

# VTrans Rail Section

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# Railroad Impacts in VT

- VT railroads are networked nationally and internationally. VT sits between the port of Montreal and Atlantic seaports.
- 150 to 200 rail cars move on VT railroads everyday.
  - Without railroads --that would translate to between 600- 800 addition tractor-trailer trucks on our roads **per day**.
- 90% of VRS products either originate or terminate at a VT business. (over 22,000 rail cars annually)
- VT railroad companies employ over 225 VT based jobs.
- Provides competitive pricing for heavy commodities such as road salt, feed products, fuel oil, propane, stone products, lumber and other grain products for VT businesses.
- Passenger Rail Service to NYC and DC.



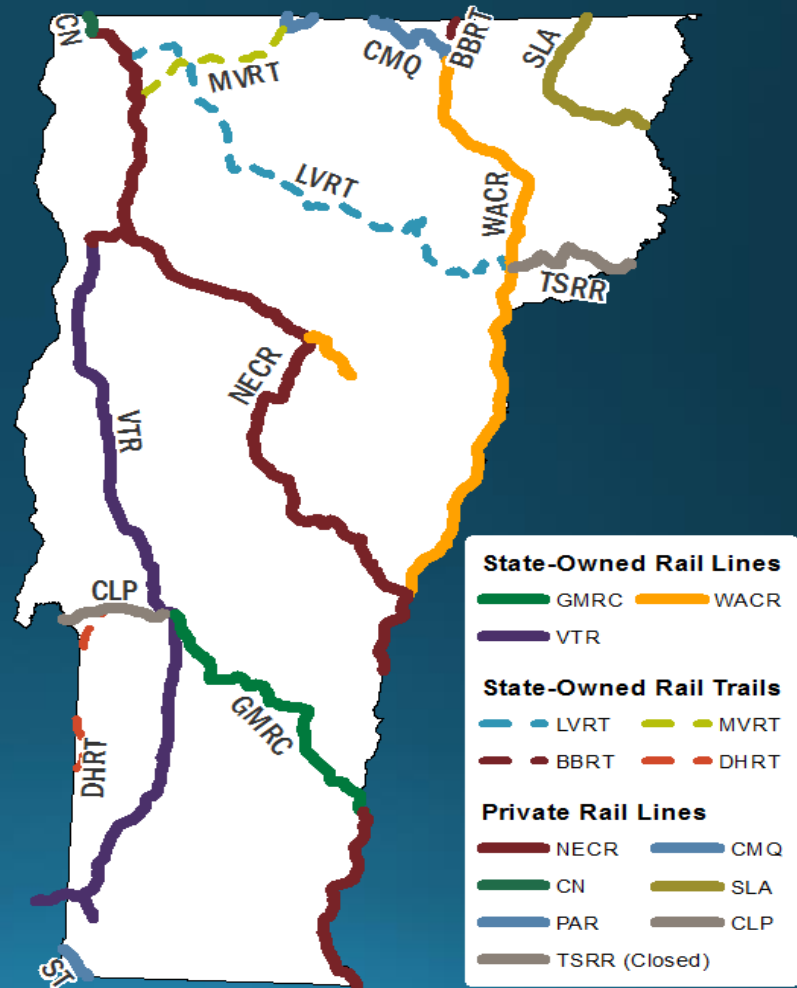
# Rail assets in Vermont

## □ Total Active Railroad Assets in VT

- 578 miles of active railroad line
  - ❖ 305 miles state owned
  - ❖ 273 miles privately owned

## □ State owned Rail Assets

- 305 miles of active rail line
- 148 miles of railbanked line
- 170 VTrans responsible rail bridges on active rail lines
- 470 public rail crossings



# Amtrak in Vermont

- Two routes
  - Vermonter
  - Ethan Allen – (extended to Burlington – July 2022)

