



**DRAFT MEETING MINUTES**  
**November 18, 2020, 9:00 AM**  
**Virtual - Zoom Meeting**

**Attendees**

Pete Bardunias	Capital Region Chamber
Peter Comenzo	Town of Rotterdam
Derek Cutler	EBP
Valerie Deane	NYS DOT
Steven Gayle	RSG
Jeffrey Gritsavage	NYS Canal Corporation
Steve Iachetta	Albany County Airport Authority
Mike Izdebski	Citizen
Brian Kirch	NYS DOT
Mark Landgraf	Citizen
Sean Maguire	Town of Colonie
Robyn Marquis	NYSDOT
Kate Maynard	CDRPC
John McCreavy	SMS Rail Lines
Tom O'Connor	Capital Region Chamber
Dave Rosenberg	NYS DOT
John Scavo	Town of Clifton Park
Dave Schmitz	Price Chopper/Market 32
Joe Seman-Graves	City of Cohoes
Brian Stewart	Cambridge Systematics
Josh Tocci	CDRPC
Tony Vasil	Port of Albany
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

Chris Bauer began the meeting at 9:01 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. Trade and Regional Effects of COVID (Derek Cutler, EBP)

Derek Cutler gave a presentation on the impacts that the COVID-19 pandemic has had on trade throughout regionally, statewide, and nationally. Derek discussed the regional and national freight response to COVID, the components of international trade markets, observed changes in freight (and associated industries, and the implications of effects on sources of freight demand. For more information, please see the attached PowerPoint slide presentation.

### FAC Comments / Questions on the presentations:

- Kate Maynard - Was there any data specifically for the Capital Region?
  - Derek Cutler (DC) – The data sets that were used for this study (BTS Transport) work best for statewide analysis.
- Adam Yagelski – Is there any particular reason for the year to year increase in the value of air freight movements since the pandemic?
  - DC – There is a mixture of reasons for the increase. The data has shown an increase in demand for precious metals coming from Europe & Asia and Air freight is typically high value / low volume commodities, so there could be a connection there. Also, with the growth in E-commerce right now air freight could be supplementing the lagging freight demand.
- Steve Gayle – It seems most of the data is based on the value of goods, do you have any data that reflects the volume of goods?
  - The data sets that were used for this study work best with value-based analysis.
- Tony Vasil – Shipping containers are in very high demand right now and prices have increased considerably.

## 3. COVID-19 Regional Impacts (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:

- Traffic in the region seems to have recovered to pre-pandemic levels sometime in July
- Data indicates that the AM peak period has shifted slightly towards mid-day, however, the PM peak period of traffic has returned to pre-pandemic levels



- Data indicates that trips within city centers have decreased and trips outside of city centers have increased
- Transit data indicates that ridership bottomed out in March, showed some recovery through June, July, and August, however, has begun to decline again through the fall

FAC Comments / Questions on the presentations:

- Pete Bardunias – Noted his experience managing the information booth at the I-87 Adirondack welcome center supports data indications that traffic has returned to pre-pandemic levels.
- Chris Bauer – Noted that more information on COVID-19 and Transportation can be found on CDTC's COVID 19 Resource page (<https://www.cdtcmpo.org/page/434-covid>)

**4. Bridge Strike Mitigation Program (Chris Bauer, CDTC)**

Chris Bauer gave a brief update on the NYSDOT Bridge Strike Mitigation Program.

The following notes summarize the update:

- NYSDOT Bridge Strike mitigation Program was primarily focused in NYC and downstate areas due to the number of parkways and clearance issues in those areas
- NYSDOT's countermeasure and a description of the program can be found in TSMI 20-01: Low Clearance Countermeasures available at <https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/repository/TSMI%2020-01%20-%20Low%20Clearance%20Countermeasures.pdf>
- The program is being expanded to address 20 locations in NYSDOT Region 1, including NY 914V/Glenridge Rd
- More information can be found in the NYSDOT bridge strike guidance pamphlet (attached)
- Chris noted that he will be reaching out directly to coordinate with FAC members that are impacted by bridge strikes in the region

FAC Comments / Questions on the presentations:

Brian Stewart – Noted that due to the recent bridge strikes in the region NYSDOT has put warnings on the variable message signs on I-87 warning of possible bridge strikes and for drivers to be aware of their vehicle height

**5. Electrifying Medium and Heavy Duty Trucks in New York State (Jacob Beeman, CDTC)**

Jacob Beeman gave a brief presentation on an upcoming webinar opportunity being planned by the Capital District Clean Communities Coalition.

The following notes summarize the update:



- The Capital District Clean Communities Coalition is planning a webinar along with the other NYS Clean Cities Coalitions
- Webinar will be held December 9, 2020, from 10:00 am – 3:00 pm
- Webinar topics will include:
  - Available VW funding in NYS towards Medium and Heavy-Duty Electric Vehicles
  - Available Medium & Heavy duty electric vehicles included on the New York State Truck Voucher Incentive Program
  - Charging infrastructure needed for successful deployment of a Medium & Heavy Duty vehicle fleet
- Confirmed Presenters include
  - Lion Electric
  - Motiv
  - Black and Veatch
  - Wendel Engineering
- More information on webinar agenda and registration will be provided to the FAC when available

## **6. TRANSEARCH 2018 CDTC Regional Data (Chris Bauer, CDTC)**

Chris Bauer gave a brief presentation on the analysis of the TRANSEARCH 2018 freight dataset for the Capital Region.

The following notes summarize the presentation:

- NYSDOT purchases the data from IHS Markit and shares it with CDTC and other MPOs in NYS
- CDTC staff analyzed the data to determine freight flows to, from, and within the Capital Region
- Key Takeaways from the analysis:
  - CDTC region has a truly multimodal freight network
  - The region is a net “importer” of goods at about 1.5 million tons or \$3.4 million worth of goods
  - Trucks move the most commodities in terms of tons and value
  - Rail and Marine have a higher percent mode share in the region compared to the national average
- Please feel free to reach out to Chris if there is any specific data you would like to see pulled out of this data set for a particular county
- Please see the attached datasheets for more detail on the regional analysis.

## **7. Discussion – Member Updates**

- Airport
  - Steve Iachetta, Albany Airport Authority – Noted that air cargo “belly freight” is not included in TRANSEARCH 2018 and this should be noted with a footnote. Many



passenger airlines have supplemented their revenue with increasing belly freight during the COVID-19 pandemic.

- Marine

- Tony Vasil, Port of Albany – Tony had connection issues and could not provide an update, however, he provided the following update after the meeting.
- There has been an increased demand for shipping containers across the shipping industry, which has driven up container costs.
- Comparing January-October 2019 vs. 2020 the Port of Albany is up in all main product/markets; including up 43% Ships & Barges, and up 44% in Tonnage.
- Forest products import sector up 22% ships and barges and 33% on tons based on securing new wood pulp and lumber business.
- Scrap iron export market sector up 67% on ships and 50% on tonnage.
- Heavy Lift/Project Cargo Market sector up 60% on ships and barges and 46% on tonnage.
- Longshore hours (International Longshoremen Association) worked by terminal/vessel workforce up 5%
- At the August 2020 FAC meeting Tony mentioned a Rhode Island port that relied heavily on auto imports was down 95% in May and down 60% in July compared with 2019, which was attributed to COVID 2019. For September and October, imports almost equaled the previous same months in 2019 which were pre-pandemic a good sign of the return of business.
- In the consumer-ocean container carrier market, the supply chain has been and is in a state of flux.
- There has been a stronger than anticipated Holiday/Peak Season, which is primarily driven by online orders due to the pandemic; Ports in China are overwhelmed.
- There has been an increased demand for shipping containers across the shipping industry, which has driven up container costs. Approximately 35-45% of orders for empty containers to place products in for shipment to the United States are being refused.

- Rail

- John McCreavy, SMS Rail Lines – John noted that the COVID-19 pandemic has affected the shipping industry dramatically and that is impacting consumer prices. For example, anecdotally a bag of oranges from South African is cheaper than oranges coming from California in many supermarkets.
- The resurgence of the COVID-19 virus will continue to impact rail operations moving into 2021
- John shared several noted statistics from the November 2020 AAR Rail Times Indicator Report

- Trucking

- NA

- Other Private Industry (Manufacturing, Distribution, Warehousing, etc.)

- NA



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- Institutional / Government / Non-profit
    - NA

## **8. Action Items / Next Meeting**

### Action Items

- Registration for CDCC Electrifying Medium and Heavy Duty Trucks in New York State Webinar
- Feedback on TRANSEARCH 2018 data analysis

### Next Meetings

2021 Freight Advisory Committee Meeting Dates: February 17<sup>th</sup>, May 19<sup>th</sup>, August 18<sup>th</sup>, November 17<sup>th</sup>

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

## **9. Adjourn**

The meeting was adjourned at approximately 10:16 am.



# CDTC FREIGHT ADVISORY COMMITTEE

November 18, 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. Welcome
2. Trade and the Regional Effects of COVID (Derek Cutler, EBP)
3. COVID-19 CDTC Regional Travel Impacts (Andrew Tracy, CDTC)
4. Bridge Strike Mitigation Program (Chris Bauer, CDTC)
5. Electrifying Medium and Heavy Duty Trucks in New York State (Jacob Beeman, CDTC)
6. TRANSEARCH 2018 CDTC Regional Data (Chris Bauer, CDTC)
7. Member Updates
  - ▣ Airport
  - ▣ Marine
  - ▣ Rail
  - ▣ Trucking
  - ▣ Other Private Industry (manufacturing, distribution, warehousing, etc.)
  - ▣ Institutional/Government/Non-profit
8. Action Items/Next Meeting
  - ▣ 2021 Freight Advisory Committee Dates: February 17, May 19, August 18, November 17

# COVID-19 Impacts

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2. Trade and the Regional Effects of COVID  
(Derek Cutler, EBP)
3. COVID-19 CDTC Regional Travel Impacts  
(Andrew Tracy, CDTC)

# CDTC Freight Advisory Committee

11/18/2020



Derek Cutler  
[derek.cutler@ebp-us.com](mailto:derek.cutler@ebp-us.com)

11-18-2020

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# Agenda

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- ❖ National and Regional Freight Response to COVID
- ❖ Components of International Trade Markets
- ❖ Observed Changes in Freight and Associated Industries
- ❖ Implications of effects on Sources of Freight Demand

