

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



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**Public Hearing
June 2012**

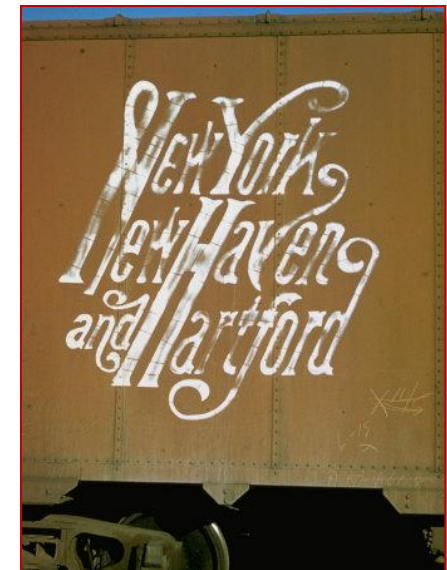
New Haven-Hartford-Springfield Rail Corridor

▶ 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



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

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



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



Program Scope:

Modernizing the Infrastructure & Service

1. Track & signal improvements over 44.5 miles
2. Upgrades to 180 bridges and drainage structures to accommodate double tracking
3. 38 At-grade crossing upgrades to enhance safety
4. Station enhancements & future new stations
5. New train equipment



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 the HSR funding program
 - Other funding sources: FTA for new stations and regional trains

Phasing NHHS Improvements

▶ Work has Been Phased To Match Funding Availability

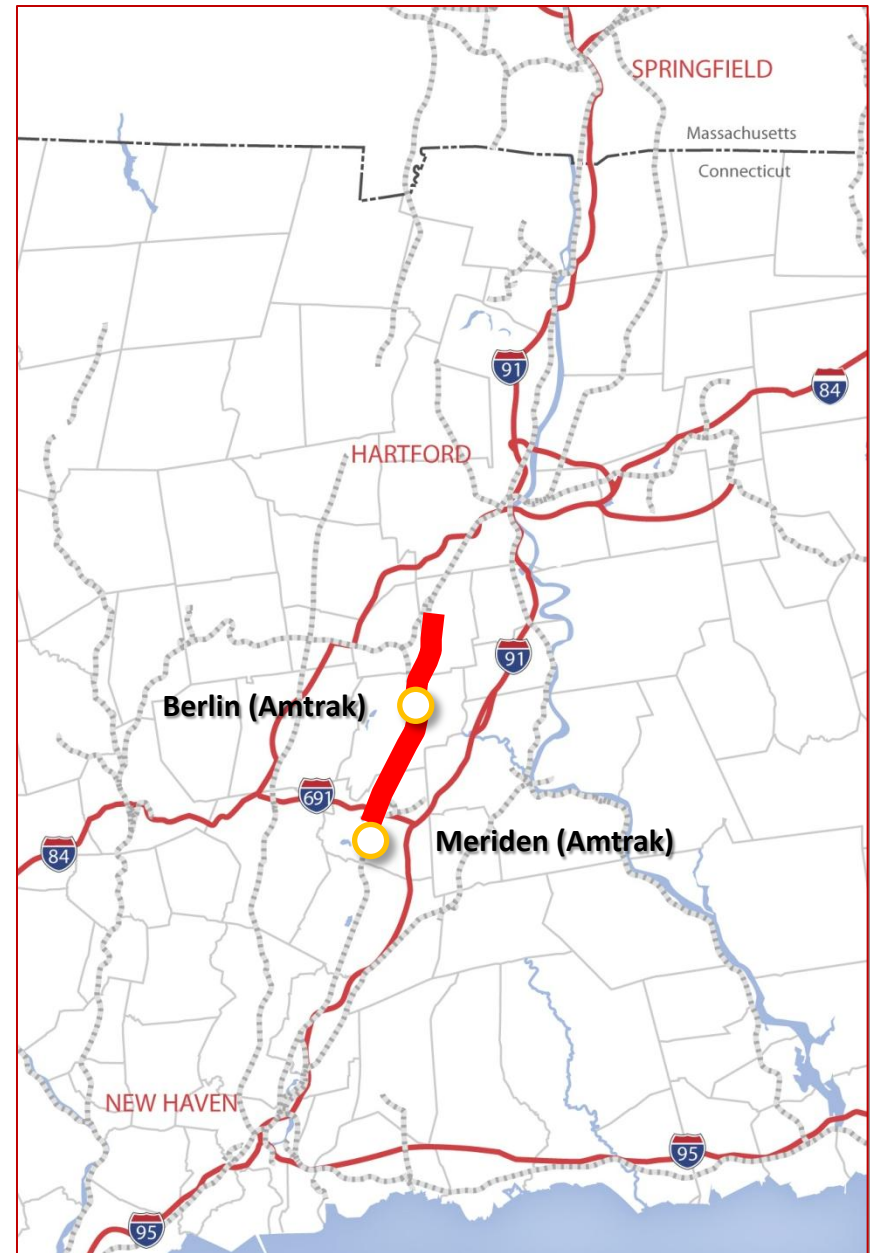
- FRA awarding grants as funding becomes available
- Each grant requires projects with Independent Utility

