

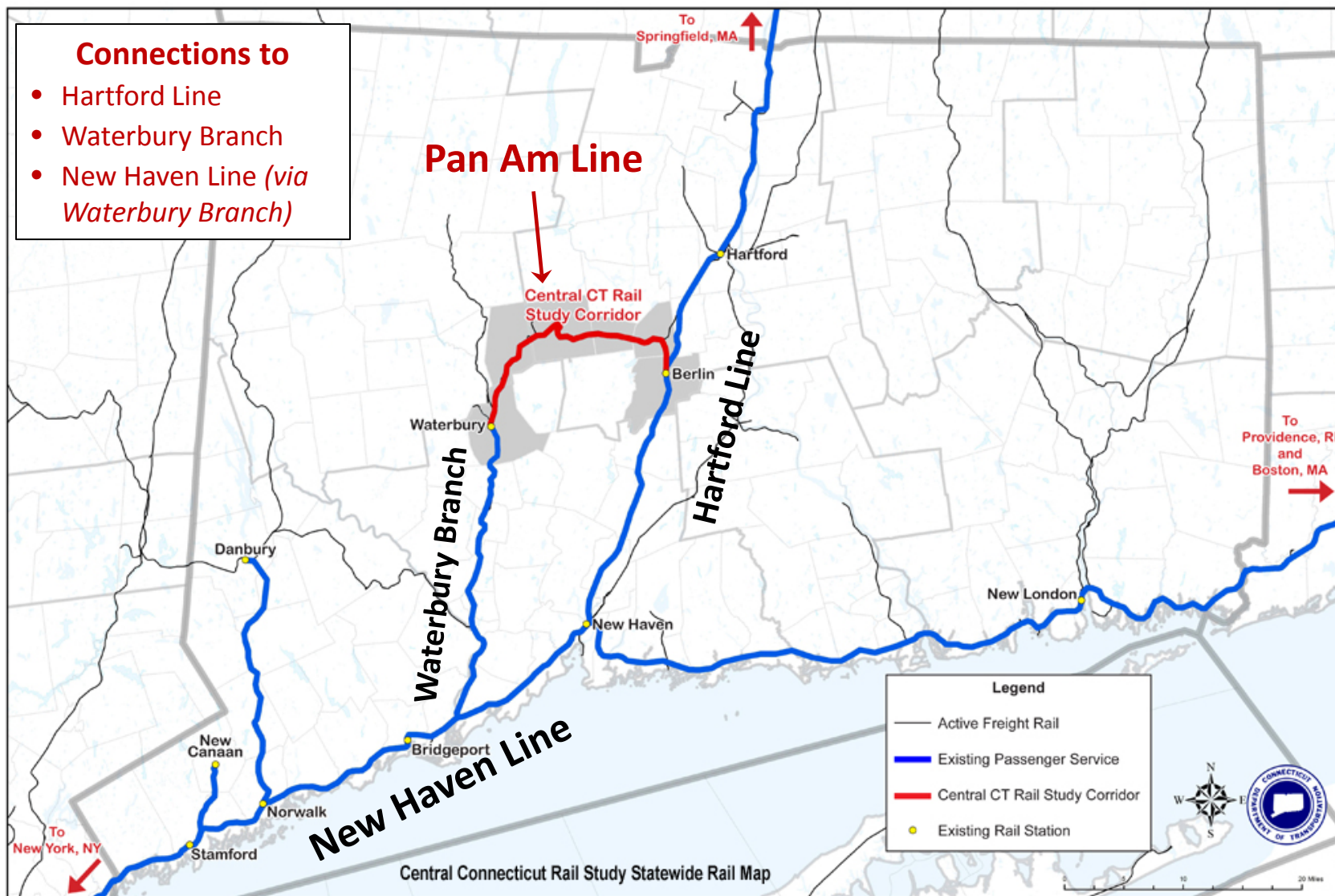
Central CT Rail Study



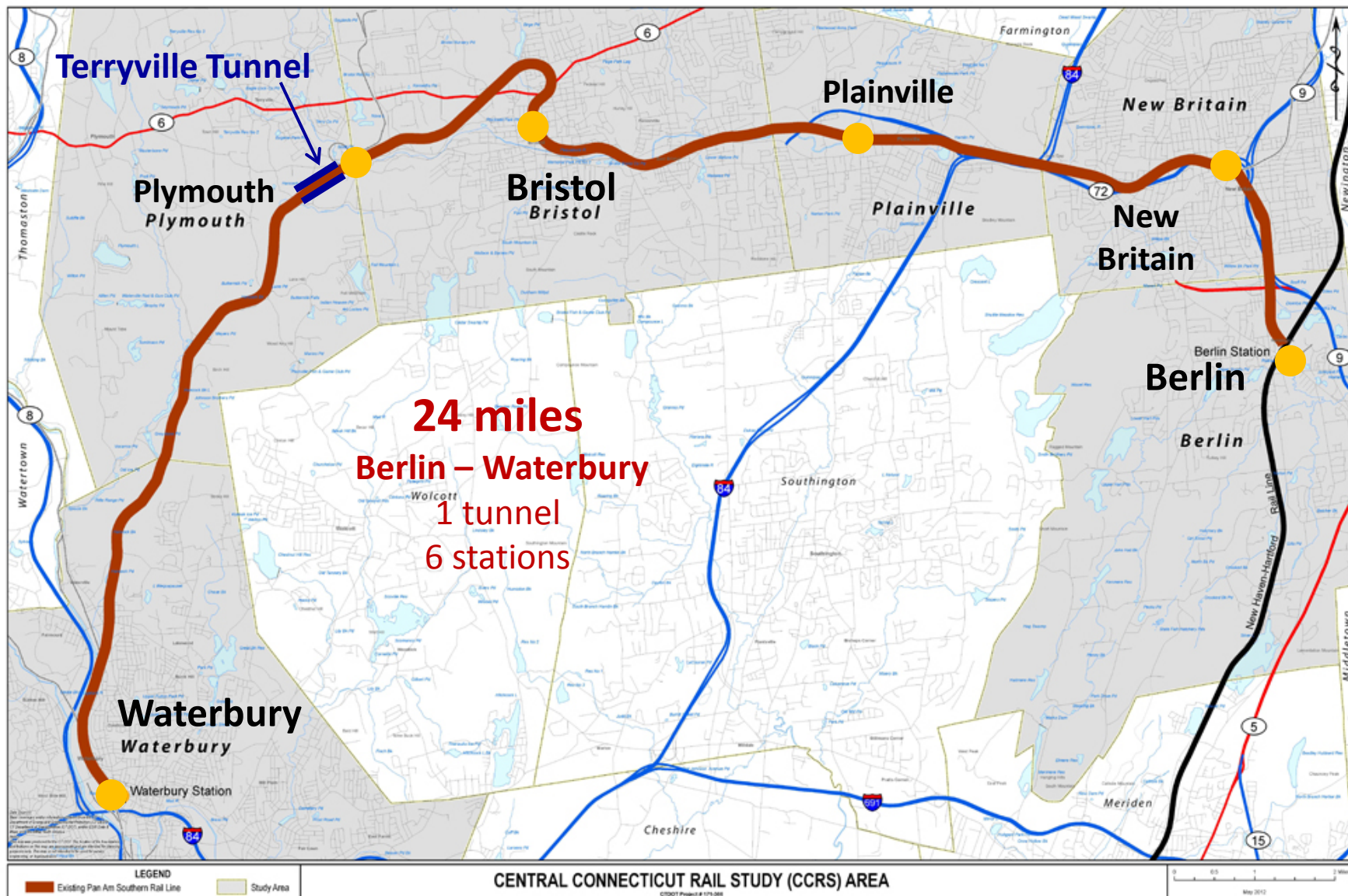
Public Hearing
Bristol, CT
June 16, 2016

PAN AM RAIL LINE

Freight line owned & operated by Pan Am Railways



PAN AM RAIL LINE: BERLIN TO WATERBURY



PURPOSE OF STUDY

Objective 1: Assess **condition of rail infrastructure** in corridor

- **Corridor:** Pan Am rail line between Berlin & Waterbury
 - Essential step for entire study

Objective 2: Identify opportunities to **improve public transit**

- **Passenger rail options:** potential market & cost
- **Bus options:** potential market & cost

Objective 3: Identify opportunities to **improve freight rail**

- **Market:** existing & potential freight market



OVERVIEW OF MAJOR FINDINGS

RAIL INFRASTRUCTURE

Assessed entire **24-mile** rail line:

- Track & track bed
- Bridges & culverts
- Terryville Tunnel

Condition:

- **Class 1** – train speed is **10 mph** or less
- Significant improvements required for better **freight** service
- Additional improvements required to support **passenger** service



RAIL INFRASTRUCTURE

Terryville Tunnel:

- **3,600 feet**, opened in **1911** (*over 100 yrs*)
- **Freight:** significant repairs required to tunnel lining & drainage
- **Passenger:** Major safety upgrades required
 - Add lighting
 - Add ventilation
 - Add safe emergency egress



RAIL INFRASTRUCTURE

Cost to Attain Safety, Condition, & Service Objectives

(Preliminary estimates – engineering analysis still required)

FREIGHT Service:

\$140 million	Class 2: Improvements needed to attain State of Good Repair <i>Eliminate 10 mph speed restrictions & attain 25 mph)</i>
\$170 million	Class 3: Improvements needed to attain 40 mph

