



QUARTERLY MEETING HIGHLIGHTS

Delaware Valley Goods Movement Task Force

10:00 A.M., Wednesday, October 12, 2011

8th Floor—DVRPC Main Conference Room

190 North Independence Mall West, Philadelphia, PA 19106

Call to order

Task Force Co-Chair Don Shanis of DVRPC called the quarterly freight advisory committee meeting to order. PennDOT Deputy Secretary Jim Ritzman was introduced and welcomed as the new Task Force Co-Chair. Mr. Ritzman made some brief opening comments about how honored he was to be the co-chair of the Task Force and mentioned its national recognition.

A moment of silence was observed to commemorate two local port workers who died recently in separate accidents.

All attendees were asked to introduce themselves. Minutes from the prior Task Force meeting on July 12, 2011 were adopted as presented.

DVRPC has applied for 1 AICP Certification Maintenance Credit for eligible meeting attendees. Eligible attendees should check the AICP website for availability.

All guest presentations will be made available on-line at:

<http://www.dvrpc.org/Freight/GuestPresentations.htm>.

Action Item: The Tri-State Regional Intermodal Rail/Port Improvement Program

Ted Dahlburg introduced this meeting's action item by giving an overview of the TIGER grant program. TIGER stands for Transportation Improvements Generating Economic Recovery, and applications for the third round of funding through the program must be submitted by October 31st 2011. TIGER Round 1 provided \$1.5 billion in funding, which was spread out over 51 capital projects chosen out of the over 1,500 applicants. Round II allocated \$600 million in funding for 42 capital projects and 33 planning projects. TIGER Round III has \$527 million in funding available. Mr. Dahlburg then turned the presentation over to Jay Jones of the South Jersey Port Corporation to speak about a local TIGER Round III project proposal in more depth.

The project, entitled *The Tri-State Regional Intermodal Rail/Port Improvement Study*, is sponsored by the partnership of the South Jersey Port Corporation, Salem County, The State of New Jersey, and Conrail. The portion of the project seeking funding will focus on four rail segments. The first segment is comprised of the Delair Bridge. All freight rail movements into and out of central and southern New

Jersey must use the Delair Bridge. This project targets \$25 million in repairs to keep the bridge in a state of good repair and continue to allow 286,000 lb. rail cars (the industry standard) to operate over the bridge. The second section of railroad involves a 13 mile stretch of track that connects into the Camden Port. This project will allow for additional on-dock rail and transload operations at the port, as well as track improvements. The third segment connects into the future Port of Paulsboro. This port is currently under construction and this project will allow transload and on-dock rail to take place at the future port site. The final piece of the project is also the longest segment and involves rehabilitating 18 miles of existing rail line which is owned by Salem County and serves the Port of Salem. All together the project is expected to cost \$157 million. The project sponsors are seeking \$39.9 million in TIGER III funding with the rest of the project being funded by state, local, and private sources.

One of the major industries that this project hopes to attract to the region is off-shore wind farms. These rail projects would hopefully attract assembly plants to locate in Paulsboro, bringing more cargo and ultimately more jobs to the region. The emphasis of the TIGER program is creating new jobs, and this project hopes to do just that. Estimates are that 1,700 new construction jobs will be needed in order to complete the project and that over time with full build out the project could lead to 3,500 new jobs at the port and other related development.

After the presentation Co-Chair Don Shanis called on the committee to vote on the follow Action:

That the Delaware Valley Goods Movement Task Force find that the Tri-State Regional Intermodal Rail/Port Improvement Program TIGER III application is consistent with the DVRPC Long-Range Plan and the DVRPC Long-Range Vision for Freight, recommend that DVRPC issue a letter of support for the application, and support placement of the project on the DVRPC Transportation Improvement Program (TIP) should it be awarded TIGER III funding.

The action was passed unanimously by the committee.

Presentation: I-95 Reconstruction Program

Stephen Dilts, Vice President, CH2M HILL, offered an overview of PennDOT's I-95 reconstruction program and discussed potential innovative and implementable strategies that can improve the operations of the I-95 corridor in Pennsylvania for its users before, during and after reconstruction.

Mr. Dilts began by explaining the main challenges that face the I-95 reconstruction program. The funding is not fully identified, and funding needs remain extremely high currently looming at over \$10 billion. The current project time line of a 40-year program is unacceptable. The infrastructure conditions of paving and bridges require massive rehabilitation. 23% of I-95 in Pennsylvania is structured (i.e., a bridge). There are also major design issues with how to better balance the user needs in a constrained urban environment, as well as, community issues, such as how to improve access and aesthetics between I-95 and the Delaware River Waterfront.

