# **QUARTERLY MEETING HIGHLIGHTS**

10 AM | July 16, 2025

8th Floor, American College of Physicians Building | DVRPC Main Conference Room

190 N Independence Mall West, Philadelphia, PA 19106-1520

#### 1. Call to Order

**Ariella Maron, Executive Director of DVRPC**, welcomed everyone by stating the purpose of the goods movement task force and reiterated that the purpose of the group is to discuss important issues and receive feedback from freight stakeholders.

## 2. I-95 Freight Area Orientation

Dan Farina Jr., AICP, DVRPC, presented an overview of current conditions faced by freight operators along the I-95 corridor in Philadelphia. He pointed out several major freight facilities such as PHL, Tioga Marine Terminal, and Packer Avenue Marine Terminal. Additionally, he indicated I-95's connection to commercial centers like the Franklin Mall, Aramingo shopping centers, the Stadium district, and the Navy Yard. I-95 is a critical spine for freight in the region, with AADT being between 100k-250k. 9,000 of these vehicles (6-7%) are trucks, which take trucks off local streets. Dan highlighted that truck activity is heaviest in the Northeast and near the Stadiums/Airport, and congestion snarls around Center City. In the Bellwether district, the PES refinery site is being redeveloped and is projected to employ 19,000 people. High cube warehouses are expected to add 2,500-3,000 trucks per day.

## 3. I-95 Reconstruction Project Overview

Sara Patterson, PhD, PE, Michael Baker International, provided an overview of the ongoing I-95 Corridor Reconstruction project in Greater Philadelphia, a comprehensive, multi-phase initiative led by PennDOT to rebuild and modernize aging infrastructure along the corridor. She stated that I-95, like many other highways of its age, needs to be reconstructed. The I-95 corridor in PA is 41 miles long, with 276 lane miles, 209 bridges, and sees an average of 190,000 AADT. She identified 4 sectors, A-D, with sectors A and B being prioritized due to viaduct conditions. Sector D will be adding slip ramps to Street Road, and Sector C will see interchange improvements at the junction with US322. Elaine Elbich, PE, PennDOT, stated that construction has been taking place on sector A (Girard to Cottman) since 2008 and will continue into the early 2030s. Reconstruction is estimated to cost \$3-4 billion, and PennDOT cannot close the highway because three lanes of traffic each way must be maintained. PennDOT is coordinating with State agencies, City utilities, community groups, ports, businesses, and sustainable action committees (SAC) for stakeholder outreach. Elaine noted improvements and opportunities along sector A: replacing the Conrail viaduct with bridges, adding a multi-use trail, reconstructing the Route 15 trolley, and adding a new Frankford Loop to keep trolleys running during construction. Castor, Delaware, and Allegheny Avenues were improved to connect the two parts of the split interchange, and Delaware Avenue will be extended to reduce truck traffic on Richmond Street.

## 4. I-95 Sector B (Spring Garden to Girard Point Bridge) Overview

Elaine Elbich, PE, PennDOT, shared an overview of the upcoming Sector B studies in South Philadelphia, which are currently in their early stages with final design and construction in the 2040s. Sector B, which sees 90,000–140,000 AADT and includes 49 bridges nearing the end of their useful life, is currently in the planning and early construction phases. Major goals include improving deficient facilities, enhancing safety and connectivity, and supporting access to key economic nodes such as Penn's Landing, the Navy Yard, and the Bellwether District. Infrastructure improvements will address substandard shoulders and acceleration/deceleration lanes, while preserving three travel lanes in each direction to avoid diversion onto local streets. The Penn's Landing Park (CAP) project began construction in 2023 and is anticipated to be complete by 2029. The Girard Point Bridge is scheduled to go out to bid in late 2025, with construction expected from 2026–2031. The Sector B

Master Plan, completed in May and scheduled for release in July, outlines future planning studies (2025–2028), preliminary engineering (2029–2039), and construction (2040–2055). Community outreach, which was initially virtual due to COVID, has continued through SACs and public events, helping shape project alternatives, especially regarding waterfront access and multimodal improvements.

#### 5. I-95 Sector B Stakeholder Discussion

Dan Farina, Sara Patterson, and Elaine Elbich opened the panel for a Q&A with participants. Alison Hastings moderated the panel discussion. The Q&A panel discussion highlighted a range of concerns and considerations regarding the I-95 Corridor Reconstruction project. Questions centered around the feasibility of highway burial or removal, both of which were deemed cost-prohibitive and impractical due to connectivity and emergency access requirements. Concerns were voiced about traffic operations at key off-ramps and intersections in Sector B. There was interest in the inclusion of multimodal freight connectivity, as well as the movement of freight from PHL to the Navy Yard and Bellweather district. Other questions highlighted opportunities for improvement of infrastructure, resiliency of modern construction, and truck parking and queuing.

## 6. Two-minute Reports

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

Sean Greene DVRPC

In early September, a study on US322 in Gloucester County will look at the freight impacts of warehouse developments. Additionally, Port Infrastructure Development Grants are open until September, and if you plan on applying, please reach out to DVRPC at least 10 days in advance.

#### John McCreavy

**New Jersey Railroad Association** 

New Jersey Rail is hosting their second annual railroad day on Wednesday, August 20<sup>th</sup> at the Raritan Center Industrial Park and hosted by Raritan Central Railroad (Edison, NJ). There will be discussions about the multimodal potential of trucking and rail.

Matthew Long PennDOT

Subject matter experts at PennDOT are developing a freight movement plan. They are making a truck parking effort across the commonwealth but need a budget.

Jacob Cummings SJTPO

SJTPO provided an update on an upcoming September request for proposal (RFP) focused on freight movement between Vineland and Millville. The organization noted a mismatch in current freight patterns, with freight moving predominantly north-south, despite the need for stronger east-west connectivity to better serve regional logistics and economic activity. They have also reestablished a Freight Advisory Committee and will be meeting in the Fall.

Stephen Chiaramonte WSP/NJDOT

Working on four big projects. Phase I of a statewide parking study is complete, with Phase II looking at finding and subsidizing places to park trucks. The NJ statewide freight plan will be released in summer 2027. He also noted that they submitted critical urban and rural freight corridors to FHWA and are waiting to hear back. Lastly, the Freight Advisory Committee met on Friday, 7/18, and was focused on port issues.

## 7. Old or New Business/Adjournment

The next meeting of the Goods Movement Task Force is tentatively set to be held in person on October 16<sup>th</sup>, 2025 at 10 am. The meeting was adjourned.

Any modifications or corrections to these highlights can be transmitted to DVRPC's Daniel Farina (dfarina@dvrpc.org).

#### **Meeting Participants**

Name Affiliation

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Brahms, Matthew Delaware Valley Regional Planning Commission
Buerk, Jesse Delaware Valley Regional Planning Commission

Chiaramonte, Stephen WSP

Clark, Rickie Federal Highway Administration

Cummings, Jacob SJTPO
Davies, Chuck PennDOT

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Dugan, Brendan South Jersey Port Corporation

Elbich, Elaine PennDOT District 6-0 Fagin, Judith Judith E. Fagin, PMP

Farina, Dan Delaware Valley Regional Planning Commission

Farrell, Dan Philadelphia City Planning Commission

Fitzgerald, Thomas The Philadelphia Inquirer

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