

# New Haven-Hartford Springfield Rail *“Opportunities” for Economic Growth*



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**[NHHSrail.com](http://NHHSrail.com)**

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# New Haven-Hartford Springfield Rail

## *“Opportunities” for Economic Growth*



State St. station, New Haven

### **Unique opportunity**

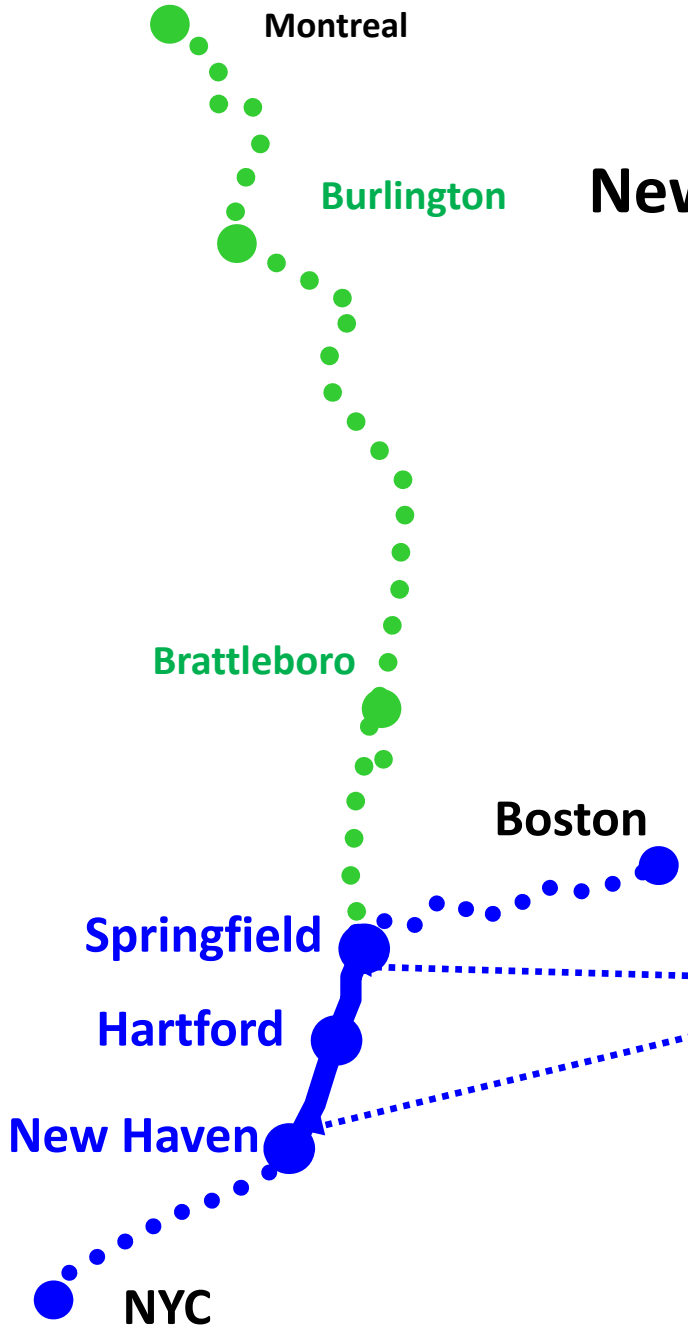
- introduction of new travel mode
- new stations & service in city-town centers
- dramatic changes in access to NYC, Boston
- scale of investment

### **Potential to be transformative**

- focus development in community centers
- change regional development patterns
- grow regional economy & jobs

