



## ***QUARTERLY MEETING HIGHLIGHTS***

### **Delaware Valley Goods Movement Task Force**

**10:00 A.M., Wednesday, October 17, 2012**

**8th Floor—DVRPC Main Conference Room**

190 North Independence Mall West, Philadelphia, PA 19106

#### **1. Call to Order**

Co-Chair Jim Ritzman of PennDOT called the quarterly freight advisory committee meeting to order. DVRPC Executive Director Barry Seymour was introduced and welcomed as the new Task Force Co-Chair. Mr. Seymour made some brief opening comments about how honored he was to be the co-chair of the Task Force.

The minutes from the prior Task Force meeting on July 18, 2012 were adopted as presented.

The Task Force co-chairs welcomed all new members who were in attendance at the meeting including a group from the Council of Supply Chain Management Professionals. Attendees were asked to introduce themselves and while doing so help to commemorate 20 years of the Task Force by identifying what they were doing in 1992.

DVRPC has applied for 1.5 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/asp/committee/committee.aspx?p=DVGMTF>

#### **2. 20 Year Retrospective of the Delaware Valley Goods Movement Task Force**

Working collaboratively through DVRPC's freight advisory committee, the region's shippers, carriers, and freight stakeholders have been meeting quarterly since December 15, 1992. Ted Dahlburg of DVRPC, in recognition of the past 20 years of the committee, presented a retrospective of the achievements and highlights of the freight advisory committee.

The presentation reviewed the very first agenda, which shared many similarities to the very agenda of this meeting. In addition, Mr. Dahlburg provided a review of the progress of transportation initiatives and legislation through the past 20 years. The presentation gave credit to the objectives of the committee and the leadership throughout the years.

Mr. Dahlburg identified what truly drove the success of the committee and this is the continued membership and engagement by the members of the committee. Thanks were offered to all past and current committee members and friends.

### **3. Action item- Comprehensive Economic Development Strategy (CEDS) 2012 Annual Update**

DVRPC's Mary Bell presented the updated 2012 annual CEDS. The CEDS is created to satisfy EDA requirements and the most recent was approved by the EDA as the Greater Philadelphia region's CED on September 30, 2009. The purpose of the Regional CEDS was identified by Ms. Bell as a prerequisite for applying for funds under EDA programs. The CEDS identifies regional challenges and opportunities, integrates economic development with land use and transportation planning, integrates human and physical planning and establishes regional goals and objectives.

The annual update completed by the DVRPC staff is a review of the goals and objectives which were revised as appropriate. The CEDS update also gauged progress by using performance measures and reviewed and updated the list of key regional economic development projects.

The CEDS placed a focus on growth centers throughout the region. This update included emphasis on Freight Centers as an element of growth centers and employment opportunities. Additionally, the CEDS goals were identified as:

- create jobs in distressed areas and for populations most in need;
- create jobs that match workforce supply;
- support and promote key economic sectors;
- reduce greenhouse gas emissions;
- enhance the climate for business growth;
- invest in public infrastructure;
- foster a high-quality, productive workforce; and
- expand our connections to the global economy.

The update included revisions and additions to the project list which are available in the report under Appendix C. It was noted that inclusion in the CEDS listing does not guarantee EDA funding nor does it signify DVRPC support or endorsement of the project.

After the presentation, questions were taken. Mr. Kenny inquired about whether a project that might expand rail service bringing new commerce would be eligible for funding. Ms. Bell explained that this would require the engagement of the host municipality and county in order to be considered on its merits as a qualifying project though it seemed to fit the mold.

Co-Chair Barry Seymour called on the committee to vote on the following action:

That the Delaware Valley Goods Movement Task Force support the underlying policies and contents of The Greater Philadelphia Economic Development Framework 2012 Annual Review and Update.

The action was approved unanimously.

### **4. Pennsylvania Statewide Long Range Plan Update**

Penn DOT Deputy Secretary and committee Co-Chair Jim Ritzman presented on the Department's update to the statewide long range transportation plan. This comprehensive planning effort is part of a program that updates the plan every 5 to 6 six years. Consistent with

the recommendation of the Transportation Funding Advisory Commission in August 2011, the initiative will focus on a comprehensive freight movement component that will elevate freight as a transportation planning consideration across the Commonwealth.

