



DO YOU LOVE...
drinking beer,
eating cheese,
and receiving your
new skis as much
as we do?



Then the
VERMONT FREIGHT AND RAIL PLANS
matter to you!



Update of Vermont Freight Plan & Vermont Rail Plan

Freight Plan Advisory Committee Meeting #1
- October 22, 2020

Agenda

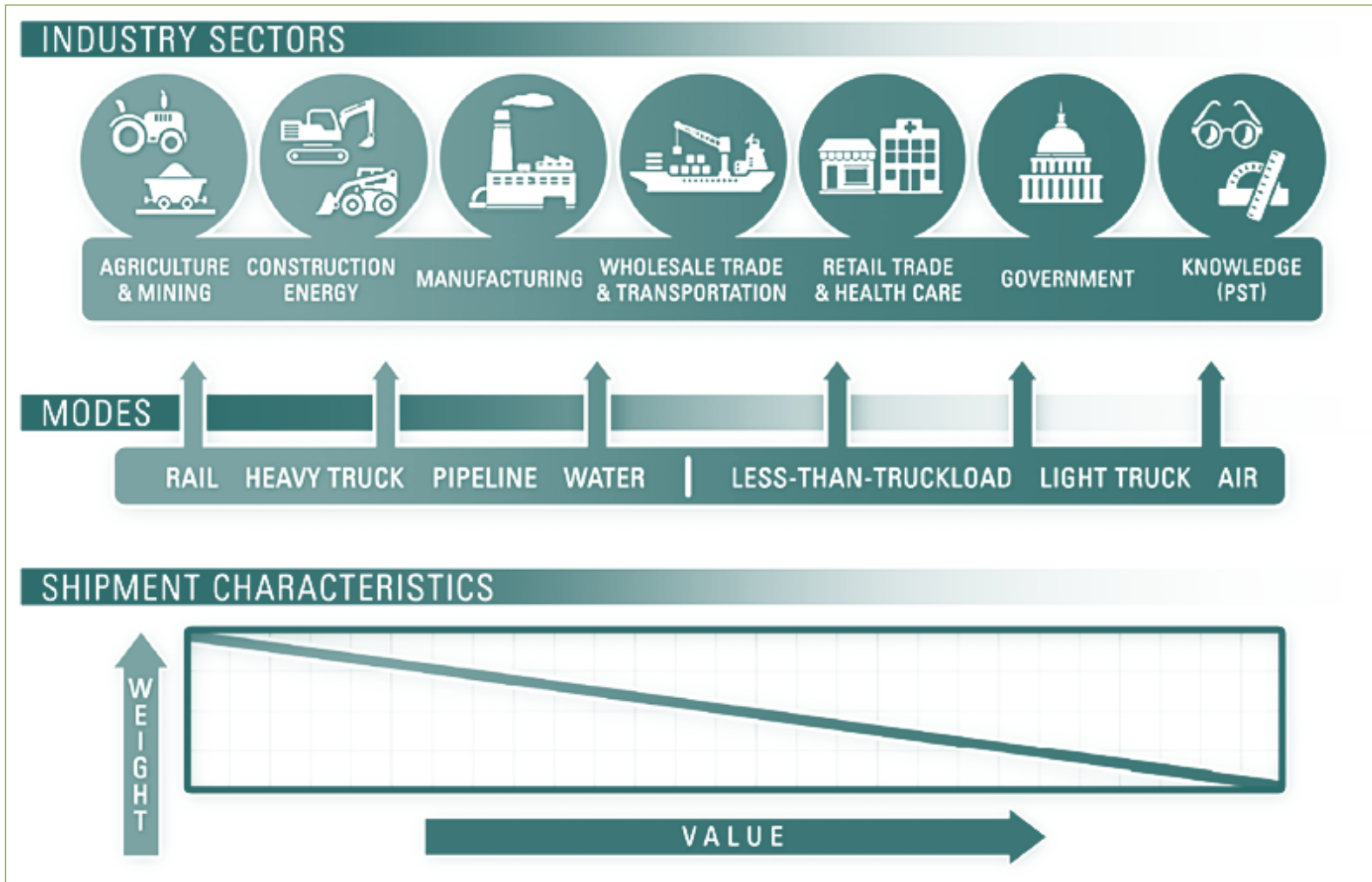
- Welcome and introductions
- Project purpose and background
- Data trends
- Discussion Questions
- Next Steps

Background & Goals



- Federal Highway Administration (FHWA) requires a State Freight Plan every 5 years in order to obligate Freight Formula funds
 - Update of 2012 Freight Plan will cover all modes: rail, highway, air, & water
 - **FPAC Role** – provide guidance, input, and review of key documents
- Federal Railroad Administration (FRA) requires a State Rail Plan at minimum every 4 years to remain eligible for certain types of rail grants
 - Update of 2015 Rail Plan addresses freight and intercity passenger rail service

Common Freight Modes by Industry Sector



ENOUGH WHEAT
FOR 258,000 LOAVES OF BREAD

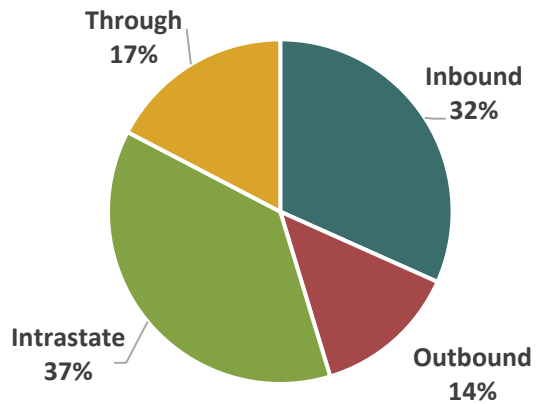
ENOUGH CORN
FOR 480,000 BAGS OF FRITOS®

ENOUGH SOYBEANS
FOR 415,000 POUNDS OF TOFU

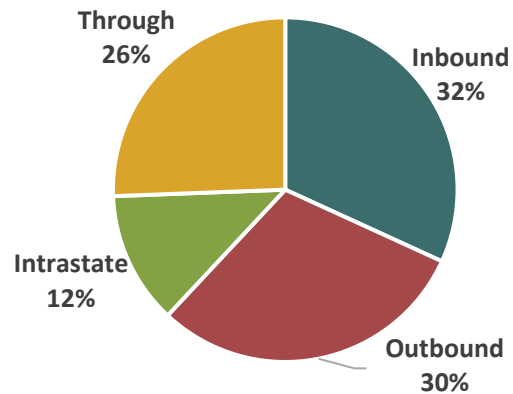
ENOUGH BARLEY
FOR 94,000 GALLONS OF BEER

