

New Haven-Hartford-Springfield Rail Program



New England Railroad Club
April 2013

NHHS Rail Program Recap

➤ Program Goals:

- Enhanced regional rail service that accommodates both commuter and intercity travel
- Frequent service in the peak hours
- Seamless connections to Amtrak & Metro North
- Continued growth in local freight rail service

➤ Long Term Vision

- 25 Round Trip Trains
- Additional connections to Boston, and Montreal
- 30 minute, bi-directional, peak hour service
- Hourly off-peak service

➤ Start-up Service – 2016

- 12-17 Round Trip Trains
- 45 minute frequency in the peak hour, hourly off-peak
- Bi-directional service south of Hartford



Making Connections

- Grand Central, Penn Station or Boston
 - Acela trains to NYP/BOS
 - Metro-North trains to Grand Central Terminal
- Expanded Service to Massachusetts/VT
 - Knowledge Corridor to Greenfield
 - Boston-Springfield-NHV-NYP via the Inland Route
- Bus Shuttle to Bradley Airport at Windsor Locks
- Transfer to/from CTFastrak at Hartford, Future Newington Station & West Hartford

Time	Number	Train
4:02	3034	SHORE LINE EA
4:11	135	REGIONAL
4:32	6547	METRO-NORTH
4:41	57	VERMONT
4:45	88	REGIONAL
4:50	488	REGIONAL
4:52	6549	METRO-NORTH

Regional Vision



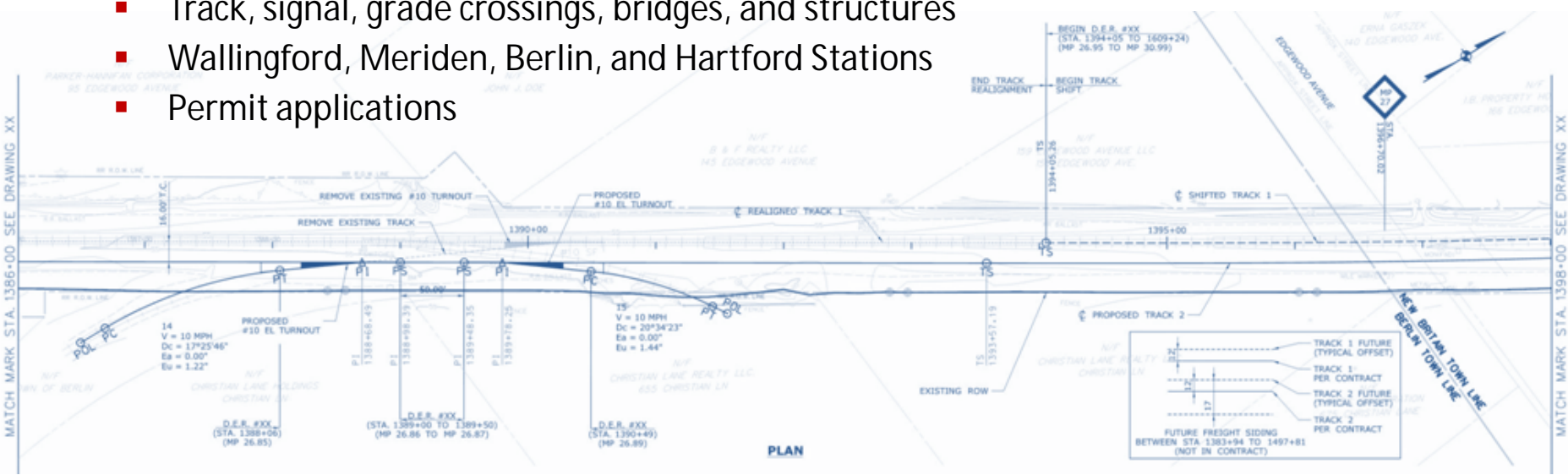
The Rail Corridor

- First Trains: 1844
- Length: 62 miles
- Tracks
 - 23.3 miles of double track
 - 38.7 miles of single track
- Bridges & Culverts: 180
 - Hartford Viaduct
 - Connecticut River
- At-Grade Crossings: 38 public
- Current Stations:
 - New Haven; Wallingford;
Meriden; Berlin; Hartford;
Windsor; Windsor Locks;
Springfield



