



MEETING MINUTES
May 20, 2020, 9:00 AM
Virtual - Zoom Meeting

Attendees*

| | |
|-------------------|---|
| Peter Comenzo | Town of Rotterdam |
| Valerie Deane | NYSDOT Region 1 |
| Jeffrey Flumignan | MARAD |
| Steve Gayle | RSG |
| Kendra Hems | Trucking Association of New York |
| Steve Iachetta | Albany County International Airport |
| Mike Izdebski | Carver Companies |
| Sean Maguire | Town of Colonie |
| Gautam Mani | FHWA |
| Robyn Marquis | NYSERDA |
| Kate Maynard | CDRPC |
| John McCreavy | SMS Rail Lines |
| Randy Milano | City of Albany |
| Doug Morris | OODA |
| David Rosenberg | NYSDOT |
| Brian Stewart | Cambridge Systematics |
| Tony Vasil | Port of Albany |
| Greg Wichser | NYSDOT Region 1 |
| Jeff Wojtowicz | RPI |
| Michael Zonsius | Albany County International Airport |
| 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 |

**Approximately 10 attendees are unaccounted in the above list due to recording virtual meeting on Zoom. Please contact Chris Bauer if you attended but your name does not appear above.*



1. Welcome and Introductions

Chris Bauer began the meeting at 9:02 am with a review of the meeting agenda and a brief overview of ground rules for the virtual meeting and functionality of Zoom Meetings. Chris noted that the meeting was being recorded, including all comments entered into the chatbox.

2. COVID-19 Updates

Several industry experts were asked to present on the impact that the COVID 19 pandemic has had on their industries.

The following notes summarize the presentations:

1. Regional Travel Impacts (Andrew Tracy, CDTC)

- Streetlight Data Inc.
 - This data set provides Capital Region VMT estimates at the County level
 - The region experienced a sharp drop in VMT that bottomed out at about 25% of pre-pandemic levels on March 23rd
 - New York statewide VMT estimates showed a similar drop in VMT, however, slightly less of a decline compared to the Capital Region
- National Performance Management Research Data Set (NPMRDS)
 - This data revealed that congestion and delay on major roadways like I-87 from Albany to Clifton Park and I-90 from Albany to Schenectady has essentially disappeared during the pandemic during both the AM and PM peak hour travel periods
- TransitApp data
 - Shows transit ridership has declined by about 80% in the Albany metro area, however, CDTA reports a ridership decrease of 60%
- INRIX nationwide dataset
 - Shows nationwide VMT declined slightly less than NYS VMT
 - Local fleets and long haul trucks impacted less than passenger vehicles
 - Overall freight travel down 8%-9% from pre-pandemic levels
- CDTC will continue to track regional VMT information to try and evaluate when travel has recovered across the region

2. Air (Michael Zonsius, Albany County Airport Authority)

- Passenger air travel is down drastically, about 95%
 - It has begun to slowly recover
- Cargo air traffic remains strong and is up from previous levels on certain metrics

3. Rail (John McCreavy, SMS Rail Lines)

- NYS has 4 Class 1 railroads and 34 Class 2 and 3 railroads which provide vital connections across North America



- Over 77 million tons of freight moved statewide by railroad annually
- Rail freight has seen a general decline across all commodity groups
- Nationwide, USA rail traffic is down 12%
- Consumer spending is down 7.5% in March from February 2020 levels which is impacting the freight industry across all modes

4. Maritime (Tony Vasil, Port of Albany)

- The Port of Albany is a “Landlord Port” with 18 tenants that are all continuing to operate to some degree under social distancing guidelines
- Most of the Port of Albany administrative staff is working from home with a few remaining in the office
- The Port has been continuing to operate throughout this crisis with no COVID-19 cases
- Security operations have changed, with only one truck driver at a time permitted to perform necessary paperwork in the clerk/checker’s office
- Port security staff no longer conduct inspections in the truck driver’s cab but the doors of the trailer are opened and inside of the trailer is checked
- The number of ship and barge calls are up 100% through April compared with last year
- Total tonnage is up 133% compared with April of last year
- May should be satisfactory, however, it is difficult to make any predictions for the rest of the year due to CO-VID 2019
- There have been shipment cancelations in March and April at some container ports such as the Port of New York & New Jersey, the Virginia Port Authority, South Carolina States Port Authority, and the Georgia Port Authority. As a result, May and June could even be more difficult for container ports.

5. Trucking (Doug Morris, Owner-Operator Independent Trucking Association)

- OOIDA represents the small-business truckers and Owner-Operators
- The trucking industry has not stopped and has been operating throughout the pandemic
- One problem facing truckers has been getting the necessary PPE
 - FEMA has helped and PPE is becoming more available to truckers
- Freight rates are low and many small truckers are finding it difficult to make a profit
- Many larger carriers have pre-negotiated contracts that lock in rates so they may not be experiencing the same issue as owner-operators
- Industry-wide, trucking is hurting due to the lack of goods being sold to consumers

6. NYSDOT (Greg Wichser, NYSDOT Region 1)

- Highway construction has not shut down throughout the pandemic
- NYSDOT Capital Program is still moving forward as scheduled



- Most NYSDOT office staff has transitioned to working from home
- Some staff have begun to move back into the office, but most will likely continue to work from home for some time
- There is no indication that State and Federal dollars for transportation will be impacted
- Contractor availability has increased, they have received more bids on projects released in the past few months
- They have heard of some issues with the “ticket system” used in the delivery of asphalt to construction sites where a single paper ticket transfers from multiple people on a job
 - Alternatives to this system are being evaluated

FAC Comments / Questions on the presentations:

- What impact has fewer passenger flights had on the movement of belly cargo?
 - Michael Zonsius – At this time data is only available from March so he can’t comment on the impact right now.

