



DRAFT MEETING NOTES
May 19, 2021, 9:00 AM
Virtual - Zoom Meeting

Attendees

Pete Bardunias	Capital Region Chamber
John Davidson	DA Collins Companies
Valerie Deane	NYS DOT
Chad Grinell	Norfolk Southern
Jeffrey Gritsavage	NYS Canal Corporation
Steve Iachetta	Albany International Airport
Mike Izdebski	Plug Power
Dan Keen	Association of American Railroads
Mark Landgraf	Citizen
Michael Lobsinger	Center for Economic Growth (CEG)
Jennifer Macdonald	Association of American Railroads
Sean Maguire	Town of Colonie
Gautam Mani	FHWA
Kate Maynard	CDRPC
Dave Rosenberg	NYS DOT
Dave Schmitz	Price Chopper
Ben Turin	<i>unknown</i>
Tony Vasil	Port of Albany
Chris Wallin	City of Schenectady
Adam Yagelski	Town of East Greenbush
Chris Bauer	Capital District Transportation Committee
Jacob Beeman	Capital District Transportation Committee
Mike Franchini	Capital District Transportation Committee
Glenn Posca	Capital District Transportation Committee
Andrew Tracy	Capital District Transportation Committee



1. Welcome and Introductions

Chris Bauer began the meeting at 9:00 am with a review of the meeting agenda.

2. Six Things You Should Know About US Freight Railroads (Dan Keene & Jennifer Macdonald, Association of American Railroads)

Dan Keen and Jennifer Macdonald gave a presentation on the current state of the freight railroad industry in the United States and the impacts of COVID-19 on freight railroads. Dan noted that the opinions in the presentation are his own and may not reflect the opinions of the Association of American Railroads.

The following notes summarize the presentation:

- In 2020 the economy and rail traffic saw dramatic declines and then recovered
- Total carloads were down about 13% in 2020
- Food-based commodities performed the best in 2020 compared to other commodities
- Total carloads of coal were down approximately 25% in 2020, one of the biggest declines among individual commodities
- Total coal carloads have declined by approximately 50% the past 6 years
- Grain is a bright spot for the rail industry
- Increases in export grain have been driving higher rail grain carloads
- January and April 2021 were the best intermodal months ever
- Environmental benefits are more important than ever for the rail industry
- In 2020, railroads moved a ton of freight an average of 487 miles per gallon of fuel
- On average, rail is 3-4 times more fuel-efficient than moving goods by truck
- Railroads are taking many steps to remain competitive
- Trucks will become more fuel-efficient and more competitive as time goes on
- AAR supports restoring the Highway Trust Fund to a user-pays system; keeping existing truck sizes and weight limits; increased funding for highway-rail grade crossing safety; and programs that improve first and last-mile connections

Please see the attached presentation for more details.

FAC Comments / Questions on the presentations:

- Tony Vasil – What impacts has Precision Scheduled Railroading (PSR) had on the industry?
 - Answer – The purpose of PSR is to create a better and more efficient railroad system that allows class 1 RRs to better serve their shareholders.
- Steve Iachetta – Are there any plans to transition railroad engines to alternative fuels?
 - Answer – Yes, BNSF and LabTech recently completed a 3 month trial of a battery-powered locomotive in California. Currently, the technology is not there to have



fully battery locomotives, however, adding a single electric locomotive to a train has the potential to improve overall fuel efficiency.

- Michael Franchini – Are there plans for any automated or self-driving trains?
 - There is already a self-driving train in operation in Australia. There is conflicting legislation proposed that could require two-man crews to operate trains, however, the industry would like to limit the requirement to only a one-man crew.
- Chris Bauer – What are the biggest cots to the Rail industry?
 - Answer – Mostly maintenance of the existing system, the addition of longer sidings, and expansion of intermodal facilities.

3. COVID-19 Regional Travel Impacts Update (Andrew Tracy, CDTC)

Andrew Tracy from CDTC gave a presentation on the impacts that the COVID-19 pandemic has had on the local transportation system to date.

The following notes summarize the presentation:

- Regional MAP 21 Congestion and Reliability performance measures saw improvements, meaning there was reduced delay and congestion in the region in 2021
- Traffic throughout the region has mostly recovered to pre-pandemic levels, however, there have been some shifts in peak hour traffic patterns
- Transit ridership is still down and has not recovered to pre-pandemic levels
- NYSDOT continuous counts on US Rt. 9 in Latham indicate that traffic returned to pre-pandemic levels in August 2020
- NYSDOT continuous counts on Wolf Road indicate that traffic on Wolf Rd. has not yet returned to pre-pandemic levels.
- NYSDOT continuous counts on I-87 in Saratoga indicate that traffic returned to pre-pandemic levels in July 2020

CDTC will be collecting traffic count data to help monitor shifts in traffic. Please reach out to Andrew Tracy or Chris Bauer if you have recommendations for count locations, particularly roadways where you feel that traffic has changed in recent years.

Please see attached presentation for more details.

4. 2021 Freight Planning Project Selection (Chris Bauer, CDTC)

Chris Bauer gave a brief update on the upcoming CDTC Regional Truck Parking Study.

The following notes summarize the update:

- CDTC Freight Advisory Committee recommended the Regional Truck Parking Study or the Local Delivery Optimization Study to the Planning Committee on February 17th
- CDTC Planning Committee selected the Regional Truck Parking Study on April 7th



- Project Request for Expressions of Interest (REI) and Scope of Work was released on May 19th (open until June 23rd)
- The next step will be to convene a Consultant Selection Committee, select the consultant, finalize the contract, and then convene the Study Advisory Committee
- Primary purposes of the project:
 - Inventory public and private truck parking supply and demand in the region
 - Identify any negative impacts of truck parking (or the lack thereof) on the trucking industry and local communities
 - Identify major factors and trends affecting overnight truck parking
 - Develop a truck-parking toolkit with local-level policy, zoning, site review and design, and other land use considerations
 - Make recommendations to improve truck parking conditions in the region
- CDTC will provide regular updates on this project at FAC meetings

FAC Comments / Discussion:

- There were no comments from the FAC

5. Capital District Clean Communities Update (Jacob Beeman, CDTC)

Jacob gave a brief overview of CDCC and an update on recent and upcoming events hosted by CDCC.

The following notes summarize the update:

- Capital District Clean Communities Coalition will be developing a training and education series for multimodal freight facilities that will cover different types of alternative fuel vehicles and technologies that can be implemented at the multimodal facilities like the port or warehouse/distribution
 - Workshop format will be a series of virtual (or in-person) trainings designed to help educate Multimodal Fleet managers/warehouse operators freight providers on the alternative fuel options available to them depending on their specific vehicle and operational needs.
 - Series will potentially include information on light and heavy-duty vehicles, yard trucks, forklifts, idle reduction techniques, etc.
 - Planning workshops for Q4 of this year.
- CDCC recently had discussions with Odyne hybrid Systems, a company that offers Plug-In Hybrid Electric options for medium and heavy duty vehicles,
 - Odyne Hybrid systems offer increased power to the vehicle as well as on-site stationary power, unlike other Medium & Heavy-Duty Plug-In Hybrid up-fits.
 - A product brochure will be attached to meeting minutes for more information

FAC Comments / Questions on the presentations:



- There were no comments from the FAC

6. Discussion – Member Updates

- Airport –
 - Steve Iachetta, Albany County International Airport
 - Air Freight continues 12% % growth dating back to 2016
 - Passenger carriers continue to haul belly freight cargo to help offset passenger losses from COVID-19, however, there is no specific data on the volume of belly freight being carried
 - Overall passenger travel (ticketed passengers and flight operations) are still down 48% compared to pre-pandemic levels
- Marine
 - Tony Vasil, Port of Albany
 - Tony noted that the port of Albany is up 7% on ships and barges and 20% on tonnage
 - Global supply chain issues due to COVID-19 continue and are anticipated to continue through the end of the year
- Institutional / Government / Non-profit
 - Chris Bauer announced the retirement of CDTC Executive Director Michael Franchini. Chris noted Michael's commitment to supporting regional freight planning in the Capital region. Michael will be retiring from CDTC in July after leading the Committee for the past 9 years.

7. Next Meeting

Remaining 2021 Freight Advisory Committee Meeting Dates: August 18th, November 17th

All meetings will begin at 9:00 AM unless otherwise specified.

8. Adjourn

The meeting was adjourned at approximately 10:20 AM.



