

New Haven-Hartford-Springfield Rail Program



HARTFORD LINE



North Haven Economic Development Commission Breakfast

April 14, 2016

NHHS Rail Program Summary

➤ Program Goals

- Enhanced regional rail service
- Frequent service in the peak hours (current service is only 6 round trips per day)
- Seamless connections to Amtrak & Metro North
- Continued growth in local freight rail service

➤ Long Term Vision

- 25 Round-trip passenger trains
- Additional connections to Boston and Montreal
- 30 minute, bi-directional, peak-hour service
- Hourly off-peak service

➤ Start-up Service

- 12-17 Round trip passenger trains
- 45 minute frequency in the peak-hour, hourly off-peak
- Bi-directional



Making Connections

➤ Grand Central, Penn Station or Boston

- Acela trains to NYP/BOS
- Metro-North trains to Grand Central Terminal

➤ Expanded Service to MA/VT

- Knowledge Corridor to Greenfield
- Boston-Springfield-NHV-NYP via the Inland Route

➤ Intermodal Connectivity

- Bus shuttle to Bradley Airport at Windsor Locks
- Transfer to/from CTfastrak at Hartford Union Station and future Newington and West Hartford stations



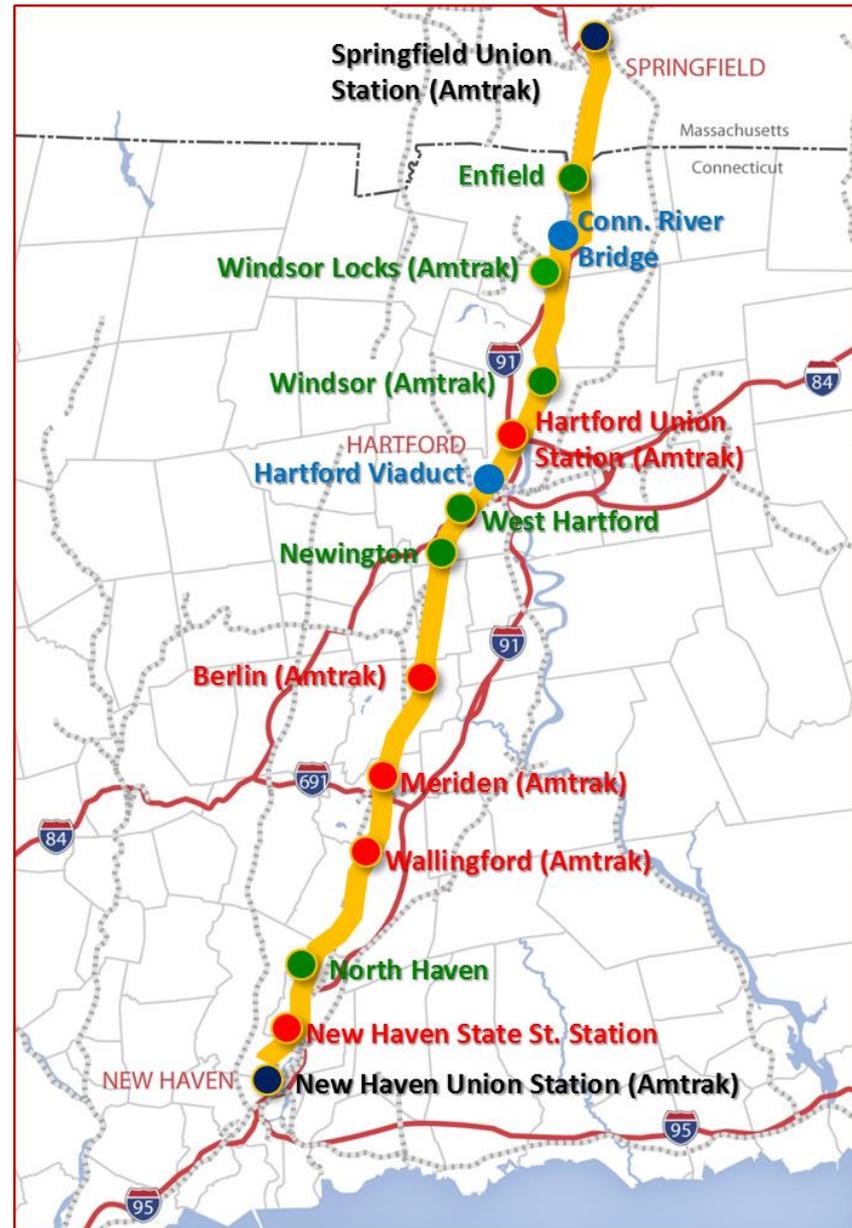
Start-Up Project Scope

- 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 and bridge infrastructure
 - Replaces stations in Berlin Wallingford and Meriden.
 - New high-level platform in Hartford
- Phase 3A: Hartford-Windsor
 - Double track/sidings north of Hartford



