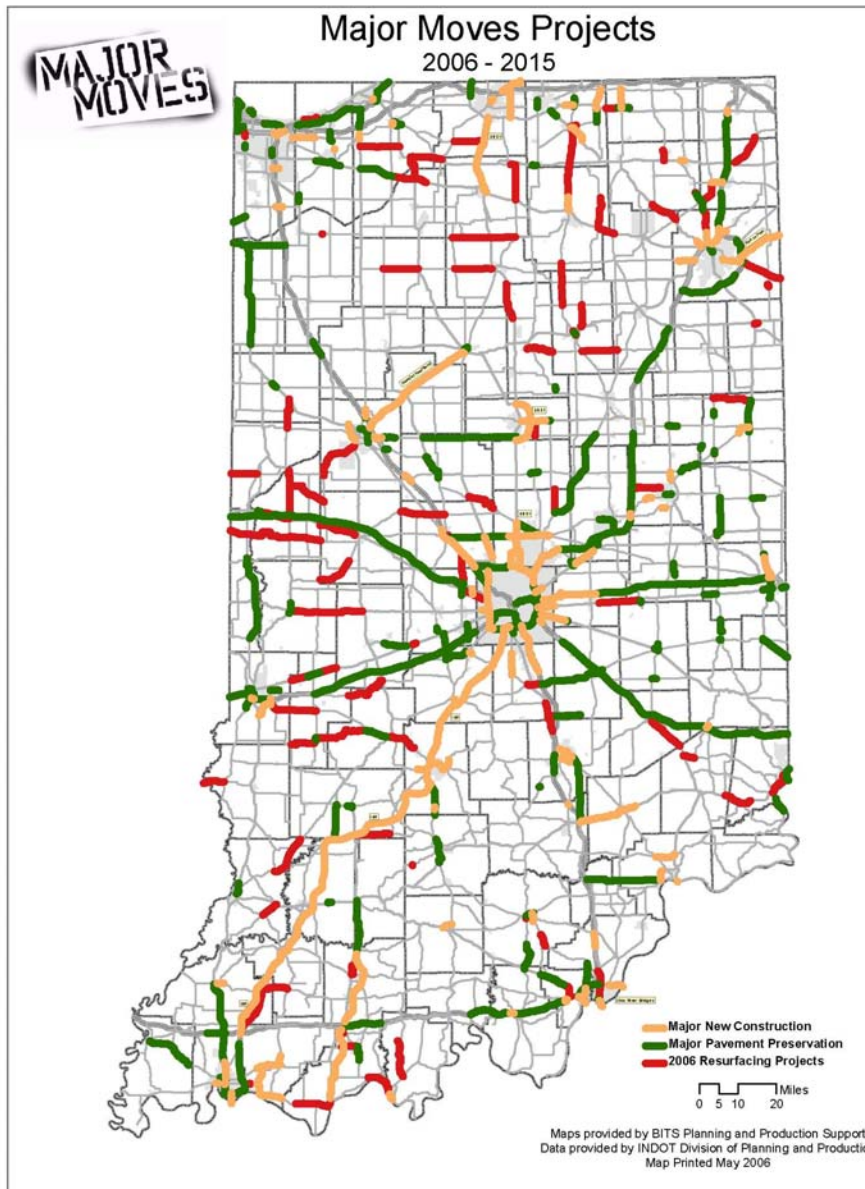
Multi Modal Perspective - 2002



Solutions

- Do nothing. Let it come to grid lock.
- Reduce consumption
- Use IT solutions
 - Advanced traffic management systems
 - Traveler information
 - WIM
 - VII
 - Electronic tolling
- Policy development
 - New transportation network
 - Congestion pricing
 - Mileage based tax vs. tax/gallon
- Managed lanes
- Mass transit
 - If we build it, will they come?
- Add infrastructure
 - Expand: more roadway lanes, more railway lines
 - New roadway/railway