### **Will it happen?**

### **What is need to make it happen?**



# New Haven–Hartford-Springfield (NHHS)

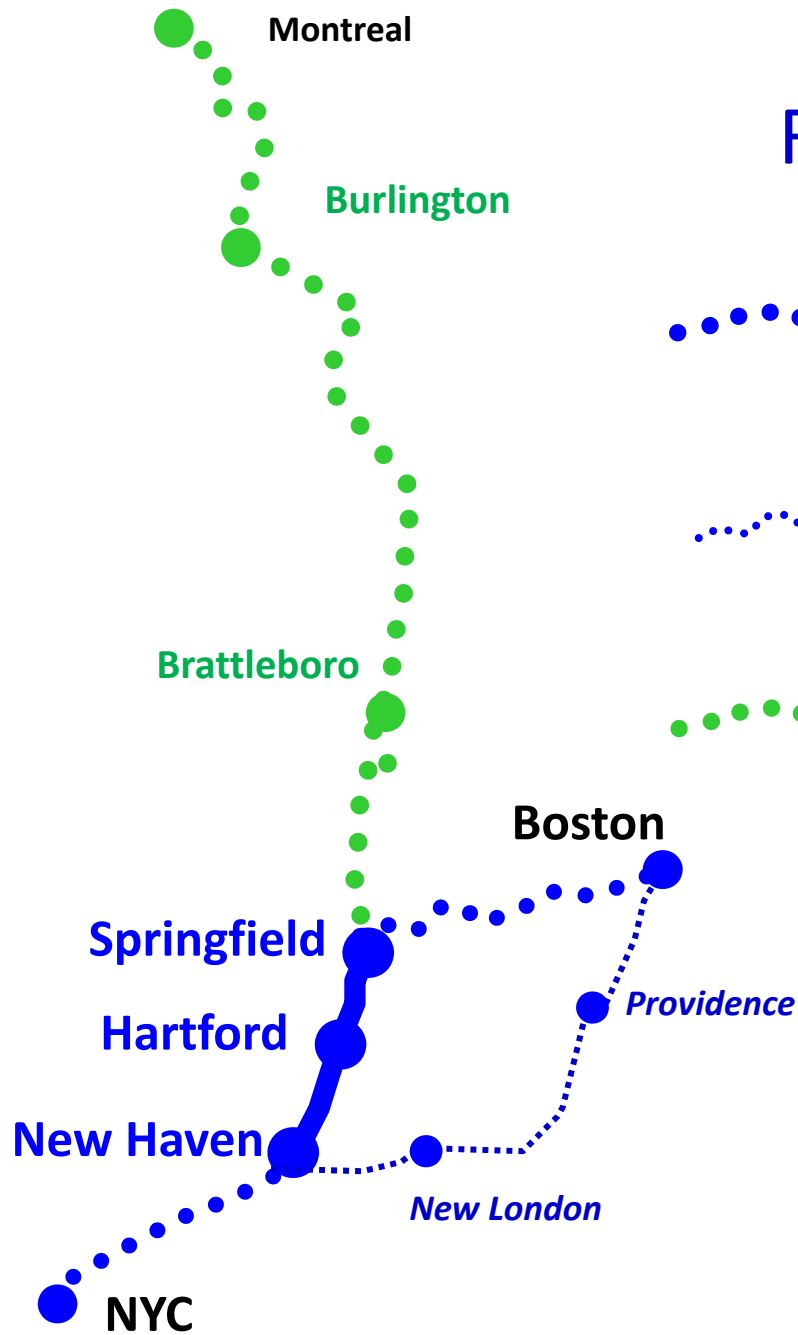
is part of a

*“Regional Rail Vision”*  
(critical to qualifying for federal rail funds)

