



Meeting Highlights

WEDNESDAY, JULY 11, 2001

1. **Call to order**

The meeting was called to order by John J. Coscia, DVRPC Executive Director and Task Force Co-Chair. All Task Force members were recognized; many Task Force members from Southern New Jersey were present due to the scheduled presentation on the New Jersey TIP. The April 18, 2001 meeting notes were approved. Elizabeth Voras, PennDOT Deputy Secretary and Task Force Co-Chair, was also present.

2. **Draft FY 2002-2004 Transportation Improvement Program (TIP) For New Jersey**

Charles Dougherty of DVRPC presented an overview of the draft FY 2002-2004 TIP for New Jersey. The TIP is a list of all regionally significant transportation projects seeking federal funds. It is required by federal law (TEA-21) and includes the best estimate of project schedule and costs.

Development of the TIP involves a very extensive process with many steps and many partners. The draft TIP includes 180 projects totaling \$900 million over three years. Funding is split roughly half between transit and highway projects. The TIP is scheduled for adoption by the DVRPC Board in July, 2001.

Many of the projects in the draft TIP will have a strong, positive impact on goods movement and economic development. They range from various freeway and arterial improvements to the Southern New Jersey light rail system.

Kelvin MacKavanagh, Chairman of the Task Force Planning Subcommittee, praised the proposed set of projects and DVRPC staff work. He also summarized a set of comments on the draft TIP which were prepared by the Planning Subcommittee and submitted to DVRPC. Following a motion, **the Task Force unanimously recommended that the draft TIP be adopted by the DVRPC Board.**

3. **Freight Planning Workshop**

Rob Ritter outlined a FHWA freight planning workshop to be conducted at DVRPC from October 9-11. Mr. Ritter is the Director of Policy Activities for the Eno Transportation Foundation. The Foundation, created in 1921, works with DOT, EPA, and others to address emerging transportation issues that do not fit jurisdictional solutions.

The objective of the workshop is to bolster understanding and working relationships in the freight area. Applicant teams comprised of MPO, state DOT, and private sector representatives are to be selected on a competitive basis. About five teams

numbering 15 participants will be selected. Previous workshops have been held in Chicago and Seattle.

Ted Dahlburg of DVRPC stated how pleased DVRPC was to assist with the workshop. The actual program will be spread over 3 days and consist of lectures, discussion, and visits to intermodal freight facilities. Focus will be put on items which are common to all MPOs (e.g., long range plans, TIPs, work programs, NHS connectors) and how they can be used to incorporate and advance freight projects and concerns. A workshop highlight will be a joint meeting with the Delaware Valley Goods Movement Task Force to be held at the Down Town Club on October 10 (RSVP required).

4. Embracing the Challenges of an Integrated Regional Intermodal System

Jim Snyder discussed transportation and economic development opportunities and challenges in New Jersey created by the growth in international trade. Mr. Snyder is the Director of Intermodal Coordination at the NJ DOT and he is responsible for coordinating initiatives that are being planned by public and private entities.

Two important issues which must both be addressed are: (1) the intermodal transportation system is critical to the health and well being of our economy; and (2) congestion, air quality, noise, and safety concerns threaten our quality of life.

Due to the strategic geographical location and function of New Jersey's ports, airports, railroad, and highway infrastructure, it is the multi-modal gateway to the global economy. At the same time, however, the perceived public benefits of freight is on the decline. The need to move freight in and through the region must be balanced with the need to maintain the quality of life.

Close to 400 projects totaling \$13.5 billion in intermodal project needs have been identified. Transportation funds need to be put where they provide the maximum return on investment. It must be recognized that the single mode era is over.

There are many new intermodal project challenges. It is important to stop acting in one's own best interests and to share thinking on intermodalism. Above all else, a sense of urgency must be established.

5. Freight Analysis Framework

Bruce Lambert of FHWA discussed the Freight Analysis Framework. Mr. Lambert is a transportation economist in the Office of Freight Management and Operations. (Note: the slides from Mr. Lambert's presentation are available at the freight transportation section of the DVRPC website.) The Office of Freight Management and Operations is *freight's voice* at FHWA and is divided into 3 teams: Truck Size and Weight, Freight Operations, and Freight Policy.

There are several emerging freight trends and issues in the areas of demand, supply, and public policy. The infrastructure constraints of NHS connectors have been documented. Peak-period travel times have increased significantly compared to off-peak travel times. The freight transportation perspective of states and MPOs is regional and local, while for the private sector it is increasingly national and global.

The Freight Analytical Framework study is the first large-scale project to map and outline the underlying transportation flows of the United States economy. The goal of the Framework is to develop information on freight activities for national and regional policy decisions. The Framework approximates current national freight flows, estimates economic trade forecasts to 2020 and modal components, and assesses capacity and investment implications.

