

# New Haven-Hartford-Springfield Rail Project Gateway to New England



**Program Update  
November 2011**

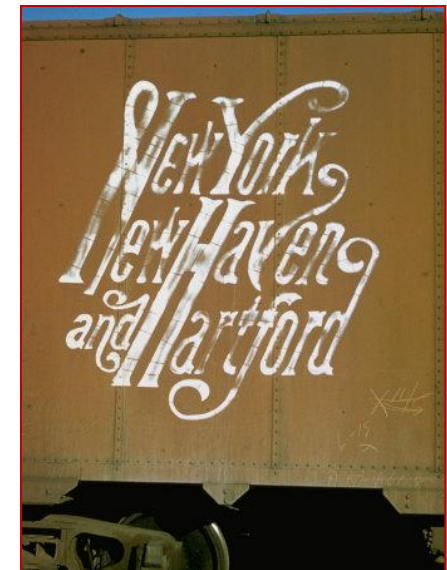
# New Haven-Hartford-Springfield Rail Corridor

## ▶ Glory Days: 1925-1955

- 22 trains/day in 1947
- *Bankers Ltd* – 3-hour service to NYC
- *Sleeper, parlor & grill cars on most trains*
- *Connections to Boston, Albany & Montreal*
- *Overnight to NYC, Pittsburgh & Washington*

## ▶ Amtrak Today

- 6 daily round-trip Amtrak trains
  - 4 round-trip shuttles between New Haven and Springfield
  - Only 2 roundtrip trains (including the Vermonter) operate directly south of New Haven



# Rebirth of the New Haven-Hartford-Springfield Rail Corridor

## ▶ Long-Term Vision:

- Up to 25 daily Amtrak & NHHS Regional round trip trains
- 30-minute peak hour service
- Hourly service during off-peak
- High-speed express trains
- Direct and connecting service at NHV to/from NYC, VT & MA
- Reduced-price “commuter” fares honored on both Amtrak & Regional trains between NHHS stations

## ▶ Future New Stations

- North Haven; Newington; West Hartford; Enfield

## ▶ Vibrant Station Area Development



# Regional Vision



# 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 New Britain Busway 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

# 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



# How We Got Here

- ▶ **2005 Implementation Plan for Commuter Rail Service**
  - Quantified benefits & costs of a start-up commuter rail service
  
- ▶ **2009 Draft Environmental Assessment**
  - Evaluated impacts of commuter rail along the NHHS corridor
  - Public meetings in 2008
  
- ▶ **2009 High-Speed Intercity Passenger Rail Program**
  - FRA establishes new program to upgrade rail corridors
  - Amtrak & CT develop robust NHHS operating plan with intercity & NHHS train service
  - NHHS to serve as Gateway for expanded Vermonter & Massachusetts service
  - Federal funding grants awarded in 2009 (\$40 million); 2010 (\$120.9 million) and 2011 (\$30 million)
  
- ▶ **2011 Program “Kick-Off”**
  - Program Management Team & final design teams
  - New NHHS Environmental Assessment for high speed & intercity rail service

# Program Scope:

## Modernizing the Infrastructure & Service

1. Track & signal improvements
2. Bridge & drainage upgrades to accommodate double tracking
3. 38 At-grade crossing upgrades to enhance safety
4. Station enhancements & future new stations
5. New train equipment

