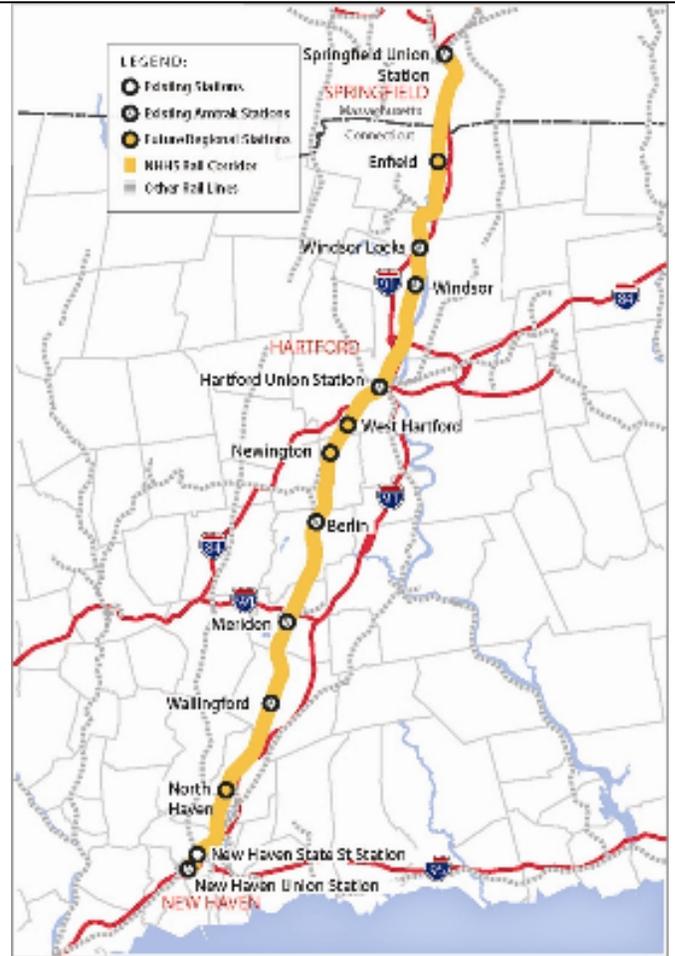


Project Description:
New Haven-Hartford-Springfield Rail Line
Project No. 170-2296

December 2011

The New Haven-Hartford-Springfield Rail (NHHS) project will significantly expand intercity passenger rail service on the 62-mile rail corridor between New Haven and Springfield. The project will provide faster trip times and quadruple the number of trains along the corridor. It will be coordinated with improvements in Massachusetts and Vermont to form a high speed rail corridor extending to New York, Boston, and Montreal when complete. As a key component of the region's intermodal transportation system, the NHHS project will provide a direct bus shuttle connection to Bradley International Airport in Windsor Locks, and a direct connection to the planned New Britain-Hartford busway.



Project Scope:

Planned service on the New Haven-Hartford-Springfield route will increase from 6 to 25 roundtrip trains per day by 2030, and will include both Amtrak and Connecticut regional trains. Trains will operate at 30 minute intervals during peak periods, and at 60 minute intervals during off peak periods. Top travel speeds will increase from 79 mph to up to 110 mph.

Improvements are planned at existing stations, including high level platforms and additional parking at Wallingford, Meriden, Berlin, Windsor, and Windsor Locks. Future new stations are planned at North Haven, Newington, West Hartford, and Enfield.

To allow the operation of additional trains on the corridor, the corridor will be double-tracked by restoring nearly 40 miles of double-track removed in the 1980s. Infrastructure improvements also include upgrading bridges and culverts, and improving 38 at-grade crossings to provide safety enhancements. In addition, signal and control systems will be improved and a new layover facility will be provided to service and store trains.



The project is proceeding in three phases:

- Phase 1: Meriden to Newington – Preliminary Engineering is complete for the first 10.2-mile segment of the rail corridor.
- Phase 2: New Haven to Hartford – Preliminary Engineering is underway for the segment between New Haven and Hartford.
- Phase 3: Hartford to Springfield – Preliminary Engineering work began in September, but construction remains dependent on receipt of additional federal funding.

Financial Sources:

Implementation of new service between New Haven and Springfield is estimated to cost \$647 million. To date, some \$191 million in Federal funding and \$280 million in state bond proceeds are available to use for the program. The state is applying for an additional \$197 million in federal funding. The funding has been allocated as follows:

- Phase 1: \$40 million in federal funding and \$20 million in state funding to upgrade the rail line between Meriden and Newington. All funding has been made available.
- Phase 2: \$121 million in federal funding and a state match of \$141.9 million to upgrade the infrastructure between New Haven and Hartford. Funding has been awarded, but cannot be spent until completion of the environmental impact assessment.
- Phase 3: \$30 million in federal funding for improvements to the rail line between Hartford and Springfield. CTDOT is seeking an additional \$197 million in Federal funding to complete Phase 3.

Schedule Analysis:

- Environmental Assessment/Environmental Impact Assessment (EA/EIE) for the entire 62 mile corridor is being prepared in accordance with the National Environmental Policy Act (NEPA). The EA/EIE was submitted to the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) for review in early December. Publication of the Environmental Assessment is anticipated in February 2012, followed by the public comment period and Public Hearings.
- Preliminary Engineering is complete for Phase 1 and underway for Phase 2 and Phase 3A (Hartford to Windsor).
- Final Design of all 3 phases is scheduled to begin in July 2012.
- Construction is scheduled to begin in 2013.



- Service on all 3 phases is scheduled to be launched in 2016.

Outlook:

- EA/EIE is scheduled for completion by in early 2012.
- Preliminary Engineering for Phases 2 and 3A is scheduled for completion by June 2012.