



# Final Draft Vermont Freight Plan

CCRPC TAC

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# Background



- Good planning and follow-through makes for an efficient freight system for Vermont
- Updates required by FHWA every five years to obligate Freight Formula funds
- The multimodal Freight Plan update is coordinated with the [2021 Rail Plan](#) including extensive public engagement that informed both plans
- Both plans support other efforts such as the Comprehensive Energy Plan, e.g. [Rail Plan summary for people interested in greenhouse gas \(GHG\) and fuel use reduction](#)

# Chapter 7: Needs Assessment and Potential Initiatives





# Key Trends and Issues

Post-COVID-19  
Economic Recovery

E-Commerce and  
Last-Mile Delivery

Cross-Border Issues

Technological  
Innovation

Truck Size and  
Weight Permitting  
and Harmonization

Freight Workforce

Climate Change and  
Resiliency

Freight as a “Good  
Neighbor”

Asset Management



# Needs Assessment



	Issue	Need
Performance Measures	System Performance	Help shippers find freight solutions
	Infrastructure Performance	Continue funding State of Good Repair projects
	Travel Time, Border Delays	Manage weather response; support US and Canadian efforts to improve border operations
	Safety (HAZMAT & Truck-Involved Crashes)	Advance safety improvements, particularly on highways with truck-involved or HAZMAT crashes
Trends and Issues	Technological Innovation	Anticipate deployment; partner with innovators
	Post-COVID-19 Economic Recovery	Monitor and model to anticipate potential effects on freight demand in Vermont
	E-Commerce and Last-Mile Delivery	Acquire data and estimate the potential effects of deliveries on highways, emissions, and the economy
	Cross-Border Issues	Continue coordinating among stakeholders and take useful actions
	Truck Permitting and Harmonization	Consider talks with New York to join New England Transportation Consortium (NETC) or otherwise streamline permitting for trips between VT and NY
	Freight Workforce	Support the development of workforce capabilities that improve freight system performance
	Climate Change and Resiliency	Support initiatives to reduce greenhouse gas (GHG) emissions, and harden vulnerable freight infrastructure
	Freight as a “Good Neighbor”	Coordinate discussions around “good neighbor” strategies and practices
	Asset Management	Engage as Vermont Asset Management Information System (VAMIS) develops so it can be used for freight planning

# 40 Initiatives in Seven Packages



Freight  
Planning and  
Policy

Climate  
Change and  
Resiliency

Technological  
Innovation

Trade Corridors  
and Economic  
Development

Highway  
Operations

Rail  
Development

Air Freight



# Chapter 8: Implementation Plan

- Describes funding sources for freight projects
- Implementation table
  - Key proponents
  - Potential funding sources
  - Who manages the implementation
  - Timeframe

# Communicating the Plan

- Four-page summary
- Relatively short, graphics-rich Plan (64 pages)
- Tech memos online along with range of materials
- Self-updating webmap


Freight Plan Web Page:

<https://vtrans.vermont.gov/planning/freight>

2021 VERMONT FREIGHT PLAN  
**EXECUTIVE SUMMARY**

### Why Does a Freight Plan Matter?

**Almost everything in our lives relies on the freight system working well.** This includes food at grocery stores, logs for lumber, fuel to heat our homes, and the electronics ordered online that were delivered to your doorstep. Cheese producers rely on raw milk deliveries, farmers on key supplies, and breweries on hops and grain. These items reach their destinations by one or more of these important parts of Vermont's freight system: trucks, trains, aircrafts, pipelines, water—and don't forget the importance of the communication systems and people behind the scenes.









Approximately one-third of Vermont's workforce is employed in "freight-reliant" industry sectors (manufacturing, utilities, construction, wholesale and retail trades, and agriculture). These sectors also produce about one-third of Vermont's Gross State Product. However, all sectors rely upon freight at least to some degree.

The Vermont Freight Plan provides a framework to maintain and enhance the State's multimodal freight transportation system in a manner that also supports other State and national goals. It also helps the State to navigate an uncertain future by considering the potential effects of the COVID-19 pandemic and economic recovery, technological innovation, climate change and increasing extreme weather events, and other issues.

### What Are We Trying to Do?

The Vermont Freight Plan has six goals. They are consistent with and support other State and national goals.

#### FREIGHT PLAN GOALS

-  Improve safety, security, and resilience
-  Modernize infrastructure and operations
-  Support data, technologies, and workforce
-  Ensure reliable truck travel times
-  Maintain state of good repair
-  Increase rail usage

### Freight Modes and Networks

Freight moves by different modes of transportation, including by truck, rail, air, pipeline, and water. Each mode has advantages and disadvantages, and is best suited for certain types of shipments as illustrated on the next page. Goods that are heavy, bulky, and moving long distances are ideal for rail. Truck transportation is ideal for distributing smaller shipments that may be dispersed across multiple origin or destination points. Trucks also play a key role in transporting goods for the "last mile" to their ultimate destination.



# Bringing it Home

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- 12/8 – Public comments due
- 12/22 - Anticipated submittal to Federal Highway Administration (FHWA)
- Finalize and implement in coordination with the Rail Plan and other efforts



# Thank You

For more information on the Vermont Freight Plan Update, visit [vtrans.vermont.gov/planning/freight](https://vtrans.vermont.gov/planning/freight) or contact Zoe Neaderland at [Zoe.Neaderland@vermont.gov](mailto:Zoe.Neaderland@vermont.gov) or (802) 793-2778.

For more information on the Vermont Rail Plan, visit [vtrans.vermont.gov/rail/reports](https://vtrans.vermont.gov/rail/reports)