

Coalition for America's Gateways and Trade Corridors

ACS Transportation Solutions

AECOM

Alameda Corridor-East Construction Authority

American Standard Companies

Cascadia Center

CenterPoint Properties Trust

Chicago Metropolitan Agency for Planning

City of Chicago

City of Industry, A Municipality

Delaware Valley Regional Planning Commission

Detroit Regional Chamber

Economic Development Coalition of Southwest Indiana

FAST Corridor Partnership (Seattle-Tacoma-Everett)

Florida East Coast Railway

Florida Ports Council

Gateway Cities Council of Governments

Hatch Mott MacDonald

HELP, Inc.

HERZOG

HNTB

Intermodal Association of North America

Jacobs Engineering

Kern Council of Governments

Kiewit Corporation

Los Angeles County Metropolitan Transportation Authority

Los Angeles Economic Development Corporation

Majestic Realty Co.

Maricopa Association of Governments

Memphis Chamber of Commerce

Metropolis Strategies

Mi-Jack Products, Inc.

Mississippi State Department of Transportation

Moffatt & Nichol Engineers

National Association of Industrial & Office Properties

National Corn Growers Association

FOR IMMEDIATE RELEASE

**Contacts: Jeff Agnew
Elaine Nessel
(202) 828-9100**

National Railroad Construction and Maintenance Association

Ohio Kentucky Indiana Regional Councils of Government

Orange County Transportation Authority

Oregon Department of Transportation

Parsons

Parsons Brinckerhoff

Port Authority of New York/New Jersey

Port of Cleveland

Port of Long Beach

Port of Los Angeles

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port of Seattle

Port of Stockton

Port of Tacoma

Port of Vancouver USA

Puget Sound Regional Council

RAILCET

River of Trade Corridor Coalition

Riverside (Calif.) County Transportation Commission

San Bernardino Associated Governments

SANDAG - San Diego Association of Governments

San Gabriel Valley Economic Partnership

Seattle Department of Transportation

Southern California Association of Governments

Southern California Leadership Council

Spokane Regional Transportation Council

Tennessee Department of Transportation

Virginia Port Authority

Washington State Department of Transportation

West Coast Corridor Coalition

Wilbur Smith Associates

Will County Center for Economic Development

U.S. Freight Congestion Cost \$23 Billion in 2010, burdening struggling economy

Without investment in national freight system, costs expected to steadily rise

WASHINGTON, DC (October 4, 2011) – A new study by the Texas Transportation Institute shows that truck congestion cost \$23 billion in driver time and diesel fuel in 2010 and suggests the need for improvements that will improve truck mobility.

The study, [2011 Urban Mobility Report](#), examined the 439 urban areas in the United States with a population over 50,000. Results showed that urbanites and truck drivers alike were impacted, resulting in billions of lost hours and gallons of fuel.

“To put the truck congestion problems into perspective, \$7 trillion worth of commodities was trucked on America’s urban streets and highways during 2010,” said Dr. Bill Eisele, a research engineer for the Texas Transportation Institute. “This is greater than the gross domestic product of China and twice that of Germany. This value includes both American-made products and imports.”

Funding from the National Center for Freight and Infrastructure Research and Education (CFIRE) at the University of Wisconsin allowed for in-depth research of truck congestion and its grave economic impacts on the nation’s 439 most populated areas.

The Chicago region had the most truck delay in the nation, losing 31.4 million hours and \$2.3 billion in wasted time and fuel. The Los Angeles-Long Beach-Santa Ana, California area ranked second in truck congestion, logging over 30.3 million in lost hours, costing \$2.3 billion in wasted time and fuel. The New York City area came in a very close third, totaling 30.2 million lost hours and \$2.2 billion in wasted time and fuel.

“Certainly our urban areas are all suffering from the economic effects of freight congestion,” said CFIRE Director Dr. Teresa Adams. “Less reliability, decreased efficiency, and higher costs are the negative effects on the consuming public and for shippers. Making the necessary investments in our infrastructure will help improve our economic health.”

1111 19th Street, NW Suite 800 Washington, DC 20036
202-828-9100 phone 202-463-2471 fax www.tradecorridors.org

As the economy grows more robust, congestion will increase in tandem due to an increased flow of goods and traveling public. The report suggests several solutions to the growing problem, including investment in new roads and rail lines, new lanes or connectors on existing roads, and additional lanes and docking facilities at warehouses and distribution centers.

“The findings of this report bring to life the dire conditions our nation has found itself in due to a lack of infrastructure investment,” said Coalition Executive Director Leslie Blakey. “A commitment to investment in goods movement and dedicated funding for a freight program has been a long-standing goal of the Coalition. This study highlights that without immediate action, we will continue to see a rise in congestion, negatively impacting our economic vitality and global competitiveness.”

About the Coalition

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth.

For more information on the Coalition for America's Gateways and Trade Corridors, please visit www.tradecorridors.org.