

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, OCTOBER 13, 1999

[1] Call to order

New Task Force members were recognized and the July 14, 1999 meeting notes were approved.

[2] TIP and CMAQ Program Updates

Charles Dougherty provided updates on the Pennsylvania and New Jersey Subregion Transportation Improvement Programs (TIPs) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The NJ Subregion TIP for FY 2000-2002 was adopted by the DVRPC Board on July 22 and was submitted to the Federal agencies by the State on September 21. Also, DVRPC, NJ DOT, and the other MPOs in New Jersey have reached agreement on a new Memorandum of Understanding for making amendments and modifications to the TIP. In Pennsylvania, the DVRPC region is targeted to average over \$340 million per year for the highway and bridge program and \$440 million for the transit program. Work on the next PA Subregion TIP will begin in earnest in early 2000, with a draft ready for public comment in May.

As announced previously, DVRPC is holding a competition in the PA subregion to select projects that will assist the region in meeting the national air quality standards. The application period for the competitive CMAQ program opened on August 23 and will close on October 22. The final selection of projects should occur in the late Spring 2000. In New Jersey, much of the CMAQ funds are being committed to an enhanced inspection and maintenance program.

[3] FY2001 DVRPC Work Program

Ben Ginsberg described the process and schedule for development of DVRPC's Fiscal Year 2001 Work Program (July 1, 2000-June 30, 2001). The DVRPC Board Work Program Committee reviews all ongoing studies and potential new studies and decides which ones will be undertaken in a given fiscal year.

Ted Dahlburg reviewed 20 freight-related work program concepts, each of which could be a potential addition to the FY 2001 Work Program. Task Force members were asked to cast votes in favor of the projects they assigned the highest priority to (Each member was allotted three votes.). The committee's voting resulted in the identification of the following priorities: Rail Weight Limit Study (17 votes), New Jersey Rail Freight Connections Study (13 votes), Freight Movement Survey (13 votes), Grade Crossing Data Base Development (11 votes), and Intermodal Freight Map (10 votes). These results will be conveyed to the DVRPC Board Work Program Committee for its consideration in the preparation of the FY 2001 Work Program.

[4] Changing Supply Chains and Transport Implications

Dr. Edward Morlok, UPS Foundation Professor of Transportation at the University of Pennsylvania, discussed how changes in the demand for goods and the ways in which they are produced and distributed will continue to alter the role and need for freight transportation services (See attached slides). Goods movement is an engine of growth and development, and logistics has emerged as a major discipline. In the US, the transportation industry has been freed from the shackles of regulation and has become more efficient (e.g., doublestacking, elimination of empty backhauls).

Important future trends will be the continued growth of freight traffic, traffic congestion, and time-definite transport,. Also, e-commerce will exert a significant impact on transport and the freight industry will have a relative high level of energy consumption. The Delaware Valley is in the middle of a major market (e.g., 15% of the US population within 200 miles) and has a major opportunity to attract industry and development.

[5] Pennsylvania Turnpike/I-95 Interchange

Walt Green of the Pennsylvania Turnpike and Jay Roth of KCI Technologies provided an overview and status report on the proposed Pennsylvania Turnpike/I-95 high speed interchange. This project is of vital importance to regional goods movement and could also have major positive benefits for Lower Bucks County.

Presently, federally aided engineering and environmental studies are underway for the project. The Pennsylvania Economy League has been hired to complete an economic impact study by Spring 2000. Various configurations of the interchange and toll plaza are under consideration. The total amount of authorized, programmed, and allocated Federal funds is \$74 million. The total projected cost of the project, including a new Delaware River bridge, is \$570 million.

[6] Pennsylvania STC Public Hearing

Jeff Sutch of SMS and Penn-Jersey Rail Lines summarized Delaware Valley Goods Movement Task Force testimony proposed for the Pennsylvania State Transportation Commission (STC) public hearing on October 15. The testimony urges the STC to proceed with projects important to the freight community and identifies five priority areas which are vital to the region's efforts to expand its role as an international freight gateway. Chris Blake requested that a recommendation for programs that shift more travel to off-peak periods be added, and the testimony was approved by the committee.