Commodity Flow Summary

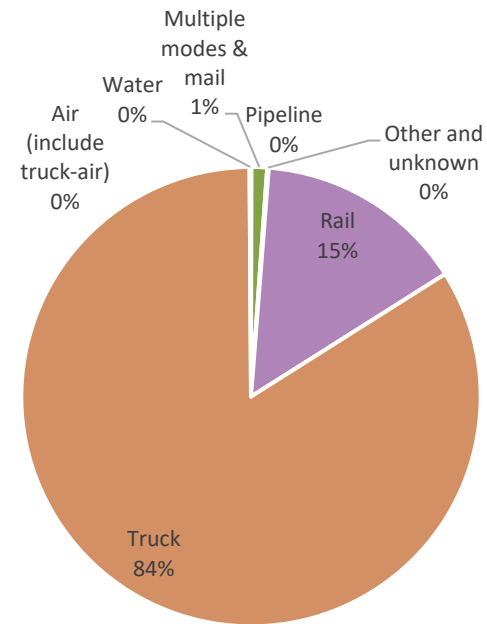
2018 Tons by Direction
Total = 46.67 Million Tons



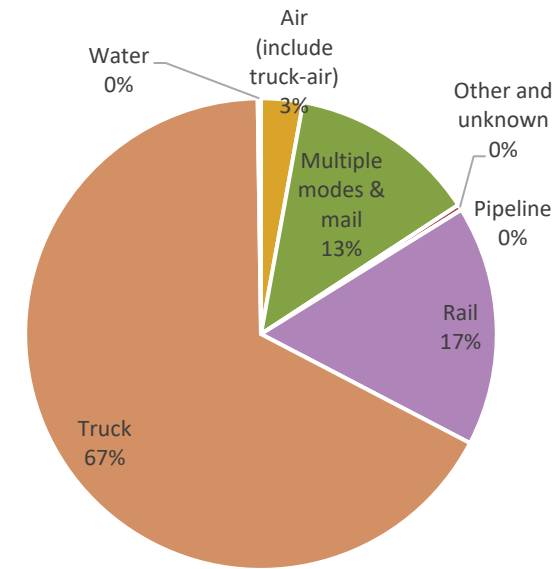
2018 Value by Direction
Total = \$70.9 billion



2018 Tons by Mode
Total = 46.670 Million Tons

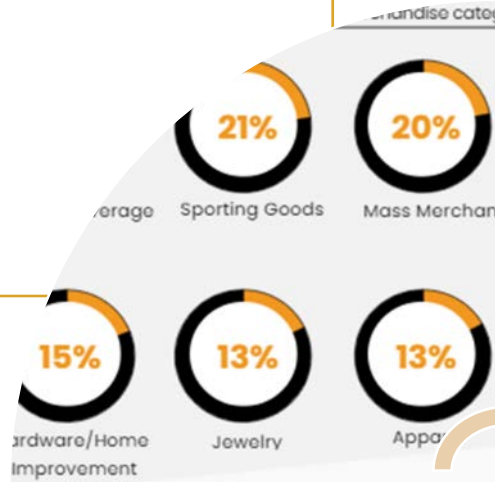


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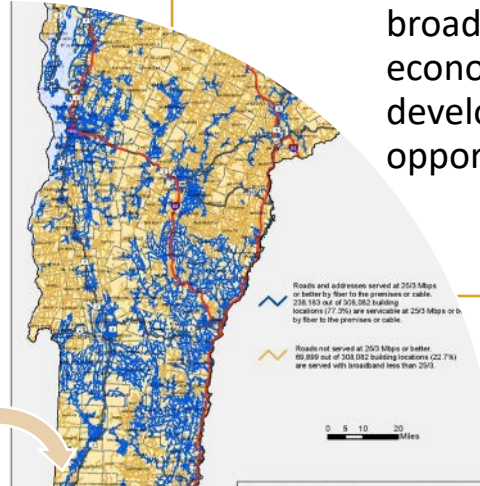