**NHHS project limits**



# Regional Vision Components



NYC-NH-SPR-Boston  
*"Inland Route"*

NYC-NH-PROV-Boston  
*"Coastal Route"*

SPR-VT-Montreal  
*"Vermont" or "Montrealer"*

CT DOT



VT AOT

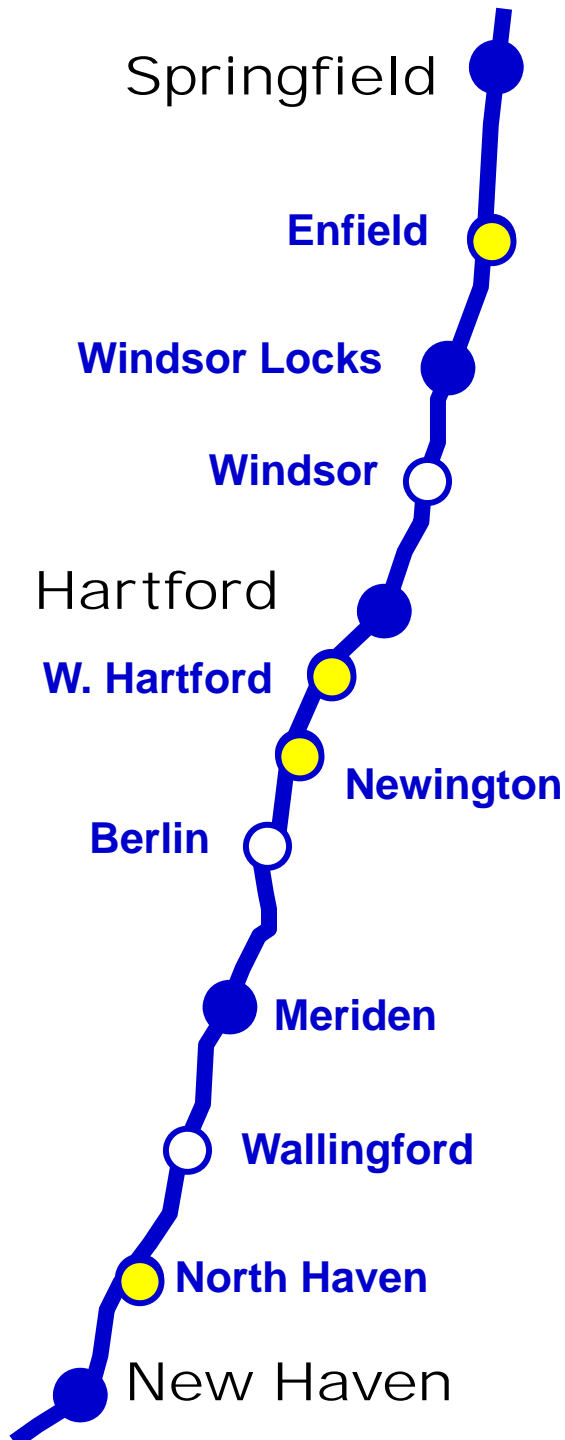


MA DOT



AMTRAK

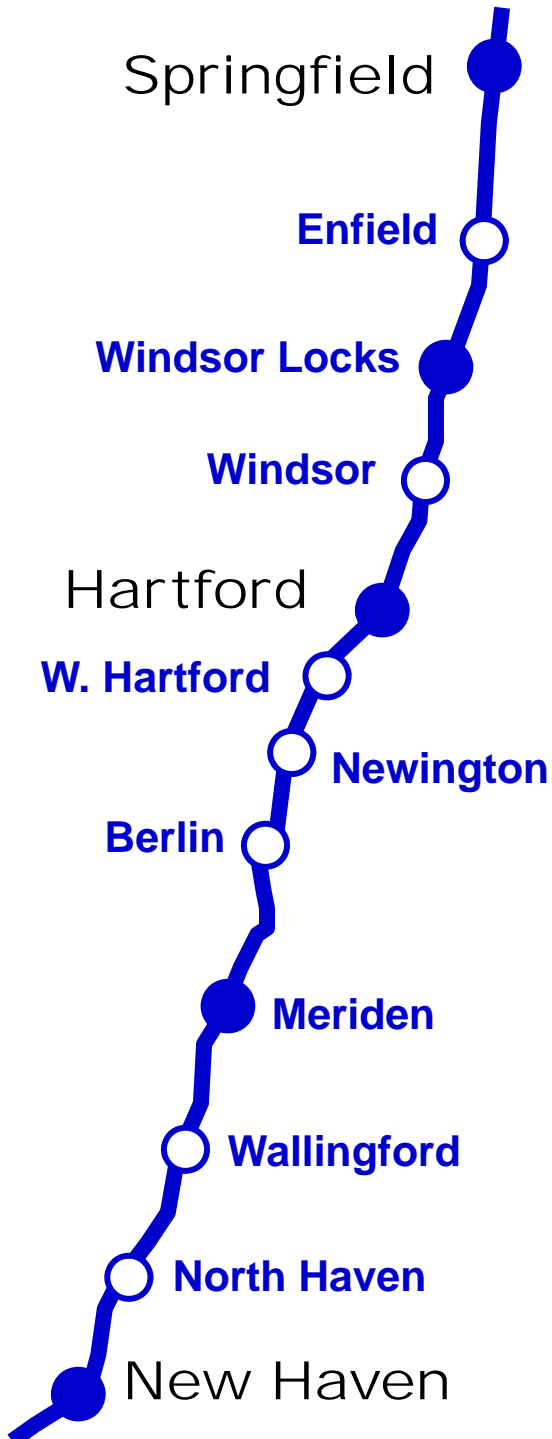




## New Haven-Hartford-Springfield *Proposed Project*

- 62-mile corridor:
  - New Haven-Springfield
  - major rebuilding & upgrade rail infrastructure
    - rebuild bridges, drainage, signals, ...
    - single track to double track line
  - goal: faster, more frequent, more reliable, safer operations
- 12 stations
  - 8 existing (all to be upgraded)
  - 4 new stations
- Service improvements ....

