

VTrans Rail Section

January 14, 2021 – House Transportation Committee

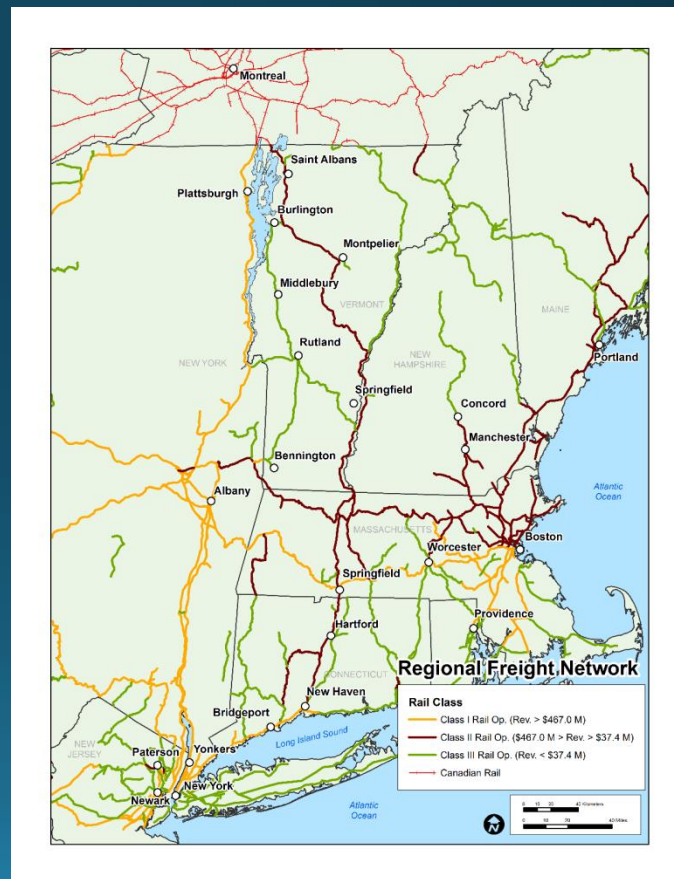


Dan Delabruere
Rail and Aviation Bureau Director



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.



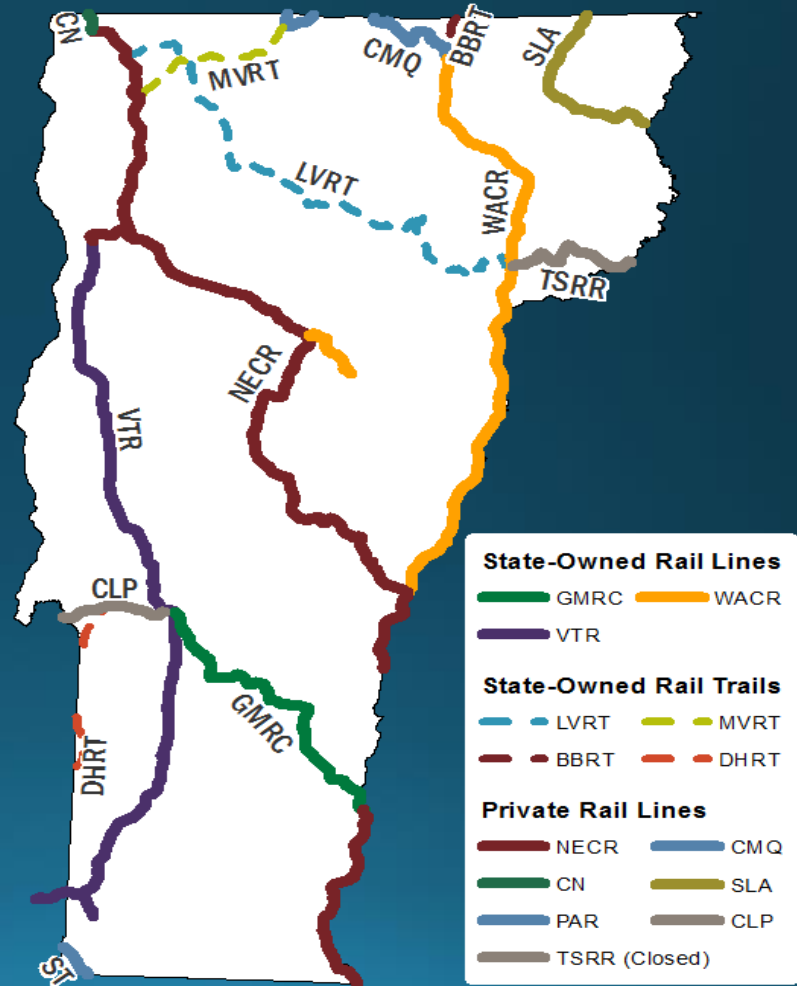
Rail assets in Vermont

□ 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
- 149 miles of railbanked line
- 172 VTrans responsible rail bridges on active rail lines
- 422 public rail crossings

