

VTrans Rail Section

March 27, 2025 – Senate Transportation Committee



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Rail Bureau Director



 VERMONT
AGENCY OF TRANSPORTATION

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.



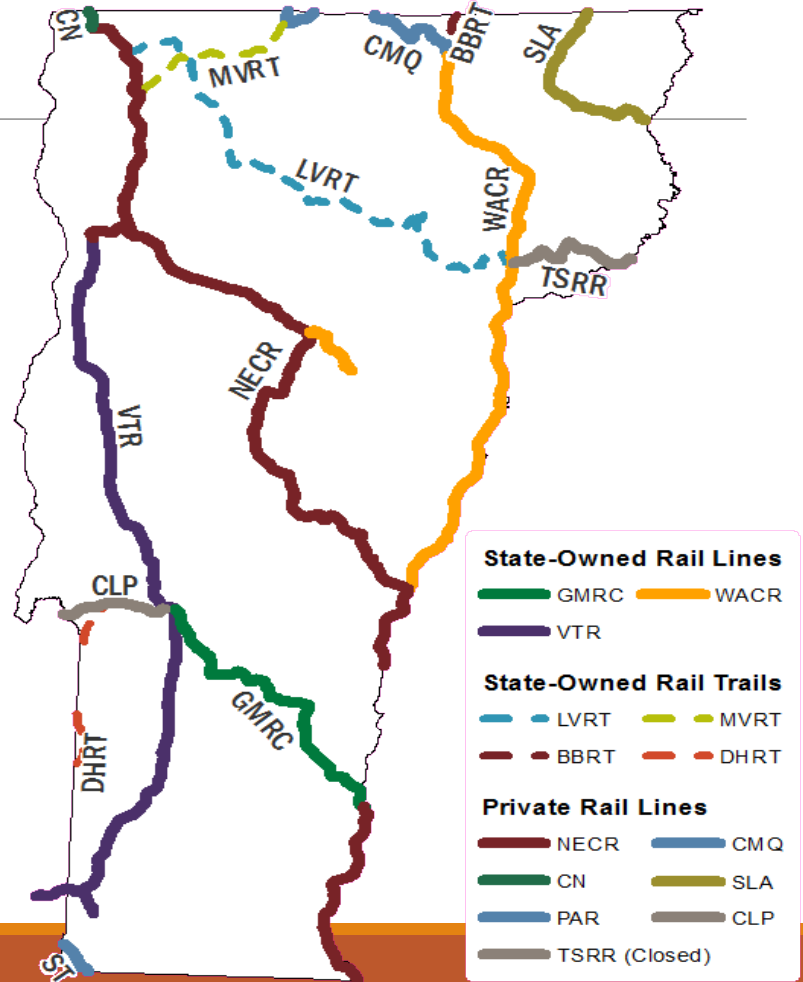
Rail assets in Vermont

□ Total Active Railroad Assets in VT

- 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



Amtrak Routes

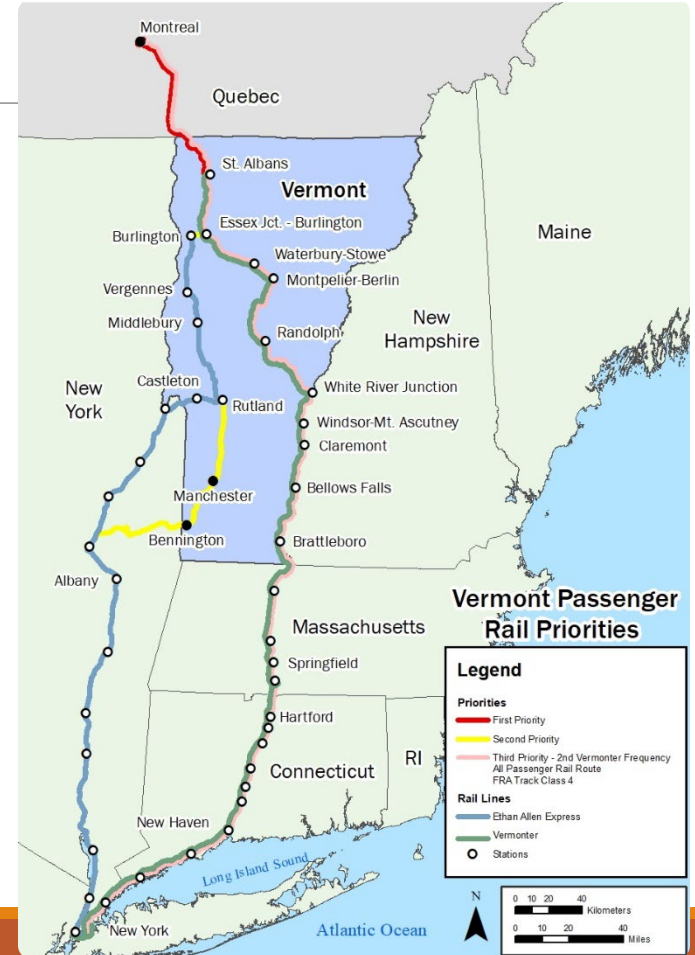
 Ethan Allen Express

 The Vermonter