## ***Proposed Project***



### **Passenger service goals (long-term):**

- **25 round trips/day** (*6 trips today*)
- **30-minute** peak period service
  - hourly service during off-peak
- **mix of service:**
  - **regional/commuter trains (NHV – SPR)**
  - **longer distance Amtrak NEC trains**
    - some express trains
- **fares**
  - “commuter” fares honored on both Amtrak & commuter trains between New Haven & Sprfld

### **Freight service improvements**

- add capacity & schedule reliability

Expanded & Improved **Regional Connections**

NHHS Service	Round-Trip Trains 2011	Round-Trip Trains 2030 <i>full build</i>
Amtrak	6	15
Regional/Commuter	0	10
<b>Total</b>	<b>6</b>	<b>25</b>
<i>Individual Routes:</i>		
<b>New Haven - Springfield</b>	4	14 <i>NH terminus with connecting service</i>
<b>Springfield - WAS</b>	1	WAS → 1
<b>St. Albans - WAS</b>	1	WAS → 1
<b>White R. Jct. - New Haven</b>	0	5
<b>Boston - WAS</b>	0	WAS → 3 ← BOS
<b>Boston – New Haven</b>	0	1 ← BOS

## Significant Trip Time Improvements

Train Service	Best Trip Time to NYC 2011	Best Trip Time to NYC 2030 <i>full build</i>
Hartford CT	2:43	2:10
Springfield MA	3:20	2:49

*“Express” trains will reduce travel time by 30 minutes*



## Program Scope: Modernizing the Infrastructure & Service

- 1. Track & signal improvements**
- 2. Bridge & drainage upgrades**
- 3. 38 at-grade crossing upgrades**
- 4. Stations**
- 5. New train equipment**



## Program Scope: Track Program

- **Full Project Scope**
  - upgrade single track line to double track
  - 44.5 miles of new double track & sidings
  - plus: **new signals, interlockings, & positive train control**
- **Result:** more capacity; greater speed & reliability; safer operations



## Program Scope: Upgrading Stations

### Scope

- “up & over” access
  - for safety
  - elevators (wheelchairs)
- high-level platforms
  - faster boarding
  - wheelchair access
- parking
- station relocation in coordination with the towns



Catalyst for Transit-Oriented Development

# Current Funding Status

- Preliminary Program Cost: **\$647 million**
  - Does not include: new stations; new trains; upgrades to Connecticut River Bridge or Hartford Viaduct
- Funding Available to Date: **\$471 million**
  - **1st FRA award**: \$40 million
  - **2nd FRA award**: \$121 million
  - **3rd FRA award**: \$30 million
  - **State funding**: \$280 million in bond authority
- Additional Funding Opportunities
  - **FRA**: ongoing discussions about additional funding
  - **FTA**: could fund “new” stations & regional commuter trains