Future Hartford Line Improvements

- Phase 3B: Windsor-Springfield
 - Complete double track/sidings to Springfield
 - Replace Windsor and Windsor Locks Stations
- Phase 4: Regional Rail Upgrades
 - Construct new stations in North Haven, Newington, West Hartford and Enfield
 - Construct second platform at New Haven, State Street Station (funded through TIGER V)
- Phase 5: Ongoing State-of-Good-Repair
 - Repair Hartford Viaduct and Connecticut River Bridge



Program Funding and Schedule

➤ Funding

- Phase 1: Meriden-Berlin: \$60 million total (\$40 million FRA / \$20 million CT)
- Phase 2: New Haven-Hartford: \$263 million total (\$121 million FRA / \$142 million CT)
- Phase 3A: Hartford-Windsor: \$43 million total (\$30 million FRA / \$13 million CT)
- TIGER V grant for State Street Station: \$18 million total (\$10 million FTA / \$8 million CT)
- \$105 million in State Bonds be applied to the entire program
- Let's Go CT budget includes \$540 Million over the next 5 years to complete double track to Springfield and continue station construction

➤ Pre-construction Schedule

- Design
 - Track, signal, grade crossings, bridges, and structures – completed spring 2015
 - Berlin, Meriden, Wallingford and Hartford stations – completed fall 2014
 - State Street Station – completed fall 2015
- Permits – acquired summer 2015



Program Schedule

➤ Construction

- Cable installation – completed summer 2015
- Track, signal, grade crossings, bridges, and structures – May 2015 to December 2017
 - 2015 - culverts/earthwork in North Haven, Wallingford, and Hartford; ties laid for track in Hartford
 - 2016 – complete track work in Hartford; bridges/culverts/earthwork Meriden to Newington; grade crossings in Wallingford requiring short alternating one-way; initiate track work south of Hartford
 - 2017 – track and signal construction
- Stations – October 2014 to October 2017
 - 2015 – foundations and steel erection in Wallingford and Berlin; substantial completion in Hartford
 - 2016 – completion of bridges, towers and platforms in Wallingford and Berlin; initiate historic station rehab in Berlin; steel erection in Meriden
 - 2017 – platform installation in Meriden; parking and other amenities all stations

➤ Start Enhanced Service – January 2018



Modernizing the Infrastructure

- **Purpose: Upgrade infrastructure; increase operating speeds; improve at-grade crossing safety; increase capacity and operating flexibility**
 - Track & signal improvements over 39 miles with 2 miles of sidings
 - Upgrade 31 bridges and drainage structures to accommodate double tracking
 - Reduce track flooding
 - 12 upgrades and 2 closures of at-grade crossings to enhance safety



Modernizing the Stations

- **Purpose: Enhance accessibility; speed boarding; stimulate local development**
 - High-level platforms on both sides of tracks; “up & over” access with elevators
 - In-platform automated snow-melt systems
 - Increased and enhanced parking
 - Public address, visual messaging, security cameras, blue-light phones and automated ticketing



