



QUARTERLY MEETING HIGHLIGHTS

Delaware Valley Goods Movement Task Force

10:00 A.M., Wednesday, April 18, 2012

8th Floor—DVRPC Main Conference Room

190 North Independence Mall West, Philadelphia, PA 19106

1. CALL TO ORDER

Task Force Co-Chairs Don Shanis of DVRPC and Jim Ritzman of PennDOT called the quarterly freight advisory committee meeting to order. The meeting's program had a Camden County theme and special thanks were given to Sandi Kelly and Ed Williams who were vital in putting the program together. All attendees were asked to introduce themselves.

In member news, it was announced that Kevin Castagnola was promoted to Executive Director of the South Jersey Port Corporation and Jay Jones was promoted to Secretary of the Board. John McCreavy of SMS Rail Lines was appointed to the Surface Transportation Board's Railroad Shipper Transportation Council for a three-year term. Committee Co-Chair Don Shanis announced that in July he will be retiring after 39 years of service to DVRPC. Dr. Shanis made the first presentation ever given at the Task Force and has attended nearly every meeting.

It was announced with great sorrow that Fred Winkler passed away on March 24, 2012. Mr. Winkler's illustrious career in the transportation field spanned 67 years, the last 25 of which he worked as the General Agent for the Winchester & Western Railroad. Mr. Winkler was a founding member of the Delaware Valley Goods Movement Task Force and his knowledge of history was ever present at meetings. A seat was left empty at the conference table and a moment of silence was held in his honor.

Minutes from the prior Task Force meeting on January 18, 2012 were adopted as presented. DVRPC has applied for 1.25 AICP Certification Maintenance Credits 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/asp/committee/committee.aspx?p=DVGMTF>

2. ACTION ITEM

Adoption of DVRPC Public Participation Plan

Jane Meconi of DVRPC presented the new Public Participation Plan. Metropolitan Planning Organizations (MPOs) such as DVRPC are mandated through federal legislation to have a Public Participation Plan. The DVRPC Public Participation Plan employs an expansive and multi-pronged

approach. Involving the region's freight stakeholders through the DVRPC freight advisory committee is one part of the overarching public outreach strategy and commitment.

Ms. Meconi cited a number of examples of Public Participation efforts. Many specific studies and projects undertaken by DVRPC have a Public Participation element. One upcoming freight project in Darby Borough is employing a public open house in June to solicit public comments on possible recommendations. DVRPC also hosts a student forum that aims to inform planning students about the specific functions of DVRPC and other planning agencies in the region.

The most important aspect of the new Public Participation Plan is the formation of a new Public Participation Task Force. For years, DVRPC maintained a Regional Citizens Committee that provided the bulk of the public input into its planning process. Last year, the Regional Citizens Committee was disbanded and the new Public Participation Task Force will take its place. The new task force will be made up of representatives from DVRPC's member governments as well as 12 at-large citizens. 140 applications were received for the 12 slots.

The draft plan includes some minor changes that were made as the result of suggestions received during a 45-day public comment period that extended from January 30 to March 14, 2012. The draft plan will be presented to the DVRPC Board for adoption at its regularly scheduled meeting on April 26, 2012.

The Delaware Valley Goods Movement Task Force was asked to endorse the plan, which it did by unanimous vote.

3. PRESENTATIONS

Camden City Truck Management

Uzo Ahirakwe, the City Engineer for the City of Camden, described a project seeking to ameliorate the issues of trucks which traverse residential streets in the Waterfront South section of Camden City while serving the industrial and port areas. The Waterfront South neighborhood is bounded by Atlantic Avenue to the north, Newton Creek to the south, I-676 to the east, and the Delaware River to the west. The neighborhood has pockets of both residential and industrial areas as well as being home to the Camden County Sewage Treatment Plant and the Camden Resource Recovery Facility.

This project came into existence in response to an environmental justice petition submitted on behalf of Camden. The neighborhood residents complained that trucks were using residential streets and a study found significant air quality pollutants in the study area. The project identified four alternatives and chose a preferred alternative to advance. The preferred alternative includes the following projects:

- Establish truck routes along Atlantic Avenue, Broadway, and Morgan Boulevard.
- Post signs clearly showing truck routes and enforce regulatory measures to ensure trucks use the established and clearly posted truck routes.
- Install traffic calming measures.
- Conduct an extensive education program aimed at truckers and commercial traffic.
- Create improved street lighting, high visibility crosswalks, bulb outs, and ADA compliant ramps.