CDTC FREIGHT ADVISORY COMMITTEE



May 19, 2021

Today's Agenda

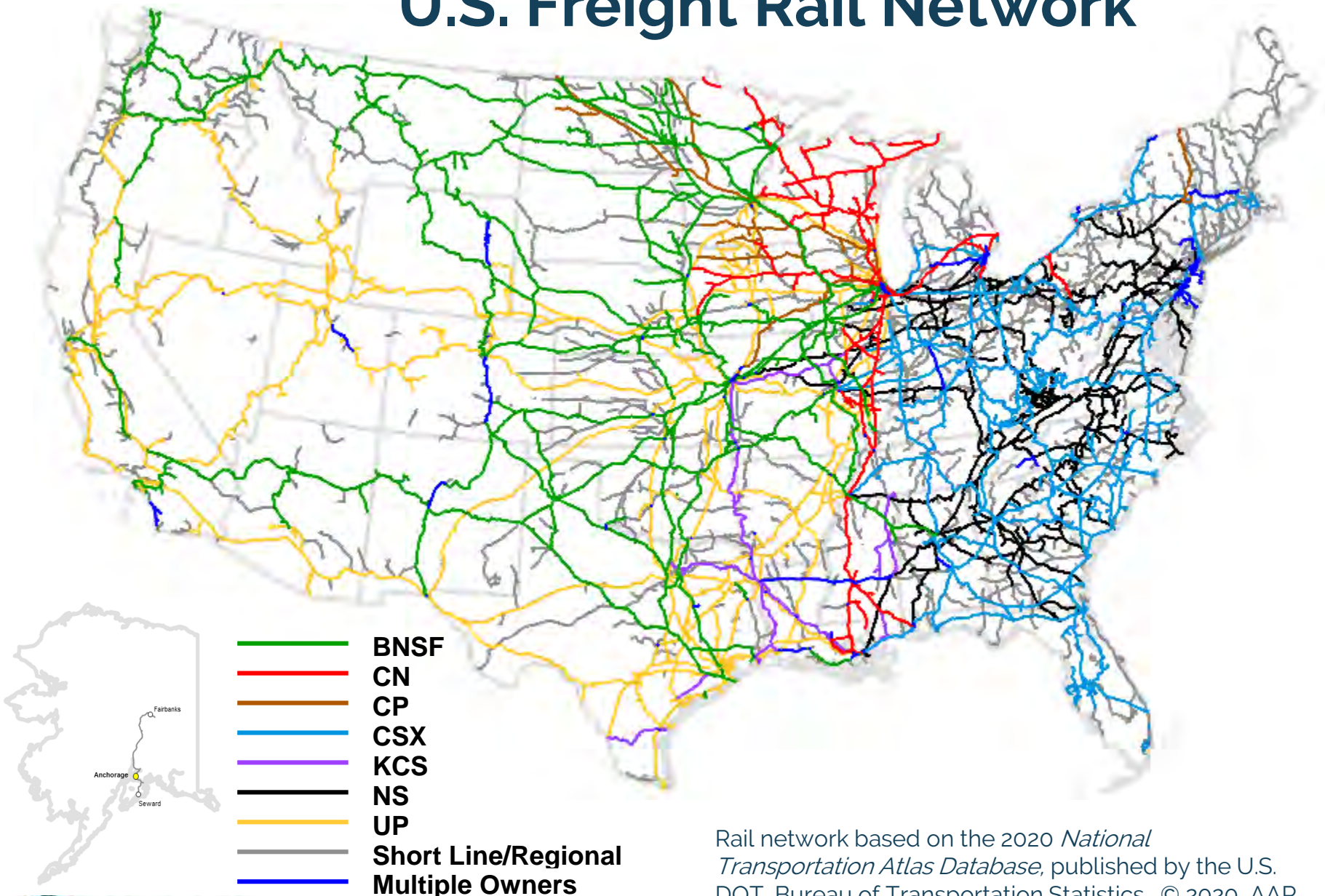
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| <ol style="list-style-type: none"> 1. Welcome 2. Six Things You Should Know About US Freight Railroads (Dan Keen, Association of American Railroads) 3. COVID-19 Regional Travel Impacts Update (Andrew Tracy, CDTC) 4. 2021 Freight Planning Project Selection Update (Chris Bauer, CDTC) 5. Clean Cities Update (Jacob Beeman, CDTC) | <ol style="list-style-type: none"> 6. Member Updates <ol style="list-style-type: none"> i. Airport ii. Marine iii. Rail iv. Trucking v. Other Private Industry (manufacturing, distribution, warehousing, etc.) vi. Institutional/Government/Non-profit |
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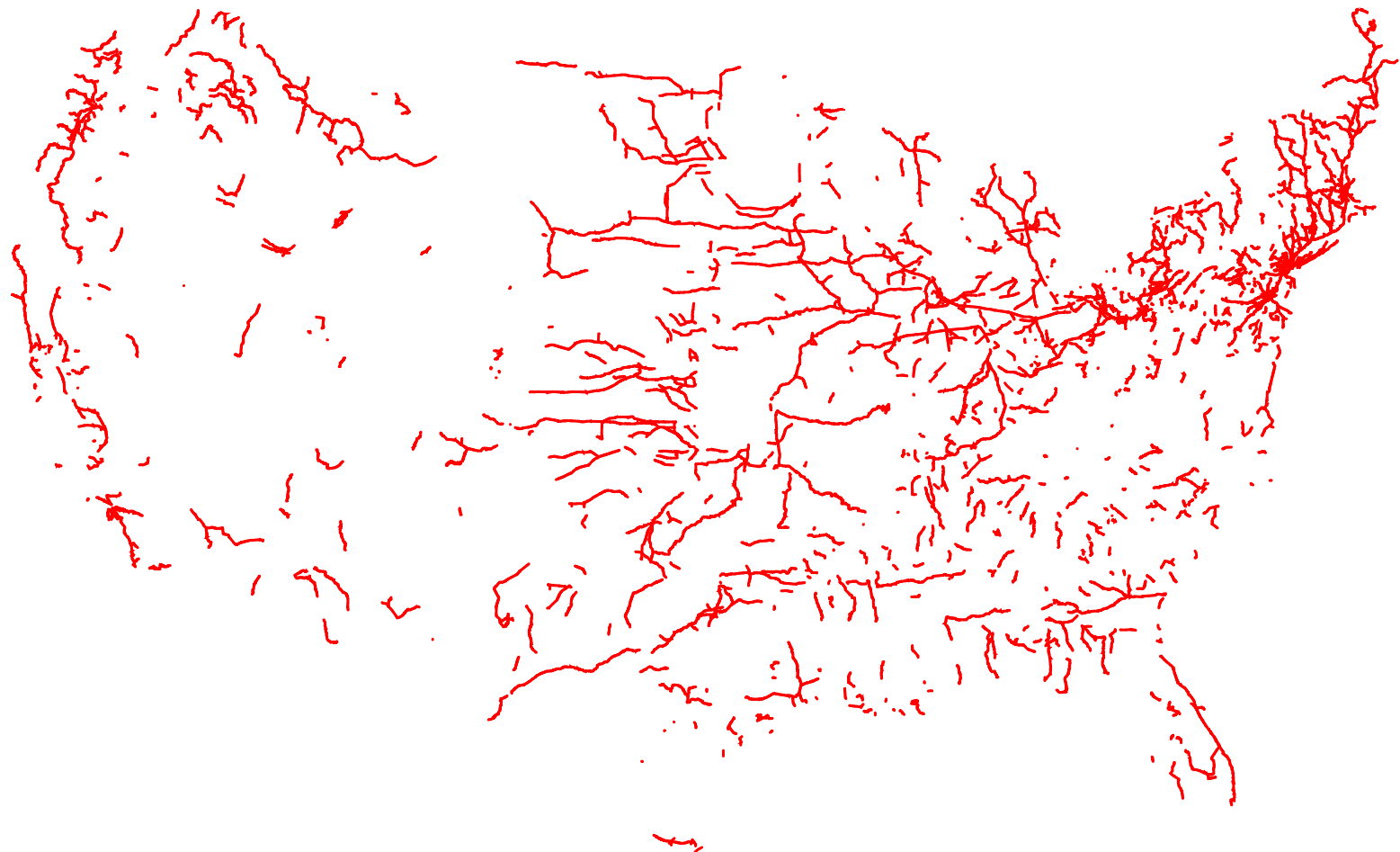
Six Things To Know About U.S. Freight Railroads in May 2021

U.S. Freight Rail Network



Rail network based on the 2020 *National Transportation Atlas Database*, published by the U.S. DOT, Bureau of Transportation Statistics. © 2020, AAR

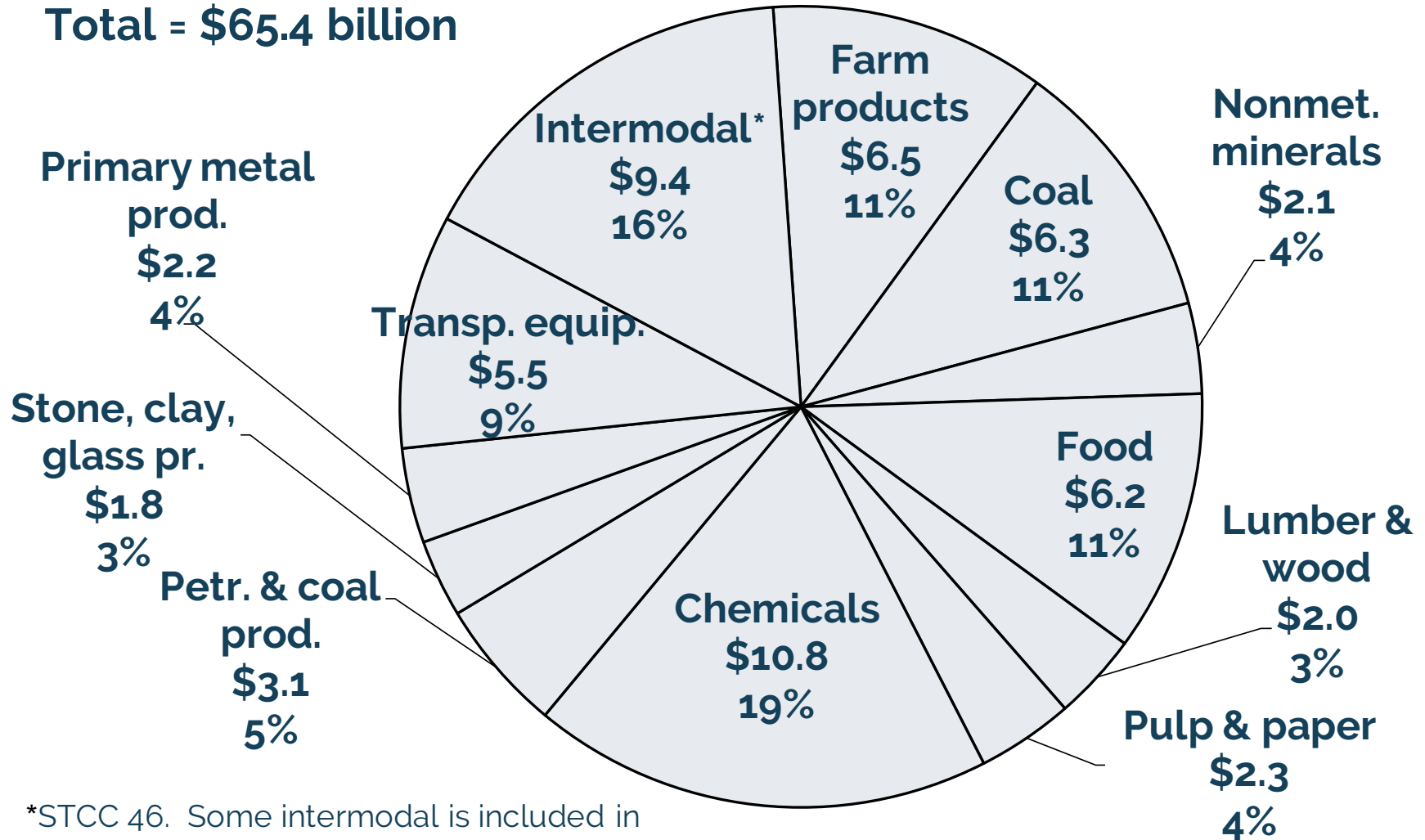
Short Line & Regional Railroads Are Everywhere



