

**MEETING HIGHLIGHTS****DELAWARE VALLEY  
GOODS MOVEMENT TASK FORCE  
Wednesday, January 13, 1999****[1] Call to order**

The September 17, 1998 meeting notes were approved.

**[2] FY1999-2002 Transportation Improvement Program**

Charles Dougherty of DVRPC presented an overview of the draft FY1999-2002 Transportation Improvement Program (TIP) for the Pennsylvania portion of the Delaware Valley. Closely coordinated with the DVRPC member governments and committees over a 12 month period, the draft TIP contains over 475 highway and transit projects to be programmed at a cost of \$3.4 billion. The Pennsylvania portion of the region is receiving approximately one-third of the state's federal and state funding for the four year period. The draft TIP, which can be viewed on the DVRPC website ([www.dvrpc.org](http://www.dvrpc.org)), was subjected to a public review process that led to some modifications.

One important component of the TIP is the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Targeted to air quality nonattainment areas like the DVRPC region, this program will make \$68 million available in funding for projects like Intelligent Transportation Initiatives (ITS) and park and ride initiatives. A major portion of the program will be competitive and will entail the formation of a CMAQ review committee to screen applications and evaluate candidate projects. It has been proposed that the committee include a representative from the Goods Movement Task Force and business community. The call for eligible projects will most likely occur in April of 1999.

Ted Dahlburg of DVRPC stated the draft TIP contains several projects that are of direct interest to the local freight community. Those projects which can be singled out are the *PA 309 Connector*, *Philadelphia Naval Shipyard Access*, *Tioga Marine Terminal*, *Railroad/Highway Grade Crossings*, *Conrail Trenton Line*, and the two phases of the *DVRPC Competitive CMAQ Program*. (Note: a project funding revision has been made to the *CSX Trenton Line* project subsequent to the January 13 meeting. The demonstration funding has been revised to \$5 million and the required local funds to \$10.849 million.)

Kelvin MacKavanagh of CSX and Chairman of the Task Force's Long Range Plan Subcommittee described the subcommittee's review of the draft TIP and summarized the comments it had transmitted to DVRPC as part of the public comment period (letter dated December 22, 1998). He cited the subcommittee's commitment to addressing National Highway System connector issues and its desire to see references to the Goods Movement Task Force in DVRPC's TIP and any printed information on the TIP development process. Finally, Mr. MacKavanagh commended Mr. Dougherty's helpfulness in consistently reporting on TIP and Plan developments to the subcommittee and Task Force.

Andy Warren of PennDOT commented on the usefulness of highlighting freight-related projects in the TIP. Accordingly, DVRPC staff will seek a means to flag those TIP projects with the greatest tie-in to the local freight community and to develop a TIP brochure specifically authored for the private sector. Finally, it was observed that the CMAQ program had been successfully used in other regions to fund freight-related projects through ISTEA allocations.

### **[3] FY2000 Work Program**

Mike Gatti of DVRPC described the contents of DVRPC's FY2000 Planning Work Program. Mr. Gatti distributed copies of Table B which displays the many technical studies to be undertaken by DVRPC and its member governments between July 1, 1999 and June 30, 2000. The table is grouped by planning emphasis area (e.g., *Alleviate congestion and improve efficiency of the transportation network.*), and shows the cost of each project and the source of funding. The total cost of the work program is \$12.4 million.

Mr. Gatti also discussed the schedule for the development of the FY2001 Work Program. He noted that the DVRPC Work Program Committee had looked very favorably on the previous endorsement of projects by the Goods Movement Task Force due to its expertise in the freight area. He also remarked that concepts and descriptions of candidate projects should be readied by the end of the summer for submittal to the Work Program Committee by September.

Ted Dahlburg highlighted three freight-related projects which are scheduled to be undertaken as part of the FY2000 work program: *Goods Movement Program* (0-43-160), *Analysis of Truck Movement* (0-43-050), and *Landside Access—Tioga Complex* (0-43-080). As was observed by the Task Force, DVRPC's ongoing *Intermodal Facilities Management System* work (0-43-230) will include a freight element (in addition to passenger considerations) and, thus, it should be grouped with the other freight-related projects.

### **[4] Transporting Solid Waste**

Charles Oyler, Market Development Project Manager for BFI Waste System, addressed the committee on waste management in the Delaware Valley. Mr. Oyler is responsible for the construction of various company facilities throughout the Mid-Atlantic region.

Mr. Oyler outlined four categories of solid waste: municipal waste, construction and demolition waste, residual waste, and recyclables. All together, the Philadelphia region generates approximately 14,000 tons of solid waste each day. The four major companies managing waste in the region are Waste Management, BFI, Republic, and Superior Hauling.

Solid waste management requires different types of facilities including transfer stations, landfills, and material recovery facilities. Most waste is moved relatively short distances by truck. However, there are growing opportunities to transport more waste by rail. Overall, Pennsylvania is an "import" state because it receives significant amounts of waste from other states.