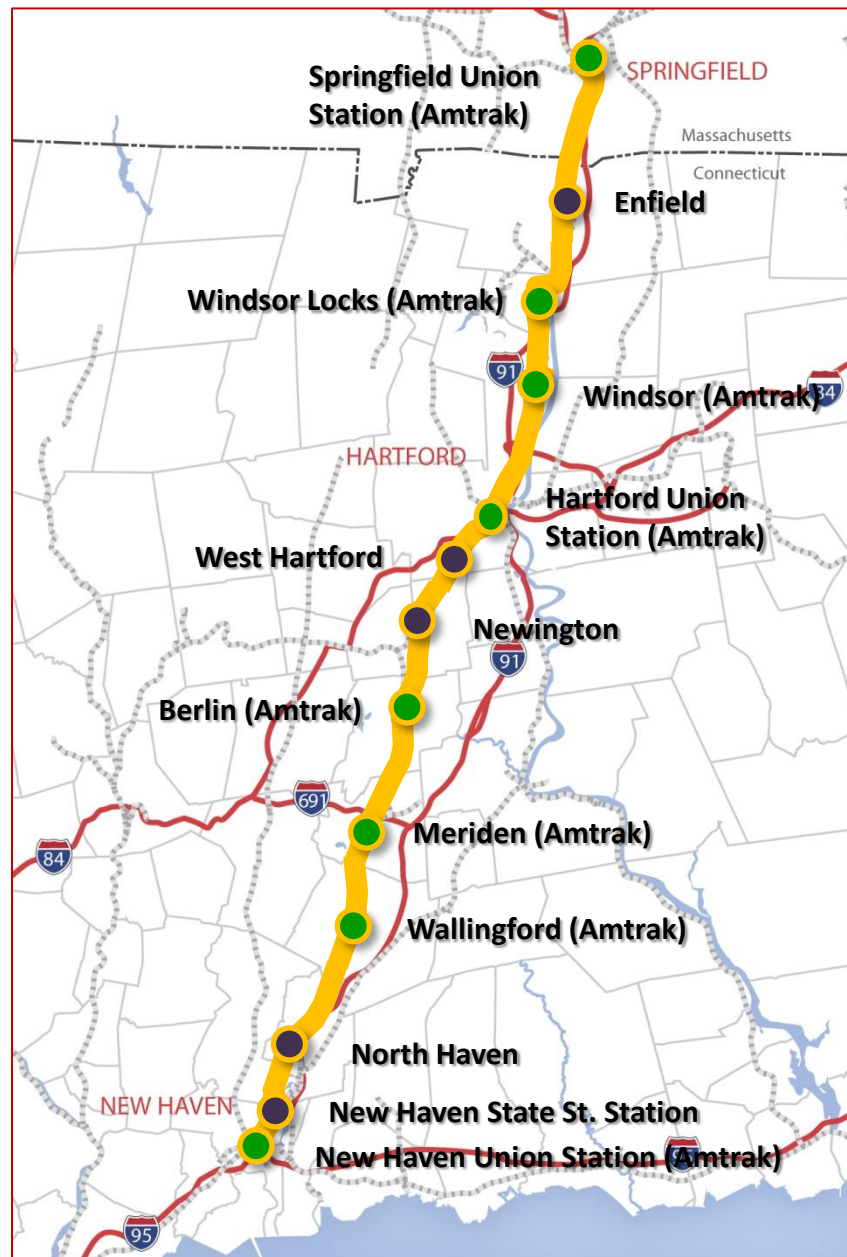




# NHHS Corridor

● Existing Stations

● New Stations



# Current Funding Status

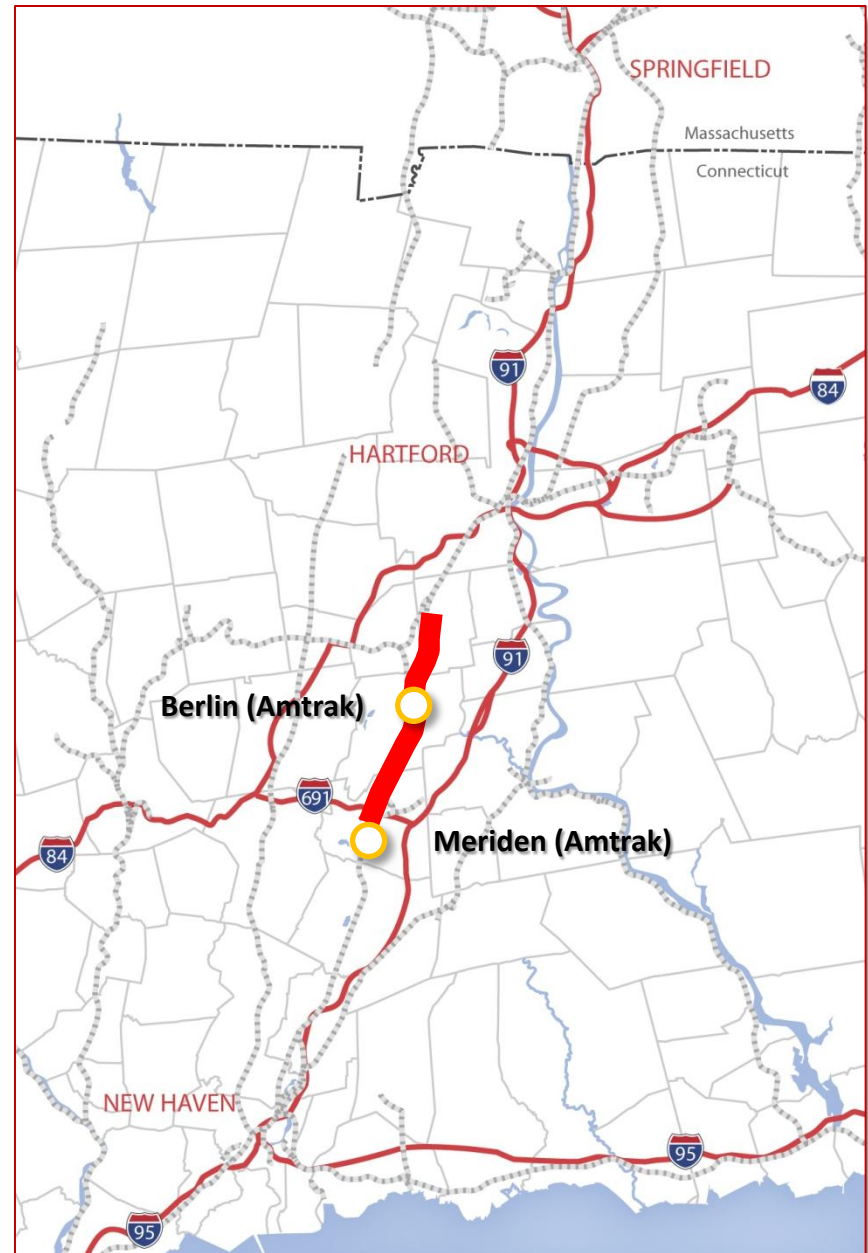
- ▶ **Preliminary Program Cost: \$647 million**
  - Does not include: new stations; new trains; Upgrades to the Connecticut River Bridge or Hartford Viaduct
  