Mr. Ritzman provided some of the considerations that will impact the efforts under the newest federal legislation, MAP-21. The inclusion of performance measures established by States and MPOs and a focus on Freight were notable inclusion in the legislation. The plan will seek to identify current bottlenecks in the process. Mr. Ritzman recognized that PennDOT must spend more time listening to the stakeholders in the industry to complement the public voice that has guided other plans.

The framework for the planning initiative begins with the vision, building on previous work and stakeholder input from all modes. The “Plan” component will quantify needs and develop scenarios and outcomes. Next, “Prioritize,” considers the issues, conditions as well as system performance to create project-level priorities. Included will be a “Measure” component that will help to gauge performance helping to create a baseline for the next step of the framework, “Report”. The framework will also seek to improve the communication during the development of the plan and through the implementation to help create better buy-in prior to the finalization of the plan.

The project schedule includes the conduct of stakeholder meetings, expected to be held this year. Projected completion of the plan is 2014. The consultant team includes CDM Smith as the Prime, with sub-contractors including CH2M Hill, Michael Baker Jr., High Street Consulting, 4Ward Planning and Sacunas. The plan is expected to have an approximately 25-30 year planning horizon.

The emphasis is truly about changing perspective, creating a new focus around goods movement.

## **5. Council of Supply Chain Management Professionals**

Anna Hummel and Ted Olshefski of the Council of Supply Chain Management Professionals—Delaware Valley Roundtable presented to the committee the mission, activities, and membership benefits of the Global CSCMP organization. After a brief introduction of all CSCMP professionals from various roundtables across the region, Ms. Hummel introduced guest Jocelyn Jones of the FHWA/CSCMP. Ms. Jones spoke briefly about the reputation of the DVGMTF and her gratitude to Mr. Dahlburg for all of his effort over the years to bring stakeholders together.

Ms. Hummel turned over the presentation to Mr. Olshefski to present on the mission and purpose of the Delaware Valley Roundtable. Its mission reads “the Delaware Valley Roundtable through quality seminars, programs, and presentations will expand and promote the knowledge of logistics and provide a logistics resource throughout the Delaware Valley community.” Various memberships are available to supply chain management students and professionals. The organization provides educational opportunities, links to the global Supply Chain community, and access to local leaders and practitioners in addition to associated member benefits.

Membership also includes access to the annual state of logistics report. Ms. Hummel provided a quick update from suggesting slow and steady economic growth as most CFOs are still cautiously optimistic.

## **6. MAP-21: What It Means For Freight**

Ed Strocko, a Freight Research and Analysis Team Leader in FHWA's Office of Freight Management Operations presented on the key freight provisions of this new transportation law. MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law on July 6, 2012. The bill provides funding for surface transportation programs at over \$105 billion for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. In the eyes of transportation planners especially within freight, Mr. Strocko believes that this is a good bill. However it does not mean the work is done, as this only provides for 2 years of funding.

Breaking down the key provisions, Mr. Strocko began with the funding provisions of MAP-21. Funding is essentially extended at current levels through FY 2014 with most new provisions in effect on October 1st. This included an extension for the Highway Trust Fund taxes to ensure 2 years of solvency for the fund. The law provided more flexibility in funding by reducing the number of programs and expanding their breadth. Freight was provided new eligibility in several core highway formula programs. Truck parking facilities are eligible to receive funding under Section 1401 in the Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP). In addition, under STP infrastructure located within a port terminal facility that facilitates direct intermodal interchange, transfer and access in and out of the port is eligible.

Under MAP-21 there is a larger role for TIFIA with a more than 700% growth in the funding to \$1 billion up from \$122 million in FY11. The prioritization of projects to improve freight movement is dependent on the project's ability to enhance the efficiency of freight movement and its inclusion on a state freight plan. The US DOT may increase the federal share for Interstate highway projects to 95% and other transportation projects to 90%. In addition Projects of National and Regional Significance (PNRS) is continued but not appropriated, with US DOT required to report to Congress on identified projects by October 1, 2014.

Provisions under policy, planning and performance included a national freight policy focusing on improving condition and performance of the national freight network to provide a foundation for US competition in the global economy. The national freight network consists of the primary freight network, identified by the US DOT, portions of the interstate system not designated in the primary network and critical rural freight corridors designated by the states. The primary network will be comprised of no more than 27,000 centerline miles of existing roadways with expansion capacity of an additional 3,000 miles in the future. In addition the US DOT is required to create a National Freight Strategic Plan by October 1, 2015 and update it at least every 5 years.

