

VTrans Rail Section

January 28, 2020 — Senate Transportation Committee



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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.



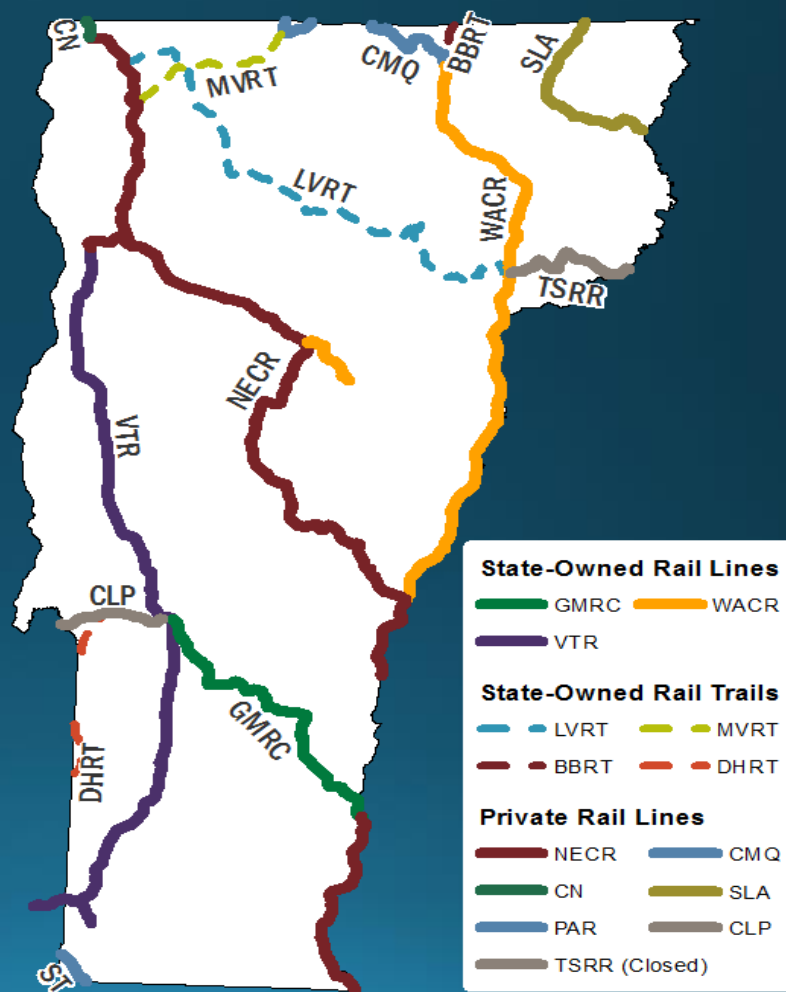