- ▶ **Funding Awards & Bond Proceeds Available to Date: \$471 million**
  - Meriden-Berlin: \$40 million in Federal funding
  - New Haven-Hartford: \$121 million in Federal funding
  - Hartford-Springfield: \$30 million in Federal Funding
  - State Funding: \$280 million in bond authority
  
- ▶ **Additional Annual Funding Opportunities**
  - Additional FRA funding under a continuing six-year HSR funding program
  - Other funding sources: FTA for new stations and regional trains

# Phasing NHHS Improvements

- ▶ **Work has Been Phased To Match Funding Availability**
  - FRA awarding grants as funding becomes available
  - Each grant requires projects with Independent Utility
  
- ▶ **Current Phases**
  - Phase 1: Meriden-Newington (ARRA: obligated)
  - Phase 2: New Haven-Hartford (FY 2010: awarded)
  - Phase 3A: Hartford-Windsor (ARRA: obligated)
  - Phase 3B: Windsor-Springfield (unfunded)
  - Phase 4: Regional Rail Upgrades (unfunded)
  - Phase 5: Ongoing State-of-good-repair Upgrades (unfunded)

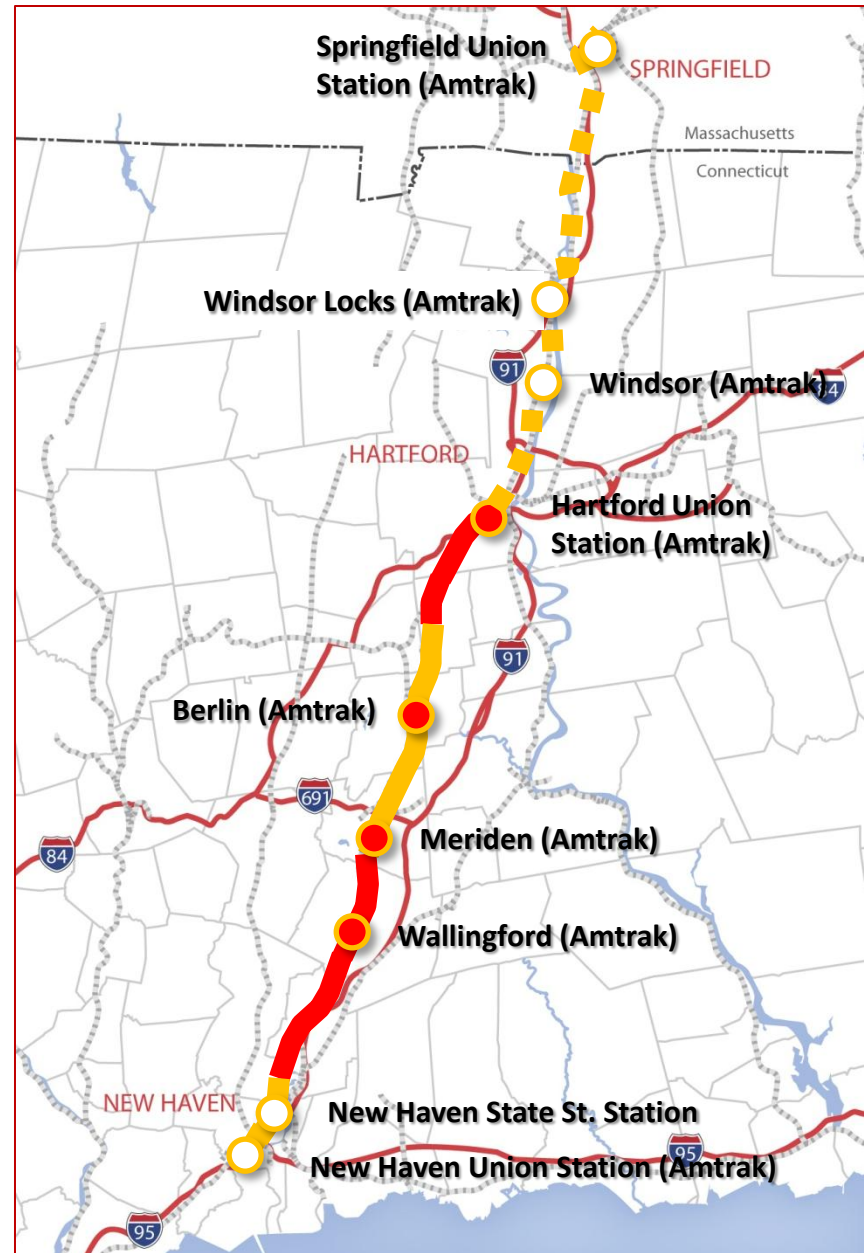
# Phasing NHHS Improvements

- ▶ **Phase 1: Meriden-Newington**
  - Adds 10.2 miles of second track between Meriden and Newington
  - Cost: \$60 million
    - \$40 million Federal;
    - \$20 million State)
  - Funding fully obligated



# Phasing NHHS Improvements

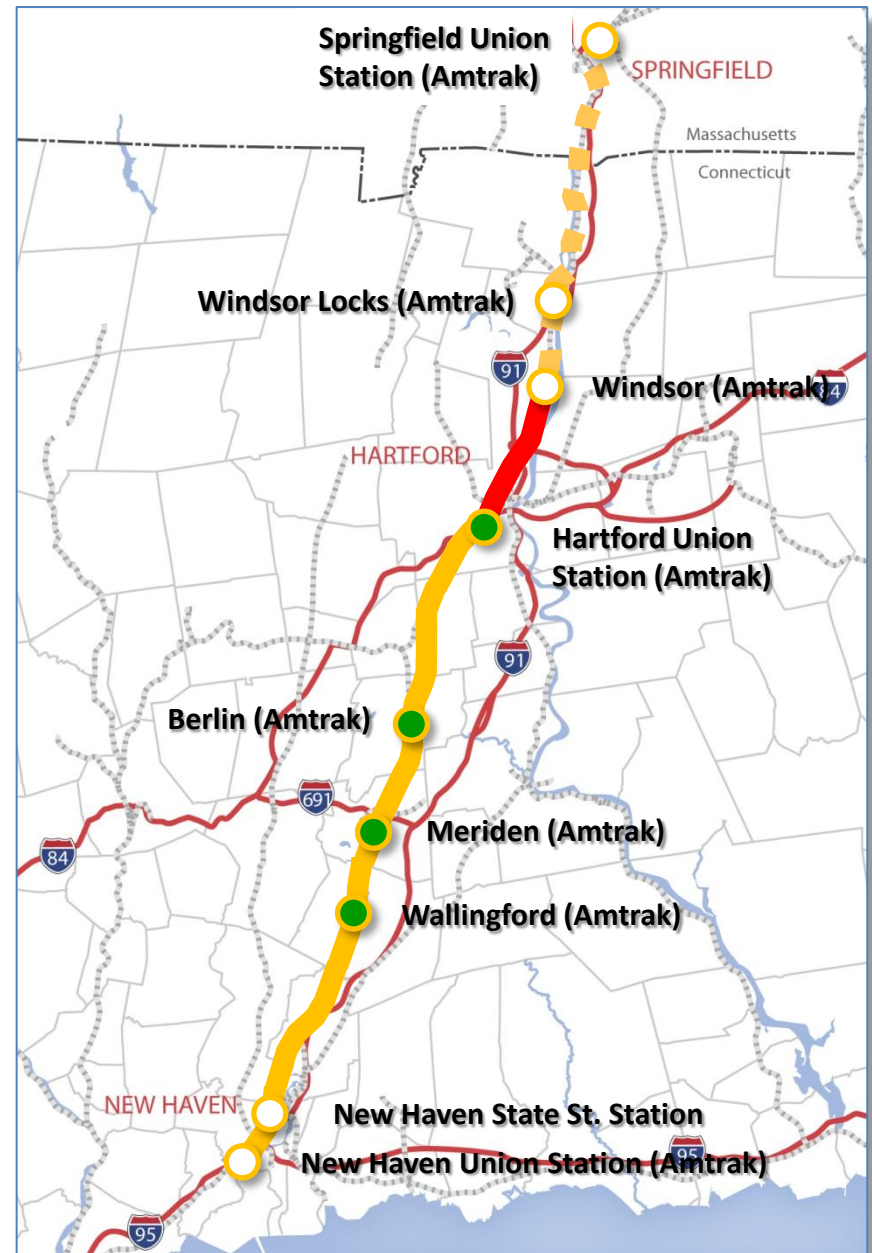
- ▶ **Phase 2: New Haven-Hartford**
  - Adds all new track, signal, bridge and station infrastructure for additional service between New Haven and Hartford
  - Adds new service during peak morning/evening rush hour
  - Cost: \$262 million
    - \$121 Federal
    - \$141 State
  - Funding Awarded, Awaiting Obligation



