

Report of Meeting

Date and Time: March 27, 2014 - 4:00 p.m.
Location: Hartford Union Station, One Union Place, Hartford, CT
Subject: Hartford Public Meeting
Attendees: See attached Sign-in list

Attending for CTDOT and its agents:

Ted Nezames, CTDOT
John Bernick, CTDOT
Eric Bergeron, CTDOT
Julianne Chatman, CTDOT
David Tudryn, Michael Baker Jr.
Tony Sardilli, Michael Baker Jr.
Bob Braren, Michael Baker Jr.
Rob Yirigian, Parsons Brinckerhoff
Glen Hayden, Parsons Brinckerhoff
Jeff Schultz, Parsons Brinckerhoff
Melissa Muszynski, Parsons Brinckerhoff
Nick Gonsalves, Parsons Brinckerhoff
Scott Howland, STV
Jim Boice, STV
Dennis Jolly, STV

John Bernick opened the meeting and provided an update on the New Haven-Hartford-Springfield Rail Program and the design for Hartford Union Station. Mr. Bernick gave an overview of the Program goals and regional vision for rail service as well as the schedule and phasing of improvements for the new service. Furthermore, Mr. Bernick discussed the Program's scope as it pertains to modernizing infrastructure, service and stations.

Mr. Bernick and David Tudryn presented an overview on the proposed site improvements, including an aerial view of the station and rendering of the 260-foot high-level platform. In addition, the station design features a fold-up platform edge to accommodate movement of wide freight loads through the station.

Following the presentation, public comments focused on rail service, speed and electrification of the rail line, improvements to Hartford Union Station and economic development opportunities related to high speed rail. The public asked multiple questions regarding rail service north of Hartford, including two separate questions on future rail service to Bradley Airport. Mr. Bernick responded to these questions by noting that service from Hartford to

Springfield will expand from six round trips to twelve when the new service is launched in late-2016. Furthermore, he stated that there will be a bus shuttle service available to Bradley Airport from the Windsor Locks station. Adding this stop to the service would add excessive time onto the route from New Haven to Springfield at a significant cost given the infrastructure improvement necessary to accommodate this link.

Mr. Bernick addressed questions regarding whether or not the rail line was “true” high speed. He stated that high speed rail with speeds over 200 mph was not feasible, as the current track geometry could not safely support those speeds. The goal of the Program is to increase the frequency of trains along the corridor, which would make traveling from Hartford to New Haven, Springfield or New York more flexible and convenient. Mr. Bernick addressed questions regarding future electrification of the line stating that completing the double track and improving the stations are the current priorities of the Program and while electrification would improve acceleration and provide environmental benefit, it would be very costly.

Other questions focused on additional improvements to Hartford Union Station including parking. Mr. Bernick stated that **CTfastrak** and expanded parking at other NHHS Rail Program stations would avoid the need for additional parking at Hartford Union Station. One member of the public asked if there would be a second platform in Hartford. Mr. Bernick replied that construction is limited to the one high-level platform at this point in the Program. He indicates that reconfiguration of the I-84 corridor would affect the design of future the station improvements.

An additional set of questions focused on economic development opportunities for the NHHS rail service, such as opportunities for small businesses in building the service. Mr. Bernick noted that construction of station improvements in Meriden, Wallingford, Berlin, Hartford and elsewhere would provide ample sub-contracting opportunities for small businesses as State programs require that a certain percentage of the work be completed by small businesses. Another attendee asked how the rail line would entice economic development. Mr. Bernick discussed a proposed transit-oriented development project near Meriden station that would promote mixed-use zoning which would provide new retail space and housing around transit that would boost economic development.

There were no further questions and the meeting ended at 5:20 pm.