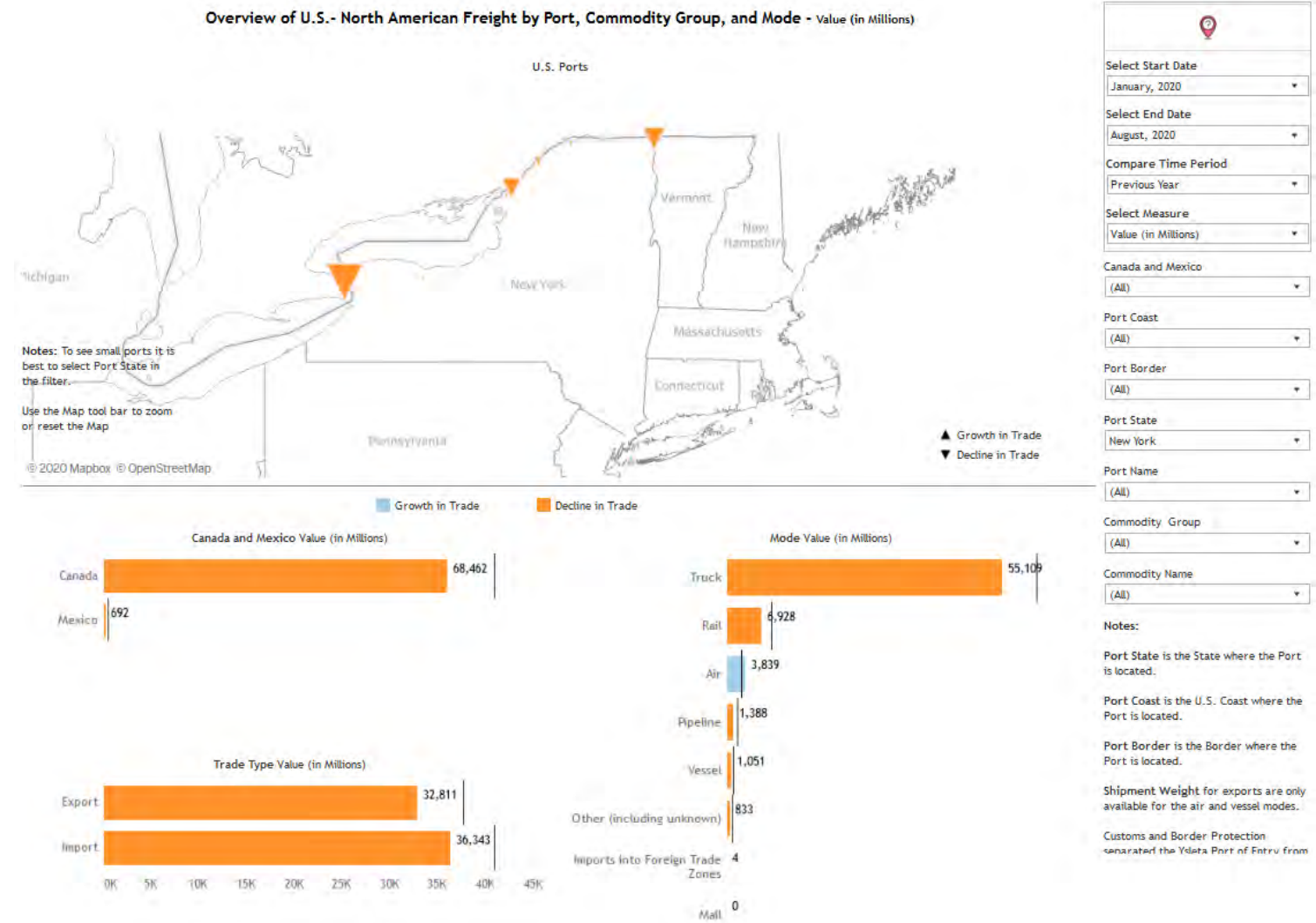
# Activity at Transborder Facilities

## Activity in at Ports

Buffalo: -16.2%

Champlain-Rouses: - 11.1%

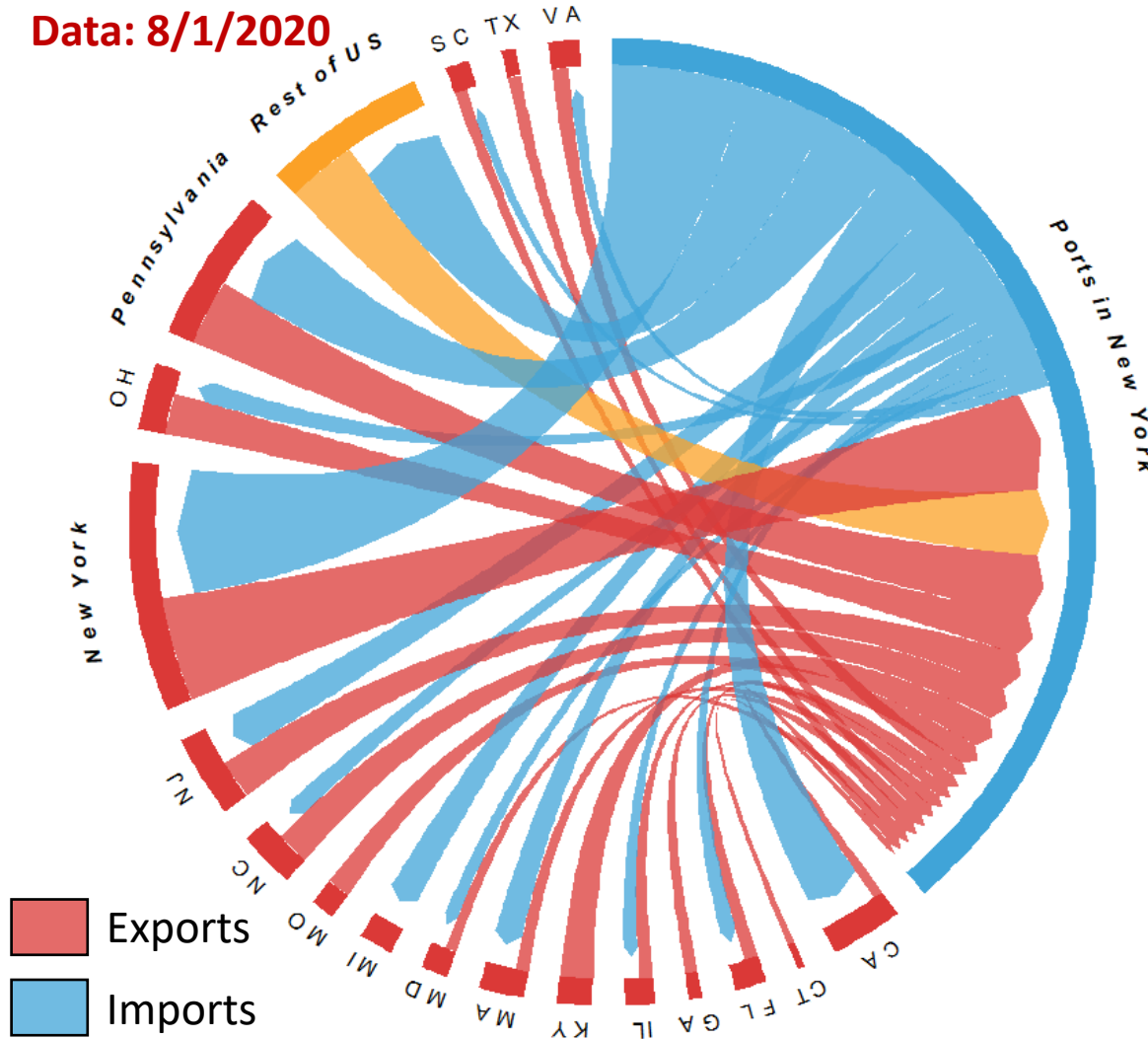
Alexandria Bay: -1.6%



**Note:** Transborder data doesn't offer volume of goods for exports unless Air or Marine

# Who Uses New York's Ports for Cross Border Trade?

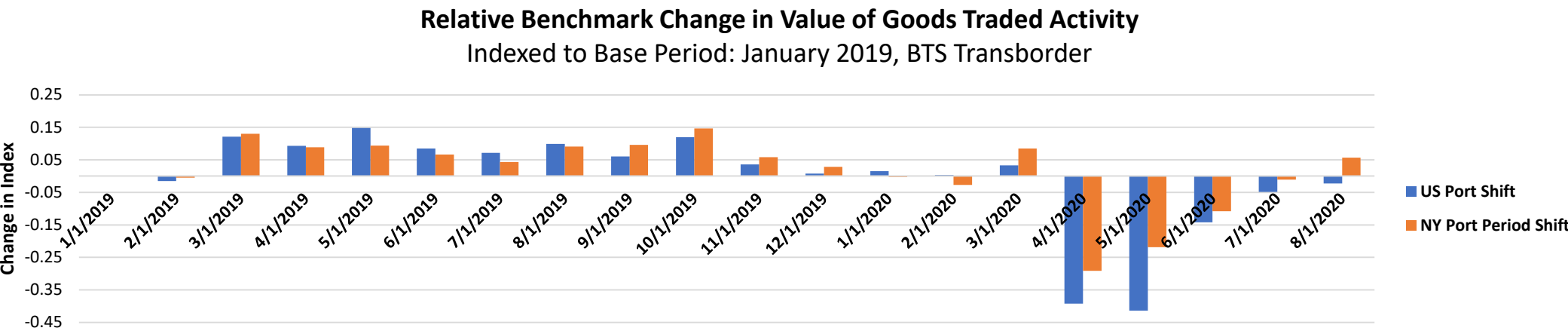
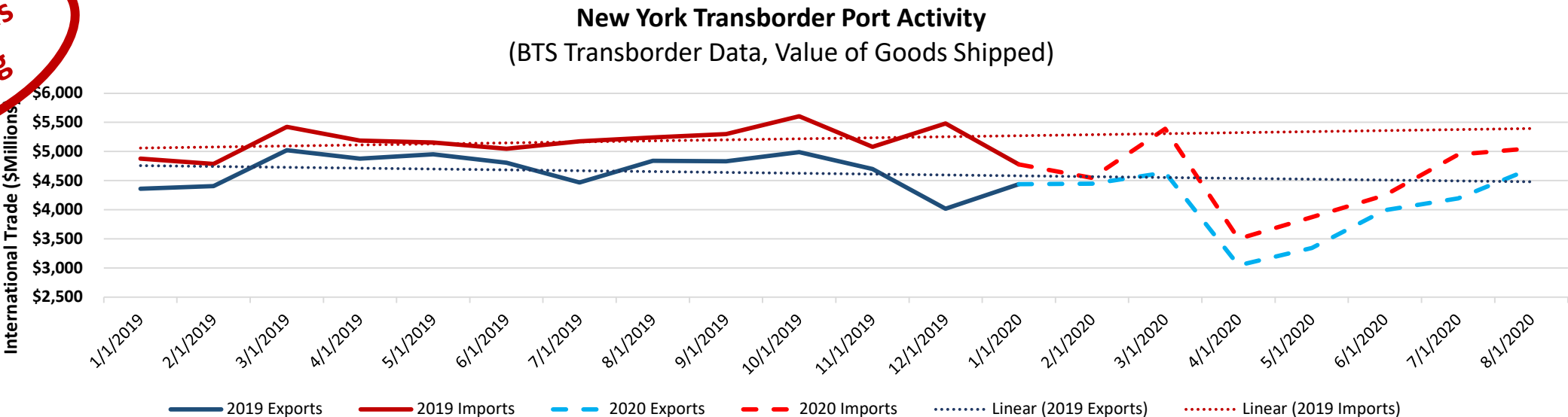
**Data: 8/1/2020**



<b>State</b>	<b>8/1/2019</b>	<b>8/1/2020</b>	<b>Change</b>
New York	1,282.65	1,174.91	(107.74)
Pennsylvania	731.71	717.60	(14.11)
California	499.88	520.44	20.56
Michigan	409.86	287.58	(122.28)
New Jersey	341.73	346.95	5.23
Massachusetts	226.20	259.39	33.18
Ohio	217.55	196.55	(21.00)
North Carolina	222.02	176.15	(45.88)
Illinois	155.09	127.83	(27.26)
Florida	125.06	147.96	22.89
Maryland	115.91	126.76	10.85
Virginia	102.40	113.46	11.06
South Carolina	110.75	93.56	(17.19)
<u>Rest of States</u>	<u>701.30</u>	<u>768.13</u>	<u>66.82</u>
<b>Total</b>	<b>5,242.12</b>	<b>5,057.26</b>	<b>(184.86)</b>

# Regional Transborder Volumes – All States Using

All States Using

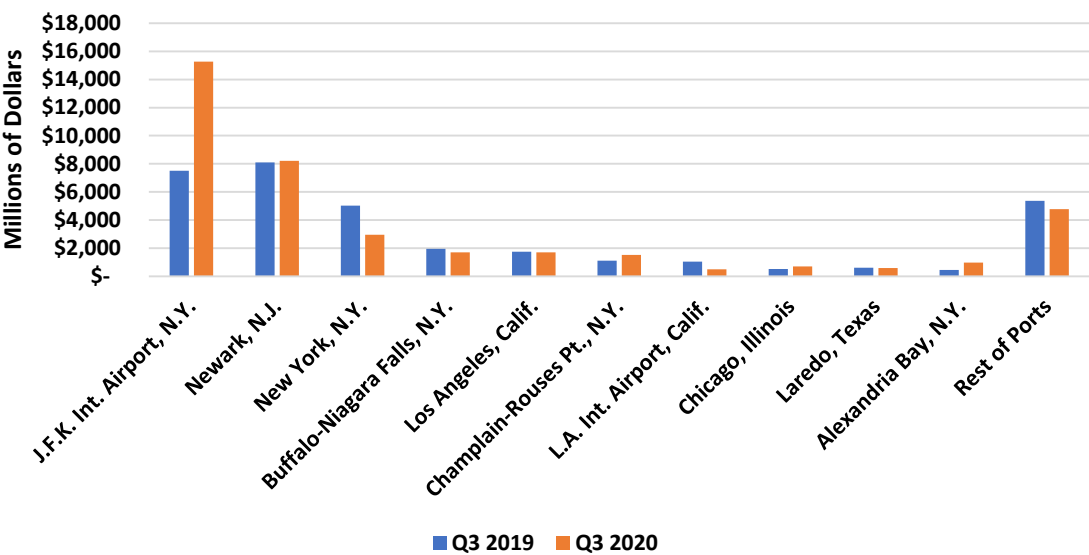


Source: BTS Transborder Data

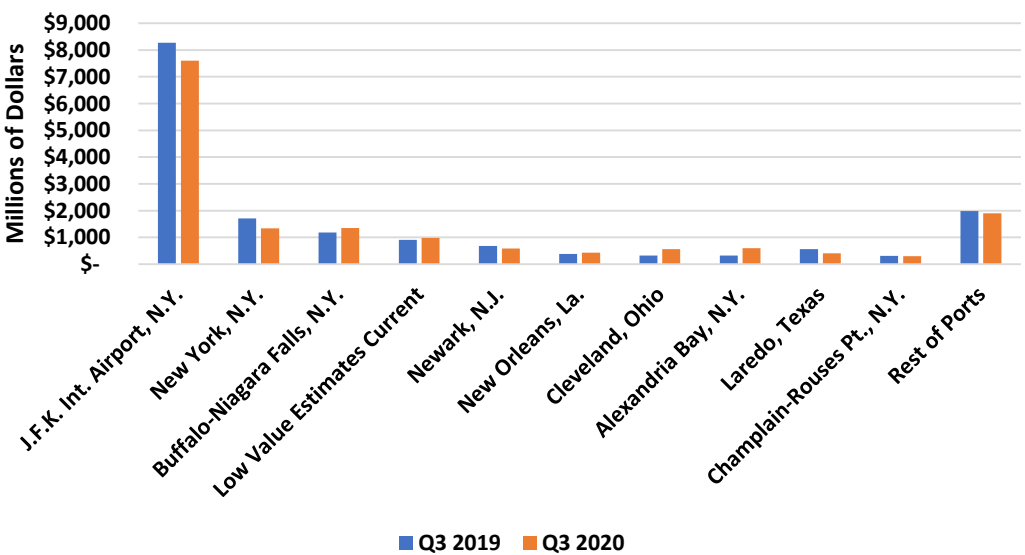
# Changes in New York's Top Ports of Import/Export