Mr. Dilts then went through a list of possible features that the study could recommend as potential strategies for overcoming some of these challenges. On the port side, Mr. Dilts talked about helping drivers avoid peak hours, implementing a reservation system, and enhancing the truck staging areas around ports. He mentioned the need for additional truck safety and truck parking capacity. Getting real time traffic information to truck drivers remains an area with room for improvement. Lastly, Mr. Dilts broached the concept of trying to move some freight traffic off of I-95, via short haul freight rail operations and short sea shipping.

The project team is very interested in receiving feedback from I-95 users and coming up with innovative ways of overcoming the I-95 challenges. If you have any ideas that you wish to share with the project team please contact Steve directly at (908) 797-8317 or steve.dilts@ch2m.com, you can also contact Carolyn Washburn at (714) 227-5463 or carolyn.washburn@ch2m.com.

Presentation: Statewide Rail Plans

Many states are developing comprehensive rail plans that treat both freight and passenger activity. These presentations covered the primary features of the recently completed Delaware rail plan and the major elements of the upcoming New Jersey planning effort. (Note: the Pennsylvania rail plan was presented at a previous committee meeting.)

Bobbie Geier, Assistant Administrator, Planning, Delaware Department of Transportation, presented the information about the recently finished Delaware State Rail Plan. The plan had six major goals:

- Provide mechanisms for continuous safety and security on all modes.
- Preserve the existing network and provide additional capacity to maintain and improve Delaware's important link in regional and national rail networks.
- Seamlessly integrate passenger and freight rail with other modes, including transit, ports and aviation.
- Work with other states and stakeholders to advance improvements in rail transportation through partnerships and innovative funding opportunities.
- Promote the energy efficiency of rail transportation and educate the public, elected officials and others on the environmental benefits of rail as well as the economic development opportunities it creates.
- Contribute to the decision-making process with local governments and land owners to preserve rail corridors and potential station areas for future development.

The Freight Rail network in Delaware is made up of two Class I carriers, Norfolk Southern and CSX, along with 4 shortline operators. Traditionally rail commodities in the state have been referred to as the 4 c's: corn, coal, chemicals, and cars. While the car businesses have slipped in recent years due to the closure of a major General Motors plant, the other three remain the mainstay rail commodities in Delaware. Future projections done for the study suggest that outbound rail shipments from the state are expected to decline, while inbound shipments grow at roughly 2.5% per year.

Ms. Geier finished her presentation with a series of slides on freight and passenger projects that are included in the plan. For more information on these and more details on the passenger side of the plan in general please see her PowerPoint presentation in the Guest Presentation section of the task force webpage <http://www.dvrpc.org/Freight/DVGMTF.htm>.

Alan Kearns, Assistant Program Manager, Capital Planning, New Jersey Transit followed Ms. Geier's presentation with a discussion of the upcoming New Jersey State Rail Plan. The rail system in New Jersey has a legacy of combined use of freight and passenger lines, with roughly ¾ of all NJ Transit routes miles being shared by freight rail. These joint use operations include:

- NJ TRANSIT and Conrail use Amtrak's NEC
- Raritan Valley Line uses Conrail Lehigh Line

- Atlantic City Line on Delair Bridge
- Norfolk Southern on NJ Transit North Jersey lines
- Conrail on RiverLine

The State rail plan will draw heavily on the 2007 Comprehensive Statewide Freight Plan, as well as the upcoming Strategic Freight Rail Study. The Strategic Freight Rail Study will include an infrastructure inventory, commodity flow analysis of state wide rail movements, a survey and prioritization process for documenting rail issues, possible solution sets for each major issue identified, and a projection of annual capital and maintenance costs. More information about the plan will be available at future Task Force meetings.

Aker Philadelphia Shipyard

Manny Stamatakis, the Chairman of the Philadelphia Shipyard Development Corporation, gave a presentation highlighting the recent history of the Philadelphia Shipyard. In 1996 the Defense Base Closure and Realignment Commission (BRAC) closed the Philadelphia Naval Shipyard, which had 8,000 employees at the time of closure. The yard was given to the City of Philadelphia for redevelopment, but there was a strong interest in retaining some of the manufacturing jobs, and this gave rise to the launch of the Philadelphia Shipyard Development Corporation. The Philadelphia Shipyard Development Corporation was given a 114 acre parcel at the western end of the Navy Yard to attempt and retain shipbuilding as a feature of the yard.

