

# Delaware Valley Goods Movement Task Force

Data Subcommittee

Planning Subcommittee

Shippers Subcommittee

## Delaware Valley Regional Planning Commission

### HIGHLIGHTS

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#### DELAWARE VALLEY GOODS MOVEMENT TASK FORCE WEDNESDAY, APRIL 12, 2000 MEETING

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##### [1] Call to order

The meeting was called to order by co-chairs John Brown of PennDOT and John Coscia of DVRPC. All meeting attendees were introduced and the January 14, 2000 meeting notes were accepted without modification.

##### [2] DVRPC FY 2001-2003 Transportation Improvement Program (TIP)

Charles Dougherty, Associate Director of the DVRPC Transportation Planning Division, provided an overview of the current updates of the DVRPC TIPs for the New Jersey and Pennsylvania portions of the region. For FY 2001-2003, the draft New Jersey TIP averages an expenditure of \$321 million per year; the draft Pennsylvania TIP averages an expenditure of \$939 million per year. Average annual funding for the combined highway programs is \$641 million, and for the transit programs \$619 million.

DVRPC will afford significant opportunities for public comment on the draft TIPs. The TIPs will be available for review on the Internet and in selected area libraries. Additionally, seven public meetings will be conducted throughout the region. The public comment period will extend from May 15 to June 20. The DVRPC Board is expected to take action on the TIPs at its meeting on July 27, 2000.

Kelvin MacKavanagh reported that the Goods Movement Task Force's Planning Subcommittee had reviewed the listing of candidate new TIP projects and identified several projects which promote freight movement and economic development. It was agreed that the Planning Subcommittee will finalize a list of freight-related projects (including those which carry over from the current TIPs) for incorporation into the TIP.

##### [3] Philadelphia Regional Agile Port System

A consultant team including John Vickerman of TranSystems Corporation presented a status report on the *Philadelphia Region Agile Port System Project* being prepared for the Delaware River Port Authority. Other members of the team include Stanley Associates and the Howland Group. The concept benefits the transport of both commercial and military freight.

Agile Port Systems are being developed to address inefficiencies and congestion at marine terminals. Both international containerized cargo and container ships are growing (e.g., ships evolving from a pre-1960's capacity of 1,700 TEUs to a year 2000 and beyond capacity of 7,598 TEUs). Increases in container volumes have led to bigger terminals. The majority of container terminal acreage (80%) is used for storage of containers. Wheeled storage of containers is generally preferred (rather than stacking) because it permits greater flexibility and selectivity. The average terminal dwell time for a U.S. marine container is 6-8 days.

One solution to manage the growth in container traffic is to move the majority of the cargo quickly and efficiently to inland areas for routing, storage, and distribution. Thus, three of the key elements of the agile port system are: an *efficient marine terminal*, a *dedicated* (i.e., rail) *freight corridor*, and an *inland intermodal facility*. Other elements are: data/information management and system management.

The proposed efficient marine terminal would be rail oriented. On-site storage of containers would be restricted to local pickup and delivery, with a maximum dwell time of three days. Terminal operations would consist of five phases. Of significant note, the concept calls for the terminal to be empty and idle both before and after a vessel call. Essentially, containers would be unloaded from ships, loaded onto rail cars, and then hauled to the inland intermodal facility via the dedicated freight corridor (Rail to ship moves would work in a reverse fashion.). This system would greatly increase terminal throughput (i.e., TEUs handled per acre).

The inland intermodal facility would serve as a cargo staging area for the marine terminal. It would be located where development costs are lower, and near the convergence of rail carriers and regional warehouse/trucking centroids. The dedicated freight corridor would possess the following features: double-stack capable, double track with bypass sidings, and minimum at-grade interaction with road traffic.

The Philadelphia Region Agile Port System study will include an evaluation of existing and currently planned facilities (e.g., terminal capacities and agility). Alternative scenarios are also to be analyzed (e.g., peak time and surge scenarios). A capacity gap assessment of constraints and recommended improvements will also be prepared.