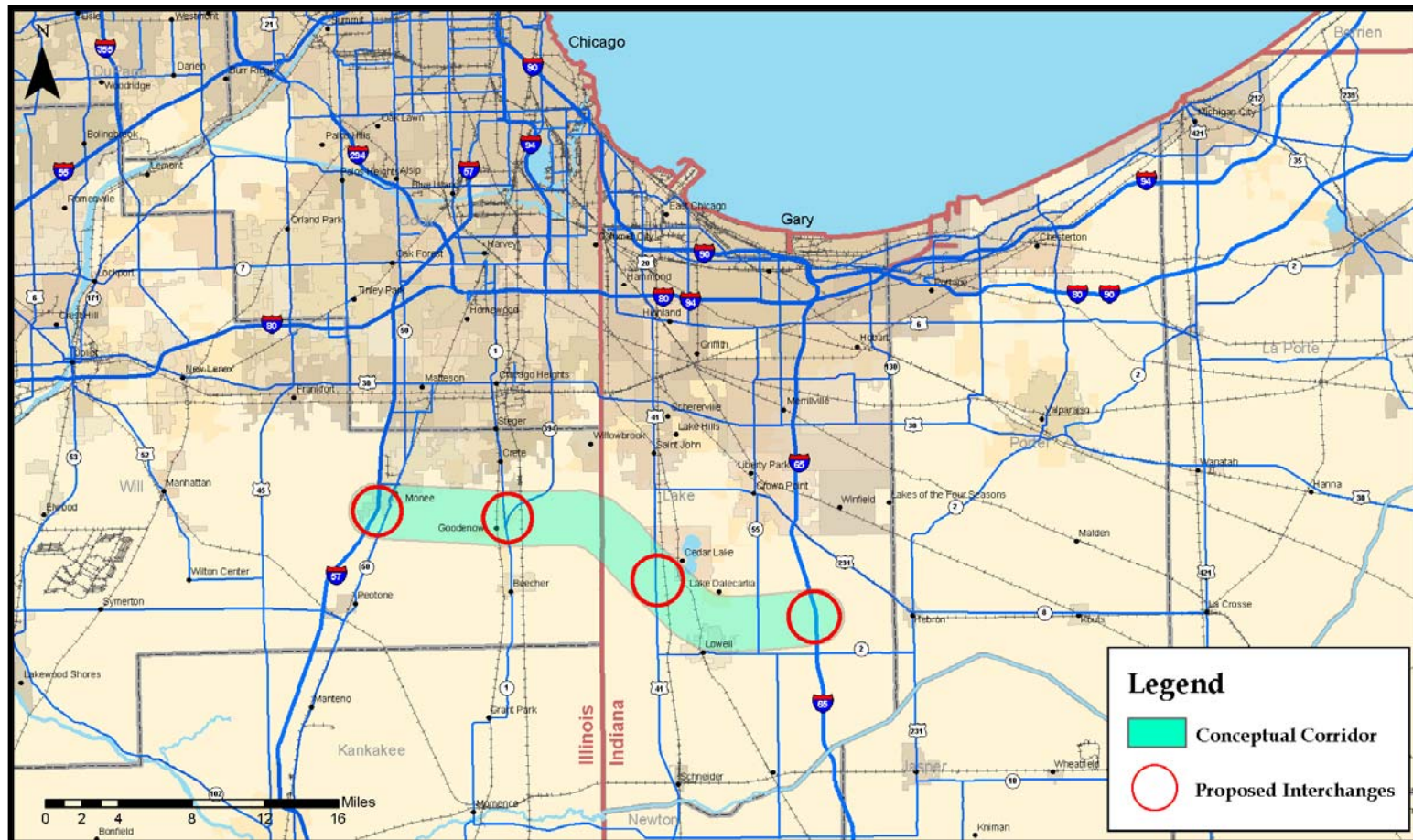


MAJOR MOVES

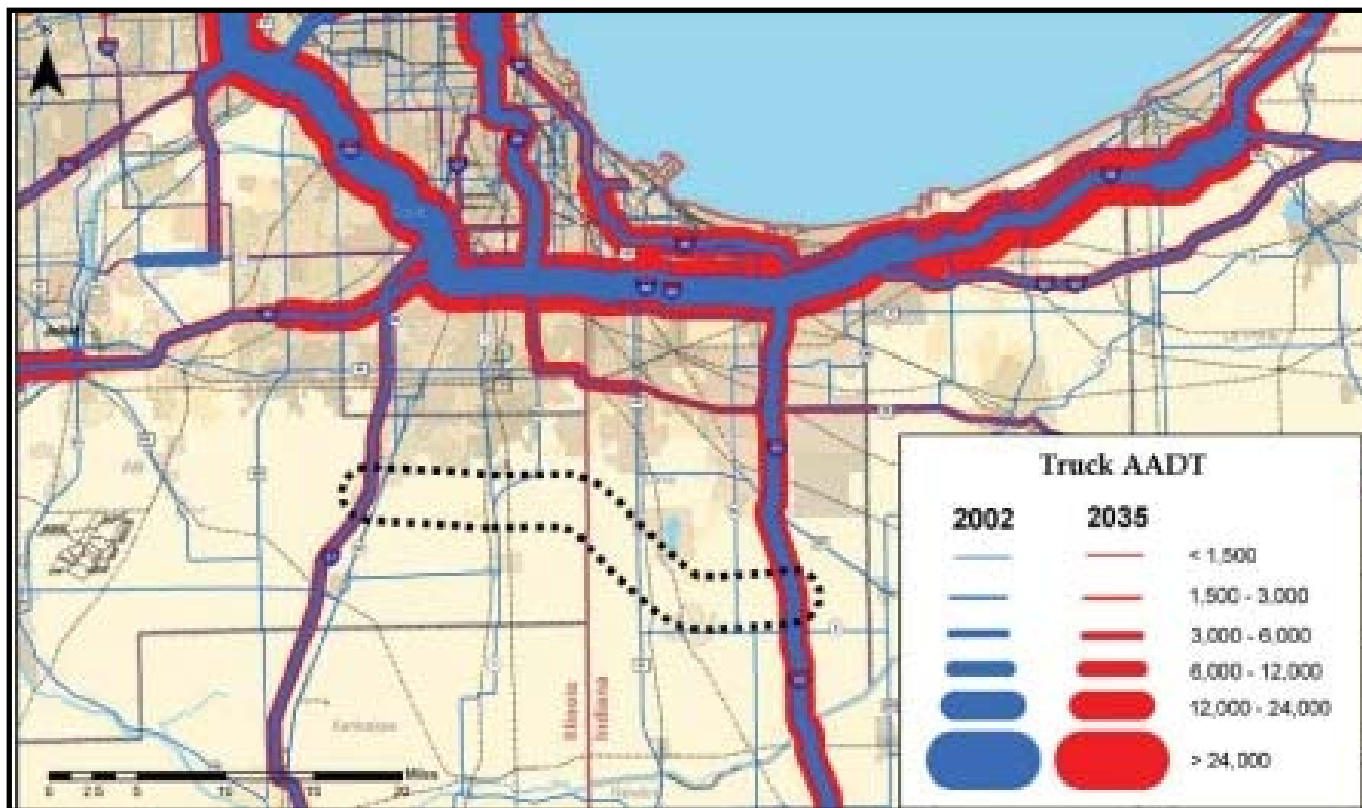
- 10 Year plan (2006 – 2015)
- 200+ new construction projects
- 200+ major preservation projects
- Includes I-69
Evansville to Crane
(1 – 3 sections)