Construction on this project is scheduled to begin in March 2013. This project is being funded through New Jersey DOT's Local Aid program.

Following the presentation, Michael Becker of DVRPC gave a brief report on a current project that will assess the overall traffic impact of the planned and proposed developments in the City of Camden's commercial core.

Bob Siebeneicher announced that Camden Metal & Iron has come to an agreement to construct a mega car shredder on its current property in Camden City. This project will result in shutting down the facility in Philadelphia on Penrose Avenue and bring 60-75 new jobs to the DVRPC region.

Better Predicting Pavement Response to Increased Freight Loads

Dr. Leslie McCarthy of Villanova University presented an overview of the new AASHTO mechanistic-empirical pavement design approach. In the past most pavement design has been based on AASHTO road tests that were conducted in the 1950's. This meant that all pavement design was based on one temperature and one climate.

Recently, AASHTO and FHWA developed a new approach, called the Mechanistic-Empirical Pavement Design Guide (MEPDG), to provide better analysis of pavement design. The guide considers the fact that materials properties change with time and environment. It calculates incremental damage for each load, and damage dependent upon stress strain and material properties at the time of loading. The MEPDG is designed in such a way that a user inputs the climate, materials, structure, and traffic and the tool will determine the distress rate of the pavement. If the results do not match the functional use timeframe that is desired the user can go back and adjust the materials and structures until they do.

Dr. McCarthy explained how the MEPDG can be used for freight planning activities, such as accurately predicting the effects of truck loads on infrastructure, evaluating long-term impacts of raising weight limit on highways, and testing how different axle configurations may affect pavement. The presentation was concluded with a hypothetical case study of I-676 in Camden. Dr. McCarthy used real climate and traffic data to show the results of a sample roadway design. The sample design was not adequate as the rutting exceeded the preset maximum in less than 2 years when the pavement was expected to have a 20-year usable life. For more information about the MEPDG one can visit either of the following websites:

- AASHTO: <http://www.aashtoware.org/Pages/DARWin-ME.aspx>
- FHWA: <http://www.fhwa.dot.gov/pavement/dgit/>

Campbell Soup: Supply Chain Overview

Adolfo Jimenez, Senior Manager of Financial Planning and Analysis, discussed the global supply chain for the Campbell Soup Company. Started in 1869 by Joseph A. Campbell, a fruit merchant, and Abraham Anderson, an icebox manufacturer in Camden, the Campbell Soup Company is now a global manufacturer and marketer of food. The company has a wide variety of products including the iconic condensed soup, as well as prepared foods, sauces, cookies, biscuits, and beverages.

Campbell Soup Company has a presence in over 100 countries world-wide broken into five international zones: Greater Europe, Australia and New Zealand (where their Arnott's brand biscuits are enjoyed in more than 95 percent of households), Greater China (where the company is focusing on selling its Swanson line of broths), Mexico, and Caribbean, Central and South

America. In North America, the majority of Campbell's businesses is broken up into three categories:

- Soup: In total in the U.S., Campbell sells almost 2 billion cans of soup every year.
- Sauces: Campbell offers two sauce brands: Prego pasta sauces and Pace Mexican sauces, along with Campbell's SpaghettiOs, Campbell's gravies, and Swanson chicken.
- Beverages: Campbell's beverage industry is focused around the wellness brand V8.

In the US, the Campbell Soup Company has four manufacturing facilities (located in California, Texas, Ohio, and North Carolina) which combined employ almost 6,000 people. In addition to these four plants, Campbell's supply chain includes two stockpot plants in Washington State and a Distribution Center in York, PA. Mr. Jimenez discussed some of the major hurdles facing the Campbell's supply chain such as: the seasonality of their product (they see a large increase in sales from August – January) and the struggle to serve the Northeast area of the country due to roadway congestion. With their customers wanting to carry fewer inventories, Campbell's has been increasing their just-in-time deliveries. Currently the lead time between a customer order and a delivery is 2 days with a 95% on time delivery rate.

