

Delaware Valley Goods Movement Task Force

Economics Subcommittee

Long Range Plan Subcommittee

Data Subcommittee

Delaware Valley Regional Planning Commission

MEETING HIGHLIGHTS

DELAWARE VALLEY GOODS MOVEMENT TASK FORCE

WEDNESDAY, JULY 14, 1999

[1] Call to order

Co-chairs Liz Voras of the Pennsylvania Department of Transportation (PennDOT) and John Coscia of the Delaware Valley Regional Planning Commission (DVRPC) called the meeting to order. Meeting attendees introduced themselves. The April 14, 1999 meeting highlights were approved without modification.

[2] New Jersey FY 2000-2002 Subregion Transportation Improvement Program (TIP)

Charles Dougherty, Associate Director of the Transportation Planning Division of DVRPC, provided an overview of the draft New Jersey Subregion FY 2000-2002 TIP. The draft TIP (available for review on DVRPC's website at www.dvrpc.org) contains nearly 160 projects totaling about \$840 million to be implemented on highway and transit projects over the next three years. The set of projects was arrived at through a cooperative effort by the cities and counties, DVRPC, the New Jersey Department of Transportation (NJ DOT), NJ Transit, and the Delaware River Port Authority (DRPA) and PATCO.

The top defined sources of funds for the projects are as follows: federal highway sources, 38%; federal transit sources, 14%; and state sources, 44%. 57% of the funding will go towards highway improvements and 43% to transit improvements. Among the projects of special interest are NJ Transit's Camden to Trenton light rail line, computerized traffic signal systems for Routes 30, 38, 70, and 73, and I-295/I-76/NJ 42 interchange improvements. A plan amendment is also included for the DRPA Tram. Adoption of the final TIP by the DVRPC Board is expected in July.

Mr. Dougherty also described the Pennsylvania subregion Congestion and Mitigation Air Quality Improvement Program (CMAQ). The program makes federal funds available to air quality non-attainment regions to advance projects that reduce emissions from mobile sources. The CMAQ program will have two rounds of projects. The first, with a funding level of \$30 million, will extend from 2000-2002.

A special committee will guide DVRPC's CMAQ program. It will establish the program parameters and criteria, create the application, initiate the call for projects, evaluate the projects, and make recommendations to the Regional Transportation Committee (RTC) and the DVRPC Board. The committee will be made up of Pennsylvania RTC members and additional public members. Ed Duffy of the Philadelphia Industrial Development Corporation (PIDC) is representing the business community and the Goods Movement Task Force on the committee.

A general call for eligible CMAQ projects will be issued in July. All applications must be coordinated with local governments (e.g., cities and counties). From September to October of 1999, candidate projects will be evaluated based on factors such as the extent of emissions reductions. Final DVRPC Board action on the projects is expected by January, 2000.

Due to the desire to generate candidate freight projects, DVRPC staff will develop profiles of freight-related projects which have been funded through the CMAQ program throughout the country. This information will be communicated to applicants as part of the program guidance.

Kelvin MacKavanagh summarized comments on the draft New Jersey subregion TIP submitted by the Goods Movement Task Force's Long Range Plan Subcommittee in a letter dated June 25, 1999. Among these were requests for the inclusion of a separate break-out table of freight-related projects (as was done with the recently completed Pennsylvania subregion TIP), the inclusion of freight railroad lines and freight intermodal facilities on the TIP base maps, and the inclusion of the 37th Street connector route to Petty's Island (Camden County) in the FY 2000-2001 Study and Development Program. Mr. Dougherty indicated that DVRPC staff was endeavoring to fulfill all of the requests contained in the letter.

[3] Goods Movement in the Commonwealth

Keith Chase, Vice President of Gannett Fleming, described a report adopted by the Pennsylvania State Transportation Advisory Committee entitled, *Freight Movement in the Commonwealth*. The report analyzes commodity flows in Pennsylvania, reviews activity in other states, determines key issues and opportunities, and offers recommendations beneficial to the freight industry and the Pennsylvania Department of Transportation (PennDOT). Study methodology included analysis of the 1993 and 1997 Commodity Flow Surveys (CFS) for Pennsylvania and the United States, review of the state of the practice (notably including a questionnaire sent to each state's secretary of transportation), and public outreach to freight shippers and carriers, PennDOT central and district offices, regional planning agencies, and others.