Hartford Line Stations Overview



Wallingford



Meriden



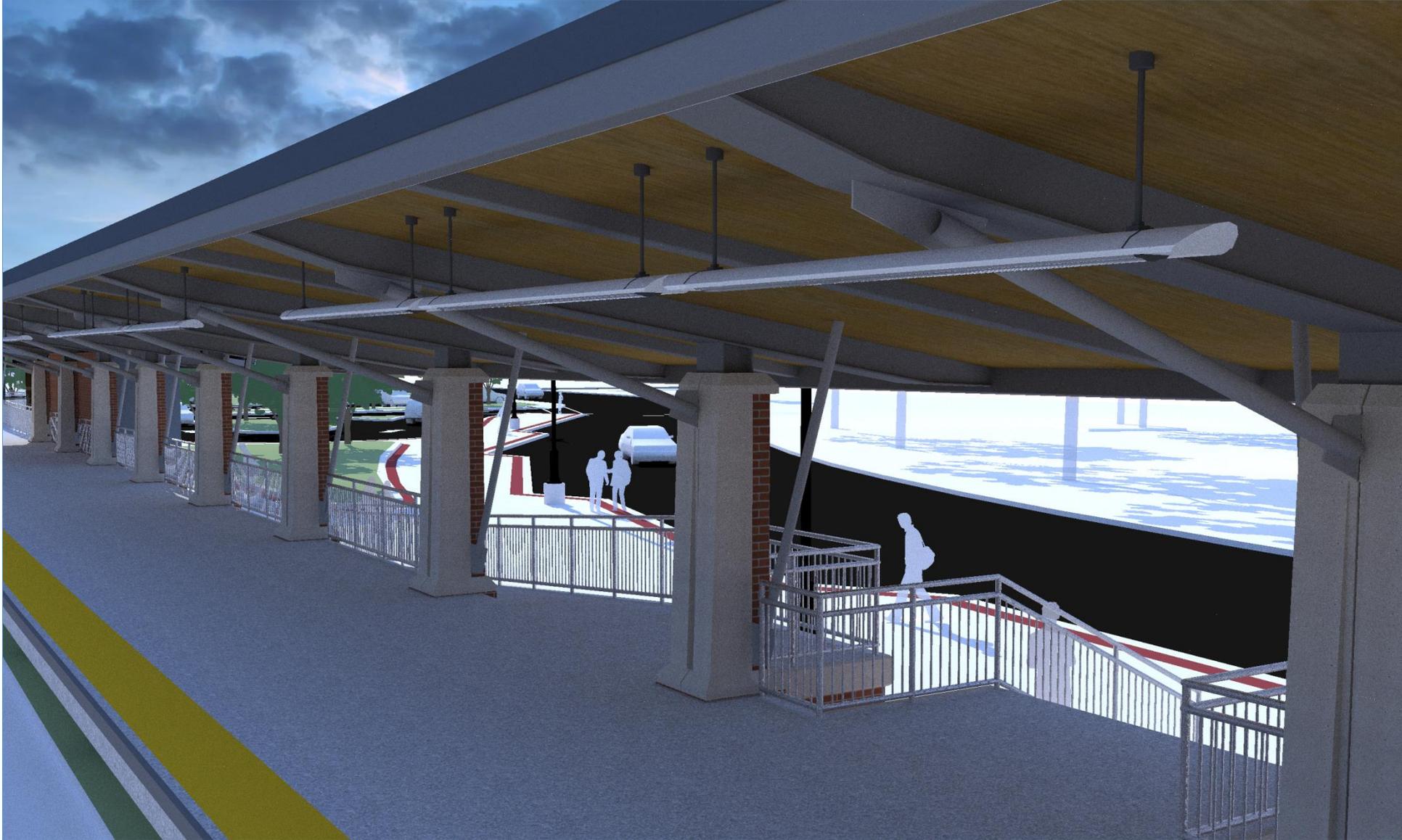
Berlin





Perspective

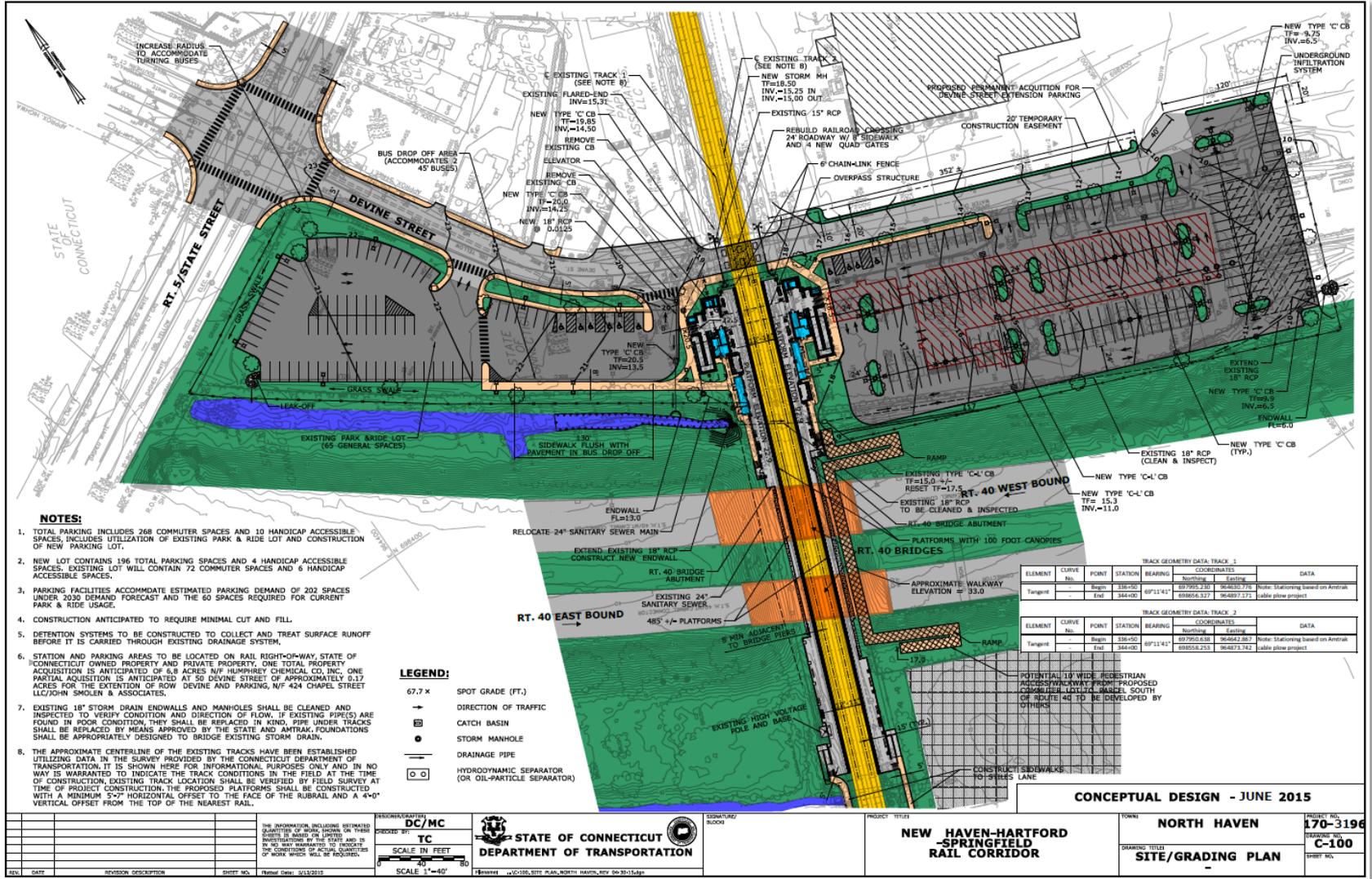




Platform



North Haven Station



NEW HAVEN-HARTFORD - SPRINGFIELD RAIL CORRIDOR

NORTH HAVEN
SITE/GRADING PLAN
 PROJECT NO. 170-3196
 DRAWING NO. C-100
 SHEET NO.



Hartford Line

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**
 - Enfield
 - Windsor Locks
 - Windsor
 - North Haven
 - Berlin