Colonial Pipeline Company: Transporting Refined Petroleum Products into the Delaware Valley

Sam Whitehead of Colonial Pipeline provided an overview of pipeline operations and the distribution system that gets liquid motor fuels to northeast states including the Delaware Valley region. The Colonial System includes two main pipelines, one 40" in diameter and the other 36" in diameter, both running from the Houston Area towards the Northeast US. There are 29 refineries in the Gulf Coast area that input product into the Colonial system with all products flowing from the Gulf Coast towards the Northeast. In the pipeline the product moves at about 3 miles per hour, which means it takes about 2 weeks for a gallon of gas to get from Houston to Philadelphia.

Colonial has 267 customers which it delivers refined petroleum products to along the pipeline. A total of roughly 100 million gallons of product is delivered everyday serving roughly 50 million Americans. 16% of all refined petroleum product in the USA moves through the Colonial Pipeline system. The Colonial System is based on serving the Southeast US, so north of Greensboro South Carolina the pipeline starts telescoping to smaller diameters as it moves toward the DVRPC region. There is a pumping station located along the pipeline every 25-30 miles which keeps the product moving at a consistent rate of speed.

Colonial Pipeline serves the DVRPC region mainly out of its Woodbury facility, which is in West Deptford Township, Gloucester County, New Jersey. They have a tank farm there which they can draw the product into which allows for more complex local delivery systems through distribution lines. In 2011, Colonial brought 10 million barrels of gasoline and 17 million barrels of distillates into the DVRPC region.

Since they are carrying hazardous materials, pipeline safety and security is vital to Colonial Pipeline's continual operation. They fly small low-flying airplanes over the pipeline once a week to survey the line, and use a machine called a "smart-pig" to clean and inspect the inside of the pipelines. Anybody digging or drilling into the ground is required by law to call the "one call monitoring" center (each state has its own). Colonial receives roughly 1,000 encroachment requests on an average day.

4. 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 issued an RFP for its upcoming dedicated Freight Study and has received three responses. They hope to choose a consultant and have more information at the July committee meeting.

Talvin Davis..... NJDOT

Mr. Davis announced that NJDOT has released a draft capital program.

Bobbie Geier Delaware DOT

Ms. Geier announced that the DELMARVA Freight Plan has been kicked-off and that there will be a DELMARVA Freight Summit at Dover Downs on June 20, 2012.

Dan Blevins WILMAPCO

Mr. Blevins announced that WILMAPCO is finalizing the cost-benefit analysis as part of its Chesapeake Connector Study and final documents and information would be available at future Task Force meetings.

Don Shanis..... DVRPC

Dr. Shanis announced that the deadline for CMAQ applications is May 14, 2012.

Kelvin MacKavanagh..... Planning Subcommittee

Mr. MacKavanagh commented on the passing of Fred Winkler and how much he will be missed. He also briefly summarized the recently completed TransAction conference.

Rick Crawford Data Subcommittee

Mr. Crawford called attention to a handout in the packet, the *2011 Freight Facts and Figures* report which is produced by FHWA every year.

Edward King..... Shippers Subcommittee

Mr. King called attention to a handout in the packet, a series of 12 Urban-Freight Supply Chain Case Studies.

Reiner Pelzer DVRPC Office of Aviation Planning

Mr. Pelzer updated the committee on the possibility of Delta Airlines purchasing the Conoco-Phillips Trainer Refinery in Delaware County.

Ted Dahlburg DVRPC Office of Freight Planning

Mr. Dahlburg called attention to a the quarterly progress report contained in the packet. He also cited the upcoming Darby Borough walkability audits and open house (June 6, 2012).

Al Sauer East Penn Railroad

Mr. Sauer announced that the East Penn Railroad has received \$560,000 in Pennsylvania RTAP funding to complete an \$800,000 project on the Octoraro Branch. The project will focus on tie replacement and new crossing surfaces.

Nick Walsh Philadelphia Regional Port Authority

Mr. Walsh announced that PRPA recently signed a new deal to move fertilizer through Pier 122. He also updated the committee on the development of South Port and the Delaware River dredging project.

Pita Lacenski..... Esperanza

Ms. Lacenski briefly discussed a 10-year plan she is working on in North Philadelphia which will affect rail lines owned by Norfolk Southern and Conrail.

Tracy Tzen..... DVRPC / University of Pennsylvania

Ms. Tzen briefly discussed her semester long project that is looking into redeveloping the industrial areas in the Grey's Ferry neighborhood of Philadelphia.

