



Regional Transportation Action Committee

Report to the Commonwealth Transportation Board

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Fredericksburg Regional Chamber of Commerce

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Who Are We?

- 1,100 member businesses.
- We are the voice of business for PD-16 with a mission to facilitate healthy economic growth.

Why now?

- Perfectly situated between Washington D.C. and Richmond on the I-95 corridor, our region has thrived but our future prosperity is threatened without significant transportation and infrastructure improvements.
- Earlier this year, the Chamber Board identified transportation as the number one issue hindering business progress in Planning District 16.
- The board seated a subcommittee to advocate for transportation solutions for our region. The committee is co-chaired by Nick Cadwallender and John Fick.

Examples



- 200 vehicles statewide; over 100 in I-95 corridor from our region
- Reduced driver productivity
- Increased fuel consumption
- Increased vehicle maintenance
- Impaired customer service levels
- Gridlock on the primary travel routes in the Fredericksburg area of I-95, Rt 1, Rt 17 & Rt 3 have reduced operating efficiencies & the ability to service customers. *The CEO notes that congested primary roads have pushed additional traffic on to many secondary roads and residential areas that were not designed or intended to support the traffic.*





- Fleet of 50 trucks daily in Fredericksburg region and NoVA are forced to depart for moves at 6 a.m.
- 2 -3 employees per truck sitting in traffic, burning fuel and being paid for additional time not spent doing the actual task work
- Adds two additional hours minimally per vehicle a day, running up costs in multiple areas significantly





- Fleet of over 125 vehicles, 6 days a week
- Additional time spent in transit has increased costs
- Ten years ago, employees could service 12 customers per day. Due to gridlock, they can only service 8 customers now. The owner challenges you to “do the math!”





- 20+ trucks on the road daily, primarily in our region and into the broader NoVA area
- 3 workers per truck, translating to 60 hourly employees sitting in traffic for 2 – 3 hours daily. **This equals 240 non-revenue producing hours per day**
- Stop-and-go wear-and-tear on the trucks runs up costs significantly, which can prevent this smaller company from being competitive. The owner notes, *“we benefit from the workforce we are able to recruit in this region but when everything is taken into account, the costs far outweigh that benefit.”*





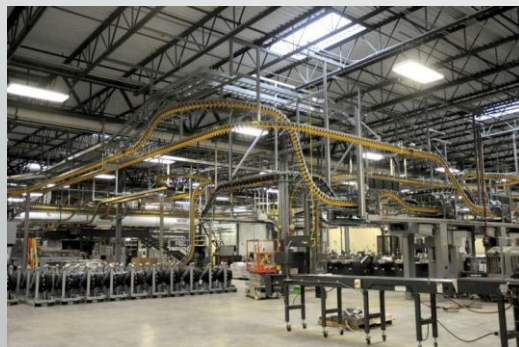
- Deliveries begin as early as 2 a.m. to offset congestion
- All deliveries encounter between 1 – 3 hours additional time in traffic daily resulting in lost productivity for sales, delivery, team leader, and draft maintenance staff
- Increased warehouse staffing to accommodate early departures (cost: \$55,000/year)
- Increased fuel consumption by 5,000 gallons per year
- Increased emissions from congestion
- Pays travel incentive to drivers that travel north; that's dollars that could be spent on capital improvements and new vehicles



THE FREE LANCE-STAR MEDIA COMPANIES



- 150 motor carriers and 11 distribution trucks on the road 7 days a week
- In 1998 the newspaper moved to morning delivery to avoid afternoon traffic congestion
- Today, morning traffic congestion slows deliveries severely impacting customer service





- Fleet of 11 trucks containing laundry service & donated goods that travel the region as well as parts of NoVA are now forced to leave at 3 a.m. to avoid traffic/accommodate customers
- Obvious costs associated with these hours, to include finding consistent employees to work them