Conceptual Illiana Corridor



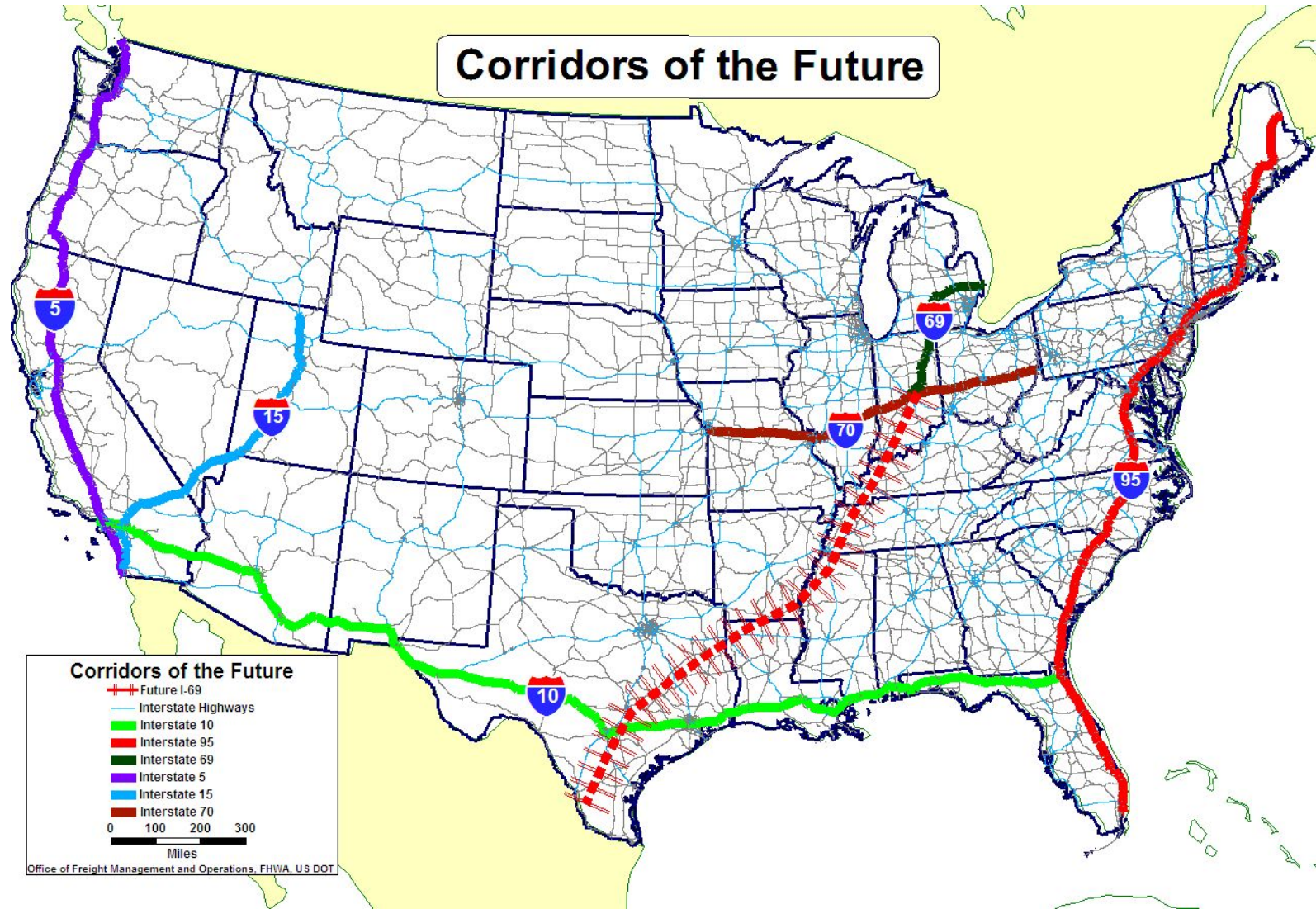
Growth in Truck Traffic in the Chicago / NW Indiana Region