MAP-21 also includes provisions focused on state freight planning activities. US DOT must encourage each state to establish a freight advisory committee representing public, private and government stakeholders. This committee will assist with advising the state on priorities, issues, projects and funding and assist with regional priorities. States will also be encouraged to develop a comprehensive state freight plan, which will be a requirement of high federal share funding (i.e. 90-95%) for freight projects. Finally, states and MPOs will establish performance targets and report on progress after 4 years. Questions after the presentation revealed that MPOs and States may have flexibility in establishing targets and that the purpose is for meaningful targets.

In order to achieve the outlays of MAP-21 freight requirements, US DOT has created a high-level multimodal Freight Policy Council to coordinate and oversee efforts. The next steps will be

focused on communication through the webpage and fact sheets. Implementation has begun with the October 1 “phase in” and continued transitional procedures.

Information about MAP-21 is available at <http://www.fhwa.dot.gov/map21/>.

## **7. Two-Minute Reports**

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

### **Leslie McCarthy ..... Villanova University**

Dr. McCarthy announced the National Cooperative Rail Research Program has awarded funding for several research studies focused mostly around passenger rail but included several focused on retaining jobs in the rail industry.

### **Bob Siebeneicher.. ..... Eastern Metal Recycling**

Mr. Siebeneicher announced the recent conversion of Camden Iron & Metal to Eastern Metal Recycling following its acquisition by EMR, Inc. several years ago. Also announced was Mr. Siebeneicher’s retirement later this year and his gratitude for his engagement with the committee and the hope that he may remain involved into his retirement as he remains involved with the Institute of Industrial Engineers.

### **Bill Halloran..... Traffic Club of Philadelphia**

Mr. Halloran announced the Club’s participation in the American Cancer Society 5k on October 20th, under the group Walk Over Cancer. December 4th, they will host a networking opportunity at the Racquet Club of Philadelphia. January 22, 2013, the Club will be hosting its annual dinner at the Hyatt where it will award \$5k in scholarships and various achievement awards.

### **Edward King..... Sunoco, Inc.**

Mr. King encouraged the committee members to review the Freight Centers report provided with the handouts and commended the staff on its completion of the product. He also commended staff on the timely nature of reports conducted for the Delaware Valley Region. Mr. King also emphasized that the new owners of refineries are a much different breed and will play a different role in the planning efforts to come.

### **Jim Ritzman ..... PennDOT**

Mr. Ritzman announced that the first P-3 Transportation Board meeting would be held October 18, 2012.

### **Talvin Davis..... NJDOT**

Mr. Davis announced that NJDOT is nearing completion of both the Freight Plan and its Comprehensive Rail Plan and that these should be available for comment shortly.

### **Kelvin MacKavanagh..... Planning Subcommittee**

Mr. MacKavanagh announced that the RTC identified \$6.7 million through 8 projects, 4 in South Jersey. He also described the success of the recent American Shortline and Regional Railroad Association conference in Scranton. Additionally he reminded members of NJ TransAction on April 17, 18 and 19, 2013 at the Tropicana in Atlantic City.

### **Brian Hontz ..... Federal Railroad Administration**

Mr. Hontz announced new regulations pertaining to crossings which are still fresh but details would be provided at the next meeting. He also announced that under the White House’s Strong Cities, Strong Communities program, Chester was selected.

### **Nick Walsh ..... Philadelphia Regional Port Authority**

Mr. Walsh announced that dredging of the Delaware River channel is occurring on Reach A with 45% now completed of the dredging project. Expected completion remains to be set in 2016.

**Tom Kenny ..... M. Gerace**

Mr. Kenny commended the railroads for their collaboration with businesses.

**Dominic O'Brien ..... PRPA**

Mr. O'Brien announced that the World Trade Association's State of the Port luncheon will be held at the Hyatt on November 2nd, 2012.

**Alan Kearns..... NJ Transit**

Mr. Kearns following up on Mr. Davis' updates, announcing that the NJ Comprehensive Rail Plan will be available online for comment by the end of the month.

**Miki Krakauer ..... NJ Freight**

Ms. Krakauer announced that the Freight Rail Plan would be out for comment soon.