Other General Freight Trends

- Growth in E-commerce



- Expansion of broadband and economic development opportunity

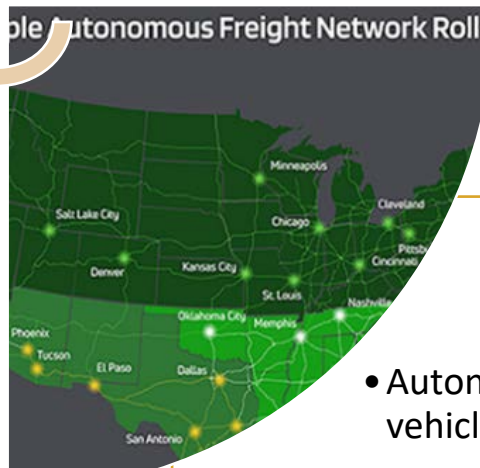


- Push toward alternative fuels /zero-emission

VERMONT ZERO EMISSION VEHICLE ACTION



- Autonomous vehicle technology

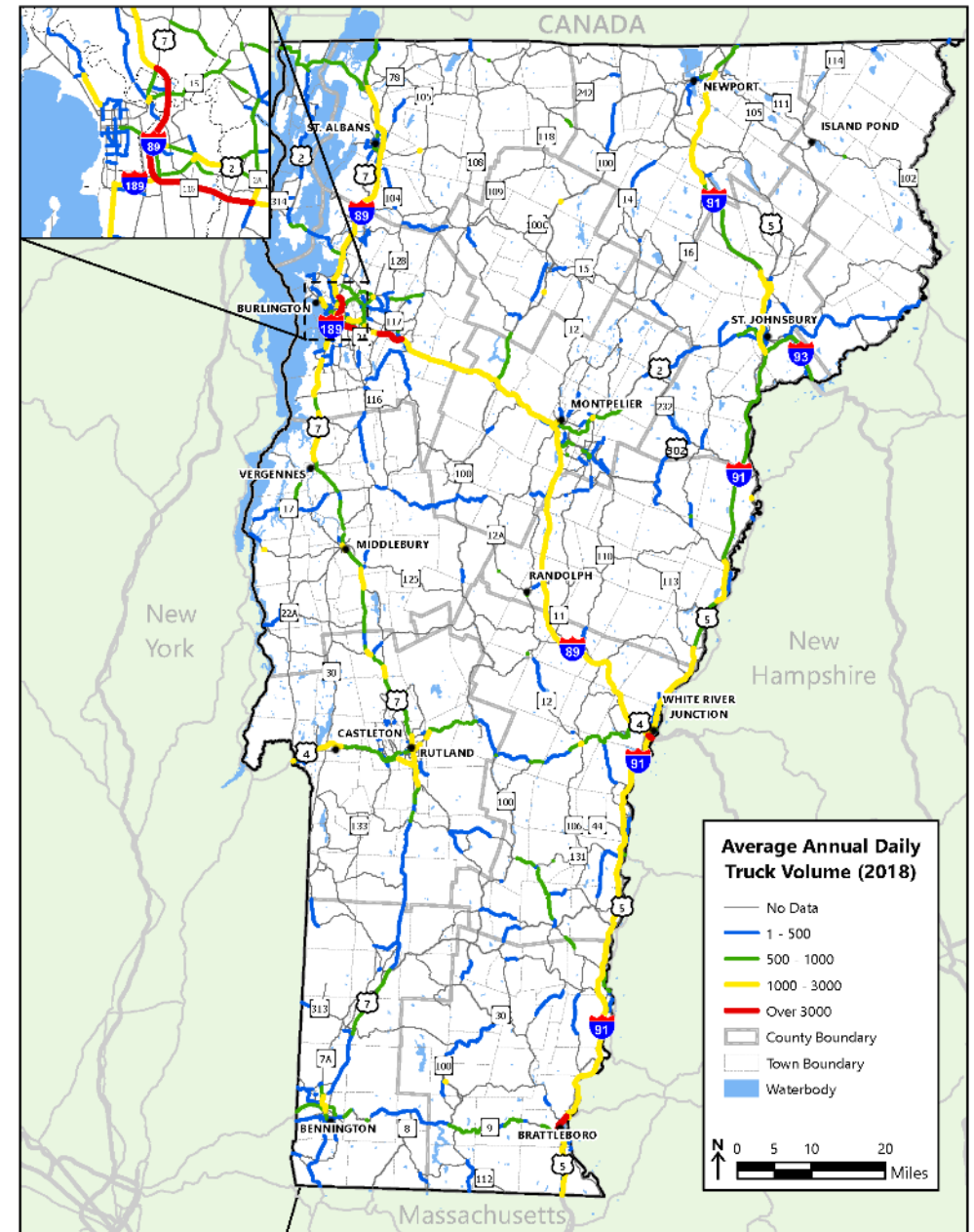


Highway Haulage



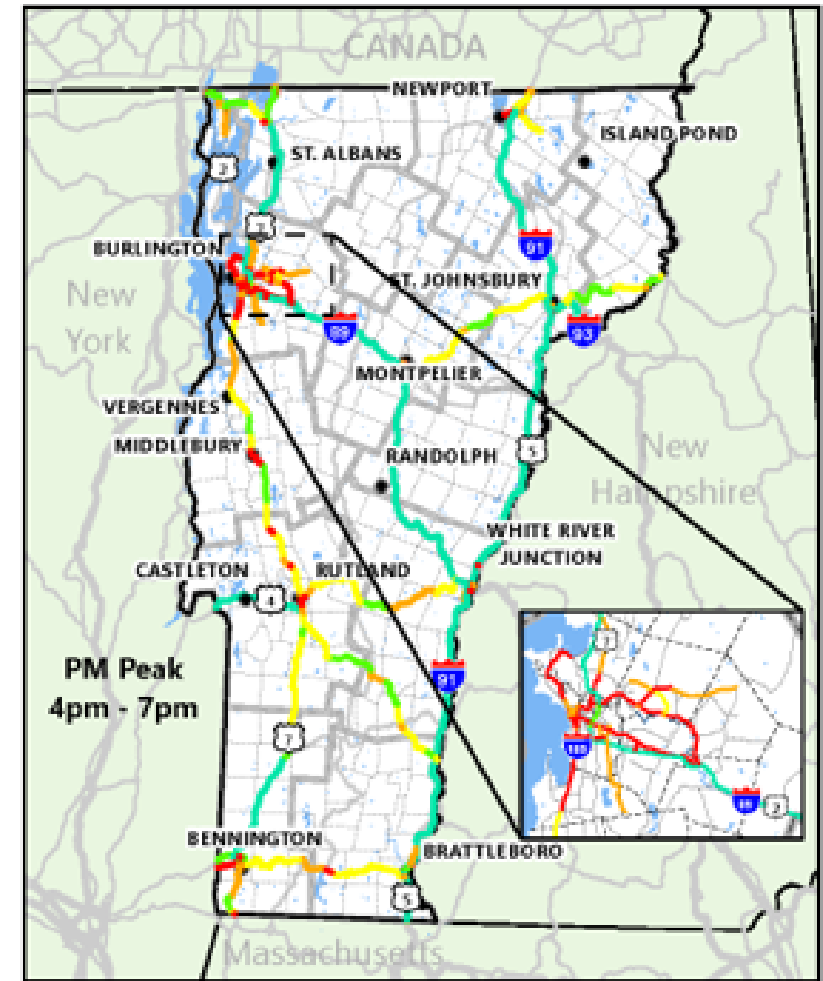
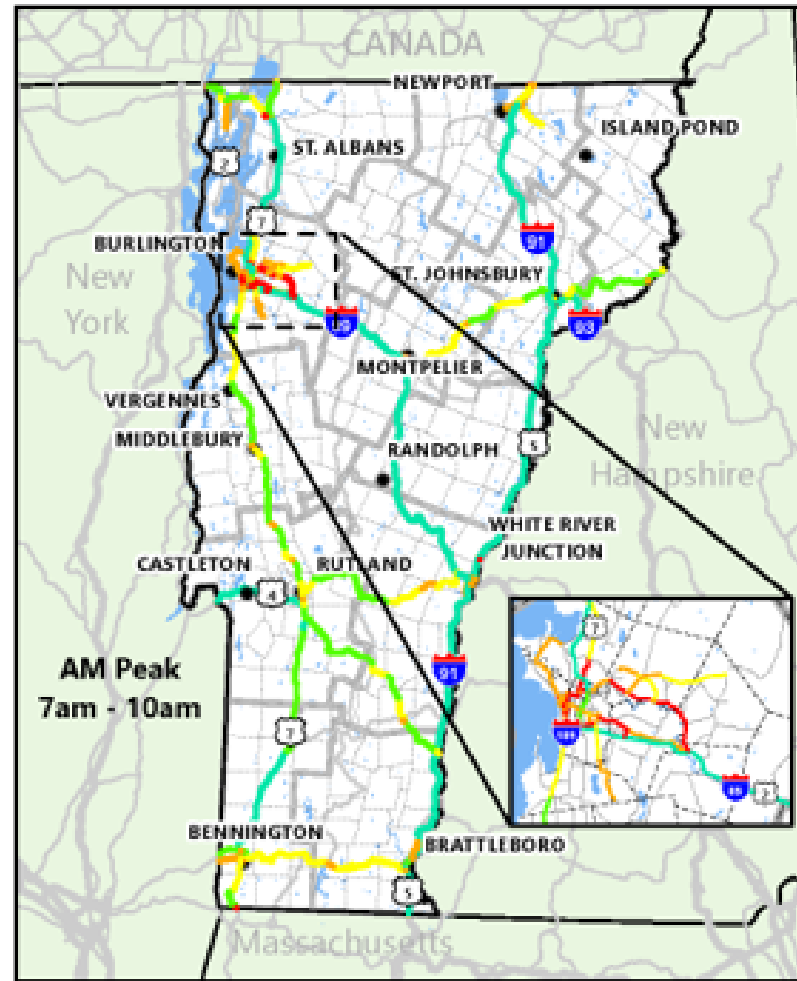
Truck Volumes

