



# New Haven - Hartford - Springfield Commuter Rail Implementation Plan

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## Background

With the support of the Transportation Strategy Board, the Connecticut Department of Transportation and consultant Wilbur Smith Associates have completed a study to develop an implementation plan for commuter rail service between New Haven, Connecticut and Springfield, Massachusetts. This study has evaluated ridership, impacts and costs of providing a commuter rail service from New Haven to Hartford to Springfield. Potential riders include:

1. Commuters accessing employment hubs in New Haven, Hartford and Springfield;
2. Commuters making connections to and from Metro North and Shore Line East in New Haven;
3. Intercity rail ridership connecting to Amtrak in New Haven and Springfield;
4. Users that would have access to Bradley International Airport (BDL); and
5. Off-peak travelers to events and recreation.

## Recommended Action

A range of alternatives were assessed for implementation of a start-up service. Upon review of the alternatives, the study team and the Steering Committee have recommended an action plan for initial commuter rail service on the line. This Recommended Action for a start up service includes:

- Service would operate bi-directionally, Monday through Friday on a 30 minute peak hour schedule (16 one-way trips).
- Service would be between New Haven, Connecticut (CT) and Springfield, Massachusetts (MA).
- 18 miles of extended double track sections would be added to improve reliability and provide 30 minute frequency meeting critical times in New Haven, Hartford and Springfield;
- Service would supplement existing Amtrak service on the corridor. Adjustments to Amtrak's schedule would be made when possible in conjunction with operating agreements with Amtrak.
- Along with the existing nine passenger stations being served along this corridor, three additional stations would be added at North Haven, Newington and Enfield.
- The existing Windsor Locks station would be enhanced to provide facilities to accommodate a waiting area and transfers between the train and the shuttle bus to Bradley Airport.
- Local bus service would be modified to provide appropriate service to the stations;
- All stations would have high level platforms and grade-separated pedestrian facilities, considered to be necessary from an operational standpoint.



## Contact

If you have questions or comments about the project, please contact:

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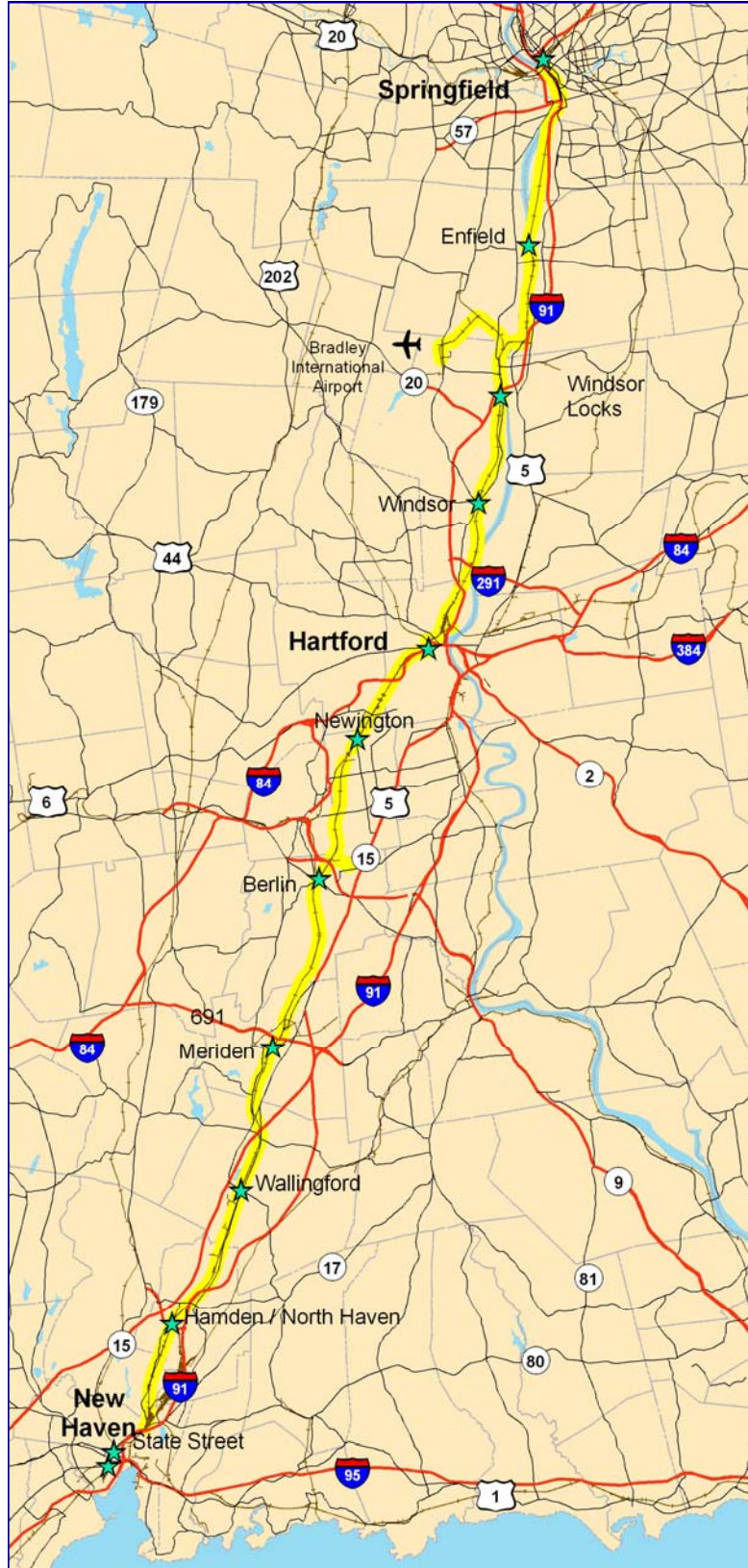
## More Information