▶ 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)

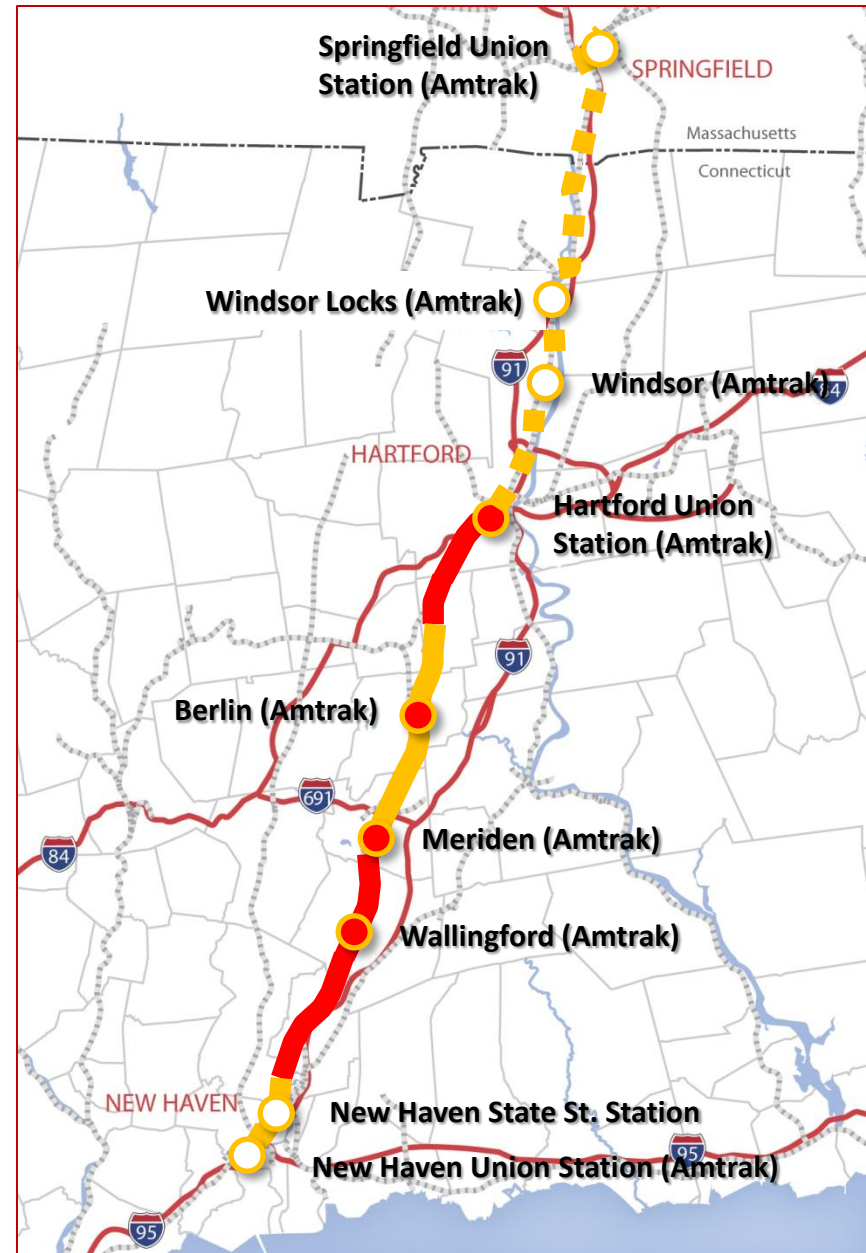
Phasing NHHS Improvements

- ▶ **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

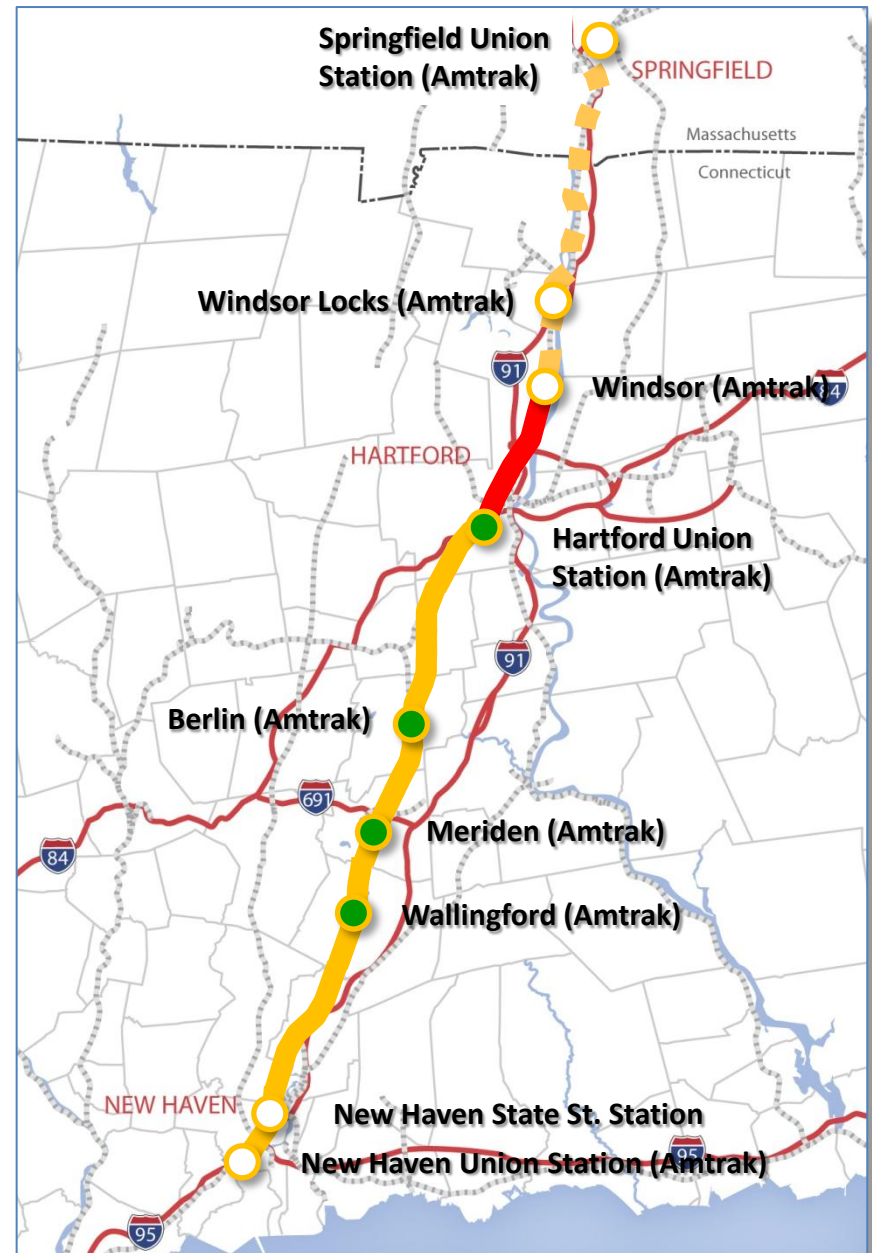
- ▶ **Phase 2: New Haven-Hartford**
 - Adds all new track, signal, bridge and station infrastructure for additional service between New Haven and Hartford
 - Adds new service during peak morning/evening rush hour
 - Cost: \$262 million
 - \$121 Federal
 - \$141 State
 - Funding Awarded, Awaiting Obligation