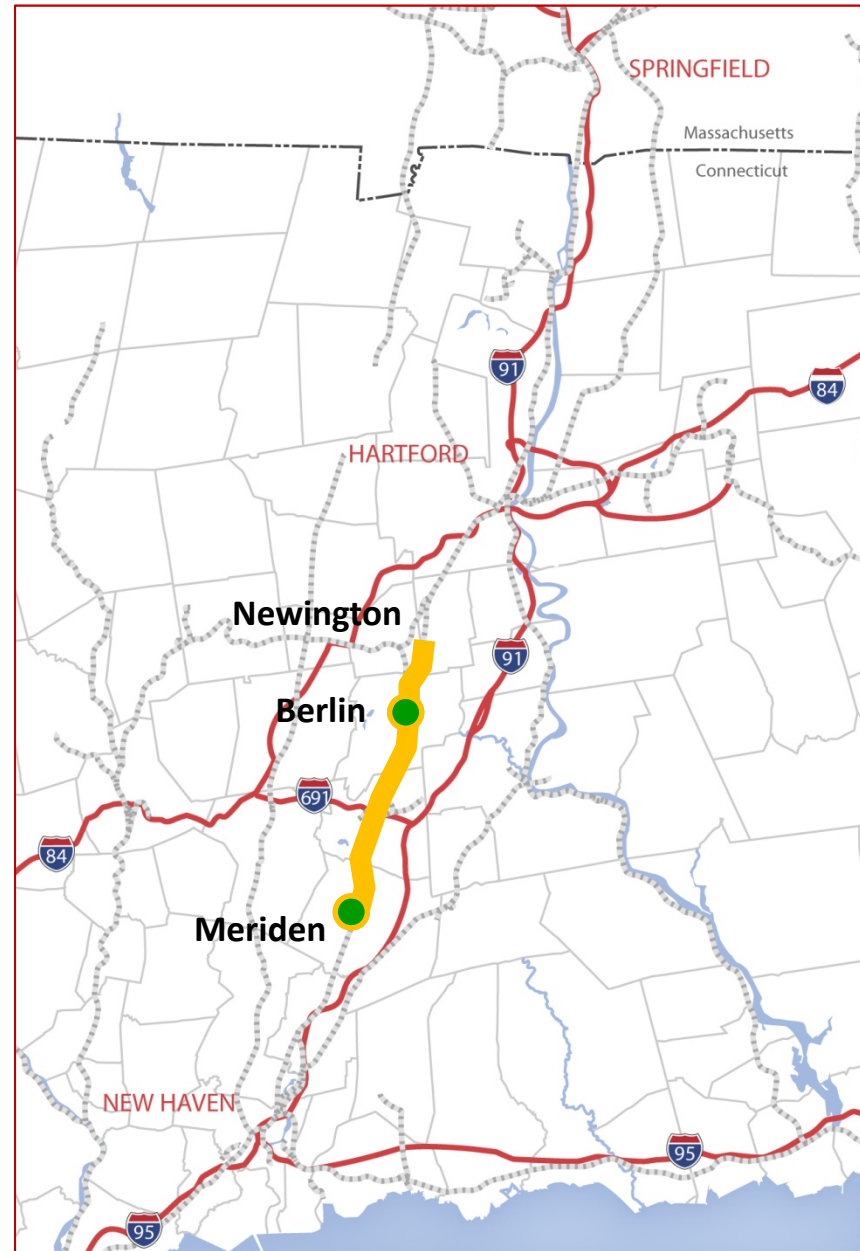
# Phasing NHHS Improvements

- ▶ **Phase 1 Meriden-Newington**
- ▶ **Phase 2 New Haven-Hartford**
- ▶ **Phase 3 Hartford-Springfield**
- ▶ **Phase 4 Regional Rail Upgrades – FTA Funding Sources**
- ▶ **Phase 5 Major Repair Program**

# Phase 1

## Meriden - Newington

- 10.2 miles of second track
- Cost: **\$60 million**
  - \$40 million Federal;
  - \$20 million State)