U.S. Class I RR Gross Revenue in 2020

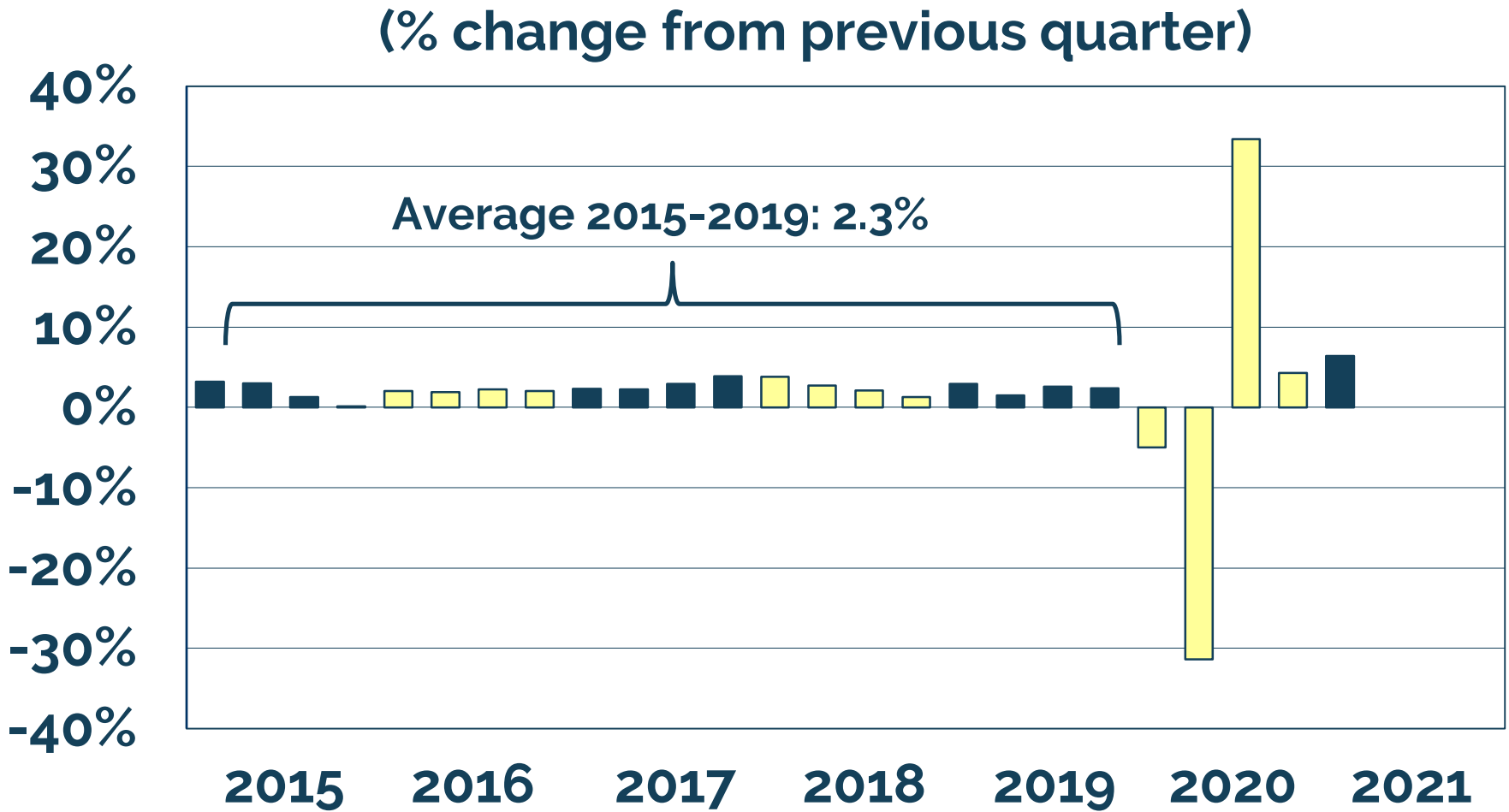
(\$ billions)

Total = \$65.4 billion



*STCC 46. Some intermodal is included in other commodities. Source: AAR (FCS)

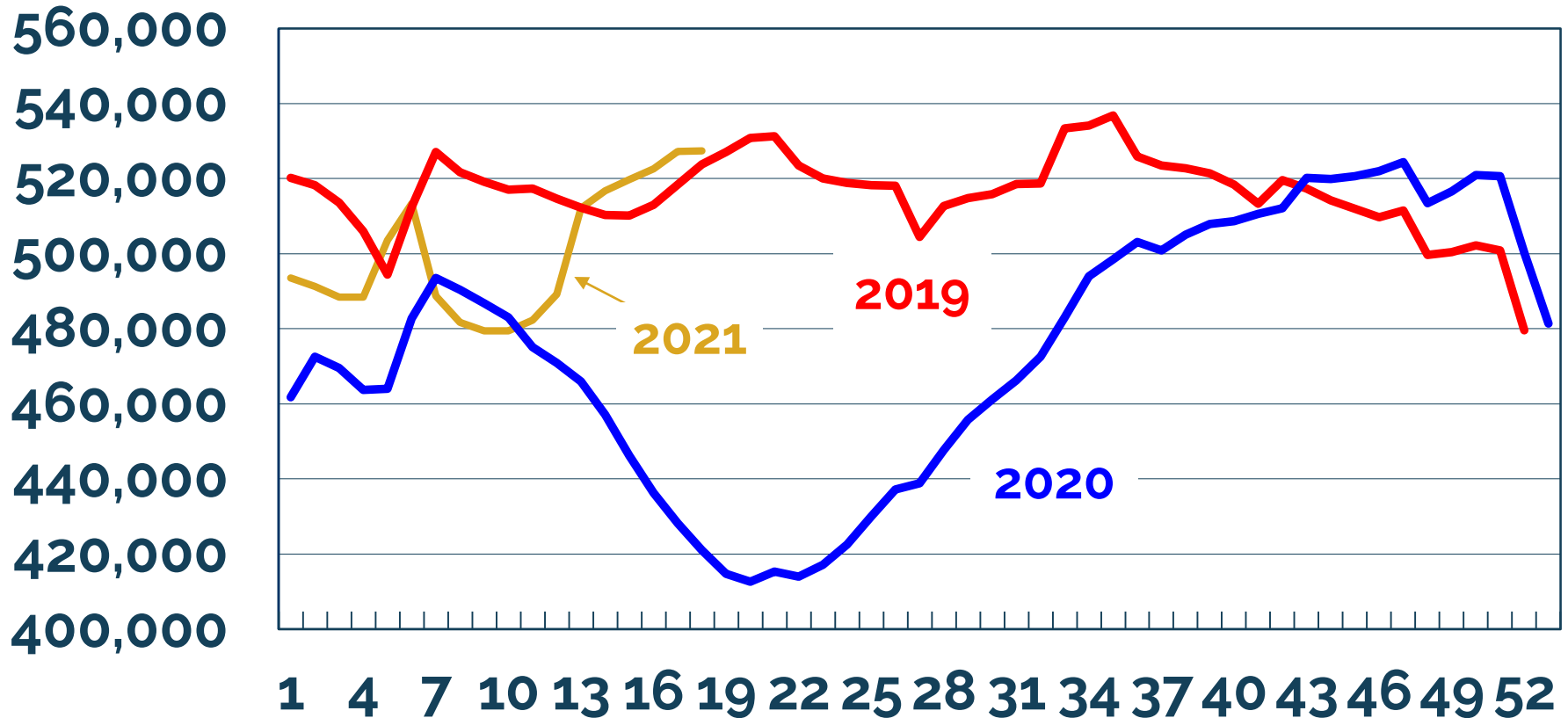
1. The Economy - and Rail Traffic - Got Slammed, but Then Recovery



Source: Bureau of Economic Analysis

Carloads + Intermodal: U.S. Total

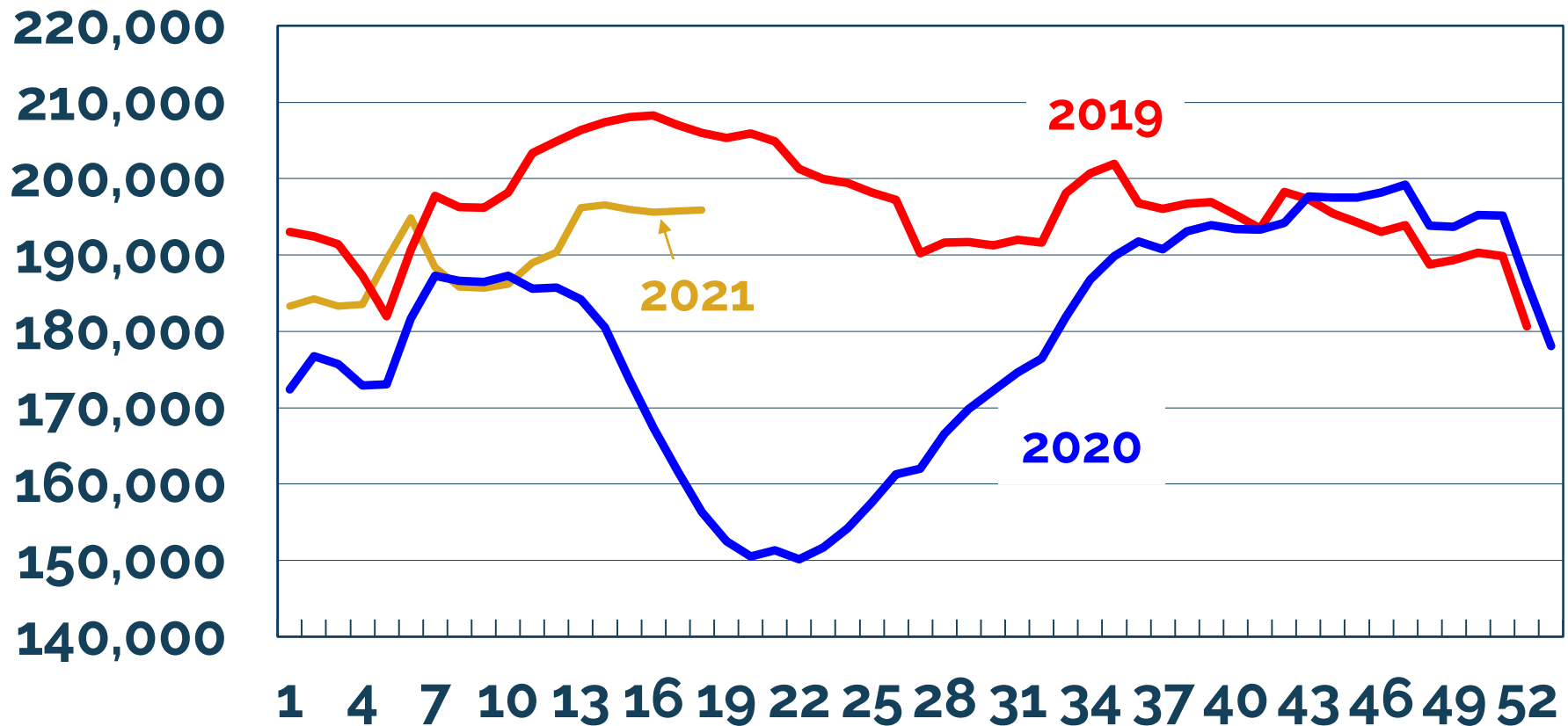
(weekly units, 6-week average)



Data are originations and do not include the U.S. operations of CN, CP, and GMXT. Source: AAR

