



# NEW HAVEN - HARTFORD - SPRINGFIELD RAIL PROJECT

## Improved Rail Service and More: New Haven-Hartford-Springfield Rail Line

The New Haven-Hartford-Springfield (NHHS) Rail project will significantly expand rail service to local communities and serve as a regional passenger rail gateway connecting central New England with New York, Massachusetts, Vermont and eventually Montreal. The rail project will not only improve the transportation system but will also contribute economic, environmental, and community benefits to the region.



### Enhanced Regional Transportation System

The Connecticut Department of Transportation, working with a broad partnership including Massachusetts, Vermont and Amtrak, has begun work to improve the NHHS rail line to provide fast, convenient and reliable passenger rail service and connections to an expanded rail network.

Today, service on the 62-mile NHHS rail corridor, which once boasted some of the best rail passenger service in the nation, consists of just six daily round-trip Amtrak trains. Plans for expanded service and infrastructure improvements include:

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## **"The Time is Right..."**

Spiraling gasoline prices and growing congestion on our major roadways are taking a toll on our regional economy and quality of life. As we look to the future, it is essential that we continue Connecticut's leadership in developing public transportation options.

I am excited that Connecticut and our neighboring states are "on board" to dramatically improve passenger rail service starting with the New Haven-Hartford-Springfield corridor. These improvements enable us to be a step ahead of our changing economy. The award in May 2011 of additional funding for the program underscores the continued federal support for our regional passenger rail vision.

The New Haven-Hartford-Springfield rail corridor will play a critical role in Connecticut's future. Even more importantly, the Corridor will serve as the backbone for regional service within and beyond New England.

I feel the time is right for this project, and I look forward to sharing more updates over the coming months. I invite you to participate in this exciting project by attending public meetings, visiting our project website, and signing up to receive project information.

**James Redeker**  
Acting Commissioner,  
CT Department of Transportation

# A New Vision for New England

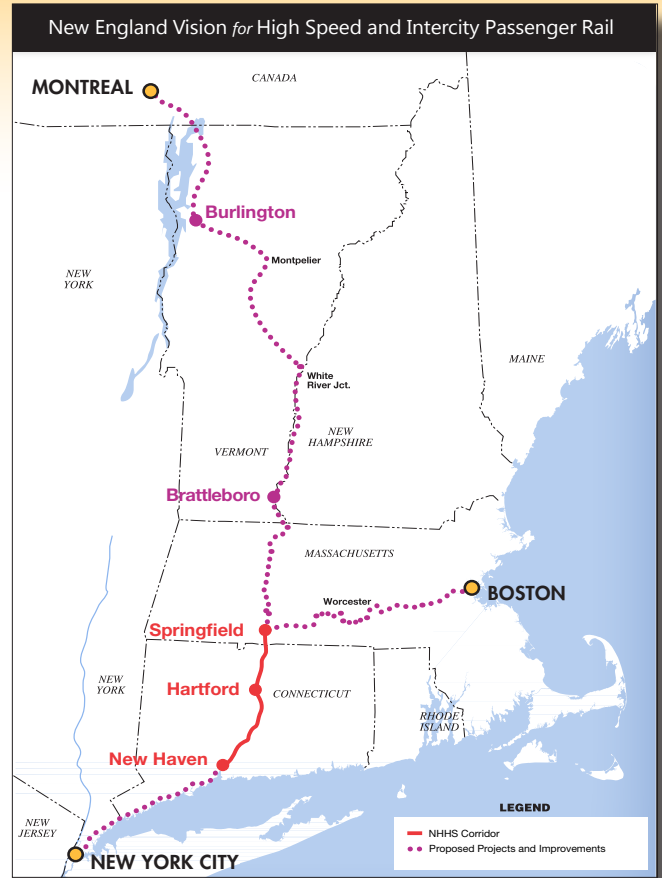
*"The rail system will provide a foundation for economic competitiveness and promote livable communities through a network of High-Speed and Intercity Passenger rail routes connecting every major city in New England with smaller cities and rural areas and internationally to Montreal."*

Excerpt from *Vision for the New England High-speed and Intercity Rail Network* by the Departments of Transportation of the six New England states.