3. Medium and Heavy Duty Electric Vehicle Fleet Survey (Jacob Beeman, CDTC)

Jacob Beeman noted that the Capital District Clean Communities Coalition had been contacted by a project partner looking for fleets operating medium/heavy-duty battery electric vehicles in the Capital Region. The only M/HD BEVs known to operate at this time are the CDTA electric buses, so a survey was developed to distribute to the FAC to determine if any additional EVs are being operated by fleets in the region. The survey link was posted into the meeting chat window, which will be sent out with the meeting minutes and can also be found here <https://forms.gle/h3DUhg6dfMrkXPav8>.

4. CDTC Freight Planning Initiatives (Chris Bauer, CDTC)

CDTC staff has been working from home and most programs have been moving forward as planned. Some efforts have been impacted by the pandemic like projects requiring traffic counts, etc. The New Visions 2050 plan has been released for public comments and we are planning various virtual public involvement activities. The new 2020-2022 Unified Planning Work Program was approved at the March CDTC Policy Board meeting.

5. Discussion – Member Items

Kate Maynard (CDRPC) noted that there is currently a high demand for Foreign Trade Zone (FTZ) approved warehouse and storage space in the region. The approval process for new FTZ designated space can be as quick as 30 days. For more information, please contact Kate Maynard at Kate.maynard@cdrpc.org.

There were no other member items discussed at this time.

6. Action Items / Next Meeting

Remaining 2020 Freight Advisory Committee Dates: August 19, November 18

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

7. Adjourn

The meeting was adjourned at approximately 9:55 AM.



CDTC FREIGHT ADVISORY COMMITTEE

May 20, 2020

CDTC Virtual Meeting Guidelines

- ☐ Please mute your microphone
- ☐ You can choose to turn your camera off if you want
- ☐ You can choose to use the phone function
- ☐ Use chat function if you have a question during the presentation
- ☐ Zoom meetings and chats (even private messages) are recorded
- ☐ Zoom provides a transcript of the chat



Today's Agenda

1. COVID-19 Update:
 - a) Regional Travel Impacts (Andrew Tracy, CDTC)
 - b) Freight Mode-by-Mode Impacts
 1. Air (Michael Zonsius, Albany County Airport Authority)
 2. Rail (John McCreavy, SMS Rail Lines)
 3. Maritime (Tony Vasil, Port of Albany)
 4. Trucking (Doug Morris, Owner Operator Independent Drivers Association)
 - c) NYSDOT Project Delivery (Greg Wichser, NYSDOT Region 1)
2. Medium and Heavy Duty Electric Vehicle Fleet Survey (Jacob Beeman, CDTC)
3. CDTC Freight Planning Initiatives (Chris Bauer, CDTC)
4. Member Items
5. Action Items/Next Meeting
 - a) Remaining 2020 Freight Advisory Committee Dates: August 19, November 18
6. Adjourn



Agenda Item 1: COVID-19 Update

*“... the pandemic made April a challenging month for rail traffic. The **25.2 percent year-over-year decline in total rail carloads** was the worst decline for total carloads for any month since our records begin in 1989, and the **17.2 percent decline in intermodal loadings** in April was the worst since the summer of 2009”*