Just NY

Ports of Import Used by New York State



Ports of Export Used by New York State

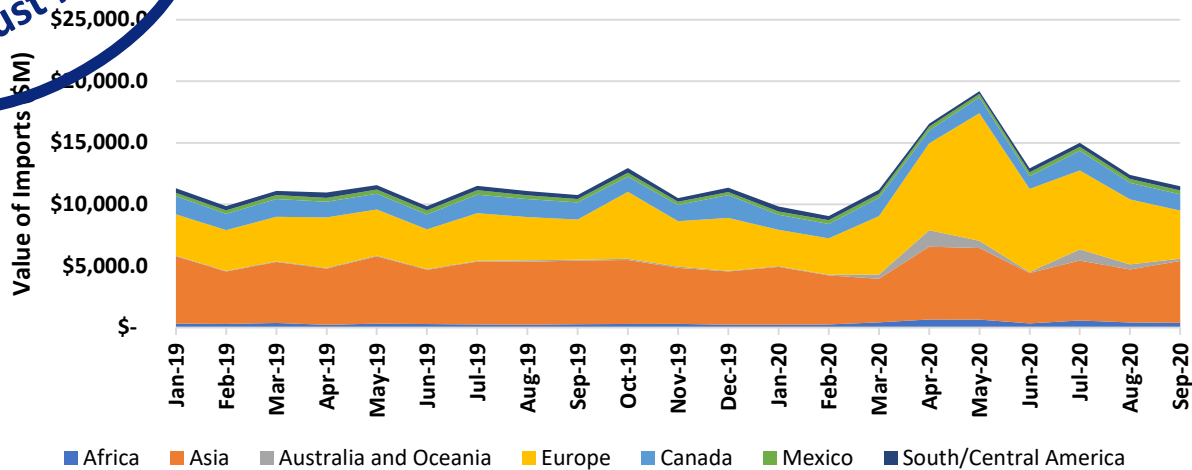




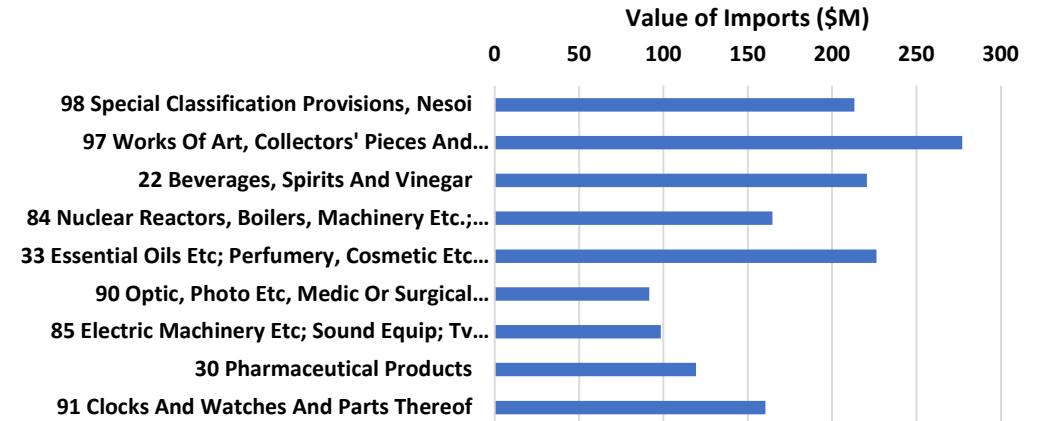
# Breaking Out Import Markets

Just NY

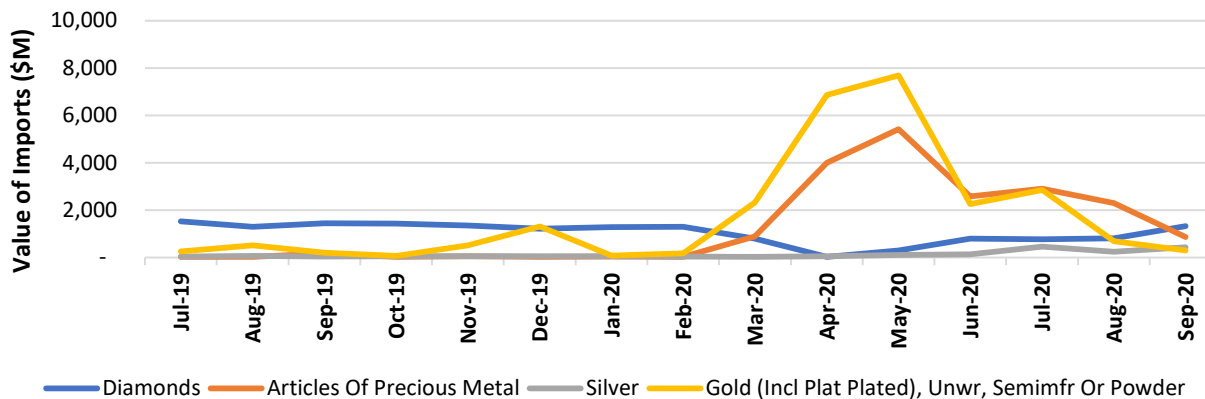
International Sources of New York State Imports



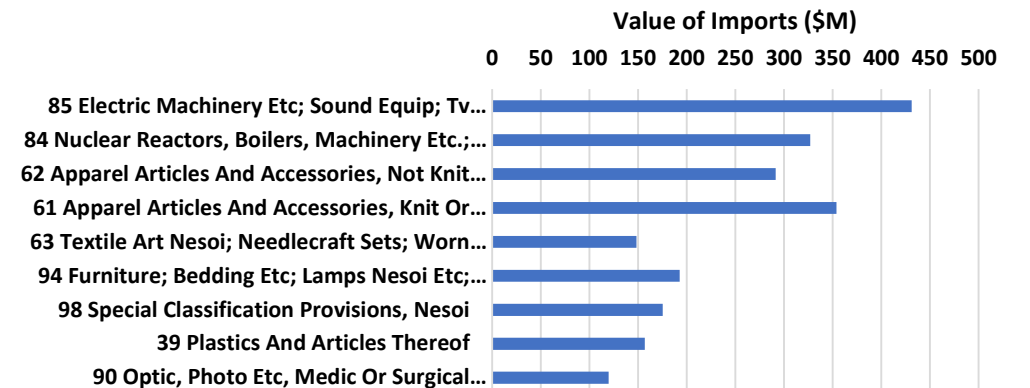
Other New York Imports from Europe



Top Commodity Drivers of NY Imports

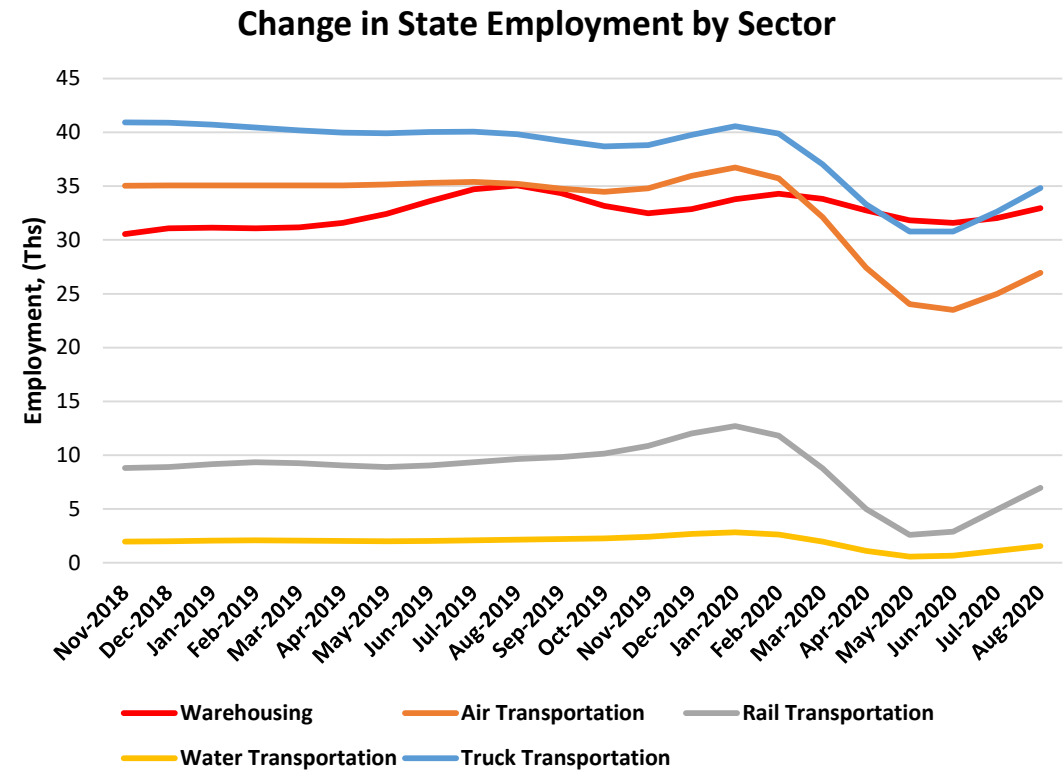
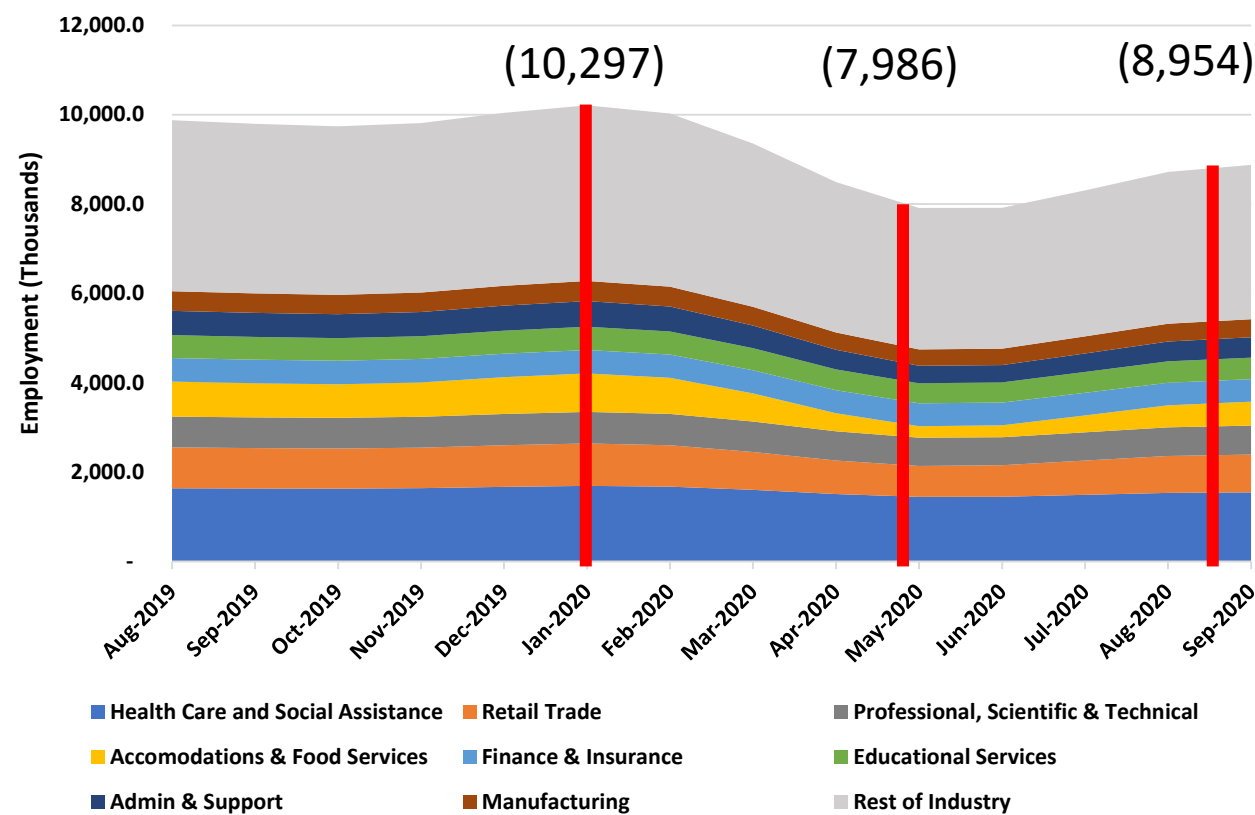


