

Delaware Valley Goods Movement Task Force

Data Subcommittee

Planning Subcommittee

Shippers Subcommittee

Delaware Valley Regional Planning Commission

DVRPC BOARD HIGHLIGHTS

DELAWARE VALLEY GOODS MOVEMENT TASK FORCE

WEDNESDAY, JULY 12, 2000 MEETING

[1] Call to order

The meeting was called to order by John Coscia of DVRPC and Ran Marshall of PennDOT (substituting for Liz Voras). All meeting attendees were introduced and the April 12, 2000 meeting notes were accepted without modification. Two meeting attendees were congratulated on recent promotions. Ted Matthews of New Jersey DOT has been promoted to Executive Director of the Aeronautics and Freight Systems, and Ted Matley has been named the new Executive Director at WILMAPCO.

[2] DVRPC FY 2001-2004 Transportation Improvement Program (TIP)

Charles Dougherty, Associate Director of the DVRPC Transportation Planning Division, provided an overview of the current updates of the DVRPC TIPs for the New Jersey and Pennsylvania portions of the region. In the New Jersey Subregion, the TIP contains nearly 160 projects totaling about \$995 million for the phases to be advanced during the next three years. In the Pennsylvania Subregion, the TIP contains over 500 projects totaling about \$3.8 billion for the phases to be advanced during the next four years.

One of the programs contained in the TIP is the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Gary Shields of the Subsidiary Railroads of Bethlehem Steel and Ed Henderson of the Philadelphia Regional Port Authority described rail freight projects which were submitted as candidate CMAQ projects and which, because of their merits, were ultimately selected for funding in the competitive process.

Mr. Dougherty described the extensive public outreach efforts conducted by DVRPC to garner input on the draft TIPs. The committee unanimously recommended adoption of the TIPs to the DVRPC Board.

[3] Truck Trip Generation at Intermodal Facilities

Ted Dahlburg and Christian Bauer discussed DVRPC's analysis of truck trip generation at intermodal freight facilities in the Delaware Valley. The goal of the study was to provide a means to estimate truck trips at intermodal facilities. The study is the latest byproduct of DVRPC's Intermodal Management System program.

The methodology for the study involved a data collection effort and a statistical analysis using the software, NCSS 2000. Requests for data such as facility attributes and commodity activity were conveyed to 29 port and rail intermodal facilities, of which 19 responded.

Using the data furnished by the facility operators, the analysis identified those simple regression equations for all facilities, port facilities, and rail terminals, and those multiple regression equations for port facilities and rail terminals which had the best predictive capabilities. These equations can be used to derive estimates of total trucks per day based on the knowledge of one or more independent variables.

These equations have several applications including: forecasting truck traffic at new or expanded intermodal facilities, ranking highway improvements at different facilities, and helping identify National Highway System connectors.

Several Task Force members commented on important nuances associated with the independent variables

(e.g., differences in types of rail cars and ships). In preparing the final version of the report, staff will address these comments and those solicited from the Task Force's Data Subcommittee. Ultimately, the report will be transmitted to the Transportation Research Board and the Institute of Transportation Engineers.

[4] New Jersey Long Range Transportation Plan

Joe Meheski of New Jersey DOT provided an overview of the statewide long range transportation plan effort. A special effort is being made to develop a freight transportation perspective for the plan. Goals for the plan include identifying key freight issues, identifying potential freight strategies and investments, and educating the public on the importance of freight.

Several key points regarding freight have been identified. For example, there is a need for better coordination among government agencies that plan land use and transportation investments. Also, there will be tremendous growth in the movement of goods in and through New Jersey in the next 25 years.

The plan, *Transportation Choices 2025*, will update the current 2020 plan. Planning products will include 5 year, 10 year, and 25 year elements. A continuing, dynamic planning process will include traditional elements as well as an Internet website, interactive CD-ROM, electronic town hall, and videos.

Ted Matley of Frederic R. Harris summarized the activities of the Freight Transportation Issue Group which was created to assist in the update of the long range transportation plan. The group, which consists of private and public sector representatives, had two prior meetings and is scheduled to meet a third time. At the first meeting, the group assessed the strengths, weaknesses, opportunities, and threats to the state's freight transportation system. At its second meeting, the group identified more specific issues and evaluated the impact of long-term planning assumptions on the freight system.

Committee members voiced their concerns about freight issues in the New Jersey portion of the DVRPC region, such as the need to fund track and bridge improvements to accommodate heavier rail cars.