AAR statement on Rail Traffic for April and the Week Ending May 2, 2020

*“North American **passenger airlines expand cargo flights** in May”*

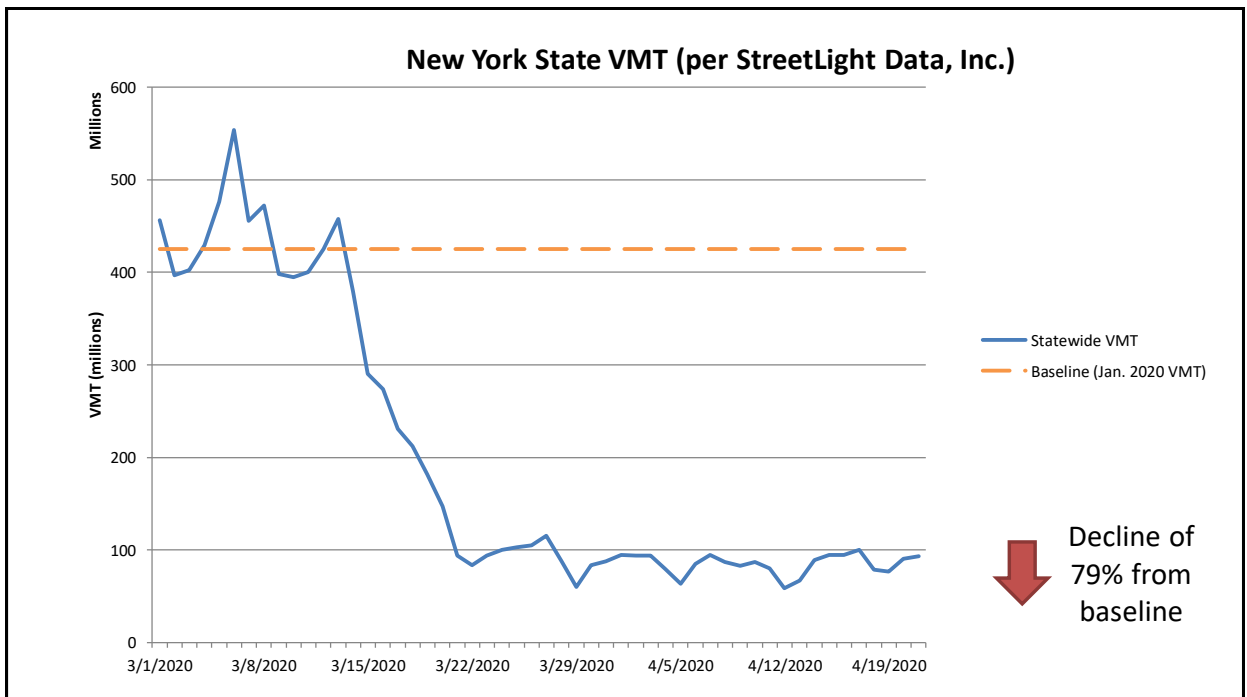
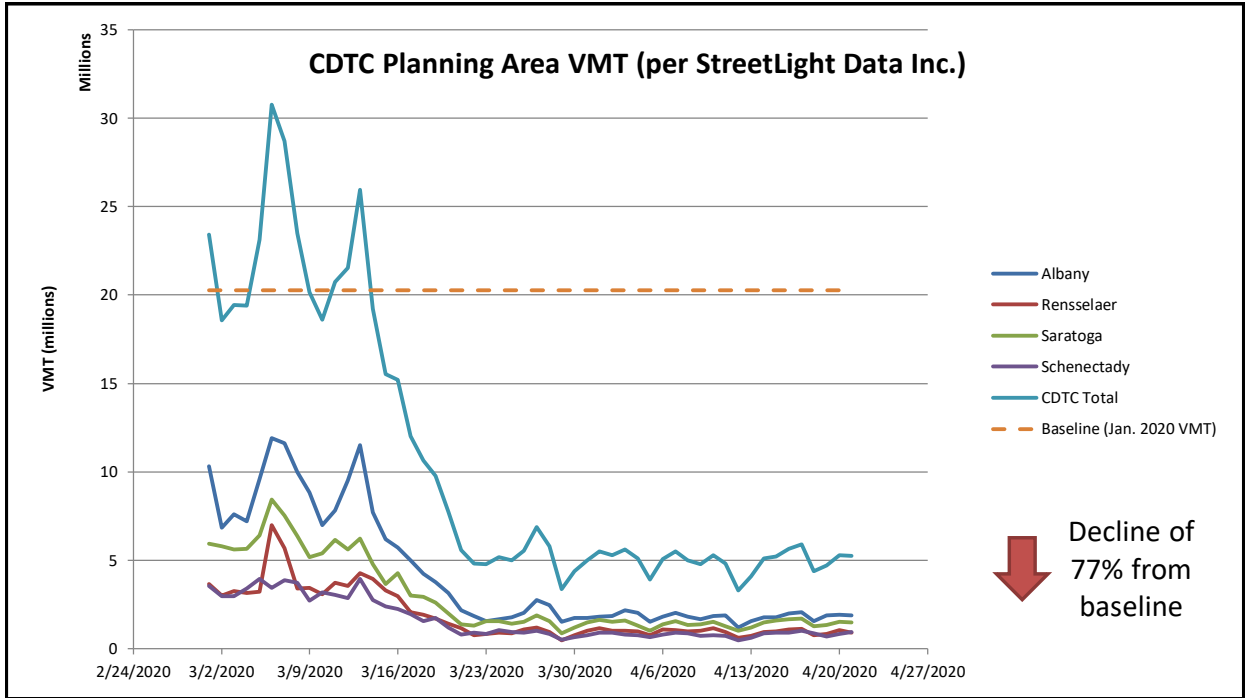
Freightwaves, May 13, 2020