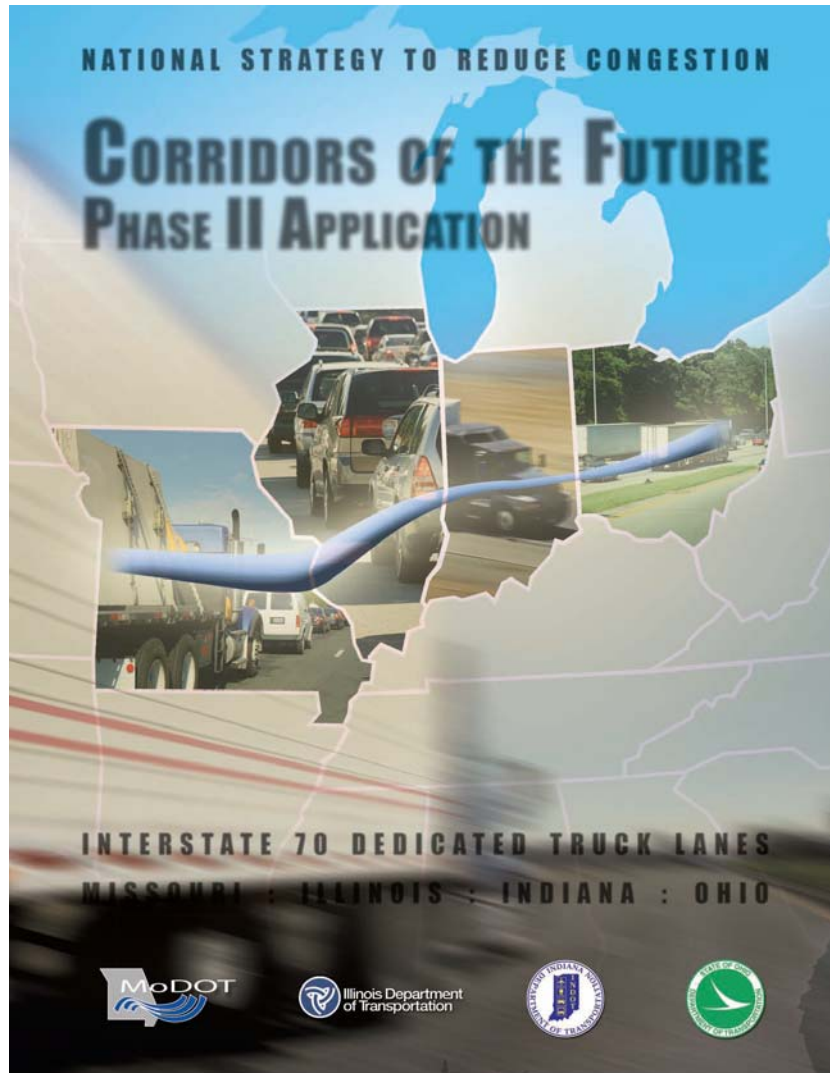


I-69 – A North American Commerce Corridor



Corridors of the Future





800 miles – 4 states

**Dedicated Truck
Lanes**

**A New and
Innovative
Way Ahead**



Goal: An Efficient, Reliable, Sustainable World Class Transportation System

- Primary Objectives:
 - Reduce Congestion
 - Improve Quality of Life
 - Incorporate existing and future Intelligent Tech Solutions (ITS)
 - Enhance Mobility and Improve Reliability
 - Strengthen and Sustain national and global supply chains that support the economy
 - Incorporate information management solutions – timely, accurate and relevant traveler information such as crashes, construction, weather
 - Improve Safety
 - Minimize crashes
 - Reduce fatalities and injuries