- I-89 through South Burlington/Burlington – highest truck volumes in the system (>6,000)
- Few areas outside the Interstate system and parts of US 7 are above 1,000 trucks per day
- Some growth expected through 2035
 - A35 project – growth on I-89
 - VT 9 Corridor Study



Truck Speeds

- Jan. 2019 – April 2020
- Vermont is meeting the one national Freight Performance Measure (Truck Travel Time Reliability on Interstates)

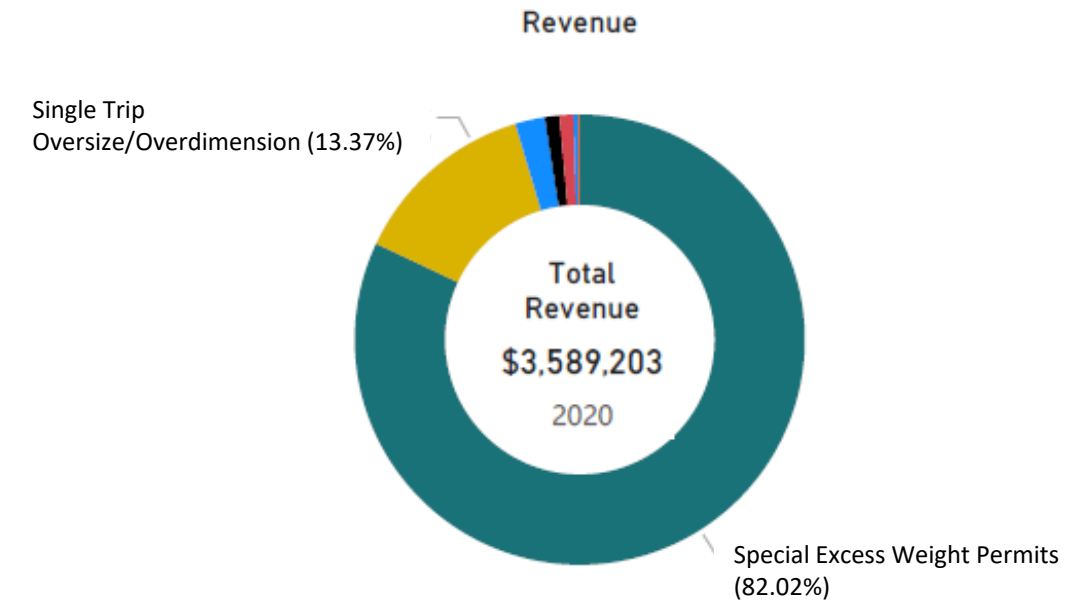
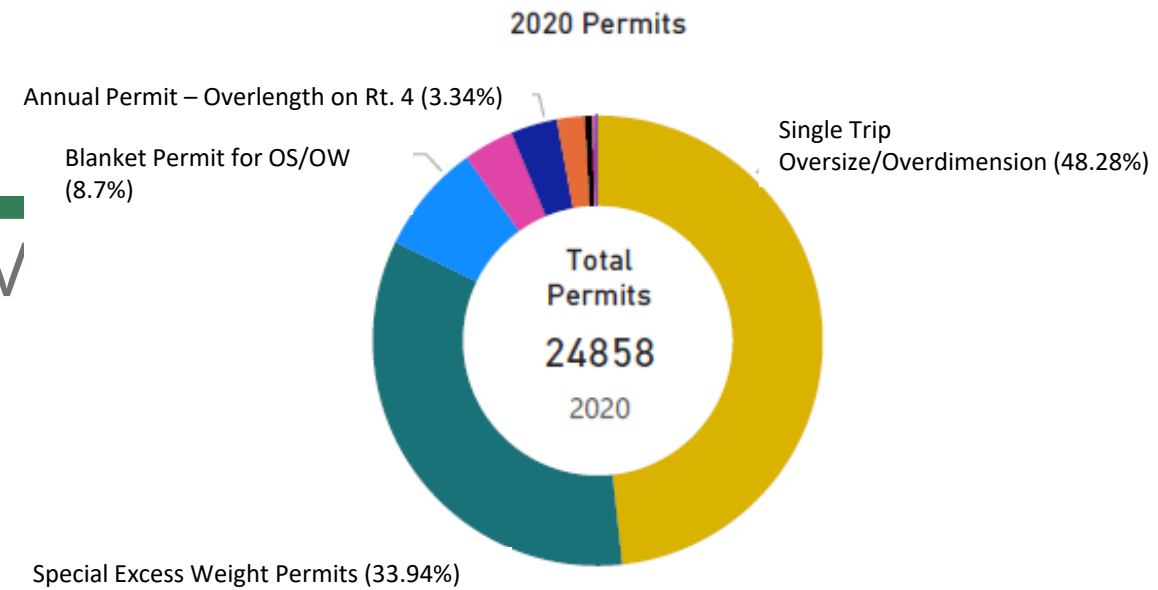


Average Freight Truck Speeds

- Less than 25 mph
- 25 mph to 35 mph
- 35 mph to 45 mph
- 45 mph to 55 mph
- More than 55 mph