LifeCare

Medical Transports



- When emergency vehicles enter gridlock, they are unable to complete their mission effectively. Only use lights/sirens for life-threatening cases & studies show that in gridlock, it only saves between 90 seconds and 2 minutes
- If use lights/sirens too often in gridlock, it causes worse situations, often more fender-benders
- Constant traffic bottlenecks in the region are a major obstacle to all in the public safety industry because we cannot get to those in need and we cannot transport them quickly enough



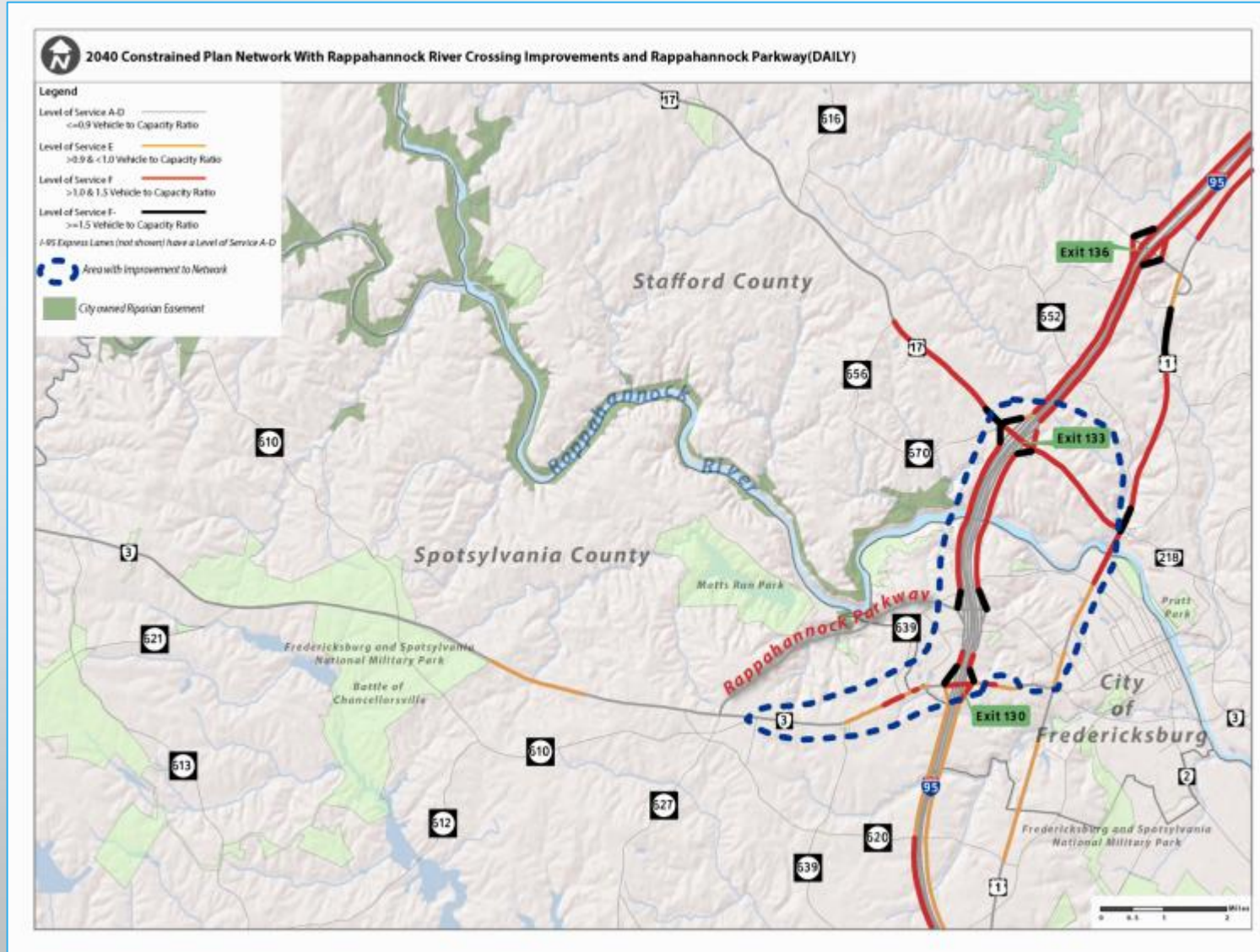
In addition...