The Bureau of the Census' CFS is based on a sample drawn from 200,000 domestic establishments. The survey results regarding shipment mode, value, and weight are broken out by state and National Transportation Analysis Region (NTAR). Nationally, truck is the dominant freight mode, accounting for 75% of all shipments by value and 66% by weight. Between 1993 and 1997, both the value and tons of shipments by truck grew by 25%. In Pennsylvania, truck is also the dominant mode, accounting for 81% of all shipments by value and 72% by weight.

The report also provides a regional goods movement profile for each Pennsylvania region (which roughly corresponds to each PennDOT Engineering District). The profile includes a discussion of the major pattern of goods movement within the area, major corridors and bottlenecks, issues identified through the outreach efforts, and freight planning activities within the region. Some of the issues common to each region are truck layover parking, signs, and intermodal expertise at the PennDOT Districts.

The state of the practice investigation yielded a useful and comprehensive compendium of current practices in freight transportation planning. These practices are grouped into seven categories including capital project planning and programming, TIP and State TIP guidance, and technology and research.

The final chapter of the report contains 17 recommendation areas. The recommendations are responsive to the industry outreach and seek to integrate the state of the practice measures. These range from a freight industry training initiative for PennDOT staff (*Freight 101*) to the evaluation of ITS/CVO opportunities, corridor level freight planning and programming, freight factors and TIP development, and basic freight planning for regional planning agencies.

[4] Incident Management Programs

Rebecca Brewster, Director of Regional Operations for the American Trucking Associations, discussed organized incident management programs to facilitate the quick clearance of auto incidents. Incident-related delay accounts for 50-60% of total congestion and, therefore, incident management programs are of vital importance to motor carriers and freight mobility.

A comprehensive incident management program consists of identifying incidents, clearing them, and disseminating information about them. Some incident management strategies include quick clearance programs (e.g., *If you can steer it, clear it!*) and off-highway accident investigation sites.

There are many negative impacts from incidents. The cost to a motor carrier for a truck stuck in traffic has been estimated at \$60/hour. Congestion causes a decrease in vehicular safety and a worsening of air quality. Manufacturers and businesses may even consider relocating their facilities to avoid heavily congested roads.

ATA has helped assemble the National Incident Management Coalition (NIMC) to promote incident management. The coalition consists of private and public sector organizations who have joined forces to help reduce congestion and improve the operating efficiency of the nation's highways. NIMC member organizations work with FHWA, state DOTs, metropolitan planning organizations, state and local police, fire and rescue, and the trucking industry to conduct educational and promotional conferences designed to implement or enhance existing incident management programs.

The NIMC has been funded by FHWA to do incident management workshops in five cities this year. Four sites have already been selected with a fifth to be selected. Mr. Coscia, with the concurrence of the Goods Movement Task Force, indicated that the region would be very interested in working with the NIMC to conduct a workshop in the Delaware Valley and that DVRPC staff will explore this possibility with Ms. Brewster. Key items for a successful workshop are a clear local mandate, staffing, and funding. CMAQ is a potential funding source.

Kurt Aufschneider commented on the importance of emergency response personnel (e.g., fire and police) not unnecessarily blocking traffic lanes. He also referenced the recent ban in New Jersey of 53' long and 102" wide tractor trailers (non-local) on two lane state highways without dividers (such as Routes 31 and 206). Tony Gemma noted the success of the *No-Zone* campaign in disseminating knowledge about driver blind spots. Tom Carolan

commented that many trucks receiving tickets for violations were independent drivers. Don Shanis noted that DVRPC is doing a focused incident management program for the I-76/I-476 intersection area in Montgomery County.

[5] **Two-minute Reports**

Among the items reported on by Liz Voras were the interviews of key valued customers being conducted as part of PennDOT's Baldrige organizational initiative, the 1999 Pennsylvania Rail Freight Assistance Program (Note: a tabular summary of the DVRPC subregion candidate projects was distributed.), the Railroad Industrial Properties Directory (anticipated for a fall release), the development of duties for the PennDOT District IMS coordinators, and the Pennsylvania aviation system plan which contains a tie-in to air cargo.

Mike Brimmer discussed the split up of Conrail by CSX and Norfolk Southern which took effect on June 1. The railroads are working diligently to overcome initial problems resulting from the transaction. The performance of the railroads can now be monitored by viewing weekly performance measurements on the Internet (for example, at www.csxt.com). To date, operations within the Shared Assets Areas (like the Philadelphia-Camden area) appear to be going smoothly.

