

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## **ITS Technical Task Force Meeting Highlights April 14, 2008**

The following are highlights from the ITS Technical Task Force (TTF) meeting held on Friday, April 14, 2008 at the Philadelphia Regional Port Authority, 3460 N. Delaware Avenue, Philadelphia, PA 19134. A list of attendees is attached.

### **Agenda Item #1: Welcome & Introductions**

Bill Hoffman, Federal Highway Administration, Chairman of the ITS Technical Task Force, welcomed members and thanked them for attending.

Each person in attendance introduced themselves and added any relevant ITS updates from their agency. Some of the highlights include:

- ▶ PennDOT: The I-76 ITS Project and PA 309 ITS Design Build projects are underway and expected to be complete by the end of the year.
- ▶ PA Turnpike: The Turnpike has completed a project with Traffic.com to collect roadway traffic flow data and has provided the data their website
- ▶ NJDOT: Work is nearing completion on the statewide operation center in Woodbridge, NJ and it is anticipated that it will be operational by the end of April 2008.

### **Agenda Item #2: Technical Task Force Official Name Change**

Stan Platt led a discussion concerning a potential name change for the ITS Technical Task Force by beginning with the history of the task force, which was established 11 years ago when PennDOT and FHWA directed DVRPC to undertake an effort to improve ITS coordination in the region. Its initial effort focused on developing the Regional ITS Architecture. Over the last decade there has been increasing recognition that congestion is the consequence of a number of factors including traffic incidents, maintenance and construction activity, traffic signal timing, special events, and bad weather, not just bottlenecks. While a primary focus of our effort is still interagency coordination, DVRPC programs and agency efforts have evolved to reflect this new thinking. Changing the name of the ITS Technical Task Force to Transportation Operations Task Force (TOTF) more accurately reflects the broad array of transportation operations activities underway in the region.

Another proposed change is to eliminate the ITS Coordinating Council which was originally intended to function as a high level policy board to oversee RIMIS. As RIMIS's cost has decreased there has been minimal need for high level policy decision makers to meet. This has been reflected in the absence of ITS Coordinating Council meetings. Having the TOTF report directly to the DVRPC Board more accurately depicts how ITS has functioned.

DVRPC is proposing to recommend the following changes to the ITS committee structure:

- ▶ Change the name of the committee to Transportation Operations Task Force
- ▶ Eliminate the ITS Coordinating Council and have the Transportation Operations Task Force report directly to the Board
- ▶ Establish subcommittees focusing on RIMIS, incident management, and traffic signals

After a brief discussion, the Task Force voted to recommend to the DVRPC Board that it be renamed as the Transportation Operations Task Force (TOTF), the ITS Coordinating Council be eliminated, and have the TOTF report to the DVRPC Board in lieu of the ITS Coordinating Council.

**Agenda Item #3: Philadelphia Regional Port Authority (PRPA)**

Jim Walsh (PRPA) and Nick Walsh (PRPA) provided an overview of the PRPA and their port facilities, types of goods shipped, truck operations, and port trends. The PRPA, an independent authority of the Commonwealth of Pennsylvania, has as its primary mission the enhancement of water-borne trade and commerce. PRPA works with its terminal operators to modernize and improve its facilities on a regular basis, and to market those facilities to current and prospective port users. Port cargoes and the activity they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania.

The PRPA operates seven terminals along the Delaware River within the city of Philadelphia. Each facility has either direct or close access to I-95 and/or I-76. The sites also have rail connections to CP Rail System, CSX, and Norfolk Southern. A brief description of each port is provided below.

*Packer Avenue Marine Terminal:* Located in South Philadelphia, Columbus Blvd. (Delaware Avenue) at Packer Avenue. This is the PRPA largest facility and employs state-of-the-art handling for cargoes such as containers, steel products, frozen meat, fruit, heavy lift projects and paper. The site is 112 acres and has 6 berths of 40 foot depth. There are dry, heated warehouses, 1160 reefer plugs, container cranes, and heavy lift cranes

*Piers 96 & 98 Annex:* Located in South Philadelphia at Columbus Blvd. at Oregon Avenue. This facility is 56 acres with 2 berths of 32 foot depth. Specialized cargoes include automobiles, trucks, and heavy equipment.