  - **Fully funded**



# Phase 2

## New Haven - Hartford

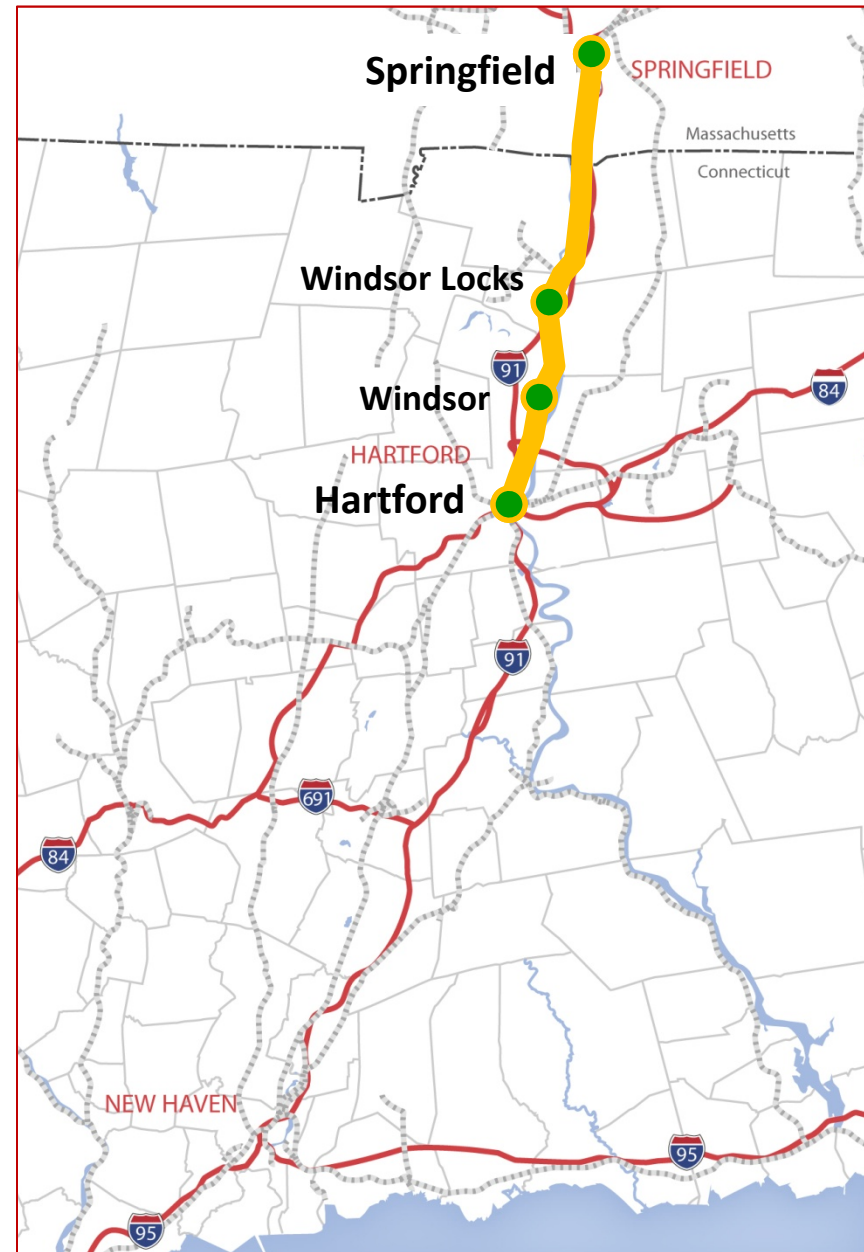
- Full infrastructure upgrades
  - double tracking
  - signal system
  - grade crossings
  - bridges
  - stations
- New peak period service (AM & PM)
  - 30-45 minute frequency in peak
  - **“directional”** service north of Htfd
- Cost: **\$262 million**
  - \$121 Federal
  - \$141 State
  - **Fully funded**