Carloads + Intermodal: CSX + NS

(weekly units, 6-week average)



Data are originations. Source: AAR

Change in U.S. Rail Traffic: 2020 vs. 2019

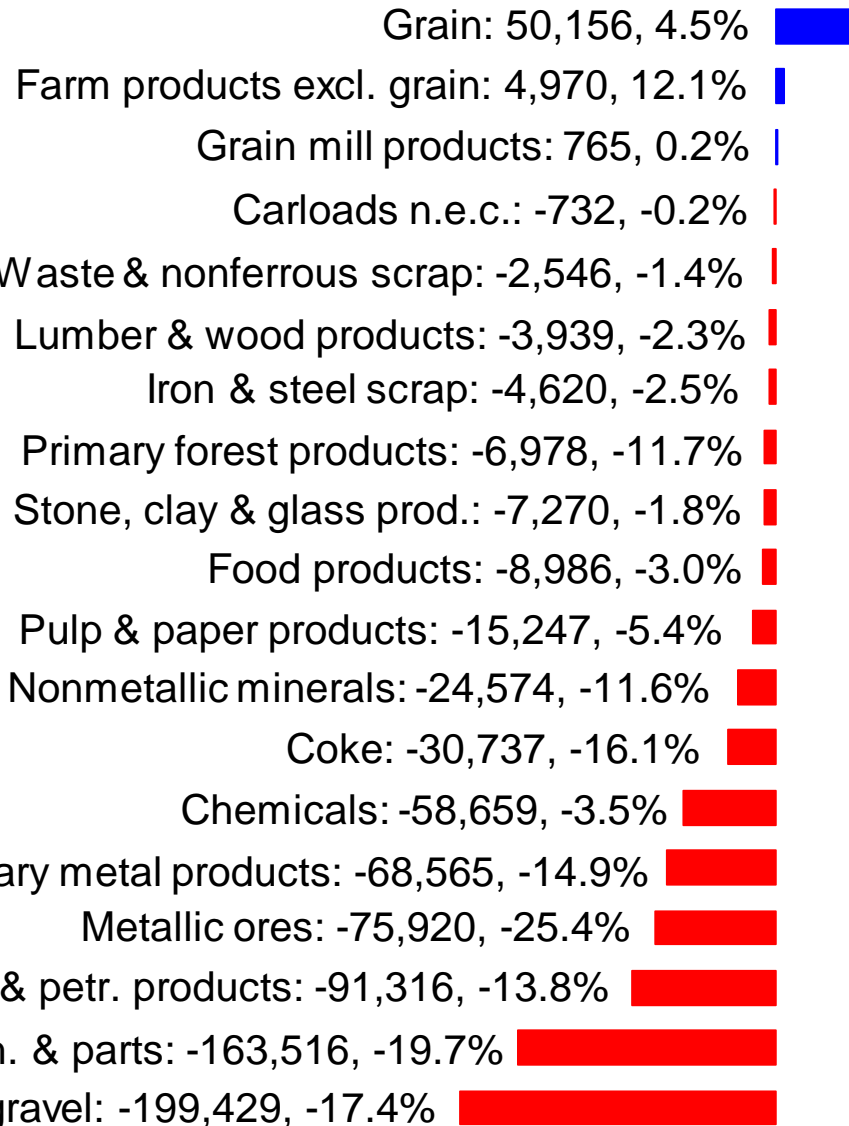
Total carloads:
-1,692,581, -13.0%

Carloads excl. coal:
-707,064, -7.9%

Intermodal:
-276,865, -2.0%

Bars are based on originations,
do not include intermodal, and do
not include the U.S. operations of
CN, CP, or GMXT. Source: AAR
Rail Time Indicators

Coal: -985,568, -24.6%



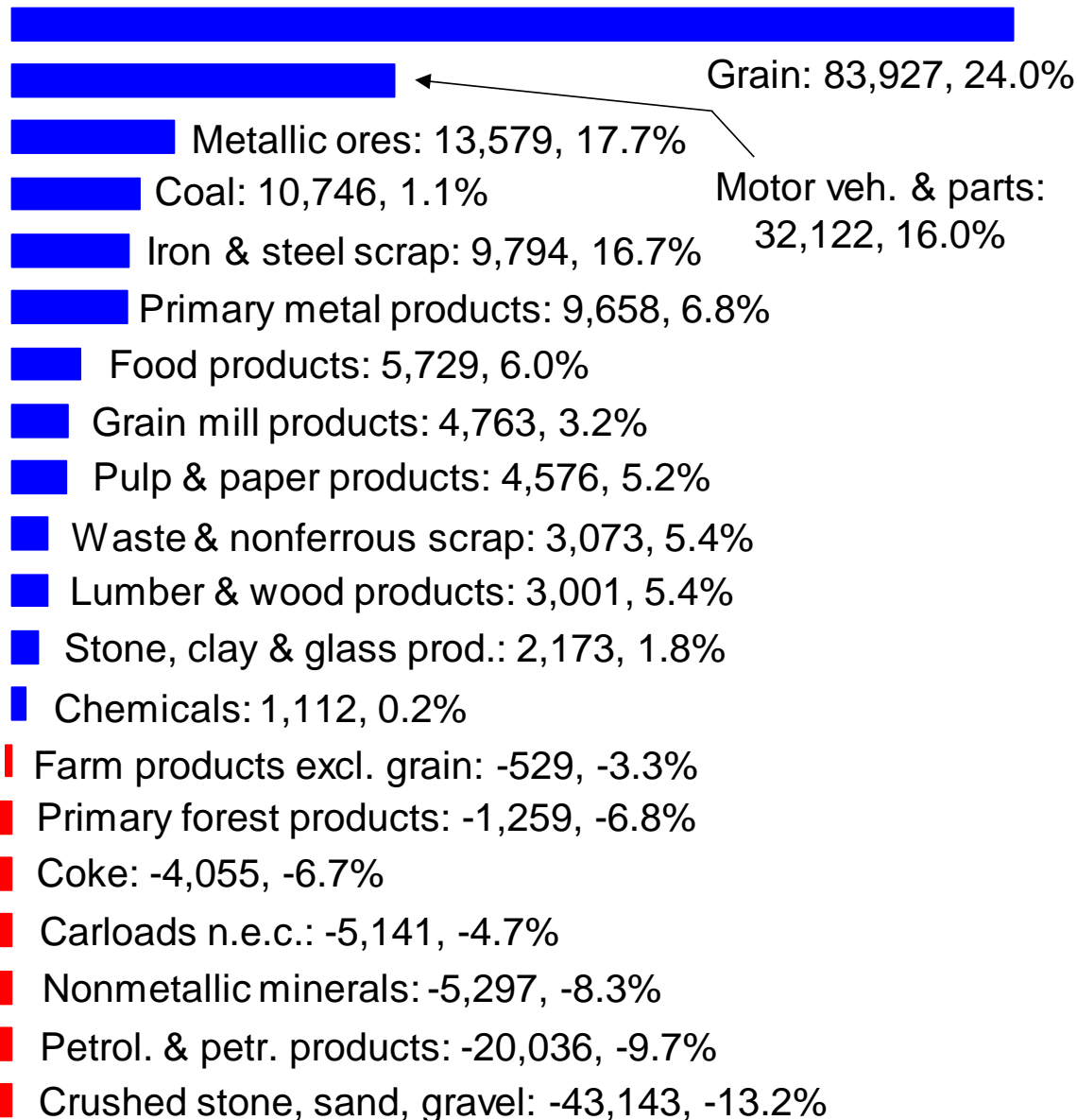
Change in U.S. Rail Traffic: Jan.-April 2021 vs. Jan.-April 2020

**Total carloads:
104,793, 2.8%**

**Total carloads excl.
coal: 94,047, 3.4%**

**Intermodal:
718,271, 17.6%**

Bars are based on
originations,
do not include intermodal,
and do not include the U.S.
operations of CN, CP, and
GMXT. Source: AAR *Rail
Time Indicators*



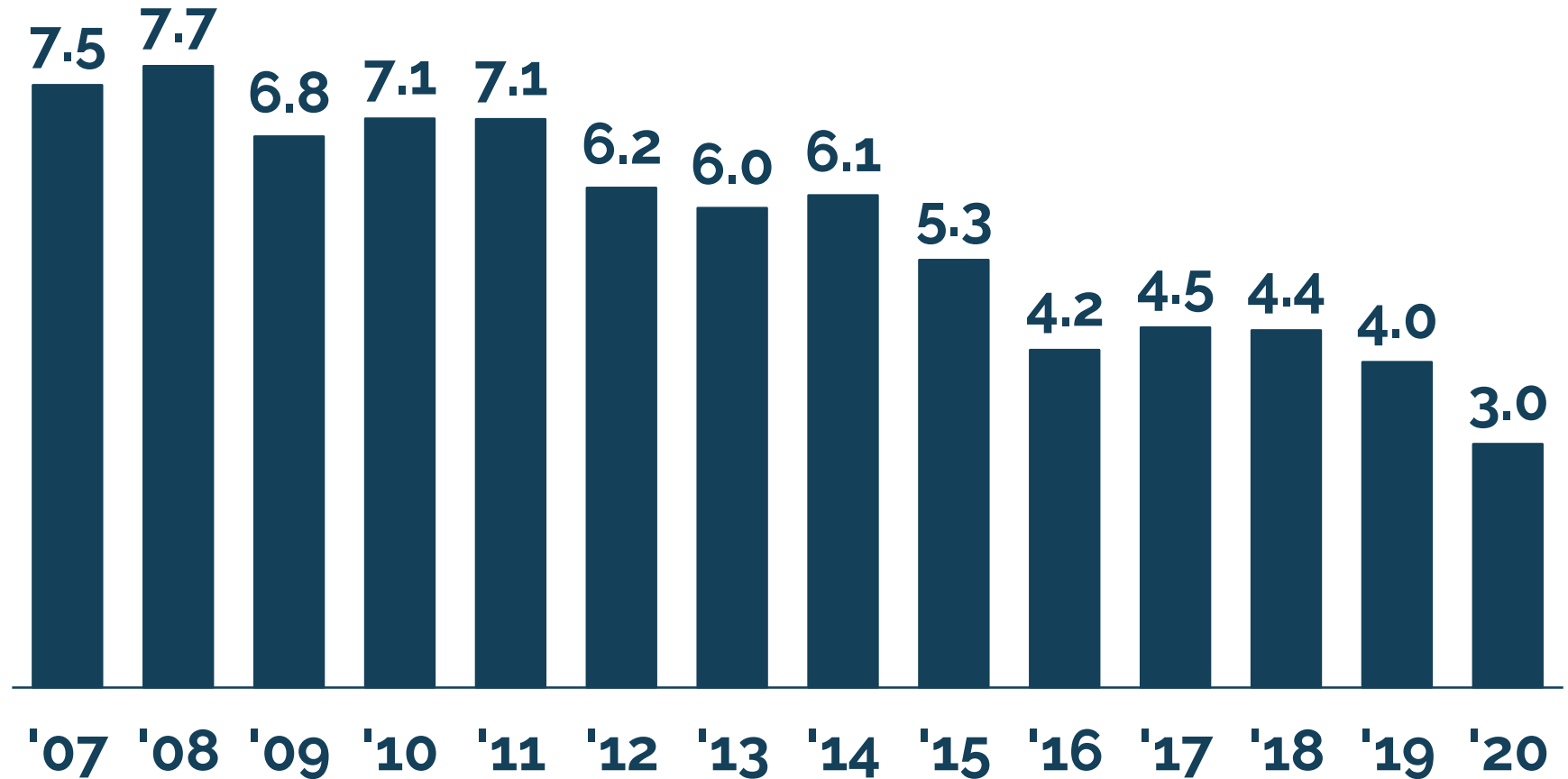
2. Huge Decline for Coal

%Share U.S. Electricity Generation					
	2000	2005	2010	2015	2020
Coal	52%	50%	45%	33%	19%
Natural Gas	16%	19%	24%	33%	40%
Nuclear	20%	19%	20%	20%	20%
Renewables	2%	2%	4%	7%	13%
Hydro	7%	7%	6%	6%	7%
Other	3%	4%	1%	1%	1%