*Pier 84:* Located at Columbus Blvd. between Oregon Avenue and Jackson Street. This facility is 14 acres with 1 berth of 32 foot depth. Specialized cargoes include a Cocoa beans and cocoa products. Pier 84 is Philadelphia's dedicated terminal for cocoa beans. Philadelphia is the number one cocoa port in the United States. This modern terminal meets all the needs of this sensitive cargo, and has seen continuous cargo growth.

*Pier 82:* Located at Columbus Blvd. between Oregon Avenue and Jackson Street. Pier 82 handles fruits and vegetables and other break-bulk. This facility is 18 acres with 2 berths of 32 foot depth. There are 24 reefer outlets, heated/chilled storage with humidification and 17 truck loading platforms.

*Piers 78 & 80:* Located at Columbus Blvd. at Snyder Avenue. This facility is 44.4 acres with 4 berths of 32 foot depth that specialized in forest products such as newsprint, coated paper and wood pulp. There are loading docks for 48 trucks and can accommodate 58 rail cars.

*Piers 38 & 40:* Located at Columbus Blvd. at Christian Street. This facility is 12 acres with 3 berths of 32 foot depth. This facility specializes in forest products such as

newsprint, coated paper and wood pulp.

*Tioga Marine Terminal:* Located at Delaware Avenue at Tioga Street. The terminal area is 116 acres with 6 berths at 36 ft in depth. Specialized cargoes include containers, refrigerated fresh fruit, paper, plywood, autos, palletized, project, break-bulk, and steel.

The Port of Philadelphia is the nation's 14th Strategic Military Port designated by the U.S. Defense Department, allowing it to handle our nation's military cargoes destined for different points around the globe. Philadelphia is also a homeport for two U.S. Navy Large, Medium Speed Roll On/Roll Off (LMSR) ships. These Naval supply vessels, docked at PRPA's Tioga Marine Terminal, are often utilized to deliver the military cargoes now handled by PRPA as a result of the Strategic Military Port designation.

The PRPA is also involved in channel-deepening initiative to increase navigable depth in the Delaware River from 40 feet to 45 feet. There are also plans in place to expand both north and south of the current Packer Avenue Marine Terminal. The developments of these ports will more than triple the Port of Philadelphia's total capacity of container facilities.

For more detailed information about the PRPA and their facilities, please access the PRPA website at [www.philaport.com](http://www.philaport.com)

#### **Agenda Item #4: Delaware River Maritime Enterprise Council (DRMEC)**

Shelly Warren, Howland Group, and Earl Freilino, DRMEC, gave a presentation on the Delaware River Maritime Enterprise Council and the RAPID System they are developing to expedite military goods into and out of the Port of Philadelphia.

DRMEC is a Pennsylvania not-for-profit organization funded by the Pennsylvania Department of Community and Economic Development, and the U.S. Departments of Transportation, Defense and Homeland Security. Their mission is to serve as a catalyst and facilitator of collaborative efforts that advance and promote the growth and development of the Delaware Regional Marine Transportation System, enable and promote rapid technology transfer and collaboration between commercial, government, military and academic institutions for high speed time sensitive commercial and military shippers and transporters on a regional and national basis.

RAPID (Regional Agile Port Intermodal Distribution) System is an end-to-end, rapid and secure, physical and virtual global surface distribution solution for high-value, time-sensitive military and commercial cargo. RAPID System connects an enterprise of military, commercial, government, law enforcement organizations, infrastructure, people, processes and technologies. It facilitates more rapid and secure transfer of high value, time sensitive military equipment from the fort to the port to the foxhole.