[5] Implications of the Restructuring of the Rail Freight Industry

Frank Harder discussed the implications of railroad mergers. Mr. Harder is the Managing Partner of The Tioga Group, a transportation consulting firm he founded in 1992. Mr. Harder initially worked for Conrail and later for Pennsylvania Truck Lines (PTL).

Past trends can be grouped into the following points: consolidation of Class I railroads (from 70+ railroads in the 1970's to 10 today), privatization (Conrail, CN, and TFM), and the proliferation of small railroads (500 firms with 33% of the track).

The CN-BNSF merger was temporarily stalled by the moratorium imposed by the STB. After June, 2001, there may be additional mergers. This may result in two systems: CN-BNSF-NS and UP-CSX-CP. These possible mergers can produce one of two outcomes for the railroads: adequate returns or inadequate returns.

Inadequate returns could lead the railroads to liquidation, yield management and continued downsizing, or the increased promotion of railway expansion. The public sector could potentially supplement private sector investment to promote expansion. Some examples of this already exist (e.g., the Alameda Corridor and I-81 in Virginia).

A major concern is the public sector's continued promotion of highways in a way that jeopardizes the long term survival of the railroads. Public capital spending on highway construction and maintenance is more than 10 times greater than railways.

In the near term, the rail industry is moving toward a future of two Class I railroads in North America.. In the long term, unless relative public investment changes, the rail industry will be hard pressed to remain viable, particularly after the implementation of advanced highway technologies under development.

[6] Two-minute Reports

Among the updates provided by Task Force and Subcommittee chairs and Task Force members were the following:

Ran Marshall reported on several PennDOT activities including the Rail Freight Assistance Program, training for intermodal coordinators, and the AASHTO Standing Committee on Rail Transportation conference. Ted Matthews stated that a new roadway system linking the Beckett St. and Broadway terminals is under investigation to address circulation problems at the Camden port.

Subcommittee updates were presented by Rick Crawford (Data), Kel MacKavanagh (Planning), and Gary Shields (Shippers). Jeff Sutch reported on the TransAction transportation conference and the New Jersey Short Line Railroad Association. Bruce Hochman gave an update on the activities of the Traffic Club of Philadelphia.

Mike Brimmer of CSX and Rick Crawford of the Norfolk Southern discussed progress to date on the occasion of the one year anniversary of the Conrail acquisition (dating to June 1, 1999). Particular emphasis was paid to major capital investments being made by the railroads in the region.

Thabet Zakaria provided an overview of a comprehensive truck survey being conducted by DVRPC. Also, Elissa Underwood discussed a study examining landside access to the Tioga Marine Terminal.

[7] Old/New Business

The next meeting date of the Task Force is October 11. Isaac Shafran of Louis Berger International is the scheduled guest speaker. The meeting was adjourned.

Attendance List

<u>Name</u>	<u>Organization</u>
Ed Duffy	Philadelphia Industrial Development Corp.
Gary Shields	Bethlehem Steel Corporation
Bruce Hochman	The Traffic Club of Philadelphia
Avri Dub	Avri Dub, CPA
Rick Crawford	Norfolk Southern
Mike Brimmer	CSX Transportation
Kelvin MacKavanagh	Consultant-CSXT
Jeff Sutch	SMS, Penn-Jersey Rail Lines
Fred Winkler	Winchester & Western Railroad
Tom Collard	Southern Railroad of New Jersey
James Boylan	Tyburn Railroad Co.
John Nolan	East Penn Railway
Jim Turcich	Philadelphia Belt Line Railroad
Frank Harder	The Tioga Group
Doug Golden	Main Line Management
Roy Blanchard	Blanchard Company
Tom Erickson	Rail Cents Enterprises
Charles Clark	Federal Railroad Administration
David DiGioia	The Holt Group
Peggy Adams	Bucks Co. Port and International Trade Council
Ed Henderson	Philadelphia Regional Port Authority
Gerald Coyle	Trans Freight Systems
Joseph LoCastro	Eastern America Transport
John Hanssens	Philadelphia International Airport
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Stephen Bartlett	Philadelphia City Planning Commission
Carol Ann Thomas	Burlington County Engineer's Office
Curt Noe	Camden County
Ted Matley	Frederic R. Harris
Ran Marshall	PennDOT
Ted Matthews	NJ DOT
Joe Meheski	NJ DOT
Bob James	NJ DOT
John Powers	NJ DOT
Jerry Mooney	NJ DOT
Al Prant	NJ DOT
John Coscia	DVRPC
Christian Bauer	DVRPC
Elissa Underwood	DVRPC
Ted Dahlburg	DVRPC