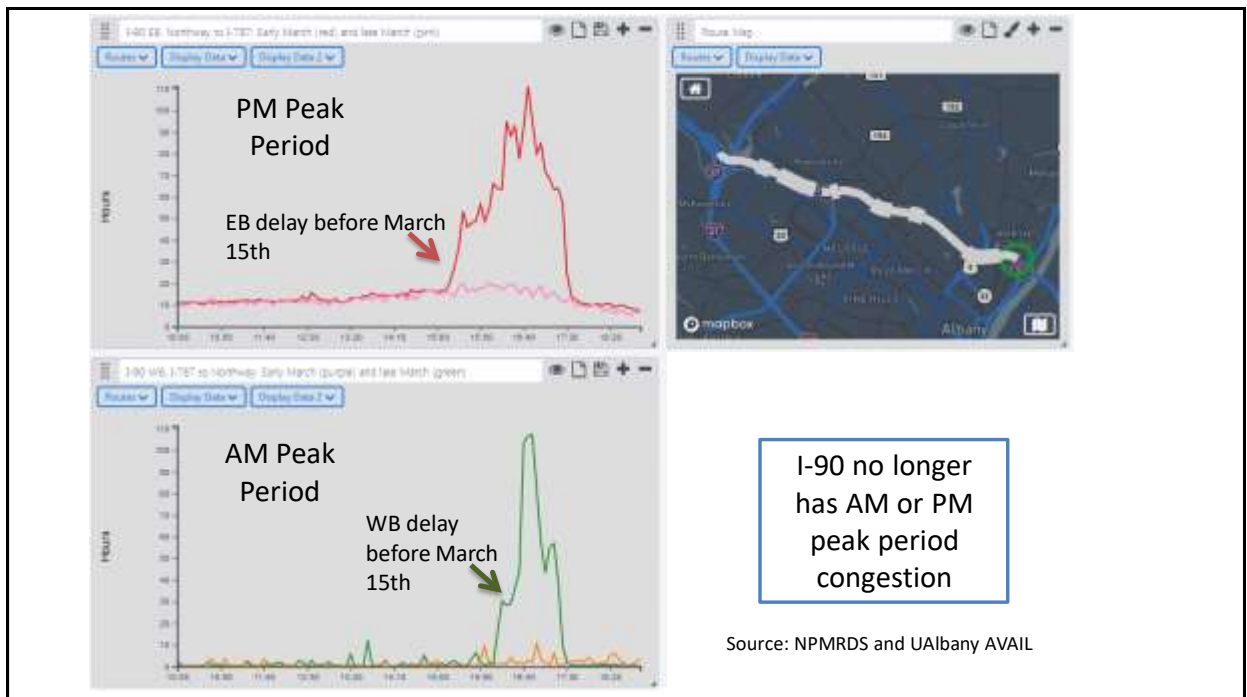
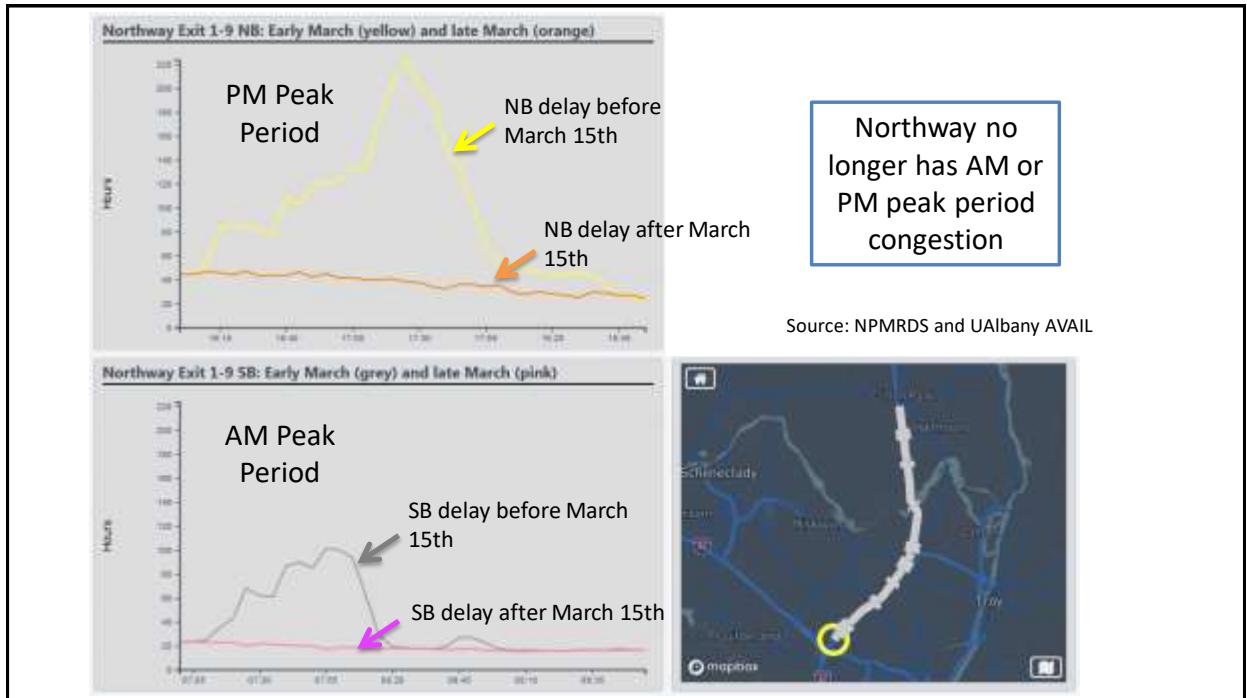
*“Personal travel is down 46 percent nationwide, while **truck travel is down 13 percent**”*