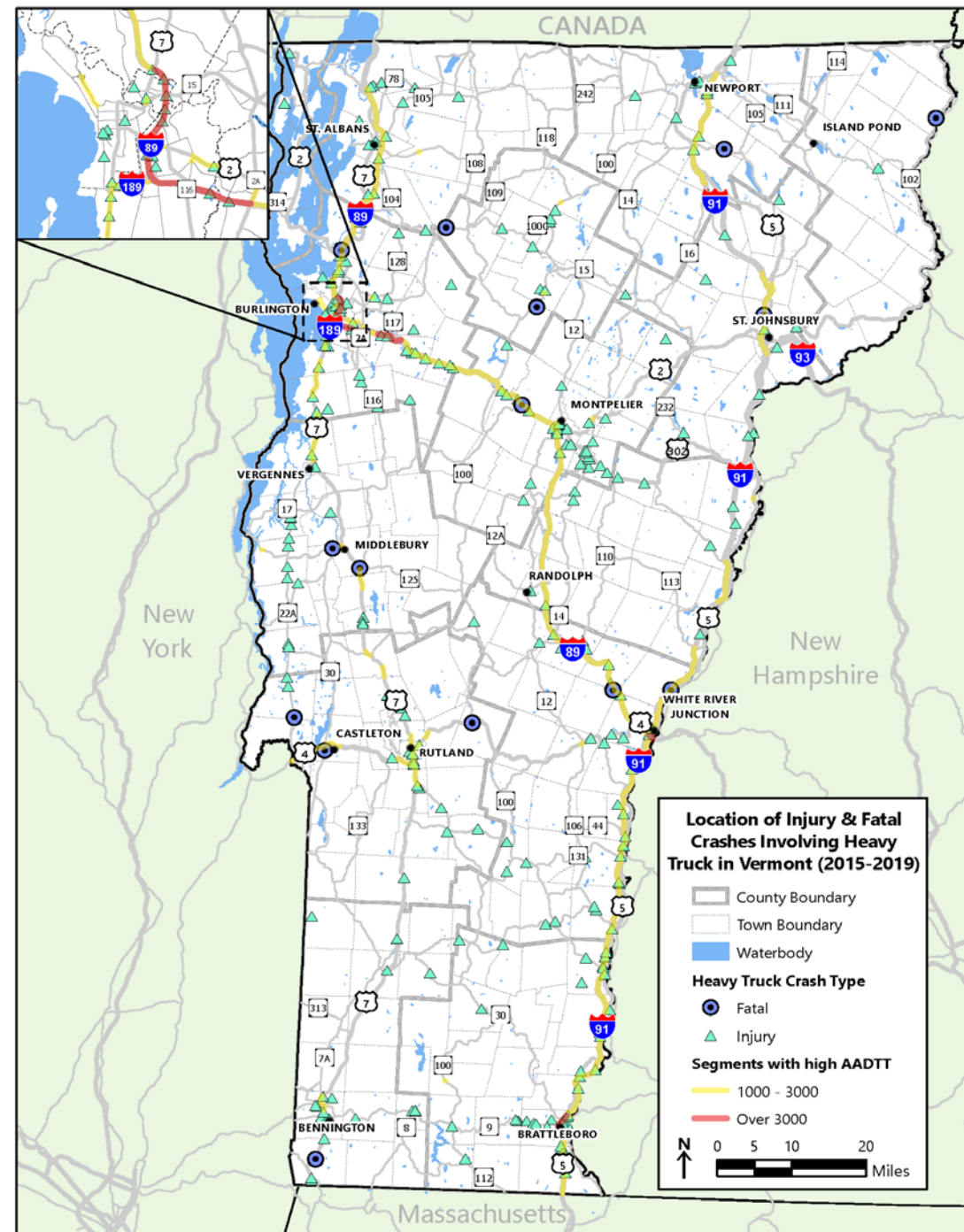
Oversize/Overweight Trucks & ITS

- Law passed last year requires the DMV to develop an online permitting system
- Online maps are being developed to show truck size and weight limits
- Increased focus and coordination on Intelligent Transportation Systems (ITS)
 - Enforcement
 - Planning
 - Traffic Management and Information



Highway Safety

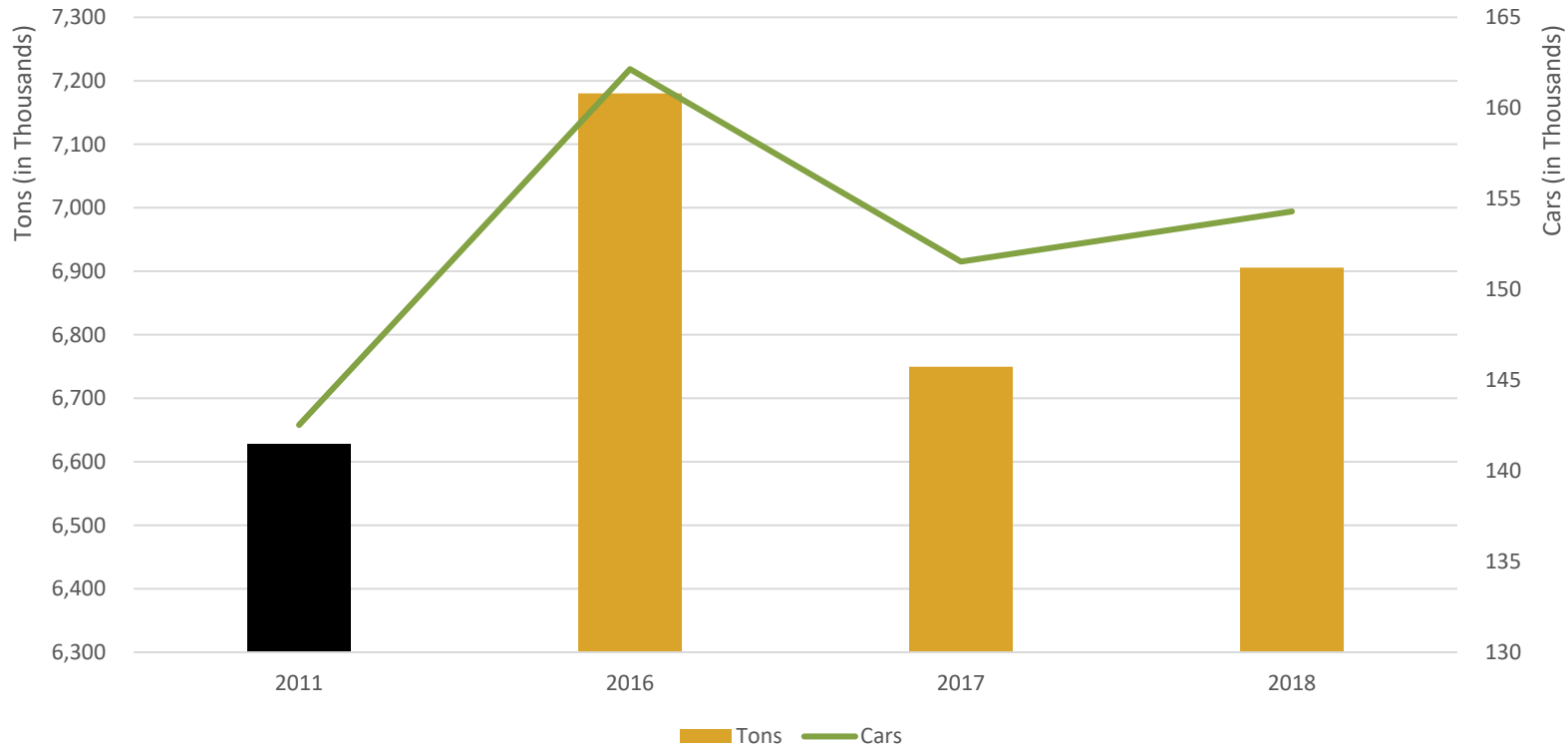
- Heavy trucks were involved in 3,023 crashes (6%) between 2015 and August 2019.
 - 51,621 total crashes
 - 393 resulted in injuries, 25 resulted in fatalities
- 21 reported highway-rail grade crossing incidents from 2015-2019
 - 5 injuries, 3 deaths