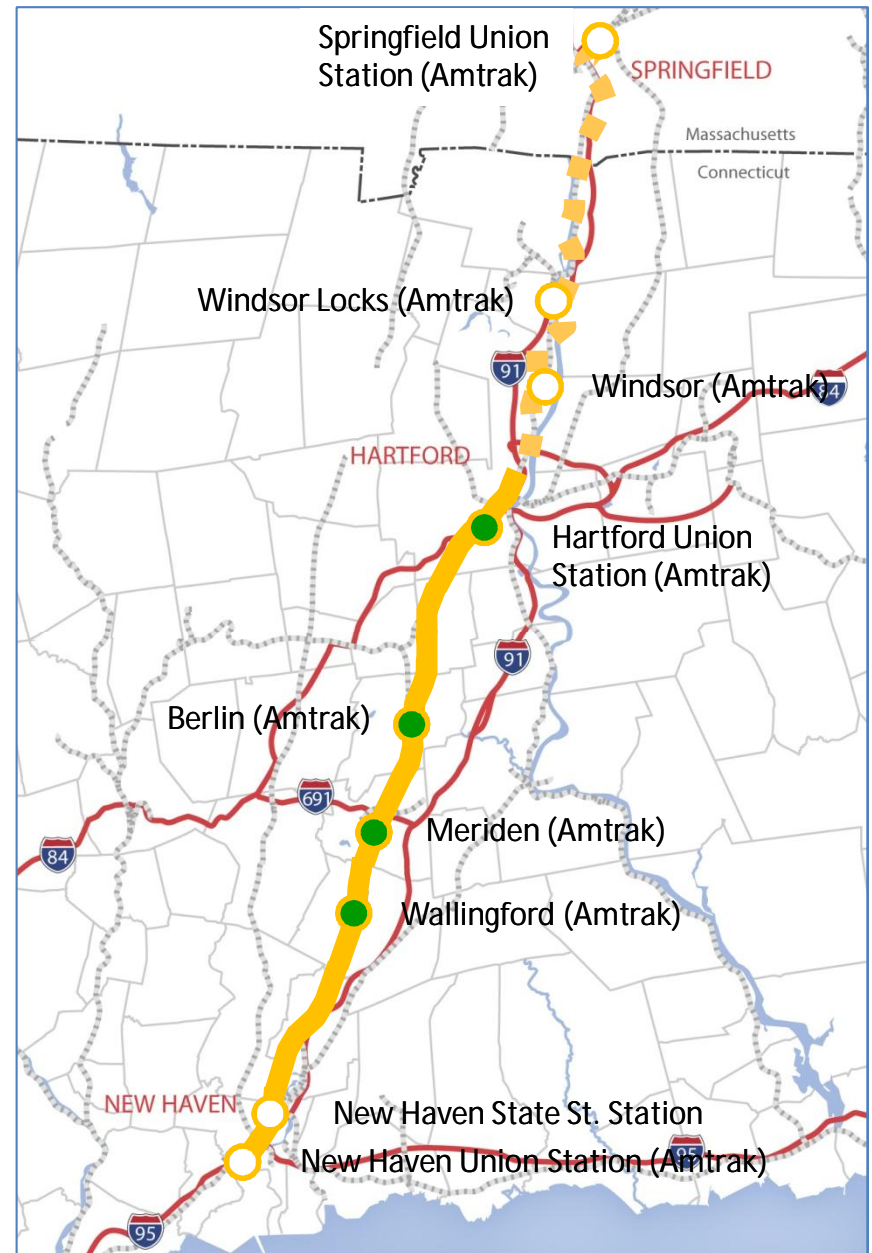
New Haven-Hartford-Springfield Railroad Design Status