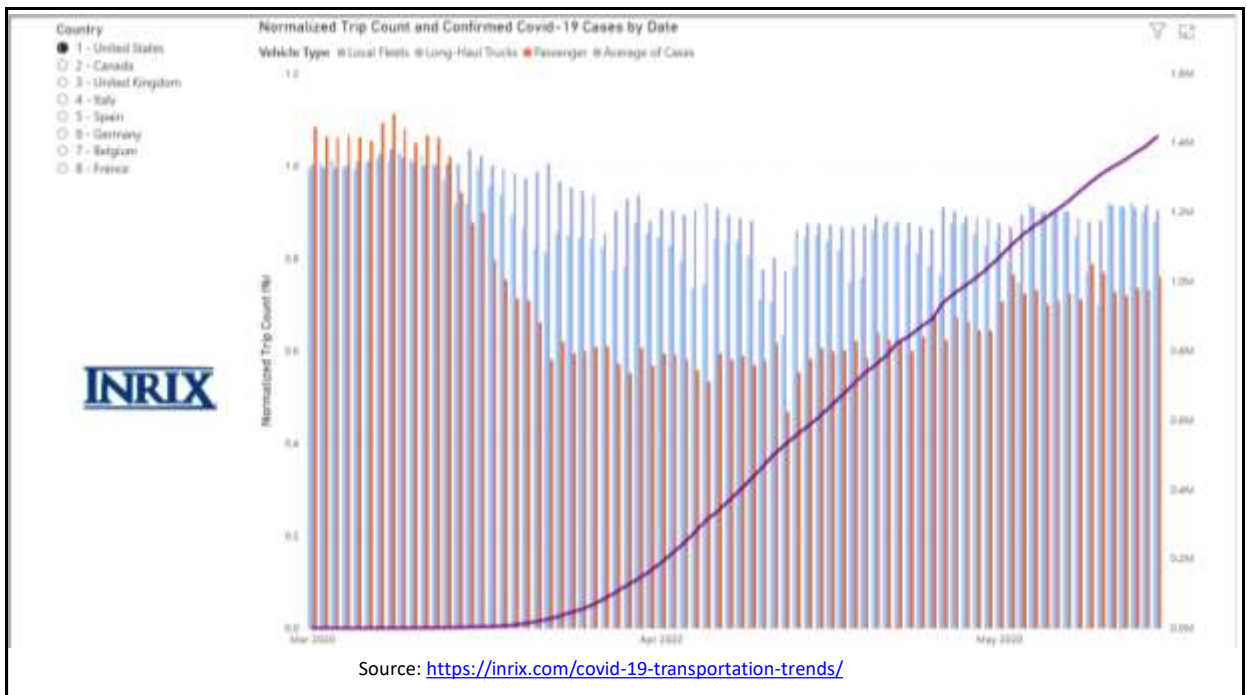
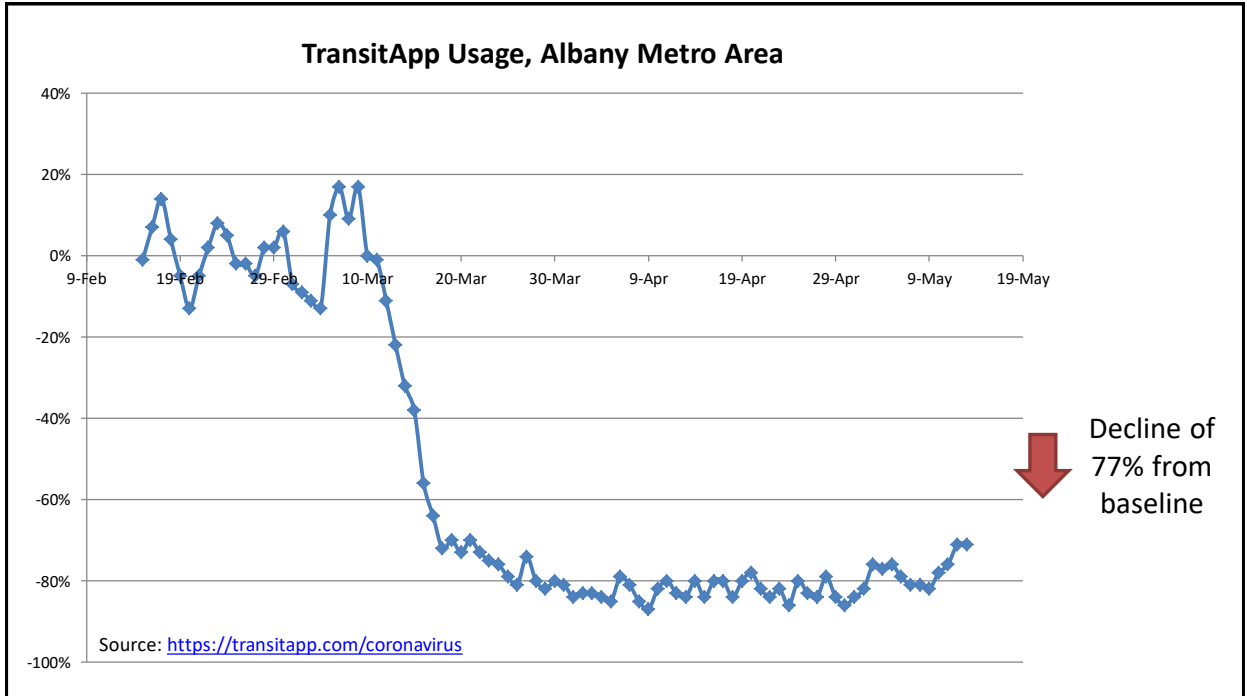
*“Freight-heavy corridors in urban areas have seen **dramatic travel speed increases**, reducing barriers to move goods faster.”*

COVID-19's Impact on Freight: An Analysis of Long-Haul Freight Movement During a Pandemic, INRIX, April 28, 2020









More from INRIX's
National Traffic Volume
Synopsis Issue #9 (May
9 – May 15, 2020):

Personal travel has increased 15% or more from peak reduction for all 98 metropolitan areas, with 81 areas more than 20% above their peak reduction level. Honolulu now has the least 'improvement' at 15% (vs. 13% last week).