RAPID System's development efforts include RAPID Center, the information system component of RAPID System. It provides a physical and/or a virtual seaport operations and collaboration center. This center integrates information from existing Department of Defense stove-piped systems into a user-friendly, end-to-end surface distribution common operating picture. It utilizes information and data to provide "customer tailored" logistics and security management reports and can provide end-to-end In-Transit Visibility of military surface cargo movements. The system integrates a variety of cargo tracking technologies.

For more detailed information about the DRMEC and RAPID System, please access the

DRMEC website at [www.drmec.org](http://www.drmec.org)

#### **Agenda Item #5: Status Reports**


*RIMIS*: Completed a review of TRANSCOM's RIMIS cost proposal, formal comments were sent to TRANSCOM, and we are waiting for a revised proposal. DVRPC held discussions with PennDOT GIS personnel about obtaining their Road Closure Reporting System (RCRS) database for use in RIMIS.

ITS REGIONAL ARCHITECTURE: DVRPC is continuing to update the Regional ITS Architecture by reviewing and customizing architecture flows for some of the major stakeholders. Once this is complete, diagrams will be prepared for agency outreach.

*IDRUM*: Completing updating the Pennsylvania interface to match New Jersey's version of IDRUM. Began preparatory work to input Pennsylvania Turnpike detours into IDRUM. The application is being developed to have both a public and private version. The private version will contain sensitive information, such as contact names and numbers, that the agencies do not want made available to the public.

#### **Agenda Item #6: Other Business**

The next meeting date for the ITS Technical Task Force is tentatively scheduled for June 2008. DVRPC is coordinating with the Montgomery County Emergency Operations Department to hold the meeting at their new 911 center in Eagleville, PA.

 DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215 238-2871).

**Attendance List:**

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|-----|---------------------|--|
| 1)  | Richard Brahler     | Bucks County Planning Commission         |
| 2)  | Mathew Anderson     | Chester County Planning Commission       |
| 3)  | William Ragozine    | Cross County Connections TMA             |
| 4)  | Earl Freilino       | DRMEC                                    |
| 5)  | Lindsay Young       | DRMEC                                    |
| 6)  | W. E. Thomas        | Delaware River & Bay Authority Police    |
| 7)  | Jeff Cook           | Delaware River & Bay Authority Police    |
| 8)  | Karl Ziemer         | Delaware River Port Authority            |
| 9)  | Bill Hoffman        | FHWA - New Jersey                        |
| 10) | Ek Phomsavath       | FHWA - New Jersey                        |
| 11) | Shelly Warren       | Howland Group                            |
| 12) | Wesley Ratko        | Montgomery County Planning Commission    |
| 13) | Mark Smith          | New Jersey DOT                           |
| 14) | David Korecky       | New Jersey State Police                  |
| 15) | Joe Massimino       | New Jersey State Police                  |
| 16) | Manny Anastasiadis  | PennDOT District - 6.0                   |
| 17) | Dave Wolfe          | PennDOT District - 6.0                   |
| 18) | Bob Kilyam          | PennDOT District - 6.0                   |
| 19) | Peter Sisofo        | PennDOT District - 6.5                   |
| 20) | Lou Cortelazzi      | Pennsylvania Turnpike Commission         |
| 21) | Sgt. Doreen Dean    | Philadelphia Police Department           |
| 22) | Nick Walsh          | Philadelphia Regional Port Authority     |
| 23) | Jim Walsh           | Philadelphia Regional Port Authority     |
| 24) | John Weirkel        | SEPTA                                    |
| 25) | Stephen Jesiolowski | SEPTA                                    |
| 26) | Shawn Jalosinski    | Sports Complex Special Services District |
| 27) | Walker Allen        | DVRPC                                    |
| 28) | Ted Dahlburg        | DVRPC                                    |
| 29) | Chris King          | DVRPC                                    |
| 30) | Laurie Matkowski    | DVRPC                                    |
| 31) | Rick Murphy         | DVRPC                                    |
| 32) | Stan Platt          | DVRPC                                    |
| 33) | John Ward           | DVRPC                                    |
| 34) | Matt West           | DVRPC                                    |