- Phase 2 grant obligated in August – All funding for 2016 service in place
 - Phase 1: Meriden-Berlin: \$60 million total - \$40 million Federal - \$20 million State
 - Phase 2: New Haven-Hartford: \$263 million total - \$121 million Federal - \$142 million State
 - Phase 3A: Hartford-Windsor: \$43 million total - \$30 million Federal - \$13 million State
- Preliminary design complete on all 3 phases
- Final design in progress
 - Track, signal, grade crossings, bridges, and structures
 - Wallingford, Meriden, Berlin, and Hartford Stations
 - Permit applications



Funded Improvements 2016 Start-up

- Phase 1: Meriden-Newington
 - Adds 10.2 miles of second track between Meriden and Newington
- Phase 2: New Haven-Hartford
 - Adds all new track, signal, bridge and station infrastructure for additional service between New Haven and Hartford
- Phase 3A: Hartford-Windsor
 - Double track/sidings north of Hartford



2016 Program Scope: Modernizing the Infrastructure & Service

- Track & signal improvements over 39 miles
- Upgrades to 24 bridges and drainage structures to accommodate double tracking
 - Prevent track flooding
- 10 at-grade crossing upgrades to enhance safety



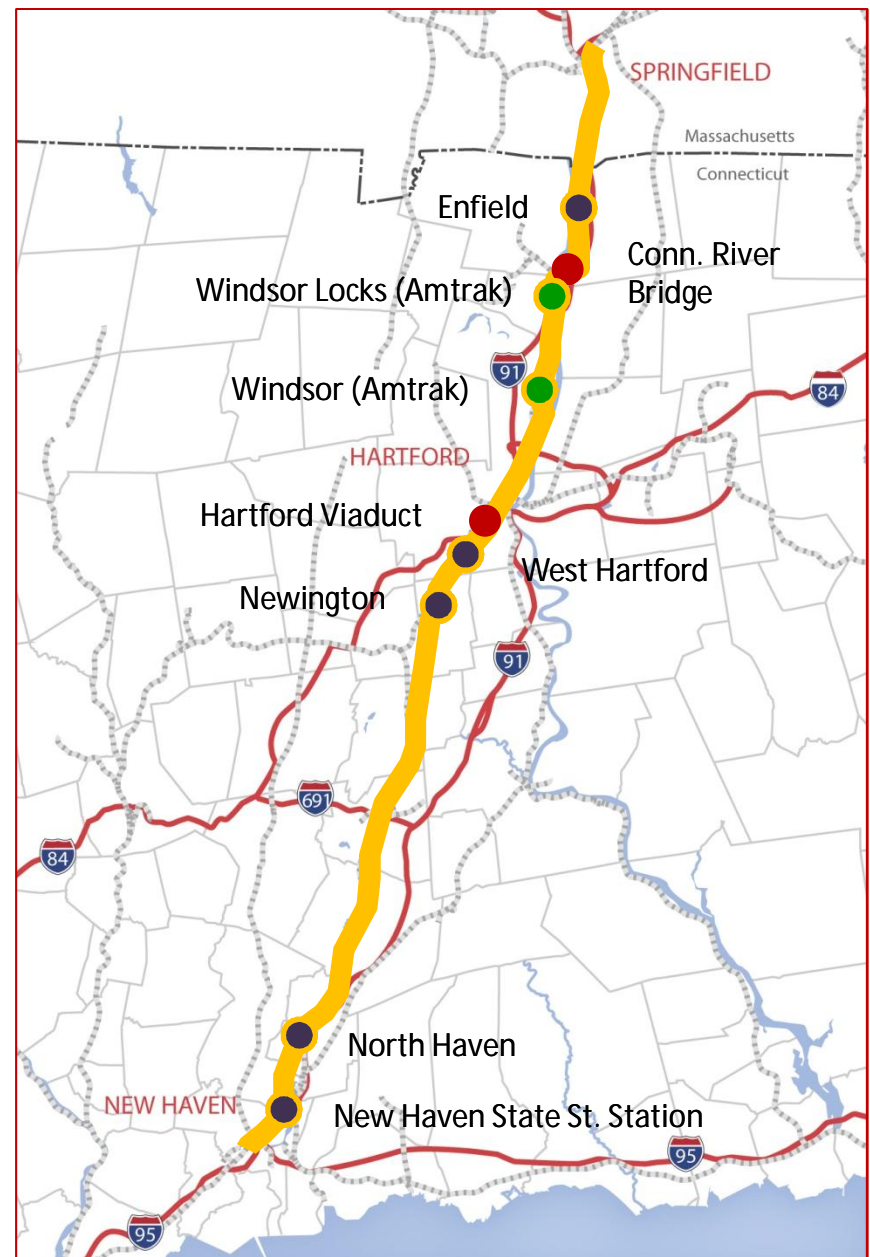
2016 Program Scope: Modernizing The Stations