# Phasing NHHS Improvements

## ► Phase 3A: Hartford-Windsor

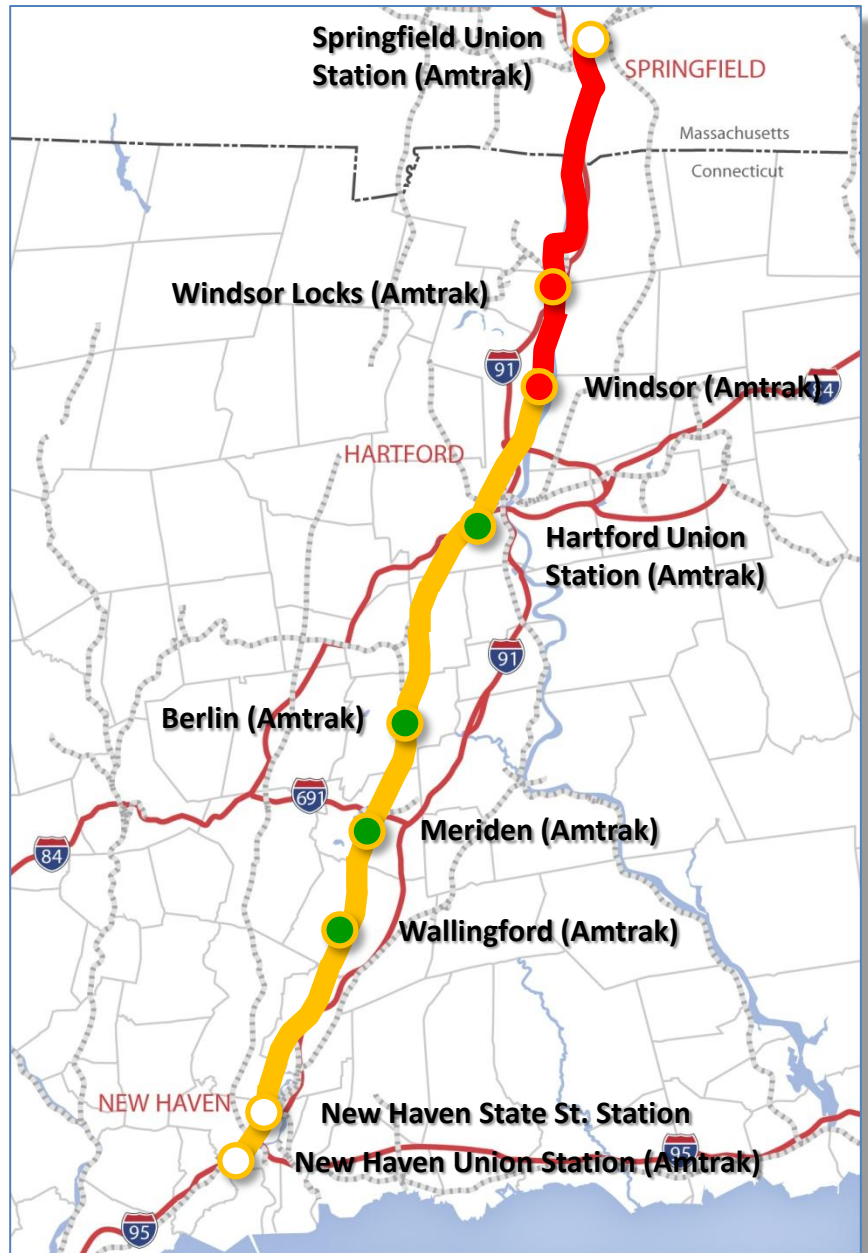
- 7.5 miles of double track/sidings
- Structure repairs
- New signal system/PTC extending from Hartford to Springfield
- 9 at-grade crossing upgrades
- New interlocking
- Cost: \$43 million
  - Federal: \$30 million
  - State: \$13 million
- Funding fully obligated