Barry Seymour..... DVRPC

Mr. Seymour relayed an experience of being at a TRB session where the Delaware Valley Goods Movement Task Force was cited as a best practice in Freight Advisory Committees. He sincerely thanked the committee members and reminded them that it is their regular attendance, attention, and support that makes the Task Force such a success.

5. ADJOURNMENT

The committee was adjourned for lunch. The remaining meeting dates of the committee for 2012 are: July 18 and October 17.

Meeting Participants

<u>Name</u>	<u>Affiliation</u>
Ahiarakwe, Uzo	City of Camden
Allen, Walker	DVRPC
Anderson, David	DVRPC
Bandiero, Tony	Greater Philadelphia Clean Cities
Becker, Michael	DVRPC
Ben-Amos, Ariel	Mayor's Office of Transportation and Utilities
Blevins, Dan	WILMAPCO
Boyer, Michael	DVRPC
Brady, Scott	DVRPC
Collazo, Bob	Commerce Department of Philadelphia
Colsher, Aaron	Manufacturing Alliance of Philadelphia
Cooper, J. Thomas	Tredyffrin Township Planning Commission
Crawford, Rick	Norfolk Southern
Dahlburg, Ted	DVRPC
Davis, Talvin	NJDOT Multimodal Services
DeYoung, Larry	L.A. DeYoung, Inc.
Dixon, Marc	FHWA
Duffy, Ed	Duffy Associates
Eilhardt, Corey	University of Pennsylvania
Fareed, Cathleen	Norfolk Southern
Fidyk, Greg	South Jersey Transportation Authority
Fisher, Kevin	ARAMARK
Fusco, Brett	DVRPC
Geier, Bobbie	Delaware DOT
Gentzler, John	Colonial Pipeline Company
Giobbie, Tony	CSX Transportation
Goodman, Kyle	MIQ Logisitics
Grasavage, Susan	NJ DOT
Guercio, Maria	Villanova University
Guidotti, Robin	Norfolk Southern
Gulick, Sarah	PennDOT
Hainsworth, Greg	DeIDOT
Henderson, Connor	Villanova University
Jiminez, Aldolfo	Campbell Soup
Johnson, Sterling	US Army Corps of Engineers
Karlin-Resnick, Josh	DVRPC
Kenny, Tom	M. Gerace Inc.
King, Edward	Sunoco
Krakauer, Miki	NJDOT
Lacenski, Pita	Esperanza
Lambert, Kathleen	DVRPC
Lord, Teresa	DVRPC
Ludasi, Andrew	NJ DOT
Ludlow, Donald	Cambridge Systematics
MacKavanagh, Kelvin	MacKavanagh Railroad Consulting
Magliocchetti, Catherine	EPA – Region III
Mascaro, James	Dermody Properties

McCarthy, Leslie	Villanova University
McKiernan, Drew	McMahon Associates
Meconi, Jane	DVRPC
Metzler, David	DVRPC
Miller, Carole	SJTA
Mizes, Chris	Clean Air Council
Moses, Eric	John Curry Inc.
Mulhern, Merigan	Cooper's Ferry Partnership
Murphy, Kevin	DVRPC
Oliver, Gregory	DeIDOT
Park, Seri	Villanova University
Pelzer, Reiner	DVRPC
Peterson, Marlin	GCIA/SJPC
Poses, Abby	Clean Air Council
Powers, Donald	DVRPC
Ritzman, Jim	PennDOT
Rook, Randall	AECOM
Rowand, Todd	Colonial Pipeline Company
Sauer, Al	East Penn Rail
Schneider, Franz	PRIDE
Schoonmaker, Elizabeth	DVRPC
Seymour, Barry	DVRPC
Shanis, Donald	DVRPC
Shannon, James	Select Greater Philadelphia
Siebeneicher, Bob	Camden Iron and Metal
Singer, Mike	UPS
Smyser, J	PennDOT
Sutch, Jeff	SMS Rail
Torres Cruz, Coral	FHWA
Turcich, Jim	Philadelphia Belt Line Railroad
Turner, Elise	DVRPC
Tzen, Tracy	DVRPC
Walsh, Nick	PRPA
Ward, John	DVRPC
Ward, John	YRC Freight
Weiner, Harvey	Dependable Distribution
Westergaard, Rick	Gloucester County Planning Division
White, Whitney	Chester Economic Development Authority
Whitehead, Sam	Colonial Pipeline