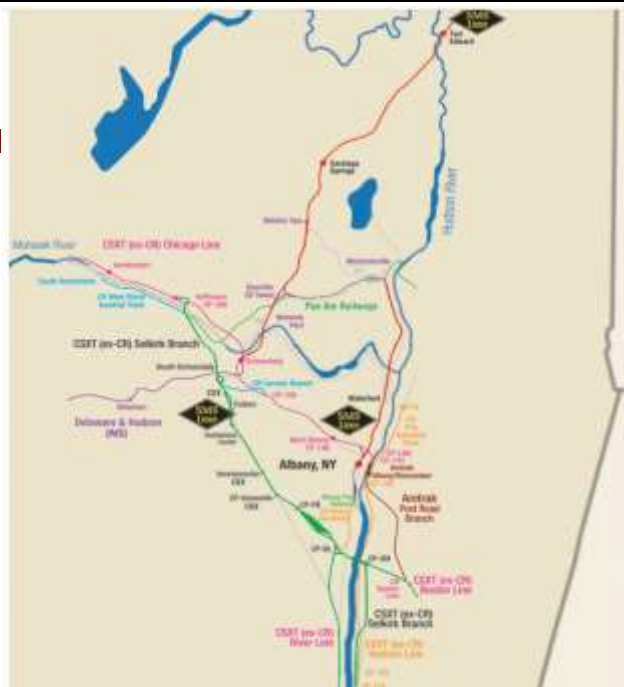
Local fleet traffic in metropolitan areas increased in Week 9 overall, down 8%, compared to 9% in Week 8. Four areas increased local fleet traffic week-over-week by 5% or more, led by Lansing, MI at 7%.



Source: <https://inrix.com/blog/2020/05/covid19-us-traffic-volume-synopsis-9/>

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- c) NYSDOT Project Delivery (Greg Wichser, NYSDOT Region 1)



day 18

AAR Rail Time Indicators May 8 2020.pdf

| Commodity | APRIL | | | | YEAR-TO-DATE | | | | % of 2019 |
|---|------------------|------------------|-----------------|---------------|------------------|------------------|-------------------|---------------|---------------|
| | 2020 | 2019 | Chng | % Chng | 2020 | 2019 | Chng | % Chng | |
| Carloads | | | | | | | | | |
| Agricultural & food products | 178,643 | 194,861 | -16,218 | -8.3% | 646,940 | 674,122 | -27,182 | -4.0% | 18.3% |
| Grain | 105,128 | 125,552 | -20,424 | -16.3% | 390,312 | 385,054 | 5,258 | 1.4% | 9.3% |
| Farm products excl. grain | 4,808 | 1,773 | 3,035 | 171.2% | 18,792 | 14,070 | 4,722 | 33.6% | 14.4% |
| Grain mill products | 45,707 | 45,821 | -114 | -0.3% | 160,031 | 161,039 | -1,008 | -0.6% | 4.0% |
| Food products | 25,184 | 29,884 | -4,700 | -15.7% | 99,545 | 105,282 | -5,737 | -5.4% | 2.5% |
| Chemicals and petroleum | 107,163 | 230,731 | -123,568 | -53.6% | 793,258 | 807,060 | -13,802 | -1.7% | 29.6% |
| Chemicals | 145,171 | 85,567 | 59,604 | 69.7% | 673,755 | 550,597 | 123,158 | 22.4% | 14.4% |
| Petroleum & petr. prod. | 50,994 | 64,774 | -13,780 | -21.3% | 219,495 | 256,463 | -36,968 | -14.4% | 5.5% |
| Coal | 252,329 | 406,784 | -154,455 | -38.0% | 1,085,871 | 1,407,099 | -321,228 | -22.9% | 27.3% |
| Forest products | 45,460 | 49,227 | -3,767 | -7.7% | 178,077 | 179,693 | -1,616 | -0.9% | 4.3% |
| Primary forest products | 6,307 | 5,839 | 468 | 8.0% | 31,471 | 20,110 | 11,361 | 56.5% | 0.5% |
| Lumber & wood products | 35,040 | 17,535 | 17,505 | 99.9% | 58,175 | 60,255 | -1,080 | -1.8% | 1.5% |
| Pulp & paper products | 35,133 | 25,853 | 9,280 | 35.9% | 94,434 | 93,328 | 1,106 | 1.2% | 2.4% |
| Metallic ores and metals | 90,717 | 116,538 | -25,821 | -22.2% | 358,828 | 388,294 | -29,466 | -7.6% | 9.0% |
| Metallic ores | 28,062 | 31,497 | -3,435 | -11.0% | 83,290 | 82,095 | 1,195 | 1.4% | 2.1% |
| Coke | 16,185 | 18,071 | -1,886 | -10.4% | 64,224 | 65,481 | -1,257 | -1.9% | 1.0% |
| Primary metal products | 34,894 | 47,789 | -12,895 | -27.0% | 160,183 | 171,457 | -11,274 | -6.6% | 3.8% |
| Iron & steel scrap | 11,576 | 18,381 | -6,805 | -37.0% | 61,125 | 67,446 | -6,321 | -9.4% | 1.5% |
| Motor vehicles & parts | 11,519 | 83,956 | -72,437 | -86.3% | 200,143 | 294,904 | -94,761 | -32.1% | 5.2% |
| Nonmetallic minerals | 157,188 | 180,282 | -23,094 | -12.8% | 535,061 | 585,095 | -50,034 | -8.5% | 13.5% |
| Crushed stone, sand & gravel | 101,601 | 120,549 | -18,948 | -15.7% | 340,503 | 285,099 | 55,404 | 19.4% | 8.0% |
| Nonmetallic minerals | 20,129 | 20,944 | -815 | -3.9% | 87,056 | 71,895 | 15,161 | 21.1% | 1.7% |
| Stone, clay & glass prod. | 35,458 | 38,789 | -3,331 | -8.6% | 128,262 | 128,531 | -269 | -0.2% | 3.2% |
| Other | 47,207 | 47,809 | -602 | -1.3% | 173,510 | 157,480 | 16,030 | 10.2% | 4.4% |
| Waste & nonferrous scrap | 14,117 | 17,798 | -3,681 | -20.7% | 60,301 | 63,595 | -3,294 | -5.2% | 1.3% |
| All other carloads | 32,570 | 29,811 | 2,759 | 9.3% | 113,115 | 103,925 | 9,190 | 8.8% | 2.2% |
| TOTAL CARLOADS | 980,635 | 1,310,228 | -329,593 | -25.1% | 3,073,580 | 4,056,034 | -982,454 | -24.2% | 100.0% |
| TOTAL EXCLUDING COAL | 728,306 | 903,444 | -175,138 | -19.4% | 2,887,715 | 3,608,445 | -720,730 | -19.9% | -- |
| Intermodal | | | | | | | | | |
| Containers | 1,012,803 | 1,213,065 | -200,262 | -16.5% | 3,091,854 | 4,380,813 | -1,288,959 | -29.4% | 92.8% |
| Trailers | 75,560 | 108,603 | -33,043 | -30.4% | 305,664 | 418,387 | -112,723 | -27.0% | 7.2% |
| TOTAL INTERMODAL | 1,088,363 | 1,321,668 | -233,305 | -17.6% | 3,397,518 | 4,799,170 | -1,401,652 | -29.2% | 100.0% |
| TOTAL CARS - INTERMODAL | 2,076,668 | 2,622,936 | -546,268 | -20.8% | 6,275,298 | 9,395,204 | -3,119,906 | -33.1% | 100.0% |