Rail assets in Vermont

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

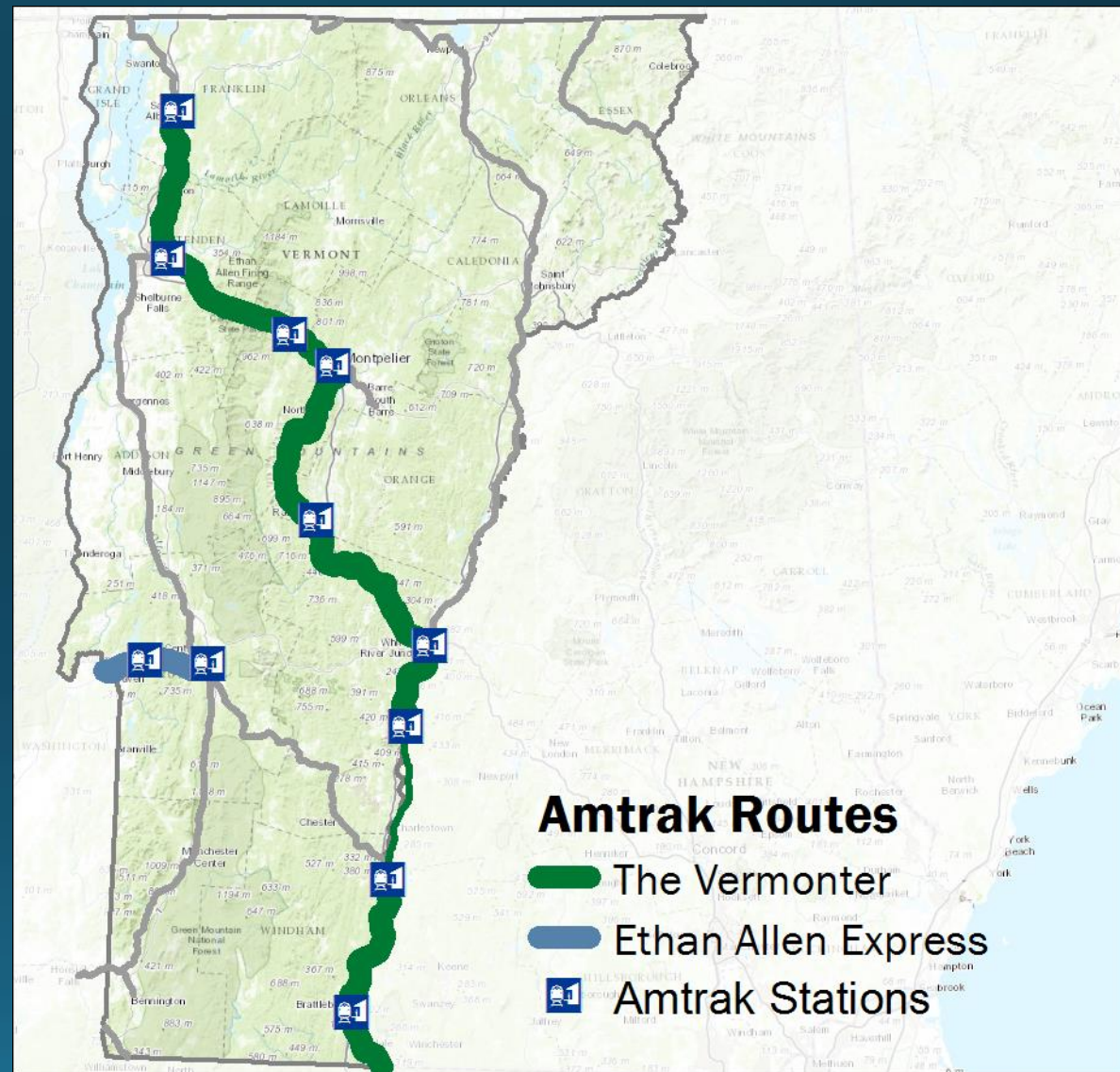


Amtrak in Vermont

- Two routes
 - Vermonter
 - Ethan Allen

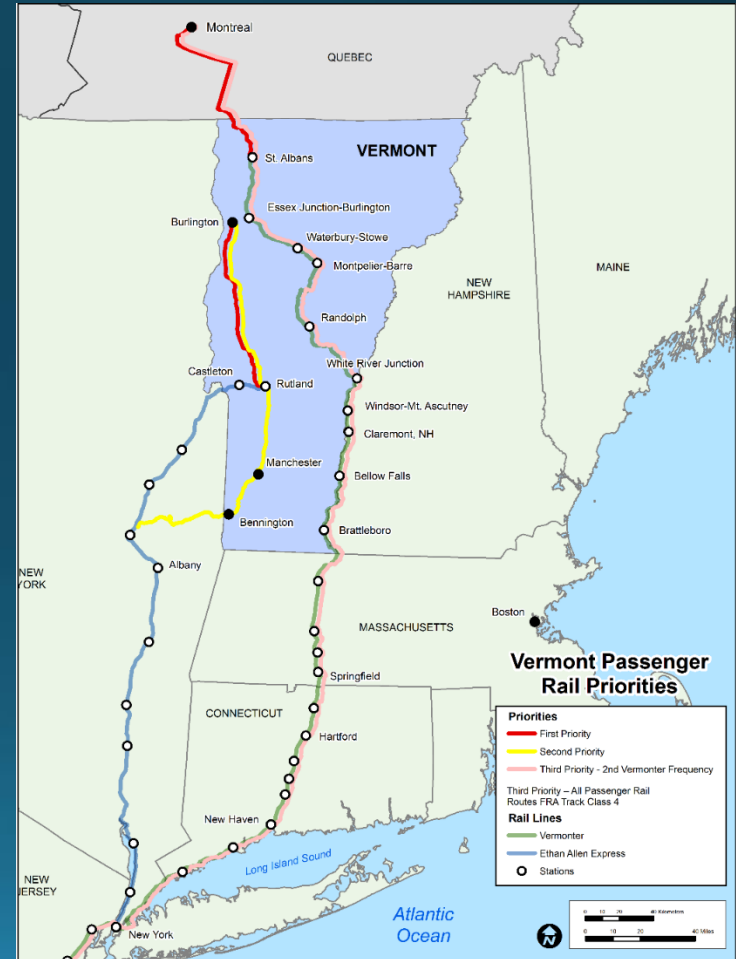