Source: Energy Information Administration

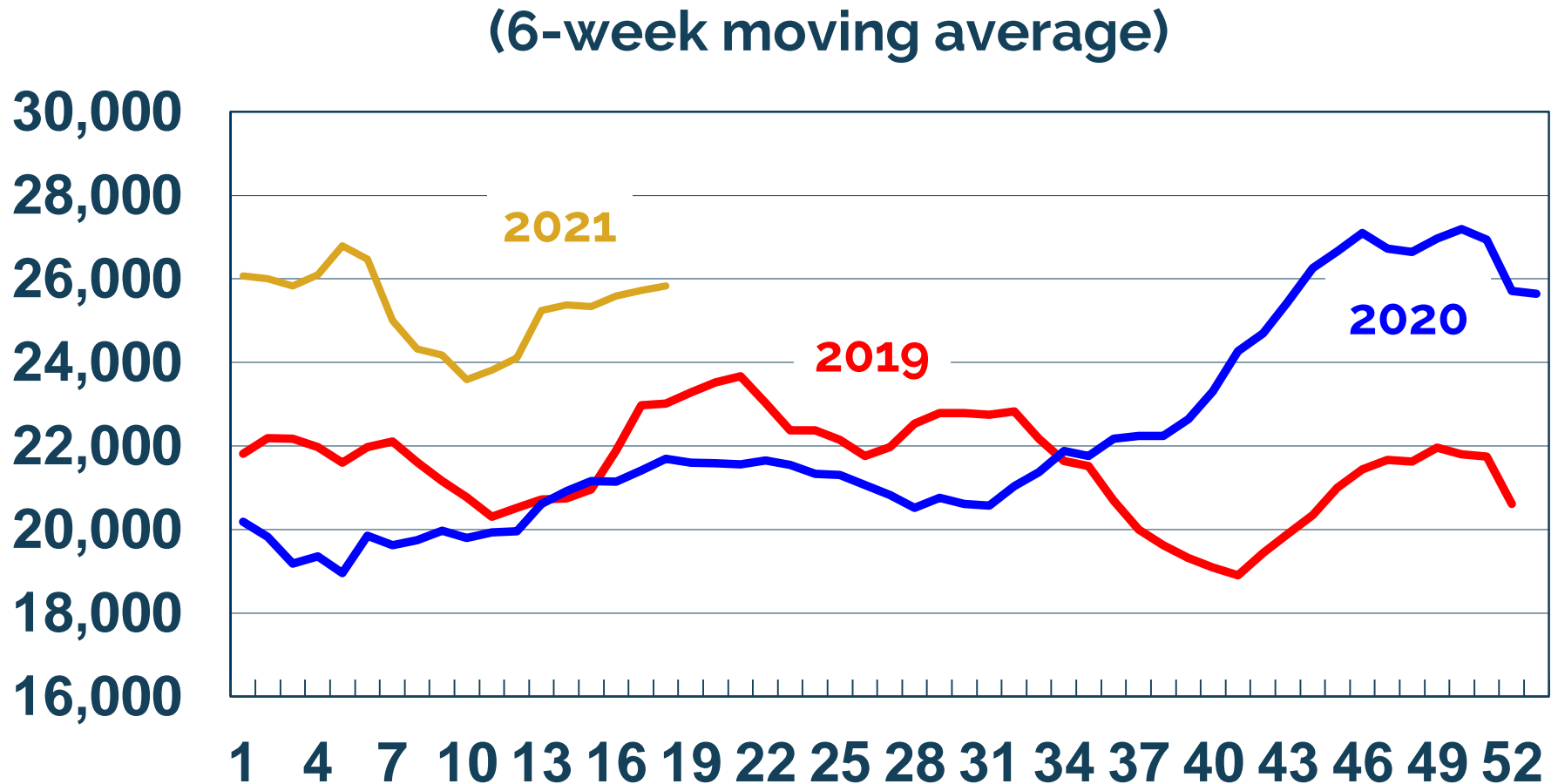
Coal Carloads Down 50% in Six Years

(millions)



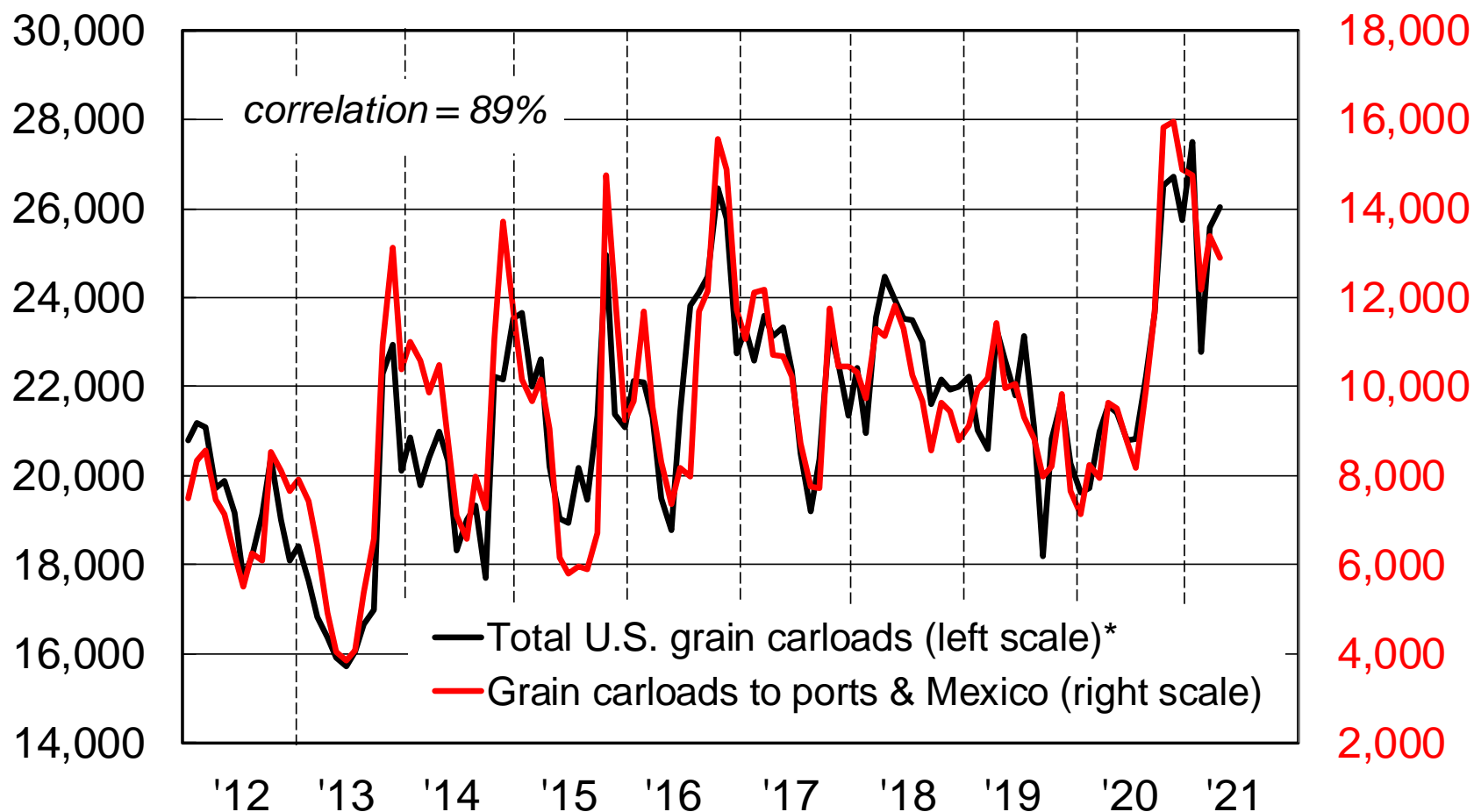
Data are originations for Class I railroads. Source: AAR *Freight Commodity Statistics*

3. Grain Is a Bright Spot



Data are originations, do not include intermodal, and do not include the U.S. operations of CN, CP, and GMXT. Source: AAR *Rail Time Indicators*

