

Delaware Valley Goods Movement Task Force

Data Subcommittee

Planning Subcommittee

Shippers Subcommittee

Delaware Valley Regional Planning Commission

HIGHLIGHTS

DELAWARE VALLEY GOODS MOVEMENT TASK FORCE WEDNESDAY, OCTOBER 11, 2000 MEETING

[1] Call to order

The meeting was called to order by John Coscia of DVRPC and Ran Marshall of PennDOT (substituting for Co-chair Liz Voras). All meeting attendees were introduced and the July 12, 2000 meeting notes were accepted without modification.

[2] DVRPC FY 2002 Work Program

Ben Ginsberg provided an overview of DVRPC's FY 2002 Work Program (July, 2001-June, 2002) and its adoption schedule. He also cited work program priority areas established by the DVRPC Board. Ted Dahlburg reviewed current freight studies underway and then presented work program concepts for ten freight-related studies which were prepared by staff based on discussions with Goods Movement Task Force members. One concept was dropped (Port Economic Impacts) because Ed Henderson reported that the issue was addressed by other studies. At the request of Fred Winkler, one potential study was added: Steamship Feasibility Study. Mike Brimmer noted that some of the concepts could be combined.

Task Force members were then asked to vote for their favorites among the ten candidate studies. The ensuing vote indicated that the Task Force's top three priorities for new freight-related studies for the FY 2002 Work Program are:

- Brownfields Reuse (25 votes)
- South Philadelphia Freight Transportation Study (24 votes)
- Grade Crossing Data Base Development (16 votes)

These results will be transmitted to the DVRPC Board Work Program Committee as they develop the FY 2002 Work Program.

[3] Truck Size and Weight Legislation

Ted Dahlburg discussed legislation (i.e., House Concurrent Resolution 306) introduced to the U.S. Congress which seeks to re-affirm the current national limits on longer combination vehicles and truck sizes and weights. The presentation was provided as a result of the DVRPC Board's endorsement of a freeze on truck sizes and weights on September 28, 2000. House Concurrent Resolution 306 was not acted upon by the current Congress, but it could be introduced to the next Congress.

The current size and weight standards were established in 1991 with passage of ISTEA. This is indicative of the expanded federal role in regulating the size of heavy commercial vehicles. Among the current size and weight limits are: 34,000 lbs. per tandem axle, 80,000 lbs. gross vehicle weight, and 102 inches in width. Longer combination vehicles are permitted in only certain states:

Turnpike Doubles (18 states), Rocky Mountain Doubles (21 states), and Triples (16 states).

The Coalition Against Bigger Trucks opposes all efforts to make trucks longer and heavier. Another group, Americans for Safe and Efficient Transportation, is seeking to raise the weight allowance to 97,000 lbs. This is consistent with the heavier weights allowed in Canada and Mexico and found in international containers. The FHWA's recently completed truck size and weight study does not offer any recommendations, but, rather, provides illustrative scenarios and impact assessments for changing the existing size and weight limits.

[4] The Value of Freight

Bob James discussed the purpose and contents of a report entitled, *The Value of Freight to the State of New Jersey*. Mr. James is a Policy Advisor to the New Jersey Department of Transportation and is directly instrumental in the development of the Portway project. He has worked on a number of special assignments for the DOT Commissioner and also contributes to freight policy development.

The purpose of the report, which was prepared by A. Strauss-Wieder, Inc. and the Transportation Policy Institute at Rutgers University, is to explain the relationship between freight transportation and the New Jersey economy. The report shows how freight services help improve the state's economic well being and quality of life. It is written for elected officials and the general public, and contains few technical or transportation terms.

The types of value afforded by the freight industry to the state include: economic value, productivity, local industry support, and growth facilitation. Freight movement directly generates over 484,000 jobs in New Jersey and allows consumers and businesses to cost effectively receive and ship products. The freight system enabled New Jersey to become the crossroads of commerce in colonial times, and is a key reason that the state is now the gateway to the global marketplace. New challenges to the system are posed by meeting future needs, and balancing the need to expand service with the quality of life.

[5] Freight Planning For MPOs

Isaac Shafran discussed freight planning research and its applications to Metropolitan Planning Organizations (MPOs). Mr. Shafran is Senior Vice President of The Louis Berger Group and has over 30 years of experience in the planning and development of transportation projects. He currently serves as chair of the Transportation Research Board's Committee on Freight Transportation Planning and Logistics (A1B02).