Phasing NHHS Improvements

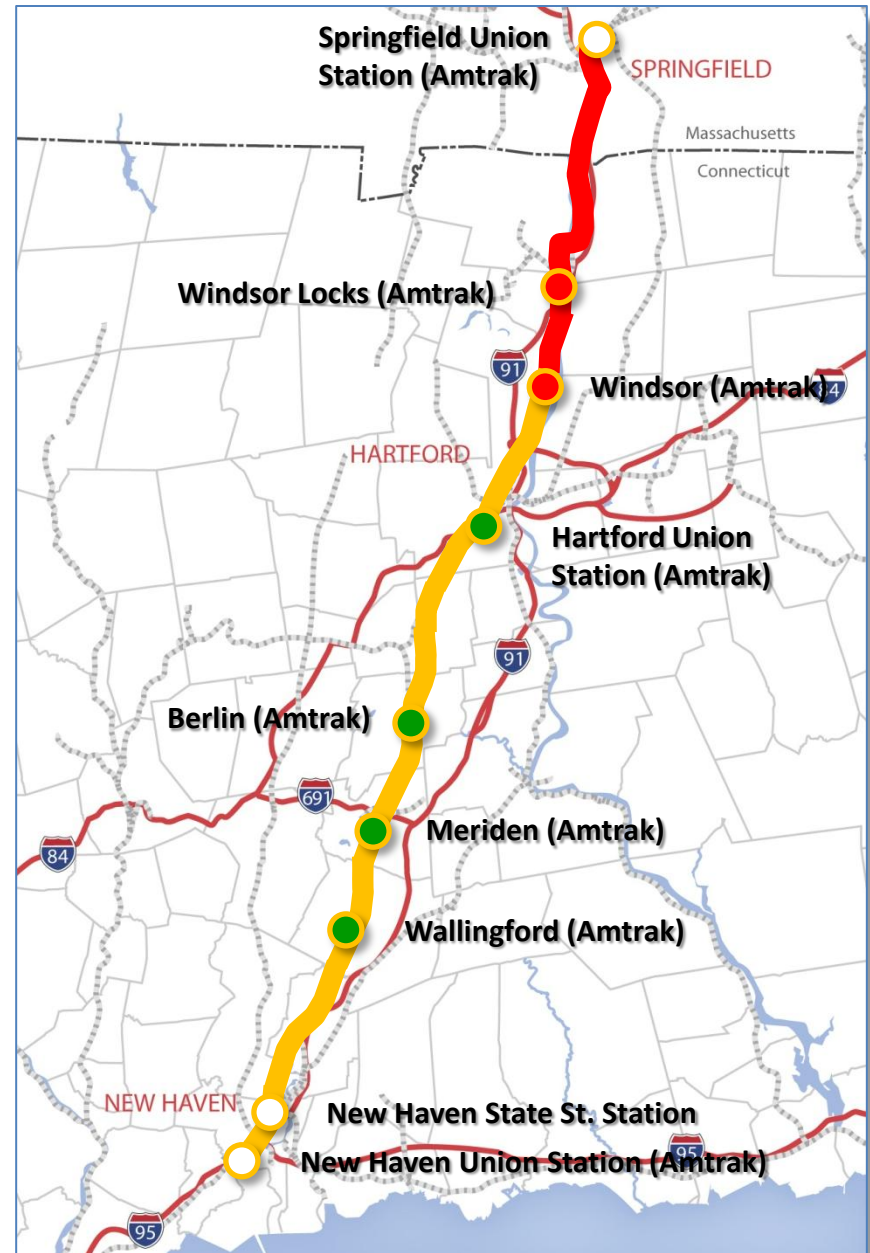
► Phase 3A: Hartford-Windsor

- 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