Freight Rail



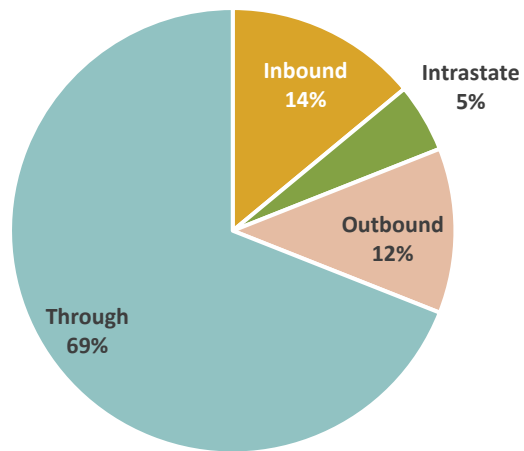
Freight Rail Overview



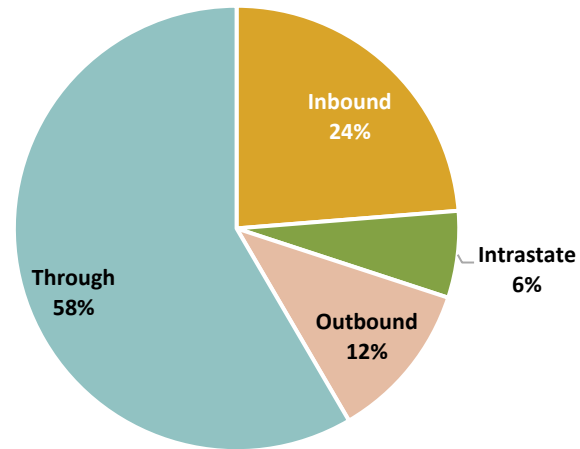
- 4% growth in tons, 8% growth in carloads since 2011
 - Data not available 2012-2015 (STB Waybill Confidential Sample)

Freight Rail By Direction

2011 Tons



2018 Tons

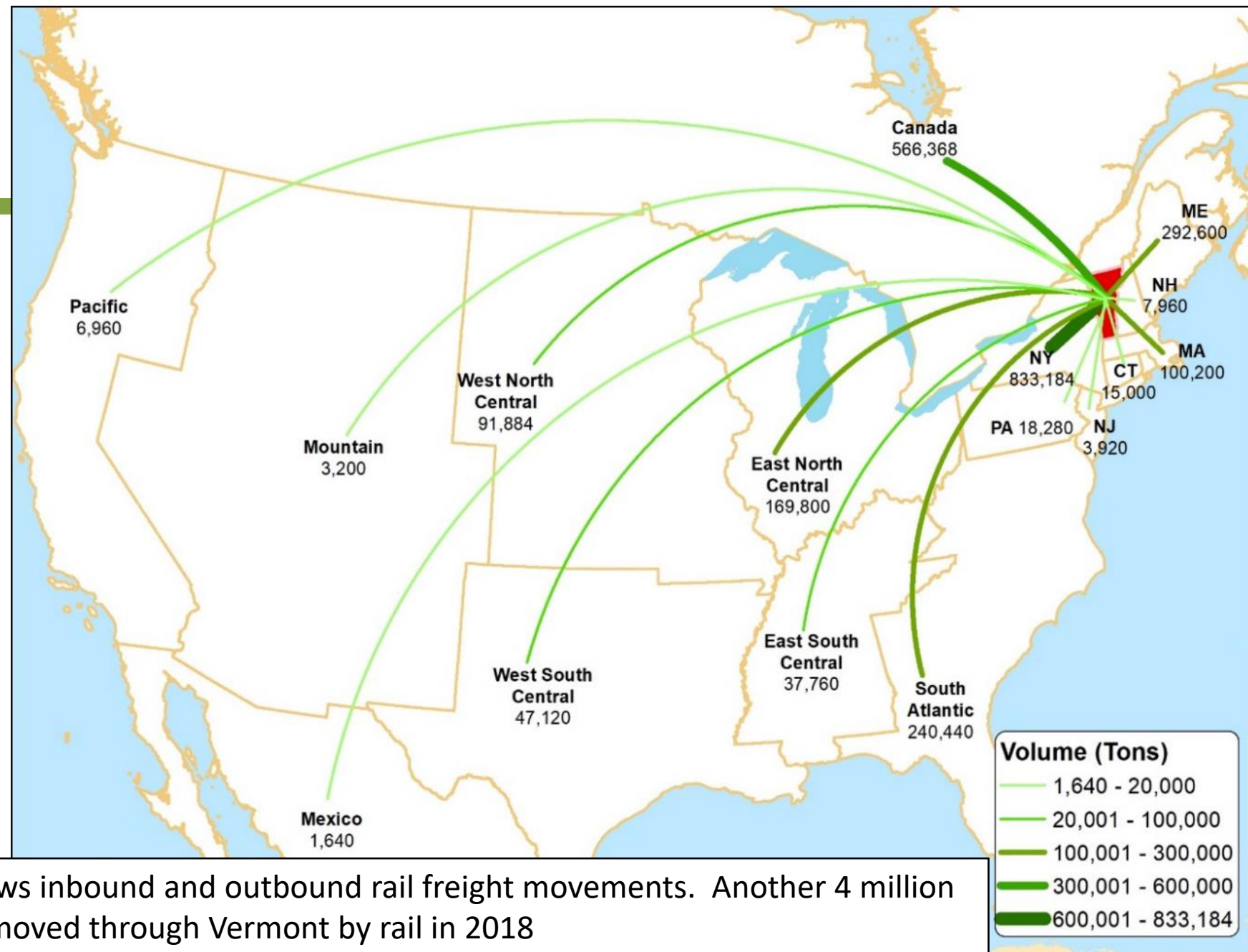


New York (inbound) & Maine (outbound) are top domestic trading partners



Freight Rail Trading Partners

- Vermont is linked worldwide by short line railroads and then Class I rail networks.
- Tonnage inbound to Vermont increased from 14% in 2011 to 24% in 2018.