**Christina Arlt..... DVRPC**

Ms. Arlt described the recently published "Accessing the Tidal Delaware" study done by the Smart Growth unit at DVRPC.

**John Xu ..... US SBA**

Mr. Xu discussed recent programs including the State Trade and Export Program (STEP) which is a 3 year \$10 million program with \$2.3 million in Pennsylvania.

**William Goetz ..... CSX**

Mr. Goetz provided an update on the recent projects such as the Trenton Clearance Project. Another CSX project was the completion of the rail crossing to the Schuylkill River Trail. In addition he highlighted projects with job creation benefits to the region.

**Ted Dahlburg ..... DVRPC**

Mr. Dahlburg wished to extend his gratitude to Mr. Siebeneicher for his years of committed involvement with the committee. Mr. Dahlburg wished him well during his retirement and invited Mr. Siebeneicher to remain involved with the committee in the future.

## **8. ADJOURNMENT**

The committee was adjourned for lunch. The proposed meeting dates for 2013 are: January 16, April 16, July 17, and October 16.

## Meeting Participants

<u>Name</u>	<u>Affiliation</u>
Badgley, James	Eastman-Linnett Associates
Belke, Carl	Western NY & Pennsylvania RR
Bell, Mary	DVRPC
Ben-Amos, Ariel	Phila. MOTU
Blevins, Dan	WILMAPCO
Boyer, Michael	DVRPC
Cooper, John Thomas	Conrail (retired)
Coyle, Jerry	Evans Delivery Co.
Cromwell, Derryck	Temple University-Student
Dahlburg, Ted	DVRPC
Davis, Talvin	NJDOT
Delp, Paul	Lansdale Warehouse Company
DeYoung, Larry	L.A.DeYoung, Inc.
Dias, Candice	SJTPO
Douglas, Scott	NJDOT-Maritime Resources
Dub, Avri	Avri Dub CPA
Duffy, Ed	Duffy Associates
Emmel, Jason	Temple University
Flaggs, Moreatha	Norfolk Southern
French, Kacey	St. Onge Company
Fusco, Brett	DVRPC
Gates, Matt	DVRPC
Geier, Bobbie	DeIDOT Planning
Goetz, William	CSX Transportation
Guidotti, Robin	Norfolk Southern
Haak, John	Philadelphia City Planning Commission
Halloran, Bill	The Traffic Club of Philadelphia
Hanna, Peg	NJDEP
Harder, Frank	The Tioga Group
Holcomb, Barbara	DRPA/PATCO
Hontz, Brian	Federal Railroad Administration
Hummel, Anna	CSCMP
Jones, Jocelyn	FHWA/CSCMP
Katzenberger, Jim	Accelerx Group
Kearns, Alan	NJ Transit
Kenny, Tom	GWSI-Gerace
King, Edward	Sunoco, Inc.
Kish, Larry	Federal Railroad Administration
Krakauer, Miki	NJDOT Freight
MacKavanagh, Kelvin	NJ Short Line Railroad Association
Magliocchetti, Catherine	USEPA
Mason, Houston	McCormick/CSCMP
McAuliffe, Daniel	Unique Industries/CSCMP

McCarthy, Leslie	Villanova University
McCreavy, John	SMS Rail Line
O'Brien, Dominic	PRPA
Oliver, Greg	DeIDOT
Olshefski, Ted	CSCMP/DHL
Peterson, Marlin	GCIA/SJPC
Phelps, Tim	TMACC
Poses, Abby	Clean Air Council
Ragozine, Bill	CCCTMA
Ratko, Wes	Montgomery County Planning
Ritzman, Jim	PennDOT/Planning
Rook, Randall	AECOM
Ruane, Michael	DVRPC
Sauer, Al	Regional Rail LLC
Seymour, Barry	DVRPC
Siebeneicher, Bill	Eastern Metal Recycling
Sharpe, Andy	Citizen
Strauss-Wieder, Anne	A. Strauss-Wieder, Inc/CSCMP
Strocko, Ed	FHWA
Strohecker, Alanna	AECOM
Wall, Brian	PennDOT
Walsh, Nick	PRPA
Walston, Dan	FHWA
Ward, John	YRC Freight
Ward, John	DVRPC
Westergaard, Rick	Gloucester County Planning
Worden, Lisa	PA DCED
Xu, John	US SBA