\$400 million was invested in fixing up the property and in workforce development. The shipyard was then leased to Kvaerner, a construction and manufacturing company, who specialized in shipbuilding, on a 99 year lease at a price of \$1 per year. The company has since been acquired by Aker, who are the current tenants. There were 7,000 construction jobs created in fixing up the property, with the promise of 1,100 full-time manufacturing jobs once the shipyard was fully operational.

By 2009, the Philadelphia Shipyard had built more commercial ocean vessels than all other shipyards in the country combined since 1996. However, the economic recession slowed the demand for more ships, which caused Aker to scale back operations to the point where only 200 employees were stationed at the shipyard. With no ship orders, the Philadelphia Shipyard Development Corporation considered liquidating the facility, or leasing it to another company for use of the fabrication facility.

Ultimately, a deal to extend the life of the shipyard was made. The State of Pennsylvania ordered two ships to be built on spec so that the workforce would remain intact and the shipyard operational, all hoping that the economy would turn around and the ships would be able to be sold. Through this contract some changes to the lease were made, so that if the total employees at Aker every dropped under 300 again, the lease would change to a 90 day lease allowing more flexibility for the Development Corporation in the future.

In 2011, relief to the shipyard came in the form of an order for two new tanker ships from Exxon-Mobil. These ships will be the largest ships ever built in Philadelphia. Each will include over 32,000 of steel, which will be mainly purchased from Pennsylvania steel mills. Over 1,500 containers of materials will be imported into Pennsylvania for use in the manufacture of the two tanker ships. Once completed each ship will weigh 115,000 tons and will be Jones Act compliant allowing them to move product from Alaska to the West Coast. It is anticipated that the production of these ships will allow Aker to rebuild its workforce back up over 1,000 employees.

Two-minute Reports

The following Task Force and Subcommittee chairs and Task Force members provided updates on the activities of their companies and agencies:

Jim Ritzman.....PennDOT

Mr. Ritzman announced that PennDOT will be conducting a dedicated Freight Study that they hope to start in March of 2012.

Talvin DavisNJDOT

Mr. Davis announced a \$1.4 million local aid project taking place in the City of Camden. The project will focus on the port district and include traffic calming, dedication of truck routes, public education, and include a pedestrian aspect. The roadways included in the project will be Broadway, Ferry, and Atlantic Avenues. Mr. Davis also announced that the New Jersey State Rail Plan and the Strategic Freight Rail Plan are both under way and are focusing on prioritization of projects.

Bobbie GeierDelaware DOT

Ms. Geier announced the launch of the DELMARVA Freight Plan and encouraged all Mid-Atlantic DOTs to work more closely together in the future.

Don ShanisDVRPC

Dr. Shanis announced that the County Freight Scan brochures have been published and included in the meeting packet. To download digital copies please visit:

<http://www.dvrpc.org/freight/countyfreightscans>. Dr. Shanis also announced that the Coalition for Americans Gateways and Trace Corridors recently sent a letter to Congress regards funding for freight projects, which was available in the meeting packet. Lastly, Dr. Shanis mentioned an upcoming conference being held by DVRPC entitled Breaking Ground. More information can be found here: <http://www.dvrpc.org/breakingground>.

Dan Blevins.....WILMAPCO

Mr. Blevins announced that WILMAPCO was completing their Chesapeake Connector Study and final documents and information would be available at future Task Force meetings. Mr. Blevins also announced the kick off to a study on the Newark Train Station which was funded through a TIGER II grant.

Tim Chelius.....SJTPO

Mr. Chelius announced that the Regional Plan for SJTPO will be completed by July 2012.

Kelvin MacKavanaghPlanning Subcommittee

Mr. MacKavanagh announced that he attended the recent DVRPC Board Retreat on behalf of the committee. The retreat's theme was "doing more with less" and focused on shared services across multiple municipalities. Mr. MacKavanagh also announced that the 2012 TransAction conference will take place at the Tropicana Hotel in Atlantic City from April 11 -13, 2010

Walker AllenData Subcommittee

Mr. Allen called attention to a hand out in the packet about bottleneck data at 250 freight significant highway locations across the nation. Three points in the DVRPC area were found to be in the top 100 most congested. More information about the bottlenecks can be found at: <http://www.atri-online.org>.

Katie EdwardsClean Air Council

Ms. Edwards announced a recent conference Healthy People, Global Goods. Some of the highlighted speakers included Ted Dahlburg, James Corbett from the University of Delaware, Rich Castle of NRDC, Laura Wolfe Powers from the University of Pennsylvania. All presentations are available online at:

www.cleanair.org/program/transportation/freight_transport/healthy_people_global_goods.

