# **VTrans Rail Section**

January 22, 2025 – House Transportation Committee





Dan Delabruere Rail Bureau Director

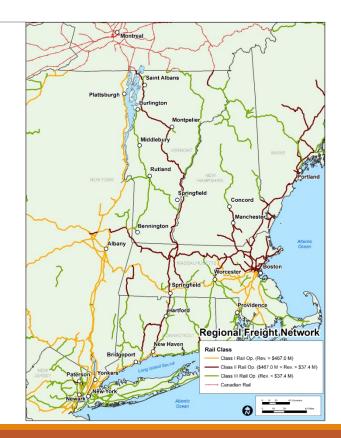




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### Railroad Impacts in VT

- 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 Derider.
- 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.



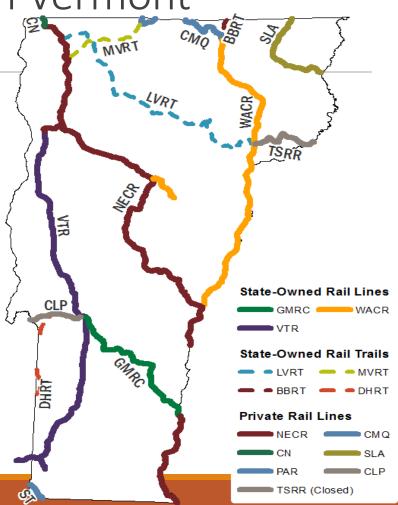
## Rail assets in Vermont

#### □Total Active Railroad Assets in VT

- 572 miles of active railroad line
  - 298 miles state owned
  - 274 miles privately owned

□State owned Rail Assets

- 298 miles of active rail line
- 149 miles of railbanked line (trails)
- 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

14 station stops in Vermont

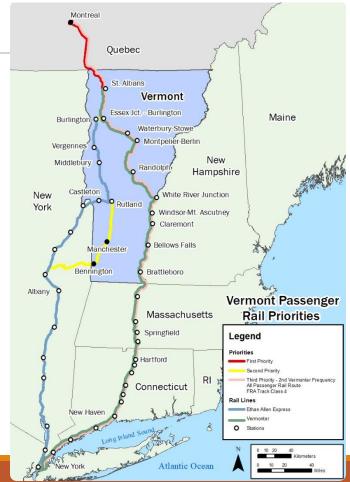


## **Current Agency Goals**

- 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 Vermonter Amtrak Service to Montreal.



### Organizational Chart

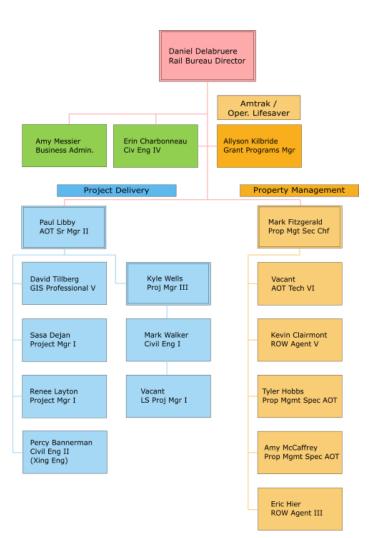
The Rail Bureau has several units within the Bureau:

**Property Management** 

**Project Delivery** 

Bridge Management

Amtrak/OL



### Federal laws affecting Rail Program

#### 2008 --PRIIA 209

- Required all costs associated Amtrak services less than 750 miles to be paid for by states.
- 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

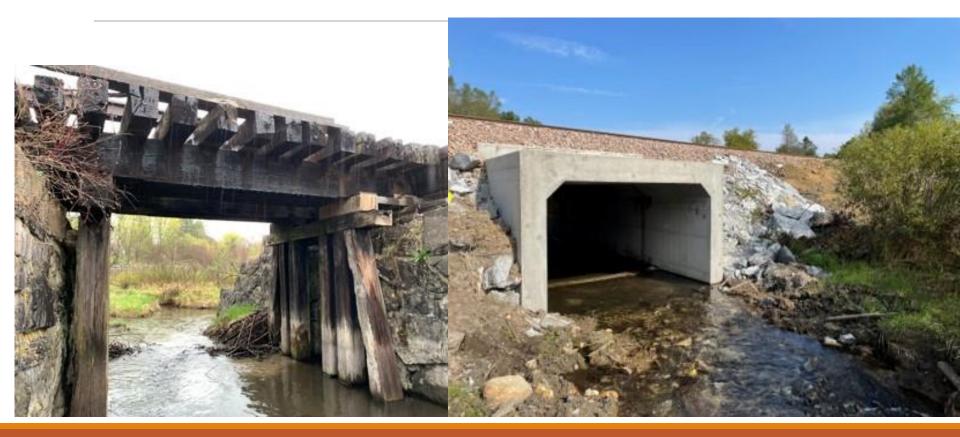
#### 23 U.S.C 130 Railway-Highway Crossing Improvement Program

Provide for the safe crossing condition at railroadhighway intersection.



### Project Delivery

#### Shaftsbury – Bridge 58



### At Grade – Public Rail/Highway Crossings

#### 2024 condition data

Condition	Track 1	Track 2	Track 3	Track 4	Total	%
Poor	60	4	2	1	67	15
Fair	130	19	3	2	154	34
Good	178	15	2	1	196	43
Excellent	35	4	0	0	39	9
Grand Total					456	

#### 2023 condition data

Condition	Track 1	Track 2	Track 3	Track 4	Total	%
Poor	53	8	2	1	64	14
Fair	142	20	3	2	167	37
Good	181	13	2	1	197	43
Excellent	26	2	0	0	28	6
Grand Total					456	

### Property Management

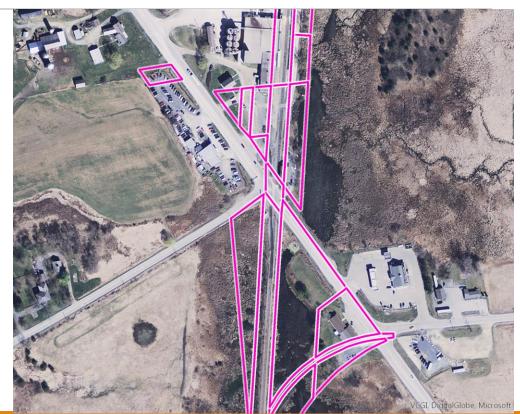
Map all rail and rail trail parcels

Create license agreements for all crossings; roads and utilities

Enforce encroachments

Lease excess rail property

Manage state owned Amtrak stations



## 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 SFY25
- 160 out of 172 (93%) meet the current load capacity rating, 12(7%) do not meet load capacity rating of 286,000lbs
- 3 bridges (1%) have an inspection rating of 3 (serious)
- > 9 bridges (3%) 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.





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# Thank you!



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