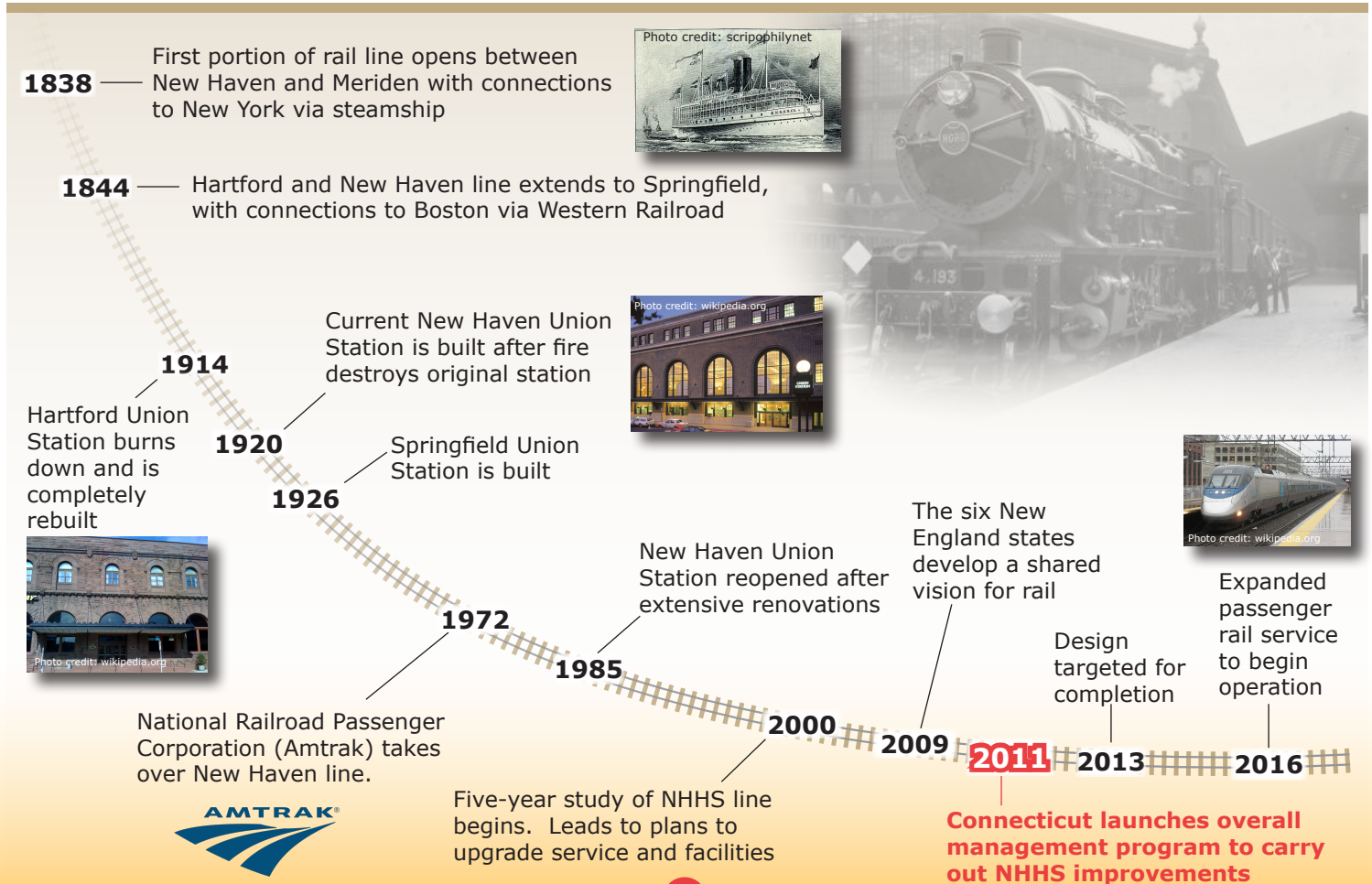
Something quite remarkable is happening in New England.

In a region where local government historically does not look beyond its borders, states and municipalities are working together to upgrade and expand the rail system. Acting regionally, the Departments of Transportation of the New England states have defined a vision for regional rail service which calls for significant expansion of intercity passenger rail service.

The NHHS rail corridor is a critical piece of the broader New England vision for passenger rail. As a result,  
*...continued on p.4*



## Timeline for the NHHS Rail Corridor



...*"Improved Rail Service"* continued from p.1

- More trains: increasing from six to more than 25 by 2030, providing better access to communities between New Haven and Springfield,
- Faster travel time: with speeds up to 110 mph, travel between Hartford and New York will be reduced as much as 35 minutes, and
- Better stations: high-level platforms and additional parking at existing stations in Wallingford, Meriden, Berlin, Windsor, and Windsor Locks and future new stations at North Haven, Newington, West Hartford and Enfield.

**Proposed Improvements** (to the right) summarizes the types of improvements that will be constructed to accommodate projected 2030 service.

The cost to plan, design and construct these proposed improvements is estimated at \$647 million. To date Connecticut has been awarded \$191 million for the rail program by the federal government. This amount will be supplemented with up to \$280 million in state bond funds. The State plans to seek an additional \$197 million in federal funding in 2012.