Two trains per
day/route

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:

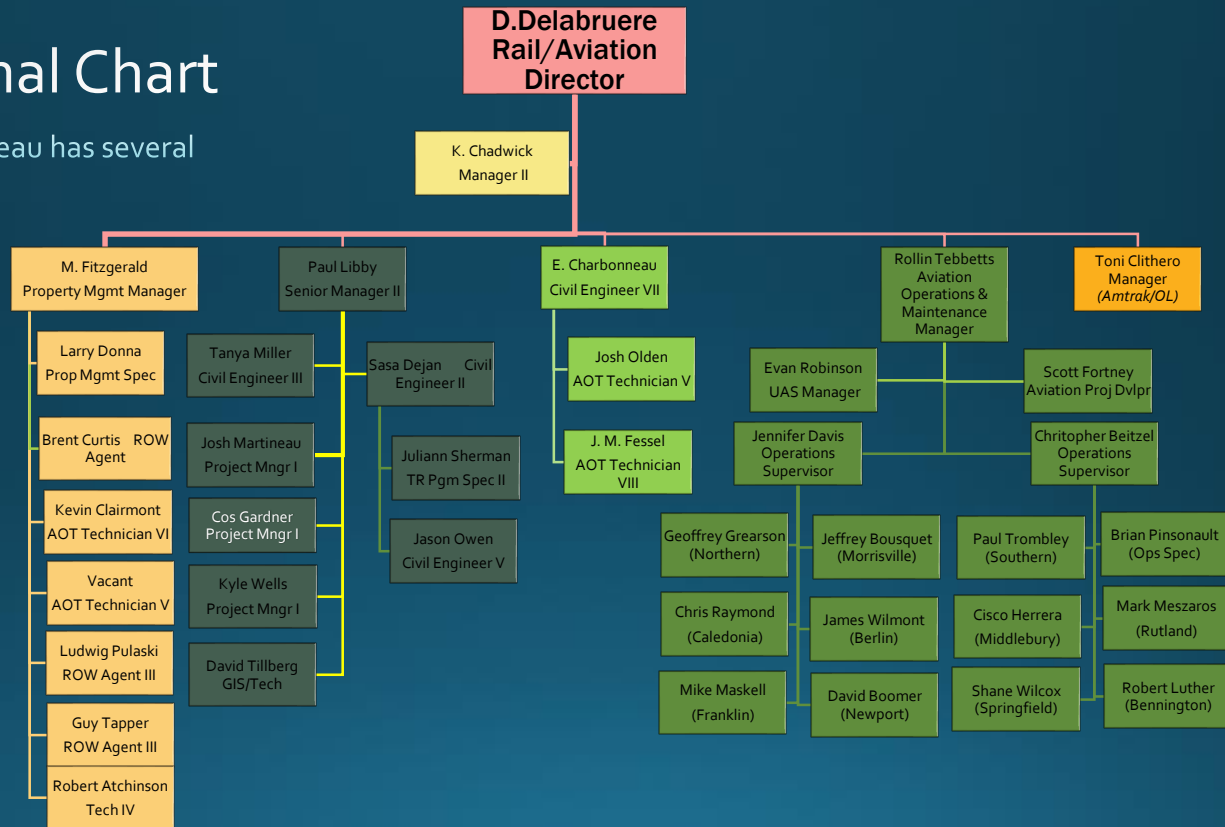
Property Management

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.

