

## ***HIGHLIGHTS***

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### **DELAWARE VALLEY GOODS MOVEMENT TASK FORCE FRIDAY, JANUARY 12, 2001 MEETING**

#### **[1] Call to order**

The meeting was called to order by John Coscia of DVRPC and John Brown of PennDOT (substituting for Co-chair Liz Voras). All meeting attendees were introduced and the October 11, 2000 meeting notes were accepted without modification.

#### **[2] DVRPC Long Range Transportation Plan**

Ron Roggenburk of DVRPC presented an overview of the draft transportation element of DVRPC's 2025 Long Range Plan, *Horizons*. Metropolitan Planning Organizations (MPOs) like DVRPC must prepare a long range plan every three years. The plan becomes a blueprint for the short range plan, the Transportation Improvement Program (TIP). The plan is based upon regional consensus and is constrained to reflect anticipated funding levels. Its contents are comprehensive, and address highway, transit, bicycle, freight, aviation, and pedestrian needs. The 2025 Plan represents an updating of the 2020 Plan; a larger effort is envisioned for the next plan.

The transportation plan includes a vision statement and also a set of policies and strategies to advance transportation objectives. Freight-related policies are:

- Increase the level of public and private investment in transportation facilities that promote freight movement and economic development.
- Identify and build improvements which facilitate the flow of goods.
- Improve the safety of operating conditions for the flow of goods.

The plan also identifies specific transportation projects and studies. These were selected from a variety of sources including the TIP, 2020 Plan, DVRPC member governments, and DVRPC committees. Projects and studies must be consistent with the land use plan and are limited to those initiatives which are larger in scope. They are grouped into five geographic areas (region, core cities, first-generation suburbs, growing suburbs, and rural areas), three construction periods (2002-2005, 2006-2013, and 2014-2025), and three purposes (capacity, service, and other).

The plan envisions \$35.7 billion in financial resources through 2025. It includes many freight-related projects such as clearance improvements to the CSX Trenton Line and a new interchange for I-95 and the Pennsylvania Turnpike. Additionally, the plan calls for several freight-related studies such as examining truck access to intermodal terminals and shipping facilities.

Kelvin MacKavanagh, Chairman of the Goods Movement Task Force Planning Subcommittee, praised the 2025 Plan for its organization and thanked Mr. Roggenburk for meeting with the subcommittee about the plan in November, 2000. Mr. MacKavanagh made a motion that the Task Force recommend to the DVRPC Board that the draft plan be released for public comment. The motion carried unanimously.

**[3] U.S. Department of Transportation’s Office of Intermodalism**

Richard Biter, Deputy Director of the Office of Intermodalism, discussed the office’s activities and programs. Mr. Biter is responsible for coordinating Federal policy on intermodal transportation and initiating policies to promote efficient intermodal transportation in the United States. Prior to joining the US DOT in 1996, Mr. Biter was the Eastern Regional Director for the Interstate Commerce Commission. (Note: copies of Mr. Biter’s presentation slides are available upon request to DVRPC.)

The U.S. DOT Secretary’s Office of Intermodalism was created by ISTEA in 1992 to coordinate DOT projects, programs, and policies involving more than one mode of transportation. The Office’s mission includes establishing effective lines of communication with all segments of the transportation community and providing technical information and assistance to State DOTs and MPOs. The roles of the Office are as convener, sponsor, and innovator.

Innovative finance is one of 8 major focus areas. Current innovative finance programs include TIFIA (Transportation Infrastructure Finance and Innovation Act) and the Railroad Rehabilitation and Improvement Financing Program.

Among major freight trends and themes are: global and U.S. economic growth and trade continue to increase, logistics systems are moving from “push” methods of control to “pull” methods, and the demand for reliable, high-speed service is growing. Addressing the growth in trade will be a challenge. Over the past 20 years, highway travel demand has increased an average of over 3% per year while highway capacity has increased at a rate of just 0.3% per year.

A Freight Analytical Framework (FAF) has been created to highlight strategic mismatches in national and regional freight demand and supply. The FAF is an enabling device that can be used to inform legislative development processes on initiatives to address the mismatches.

One important distinction on freight transportation perspectives is that the focus of states and MPOs is regional and local, while the focus for the private sector is increasingly national and global. Future challenges can be grouped into the 3 I’s: information technology, infrastructure, and institutional development.

**[4] Two-minute Reports**

Updates provided by Task Force and Subcommittee chairs and Task Force members included:

PennDOT	Rail Freight Assistance Program enhancements; PA capital budget; Intermodal Coordinator Training; West Trenton line clearance project; heavy rail study
DVRPC	Board Retreat; Annual Report; on-line mapping; ITS coordination
Data Subcommittee	truck trip survey; 1997 Commodity Flow Survey; truck trip generation study
Planning Subcommittee	CSX Railroad President
Shippers Subcommittee	March 30, 2001 joint luncheon with the Traffic Club of Philadelphia; Beth Intermodal Pennsylvania environmental award

Traffic Club of Philadelphia	January 30, 2001 Annual Dinner
DRPA	May 19, 2001 Marine Day
Port of Bucks	marketing grant
Holt Cargo Systems	Crowley container operations at Packer Ave. Marine Terminal

**[5] Old/New Business**

The next meeting date of the committee is April 18, 2001. Please note the change of date.

**Attendance List**

<u>Name</u>	<u>Organization</u>
Paul Zielinski	Alliance Shippers
Tom Carolan	Green Field Transportation
Bill Shoaf	Shoaf Group
Gary Shields	Subsidiary Railroads of Bethlehem Steel
Donna Kwan	Subsidiary Railroads of Bethlehem Steel
Tom Collard	Southern Railroad of New Jersey
Jeff Sutch	SMS/Penn Jersey Rail Lines
Kelvin MacKavanagh	Consultant-CSXT
Doug Golden	Main Line Management
Tom Erickson	Rail Cents Enterprises
Jim Turcich	Phila. Belt Line Railroad Company
Greg Wicklem	Keystone State Railroad Association
Peggy Adams	Bucks County Port
Dominic O'Brien	Philadelphia Regional Port Authority
David DiGioia	Holt Cargo Systems
Raymond Heinzelmann	DRPA
Jerry Sheehan	DRPA
Alan Collins	Urban Engineers
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Richard Biter	US DOT
Dan Blevins	WILMAPCO
Alan Piper	Berks County Planning Commission
John Brown	PennDOT
Ran Marshall	PennDOT
Lugene Bastian	PennDOT
Dennis Tiley	PennDOT
John Powers	NJ DOT
Jerry Mooney	NJ DOT
John Coscia	DVRPC
Nicole Hostettler	DVRPC
Ron Roggenburk	DVRPC
Kevin Murphy	DVRPC
Richard Bickel	DVRPC
Ted Dahlburg	DVRPC