#### **[4] National Highway System (NHS) Connector Study**

Kate Quinn of the Federal Highway Administration (FHWA) described the FHWA's condition and investment study of NHS connectors and its Office of Freight Management and Operations. NHS connectors are the critical highways which link intermodal freight facilities to major highways. A comprehensive review of the connectors is to be submitted to the U.S. Congress by June, 2000. The review will evaluate the condition of the connectors, identify completed and programmed improvements, and identify impediments to advancing connector projects.

A nationwide total of 613 freight terminals and their associated roadways have been identified as eligible for NHS connector status by virtue of meeting requisite activity levels (e.g., 100 trucks per day by direction). Total NHS freight connector mileage for the roads serving the terminals is 1,209 miles (As a reference, total NHS mileage is 161,000 miles.). Significantly, 49% of the freight connector mileage is under local jurisdiction (i.e., with no state involvement). The study documented pavement conditions, geometric and physical problems, railroad crossing problems, and operational problems on the connectors for each of the terminal types.

In the past 3 years, \$582 million has been invested in NHS connectors. In the next 3 years, \$949 million is programmed. Metropolitan planning organizations (MPOs) indicated various mechanisms for identifying freight needs including freight advisory committees and management systems. The top reason connector improvements are not programmed is their low priority in State/MPO plans. The connectors highlight the difference in the planning horizons of the private sector (1 to 3 years) and the public sector (5 to 15 years).

DVRPC has prepared a map of NHS connectors which serve freight facilities in the region. DVRPC has been investigating the connectors in conjunction with its intermodal management system work.

The newly formed Office of Freight Management and Operations serves as a freight advocate at FHWA. It provides programs, policies, research, and technology transfers to promote the efficient and seamless flow of freight. The office is divided into two teams: *Truck Size and Weight* and *Intermodal Freight*.

#### **[5] Reuse of Brownfields Sites**

John Hummer described a study being conducted by the North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Institute of Technology (NJIT) which will seek to encourage the channeling of new or expanded freight and port-related businesses into brownfields sites. Brownfields sites are defined as abandoned, idled, or underutilized industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. These sites are potential locations for *spin-off* and value-added businesses such as warehousing, packaging, and assembling.

The North Jersey area anticipates a large increase in freight movement. The number of containers moving through the region's ports is projected to double in the next ten years and to increase six-fold by the year 2040. (Of particular note, 2.5 million TEUs of Asian cargo are expected to be shifted from the West Coast to the East Coast by 2020.) Newark International Airport will increase its status as one of the nation's largest air cargo centers, and railborne freight will steadily increase as CSX and Norfolk-Southern revitalize extensive lines and facilities in the region.

A Geographic Information System (GIS) data-base of the brownfields sites is being developed. The list of thousands of sites will be reduced to a handful of the most suitable sites using factors such as distance to transportation facilities (e.g., ports) and locations within low employment areas and economic opportunity zones.

Methods of warehousing/distribution being implemented within 15 miles of the Ports of Long Beach and Los Angeles are also being studied. These methods may ultimately have applications in the North Jersey area. The traditional storage warehouse system no longer exists in the region around the California ports. The vast majority of facilities now function as distribution centers.

Attracting freight businesses to brownfields sites would help reduce the need for long distance trucking of goods, increase rail usage, and create new unskilled and semiskilled jobs in proximity to urban populations with significant unemployment.

#### **[6] Two-minute Reports**

Among the updates provided by Task Force and Subcommittee chairs and Task Force members were the following:

John Brown and Ran Marshall of PennDOT reported on the 1999 and 2000 Rail Freight Assistance Programs, the annual Rail Freight Seminar (in Pittsburgh from May 3-5), and the regional and short line railroad industrial properties directory (scheduled for release this spring). Copies of PennDOT's new long range transportation plan, *PennPlan Moves*, were also

distributed.

John Coscia reported on the issuance of Report #2 for DVRPC's Year 2025 long range plan. He also described the upcoming incident management conference (May 12) and the travel survey of 6,000 randomly selected households. Mr. Coscia also noted his support of Dr. Ed Morlok's proposed research, *Capacity and Flexibility of Freight Transportation Infrastructure Systems*.

Ted Dahlburg of DVRPC reported on the recent Transportation Research Board conference on global intermodalism, adopted changes to the Task Force subcommittees, and New Jersey DOT freight planning initiatives.