Other New York Imports from Asia



Source: USA Trade data, WISER Trade

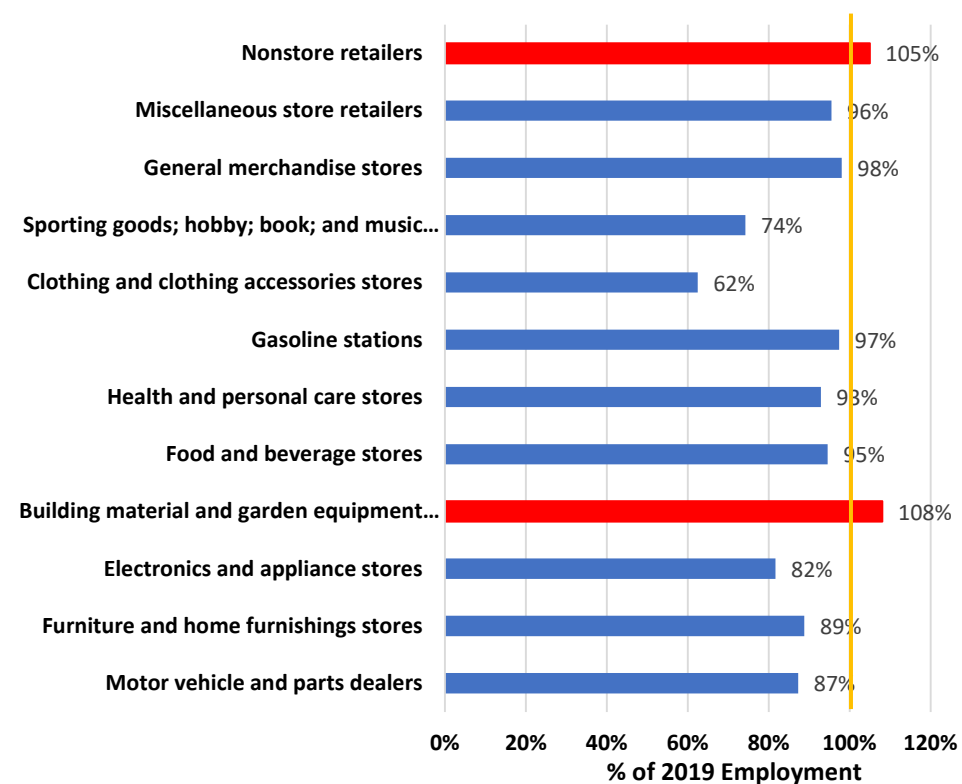
# Effect of COVID on State Employment



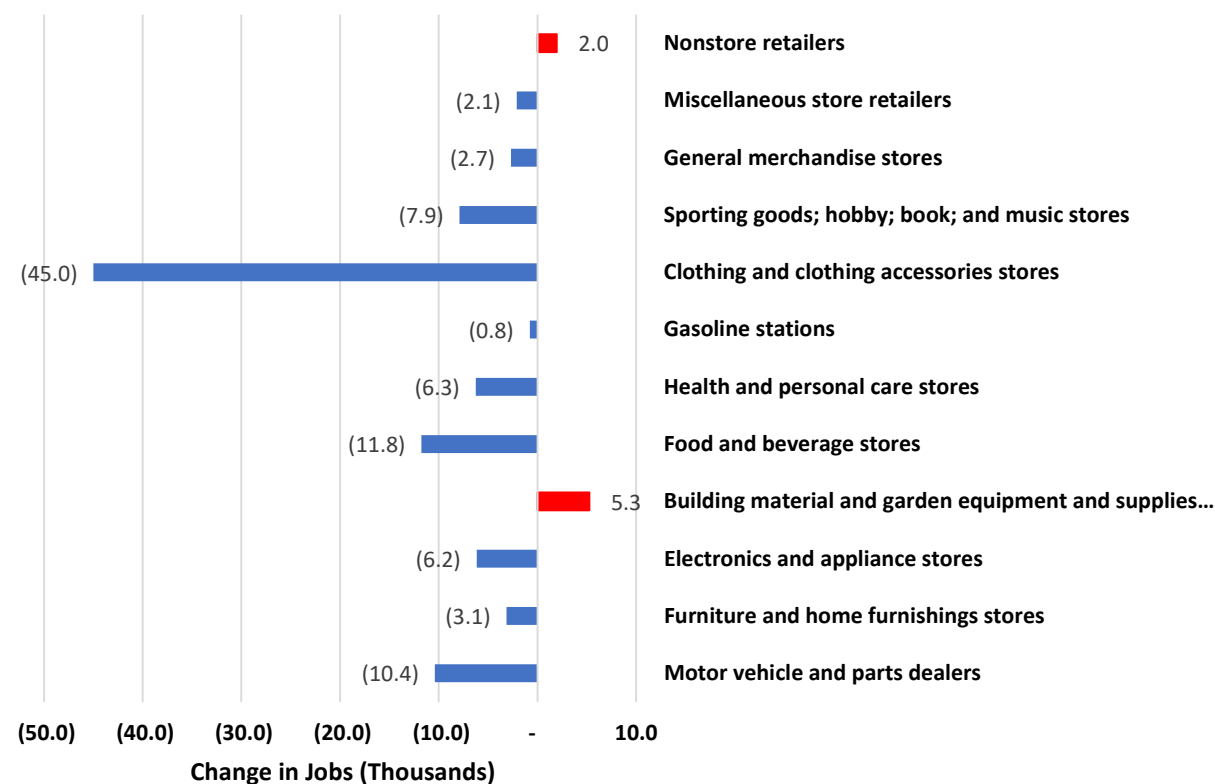
Source: Moodys Analytics

# Impact on State Employment: Demand for Retail

**Ratio of State Retail Employment:**  
(August 2019 - August 2020)



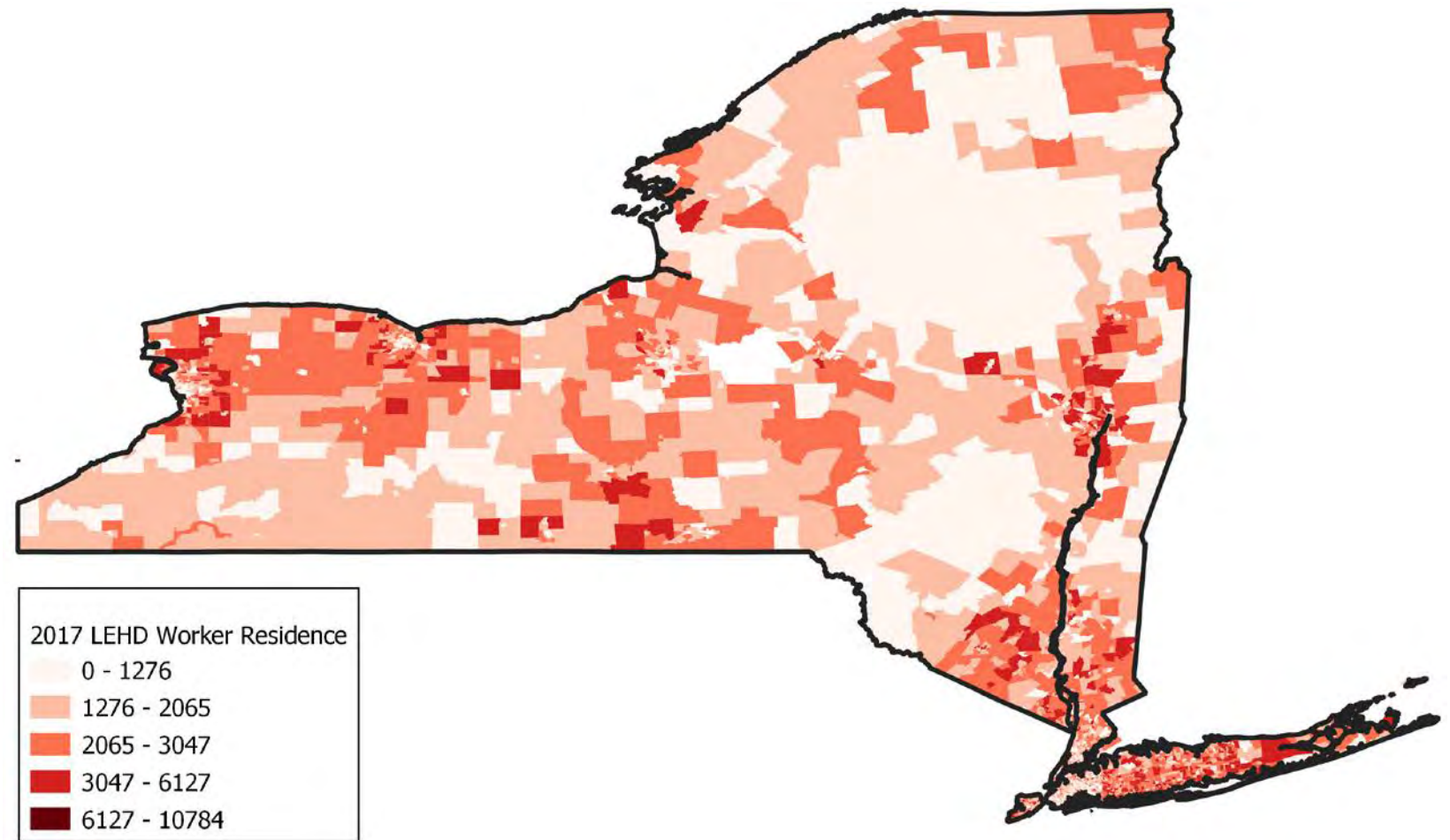
**Change in Retail Employment:**  
(August 2019 - August 2020)



