



Commercial Vehicles and Freight Mobility

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Background

- Our Economy (and the world's) depends on trucks.
- Trucks are increasingly relied upon in the manufacturing industry:
 - Just In Time delivery => Reduces inventory carrying costs for manufactures.
 - “Rolling Warehouses”
- “If you have it, a truck brought it.”

Highway Freight Shipments by Ton and Value (USDOT)

- 1998:
 - 10.4 Billion Tons
 - \$6.6 Trillion
- 2010:
 - 14.9 Billion Tons
 - \$12.7 Trillion
- 2020:
 - 18.1 Billion Tons
 - \$20.2 Trillion





Heavy Truck Volumes

- 7.9 million registered trucks in the U.S. in 2003.
- Does not include trucks from Canada and Mexico.
- Borman Expressway in NW Indiana has ~28,000 Class 9 trucks per day. Over 10 million every year.
- We have to be more responsive to the trucking industry needs.



How Can We Help?

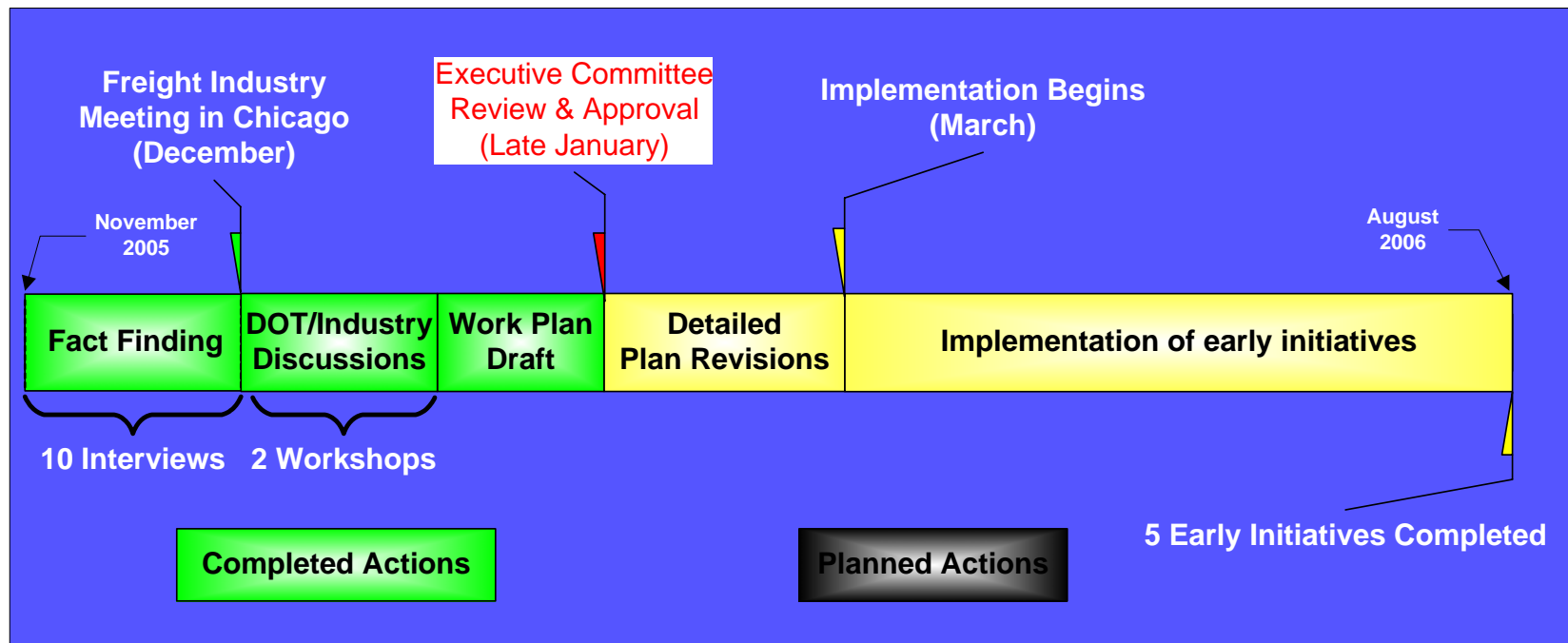
- Improve Mobility
- Reduce Travel Times
- Provide Value Added Services
- These can:
 - Increase Efficiency;
 - Lower Costs;
 - Make the U.S. more competitive in the world market