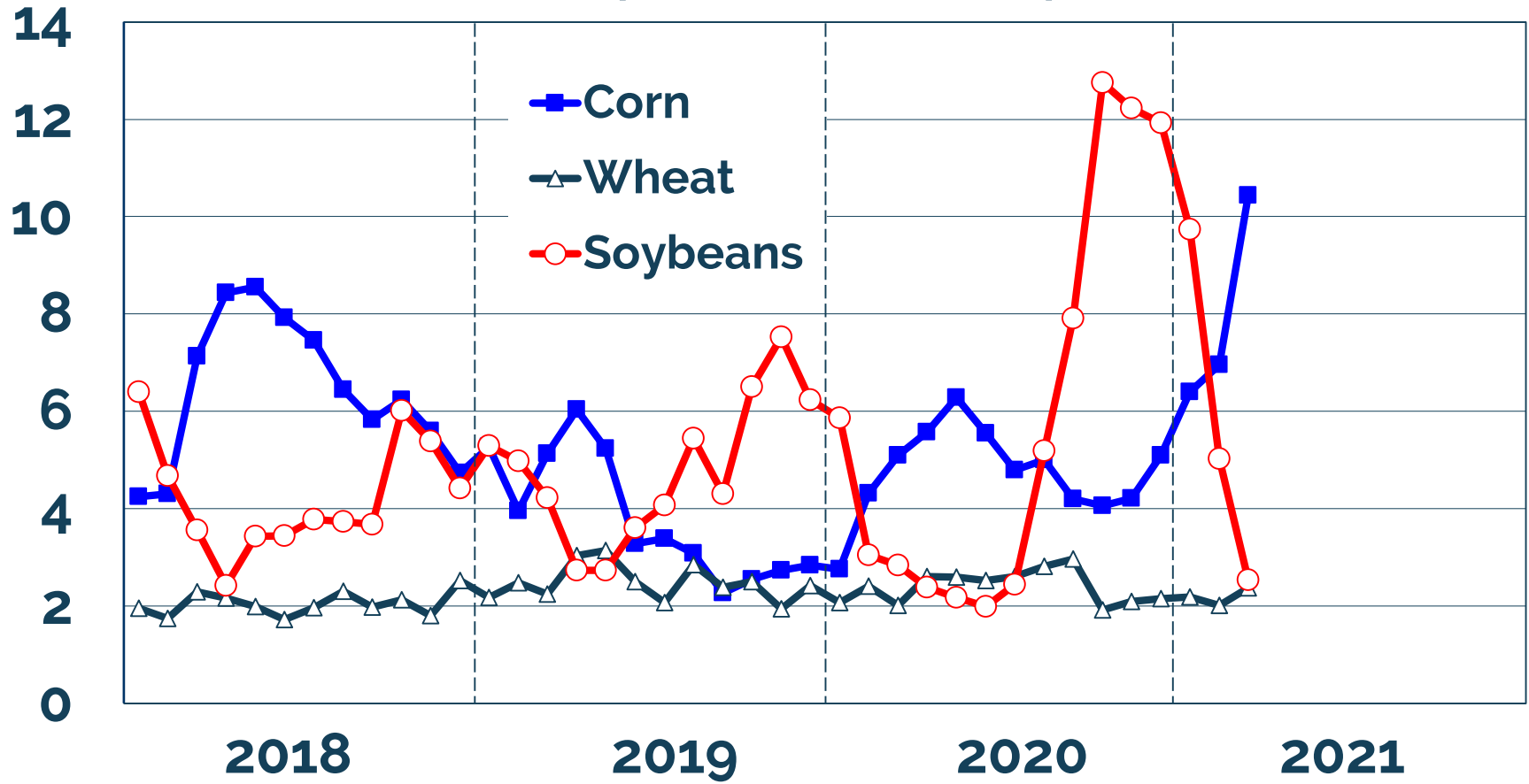
Total U.S. Grain Carloads vs. U.S. Rail Carloads of Grain to Ports and Mexico: Jan. 2012 - April 2021



*Exclude U.S. operations of Canadian railroads. Figures are weekly averages per month. Figures are from different sources and so one is not a direct subset of the other. Source: AAR, USDA

First Soybeans, Now Corn Exports Have Skyrocketed

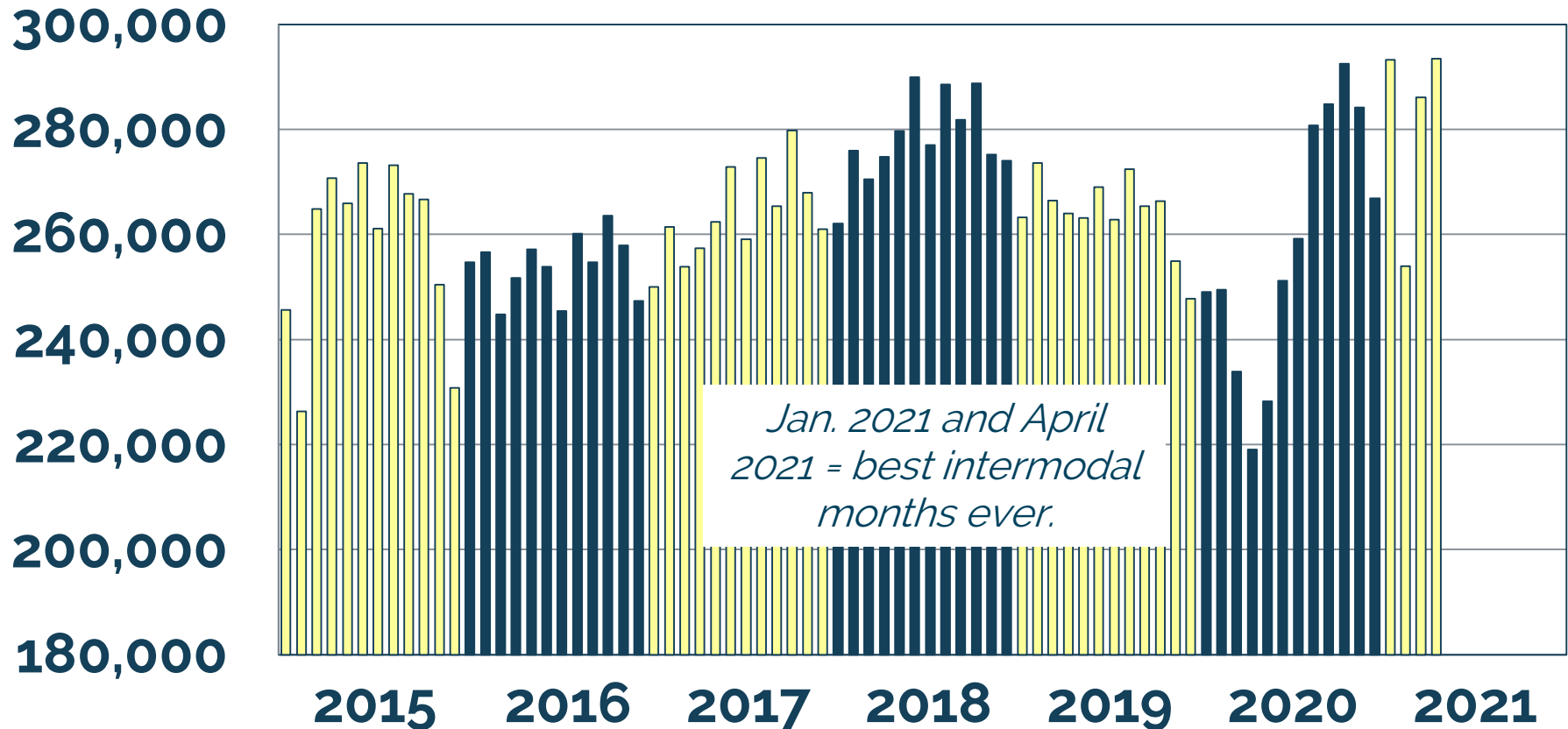
(millions of tons)



Source: USDA

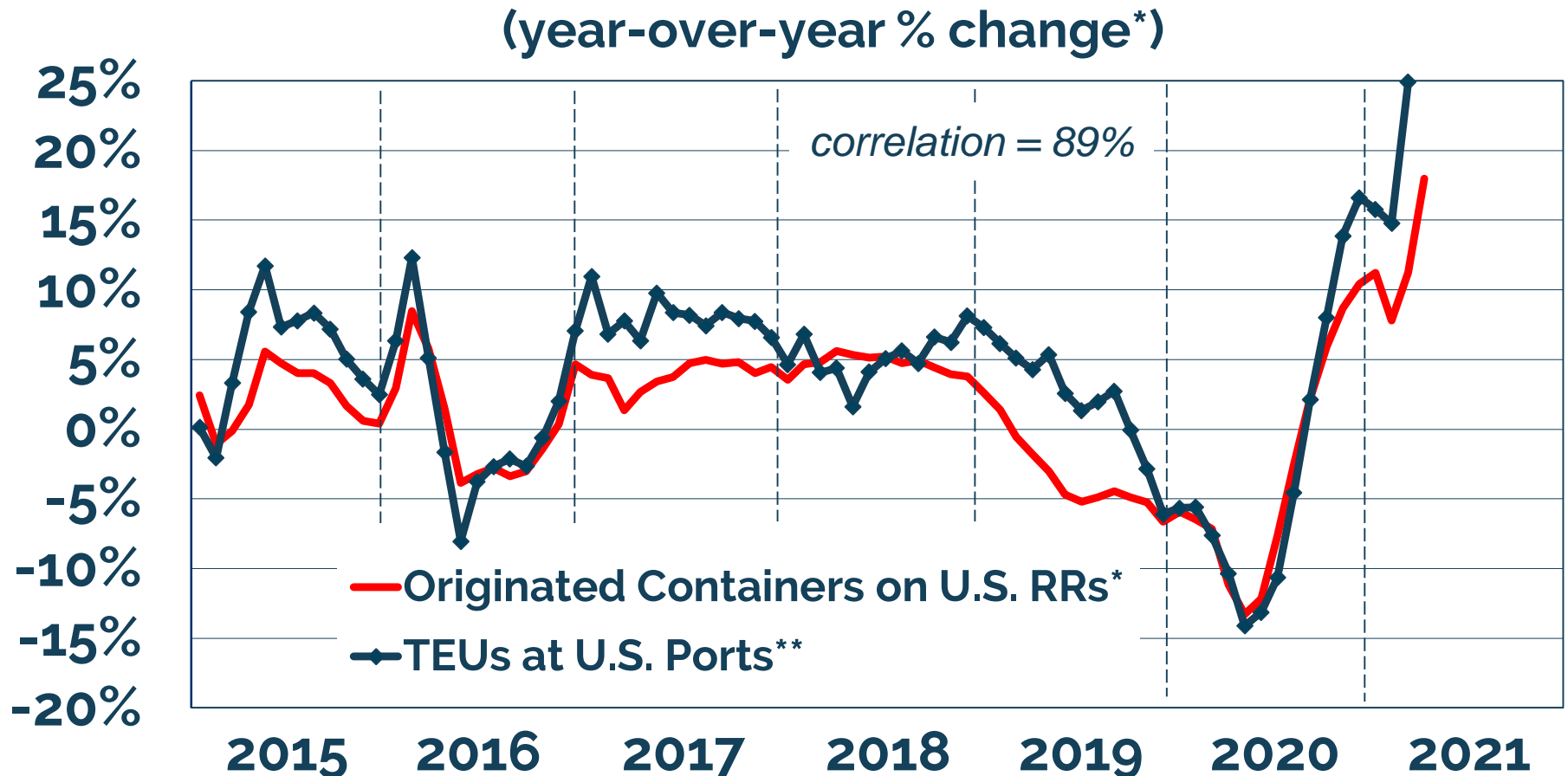
4. Intermodal Is Crushing It

(average weekly U.S. originations by month)