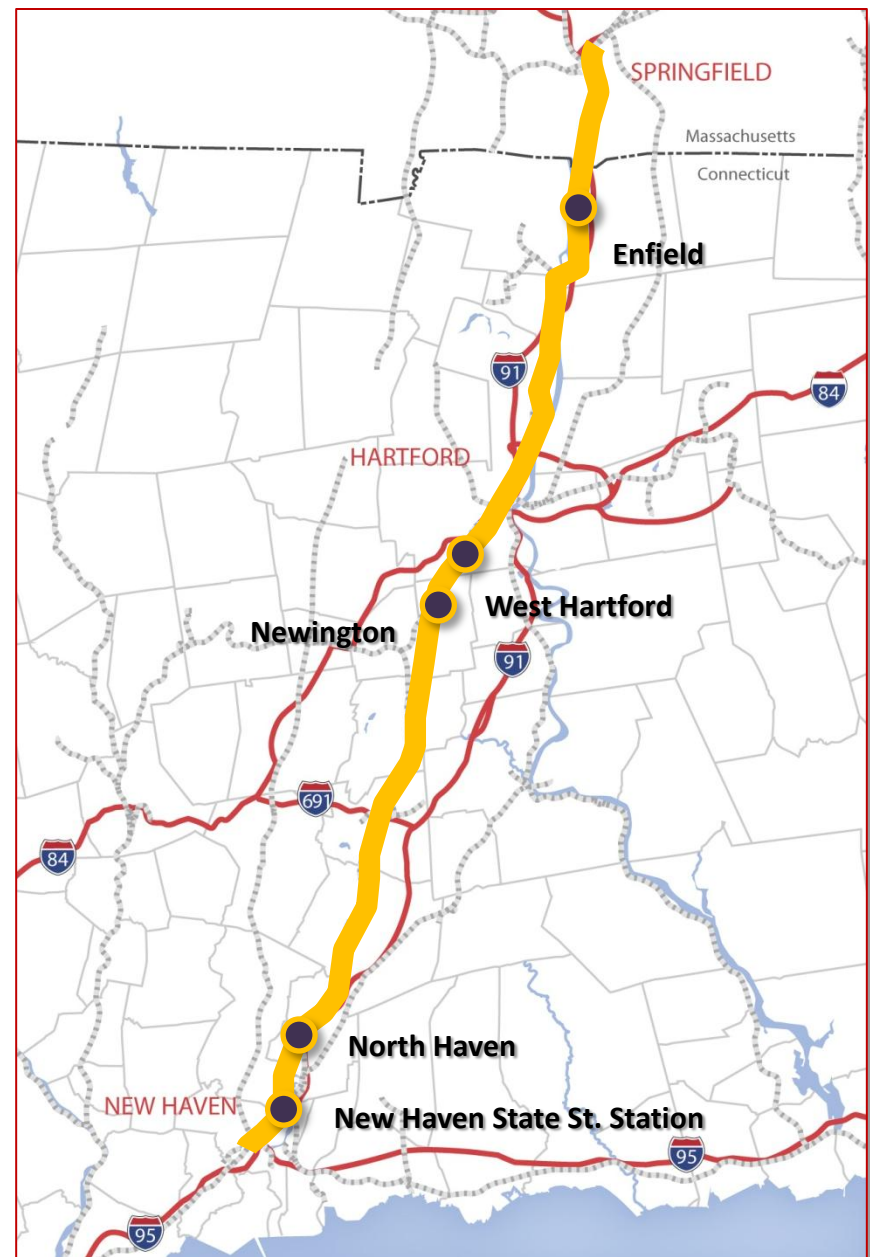
Phasing NHHS Improvements

- ▶ **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
 - Efforts underway to secure funding