Source: Moodys Analytics

# 2017 Worker Residence Locations

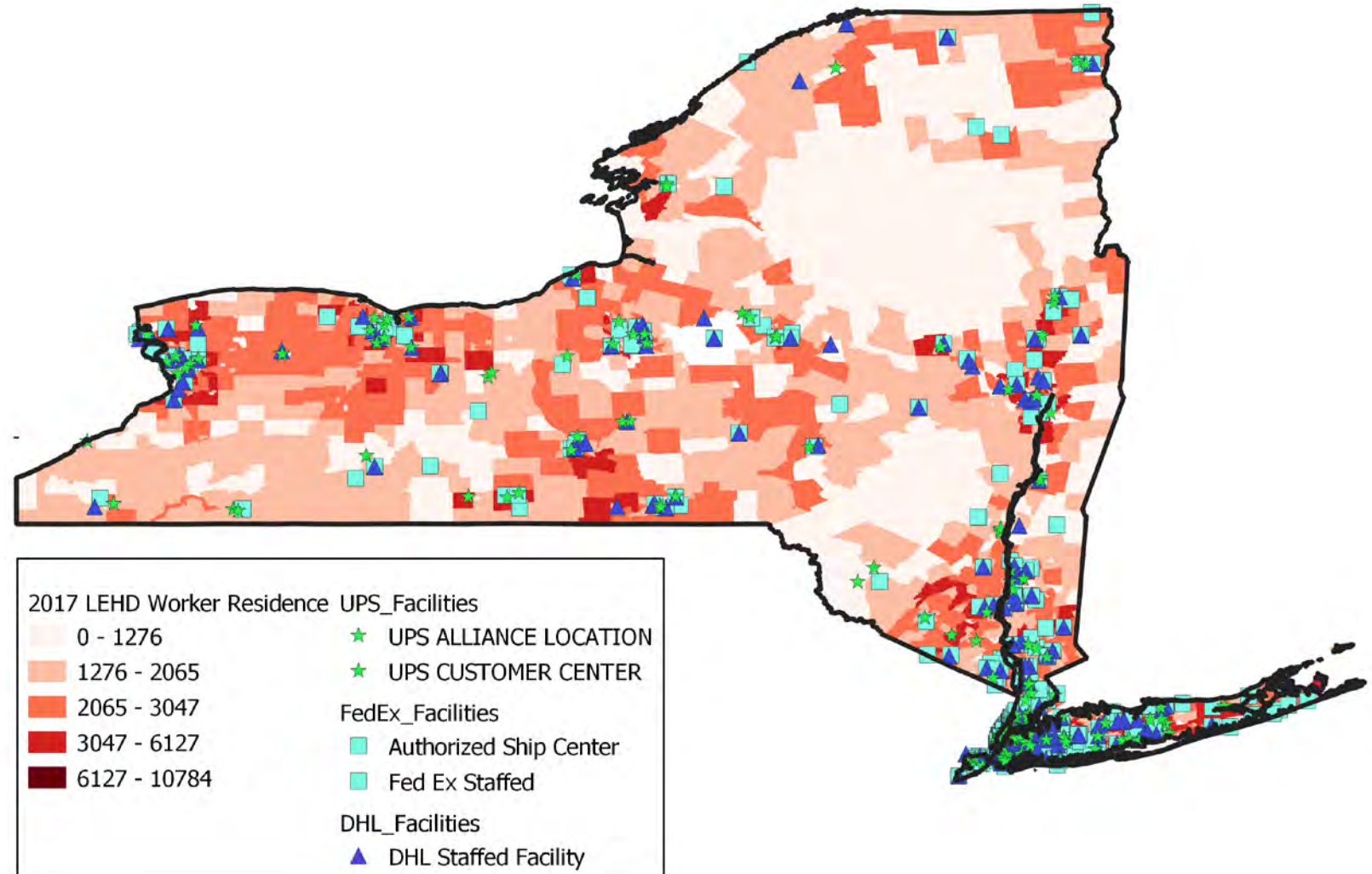
- Uses Census' Longitudinal Employment Household Database
- Looking at where workers live within the state



Source: LEHD on the Map, Worker Housing Characteristics data (2017)

# Worker Residence Relative to Shipping Facilities

- Uses Census' Longitudinal Employment Household Database
- Looking at where workers live within the state
- **Superimpose Freight Facilities**
- **Strong correlation in choice of location**
  - **Population Serving model**

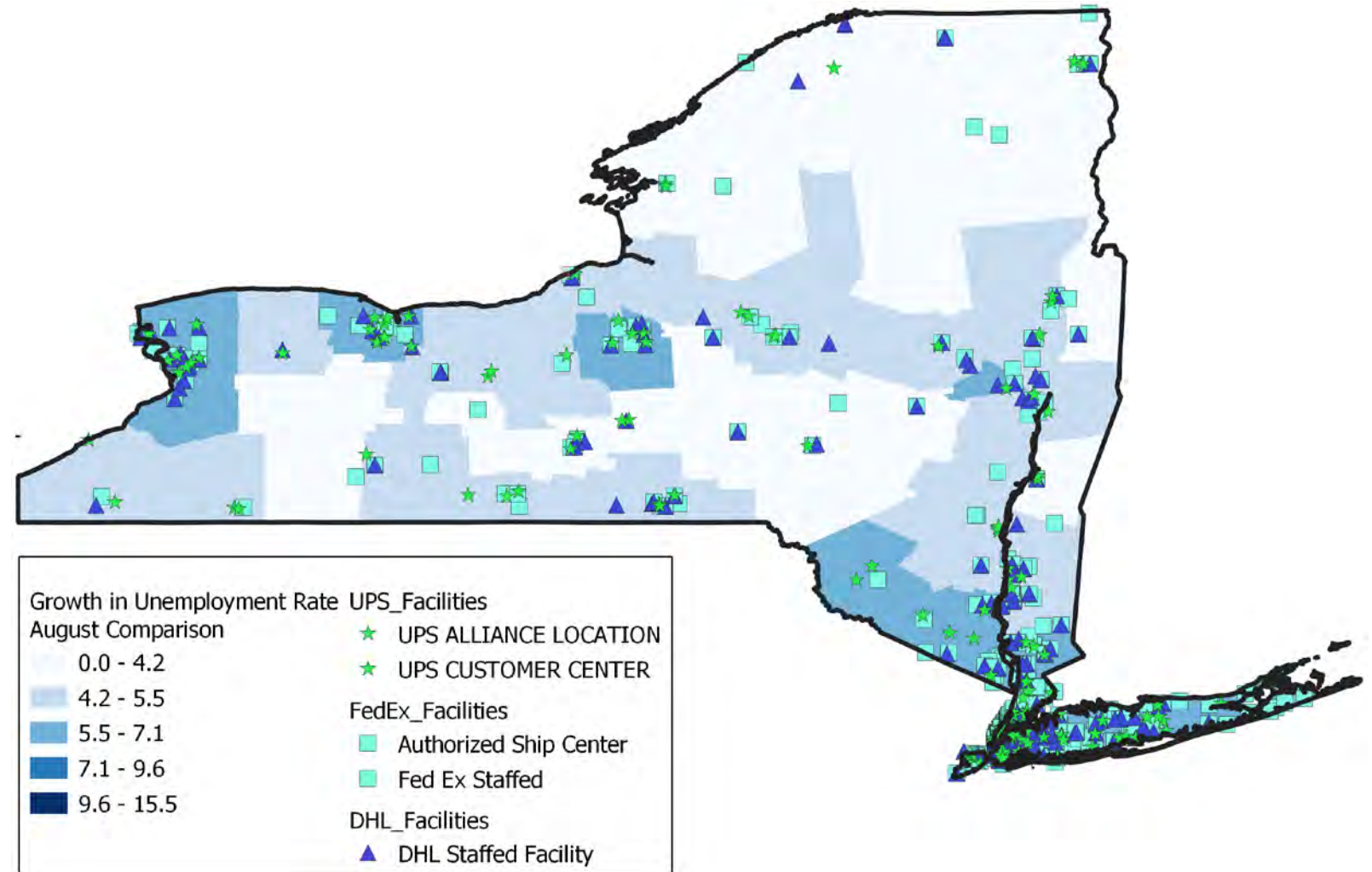


Source: LEHD on the Map, Worker Housing Characteristics data (2017)



# Unemployment Growth in Major Markets

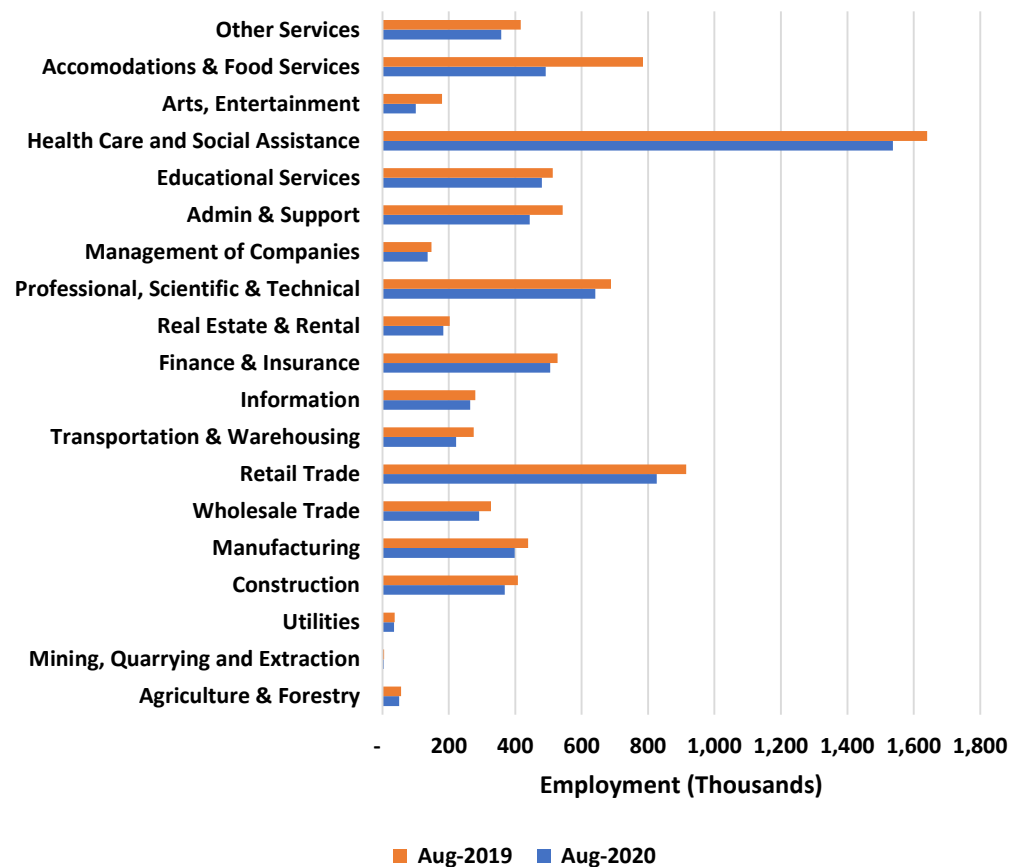
- Uses Census' Longitudinal Employment Household Database
- Looking at where workers live within the state
- Superimpose Freight Facilities
- Strong correlation in choice of location
  - Population Serving model
- **Areas suffering largest spikes unemployment are densest areas**
- **Areas driving Ecommerce are most vulnerable**



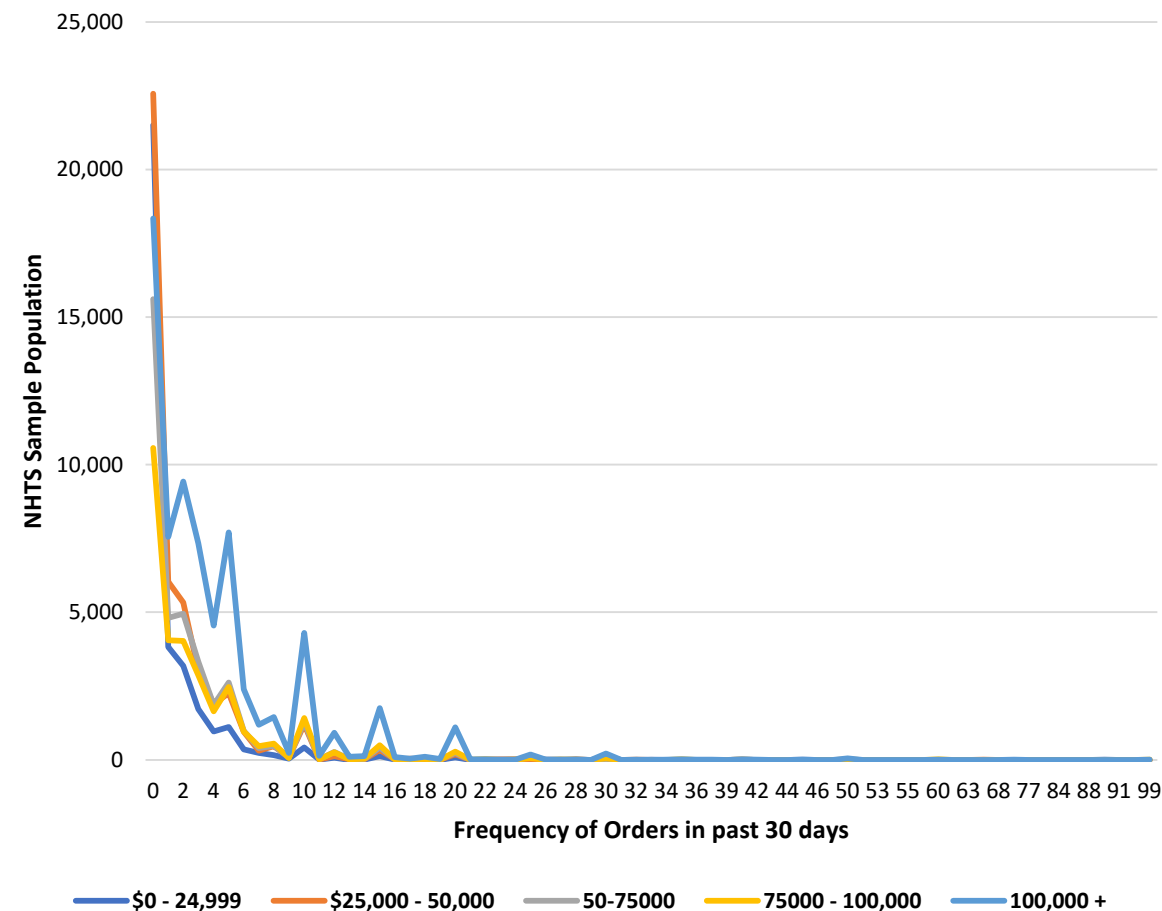
Source: BLS Monthly Local Area Unemployment Statistics