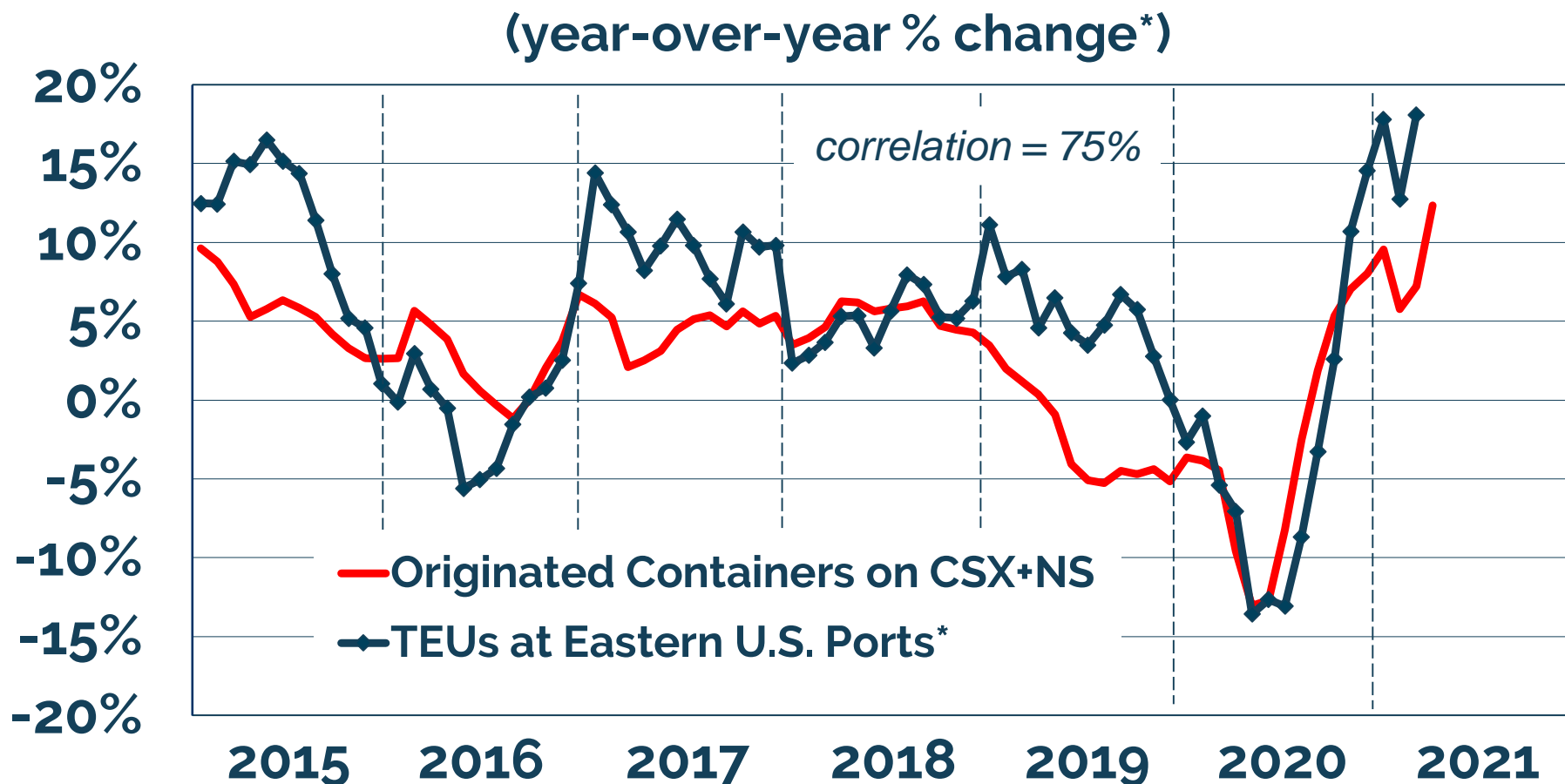
Data are not seasonally adjusted and do not include the U.S. operations of CN, CP, and GMXT. Source: AAR *Rail Time Indicators*

As Ports Go, So Goes Intermodal



*BNSF, CSX, KCS, NS and UP combined. **Combined loaded + empty TEUs at Baltimore, Charleston, Houston, Long Beach, Los Angeles, New York/New Jersey, Oakland, and Savannah, Seattle/ Tacoma, and Virginia. Data are based on 3-month averages. Source: AAR, individual ports

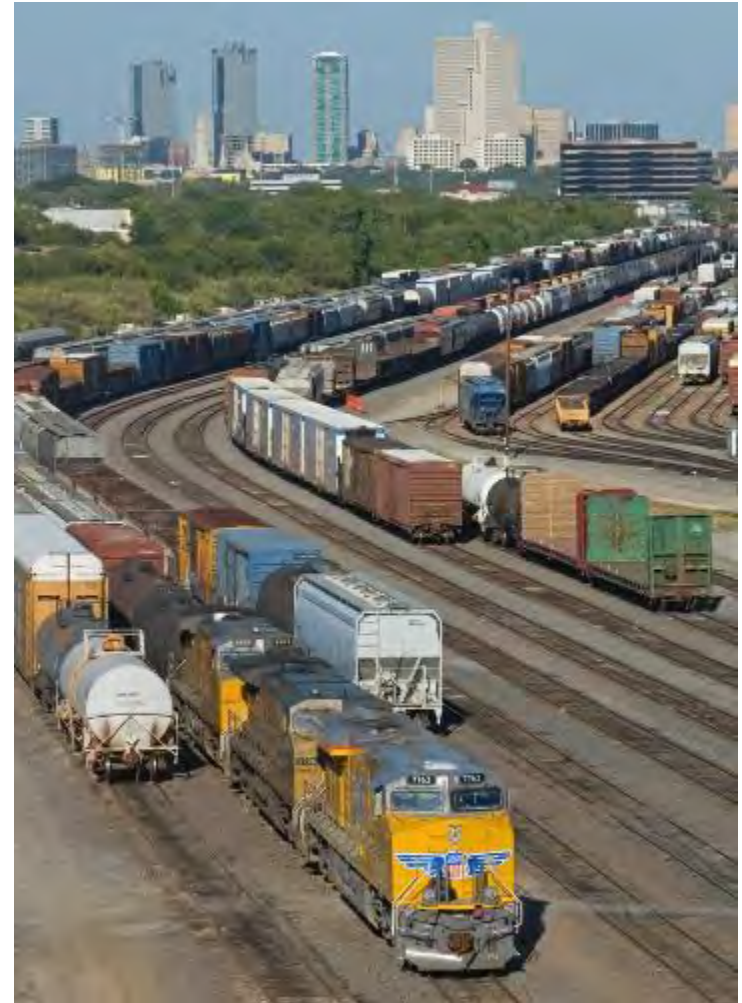
As Ports Go, So Goes Intermodal, Eastern U.S. Version



*Combined loaded + empty TEUs at Baltimore, Charleston, Savannah, and Virginia. Data are based on 3-month averages. Source: AAR, individual ports

5. Environmental Benefits More Important Than Ever

- In 2020, RRs moved a ton of freight an average of 487 miles per gallon of fuel.
- On average, rail = 3 to 4 times more fuel efficient than trucks, so rail lowers greenhouse gases up to 75%.
- One train = hundreds of trucks; cuts highway congestion and pressure to build new highways.



6. Railroads Have to Run Just to Keep Pace

- Trucks only going to become more competitive.
- Customers will only get more demanding.
- Policymakers could make changes.
- Capital markets will demand it.



Policies Railroad Support

- Restore the Highway Trust Fund to a user-pays system.
- Keep existing truck size and weight limits.
- Increase funding for highway-rail grade crossing safety.
- Support programs that improve “first” and “last” mile connections.
- Avoid controversial policy riders.







Impact of COVID-19 on Transportation in the Capital District

Andrew Tracy, CDTC

Freight Advisory Committee
May 19th, 2021

MAP-21 PM3 Measures

2018

Capital District Transportation Committee	Interstate 275.92 mi 277 TMCs	NHS 702.08 mi 836 TMCs	95.3 0.0% LOTTR - Interstate	85.8 6.5% LOTTR - Non-Interstate	1.4 2.1% TTTR	7,115,990.2 -11.0% PHED
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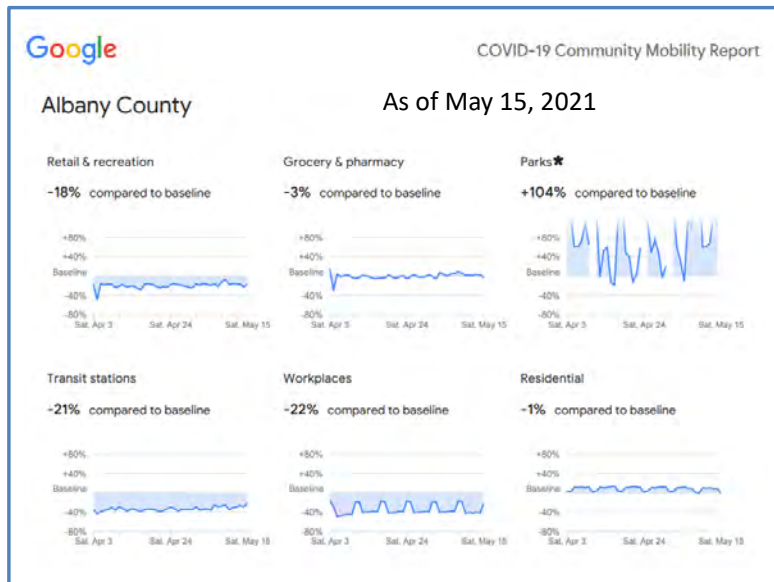
2019

Capital District Transportation Committee	Interstate 253.72 mi 288 TMCs	NHS 659.25 mi 953 TMCs	93.8 -1.6% LOTTR - Interstate	89.7 4.3% LOTTR - Non-Interstate	1.42 1.4% TTTR	6,838,332.1 -4.1% PHED
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2020

Capital District Transportation Committee	Interstate 273.17 mi 294 TMCs	NHS 714.9 mi 957 TMCs	99.9 6.1% LOTTR - Interstate	93.9 4.5% LOTTR - Non-Interstate	1.19 -19.3% TTTR	3,437,410.9 -98.9% PHED
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Source: AVAIL Labs NPMRDS tool