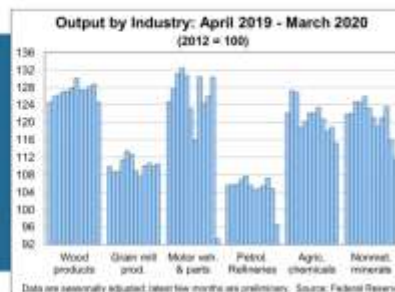
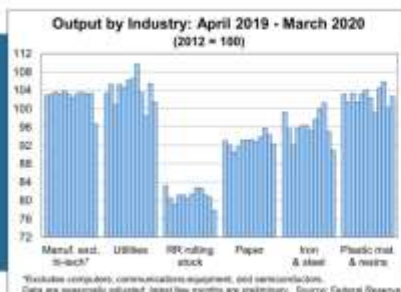


AAR Rail Time Indicators May 8 2020.pdf

| Commodity | APRIL | | | | YEAR-TO-DATE | | | | % of Total |
|---|------------------|------------------|-----------------|---------------|-------------------|-------------------|-------------------|---------------|---------------|
| | 2020 | 2019 | Chng | % Chng | 2020 | 2019 | Chng | % Chng | |
| Carloads | | | | | | | | | |
| Agricultural & food products | 291,501 | 308,352 | -16,851 | -5.4% | 1,090,993 | 1,032,447 | 58,546 | 5.7% | 27.7% |
| Grain | 171,638 | 179,043 | -7,405 | -4.1% | 551,830 | 583,000 | -31,170 | -5.3% | 9.7% |
| Farm products excl grain | 25,394 | 21,694 | 3,700 | 17.1% | 86,333 | 72,272 | 14,061 | 19.5% | 1.6% |
| Grain mill products | 40,240 | 55,993 | -15,753 | -28.1% | 160,259 | 194,280 | -34,021 | -17.5% | 3.4% |
| Food products | 44,440 | 51,538 | -7,098 | -13.8% | 172,595 | 175,005 | -2,410 | -1.4% | 3.0% |
| Chemicals and petroleum | 181,163 | 352,805 | -171,642 | -48.7% | 1,224,899 | 1,232,476 | -7,577 | -0.6% | 21.5% |
| Chemicals | 212,823 | 235,427 | -22,604 | -9.6% | 809,905 | 821,562 | -11,657 | -1.4% | 14.2% |
| Petroleum & petr. prod. | 89,540 | 217,378 | -127,838 | -58.8% | 414,994 | 410,914 | 4,080 | 1.0% | 7.9% |
| Coal | 287,794 | 446,957 | -159,163 | -35.6% | 1,207,222 | 1,559,289 | -352,067 | -22.6% | 21.2% |
| Forest products | 77,383 | 87,469 | -10,086 | -11.5% | 287,415 | 307,076 | -19,661 | -6.4% | 5.0% |
| Primary forest products | 9,748 | 11,920 | -2,172 | -18.2% | 35,403 | 41,237 | -5,834 | -14.1% | 0.6% |
| Lumber & wood products | 66,005 | 35,449 | 30,556 | 86.2% | 197,388 | 115,805 | 81,583 | 70.4% | 1.9% |
| Pulp & paper products | 38,035 | 40,503 | -2,468 | -6.1% | 143,544 | 149,934 | -6,390 | -4.3% | 2.5% |
| Metallic ores and metals | 186,720 | 216,458 | -29,738 | -13.7% | 718,078 | 741,714 | -23,636 | -3.2% | 12.8% |
| Metallic ores | 63,169 | 65,588 | -2,419 | -3.7% | 342,121 | 313,030 | 29,091 | 9.3% | 5.7% |
| Coke | 43,330 | 45,769 | -2,439 | -5.3% | 164,907 | 173,080 | -8,173 | -4.7% | 1.0% |
| Primary metal products | 33,480 | 66,700 | -33,220 | -49.9% | 110,155 | 240,939 | -130,784 | -54.3% | 3.8% |
| Iron & steel scrap | 16,751 | 25,336 | -8,585 | -33.9% | 84,869 | 93,267 | -8,398 | -9.0% | 1.5% |
| Motor vehicles & parts | 16,958 | 136,189 | -119,231 | -87.5% | 320,549 | 470,978 | -150,429 | -32.0% | 5.8% |
| Nonmetallic minerals | 169,887 | 237,691 | -67,804 | -28.5% | 799,571 | 775,213 | 24,358 | 3.1% | 12.5% |
| Crushed stone, sand & gravel | 121,174 | 152,143 | -30,969 | -20.4% | 409,338 | 459,400 | -50,062 | -10.9% | 7.6% |
| Nonmetallic minerals | 27,951 | 28,549 | -598 | -2.1% | 98,023 | 95,337 | 2,686 | 2.8% | 1.0% |
| Stone, clay & glass prod. | 49,069 | 56,939 | -7,870 | -13.8% | 188,050 | 196,486 | -8,436 | -4.3% | 3.3% |
| Other | 57,511 | 61,068 | -3,557 | -5.8% | 213,758 | 217,300 | -3,542 | -1.6% | 3.8% |
| Waste & nonferrous scrap | 26,231 | 19,345 | 6,886 | 35.6% | 85,130 | 68,289 | 16,841 | 24.7% | 1.1% |
| All other carloads | 41,280 | 41,553 | -273 | -0.7% | 148,628 | 149,071 | -443 | -0.3% | 2.0% |