Two trains per day/route

14 station stops in Vermont



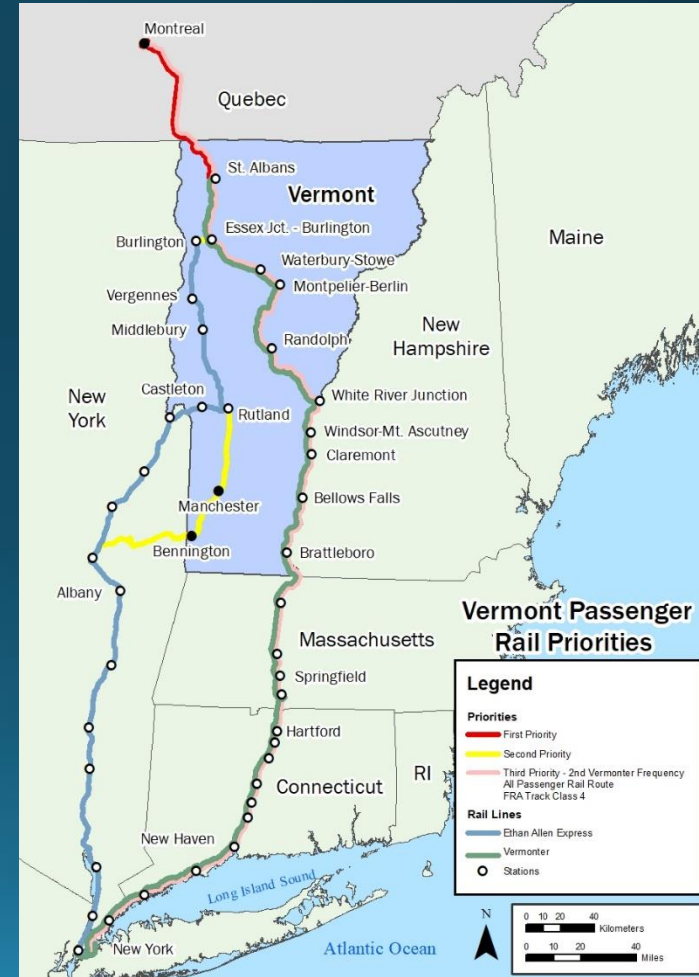
# Rail Trails in Vermont

- Vtrans manages 4 trails:
    - Lamoille Valley – 96 miles
    - Missisquoi Valley – 26 miles
    - Delaware and Hudson – 20 miles
    - Beebe Spur – 4 miles
  - Responsible for all maintenance
  - Working with businesses and special interest groups on uses and access.
  - Marketing the trails.
  - Work with law enforcement.
- 
- Bennington rail trail – 1.53 miles
    - (managed by town of Bennington)



# Current Agency Goals

- Provide for safe and efficient movement of people and goods.
- Support economic development through transportation.
- 286,000lbs weight capacity for freight.  
(BUILD Grant)
- Maintain assets at a state of good repair.
- Extend the Vermonter Amtrak Service to Montreal.
- Upgrade rail passenger experience -  
Technology Upgrades at stations



# Organizational Chart

The Rail and Aviation Bureau has several units within the Bureau:

Property Management

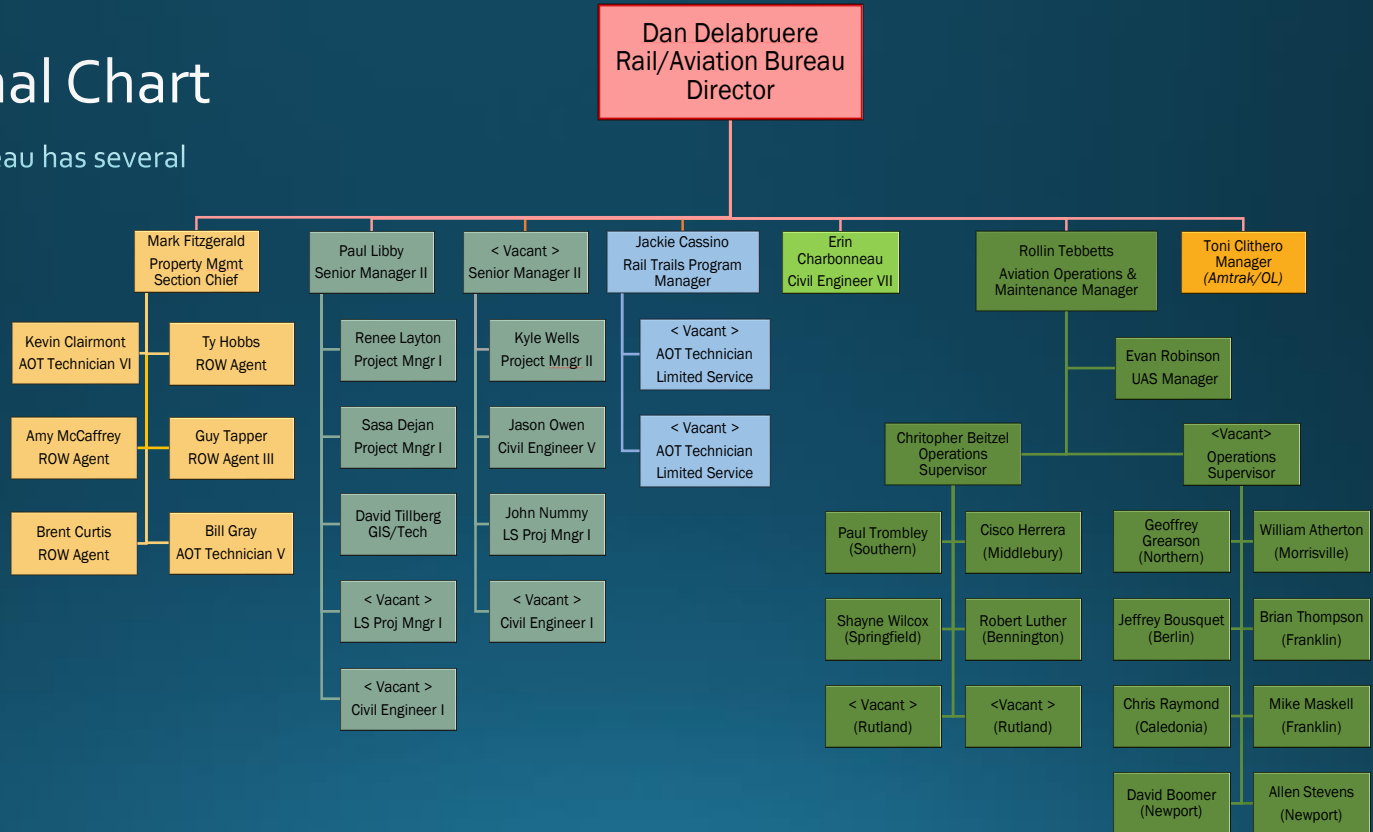
Project Delivery

Rail Trail management

Bridge Management

Aviation Operations

Amtrak/OL



# Federal laws affecting Rail Program

- 2008 --PRIIA 209
  - Increased the amount of State subsidy on State supported Amtrak routes
- 2010 -- Title 49. Part 237 – Bridge Safety Standards
  - Mandated that owners of railroad bridges will be required to inspect all bridges annually
  - Mandated that all railroad bridges need to have an accurate load rating by 2017
- 23 U.S.C 130 Railway-Highway Crossing Improvement Program
  - Provide for the safe crossing condition at railroad-highway intersection.