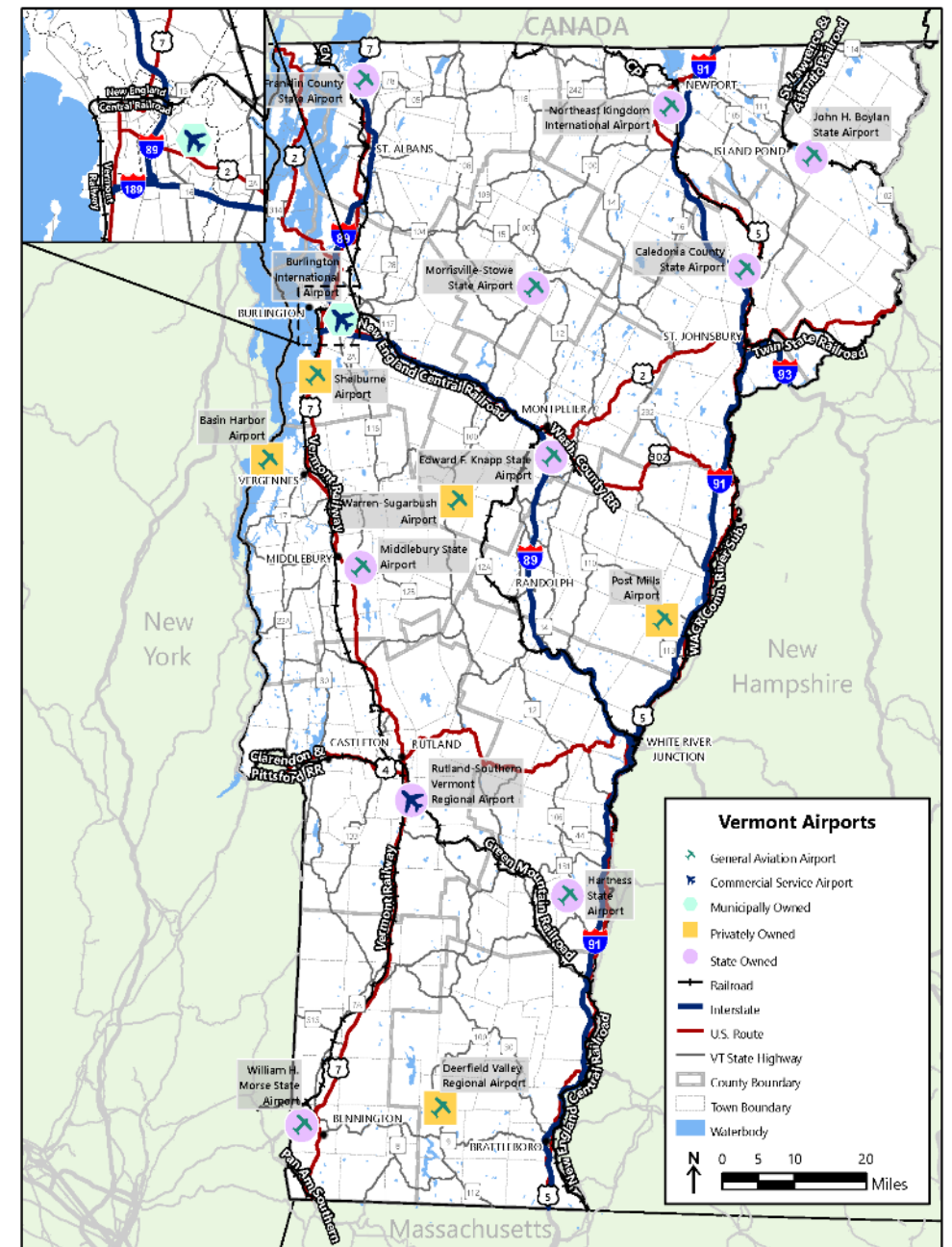
Note: Map only shows inbound and outbound rail freight movements. Another 4 million tons (58% of total) moved through Vermont by rail in 2018

Air Cargo



Air Cargo Data

- Burlington International Airport received approximately 4.9 million pounds of freight and originated approximately 3.7 million pounds of freight in 2019
- Rutland-Southern Vermont Airport data limited due to BTS reporting thresholds
- E.F. Knapp Airport public data non-existent



Vermont Airport System Plan



Water



Canal and Lake Champlain Data

- Current freight usage is on cross-lake ferries, specifically Grand Isle – Plattsburgh and Charlotte - Essex
- Still awaiting statistics on ferry usage by trucks
- Lake Champlain is part of a through waterway between New York's Hudson River and the Gulf of St. Lawrence
- To the south, the Champlain Canal's controlling depth is 9.5 feet
 - General Electric dredging of PCBs in the Champlain Canal is substantially complete
- To the north, the Chambly Canal has a minimum depth of 6 feet



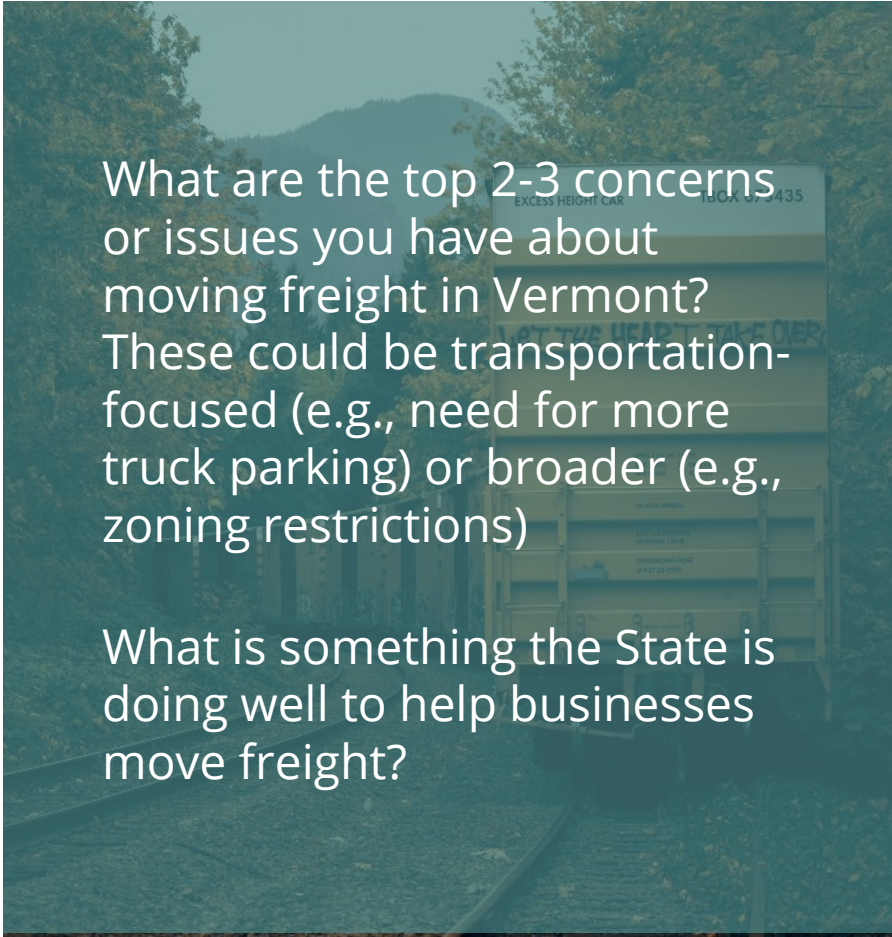
Discussion Questions



Are the data trends shown here consistent with your experience (pre-COVID)?