## Phase 3

### Hartford - Springfield

- Extend improvements to Springfield
  - track, signal, bridge & station
  - *are designing entire phase*
- Capacity for up to 50 trains/day
- Cost: **\$324 million**
  - \$227 million Federal
  - \$97 million State
  - **Partially funded: \$30 million**  
(fed \$ awarded to-date)





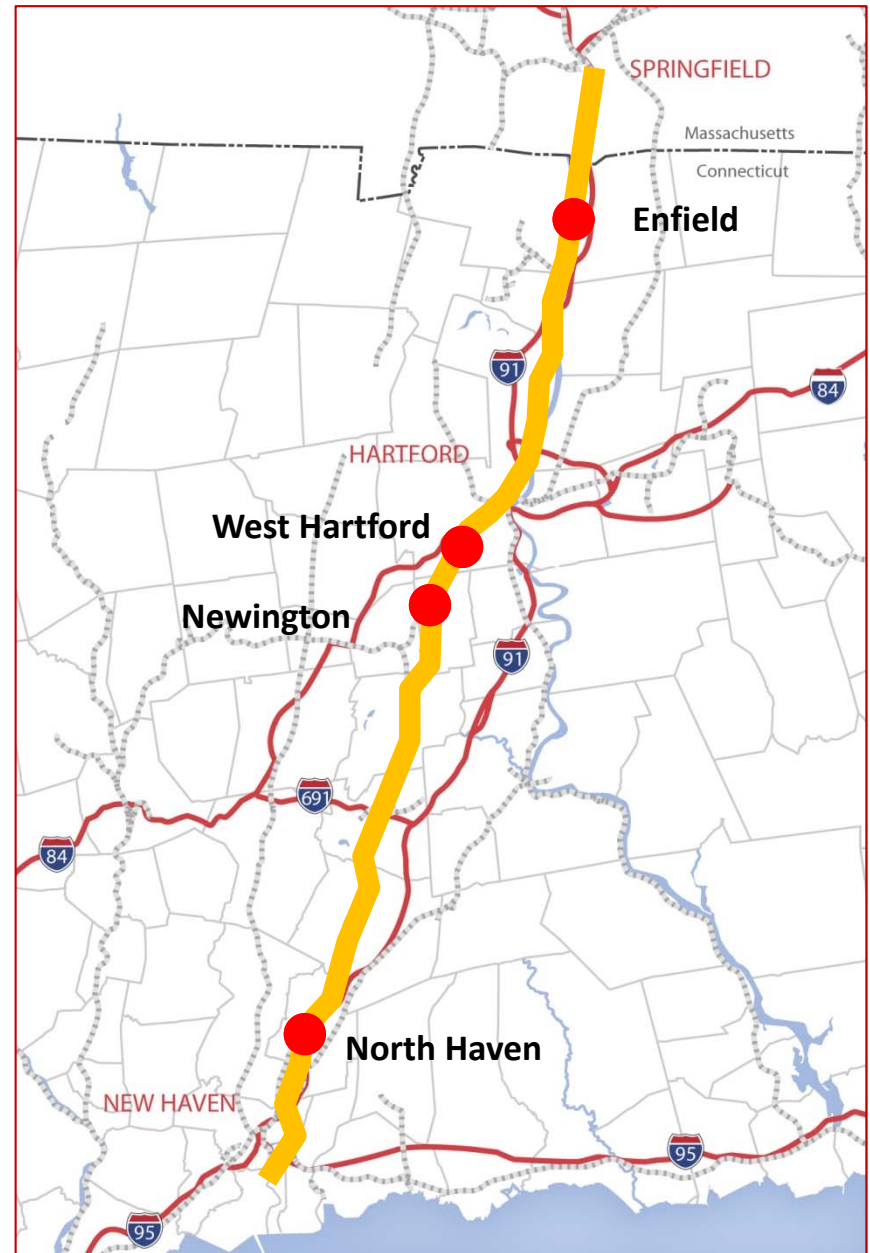
## Phase 4

### “Regional” Rail Upgrades

- 4 new stations
- New train equipment



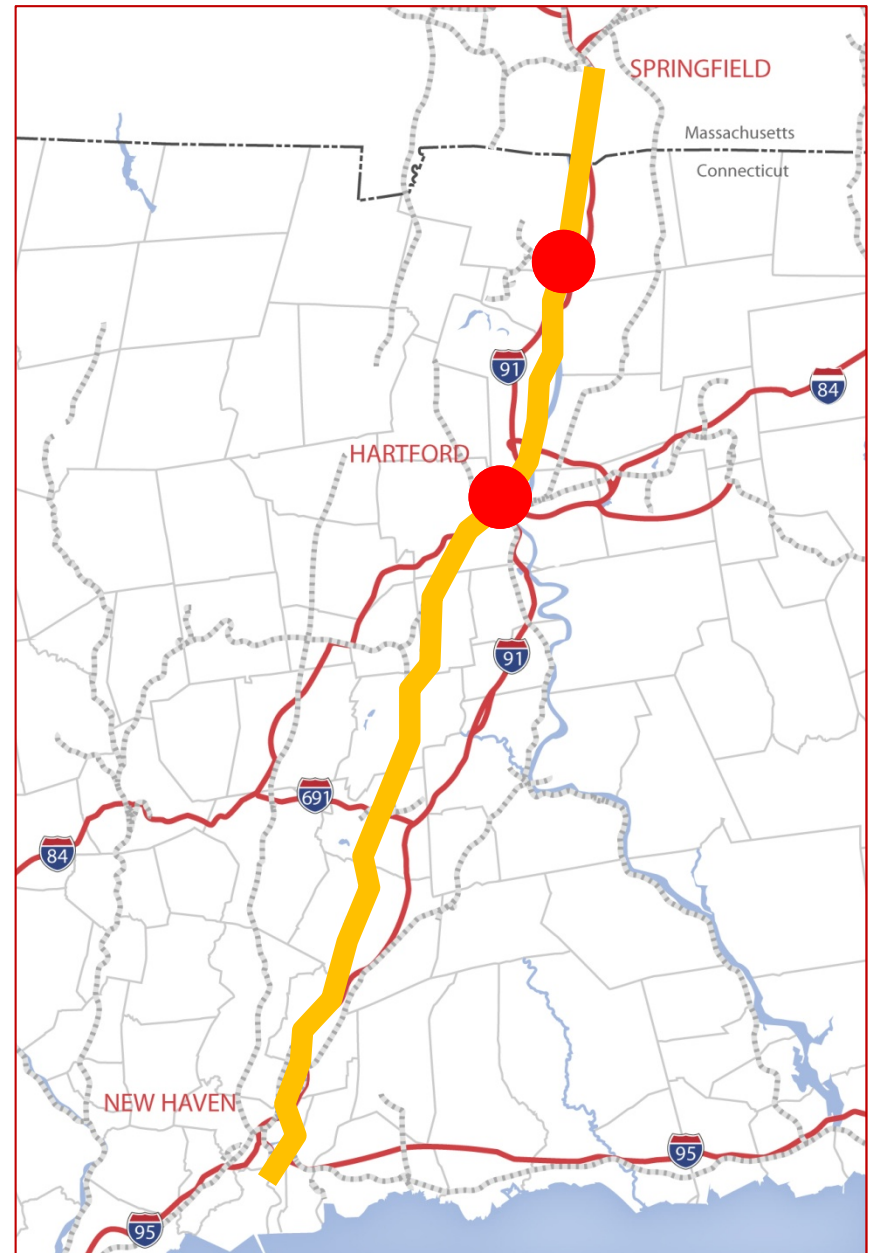
- Need to secure “**FTA**” funding  
(Federal **TRANSIT** Administration)



# Phase 5

## Major Repair Program

- Repair
  - **Hartford Viaduct** (under study)
  - **Conn. River Bridge** (under study)
- **Not funded**



