



MEETING HIGHLIGHTS

April 18, 2001

[1] Call to order

The meeting was called to order by John Coscia of DVRPC and Lugene Bastian of PennDOT (substituting for Co-chair Liz Voras). All meeting attendees were introduced and the January 12, 2001 meeting notes were accepted without modification.

[2] DVRPC Long Range Transportation Plan

DVRPC senior staff presented an overview of the 2025 Long Range Plan, *Horizons*, now under preparation. The plan, comprised of land use, aviation, and transportation elements, will help guide the future growth and development of the region. The speakers highlighted those features of the plan of greatest interest to the freight community. (Note: Task Force members are recipients of all plan materials and reports.)

Rich Bickel summarized *The Regional Land Use Plan: A Vision of Renewal for the 21st Century* (Report #3). Visionary themes of the plan are: revitalization, renewal, and recentralization; growth management with transportation linkage; preservation of farmlands, natural features, and open spaces; and enhancing community and regional character, identity, and economic growth. The plan's basic approaches are: limit new development to designated growth areas; encourage refill development; foster suburban development that reflects more traditional neighborhood design practices; and preserve an inter-connected regional open space network. Four geographic areas help organize the overall plan: core cities, first generation suburbs, growing suburbs, and rural areas. A key aspect of the plan is also the concept of *Centers*.

According to Roger Moog, the proposed Regional Airport System Plan (RASP) extends to the twelve-county, four-state Philadelphia metropolitan area (which is larger than DVRPC's traditional planning area). Forecasts of 2025 passenger volumes, aircraft operations, and based aircraft were developed for the region as a whole, then subdivided by state. The plan recommends \$1.2-2 billion in capital improvement projects, including increased airside capacity at Philadelphia International Airport and the extension of five suburban runways to business length. Successful implementation of the 2025 RASP will result in better airport service and operation, promote economic development, and improve safety and mobility.

Ron Roggenburk, having met with the committee in January, briefly discussed the freight elements of the vision, policy, project, and study portions of the transportation plan. The plan, at a cost of \$35.7 billion, establishes the list of major highway and transit projects to be undertaken in the region in the next 25 years.

Kelvin MacKavanagh, Chairman of the Delaware Valley Goods Movement Task Force Planning Subcommittee, made a motion that the Task Force recommend that the DVRPC Board adopt the 2025 Long Range Plan with the following revisions:

1. Add two studies to the transportation plan:
 - a. Agile Port: from Packer Ave., Philadelphia to western regional boundary; port and rail improvements
 - b. Southern Secondary: from Winslow Junction, Camden County to Woodmansie, Burlington County; track rehabilitation

2. Also, in the study of the Delair Bridge (Philadelphia-Pennsauken) recommended in the transportation plan, include a consideration of the bridge's capacity.

The motion carried unanimously.

[3] Delaware Valley Industrial Resource Center

Joe Houldin, Executive Director, discussed programs and assistance available through the Delaware Valley Industrial Resource Center (DVIRC). Since the center's inception in 1988, Mr. Houldin has been responsible for increasing public awareness of the center and its services.

DVIRC is a private, not-for-profit economic development organization whose mission is to improve the competitiveness of small to medium-sized manufacturers in the southeastern Pennsylvania area (i.e., Bucks, Chester, Delaware, Montgomery, and Philadelphia counties). It is supported by the Pennsylvania Department of Community and Economic Development and the National Institute of Standards and Technology.

The region's diverse industrial base is 300 years old and is craft-based. Many companies are small in size and family-owned, and have become more efficient with increased output over time. Larger manufacturing companies are not typical to the area and suffered from inefficiencies.

Looking to the future, constraints to growth in manufacturing are: suburban land costs, lack of skilled labor, and a negative image. Questions which must be addressed are whether or not brownfields can be converted into assets, if sites with highway access can be offered (e.g., using Lehigh Avenue), and if there can be a rebound of modern manufacturing.

[4] Marine Transportation System

Ray Barberesi of the Maritime Administration discussed the U.S. Marine Transportation System (MTS). Mr. Barberesi is the Director of the Office of Ports and Domestic Shipping and the co-chair of the DOT's MTS initiative.