- Our member businesses tell us they hear complaints from their customers and vendors regularly about the great difficulty they have getting to their business through our congested roads
- Businesses choose not to move to our region because of the constant gridlock, therefore hurting our region's ability to grow
- Our quality of life is compromised due to gridlock throughout the region for everyday tasks
- We are deeply concerned about homeland security and other emergency situations

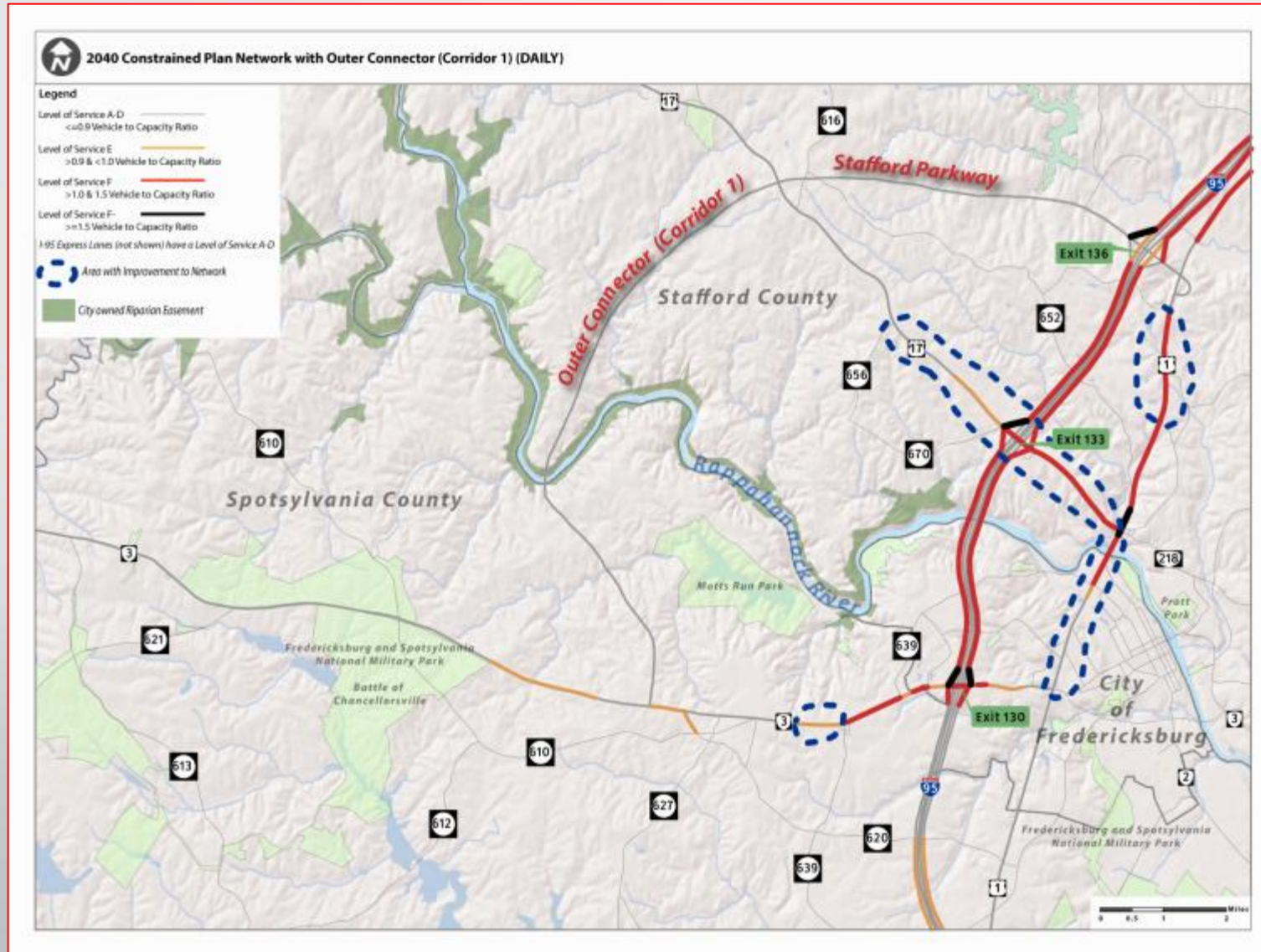
We need solutions.