Rick Crawford of the Norfolk Southern was introduced as the new chair of the Data Subcommittee. Kelvin MacKavanagh of CSX reported that the Planning Subcommittee was concerned about highway projects which might sever rail lines and about highway ramp design standards as they pertain to accommodating commercial vehicle traffic. Gary Shields of the Bethlehem Steel Corp. reported that the Shippers Subcommittee has continued its joint programs with the Traffic Club of Philadelphia and its support of state rail programs.

Tom Carolan, Bruce Hochman, and Paul Zielinski reported on the activities of the Traffic Club of Philadelphia including its National Transportation Week luncheon at Old Original Bookbinder's on May 17.

Tom Collard of the Southern Railroad of New Jersey reported on the collapse of a railroad bridge (possible due to overloaded cars) in Monroe Township, Gloucester County. Efforts to repair the closed bridge are now centered on establishing talks with New Jersey DOT, which owns the line.

Mike Brimmer of CSX reported on capital and scheduled service improvements, and recent senior management changes. Jeff Sutch of SMS and Penn-Jersey Rail Lines and Gary Shields thanked John Brown for arranging a meeting with PennDOT Secretary Mallory to discuss transportation issues.

Jim Boylan of the Tyburn Railroad observed that implementation of the Schuylkill Valley Metro commuter service could have a positive impact on rail freight operations in the corridor if done properly.

#### **[7] Old/New Business**

The next meeting date of the Task Force is July 12. Frank Harder of the Tioga Group is a scheduled speaker. The meeting was adjourned.

## **Attendance List**

<u>Name</u>	<u>Organization</u>
Kim Kraeuter	PENJERDEL Council
Matt Croley	Greater Philadelphia Chamber of Commerce
Ed Duffy	Philadelphia Industrial Development Corp.
Ellene Felder	Greater Philadelphia First
Gary Shields	Bethlehem Steel Corporation
Angelo Saggiomo	Brooks Provisions, Inc.
Ray Lagomarsino	UPS Professional Services
Bruce Hochman	The Traffic Club of Philadelphia
Tom Carolan	Green Field Transport Co.
Paul Zielinski	Alliance Shippers
Jerry Kraft	New Jersey Turnpike Authority
Rick Crawford	Norfolk Southern
Mike Brimmer	CSX Transportation
Kelvin MacKavanagh	Consultant-CSXT
Steve Fisk	Canadien Pacific Rail
Terry Foley	Amtrak
Jeff Sutch	SMS, Penn-Jersey Rail Lines
Fred Winkler	Winchester & Western Railroad
Tom Collard	Southern Railroad of New Jersey
James Boylan	Tyburn Railroad Co.
Bob Bailey	New Jersey Short Line Railroad Assoc.
Doug Golden	Main Line Management
Roy Blanchard	Blanchard Company
Charles Clark	Federal Railroad Administration
Bob Blackburn	Philadelphia Regional Port Authority
Ray Heinzelmann	Delaware River Port Authority
Herb Packer	PennPORTS
Matt Merriman	U.S. Coast Guard
Jeff Hirsch	U.S. DOT Maritime Administration
Ed Morlok	University of Pennsylvania
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Spencer Stevens	FHWA
Kate Quinn	FHWA
Carol Ann Thomas	Burlington County Engineer's Office
Chad Dixson	Chester County Planning Commission
Larry Wilson	City of Philadelphia Office of Transportation
Ted Matley	Frederic R. Harris
Ed Savacool	Stanley Associates
Earl Boyanton	Stanley Associates
Tod Doane	Stanley Associates
Susan Howland	The Howland Group
John Vickerman	TranSystems
Blair Garcia	TranSystems
Carl Seiberlich	TranSystems
John Hummer	North Jersey Transportation Planning Authority
Dennis Tiley	PennDOT

John Brown	PennDOT
Ran Marshall	PennDOT
Ellen Demaree	PennDOT
Jerry Mooney	NJ DOT
Al Prant	NJ DOT
John Coscia	DVRPC
Donald Shanis	DVRPC
Ron Roggenburk	DVRPC
Christian Bauer	DVRPC
Ted Dahlburg	DVRPC