MPO freight planning must include a consideration of global economic trends and economic forces that affect the competitiveness of local industry and businesses. Generally, the MPO process is more oriented to solving local commuting and other local problems. MPOs need to consider business needs, such as freight distribution and logistics, not just the individual's transportation needs.

The National Cooperative Highway Research Program Report 421, *Economic Trends and Multimodal Transportation Requirements*, considers global supply and demand forces that affect the competitiveness of U.S. businesses. It reviews trends in distribution and logistics, shipper requirements, and business location patterns. The report also recommends ways to more formally consider the transportation needs of American business in the MPO process.

Critical business input for MPOs includes understanding the following: the transport requirements of key industries, the growth plans of existing business, the priority needs and constraints that affect business, and business input prior to plan and program adoption. It is further recommended that personal travel demand be analyzed not only from the household perspective, but also from the business perspective.

[6] Two-minute Reports

Updates provided by Task Force and Subcommittee chairs and Task Force members on the activities of their companies and agencies included:

Ran Marshall, PennDOT	FHWA National Freight Transportation Workshop, Rail Freight Assistance Program, Act 27 of 2000 Capital Budget, Intermodal Coordinator Training, <i>Railroad Rehabilitation and Improvement Financing Program</i> , STB merger rules
Ted Matthews, New Jersey DOT	New Jersey DOT heavy rail study, New Jersey railroad capital program, Mid-Atlantic rail operation study
John Coscia, DVRPC	TIP adoption, Long Range Plan, DVRPC newsletter
Rick Crawford, Norfolk Southern	Data Subcommittee, truck trip survey, <i>Freight Lines</i> , <i>TravelSmart</i>
Kel MacKavanagh, CSX	Planning Subcommittee, American Short Line and Regional Railroad Assoc. safety and marketing awards, <i>Freight Forward</i> , CSX service improvements
Fred Winkler, Winchester and Western	Shippers Subcommittee, joint luncheon with the Traffic Club of Philadelphia, short line railroad industrial properties directory
Bill Schafer, Norfolk Southern	Schuylkill Valley Metro, rail freight and commuter shared rights-of-way
Bruce Hochman	Traffic Club of Philadelphia activities
Hank D'Andrea	South Jersey Port Corporation Annual Report

[7] Old/New Business

Meeting dates of the Delaware Valley Goods Movement Task Force for 2001 were adopted. The dates are: January 12, April 11, July, 11, and October 10. Please note that, subsequent to the meeting, it was necessary to change the April meeting date to April 18.

Attendance List

<u>Name</u>	<u>Organization</u>
Bill Shoaf	GATX Chemical Logistics
Bruce Hochman	The Traffic Club of Philadelphia
Rick Crawford	Norfolk Southern
Bill Schafer	Norfolk Southern
Mike Brimmer	CSX Transportation
Kelvin MacKavanagh	Consultant-CSXT
Terry Foley	Amtrak
Fred Winkler	Winchester & Western Railroad
James Boylan	Tyburn Railroad Co.
Bob Bailey	New Jersey Short Line Railroad Assoc.
Tom Erickson	Rail Cents Enterprises
Harvey Weiner	Dependable Distribution
John Titterton	Novolog
Peggy Adams	Bucks Co. Port and International Trade Council
Ed Henderson	Philadelphia Regional Port Authority
Dominic O'Brien	Philadelphia Regional Port Authority
Hank D'Andrea	South Jersey Port Corporation
Jerry Sheehan	DRPA
Richard Braucci	U.S. Coast Guard
Tony Gemma	Roadway Express
Tom Carolan	Green Field Transportation
Ray Lagomarsino	UPS
John Hanssens	Philadelphia International Airport
Isaac Shafran	Louis Berger Group
Mel Lehr	Frederic R. Harris
Jim Blair	Reebie Associates
Alan Collins	Urban Engineers
Carmine Fiscina	FHWA, Phila. Metropolitan Office
Stephen Bartlett	Philadelphia City Planning Commission
Larry Wilson	Philadelphia Office of Transportation
Carol Ann Thomas	Burlington County Engineer's Office
Ran Marshall	PennDOT
Lugene Bastian	PennDOT
Greg Brown	PennDOT
Dennis Tiley	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
Steve Robbins	NJ DOT
John Coscia	DVRPC
Ben Ginsberg	DVRPC
Ron Roggenburk	DVRPC
Ted Dahlburg	DVRPC