# Industries Impacted and Effect of Wages on ECommerce

Change in Employment by Industry,  
Relative to Prior Year



Relation between HH Income and E-Commerce Orders  
By Household Income Cohort



Source: Moodys Analytics, 2017 National Household Travel Survey

# Mitigating Factors: National Studies on Ability to Telework

**In March, 31% of workers had switched to working from home**

**Estimated that 63% of jobs require significant onsite presence**

**Strong inverse correlation between ability to work from home and Job Loss**

**Not immune to sustained effects**

**Potential indicator for sustained Ecommerce growth**

Industry	Percent share of employed able to telework (April 2020)	Labor market outcomes		Percent change in employment (February–April 2020)			Percentage-point change in unemployment rate (February–April 2020)		
		Percent change in employment (February–April 2020)	Percentage-point change in unemployment rate (February–April 2020)	Able to telework	Not able to telework	Difference	Able to telework	Not able to telework	Difference
Financial activities	81.1	-6.1	3.7	-5.8	-7.2	1.4	2.8	7.2	-4.4
Information	80.4	-11.8	9.3	-2.1	-37.3	35.2	5.8	21.1	-15.3
Professional and business services	71.6	-9.6	5.5	-6.4	-16.8	10.4	3.5	10.0	-6.5
Public administration	57.0	-3.8	3.4	-1.5	-6.7	5.1	3.2	3.8	-0.6
Education and health services	47.9	-13.9	9.4	-12.5	-15.2	2.8	8.8	9.9	-1.1
Manufacturing	41.0	-13.7	9.2	-3.9	-19.5	15.5	4.3	12.3	-8.0
Mining, quarrying, and oil and gas extraction	40.3	-14.9	4.2	5.5	-24.8	30.3	4.2	5.1	-0.8
Other services	39.9	-27.2	19.4	-8.4	-35.9	27.5	10.6	24.3	-13.6
Transportation and utilities	32.7	-10.9	8.7	4.7	-16.9	21.6	4.9	10.4	-5.5
Wholesale and retail trade	26.5	-16.4	12.6	-9.4	-18.6	9.2	7.6	14.2	-6.6
Construction	20.7	-16.6	10.2	-11.9	-17.8	5.8	5.1	11.3	-6.2
Leisure and hospitality	20.3	-42.0	32.1	-25.5	-45.1	19.6	22.9	34.1	-11.2
Agriculture, forestry, fishing, and hunting	8.1	-1.2	-1.7	-4.3	-1.0	-3.3	-5.9	-1.3	-4.5
Total	45.8	-15.6	10.8	-7.9	-21.2	13.3	6.2	14.3	-8.1

Source: Authors' calculations based on February–April 2020 Current Population Survey data and O\*NET job-content data.



# Summary

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- ❖ Transborder volumes still lagging behind equivalent 2019 levels, recovering
- ❖ Sources of Freight Demand presenting mixed signals on ability to weather pandemic
  - ❖ Manufacturing and classical industries - **reduced**
  - ❖ Ecommerce and home improvement retail – **increased**
  - ❖ Traditional Brick and Mortar Retail Suffered
- ❖ E-commerce reliant on well located distribution facilities
  - ❖ Location of facilities strongly correlated with population centers most acutely impacted by pandemic
  - ❖ Correlation between higher disposable income households and frequency in engaging in e-commerce
- ❖ From studies on ability to telework, COVID-19:
  - ❖ No one is immune to sustained effects
  - ❖ Flexible workers able to work from home have statistically been less affected
  - ❖ Knowledge workers more likely to engage more in Ecommerce activity

# 4. Bridge Strike Mitigation Program

- NYSDOT initiative, met in August
  - ▣ TSMI 20-01: Low Clearance Countermeasures
- +/- 20 locations in Region 1 on State highways
  - ▣ Ex: NY 914V/Glenridge Rd
- FAC role: please distribute pamphlet to your members, employees, etc. as applicable



Source: Daily Gazette, *Tractor-trailer crashes into Glenville railroad bridge Monday afternoon; Latest in series of crashes there, Oct. 19, 2020*

COMMERCIAL VEHICLES  
TRACTOR TRAILERS  
BUSES • BOX TRUCKS • RVS  
MOVING TRUCKS

# STAY OFF PARKWAYS



NO TRUCKS  
BUSES RVS  
ON PARKWAYS

LOW BRIDGES

Low clearance bridges are located across NYS.  
Before departing, find height restrictions on  
[511ny.org](https://511ny.org) by clicking “truck restrictions” on  
the homepage travel map

# Don't Let This Happen to You



**PASSENGER CARS ONLY**



**New York State parkways have low overhead bridges that don't accommodate tractor trailers, buses, RVs, box trucks, moving trucks or other commercial vehicles.**

- **Watch for signs and pavement markings**
- **Use commercial GPS – phone and personal mapping systems do not account for low bridges.**

**If you've mistakenly entered a parkway and are approaching a low overhead clearance bridge:**

- **Stop on the shoulder, where practical**
- **Turn hazard lights on**
- **Call 911 for assistance**



**NEW YORK  
STATE OF  
OPPORTUNITY.**

**Department of  
Transportation**



**NEW YORK  
STATE OF  
OPPORTUNITY.**

**Governor's Traffic  
Safety Committee**



**NEW YORK  
STATE OF  
OPPORTUNITY.**

**Thruway  
Authority**

# 5. Upcoming Webinar: Electrifying Medium & Heavy Duty Trucks In New York State

- ❑ Available VW funding in New York State
- ❑ Available Electric Medium & Heavy Duty Trucks
- ❑ Charging infrastructure needed for successful deployment
- ❑ Wednesday ,December 9<sup>th</sup>, 2020
  - ▣ 10:00 AM – 3:00 PM

## 6. TRANSEARCH\* 2018 CDTC Regional Data

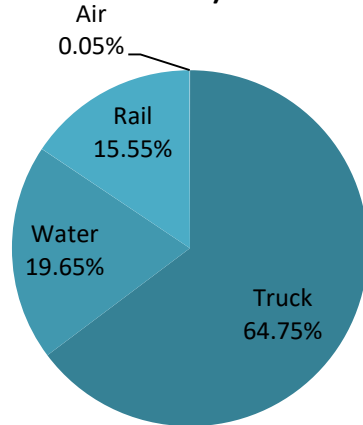
- ❑ IHS Markit TRANSEARCH data
- ❑ Purchased by NYSDOT and made available to MPOs
- ❑ 2018 and 2045 projections
- ❑ All modes except pipeline
- ❑ Uses a mix a public and private proprietary data to develop a sample
- ❑ County is smallest geographic unit

\*Includes content supplied by IHS Markit or its third party provider;  
Copyright © IHS Markit or its third party provider, 2020. All rights reserved.

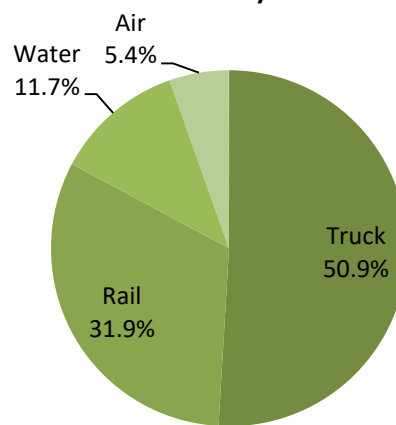
# TRANSEARCH\* - CDTC Region Inbound Freight by Mode, 2018 (“Imports”)

<u>Mode</u>	<u>Tons</u>	<u>Value</u>	<u>Value/Ton</u>
Truck	15,802,634	\$ 14,285,255,966	\$ 904
Water	4,796,809	\$ 3,289,934,669	\$ 686
Rail	3,794,085	\$ 8,945,260,685	\$ 2,358
Air	11,835	\$ 1,518,406,494	\$ 128,302
Other	89	\$ 1,425,190	\$ 16,037
<b>Totals</b>	<b>24,405,452</b>	<b>\$ 28,040,283,004</b>	

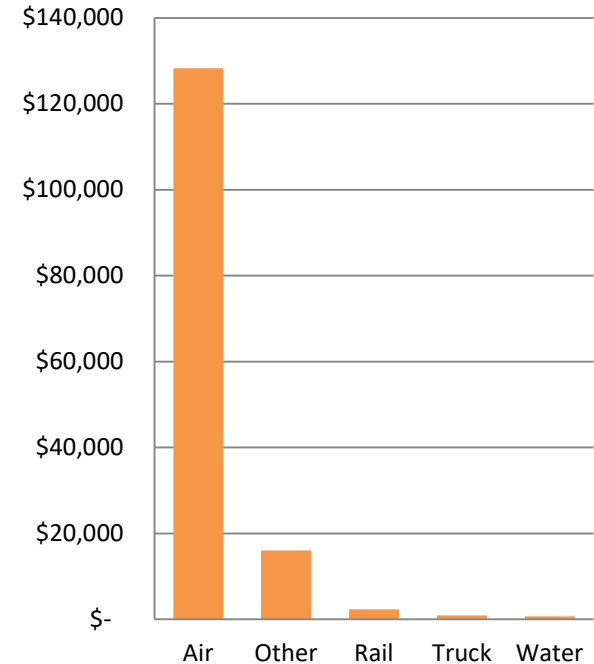
**Inbound Freight by Mode (Tons, 2018)**



**Inbound Freight by Mode (Value, 2018)**



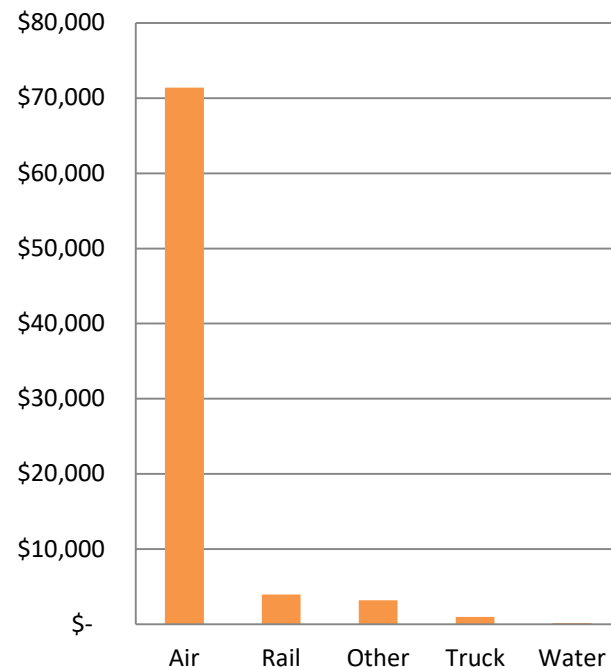
**Inbound Freight by Mode (Value/Ton, 2018)**



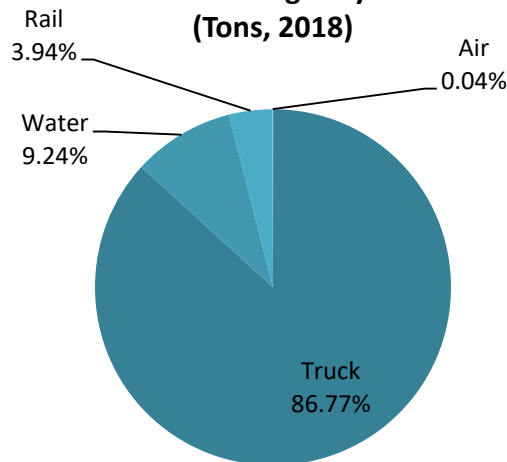
# TRANSEARCH\* - CDTC Region Outbound Freight by Mode, 2018 (“Exports”)