A copy of the Final Report is now available on the website at <http://www.nhhsrail.com> or in the main public library of each of the study area towns. The study documents leading up to the Final Report can be found on the study website or by request from the Connecticut Department of Transportation.





**Stations**



**Capital Costs**

The estimated cost to begin the recommended Start-Up commuter rail service along the New Haven - Hartford - Springfield corridor is nearly \$300 million. This includes upgrading the existing rail line (double track and bridges) to accommodate the proposed service (\$36.3 million), constructing rail station and parking facilities (\$81 million), purchasing rail equipment (\$70.1 million), constructing a rail maintenance facility (\$21 million) and purchasing bus equipment (\$3.6 million) and contingencies (\$83 million). These estimated costs would require refinement as the recommended plan is further developed toward implementation.

**Performance**

It is anticipated that the new commuter rail service will carry approximate 2,400 (1,200 in each direction) additional riders on the New Haven - Hartford - Springfield corridor by the year 2025. The estimated cost to operate the proposed Start Up service would be \$14 million annually. This would include \$10 million for the commuter rail and \$3.6 million for the local bus service annually. Annual revenues from the Start Up service are expected to be approximately \$1.2 million. These operating costs are based upon current operating fees and fare structures. A summary of the performance measures, including ridership, operating costs, revenue and deficit are shown below.

Total Weekday Trips	2,428
Annual Passenger Miles	4,215,384
Annual Revenue	\$ 1,117,600
Annual Rail Operating Cost	\$ 10,079,000
Annual Rail Operating Deficit	\$ 8,961,400
Revenue per Passenger Mile	\$0.26
Fare box Recovery	11.0%
Productivity (Passenger Miles per Vehicle Miles)	16.73
Annual Bus Operating Cost	\$3,800,000

**Implementation Next Steps**

The next steps toward implementing the commuter service include:

- Develop a funding plan** – Determining the funding and financing of the service by both Connecticut and Massachusetts must be determined. This includes funds for continued plan development, capital and annual operations.
- Complete the environmental process outlined in the National and Connecticut Environmental Policy Act** – This process must be undertaken by the State of Connecticut with Federal Transit Administration (FTA) guidance before service can begin. This is a key to obtaining any federal funding for the project as well.
- Complete preliminary engineering and design** – This report gives conceptual station plans and double track section locations necessary for the development of cost estimates for future funding. The next stage in implementation of service will require refinements of these plans to the preliminary design level (10% design), including exact locations for station platforms, station parking, new track and maintenance facilities. This is typically done in conjunction with the environmental process.
- Make necessary refinements to the operating plan** – Based upon the results of the preliminary design and environmental process, refinements would be made to the overall operating plan and associated costs outlined in this document.
- Execute operating agreements** – As the State of Connecticut does not currently own the track over which the service would operate, preliminary operating agreements with Amtrak, other commuter rail operators (as needed), freight operators, and transit operators would be executed early in the process to ensure buy-in for the service before capital funds are expended.
- Complete final design and property acquisition** – The final design of stations, double track sections, bridges and the maintenance facility would be undertaken simultaneously with the necessary acquisition of property for these facilities (anticipated to be required only for station parking and the maintenance facility).
- Procure rolling stock** – The decision as to the type of rolling stock that best fits this service will be a key aspect of the implementation. Both self-propelled rail car trains and traditional locomotive-hauled push-pull coach trains are being considered. The procurement of rolling stock for the service requires substantial turn-around time due to the fact that rail equipment is made to order.
- Contract with an operator** – Although Amtrak currently owns the line between New Haven and Springfield, there are a number of possible operators for the future service.
- Construct new facilities** – This involves the construction of station areas (including parking and platforms), new track segments (including track, interlockings, signals and bridges), and maintenance facilities.
- System testing** – As a final step to opening the system, final debugging modifications and improvements are made prior to start-up. This includes checks of the rolling stock, stations, track and signal improvements, and all other elements of the project to ensure all components are working correctly prior to commencement of revenue service.



Example Station Concept

**More Information**

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