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Study Shows that Freight Rail Can Reduce Gridlock on America's Highways

***-- Seventh Annual Congestion Relief Index Illustrates How Freight Rail Can
Help Commuters Save Time and Money --***

WASHINGTON, July 1, 2008 — The seventh annual Congestion Relief Index, a study of traffic congestion in 82 major urban areas, shows that freight rail can help reduce time spent in gridlock traffic, thus saving drivers hundreds of dollars in gasoline and hours behind the wheel. If 25 percent of freight volume is shifted from trucks to rail, by 2026, commuters across the United States could each save an average of \$985 in fuel costs. Even more, the shift of freight volume would save commuters 41 hours a year – an entire work week – in time spent in their cars.

“With gas prices at an all-time high, Americans can’t afford to waste money and time sitting in traffic. Because one intermodal train can take nearly 300 trucks off our highways, shifting freight from trucks to trains reduces competition between commuters, drivers and freight traffic for space on the road,” said Wendell Cox, author of the study and principal of Demographia, a market research and urban policy consultancy. “Freeing up space on our highways increases the flow of traffic and saves commuters’ time, money and gasoline.”

The study shows that a 25 percent shift of freight from trucks to rail in urban areas in the U.S. by 2026 would, on average:

- **Save each commuter 41 hours a year**
- **Save \$985 in congestion costs per commuter each year**
- **Save each commuter 79 gallons of fuel each year**
- **Reduce air pollution by nearly 920,500 tons each year**

In addition to easing highway congestion, shifting freight from trucks to rail also helps the environment. Freight trains are at least four times more fuel efficient than trucks, and can move one ton of freight 436 miles on a single gallon of fuel. Since modern freight locomotives emit less nitrogen oxide and particulate matter than trucks, shifting 25 percent of freight volume from trucks to trains would decrease air pollutant emissions by 920,500 tons.

“In order to realize the full potential of freight rail in reducing highway congestion and saving commuters’ time and money, we need to ensure that there is sufficient rail capacity,” said Cox.

“While the railroads already invest billions of dollars each year maintaining and expanding the rail network, increased public-private partnerships, as well as tax incentives, will help America meet growing demand for freight transportation and yield benefits for the entire country.”

Projections by urban area if 25 percent of freight was shifted from trucks to rail by the year 2026:

Urban Area	Annual Delay Hour Savings per Commuter	Annual Gallons of Fuel Saved per Commuter	Annual Congestion Cost per Commuter	Annual Tons of Pollution
	<i>Hours</i>	<i>Gallons</i>	<i>USD</i>	<i>Tons</i>
	41	79	985	920,500
Albuquerque, NM	41	83	\$998	3,100
Albany, NY	42	80	\$993	4,300
Atlanta, GA	61	133	\$1,525	29,400
Allentown-Bethlehem, PA-NJ	35	66	\$829	3,800
Austin, TX	44	96	\$1,102	4,700
Baltimore, MD	40	77	\$959	9,300
Bismarck, ND	20	34	\$459	200
Bend, OR	22	39	\$506	400
Boise, ID	52	99	\$1,243	1,700
Boston, MA-NH	39	66	\$898	15,600
Buffalo, NY	30	58	\$723	6,300
Charlotte, NC	58	123	\$1,423	8,500
Chicago, IL-IN-WI	42	69	\$949	96,800
Charleston, SC	41	78	\$969	4,100
Cincinnati, OH	42	79	\$994	17,300
Cleveland, OH	72	126	\$1,676	19,500
Columbus, OH	48	91	\$1,138	17,100
Columbia, SC	38	73	\$907	4,300
Denver, CO	40	67	\$915	6,000
Des Moines, IA	38	75	\$906	1,900
Detroit, MI	45	84	\$1,065	42,600
Dallas-Fort Worth, TX	40	84	\$976	24,900
Duluth-Superior, MN-WI	23	44	\$547	400
Eugene, OR	28	51	\$649	1,100
Fargo, ND	47	91	\$1,122	400
Fayetteville, AR	24	48	\$583	800
Fort Smith, AR	21	41	\$502	500
Gulfport-Biloxi, MS	42	91	\$1,046	1,900
Harrisburg, PA	40	76	\$958	3,600
Hartford, CT	43	84	\$1,039	6,500
Houston, TX	43	87	\$1,045	21,400
Hattiesburg, MS	38	72	\$896	900
Indianapolis, IN	50	107	\$1,236	17,600
Jonesboro, AR	22	42	\$520	200
Jackson, MS	44	95	\$1,090	4,700
Jacksonville, FL	47	102	\$1,164	9,200
Kansas City, MO-KS	39	73	\$922	8,000

Los Angeles-OrangeCounty, CA	39	72	\$920	45,600
Little Rock, AR	25	49	\$603	2,600
Las Vegas, NV	86	186	\$2,132	7,800
Louisville, KY-IN	43	83	\$1,031	9,200
Medford, OR	27	52	\$647	800
Memphis, TN-AR	35	68	\$828	6,100
Miami-West Palm Beach, FL	36	69	\$858	36,600
Milwaukee, WI	51	87	\$1,177	10,900
Minneapolis-St. Paul, MN	41	80	\$990	9,000
New Orleans, LA	51	86	\$1,170	5,900
Nashville, TN	38	83	\$946	6,000
New York. NY-NJ	41	68	\$928	87,700
Oklahoma City, OK	36	74	\$884	5,000
Omaha, NE-IA	31	60	\$740	2,500
Orlando, FL	45	97	\$1,113	11,600
Pittsburgh, PA	35	67	\$840	12,100
Philadelphia, PA-NJ-DE	37	62	\$853	32,100
Phoenix, AZ	72	136	\$1,710	57,600
Portland, OR	51	93	\$1,201	8,800
Providence, RI-MA	32	60	\$754	3,400
Rochester, NY	39	82	\$963	4,500
Riverside-San Bernardino, CA	89	170	\$2,112	6,700
Richmond, VA	32	68	\$791	7,600
San Antonio, TX	49	95	\$1,169	6,400
Sacramento, CA	52	94	\$1,219	5,700
Salem, OR	34	66	\$817	1,000
San Diego, CA	46	88	\$1,094	11,900
Seattle, WA	40	77	\$952	10,600
San Francisco-Oakland, CA	40	73	\$934	15,400
Springfield, IL	13	27	\$322	900
San Jose, CA	47	79	\$1,075	6,300
Salt Lake City, UT	35	59	\$801	3,600
St. Louis, MO-IL	51	88	\$1,172	12,700
Trenton, NJ	74	144	\$1,777	2,000
Tampa-St. Petersburg, FL	33	63	\$781	17,400
Tucson, AZ	43	83	\$1,028	4,700
Tulsa, OK	20	39	\$480	3,900
Texarkana , TX-AR	49	86	\$1,130	400
Virginia Beach, VA	36	69	\$858	10,000
Wichita, KS	22	41	\$515	1,600
Washington, DC-MD-VA	38	71	\$891	22,000
Youngstown, OH	48	91	\$1,140	4,900

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