# Phasing NHHS Improvements

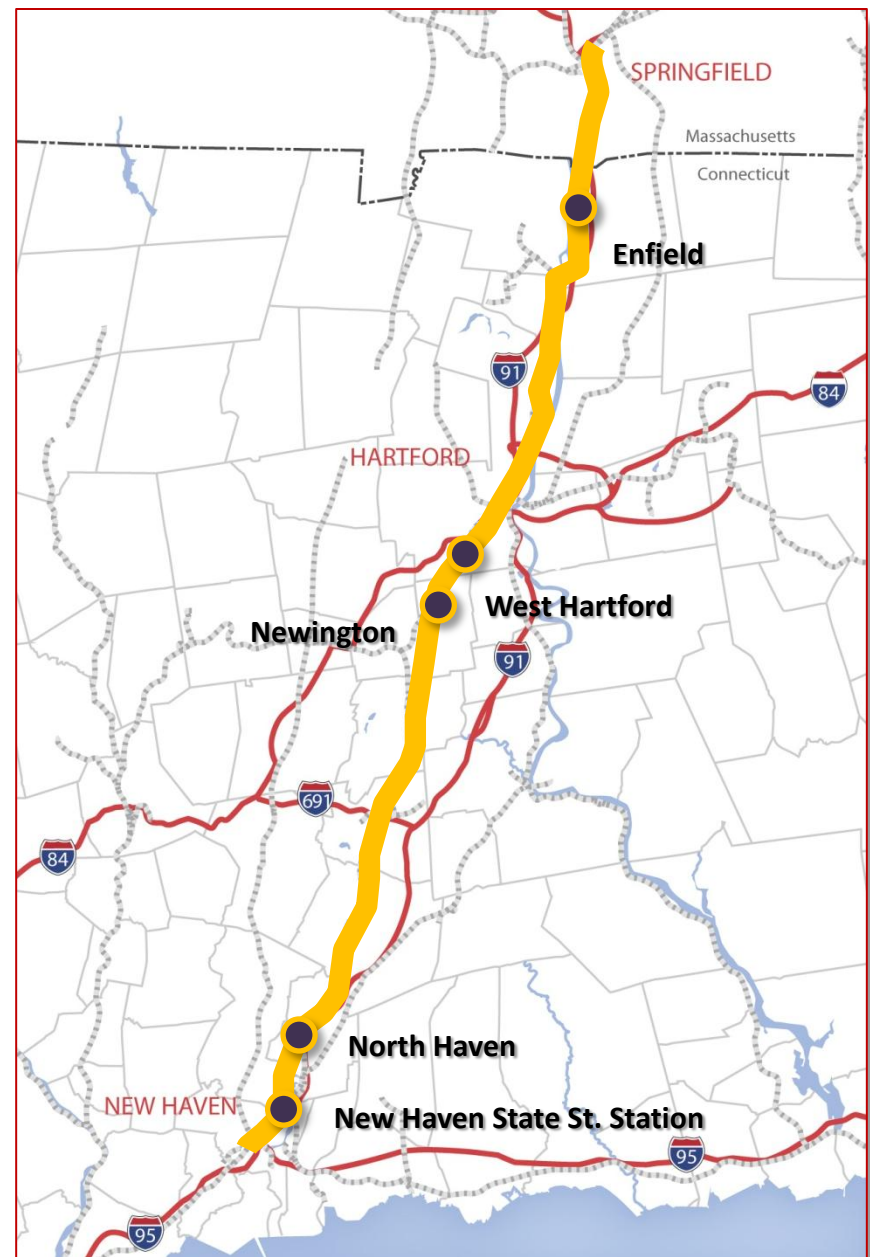
## ► Phase 3B: Windsor-Springfield

- Complete double track/sidings to Springfield
- Structure repairs
- Station Upgrades at Windsor and Windsor Locks
- Upgrade remaining at-grade crossings
- New interlockings
- Environmental Assessment Underway
- Efforts underway to secure funding



