

2011

SCHEDULE OF  
EVENTS

- November 3rd–  
MV Sam  
Houston Boat  
Tour

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# BAYTRAN

Bay Area Houston Transportation Partnership

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## Traffic Problems Direct Connection to the Economy

While traffic problems have stagnated along with the economy, an annual study suggests that too little progress is being made toward ensuring that the nation's transportation system will be able to keep up with job growth when the economy does return.

The 2011 Urban Mobility Report, published by the Texas Transportation Institute at Texas A&M University, illustrates congested conditions in 2010 on a number of levels .

- The amount of delay endured by the average commuter was 34 hours, up from 14 hours in 1982.
- The cost of congestion is more than \$100 billion, nearly \$750 for every commuter in the U.S.
- **“Rush hour” is six hours of not rushing anywhere.**
- Congestion is becoming a bigger problem **outside of “rush hour,” with about 40 percent** of the delay occurring in the mid-day and overnight hours, creating an increasingly serious problem for businesses that rely on efficient production and deliveries.

The economic recession has only provided a temporary respite from the growing congestion problem. When the economic growth returns, the average commuter is estimated to see an additional 3 hours of delay by 2015 and 7 hours by 2020. By 2015, the cost of gridlock will rise from \$101 billion to \$133 billion – more than \$900 for every commuter, and the amount of wasted fuel will jump from 1.9 billion gallons to 2.5 billion gallons – enough to fill more than 275,000 gasoline tanker trucks. **“If you invest in roads and transit, you get better service and access to more jobs,”** says Tim Lomax, one of the

study's authors. **“The only way U.S. companies have been able to keep their products competitive in the face of increasing traffic congestion and rising transportation costs is to squeeze every ounce of efficiency they can out of their supply chain, says TTI Research Scientist David Ellis. “But there is a limit to efficiency and without additional transportation capacity, transportation costs will increase significantly. The result will be higher prices and lost jobs.”**

The report underscores the traffic-economy connection that was outlined in another study published in June by the Texas 2030 Committee – *It's About Time: Investing in Transportation to Keep Texas Economically Competitive*. Although the study focused on Texas, the implications are the same in every state. The typical commuter feels the impact of congestion in the form of stress and wasted time. But for manufacturers and shippers, that wasted time has a direct bottom line impact. Efficiency suffers, prices go up, and employment weakens. The most economical and effective congestion solutions involve traditional road building and transit use, combined with traffic management strategies such as signal coordination and rapid crash removal, and demand management strategies like telecommuting and flexible work hours. Land use and development patterns can play a positive role, as well. The researchers stress that there is no single best way to fix the problems. Meaningful involvement from everyone concerned – agencies, businesses and travelers will offer up the best solutions.

A copy of the full report, along with data tables and other supporting materials, can be found at <http://mobility.tamu.edu/>.

## FTA awards \$16 million in Discretionary Grants for Houston Region

The Federal Transit Administration announced \$929 million nationwide in discretionary grants, including \$57 million across the State of Texas, \$16 million of which will come to the Houston region, according to the AASHTO Journal and FTA website.

**The largest grant for the Houston region is an \$8 million grant for Metro to do “facility improvements for Kashmere and Hiram Clarke. The only grant for the Texas Department of Transportation is for “Conroe Complete Street and Transit Access to Support Multi-Modal Options.**

### Grants for the Houston region include:

- TX - AA - City of Galveston - Galveston to Houston Alternative Analysis Completion - \$240,000
- TX - AA - Metropolitan Transit Authority of Harris County / Metro - East Downtown Urban Circulator Study - \$250,000
- TX - Livability - City of Galveston - Seawall Boulevard Transit Pedestrian Access and Beautification Plan / Construction of Bus Stop Amenities to Support New Transit Services. - \$2,000,000
- TX - Livability - Texas Department of Transportation - Conroe Complete Street and Transit Access to Support Multi- Modal Options - \$2,101,800
- TX - SOGR - Metropolitan Transit Authority of Harris County, Texas - Facility Improvements for Kashmere and Hiram Clarke - \$8,000,000
- TX - SOGR - Metropolitan Transit Authority of Harris County, Texas - Transit Asset Management - \$3,212,000

## Freight Traffic up 61%

The Federal Highway Administration (FHWA) has released new freight data pinpointing key traffic chokepoints on some of the nation’s busiest roads. **“It is more important than ever to make sure we spend hard-earned taxpayer dollars on projects that will create good jobs and help businesses save money, “said U.S. Transportation Secretary Ray LaHood.- “This information will help local governments and business owners make sound decisions on where investments should be made.”**

The data show congestion increased at 61% if the 100 identified freight bottlenecks from 2009-2010.

The data build on an initiative to capture information on truck travel speeds at 100 locations around the country. Gathered from GPS and satellite technology in commercial trucks, the data shows how fast trucks travel at any given place and point in time on key freight routes. FHWA has now expanded the initiative to 250 locations. The top 10 Freight bottleneck areas are: Chicago (I-290 at I-90/I-94); Fort Lee, N.J. (I-95 at S.R. 4); Houston (I-45 at U.S. 59); Houston (I-10 at I-45); Houston (I-10 at U.S. 59); Gary, Ind. (I-65 at I-80); Austin, Texas (I-35); Chicago (I-90 at I-94 North); Atlanta (I-285 at I-85 North); and Los Angeles (S.R. 60 at S.R. 57). *Roads & Bridges, pg 15. Urban Dwelling*

BAYTRAN

# MV Sam Houston Boat Tour

[CLICK HERE TO RSVP](#)

**November 3rd  
6:00 P.M. - 8:00 P.M.**



Click Here  
To RSVP



You are invited aboard the "MV Sam Houston"  
We will board the "MV Sam Houston" at the dock  
located at the M/V Pavilion

We will embark promptly at 6:00 pm.  
***Please plan to arrive no later than 5:30 p.m.***

Please feel free to bring your spouse and/or guests.  
To assist with planning,  
you need to RSVP no later than Friday, October 28th  
Call 832-771-0773 or  
email  
Coletta Castleschouldt  
@ [coletta@infobatp.com](mailto:coletta@infobatp.com).

**NOTE:  
TO ASSIST WITH SECURITY AT THE PORT  
- WE WILL NEED THE NAMES OF ALL  
ATTENDEES AND THEIR GUESTS.  
YOU MUST BRING YOUR PHOTO ID TO ENTER.**

If you know anyone that would like to be added to our email database please email: [Stevie.Jones@gcli.com](mailto:Stevie.Jones@gcli.com)



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**We're on the web!**  
[www.BayTran.Org](http://www.BayTran.Org)

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