Do you have input on trends for which we have limited data (air cargo and water especially)?

How might COVID impact long-term trends across these modes?



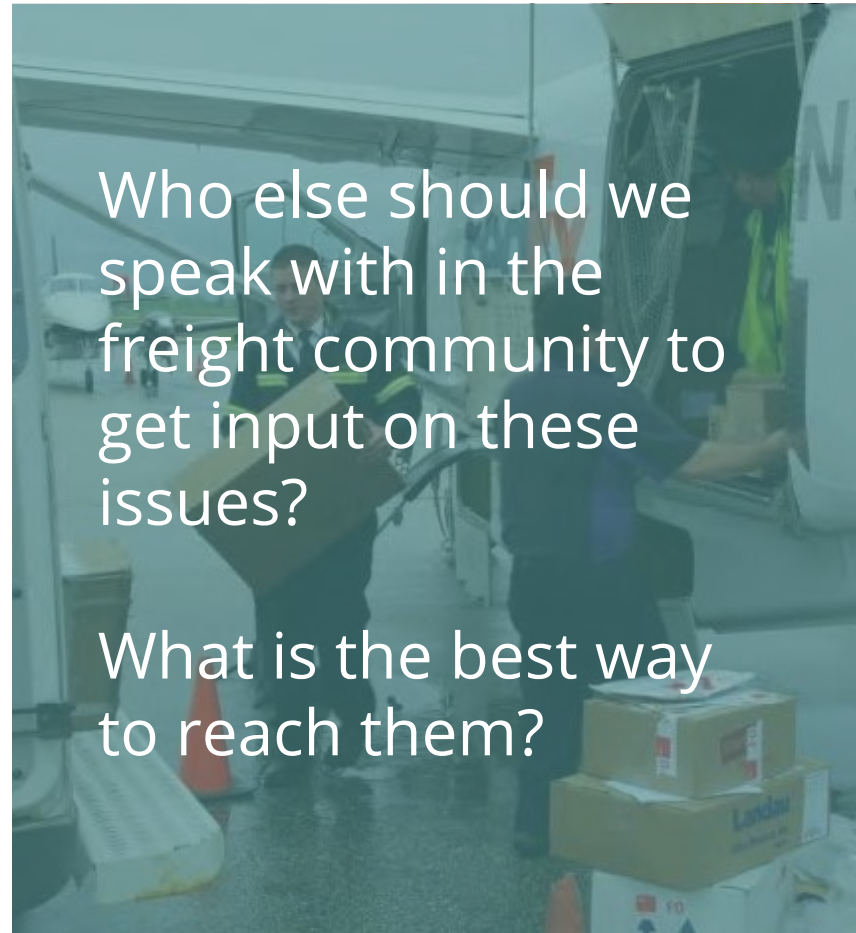
What are the top 2-3 concerns or issues you have about moving freight in Vermont? These could be transportation-focused (e.g., need for more truck parking) or broader (e.g., zoning restrictions)

What is something the State is doing well to help businesses move freight?

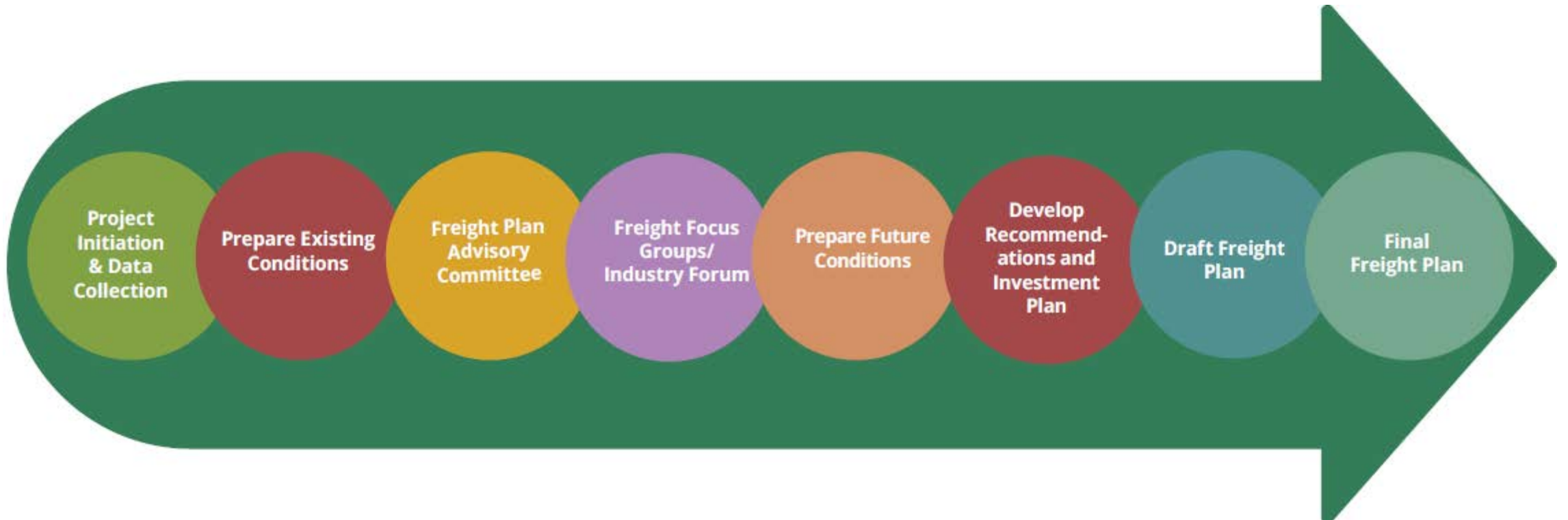
Do these goals from the last Freight Plan still make sense?

- 1) Ensure reliable truck travel times between Vermont and its major regional markets (Boston, NYC, Albany, Montreal).
- 2) Keep highway, rail, aviation, and water transportation infrastructure in a state of good repair.
- 3) Maintain rail service that is both competitive with and connected with truck services; prepare for future transload services.

Discussion Questions



Freight Plan Update – Project Steps



- Freight Plan Update is anticipated to finish in Summer 2021
- Rail Plan Update is anticipated to finish in January 2021

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.