Waste management in the New York region is facing an important development in the next few years: its major landfill (i.e., Freshkill) is committed to be closed. To handle its waste at that time, the New York region is now exploring various solutions including the use of marine transfer locations, barges, and ultimate destination points as far away as Illinois, Ohio, and Virginia.

#### **[5] Two-minute Reports**

Liz Voras (PennDOT) highlighted two important PennDOT initiatives: its Baldrige organizational assessment, and a statewide examination of freight planning being performed with the assistance of Gannett-Fleming. John Brown reported on the progress of doublestack clearance improvements on the CSX line through the Delaware County and South Philadelphia portions of the region (expected completion: July, 1999). Bill Lundquist briefed the committee on Phase 2 of the state's 1998 Rail Freight Assistance Program, and reminded Task Force members of the annual Pennsylvania Rail Freight Seminar to be held in Hershey from April 27-29.

John Coscia (DVRPC) reported that the region is moving ahead rapidly with plans for implementing Intelligent Transportation System (ITS) technologies. He observed that the region does lag behind other areas with respect to ITS, but also commented that DVRPC is spearheading a group of local stakeholders and facility operators in compiling a regional deployment plan and architecture to more fully utilize available ITS strategies.

Gary Shields (Bethlehem Steel) reflected on the participation of the Economics Subcommittee in preparing the *Delaware Valley Rail Freight Plan* over the past year. A subcommittee meeting has been tentatively scheduled for March 31. Like previous meetings, the subcommittee will meet at a local freight facility; the Packer Avenue Marine Terminal is under active consideration. Meeting topics will include 1999 Rail Freight Assistance Program applications and the rail freight properties directory. Mr. Shields also acknowledged his appreciation to Jeff Sutch (SMS and Penn Jersey Rail Lines) for reporting on subcommittee activities at previous Task Force meetings he was unable to attend.

Kelvin MacKavanagh reiterated the Long Range Plan Subcommittee's involvement with the development of the TIP and stated that a future meeting will be scheduled.

Ted Dahlburg, reporting for the Data Subcommittee, cited the *Freight Lines* data bulletin and the inventory of intermodal connectors conducted by the state DOTs and the FHWA. Also, as noted in the *TravelSmart* transportation advisory, the New Jersey Turnpike is instituting a diesel fuel discount program for commercial vehicles, and CSX has begun construction of its new Greenwich Yard intermodal facility.

Other updates provided by committee members touched on the Eastwick rail connection in South Philadelphia (which has been completed by CSX), highway grade crossing issues and policies (Tom Collard, Charles Clark, and Doug Golden), New Jersey DOT truck and data initiatives (John Powers), and a follow-up meeting to be held with Conrail on the Philadelphia-South Jersey Shared Assets Area (Terry Foley).

#### **[6] Old/New Business**

A recently prepared video, *New Jersey Short Line Railroads: Direct Connection to a Global Market*, was shown to the committee. The promotional and educational piece, which is about 20 minutes in length, highlights short line operations throughout New Jersey, including those lines found in the DVRPC region.

The next meeting of the Task Force is scheduled for April 14. This meeting may be conducted at the PennDOT District 6-0 offices in St. David's. Affirmation of the meeting location will be sent out with the next committee mailing. (Please note other meeting dates for 1999: July 14 and October 13.)

Other materials distributed at the meeting included, *Proceedings: National Freight Summit*, highlights from DVRPC outreach meetings with the Traffic Club of Philadelphia, the South Jersey Transportation Club, and the Delaware Valley Associated Equipment Distributors, and a thank you letter to Paul DeMariano of the Port of Philadelphia and Camden for his efforts on behalf of the region.

### **Attendance List**

<u>Name</u>	<u>Organization</u>
Chuck Oyler	BFI Waste System
Gary Shields	Bethlehem Steel Corp.
Gerald Coyle	Trans Freight Systems
Ray Lagomarsino	UPS
Kelvin MacKavanagh	CSX Transportation
Mike Brimmer	CSX Transportation
Bill Schafer	Norfolk Southern
Rick Crawford	Norfolk Southern
Jeff Sutch	SMS, Penn-Jersey Rail Lines
Fred Winkler	Winchester & Western Railroad
Tom Collard	Southern Railroad of New Jersey
Charles Clark	Federal Railroad Administration
Doug Golden	Main Line Management
Terry Foley	Port of Philadelphia and Camden
Hank D'Andrea	South Jersey Port Corporation
Thomas Beck	FastShip
Carol Ann Thomas	Burlington County
Stephen Bartlett	Phila. City Planning Commission
Larry Wilson	Phila. Office of Transportation
Andy Warren	PennDOT (District 6-0)
Dennis Tiley	PennDOT (District 6-0)
Elizabeth Voras	PennDOT
John Brown	PennDOT
Bill Lundquist	PennDOT
John Powers	New Jersey DOT
John J. Coscia	DVRPC
Ted Dahlburg	DVRPC