<u>Mode</u>	<u>Tons</u>	<u>Value</u>	<u>Value/Ton</u>
Truck	19,856,291	\$ 19,972,399,154	\$ 1,006
Water	2,115,181	\$ 372,656,344	\$ 176
Rail	900,836	\$ 3,565,351,131	\$ 3,958
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<b>Total</b>	<b>22,882,678</b>	<b>\$ 24,641,380,687</b>	

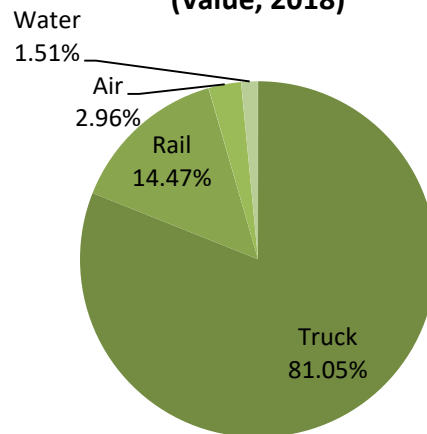
Outbound Freight by Mode  
(Value/Ton, 2018)



Outbound Freight by Mode  
(Tons, 2018)



Outbound Freight by Mode  
(Value, 2018)

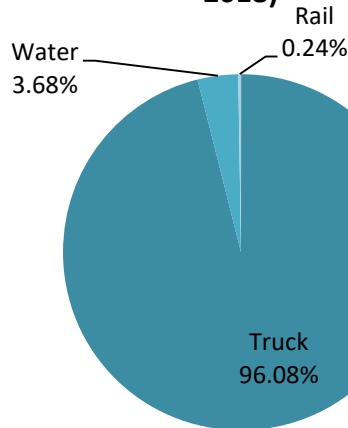




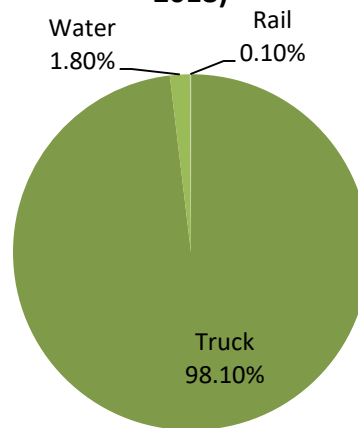
# TRANSEARCH\* – Freight Within the CDTC Region by Mode, 2018

<u>Mode</u>	<u>Tons</u>	<u>Value</u>	<u>Value/Ton</u>
Truck	3,645,624	\$ 2,857,364,506	\$ 784
Water	139,701	\$ 52,437,456	\$ 375
Rail	9,000	\$ 2,994,774	\$ 333
<b>Totals</b>	<b>3,794,324</b>	<b>\$ 2,912,796,736</b>	

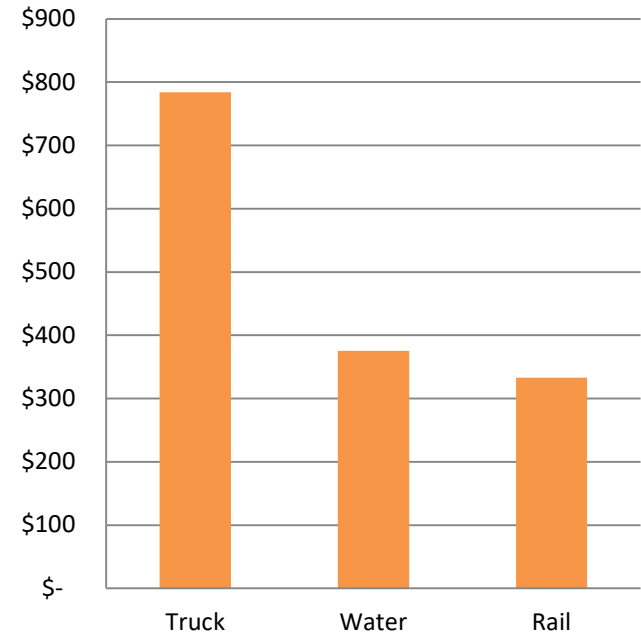
Within Freight by Mode (Tons,  
2018)



Within Freight by Mode (Value,  
2018)



Within Freight by Mode (Value/Ton,  
2018)



# TRANSEARCH\* 2018 CDTC Regional Data

## □ Key Takeaways:

- ▣ Region has a true multi-modal freight network
- ▣ Region is a net importer in terms of tons (1.5 mil. tons) and value (\$3.4 bil.)
- ▣ Trucks move the most freight in terms of tons and value
- ▣ Air moves highest value freight
- ▣ Rail and Marine move higher percent mode share than national average

## □ Future Analyses:

- ▣ Top commodities
- ▣ Top trade partners
- ▣ 2045 projections
- ▣ Mapping, ex: Freight locator heat map
- ▣ **Other?**

- Will take requests from members

# 7. Member Updates

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



 **ASSOCIATION OF  
AMERICAN RAILROADS**  
Policy & Economics Department

November 6, 2020

## **Rail Time Indicators**

*A Review of Traffic Trends & Key Economic  
Indicators Shaping Demand for Rail Transportation*

# Rail Update

		June '20	July '20	Aug. '20	Sept. '20	Oct. '20
U.S.	<u>Total carloads</u>					
	Avg. per week	198,564	208,403	224,557	223,909	228,193
	% change from prior year	-22.4%	-17.6%	-14.9%	-9.7%	-6.6%
	<u>Total carloads excl. coal</u>					
	Avg. per week	148,045	153,595	163,152	164,006	168,611
	% change from prior year	-17.4%	-12.7%	-9.9%	-2.9%	-1.2%
CANADA	<u>Total intermodal</u>					
	Avg. per week	251,233	259,192	280,739	284,777	292,469
	% change from prior year	-6.6%	-1.4%	3.0%	7.1%	10.0%
	<u>Total carloads</u>					
	Avg. per week	71,094	70,855	72,194	80,076	79,149
	% change from prior year	-17.3%	-13.2%	-13.0%	-0.2%	-1.3%
MEXICO	<u>Total intermodal</u>					
	Avg. per week	64,291	66,693	70,456	74,436	79,592
	% change from prior year	-8.4%	-6.2%	-4.4%	2.9%	13.8%
	<u>Total carloads</u>					
	Avg. per week	20,786	18,103	21,583	17,403	19,612
	% change from prior year	-6.2%	-16.0%	16%	-15.4%	-1.5%
MEXICO	<u>Total intermodal</u>					
	Avg. per week	15,447	14,358	17,706	15,794	15,135
	% change from prior year	-16.6%	-21.4%	-6.4%	-19.0%	-23.0%
		YTD Through October (in millions)				% change
		2017	2018	2019	2020	'19-'20
U.S.	Total carloads	11,374	11,586	11,089	9,481	-14.5%
	Total carloads excl. coal	7,627	7,864	7,657	6,950	-9.2%
	Total intermodal	11,604	12,276	11,722	11,204	-4.4%
CANADA	Total carloads	3,485	3,600	3,606	3,300	-8.5%
	Total intermodal	2,915	3,037	3,073	2,967	-3.5%
MEXICO	Total carloads	-	0.916	0.913	0.828	-9.3%
	Total intermodal	-	0.795	0.783	0.683	-12.7%

All carload figures are originations and do not include intermodal. Canada includes the U.S. operations of Canadian railroads. Mexico includes the U.S. operations of Mexican railroads. Source: AAR Rail Time Indicators

# Rail update

COMBINED U.S. AND CANADIAN RAIL TRAFFIC: OCTOBER 2020*								
(4 weeks ending October 31, 2020, and Year-To-Date)								
Commodity	OCTOBER			YEAR-TO-DATE				% of Total YTD 2020
	2020	2019	Chng % Chng	2020	2019	Chng % Chng		
Carloads								
<b>Agricultural &amp; food products</b>	<b>256,474</b>	<b>219,306</b>	<b>36,168</b>	<b>18.6%</b>	<b>2,394,718</b>	<b>2,130,728</b>	<b>263,990</b>	<b>2.7%</b>
Grain	159,817	122,119	37,698	29.6%	1,353,187	1,212,696	140,491	10.6%
Farm products excl. grain	22,735	13,257	9,478	69.0%	207,581	175,316	32,265	17.1%
Grain mill products	43,791	42,547	1,244	2.9%	494,399	495,747	-1,347	-0.3%
Food products	36,144	35,393	751	2.1%	399,650	366,090	33,560	8.8%
<b>Chemicals and petroleum</b>	<b>238,764</b>	<b>258,823</b>	<b>-20,059</b>	<b>-7.6%</b>	<b>2,597,125</b>	<b>2,945,213</b>	<b>-348,088</b>	<b>-4.4%</b>
Chemicals	166,425	167,330	-905	-0.5%	1,970,953	1,969,912	1,041	0.0%
Petroleum & pet. prod.	72,339	91,493	-19,154	-20.9%	626,172	975,301	-349,129	-37.2%
<b>Coal</b>	<b>265,604</b>	<b>325,638</b>	<b>-60,034</b>	<b>-18.4%</b>	<b>2,811,605</b>	<b>3,772,250</b>	<b>-960,644</b>	<b>-15.4%</b>
<b>Forest products</b>	<b>63,472</b>	<b>64,294</b>	<b>-822</b>	<b>-1.3%</b>	<b>684,392</b>	<b>736,241</b>	<b>-51,849</b>	<b>-7.4%</b>
Primary forest products	7,081	9,109	-2,028	-21.9%	87,277	101,509	-14,232	-14.0%
Lumber & wood products	25,090	23,881	1,209	5.0%	261,034	265,266	-4,232	-1.6%
Pulp & paper products	30,455	31,304	-849	-2.7%	333,081	364,507	-31,426	-8.4%
<b>Metallic ores and metals</b>	<b>134,641</b>	<b>137,671</b>	<b>-3,030</b>	<b>-2.2%</b>	<b>1,433,372</b>	<b>1,633,358</b>	<b>-200,006</b>	<b>-12.2%</b>
Metallic ores	63,409	66,767	-3,358	-4.9%	664,211	751,103	-86,892	-11.4%
Coals	33,934	16,033	17,901	109.4%	173,717	283,698	-109,981	-40.7%
Primary metal products	37,483	38,759	-1,276	-3.3%	480,650	480,736	-86	-0.0%
Iron & steel scrap	13,625	15,421	-1,796	-11.3%	184,854	195,138	-10,284	-5.0%
<b>Motor vehicles &amp; parts</b>	<b>81,786</b>	<b>61,645</b>	<b>20,141</b>	<b>32.7%</b>	<b>764,750</b>	<b>944,071</b>	<b>-179,321</b>	<b>-18.9%</b>
<b>Nonmetallic minerals</b>	<b>142,848</b>	<b>151,999</b>	<b>-9,151</b>	<b>-6.0%</b>	<b>1,549,296</b>	<b>1,833,172</b>	<b>-283,876</b>	<b>-15.5%</b>
Crushed stone, sand & gravel	66,212	103,239	-37,027	-35.4%	943,549	1,191,032	-247,483	-20.4%
Nonmetallic minerals	10,939	22,508	-11,569	-50.9%	220,556	238,288	-17,732	-7.2%
Stone, clay & glass prod.	33,896	38,009	-4,113	-10.8%	385,190	404,139	-18,949	-4.5%
<b>Other</b>	<b>46,981</b>	<b>46,962</b>	<b>19</b>	<b>0.0%</b>	<b>483,906</b>	<b>499,737</b>	<b>-15,831</b>	<b>-3.2%</b>
Waste & nonwaste scrap	15,547	14,795	752	5.0%	163,358	165,743	-2,385	-1.4%
All other carloads	30,434	32,167	-1,733	-5.4%	320,548	333,994	-13,446	-4.0%
<b>TOTAL CARLOADS</b>	<b>1,229,367</b>	<b>1,298,128</b>	<b>-68,761</b>	<b>-5.3%</b>	<b>12,780,956</b>	<b>14,694,730</b>	<b>-1,913,774</b>	<b>-13.0%</b>
Intermodal								
Containers	1,395,374	1,268,144	127,230	10.0%	13,289,869	13,849,614	-559,745	-4.0%
Trailers	197,896	76,637	121,259	156.9%	891,796	9,641,245	-8,749,449	-8.2%
<b>TOTAL INTERMODAL</b>	<b>1,495,240</b>	<b>1,343,681</b>	<b>151,559</b>	<b>11.3%</b>	<b>14,170,950</b>	<b>14,794,754</b>	<b>-623,804</b>	<b>-4.2%</b>
<b>TOTAL CARS - INTERMODAL</b>	<b>2,724,607</b>	<b>2,641,809</b>	<b>82,798</b>	<b>3.1%</b>	<b>26,951,906</b>	<b>29,489,484</b>	<b>-2,537,578</b>	<b>-8.6%</b>

\*Data are projections not seasonally adjusted and do not include the U.S. operations of Q&W

\*Data are origin-based and seasonally adjusted and do not include the U.S. operations of CPKC.



