

1999 CPTC ANNUAL REPORT AND RECOMMENDATIONS

12. THE COMMISSION RECOMMENDS THAT CONNDOT ACTIVELY PURSUE BOTH THE PRESERVATION AND ENHANCEMENT OF RAIL FREIGHT TERMINAL SITES SUCH AS CEDAR HILL YARD AND THE HARTFORD CLASSIFICATION YARD TO ENSURE THEIR CONTINUED AVAILABILITY FOR RAIL FREIGHT PURPOSES.

DEPARTMENT RESPONSE:

The Department has historically recognized the importance of preserving abandoned rail properties, especially rail corridors that connect urban areas or have a reasonable likelihood of reactivation in the near term. It is also extremely important to the Department to preserve rail properties located adjacent to passenger carrying lines where property for expanding rail facilities is not usually available. For example, given the availability and cost of property in or adjacent to the I-95 Corridor, the proximity of the Cedar Hill Yard to the Metro North service area and Amtrak's Northeast Corridor makes it a desirable property, apart from its value for rail freight purposes. Similarly, Hartford Yard's proximity to Amtrak's Springfield Line makes it a valuable transportation property.

Since abandoned rail properties are not made available as frequently as in the 1970's and 1980's, funds cannot be programmed in advance for the acquisition or enhancement of such properties. Each proposal submitted by Railroads under the provisions of CGS 13b-36 (Commissioner's Right of First Refusal) is carefully reviewed by various disciplines within the Department. Funding is sought when a decision is made that an offered rail property has current or future value to the Department.