As a key component of the intermodal regional transportation system, the rail line will provide connections to Metro-North's commuter service and Amtrak's Acela high-speed rail service on the Northeast Corridor (Boston-Washington, DC). In addition, the NHHS rail line will connect to the New Britain-Hartford Busway and to Bradley International Airport via shuttle service.

When completed, Amtrak will provide additional service along the corridor and to Vermont and Massachusetts. The State of Connecticut will supplement Amtrak service with new trains between New Haven and Springfield, providing service to 13 stations.

### **Economic, Environmental and Community Benefits**

With this increased level of service, communities along the NHHS corridor are likely to attract growth and reach expanded markets, which will generate both jobs and tax revenues.

Communities along the rail corridor are already beginning to develop exciting plans for mixed-use "transit-oriented development" around rail stations. Station area planning by local communities enhances development potential, providing opportunities to create compact, mixed use areas that are pedestrian and bike-friendly, reduce the need to drive and the demand for parking, and contribute to energy savings and sustainable economic development.

### **What's happening now?**

Right now the project is moving from the planning to the design phase. Specific tasks include conducting a detailed assessment of existing corridor conditions, analyzing the hydrology around the rail line to improve drainage, rating the bridges to determine their condition and useful life, and planning with towns to define station and parking requirements.

The preliminary design is already complete for a 10.5-mile segment of track between Meriden and Newington. In addition, an Environmental Assessment is scheduled for completion by late fall of 2011. This assessment will evaluate impacts and benefits of the proposed improvements, in accordance with federal and state environmental regulations.

Most importantly, the Connecticut Department of Transportation has begun meetings with the cities and towns along the corridor to discuss ways in which the federal and state investment in station improvements can serve as a catalyst for local development and improvements around the station areas.

## *Proposed Improvements*

### **Rail line:**

- 38.7 miles of new double track
- 5.8 miles of new passing sidings
- 9 new interlockings (so trains can change tracks)
- Signal and control systems
- Upgrade bridges and culverts
- Improvements to 38 at-grade crossings

### **Stations:**

- High level platforms, pedestrian overpasses, parking and other amenities at Wallingford, Meriden, Berlin, Windsor and Windsor Locks
- Future new stations at North Haven, Newington, West Hartford and Enfield

### **Other:**

- Layover and maintenance facility near Springfield
- New train equipment

# Get on board!

Bringing expanded intercity rail service from New Haven to Springfield (and beyond) is a big deal!! Communities and individuals will have questions, concerns and hopes for better transportation choices. Whether you want to learn more about the project, voice your concerns, express your opinion or share your enthusiasm, there will be many opportunities to get engaged.



- ✔ Visit the project website, [www.nhhsrail.com](http://www.nhhsrail.com), regularly. The website will provide frequent project updates, notices and summaries of community meetings, and a way to submit comments to the project team.
- ✔ Get on the project **contact list** so you will receive direct notice of upcoming meetings, **e-mail alerts** about project developments, and a copy of the quarterly project **newsletter**. You can add yourself to the contact list through the website.

- ✔ Attend a **public meeting** where you can learn what is happening with the project, meet the project team, express your opinion about station design and amenities and ask questions. (Public meeting notices will be posted on the website and emailed to individuals on the project contact list.)
- ✔ If you have other **questions or comments**, submit them through the project website and the study team will respond to you. Or contact John Bernick, Project Manager, at CTDOT: [John.Bernick@ct.gov](mailto:John.Bernick@ct.gov).

Whatever method you choose, please do get involved and get “on-board”!!!

What's next?	
June 2011	<b>Existing Conditions Survey</b> <i>CTDOT is completing a field survey to document current conditions as a basis for design.</i>
July 2011	<b>Design</b> <i>Work will begin on preliminary design of track, structures and stations.</i>
Summer 2011	<b>Meetings with Communities and Regions</b> <i>CTDOT will meet with officials in each community and regional planning organizations to provide community-specific information and to learn about community interests, concerns, and plans that may affect the project.</i>
Fall 2011	<b>Draft Environmental Assessment</b> <i>An initial draft of the corridor-wide Environmental Assessment will be completed and public meetings will be scheduled.</i>

...“New Vision” continued from p.2

upgrades to the NHHS line are essential to achieve regional rail objectives.

The new rail service will operate at speeds up to 110 mph, cutting travel time between Springfield and New Haven to 73 minutes. Travelers at New Haven, Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks and Springfield will eventually be able to board trains every 30 minutes during peak morning and evening periods and hourly during the rest of day.

New train service will connect communities, generate sustainable economic growth, help build energy independence, and provide links to travel corridors and markets both within and beyond the region.