PASSENGER Service:

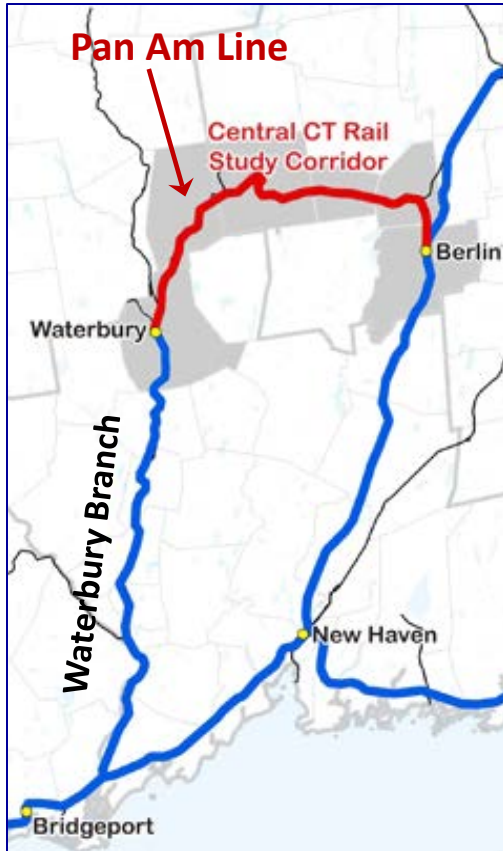
\$410 million	Class 3: Passenger upgrades <i>Added cost (\$240M): <u>track</u>, <u>passing sidings</u>, <u>signal system</u>, <u>tunnel</u></i>
\$530 million	Class 3: Full cost with stations & train equipment

PASSENGER RAIL POTENTIAL

Evaluated potential demand for ridership,
as well as prerequisites to start passenger service



PASSENGER RAIL POTENTIAL



Ridership: 600 – 800 daily

- Low estimate assumes 'transfer' needed in Waterbury
- High estimate assumes 'thru train' to Bridgeport

Prerequisite: Upgrade Waterbury Branch

Before we can operate passenger service on Pan Am Line, we need to upgrade the Waterbury Branch

- Signalization & passing sidings (*funded in 5-Year Ramp-Up for Let's Go CT*)
- Expand train storage & maintenance facility in Waterbury (*necessary but not yet funded*)



PASSENGER RAIL POTENTIAL

Ridership versus Cost

- **Riders: 600 – 800 daily.**
- **Cost: \$530 million**
 - Upgrade 24 miles to Class 3 for passenger rail
 - Upgrade 3600-foot Terryville Tunnel for safe passenger service
 - Build or modify 6 stations
 - Purchase 2 additional train sets