# Phasing NHHS Improvements

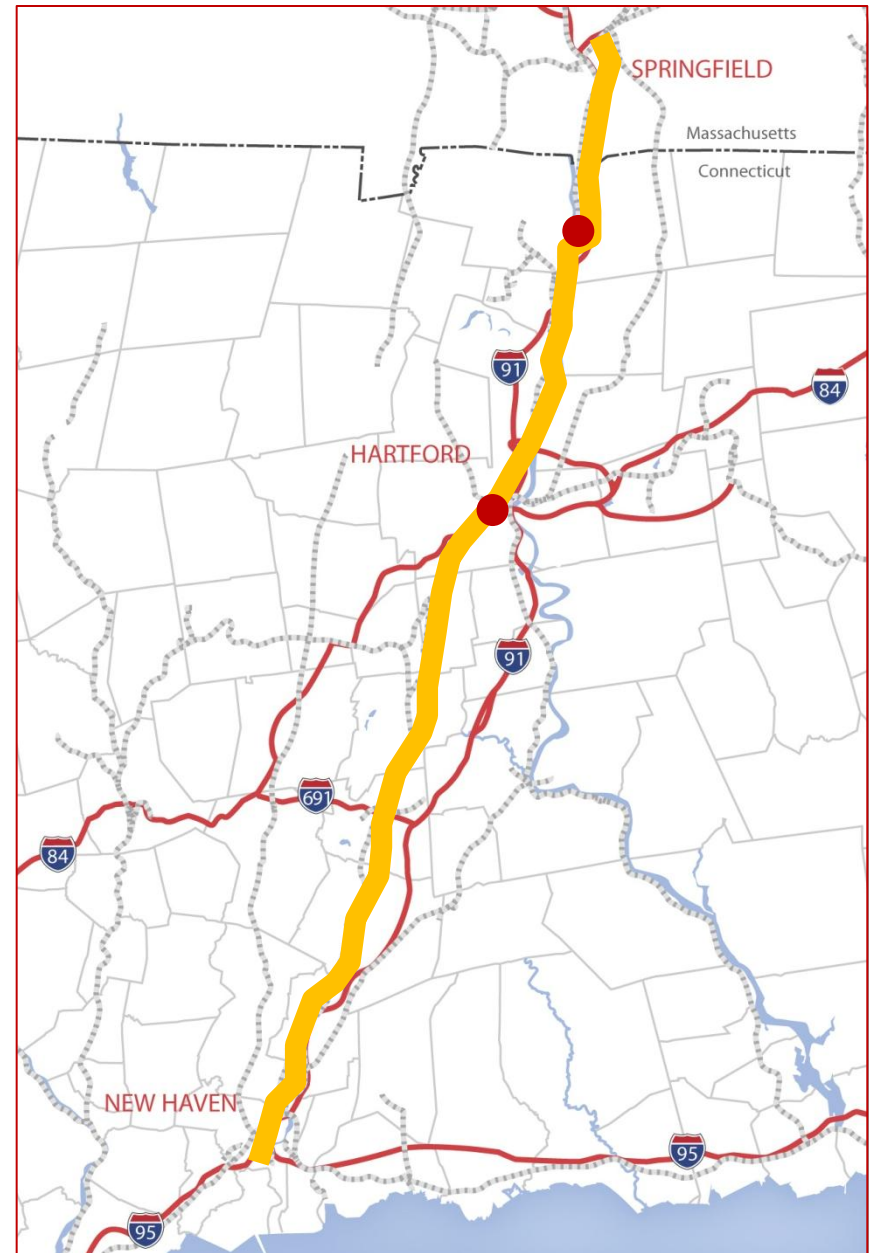
- ▶ **Phase 4: Regional Rail Upgrades**
  - Constructs four new NHHS stations (North Haven; Newington; West Hartford; Enfield) and adds a platform to the State St. Station
  - New train equipment
  - Environmental Assessment Underway
  - Efforts underway to secure FTA funding





# Phasing NHHS Improvements

- ▶ **Phase 5: Ongoing State-of-Good-Repair Program**
  - Repair Hartford Viaduct and Connecticut River Bridge
  - Upgrade other structures and facilities as required



# 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

# Significant Regional Service Expansion

New Haven-Hartford-Springfield Service	Round-Trip Train Frequencies 2010	Round-Trip Train Frequencies 2030
<ul style="list-style-type: none"> <li>• NHHS Regional</li> <li>• Amtrak</li> </ul>	<p style="text-align: center;">0</p> <p style="text-align: center;">6</p>	<p style="text-align: center;">10</p> <p style="text-align: center;">15</p>
<b>Total</b>	<b>6</b>	<b>25</b>
<ul style="list-style-type: none"> <li>– NHHS Shuttle</li> <li>– Springfield-WAS</li> <li>– St. Albans-WAS</li> <li>– White River Junction / Bellow Falls / Greenfield-New Haven</li> <li>– BOS-Springfield WAS</li> <li>– BOS-NHV</li> </ul>	<p style="text-align: center;">4</p> <p style="text-align: center;">1</p> <p style="text-align: center;">1</p> <p style="text-align: center;">0</p> <p style="text-align: center;">0</p> <p style="text-align: center;">0</p>	<p style="text-align: center;">14</p> <p style="text-align: center;">1</p> <p style="text-align: center;">1</p> <p style="text-align: center;">5</p> <p style="text-align: center;">3</p> <p style="text-align: center;">1</p>