- Purpose: Enhance accessibility; speed boarding; stimulate local development
- Scope
 - High-level platforms on both sides of tracks; “up & over” access with elevators
 - Increased and enhanced parking
 - Relocation of the Wallingford Station
 - Public address, visual messaging, security, and automated ticketing



Phasing NHHS Improvements

- Phase 3B: Windsor-Springfield
 - Complete double track/sidings to Springfield and construct the Windsor and Windsor Locks Stations
- Phase 4: Regional Rail Upgrades
 - Constructs four new NHHS stations (North Haven; Newington; West Hartford; Enfield) and adds a platform to the State St. Station
- Phase 5: Ongoing State-of-Good-Repair Program
 - Repair Hartford Viaduct and Connecticut River Bridge



Future Funding Opportunities



- FRA High Speed Intercity Passenger Rail (HSIPR) Program
 - Double track, Windsor, and Windsor Lock Stations eligible
 - Additional stations at North Haven, Newington, West Hartford, Enfield and the additional platform at State Street not eligible
- FTA MAP-21 Small Starts and Very Small Starts Program
 - All station work eligible
 - Double track may not be eligible



New Haven-Hartford-Springfield Railroad Transit Oriented Development

- Multi-agency state task force targeting TOD in Meriden
 - Coordinating individual efforts related to transportation, housing, and flood control
 - Coordinating a plan for mixed use development adjacent to the station that includes commercial, retail, housing and parking
- Other TOD initiatives underway at current and future stations in:
 - Enfield
 - Windsor Locks
 - Windsor
 - North Haven
 - Berlin



Why Make the Investment?

➤ Fast, Convenient Regional Transportation

- Connects/integrates regional transportation across New England
- More frequent service
- Faster service

➤ Creates Engine For Local Economic & Station Area Development

- Construction-related & long-term job growth
- Provides the connections to livable communities along the rail line



➤ Establishes An Interconnected Public Transportation System for Connecticut's Future

- Metro North – Shoreline East
- Amtrak – Local bus services
- Busway – Bradley International Airport

New Haven-Hartford-Springfield Railroad Ground Breaking

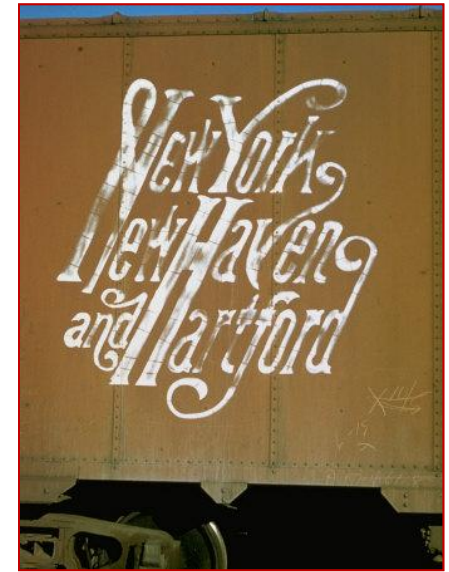
- Advanced signal cable installation started in November
 - Cable plow speeds construction and minimizes service disruptions
 - 62 miles of signal power, communication, and fiber optic cable
 - Includes all 3 phases of the project from New Haven-Springfield
 - Coordinated with CTfastrak and Amtrak PTC installation
- Advanced curve re-alignment started in April
 - Aligns curves in existing Track 1 to allow for Track 2 installation
 - Provides for increased speed on Track 1