| TOTAL CARLOADS | 1,217,817 | 1,848,200 | -630,383 | -34.1% | 5,099,043 | 6,328,433 | -1,229,390 | -19.4% | 100.0% |
| Intermodal | | | | | | | | | |
| Containers | 1,410,990 | 1,691,806 | -280,816 | -16.6% | 5,368,950 | 5,890,394 | -521,444 | -8.9% | 94.0% |
| Trailers | 83,264 | 110,180 | -26,916 | -24.4% | 343,084 | 434,402 | -91,318 | -21.0% | 6.0% |
| TOTAL INTERMODAL | 1,494,254 | 1,801,986 | -307,732 | -17.1% | 5,712,034 | 6,324,796 | -612,762 | -9.7% | 100.0% |
| TOTAL CARS - INTERMODAL | 2,912,071 | 3,650,216 | -738,145 | -20.2% | 10,811,077 | 12,720,199 | -1,909,122 | -14.9% | 100.0% |



AAR Rail Time Indicators May 8 2020.pdf



7. Consumer Spending

U.S. consumer spending fell 7.5% in March from February, while retail sales fell 8.7%. Typically, we compare these numbers to a point of time in the past to show this is the biggest increase or decrease since such and such a time. However, both of these month-to-month decreases are literally "off the charts," and there's simply nothing to compare them to. Unfortunately, April's figures are expected to be much worse.

Consumer spending is the U.S. economy's key driver, accounting for around 70% of GDP, and the data show the pullback in spending has already dragged down GDP. Americans cut back their spending on just about everything in March except groceries. Millions of people have lost their jobs in recent weeks, and with smaller incomes (or no income), there is a much-reduced willingness and ability to spend.

It's not clear what will happen to consumer spending even when the immediate health concerns fade. For example, it's unlikely that consumers will return to normal spending patterns until 1) they have jobs; and 2) they're confident that their jobs are secure. As Lydia Boussour, an economist at Oxford Economics, said in a research note (as quoted in the *Wall Street Journal* on May 1), "Wary consumers have turned extremely cautious with their spending as they brace for incredibly challenging times." On a related note, Jerome Powell, the chairman of the Federal Reserve, said in a news conference on April 29, "The sooner we get the virus under control, the sooner people can regain that confidence and regain their economic activity."

% Change in Total Consumer Spending From Previous Month: Jan. 2014 - March 2020
(based on non-inflation adjusted \$)



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- c) NYSDOT Project Delivery (Greg Wichser, NYSDOT Region 1)



CDTC Freight Planning Update

- ☐ CDTC Staff is working from home; developing a reopening plan
- ☐ Monitoring travel and traffic conditions
- ☐ Planning studies are progressing to the extent possible
 - ☒ Traffic counts on hold
- ☐ New Visions 2050 process is proceeding
- ☐ 2020-2022 UPWP adopted in March
 - ☒ Continuation of CDTC Freight Program
 - ☒ NY 7 Freight & Land Use Study



Adjournment

- Remaining 2020 Meeting Dates:
 - ▣ August 19 (virtual?)
 - ▣ November 18



Thank you for attending!

Christian P. Bauer, AICP
Senior Transportation Planner
Capital District Transportation Committee
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cbauer@cdtcmo.org