 Amtrak Stations

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

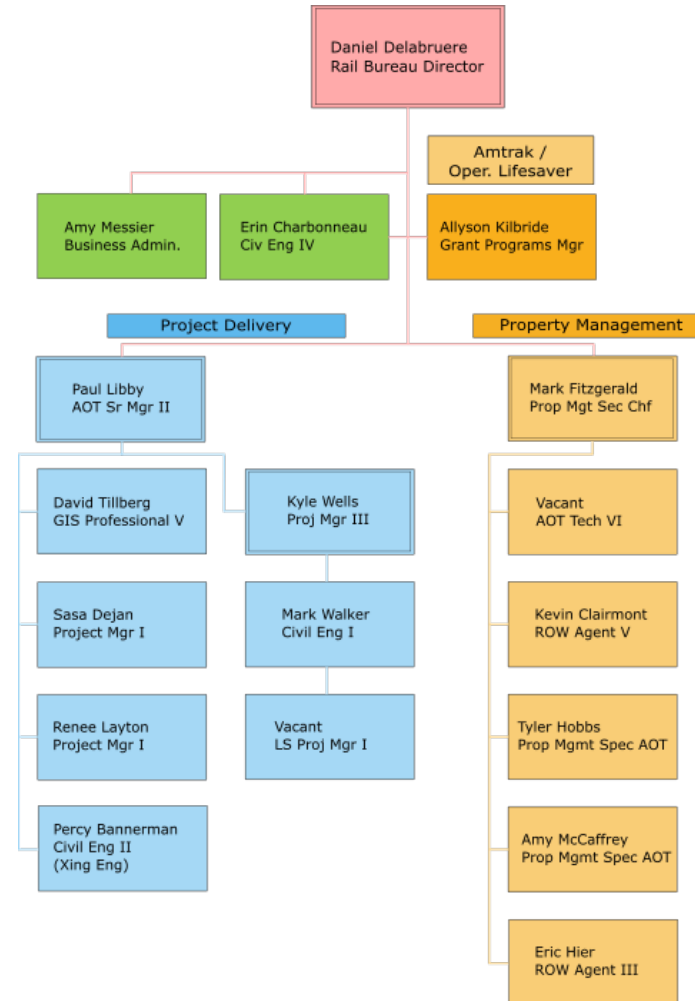
The Rail Bureau has several units within the Bureau:

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 railroad-highway 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

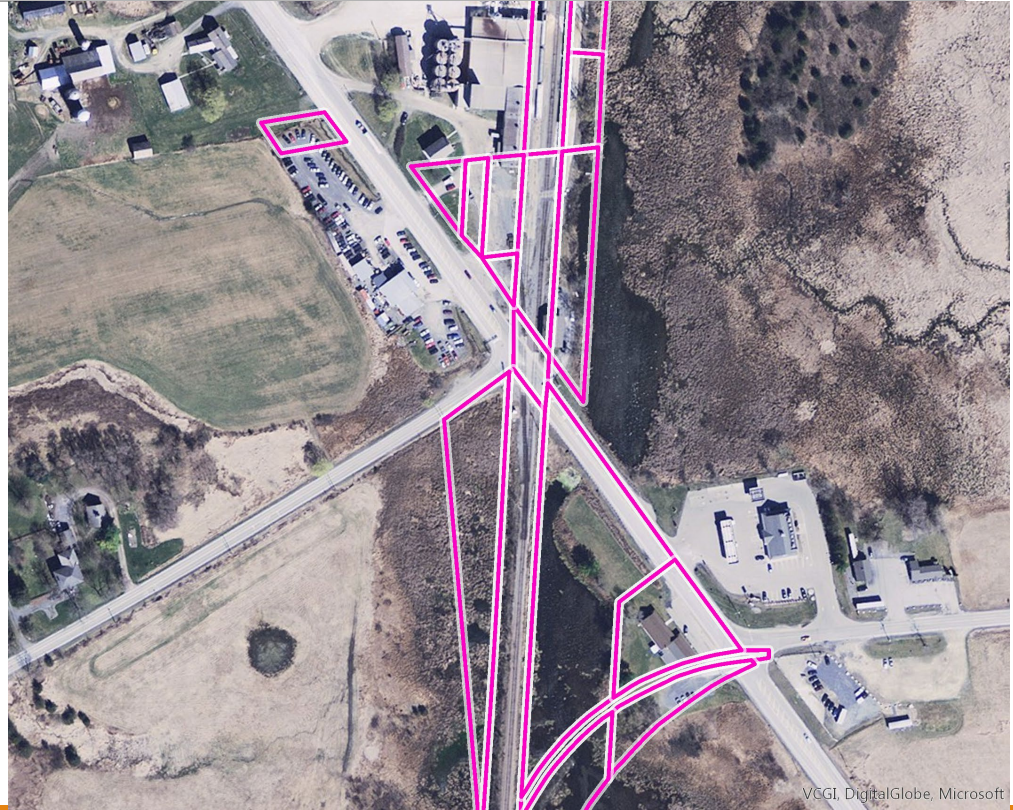
Map all rail and rail trail parcels

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.



QUESTIONS?

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Thank you!
