Vermont Freight Plan Update
Addison County Regional Planning Transportation Advisory Committee
May 19, 2021
Vermont Freight Plan

Background

• Good planning and follow-through makes for an efficient freight system for Vermont
• FHWA requires a State Freight Plan every five years in order to obligate Freight Formula funds
• State Freight Plans must include:
  • Freight trends, needs, and issues
  • Freight policies, strategies and performance measures
  • How innovative technologies are being considered
  • Congestion, delay, mobility, and deterioration issues (if applicable);
  • Freight Investment Plan;
  • Engage stakeholders and Freight Plan Advisory Committee
Rail Plan & Freight Plan Overlaps

UNDERWAY
- Freight Forum/Industry Focus Groups
- Highway/Air/Water Existing Conditions
- Highway/Air/Water Future Conditions
- Highway/Air/Water Recommendations & Investment Plan
- Final Vermont Freight Plan

COMPLETED
- Public Engagement Meetings
- Stakeholder Outreach
- Freight Rail Existing Conditions
- Freight Rail Future Conditions
- Update Vision & Goals
- Freight Rail Recommendations & Investment Plan
- Final Vermont Rail Plan

Although two separate planning efforts, the Freight and Rail Plans share common tasks and work products.
Initiatives can be projects, but also new computer systems, signal updates, improved coordination, etc. that increase efficiency. These operational and policy initiatives are particularly important given limited funding.
Common Freight Modes by Industry Sector

INDUSTRY SECTORS

AGRICULTURE & MINING
CONSTRUCTION ENERGY
MANUFACTURING
WHOLESALE TRADE & TRANSPORTATION
RETAIL TRADE & HEALTH CARE
GOVERNMENT
KNOWLEDGE (PST)

MODES

RAIL
HEAVY TRUCK
PIPELINE
WATER
LESS-THAN-TRUCKLOAD
LIGHT TRUCK
AIR

SHIPMENT CHARACTERISTICS

WEIGHT

VALUE
Flows by Direction & Mode (Tons & Value)

2018 Tons by Direction
Total = 47 Million Tons

- Inbound: 32%
- Intrastate: 37%
- Outbound: 14%
- Through: 17%

2018 Value by Direction
Total = $71 billion

- Inbound: 32%
- Intrastate: 12%
- Outbound: 30%
- Through: 26%

By 2045:
- 79 million tons, 68% increase
- $135 billion, 90% increase

2018 Tons by Mode
Total = 47 Million Tons

- Truck: 84%
- Rail: 15%
- Water: 0%
- Other and unknown: 0%
- Multiple modes & mail: 1%
- Air (include truck-air): 0%

2018 Value by Mode
Total = $71 billion

- Truck: 67%
- Rail: 15%
- Water: 3%
- Other and unknown: 3%
- Multiple modes & mail: 13%
- Air (include truck-air): 0%

By 2045:
- $135 billion, 90% increase

Source: Freight Analysis Framework v4
Commodities by Weight (Million Tons)

Source: USDOT Freight Analysis Framework v4, STB Waybill, analysis by Cambridge Systematics, 2020
Commodities by Value (2018 Billions)

Source: USDOT Freight Analysis Framework v4, STB Waybill, analysis by Cambridge Systematics, 2020
Economic Recovery from Pandemic

Percent Change in Vermont Employment by Wage Cohort, January 15, 2020 through March 10, 2021

Vermont’s data is almost identical to the national trend

Source: https://tracktherecovery.org/

data source: Earnin, Intuit, Kronos, Paychex
Other Pandemic Effects

- Freight traffic volumes are up
- E-Commerce soaring
- Stress on consumer product supply chains and parcel delivery

Source: U.S. Census Bureau
What does this mean for Vermont?

Near-Term:
- Higher freight transportation costs
- More demand and higher costs for some commodities and goods
- Less reliability in parcel delivery times
- COVID-related population growth in some parts of the state

Longer-Term:
- More e-commerce fulfillment and last-mile delivery centers
- Potential reduction in costs (if supply chain risk is mitigated)
- More attention to environmental and community effects
- Will the population growth continue or subside?
Freight Needs and Issues

- Weather-related delays/unreliability
- Labor availability and future workforce
- Regional truck size and weight permit harmony
- Rail service performance and access
- Emissions and environmental effects
- Truck parking
- Farm-to-market, or producer-to-market issues
- Autoroute 35
- Maintaining a “State of Good Repair”
- Achieve 286K weight capacity on freight rail network
- Relationships between economy, land use, trade, and freight demand
Your Turn!

• What do you think would support freight movement in the short- and long-term in Vermont?

Not starting from scratch
• 2017 Freight Plan and new Rail Plan
• Data Analysis
• Newsletters
• Data Trends Summaries
• Technical memoranda (TM1 Existing Conditions and TM2 Commodity Flow)
• Meeting presentations
• Online map with information and feedback tool

Freight Plan Web Page:
https://vtrans.vermont.gov/planning/freight
Online Map Tool

• Includes freight system geodata
• Allows visitors to report issues or share ideas
• Collected lots of feedback for the Rail Plan update and remains open for the Freight Plan Update
Next Steps

- Finish Needs and Gaps assessment
- Develop Initiatives
- Develop Investment Plan
- Second Freight Forum
- Distribute Draft Freight Plan for Comment

Freight Plan Advisory Committee Input Throughout the Process
Thank You

For more information on the Vermont Freight Plan Update, visit vtrans.vermont.gov/planning/freight or contact Dave Pelletier at Dave.Pelletier@vermont.gov or (802) 595-9675.

For more information on the Vermont Rail Plan Update, visit vtrans.vermont.gov/rail/reports or contact Zoe Neaderland at Zoe.Neaderland@vermont.gov or (802) 793-2778.