Top Priority for DOTs in GCM Corridor

- GCM Corridor Executive Committee to Coordination Work Group (CWG):
 - “Focus On Truck Freight!”
- CWG held two sessions with trucking industry:
 - What are your needs?
 - What can be done to address those needs?
 - Identify specific projects.

GCM Freight Analysis and Recommended Initiatives





GCM Trucking Industry Issues Identified

- Weigh Stations
- Oversize/Overweight Regulations
- Commercial Vehicle Operator Travel Information
- Road Work Zones
- Truck Parking Areas
- Truck-Only Lanes



Truck Parking Areas in the GCM Corridor

- Trucks are restricted by local ordinances from making deliveries.
- Sometimes need a staging area to comply with delivery ordinances => Not readily available.
- Will be working with Industry to identify potential areas throughout the corridor.
- Public/private partnership possibilities.
 - Will trucks pay for services?
 - IdleAire
 - Wireless connections
 - Other services
- Coordination of ordinances? Maybe.



Truck Parking Areas for Interstate Traffic

- FHWA study indicates there doesn't appear to be a shortage of truck parking.
- Industry says there is.
- Probably a bit of both.
- Some suggest truckers need to be more effective at scheduling their hours.
- Industry says it's not that easy.
- Will be a consideration for future upgraded & new INDOT rest areas.



Truck Only Lanes

- INDOT is the lead of an I-70 multi-state study.
- CATS is also studying an I-80 corridor.
- For I-70: VA, MD, PA, OH, IN, IL, MO, and KS DOTs are participating.
- Would trucks be willing to pay a toll if the value exceeds the cost? Probably.
- Serious truck corridor studies in Virginia and Texas
- Some Issues:
 - How much R/W required?
 - Where to put interchanges => Not every 2 miles!
 - How to get around major urban areas.
 - Combinations allowed, i.e. doubles, triples.
 - Higher legal load limits.
 - ETC, weight & registration verification, etc. => ITS applications



Weigh Stations

- Specifically: Virtual Weigh Stations (VWS)
- VWS can be industry's friend. **Huh?!!**
 - Fewer stops for truck weight enforcement if running legal
 - Increases the risk for illegal truckers =>
 - Levels the playing field for the legal guys
 - Fewer stops:
 - **Less fuel used**
 - **Time saved**
 - **Improved scheduling**
- Less damage means less need for maintenance and corresponding delays – everyone benefits.
- Using ITS => Working smarter.
- Supported in concept by the Indiana Motor Truck Association.

Bad Guy



August 10, 2000

WIM Reading 112,340

Portable Scales 111,350

Legal ~73,280 (short trailer)

Carrying two 40K steel rolls



AASHTO VWS TIG

- AASHTO is funding a VWS Technology Implementation Group (TIG).
- North Dakota (lead), INDOT, CalTrans, Nevada and Florida are participating.
- Want to identify a program & best practices for other DOTs to follow.
- These states and AASHTO realize the value of VWS for both the DOTs/Taxpayers, as well as the industry.



Future of Traditional Weigh Stations

- Still have a role to play, but not as an effective means of catching overweights.
- More functional as safety inspection stations.
- INDOT is very reluctant to spend \$13 million again.
- North Dakota has made a policy decision – no more “weigh stations”. Weight enforcement to be done with VWS.



Summary

- Many more freight issues not covered today.
- Truck freight issues will be higher profile with DOTs.
- There are still other modes to consider as well: Rail, Ports, Air – but focus for DOTs will be trucks – at least for now.
- Need to look more at how ITS applications can fulfill truck freight needs – more effectively with fewer costs for all:
 - More efficient trucking operations
 - Less pavement damage
 - Reduced maintenance costs
 - More effective use of financial & human resources



Thank You

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