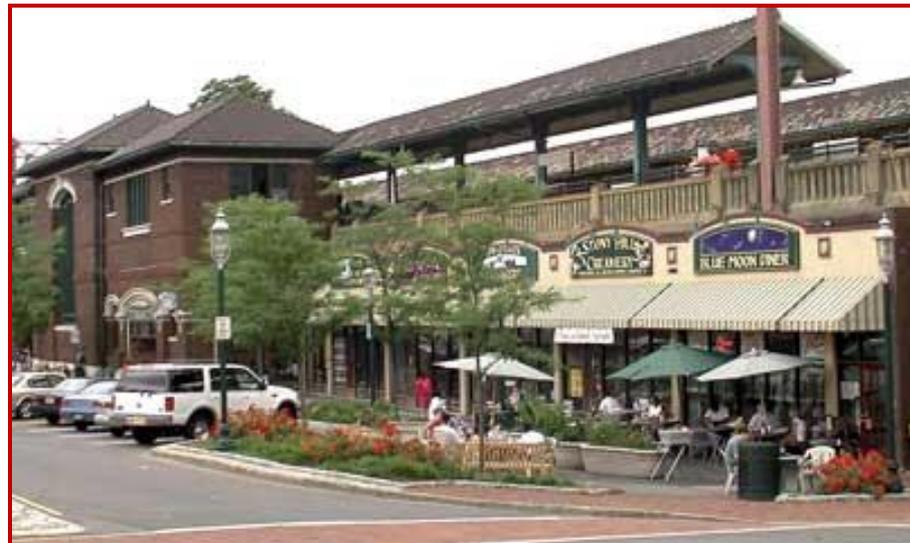
Why Make the Investment?

➤ 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



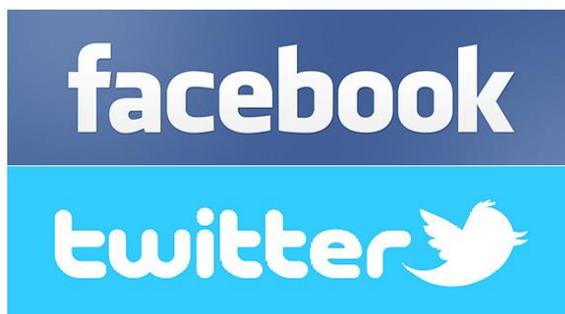
➤ Establishes An Interconnected Public Transportation System for Connecticut's Future

- Metro North
- Amtrak
- CTfastrak
- Shore Line East
- Local bus service
- Bradley International Airport



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Questions?

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