Goal: An Efficient, Reliable, Sustainable World Class Transportation System

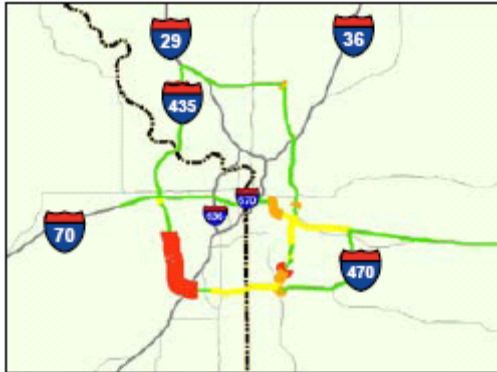
- Secondary Objectives:
 - Enhance Economic Development in certain geographic areas
 - Improve Quality of Life – Societal, Job creation
 - Improvements in carrier productivity: size and weight of LPVs
 - Reduce impacts to environment, communities and public health
 - Improve Security
 - Freight/Cargo security
 - National Security: Economics and Military - reliable mobility
 - Facilitate Multimodal Integration – all modes
 - Improve access and interchangeability – all modes
 - Provide seamless connectivity – now it's less than efficient



Project Area



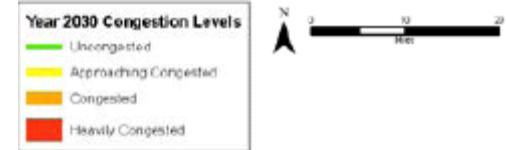
Corridor Conditions – 2030 Urban Area Congestion



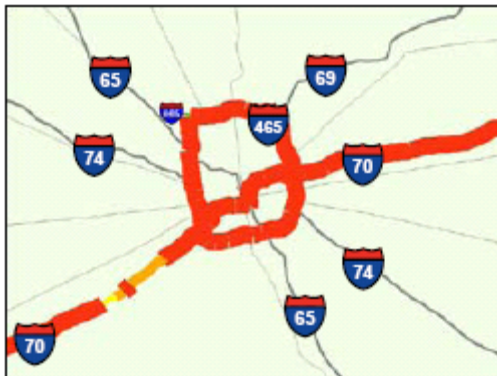
Kansas City



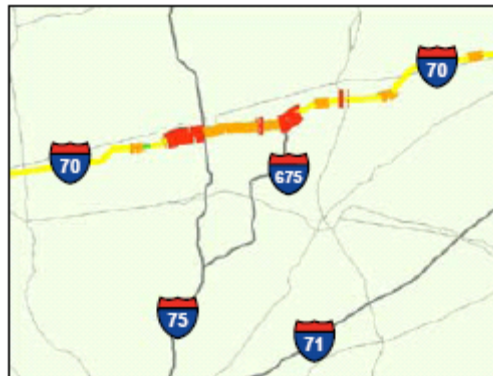
Saint Louis



	Urban	Rural
2004 MVMT	55,379	18,527
% of VMT Deficient in 2004	21.55%	0.00%
2030 MVMT	98,173	35,651
% of VMT Deficient in 2030	73.05%	43.90%
Growth	77.27%	92.43%



Indianapolis



Dayton



Columbus

Source: Wilbur Smith Associates, 2007



Separation as a Solution

Separating trucks from passenger cars

- Improves safety
 - For example, conflicts and fatalities will be reduced
- Reduces congestion and enhances mobility
 - For example, vehicles accelerate and decelerate at different speeds



Design and Technology - Concepts



Design and Technology – Concepts Technology Integration

- ITS
- Advanced Traffic Management Systems
- Traveler Information
- Emergency Management
- Weigh-in-Motion / Virtual Weigh-in-Motion
- Vehicle Infrastructure Integration (VII)
- Electronic Tolling
- Roadside Parking
- Virtual wireless vehicle and operator inspections



Transportation Realities

- Congestion is not going away – it's getting *WORSE*
- Freight volumes and demand are increasing
- The economy moves at the average speed of freight
- In today's markets there are three constants: Change, Growth and...Trouble (opportunities)
- There is NO Road Fairy, roads do not happen by magic
- If we build it, they will come; If we do not build it, they will come anyway. Then what?
- Every transportation project is a freight project



Freight Man stands for Efficient, Reliable and Safe Commerce Routes – it's the American way!



Log Dog says:

In Indiana, we get the GIST in Logistics



Questions or comments?

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