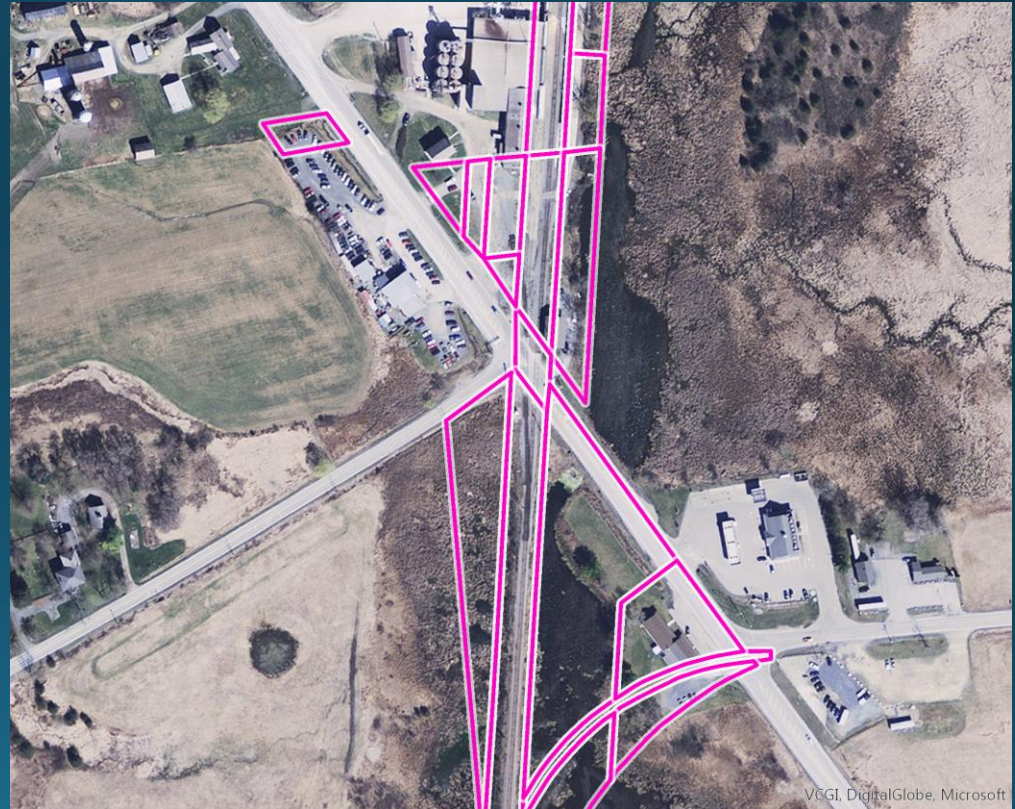


# At Grade –Public Rail/Highway Crossings

2022 data							
Condition	track 1	track 2	track 3	track 4	Total	%	
poor	66	8	1	0	75	16%	
fair	150	14	3	2	169	36%	
good	162	18	2	1	183	39%	
excellent	40	3	0	0	43	9%	
					470		
2021 data							
Condition	track 1	track 2	track 3	track 4	Total	%	
poor	62	9	0	0	71	15%	
fair	162	14	3	2	181	38%	
good	154	17	2	0	173	37%	
excellent	41	4	0	0	45	10%	
					470		

# Property Management

- Map all rail and aviation parcels
- Create license agreements for all crossings; roads and utilities
- Enforce encroachments
- Lease excess rail property
- Lease State airport property (hangers, tie downs, excess property)
- Lease excess state highway property



# Bridge Management Program

- 170 VTrans responsible
  - 170 bridges are required to have a safety inspection annually
  - All 170 bridges are required have a current load rating
  - 10 (6%) are scheduled to be re-rated by the end of SFY23
  - 153 out of 170 (90%) meet the current load capacity rating, 17(10%) Do not meet load capacity rating of 286,000lbs
  - 17 bridges (9%) have an inspection rating of 4 or less (poor)
  - 5 bridges (3%) have an inspection rating of 5 or less (fair)
- Most bridges are 75 to 100 years old
  - Most with deferred maintenance before we bought them.
  - Immediate or emergency projects are becoming more frequent
  - Bridge steel deteriorates more every year.
  - Spending money on Band-Aid type fixes just to keep lines open.
  - Projects keep getting pushed out further leading us to more immediate or emergency projects.



Questions?

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Thank you!