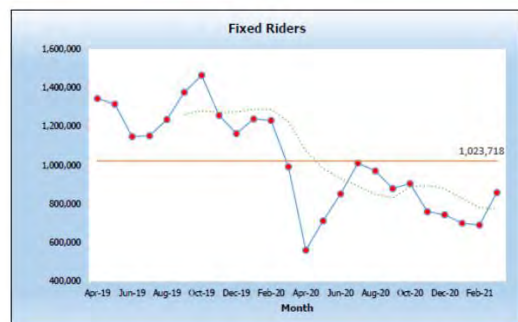
Source: Google Mobility Reports

Monthly Performance Report

Period: March 2021
Meeting: April 2021



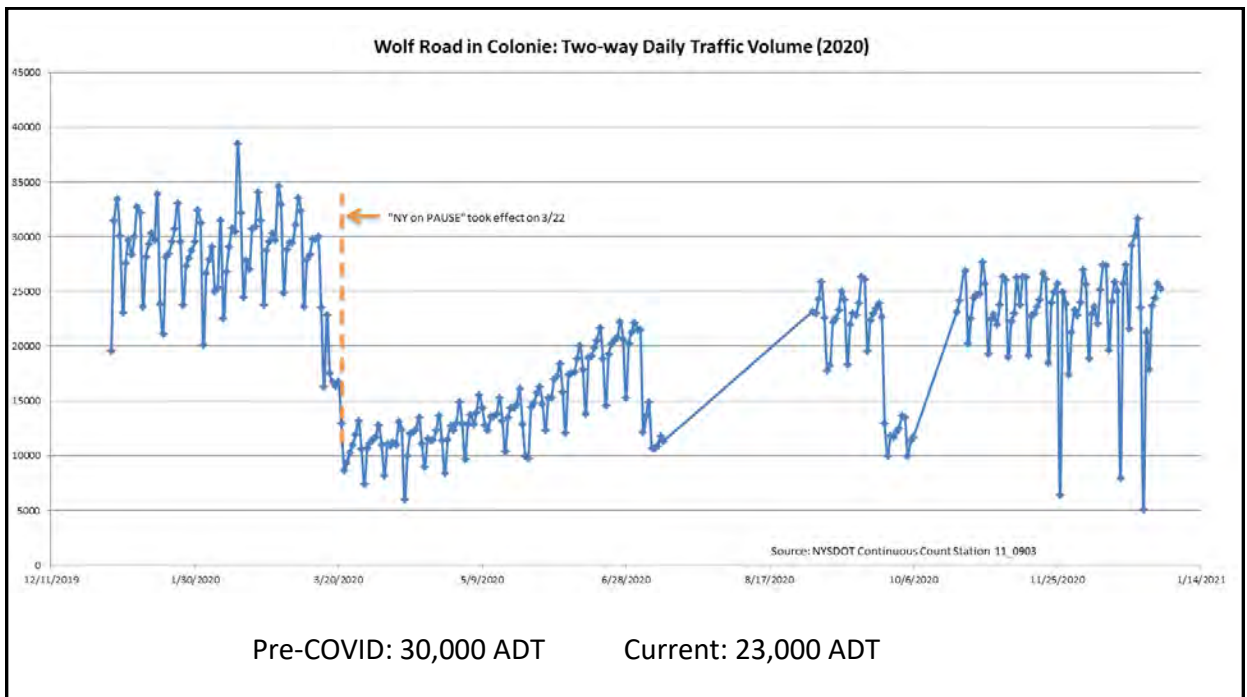
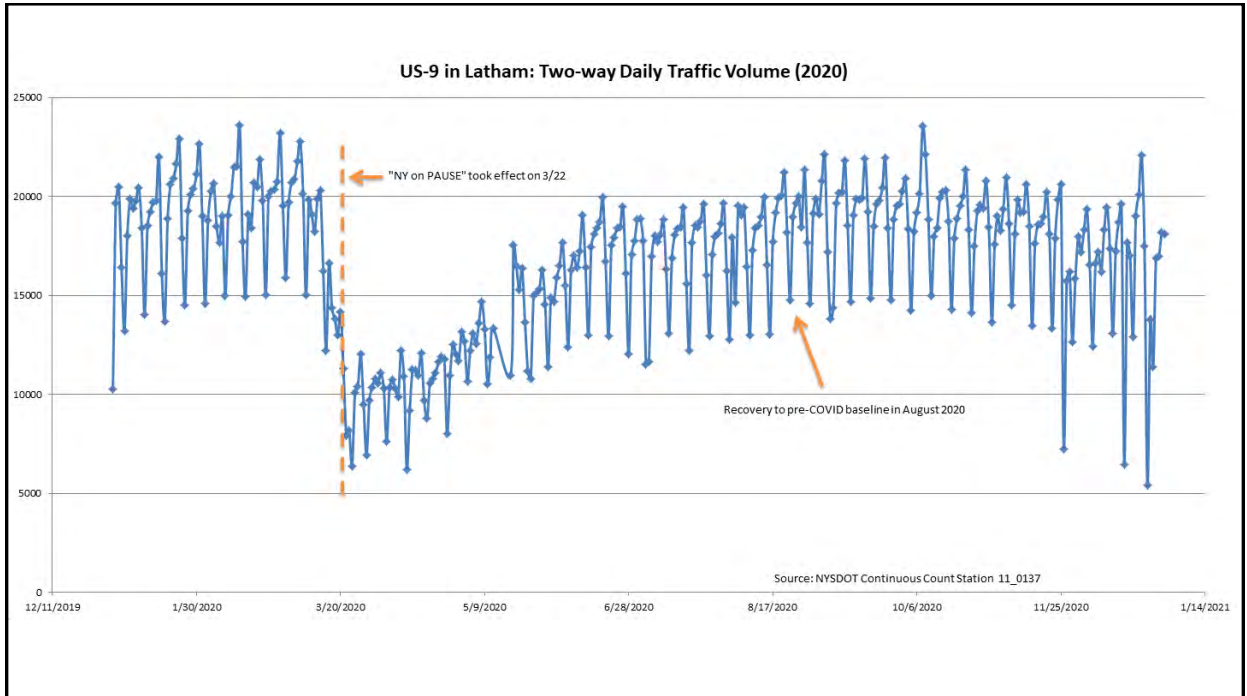
Patronage/Mobility

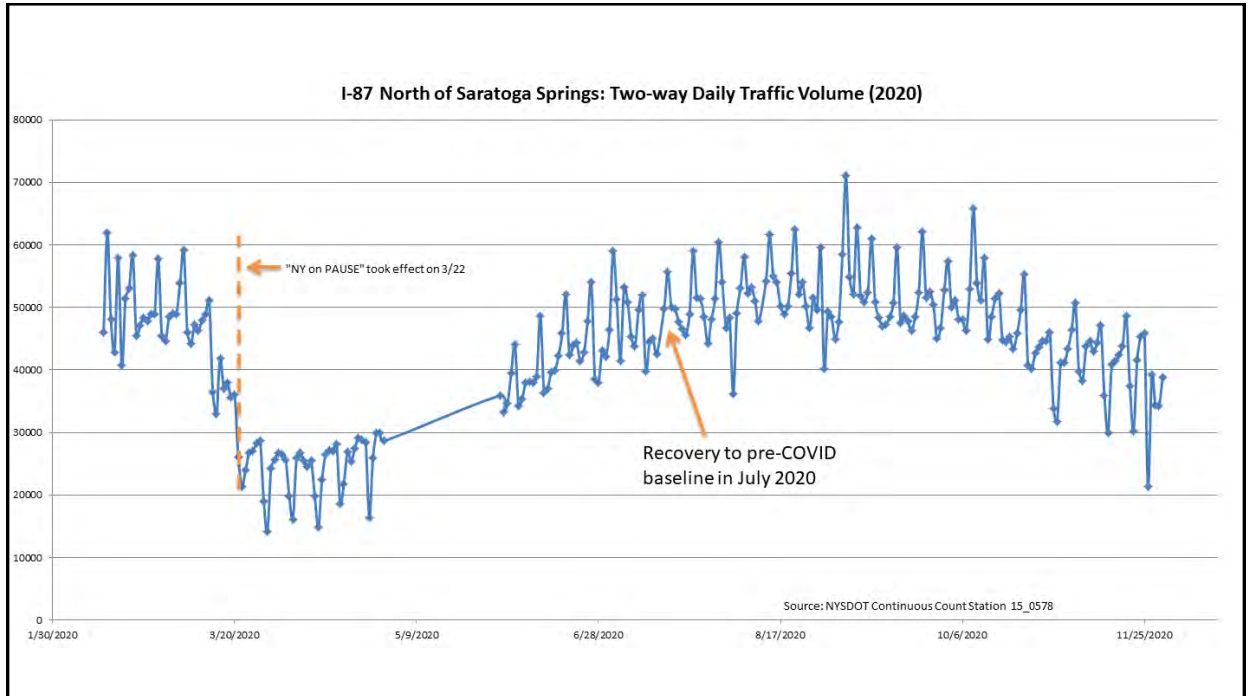


March 2019: 1,312,129

March 2020: 992,830

March 2021: 858,696





Upcoming task: COVID impact traffic monitoring

- Select locations on roadways with pre-COVID count data
- Conduct new counts to determine traffic impact
- Count at roadways serving:
 - Colleges/Universities
 - Office parks
 - Hospitals
 - Recreational facilities
 - 'Essential' businesses
- All-day counts: determine if traditional 'peak-hours' have shifted



Potential count locations:

- Colleges/Universities
 - Roadways serving: SUNY Albany, RPI, Union, HVCC, etc.
 - Shift to online classes may remain after COVID; will traffic shift?
- Office parks
 - Harriman Campus, Corporate Woods, Airport Park, etc.
 - Will partial work-from-home remain in certain economic sectors?
- Locations with pre-COVID counts:
 - GEIS reviews, Linkage studies, Technical Assistance Program studies, NYSDOT counts, etc.

4. 2021 Freight Planning Project Selection Update

- February 17 Freight Advisory Committee
 - ▣ Recommended *Regional Truck Parking Study* or *Local Delivery Optimization* to Planning Committee
- April 7 Planning Committee
 - ▣ Selected the *Regional Truck Parking Study*
- Request for Expressions of Interest (REI) with Scope-of-Work
 - ▣ Released May 19 due June 23
- Next Steps: Convene Selection Committee > Select Consultant > Finalize Contract > Convene Study Advisory Committee



4. Regional Truck Parking Study

- Primary purposes:
 - ▣ Inventory public and private truck parking supply and demand in the region
 - ▣ Identify any negative impacts of truck parking (or the lack thereof) on the trucking industry and local communities
 - ▣ Identify major factors and trends affecting overnight truck parking
 - ▣ Develop a truck-parking toolkit with local-level policy, zoning, site review and design, and other land use considerations
 - ▣ Make recommendations to improve truck parking conditions in the region
- Regular updates at Freight Advisory Committee meetings



5. Clean Cities Update

Jacob Beeman, CDTC



6. Member Updates

- i. Airport
- ii. Marine
- iii. Rail
- iv. Trucking
- v. Other Private Industry (manufacturing, distribution, warehousing, etc.)
- vi. Institutional/Government/Non-profit



7. Next Meeting

- Remaining 2021 Freight Advisory Committee Dates
 - ▣ August 18
 - ▣ November 17



Thank you for attending!

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