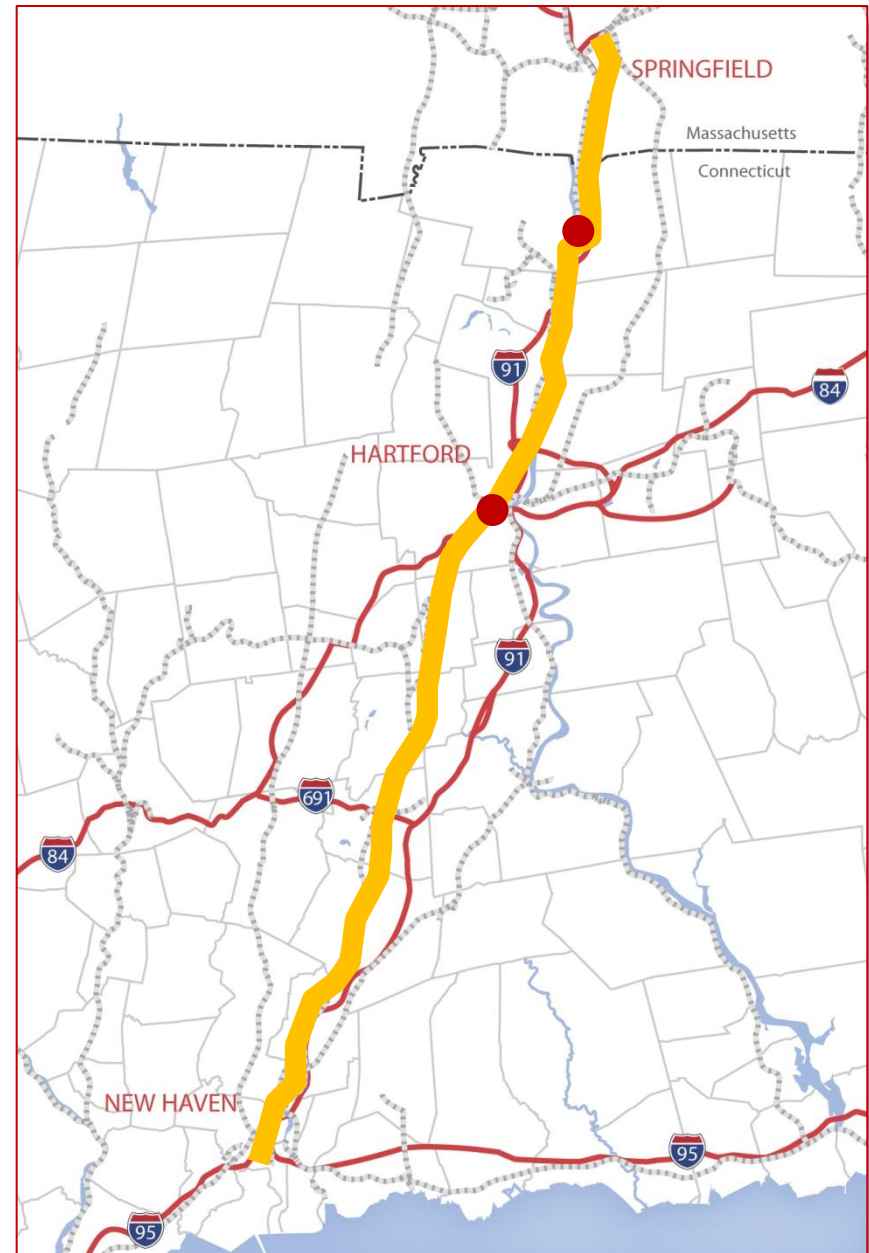
Phasing NHHS Improvements

- ▶ **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
 - 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

Proactive Public Involvement Process

- ▶ **Regular Stakeholder Meetings**
 - Towns
 - Adjacent property owners
 - Institutional stakeholders