There are many policy challenges. Both passenger and freight demand upon the nation's infrastructure will increase significantly. Freight volumes will nearly double to 2020. Current planning and financing methods do not adequately address freight's unique concerns. Finally, there are several options to increase freight funding including expanding eligibility or creating new programs.

6. Two-minute Reports

Task Force and Subcommittee chairs and Task Force members provided updates on the activities of their companies and agencies.

Elizabeth Voras, John Brown, and Ran Marshall, PennDOT

Rail Freight Assistance Program; State capital budget; heavy axle study; intermodal coordinator training; legislative initiatives; end of STB merger moratorium

Roy Blanchard, Blanchard Company

Railroads and changes in supply chain management (presentation slides available at the freight section of the DVRPC website)

John Coscia, DVRPC

2002 PA Joint Rail Seminar (Hyatt at Penn's Landing, May 8-10, 2002); National Corridor Planning grant application letter of intent; Ozone Action Program; E-commute program

Ted Dahlburg, Data Subcommittee

Freight Lines data bulletin and *TravelSmart* transportation advisory

Kelvin MacKavanagh, Planning Subcommittee

Pennsylvania STC Testimony, October, 2001

Gary Shields, Shippers Subcommittee

Local applications for state rail freight assistance programs; September 7 joint luncheon with the Traffic Club

Bill Shoaf, Traffic Club of Philadelphia

Fall *Industry Night* event

Stan Platt, DVRPC

South Philadelphia and Chester City traffic studies

Mike Brimmer, CSX

CSX financial contributions to Kvaerner Philadelphia Shipyard; FastShip agreement; new siding between Twin Oaks and Chester; agreement on new flyover road to the Naval Business Center; South Philadelphia access improvements; clearance projects

7. Old/New Business

The next meeting of the Goods Movement Task Force is October 10, 2001.

Attendance List

<u>Name</u>	<u>Organization</u>
Robert Renner	Haines and Kibblehouse
Tom Carolan	Green Field Transportation
Tony Gemma	Roadway Express
Anthony Cancelliere	CMS Transportation
Armand Bucci	New Jersey Motor Truck Association
John Hanssens	Philadelphia International Airport
Bill Shoaf	Shoaf Group
Dick Ryan	Bombardier Capital
Gary Shields	Subsidiary Railroads of Bethlehem Steel Corp.
Angelo Saggiomo	Brooks Provisions
Joe Thompson	Brooks Provisions
John Opel	Alcoa/Reynolds Metals
Cathy Frank-White	Greater Mercer County Chamber of Commerce
James Whitesell	Whitesell Construction Co.
Mike Brimmer	CSX
Thomas Reese	Norfolk Southern Corp.
Steve Fisk	CP Rail
Terry Foley	AMTRAK
Jeff Sutch	SMS/Penn Jersey Rail Lines
Don Richard	Brandywine Valley Railroad
Kelvin MacKavanagh	Consultant-CSXT
Jim Turcich	Phila. Belt Line Railroad Company
Greg Wicklem	Keystone State Railroad Association
Roy Blanchard	Blanchard Co.
Harvey Weiner	Dependable Distribution
Hank D'Andrea	South Jersey Port Corporation
Raymond Heinzelmann	DRPA
Jerry Sheehan	DRPA/PPC
Peggy Adams	Port of Bucks County
Irina Trachenko	Port of Bucks County
Genevieve White	CHPlanning, Ltd.
David Hunt	Wilbur Smith Associates
Chris Stone	AON Risk Services
Jim Blair	Reebie Associates
Howard Rosen	ALK Technologies
Joel Graeff	Vollmer Associates
Richard Petrone	Innovative Mgmt. Solutions
Rob Ritter	Eno Foundation
Bruce Lambert	FHWA
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Spencer Stevens	FHWA
Donny Hamilton	FHWA
David Myers	Federal Railroad Administration
Jeff Hirsch	U.S. Maritime Administration
Elizabeth Voras	Pennsylvania DOT
John Brown	Pennsylvania DOT
Ran Marshall	Pennsylvania DOT
Dennis Tiley	Pennsylvania DOT
Jim Snyder	New Jersey DOT
Jody Barankin	New Jersey DOT
Al Prant	New Jersey DOT
Brian Cuccia	New Jersey DOT
Michael Kirkpatrick	Delaware DOT
Mike Reeves	SJTPO
John Coscia	DVRPC
Nicole Seitz	DVRPC
Stan Platt	DVRPC
Ron Roggenburk	DVRPC
Ted Dahlburg	DVRPC