John Coscia referred to the recently completed *Delaware Valley Rail Freight Plan* and acknowledged the assistance of many in completing the study, particularly Gary Shields and the Task Force's Economics Subcommittee. Mr. Coscia also noted his recent presentation to a joint meeting of the Northeast Association of State Transportation Officials and the North Atlantic Port Association on landside access issues, a presentation to the DVRPC Board by the President of *FastShip*, and the inclusion of goods movement in the upcoming preparation of a DVRPC 2025 Long Range Plan.

Don Shanis discussed DVRPC's study efforts in conjunction with Route 41 in southern Chester County and noted the need for goods movement concerns to be represented at the corridor planning level.

Kelvin MacKavanagh of the Task Force's Long Range Plan Subcommittee reported on comments submitted on the draft of the *1999 Update to the Delaware River Port Authority Master Plan*. Gary Shields elaborated on the meeting of the Task Force's Economics Subcommittee at the Packer Avenue Marine Terminal (as captured in the DVRPC spring, 1999 newsletter) and said details were being worked out for a fall meeting. Ted Dahlburg, speaking for the Task Force's Data Subcommittee, reported on the *Freight Lines* data bulletin, the *TravelSmart* transportation advisory, and his recent presentation at the Transportation Research Board summer meeting in Boston.

Nick Walsh reported on the recent privatization of the AmeriPort intermodal terminal in South Philadelphia. Carol Thomas noted the recent purchase of the Bordentown Secondary by NJ Transit. Chris Blake reported on a Council of Logistics Management educational outreach program to incorporate logistics into the curriculum of high schools. Bayley Hoeflich commented on the dominance of the trucking mode for moving freight as evidenced in comparisons of tons of freight moved by mode in the 1993 CFS and the 1997 CFS. Charles Clark reported on a recent grade crossing fatality in South Philadelphia. Individuals seeking more information about railroad safety issues should contact Mr. Clark at 610.521.8218.

[6] Old/New Business

In recognition of Bastille Day, promotional materials were distributed on the Port of Cherbourg, France (the Port of Philadelphia and Camden's sister port for *FastShip*) and the Philadelphia Chapter of the French-American Chamber of Commerce. The next scheduled meeting of the Goods Movement Task Force is Wednesday, October 13.

Attendance List

<u>Name</u>	<u>Organization</u>
Kim Kraeuter	PENJERDEL
Ed Duffy	PIDC
Gary Shields	Bethlehem Steel Corp.
Gail Powers	Summit Bank
Chris Blake	MXWorldwide
Harry Kuyers	MXWorldwide
Ray Lagomarsino	UPS Professional Services
Bayley Hoeflich	USF Red Star
Robert Renner	Haines and Kibblehouse
Gerald Coyle	Trans Freight Systems
Tom Carolan	Green Field Transport
Rebecca Brewster	ATA Foundation
Tony Gemma	Roadway Express
Jerry Kraft	New Jersey Turnpike Authority
Kelvin MacKavanagh	CSX Transportation consultant
Mike Brimmer	CSX
Steve Fisk	CP Rail
Jeff Sutch	SMS, Penn-Jersey Rail Lines
Fred Winkler	Winchester & Western Railroad
James Boylan	Tyburn Railroad
Charles Clark	Federal Railroad Administration
Doug Golden	Main Line Management
Nick Walsh	Port of Philadelphia and Camden
Keith Chase	Gannett Fleming
Kara Chase	self
Ellie Chase	self
Greg Mester	Sverdrup Civil
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Carol Thomas	Burlington County
Morris Bayer	Gloucester County
Larry Wilson	Phila. Office of Transportation
Elizabeth Voras	PennDOT
Bill Lundquist	PennDOT
Bill Shaffer	PennDOT
Dennis Tiley	PennDOT (District 6-0)
Kurt Aufschneider	New Jersey DOT
Al Prant	New Jersey DOT
Jerry Mooney	New Jersey DOT
John Coscia	DVRPC
Don Shanis	DVRPC
Abdul Zineddin	DVRPC
Joy Jensen-Martin	DVRPC
Laurie Czahor	DVRPC
Chris King	DVRPC
Ted Dahlburg	DVRPC