# 8. Action Items and Next Meeting

- Action items:
  - Register for Electrifying Medium and Heavy Duty Trucks in New York State webinar
  - Provide TRANSEARCH feedback
  
- 2021 Freight Advisory Committee Dates
  - February 17, May 19, August 18, November 17

# Thank you for attending!

Christian P. Bauer, AICP

Senior Transportation Planner

Capital District Transportation Committee

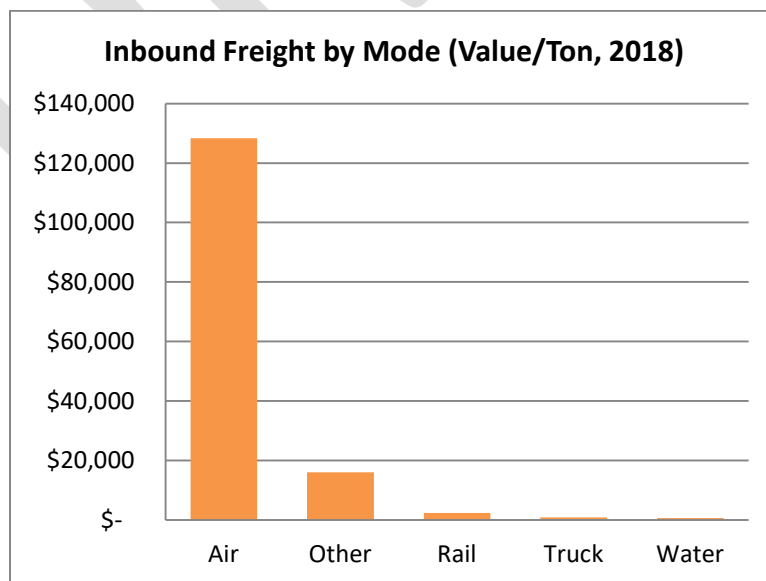
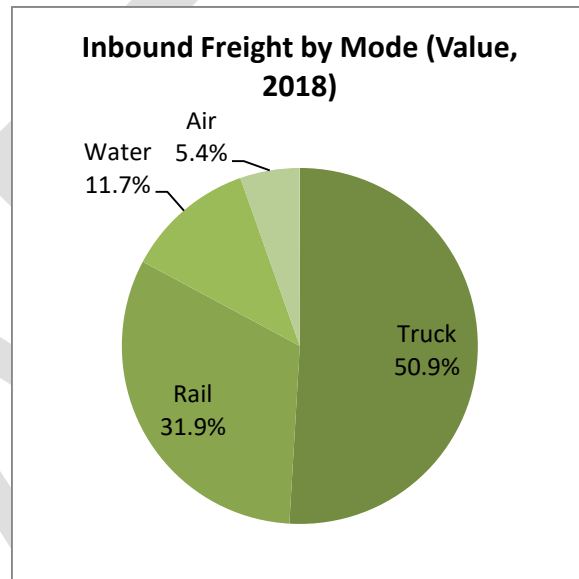
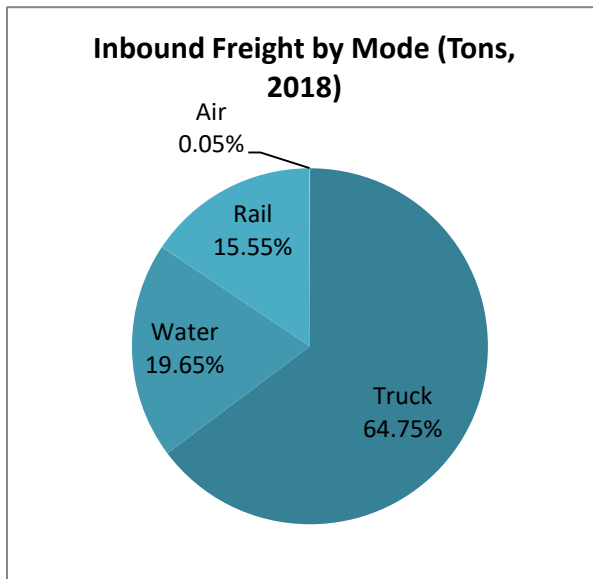
(518) 458-2161

[cbauer@cdtcmpo.org](mailto:cbauer@cdtcmpo.org)



## **TRANSEARCH\* - CDTC Region Inbound Freight by Mode, 2018**

<b><u>Mode</u></b>	<b><u>Tons</u></b>		<b><u>Value</u></b>	<b><u>Value/Ton</u></b>
Truck	15,802,634	\$	14,285,255,966	\$ 904
Water	4,796,809	\$	3,289,934,669	\$ 686
Rail	3,794,085	\$	8,945,260,685	\$ 2,358
Air	11,835	\$	1,518,406,494	\$ 128,302
Other	89	\$	1,425,190	\$ 16,037
<b>Totals</b>	<b>24,405,452</b>	<b>\$</b>	<b>28,040,283,004</b>	

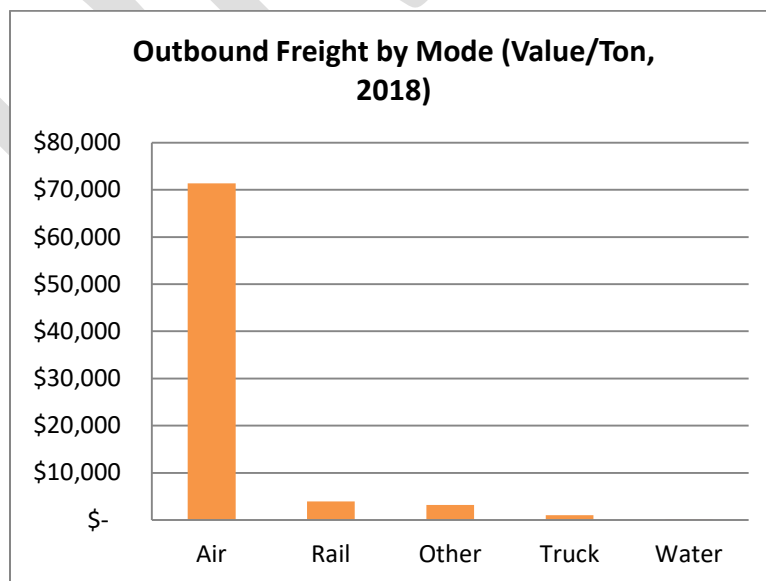
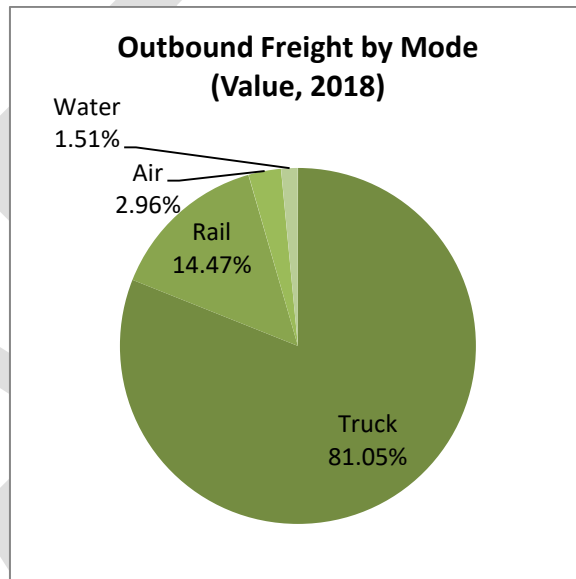
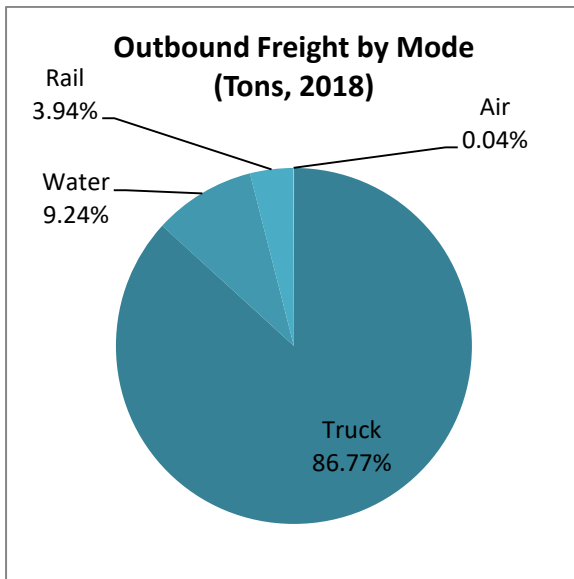


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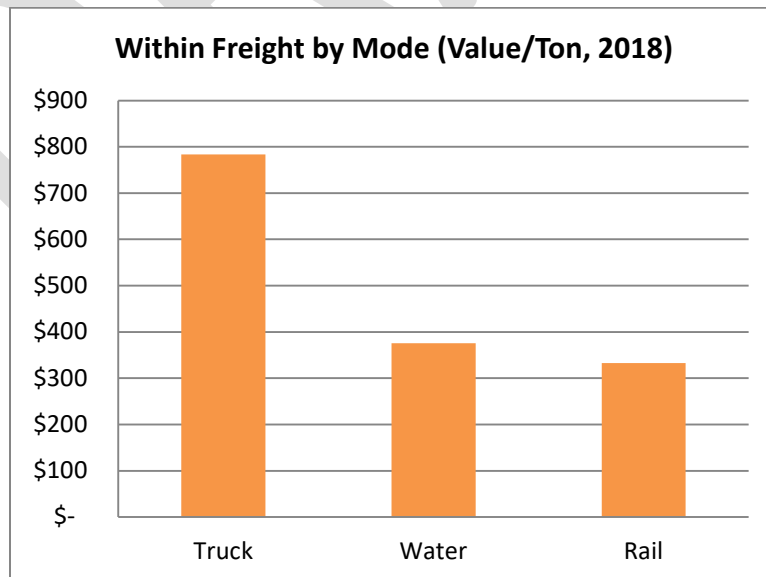
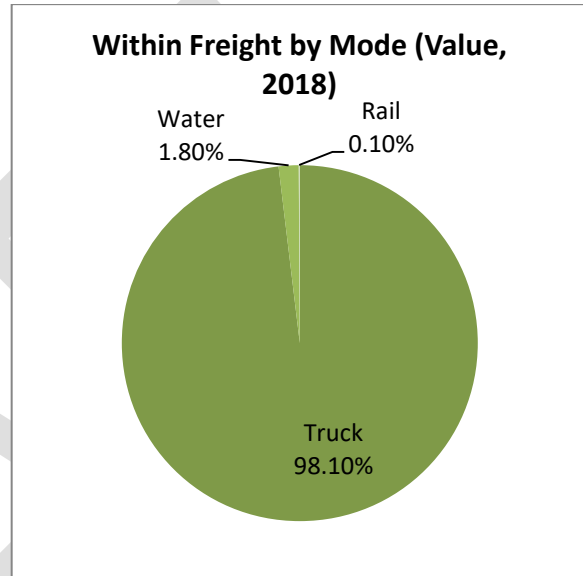
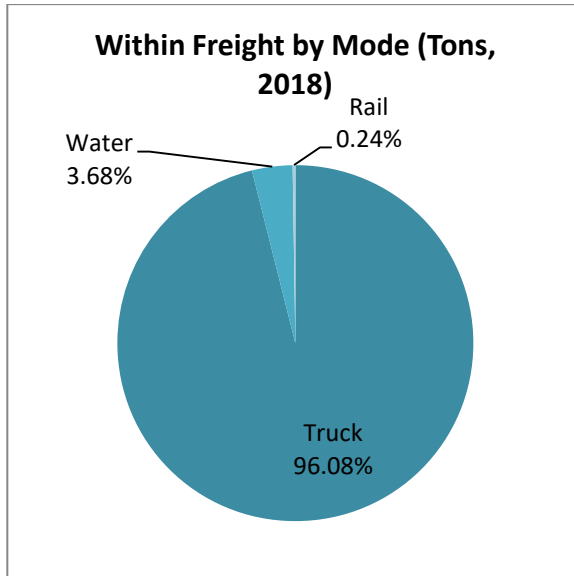
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