The MTS consists of waterways, ports, and landside connections which allow the various modes of transportation to move people and goods to, from, and on the water. The MTS process provides a way to bring many parties together to develop one voice for water transportation. The MTS initiative was designed to elevate the marine system to the same level of importance as the rail, road, and air systems.

With international trade expected to at least double in the coming years, improving the efficiency and capacity of the domestic transportation system is essential to avoid congestion that could easily threaten the system’s present ability to provide reliable service to American shippers and the traveling public. In many instances, our landside transportation system is already stressed to the limit and infrastructure improvements cannot possible meet escalating trade demand. The MTS offers a cost-effective, efficient, and environmentally safe mode of passenger and freight delivery.

US DOT Secretary has called for the creation of a “Sea 21” law similar to TEA 21 and AIR 21 legislation. Among other things, Sea 21 would take the Harbor Maintenance Tax “off budget” and would coordinate with the Army Corps of Engineers for harbor dredging, and funding for renovation of aging locks on inland waterways.

[5] Two-minute Reports

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

PennDOT	Rail Freight Assistance Program; Intermodal Coordinator training
NJDOT	TransAction conference; <i>Value of Freight</i> report; state rail plan
DVRPC	Operations Dialogue Session; 2002 PA Rail Freight Seminar; Bob Baker’s appointment to the DVRPC Board
Data Subcommittee	<i>Freight Lines</i> data bulletin; <i>TravelSmart</i> traffic advisory; PennDOT exit re-numbering; US 202 construction
Planning Subcommittee	<i>Freight Forward</i> program; October 12, 2001 PA STC hearing; TIP amendments
Shippers Subcommittee	March 30, 2001 joint luncheon with the Traffic Club of Philadelphia; Rail Freight Properties Directory update
Traffic Club of Philadelphia	May 15, 2001 National Transportation Week luncheon
PRPA	May 19, 2001 Marine Day
Pennsylvania Turnpike	I-95 interchange project and public hearing

[6] Old/New Business

The next meeting date of the committee is July 11, 2001. Scheduled speakers are a representative of FHWA’s Office of Freight Management and Operations and Jim Snyder of NJ DOT.

Attendance List

<u>Name</u>	<u>Organization</u>
Robert Renner	Haines and Kibblehouse
Joe LoCastro	Eastern/GPS
Tom Carolan	Green Field Transportation
Tony Gemma	Roadway Express
Anthony Cancelliere	CMS Transportation
Bob Croce	Philadelphia Truck Lines
John Hanssens	Philadelphia International Airport
Bill Shoaf	Shoaf Group
Avri Dub	Traffic Club of Philadelphia
Bruce Hochman	Traffic Club of Philadelphia
Dick Ryan	Bombardier
Gary Shields	Subsidiary Railroads of Bethlehem Steel
Donna Kwan	Subsidiary Railroads of Bethlehem Steel
Angelo Saggiomo	Brooks Provisions
Terry Foley	AMTRAK
Jeff Sutch	SMS/Penn Jersey Rail Lines
Fred Winkler	Winchester and Western Railroad
Rick Crawford	Norfolk Southern
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
Charles Clark	Federal Railroad Administration
Harvey Weiner	Dependable Distribution
Ed Henderson	Philadelphia Regional Port Authority
Hank D'Andrea	South Jersey Port Corporation
John Titterton	Port of Bucks County
Ken Orben	Crowley Liner Services
Tom Pinkava	Crowley Liner Services
Kevin Krick	Maritime Exchange for the Delaware River and Bay
Joe Houldin	Delaware Valley Industrial Resource Center
Ray Barberesi	U.S. Maritime Administration
Jeff Hirsch	U.S. Maritime Administration
Charnelle Hicks	CHPlanning
David Hunt	Wilbur Smith Associates
Carol Ann Thomas	Burlington County Engineer's Office
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Dan Blevins	WILMAPCO
Elizabeth Kozart	Philadelphia City Planning Commission
Walt Green	PA Turnpike
Lugene Bastian	Pennsylvania DOT
Tom Stettler	Pennsylvania DOT
Greg Brown	Pennsylvania DOT
John Powers	New Jersey DOT
Michael Kirkpatrick	Delaware DOT
John Coscia	DVRPC
Donald Shanis	DVRPC
Ted Dahlburg	DVRPC