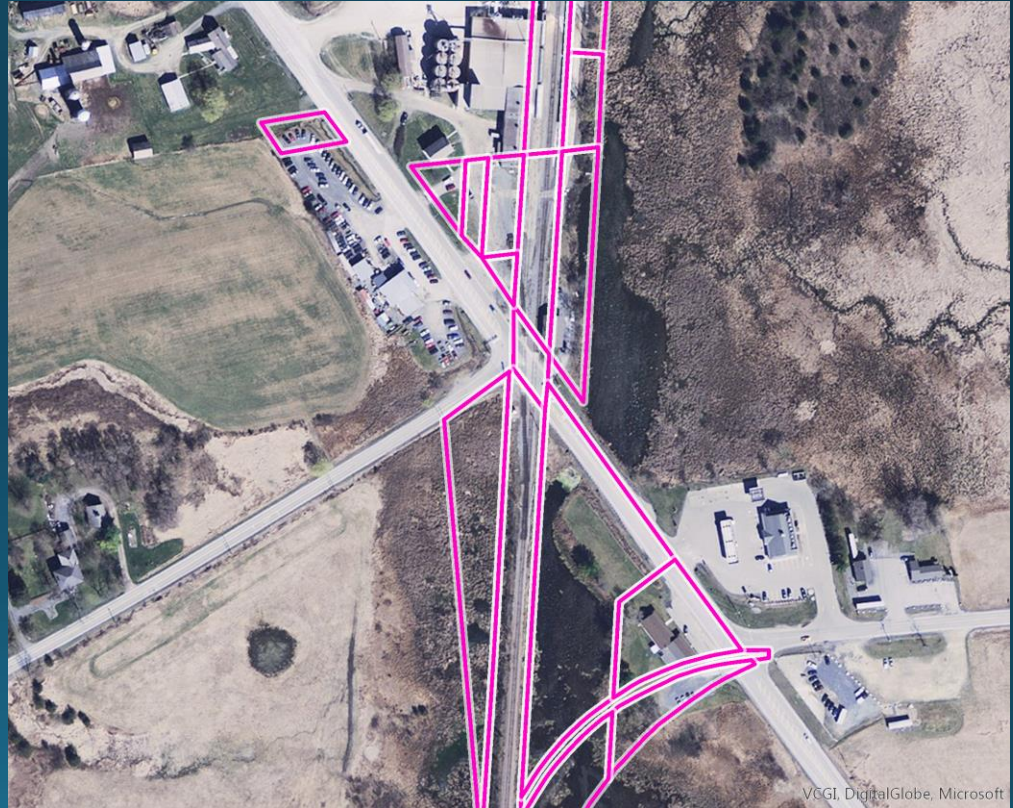


At Grade –Public Rail/Highway Crossings

| | | | | | | | | |
|--|------------------------|---------|---------|---------|---------|-------|-----|--|
| | | | | | | | | |
| | 2019 data as of 9/9/19 | | | | | | | |
| | | | | | | | | |
| | Condition | track 1 | track 2 | track 3 | track 4 | Total | % | |
| | poor | 56 | 6 | 1 | 0 | 63 | 13% | |
| | fair | 188 | 19 | 3 | 2 | 212 | 45% | |
| | good | 145 | 19 | 2 | 0 | 166 | 35% | |
| | excellent | 31 | 2 | 0 | 0 | 33 | 7% | |
| | | | | | | 474 | | |
| | | | | | | | | |
| | 2018 data as of 9/1/18 | | | | | | | |
| | | | | | | | | |
| | Condition | track 1 | track 2 | track 3 | track 4 | Total | % | |
| | poor | 56 | 4 | 0 | 0 | 60 | 13% | |
| | fair | 188 | 17 | 2 | 2 | 209 | 44% | |
| | good | 166 | 13 | 2 | 0 | 181 | 38% | |
| | excellent | 23 | 2 | 0 | 0 | 25 | 5% | |
| | | | | | | 475 | | |
| | | | | | | | | |

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 SFY20
 - 137 out of 172 (80%) meet the current load capacity rating, **35(20%) DO NOT MEET** load capacity rating of 286,000lbs
 - 15 bridges (9%) 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!