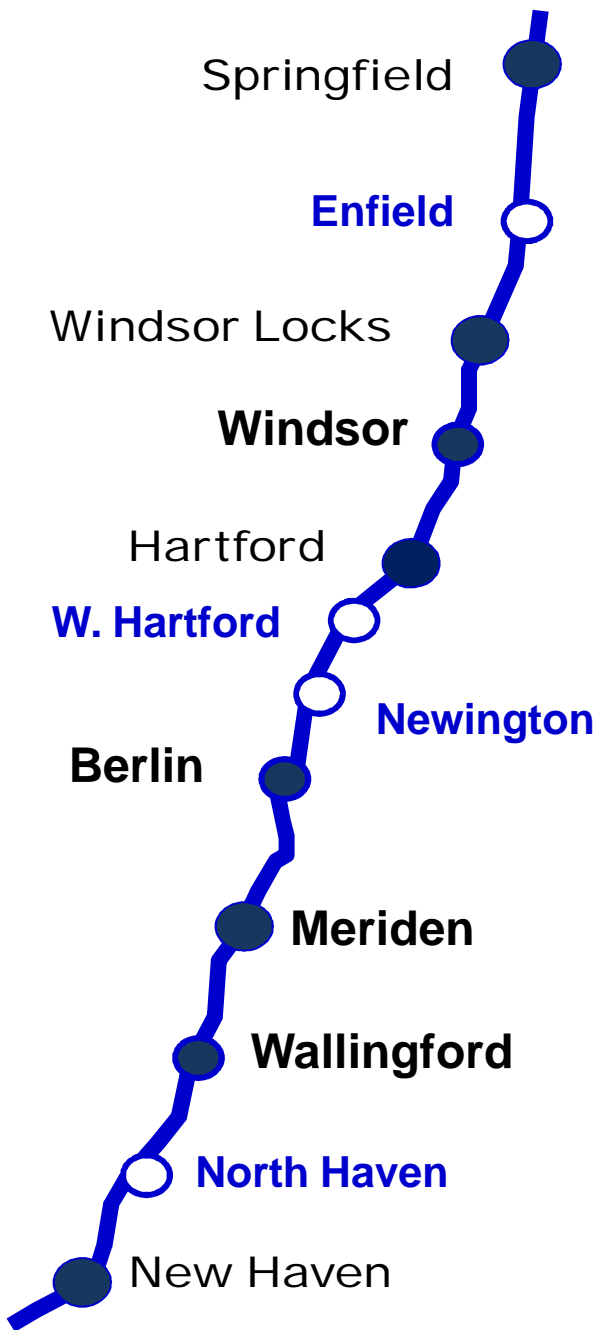
New Haven-Hartford-Springfield Railroad

Key Dates

- 2012
 - November: Start of cable plow project
 - December: Begin long lead procurement
- 2013
 - May: Submit permits
 - May: Start Track 1 realignment (pre-permit)
 - August: Complete station designs
 - August: Complete track/structure design
- 2014
 - Receive permits
 - Start station construction
 - Start construction bridges/culverts
 - Start construction signal/grade crossings
- 2015
 - Installation of new track
- 2016
 - Complete construction
 - Initiate start-up service



Coordination With Towns & Regions



- Group Briefings
 - Regular meetings with towns
 - Held at DOT or other central location
- Individual Meetings
 - Separately with each town on local issues
- Board or Council Briefings
 - Regional board and town council briefings as requested

NHHS Rail Project Contact

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