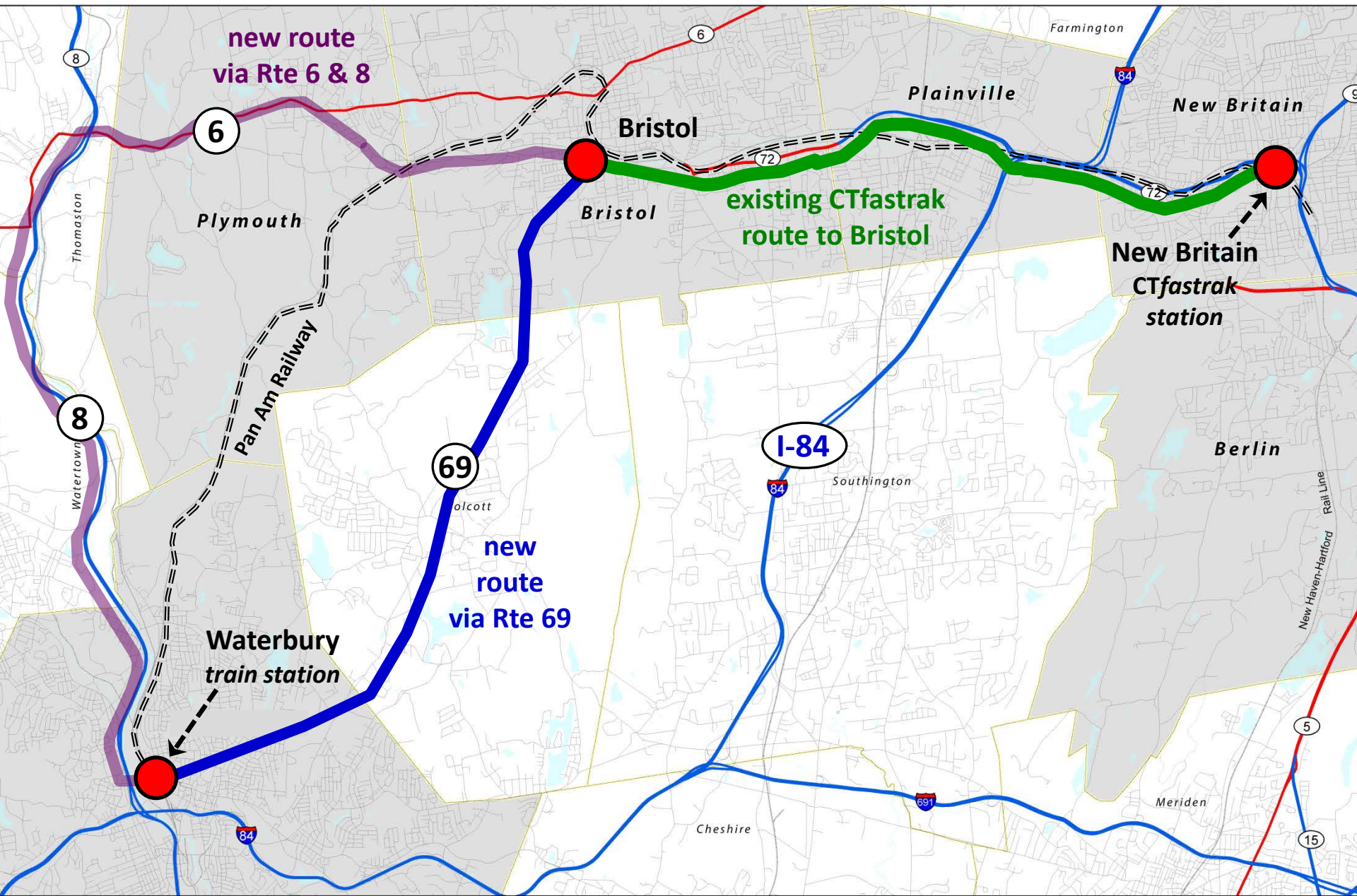
PASSENGER RAIL POTENTIAL

Conclusion *(draft)*

- **Passenger rail not viable in near-term**
 - Waterbury Branch improvements a prerequisite & priority
- **Preserve passenger rail option for long-term**
 - maintaining freight service key to future passenger service
 - freight rail upgrades to Class 2 & Class 3
 - **preserve & enhance viability** of passenger service in future



BUS SERVICE EXPANSION POTENTIAL



BUS SERVICE EXPANSION POTENTIAL

Ridership Estimates:

- **200 – 400 daily riders**
 - Based on existing CTfastrak routes to downtown Bristol
 - 2 route options possible
 - Direct to Waterbury via Route 69
 - To Waterbury through Terryville center via Route 6 & Route 8
- **Requires**
 - Purchase of additional buses
 - Possibly priority treatments for buses at traffic signals
 - Estimated cost: **\$5 -10 million**



BUS SERVICE EXPANSION POTENTIAL

Conclusion *(Draft)*

Bristol to Waterbury service possible in near-term

- Low-moderate ridership, but low capital cost
- Takes advantage of existing CTfastrak service to Bristol



FREIGHT RAIL POTENTIAL

3 factors considered in assessment:

1. **Market study:** conducted as part of study
2. **Workshop:** with rail experts
3. **Discussions:** with Pan Am officials



FREIGHT RAIL POTENTIAL

1. **Market study:** conducted as part of study

- Stressed importance of supporting existing industries.
- Provided optimistic outlook on potential for future market growth

2. **Workshop:** with rail experts

- Less optimistic
- Priority should be to improve major rail routes into & thru CT
 - Upgrade track & bridges to allow 286,000 lb. rail cars
(significant statewide issue, but beyond scope of current study.)

3. **Discussions:** with Pan Am officials & potential Pan Am clients

- Increasing demand from business for freight rail access
- CTDOT continuing discussions with Pan Am



FREIGHT RAIL POTENTIAL

Conclusions (Draft)

- Supports existing businesses
- Serves future demand for rail access & business expansion
- Freight infrastructure upgrades
 - \$130M - \$170M will be primarily private investment
 - Incremental upgrades as businesses expand or new businesses added
- Freight service expansion seems feasible in near-term & preserves option for passenger rail in long-term

STUDY CONCLUSIONS *(DRAFT)*

- Infrastructure: Pan Am line is very slow, speed restricted
 - Major infrastructure investments required.
- Passenger rail: not viable at this time
 - Need to preserve option for future.
- Bus service: opportunity to extend service
 - CTDOT will consider bus service from Bristol to Waterbury
- Freight rail: most viable use of rail corridor
 - Needed to support existing businesses
 - CTDOT will work with Pan Am to serve growing demand

THANK YOU