We support:

The Rappahannock Parkway



The Outer Connector

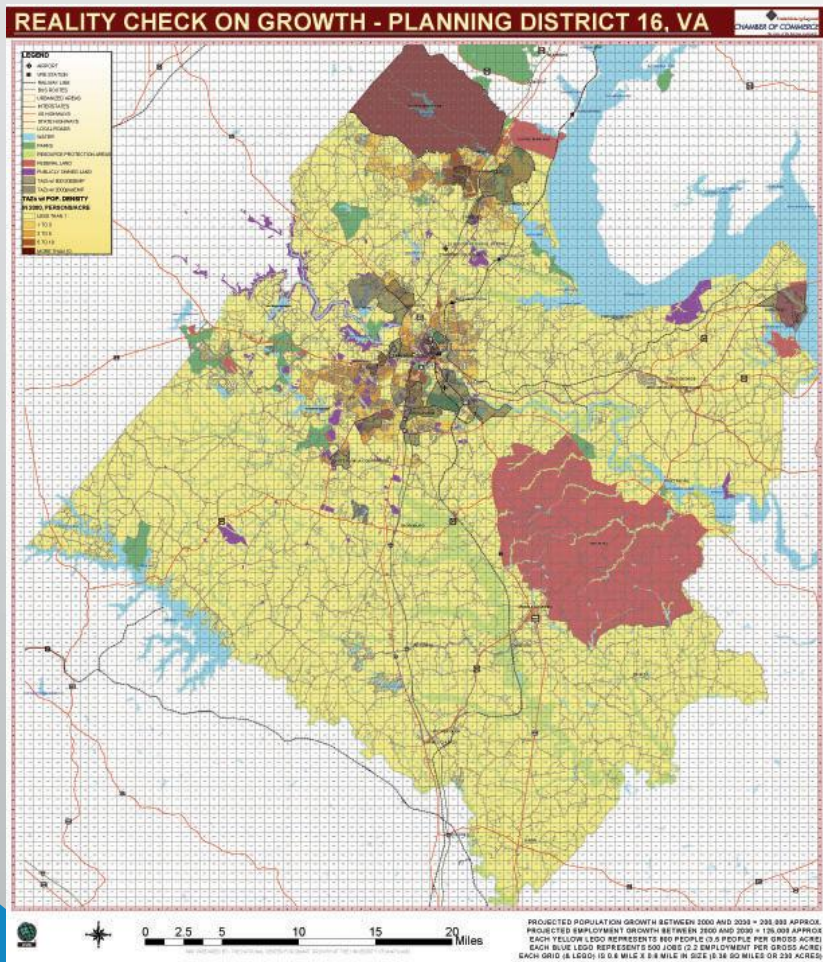




Additional Multi-Modal Solutions



Appropriate Land-Use planning changes to support projected growth



Current land use plans promote "sprawl & crawl"

In conclusion

- Roads and infrastructure are already failing
- Population projected to double by 2040
- Inaction is not acceptable
- We advocate for actionable solutions, beginning with the Rappahannock Parkway



Join us

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