# Schedule

## Overall:

**Design:** underway (designing for “full” project)

**Construction start:** 2014

**Operations start:** 2016



## *Why Make the Investment?*

### **1. Establishes foundation for multi-state rail network**

### **2. Advances state multimodal transportation goals**

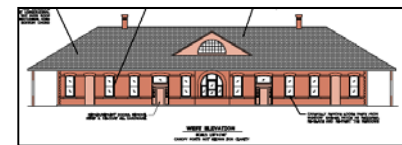
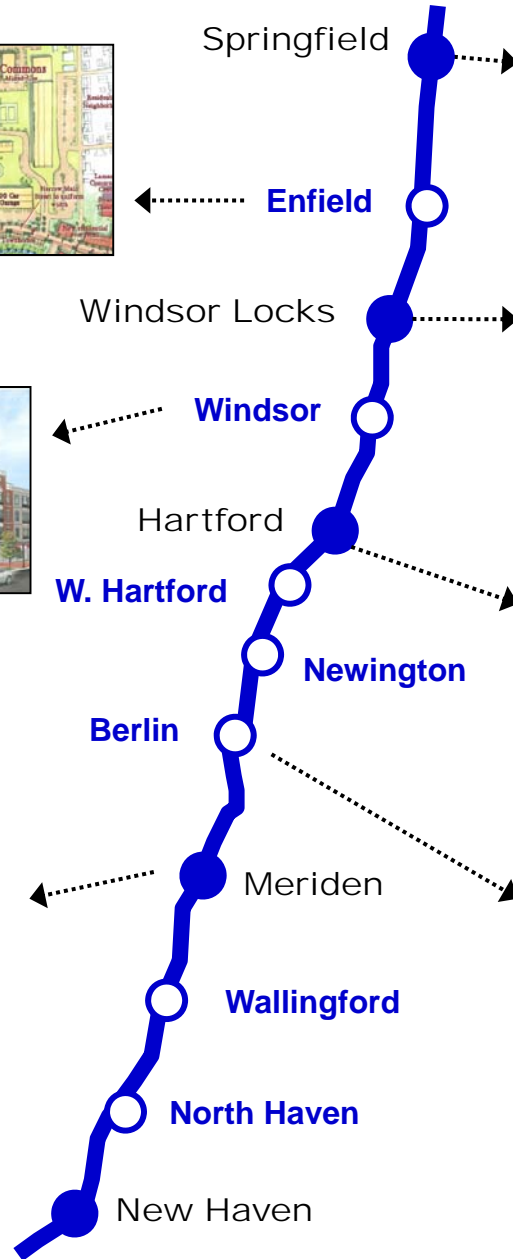
- Links to & strengthens state system
  - Metro North
  - Amtrak
  - Busway
  - Shoreline East
  - Local bus services
  - ***Bradley Airport (shuttle bus to meet every train)***

### **3. Opportunity for local development at stations ...**

# Why Make the Investment?

## 3. Opportunity for development at stations

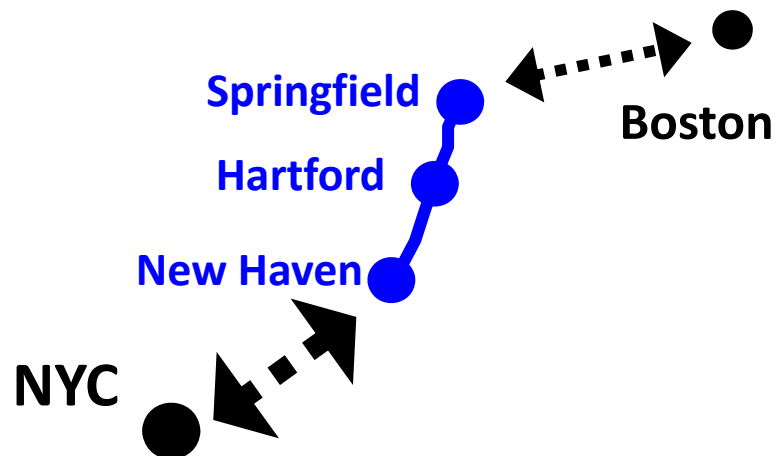
### Transit-Oriented Development



# Why Make the Investment?

## 4. Engine for “regional” economic growth

- Construction-related job growth
- Access to NYC, Boston, & other markets
  - Business growth opportunities
  - Long-term economic growth



# How do we leverage the rail investment for economic growth?



- business attraction
- business retention
- tourism
- real estate development
- downtown revitalization