Fred SorbelloShip Philly First

Announced that the next Ship Philly First meeting would be held on October 19, 2012.

Roy KardonTraffic Club of Philadelphia

Announced that the Holiday Luncheon will be held on December 6th, and the Annual Dinner will be held January 24th, 2012. For more information on all Traffic Club events visit their website: www.tcphila.org/.

J. Thomas CooperTredyffrin Township Planning Commission

Mr. Cooper commented on the freight rail movements around the Norristown Train Station. He suggested that DVRPC and the region look into building a second railroad bridge in the area to divert Norfolk Southern freight trains from going through Norristown.

Matt GatesDVRPC

Announced that the Pennsylvania DEP will be release a notice for proposals for diesel reduction projects. In the past these projects have focused on diesel retrofits on public services vehicles, but this round is going to be focused on projects the provide the biggest reduction, and dredging equipment is being looked at as an ideal candidate.

Adjournment

The committee was adjourned for lunch. The proposed meeting dates for 2012 are: January 18, April 18, July 18, and October 17.

Meeting Participants

<u>Name</u>	<u>Affiliation</u>
Allen, Walker	DVRPC
Ben-Amos, Ariel	Philadelphia Municipal Office of Transportation and Utilities
Blevins, Dan	WILMAPCO
Boyer, Michael	DVRPC
Bryan, Joe	Parsons Brinckerhoff
Campbell, David	DeIDOT / Delaware Transit
Chelius, Tim	SJTPO
Cooper, J. Thomas	Tredyffrin Township Planning Commission
Coyle, Gerry	Evans Delivery Company
Dahlburg, Ted	DVRPC
Davis, Talvin	NJDOT Multimodal Services
DeSando, Bob	NJDOT
DeYoung, Larry	L.A. DeYoung Inc.
DiAmico, Brian	DVRPC
Dilts, Steve	CH2M HILL
Douglas, Scott	NJDOT - Maritime
Duffy, Ed	Duffy Associates
Dunscomb, Mark	Schnabel Engineering Group
Edwards, Katie	Clean Air Council
Fried-Cassorla, Emma	University of Pennsylvania
Fusco, Brett	DVRPC
Gabor, Liz	PIDC
Garforth, Harry	SEPTA
Gates, Matt	DVRPC
Geier, Bobbie	DeIDOT
Giobbie, Tony	CSX Transportation
Goetz, WGM	CSX Transportation
Gulick, Sarah	PennDOT Rail Freight
Haak, John	Philadelphia City Planning Commission
Hall, Robert	American Red Cross
Harder, Frank	The Tioga Group
Harvey, David	PRPA
Higgins, William	SJPC
Hoffer, Louis	Temple University
Hontz, Brian	FRA
Jeroski, Ryan	GVFTMA
Jones, Jay	South Jersey Port Corporation
Kardon, Roy	NAI Mertz
Kenny, Tom	Gerace
Kearns, Alan	NJ Transit
Kevgas, George	Bergmann Associates
Krakauer, Miki	NJDOT – Freight
Lovesless, Shirley	Temple University Center for Sustainable Communities
MacKavanagh, Kelvin	MacKavanagh Railroad Consulting
Myhre, Paul	Maritime Exchange

Oliver, Greg	DelDOT
Parker, Scott	Jacobs Engineering Group
Pelzer, Reiner	DVRPC
Perthuis, Cynthia	IdleAir
Poses, Abby	Clean Air Council
Ramos, Dino	World Trade Center of Greater Philadelphia
Ratko, Wesley	Montgomery County Planning Commission
Ritzman, Jim	PennDOT
Rook, Randall	AECOM
Sauer, Al	East Penn Rail Road
Shanis, Donald	DVRPC
Sharpe, Andy	Delaware Valley Association of Rail Passengers
Singer, Michael	UPS
Smith, Annalynn	Parsons Brinckerhoff
Smyser, J	PennDOT
Sorbello, Fred	Ship Philly First
Stamatakis, Manny	Philadelphia Shipyard Development Corporation
Strauss-Wieder, Anne	A Strauss-Wieder, Inc
Sutch, Jeff	SMS Rail Lines
Thomas, Carol	Burlington County
Tursi, Joe	URS
Vizza, Erin	Select Greater Philadelphia
Ward, John	DVRPC
Ward, John	YRC
Washburn, Carolyn	CH2M HILL
Westergaard, Rick	Gloucester County Planning Division
Winkler, Fred	Winchester & Western Railroad
Yuan, Fang	DVRPC
Zarriello, Joe	KS Engineers, P.C.
Zumpino, Michael	Triad Associates