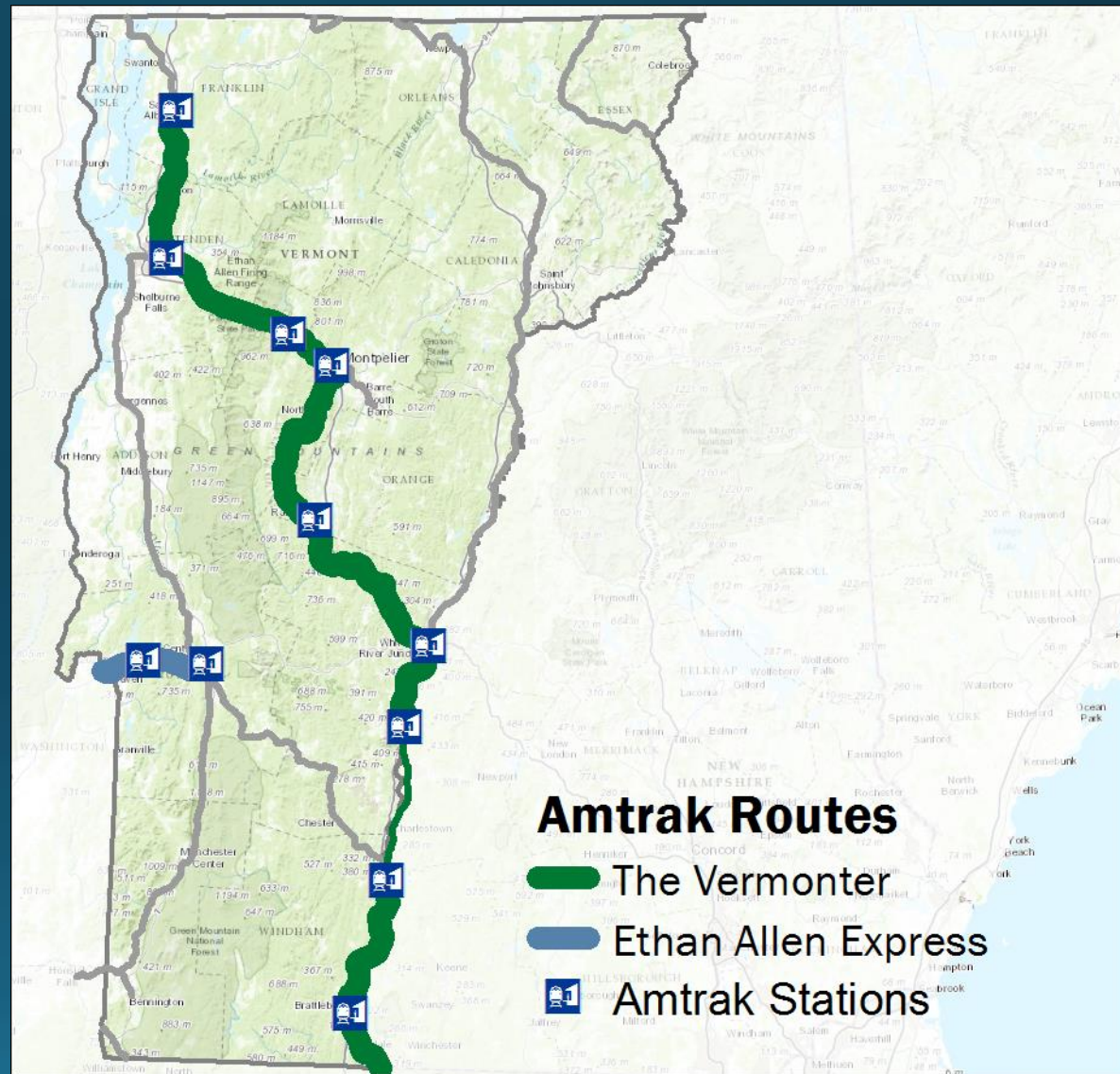


Amtrak in Vermont

- Two routes
 - Vermonter
 - Ethan Allen

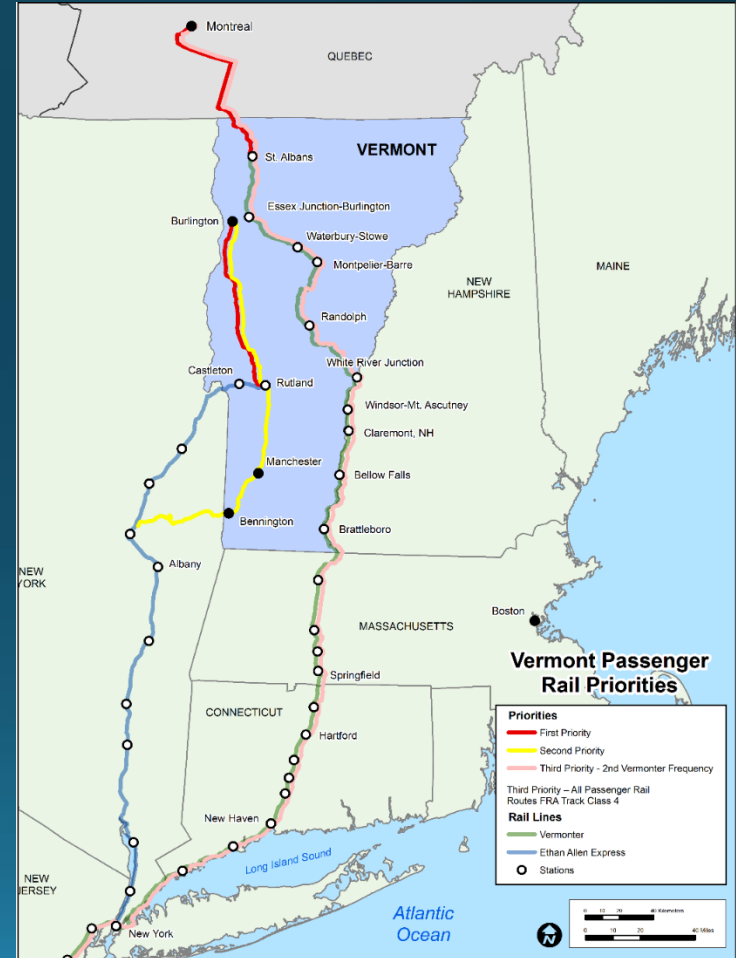
Two trains per day/route

11 station stops in Vermont



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 Ethan Allen Amtrak service to Burlington. (TIGER V & VII)
- Extend the Vermonter Amtrak Service to Montreal.