# Significant Trip Time Improvements

Station	Best Amtrak Trip Time to NYP (Serving all Amtrak stations) 2010 (Train 141)	Best Amtrak Trip Time to NYP (Serving all Amtrak stations) 2030 (Train141)
Hartford CT	2:43	2:10
Springfield MA	3:20	2:49
White River Junction VT	7:36	5:32
Greenfield MA	--	3:49

# Significant Regional Benefits Transportation Alternatives, Jobs & the Environment

## ▶ Transportation

- Ridership: 1.26 million new annual trips by 2030
- Service to NYC
- Express bus connection at Bradley
- 1.15 million car trips diverted to rail by 2030

## ▶ New Jobs

- Approximately 13,000 construction and related jobs

## ▶ Environment

- Over 3.2 million gallons/year of fuel saved Over 25,000 metric tons less carbon/year

## ▶ Transit-Oriented Development at Stations

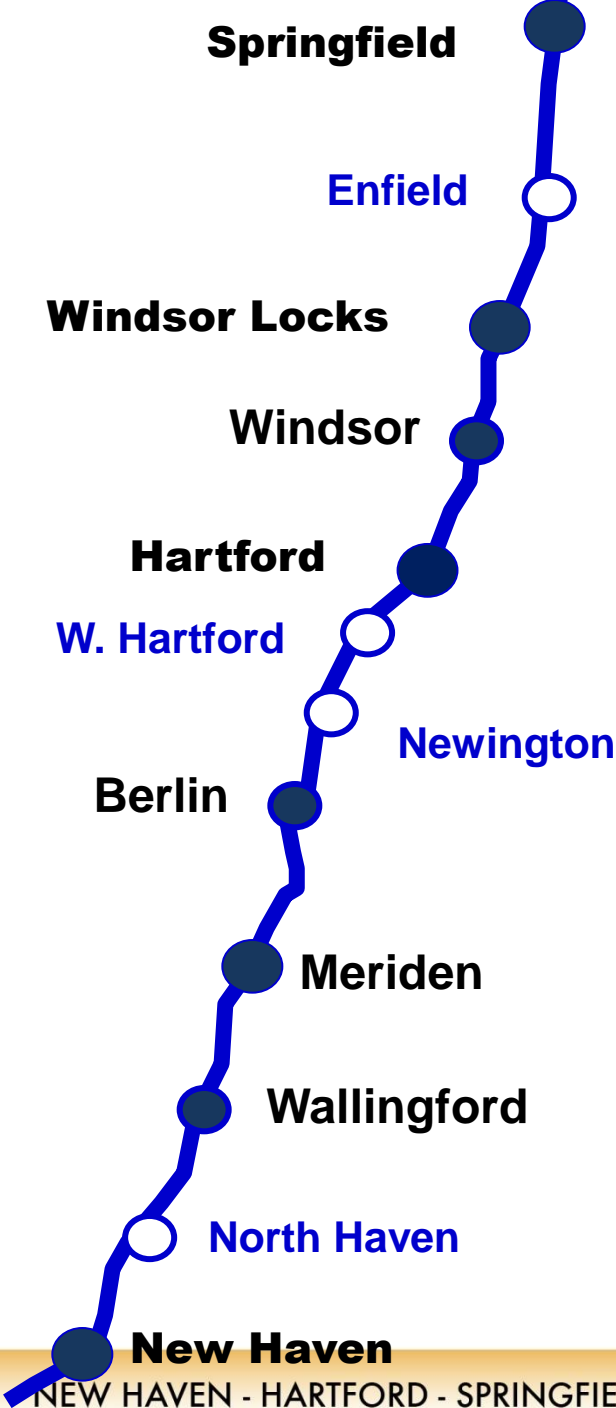


# Near-Term Schedule

- 1. Finalize Phase 1 & 2 Service Plan**
  - Develop the operating plan
  - Scope the improvements
- 2. Execute FRA Grants**
- 3. Apply for additional Phase 3 Funding**
- 4. Complete NHHS Environmental Assessment**
- 5. Initiate Engineering for Infrastructure Upgrades Required for Phase 1 & 2 Service**
- 6. Complete design: 2014**
- 7. Launch Service: 2016**



# 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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