- ▶ **Continuous Public Outreach**
 - Up-to-date, interactive website
 - www.nhhsrail.com
 - Project updates
 - Project specific issues: crossings; stations
 - Newsletter & Email blasts
 - Submit comments
 - Multi-lingual information
 - Links to social media sites Facebook and Twitter

- ▶ **At Your Service**
 - CT staff/PMT available for questions, updates, heads-up, complaints



Environmental Assessment/Environmental Impact Evaluation

- **A decision-making document required under the National Environmental Policy Act (NEPA) for any federally-funded projects**
- **Also required under the Connecticut Environmental Policy Act (CEPA) for state-funded projects**
- **Lead Agency**
 - **Federal Railroad Administration**
- **Sponsoring Agency**
 - **Connecticut Department of Transportation**
- **Along with Cooperation from Federal Transit Administration**

Topics Analyzed

- Purpose and Need
- Alternatives Evaluation
- Affected Environment and Environmental Consequences
 - Physical
 - Includes Air Quality, Noise & Vibration, Visual/Aesthetics
 - Ecological Systems
 - Includes Wetlands, Floodplains, Threatened and Endangered Species (only some of the topics)
 - Human
 - Includes Socio-economic, Transportation & Traffic, Environmental Justice, Cultural Resources (among other topics)

Key Issues

- Wetland Impacts & Floodplains
 - Will require permitting/mitigation
- Noise Impacts
 - Train horn noise at grade crossings and stations will not be louder, but will be more frequent (can be mitigated with the use of Quiet Zones)
- Endangered Species
 - Potentially occurring in the study corridor. If found, any mitigation requirements made through coordination with CT DEEP, OPM, and US Fish & Wildlife.
- Traffic Issues
 - Mitigation through signal timing and phasing, turning lanes, potential intersection improvements near stations, and review of at-grade crossings to determine any potential closures

Key Issues

- Property Acquisitions
 - 16 full and 11 partial property acquisitions in the vicinity of the stations.
 - Potential for minimal ROW expansion may result in small acquisitions adjacent to tracks.
 - 2 full and 2 partial property acquisitions for Armory Street site (Springfield Layover and Maintenance).
- Cultural Resources
 - Entire corridor eligible for National Register of Historic Places.
 - Potential impacts and mitigation will be evaluated under a Programmatic Agreement.
- Secondary and Cumulative Impacts
 - Generally beneficial due to induced development.
 - Potential traffic congestion to be mitigated with traffic signal and intersection improvements.

Key Issues

- Prime Farmlands and Farmlands of Statewide Importance
 - Potential of approximately 4 acres of impact along the 62 mile corridor (can be mitigated through application of the Farmland Conversion Impact Rating Form and compensatory mitigation)
- Safety and Security
 - Increased Passenger Train Frequency and Speed
Grade crossings will be improved with supplemental safety devices.
- Construction Impacts
 - Temporary impacts including train speed restrictions, noise, air quality, water quality, disposal of construction waste, contaminated soils, and utility impacts.
Mitigation incorporating Best Management Practices, maintenance of traffic, and compliance with required permits.

Near-Term Schedule

1. EA/EIE under public review (45 day comment period) until June 22nd
2. Public Hearings being held during comment period
3. Review comments received and prepare responses to be included in final environmental document
4. Submit Final document to FRA/FTA.
Anticipate a Finding of No Significant Impact (FONSI) in July 2012

NOTE: Completion of the NEPA/CEPA process required for obligation of federal funding and advancing the project design and construction



Near-Term Schedule (Continued)

2012: Complete Preliminary Engineering

2012: Start Final Design

2012: Begin Advance Signal Relocation

2013: Complete Design/Submit Permits

2013: Begin Construction on Grade

**Crossings, Interlockings, and
Track Realignment**

**2014: Begin Construction on Bridges,
Culverts, Signals, Stations, and
Track**

**2016: Complete Construction and
Launch Service**



Comments can be submitted via

www.nhhsrail.com

NHHS Project Contacts

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