Organizational Chart

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

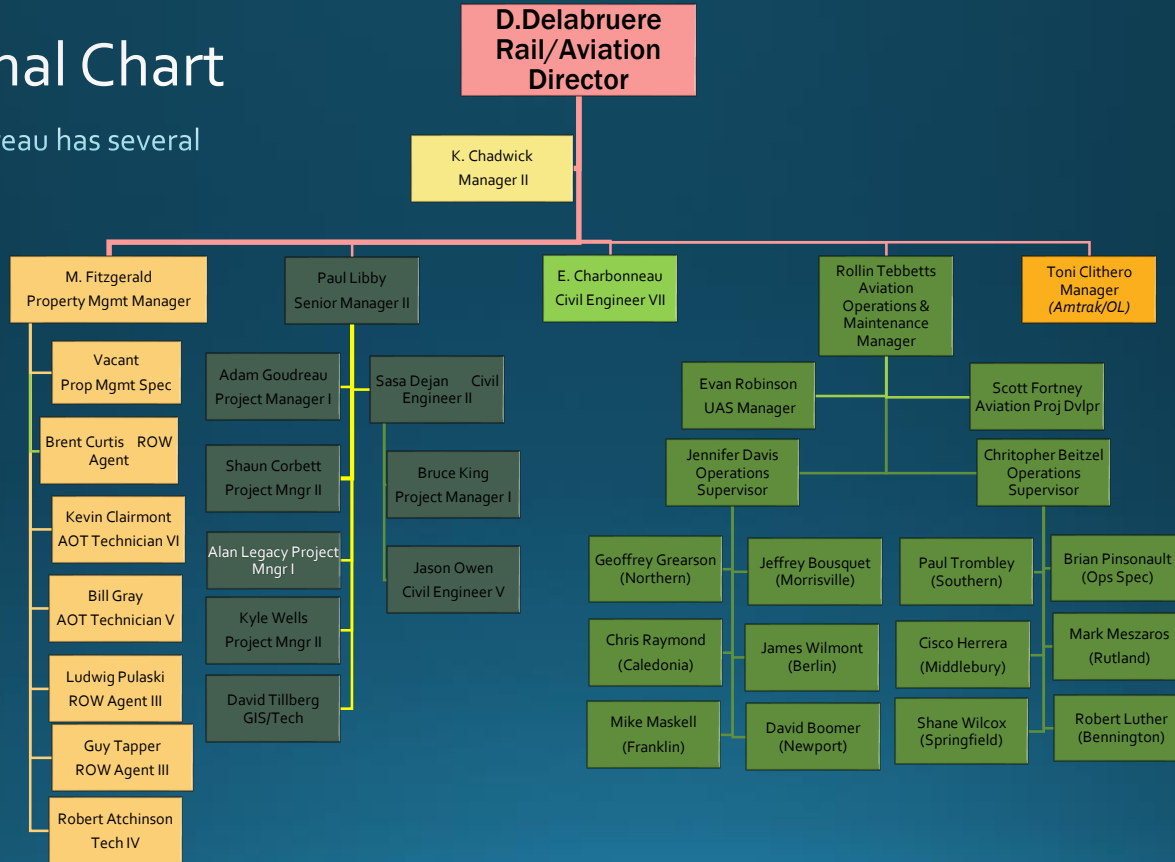
Property Management

Project Delivery

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.

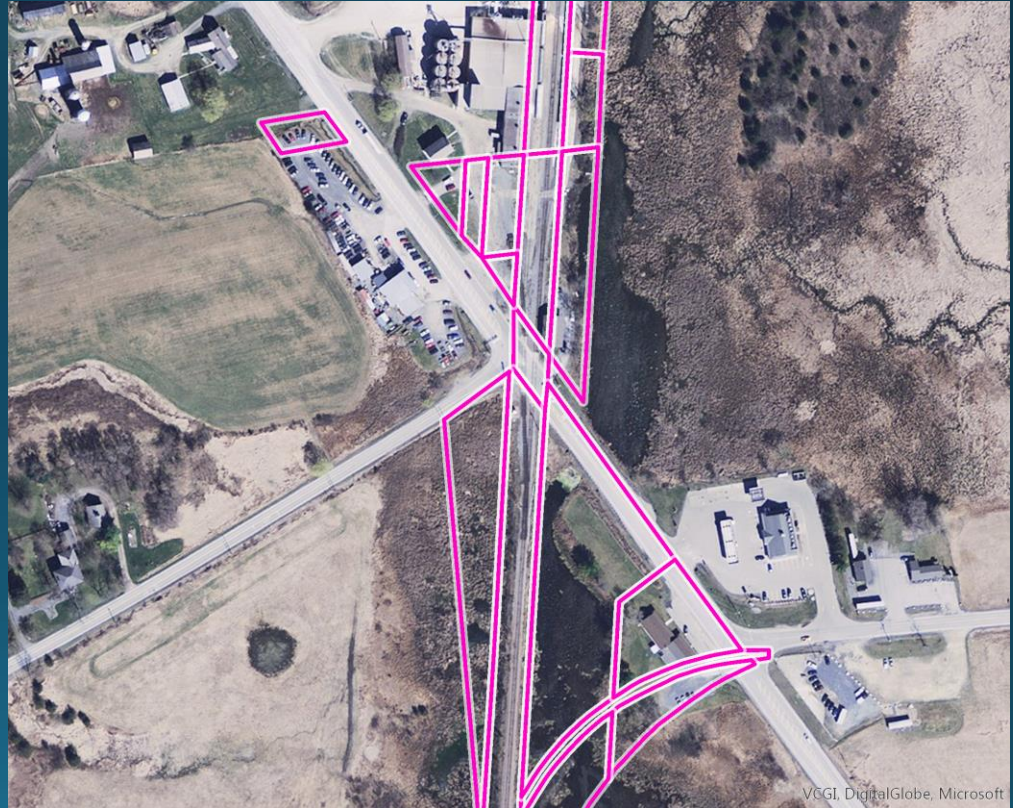


At Grade –Public Rail/Highway Crossings

2020 data as of 12/2/20							
Condition	track 1	track 2	track 3	track 4	Total	%	
poor	44	5	1	0	50	11%	
fair	163	15	4	2	184	39%	
good	168	21	1	0	190	40%	
excellent	45	4	0	0	49	10%	
					473		
2019 data as of 11/1/19							
Condition	track 1	track 2	track 3	track 4	Total	%	
poor	52	5	1	0	58	12%	
fair	185	18	3	2	208	44%	
good	146	19	2	0	168	36%	
excellent	35	4	0	0	39	8%	
					473		

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

- 172 VTrans responsible
 - 172 bridges are required to have a safety inspection annually
 - All 172 bridges are required have a current load rating
 - 19 (11%) are scheduled to be re-rated by the end of SFY22
 - 148 out of 172 (86%) meet the current load capacity rating, **24(14%) DO NOT MEET** load capacity rating of 286,000lbs
 - 14 bridges (8%) have an inspection rating of 3 (serious)
 - 11 bridges (6%) have an inspection rating of 4 (poor)
- 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!