[7] Two-minute Reports

John Brown reported on PennDOT's Baldrige Assessment, capitol budget, 1999 Rail Freight Assistance Program, Year 2000 Rail Freight Seminar, Heavy Car Study, Rail Freight Properties Directory, and IMS coordinators functions. John Coscia, Task Force Co-Chair, reported on DVRPC's 2025 Plan Update, port and rail maps prepared for the government of Mexico, and the submittal of the *Delaware Valley Rail Freight Plan* for an APA awards contest.

Gary Shields, Chair of the Economics Subcommittee, reported that the subcommittee will jointly sponsor a luncheon with the Philadelphia Traffic Club on November 8. Kelvin MacKavanagh, Chair of the Long Range Plan Subcommittee, reported on the annual meeting of the American Short Line and Regional Railroad Association, and efforts to update information in the *Official Railway Guide*. Ted Dahlburg reported for the Data Subcommittee on the *Freight Lines* data bulletin and the *TravelSmart* transportation advisory.

Among other reports, Carol Thomas reported on the issuance of the limited notice to proceed for the Southern New Jersey Light Rail Transit Line.

[8] Old/New Business

Goods Movement Task Force meeting dates for 2000 were approved. They are: January 14, April 12, July 12, and October 11.

[9] Trade Relations Between Italy and the Delaware Valley

Carlo Columbo of Savino Del Bene, international freight forwarders, discussed his firm and Italian-U.S. trade. The Philadelphia office was opened two years ago because of the increase of customers located in the region.

Italy has 20 different regions, many of which specialize in some type of finished product. Italy does not have a lot of raw materials and, thus, has become expert in craftsmanship. For example, leather is imported from other countries and then tanned and treated for things like shoes and hand bags. Many firms are family-run and small in size.

Exports to Europe are important because there are 373 million European consumers, 29% more than in the US. Each billion dollars in export supports about 13,000 jobs and pays wages that are 13% higher than average. Among ways for the Delaware Valley to increase its share of international trade are to establish steamship service from Philadelphia to Europe and to lure more airlines and air cargo services to Philadelphia International Airport.

Distributed Materials

Competitive CMAQ Project Application Form, DVRPC

Pennsylvania Turnpike/Interstate 95 Interchange Project folder

An Assessment of The U.S. Marine Transportation System, US DOT

Ciao Italia, Ente Nazionale Italiano per il Turismo

Italy in Figures, Italy's National Statistical Institute

Freight Lines, DVRPC

TravelSmart, DVRPC

Pennsylvania News Release on Rail Freight Projects

Ramp Meters: Signaling New Travel on I-476, PennDOT

Attendance List

<u>Name</u>	<u>Organization</u>
Kim Kraeuter	PENJERDEL
Ed Duffy	PIDC
Gary Shields	Bethlehem Steel Corp.
Chris Blake	MXWorldwide
Gerald Coyle	Trans Freight Systems
Mike Brimmer	CSX
Rick Crawford	Norfolk Southern
Rich Timmons	Norfolk Southern
John McCreavy	CP Rail
Terry Foley	Amtrak
Jeff Sutch	SMS, Penn-Jersey Rail Lines
Fred Winkler	Winchester & Western Railroad
Tom Collard	Southern Railroad of New Jersey
Jim Turcich	Philadelphia Belt Line Railroad
Kelvin MacKavanagh	Consultant
Tom Erickson	Consultant
Charles Clark	Federal Railroad Administration
Ed Henderson	Port of Philadelphia and Camden
Hank D'Andrea	South Jersey Port Corporation
Jeff Hirsch	Maritime Administration
John Hanssens	Philadelphia International Airport
Greg Mester	Sverdrup Civil
Ed Morlok	University of Pennsylvania
Avri Dub	Consultant
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Carol Thomas	Burlington County
Stephen Bartlett	Philadelphia City Planning Commission
John Brown	PennDOT
Paul Wargo	PennDOT
Greg Brown	PennDOT, District 6-0
Dennis Tiley	PennDOT, District 6-0
John Powers	New Jersey DOT
John Coscia	DVRPC
Don Shanis	DVRPC
Ron Roggenburk	DVRPC
Thabet Zakaria	DVRPC
Tom Walker	DVRPC
John Madera	DVRPC
Jean McKinney	DVRPC
Ted Dahlburg	DVRPC