



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 are performing a study to develop an implementation plan for commuter rail service between New Haven, Connecticut and Springfield, Massachusetts. This study is evaluating ridership, impacts and costs of providing commuter rail service from New Haven to Hartford to Springfield. Potential riders include commuters, regional travelers with connections to Metro North, Shore Line East and Amtrak, off-peak travelers to events and recreation, and Bradley International Airport users.

Minimum and Maximum Build

Two initial scenarios, a “minimum” build scenario and a “maximum” build scenario were developed as two extremes in possible service on the line. Details about the scenarios include:

Min Build	Max Build
Use existing line as is with no additional tracks constructed and no new stations	Substantial upgrades to the line including construction of double track the entire distance, a rail connection to the airport, seven new stations and upgraded platforms and buildings at all stations
30 - 35 minute train frequency during commuter hours, only Amtrak trains would run at other times	15 minute train frequency during commuter hours, hourly train frequency entire day and on weekends
1,767 estimated daily trips	4,983 estimated daily trips (including Amtrak riders)
\$86 million capital cost (trains and construction)	\$558 million capital cost (trains and construction)
\$7.1 million per year to operate	\$48.3 million per year to operate
\$6.2 million per year deficit	\$44.7 million per year deficit



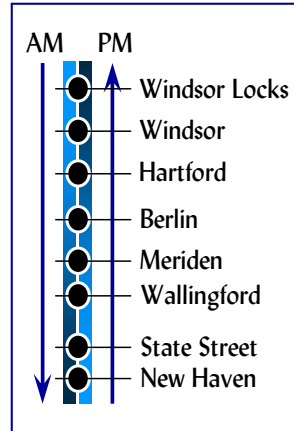
Upon evaluation of the minimum and maximum build scenarios, both were found to have a number of impediments to implementation. The minimum build schedule was found to be unreliable due to the high degree of schedule adherence necessary. Reliable service in two directions can only be provided by adding double track on at least some additional segments of the rail line. The maximum build was found to have a number of costly elements that may not be necessary for the initial implementation of the service.

Implementation Alternatives

Using the costs, riders, and other analysis from the minimum and maximum build scenarios, four implementation alternatives were derived with varying service plans. In addition, a menu was developed of other elements that could be added initially or as funding or other benchmarks are in place. The difference in the level of service provided by the implementation alternatives is described below:

CT1	CT2	Bi-State 1	Bi-State 2
Windsor Locks to New Haven	Windsor Locks to New Haven	Springfield to New Haven	Springfield to New Haven
30 minute peak hr one-directional service (southbound in morning, northbound in afternoon)	30 minute peak hr bi-directional service	30 minute peak hr bi-directional service	30 minute peak hr bi-directional service
No new double track	Double track sections added where needed	Double track sections added where needed	Double track sections added where needed
No adjustments to Amtrak schedule, but fares would be adjusted for commuter use	No adjustments to Amtrak schedule, but fares would be adjusted for commuter use	No adjustments to Amtrak schedule, but fares would be adjusted for commuter use	Amtrak schedule adjusted to accommodate ideal meet times in urban centers

All of these implementation alternatives include only existing stations on the line with existing low-level platforms and at-grade pedestrian crossings. These alternatives include peak hour service only and a shuttle bus connection to Bradley Airport (from Windsor Locks Station).

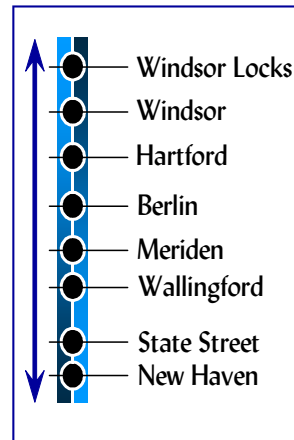


Alternative CT1

The CT1 alternative minimizes the initial capital expenditures by adding no additional track while providing a reliable service, because reliable two-directional service is not possible with 30 minute frequency and existing track configuration. This alternative would provide directional service on the line, southbound in the

morning peak commute hours and northbound in the afternoon peak commute hours, between New Haven and Windsor Locks.

- CT1 would use 6 one-way train trips.
- No new track would be required.
- Capital cost = \$80.8 million
- Annual operating cost = \$3.0 million
- Annual operating deficit = \$2.6 million
- 872 projected new daily trips



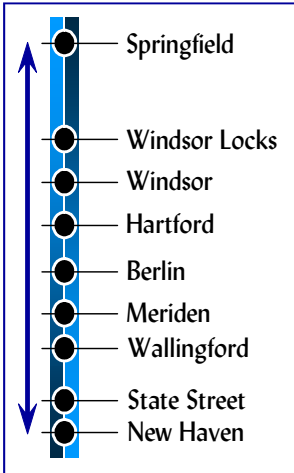
Alternative CT2

Under Alternative CT2 the new commuter service would be designed for approximately 30 minute frequency timed for critical time periods for bi-directional service into New Haven and Hartford (as opposed to only one direction in Alternative CT1). This is essentially the bi-directional 30 minute service envisioned for

the minimum build, but in order to provide reliable service, lengthened double track sections would be added between New Haven and Windsor Locks.

- CT2 would use 14 one-way train trips.
- 12.4 miles of new track would be required.
- Capital cost = \$121.4 million
- Annual operating cost = \$7 million
- Annual operating deficit = \$6.3 million
- 1,485 projected new daily trips





Alternative Bi-State 1

In an attempt to save operating costs, Alternatives CT1 and CT2 provided service only in Connecticut. Alternative Bi-State 1 is similar to Alternative CT2 in that the existing Amtrak service would be maintained and the new commuter service designed for approximately 30 minute frequency timed for critical time periods for bi-directional service. The difference is this

critical time period service would be provided into New Haven and Hartford, as well as Springfield, Massachusetts. This would once again require either new or lengthened double track sections.

Alternative Bi-State 2

Alternative Bi-State 2 builds upon Alternative Bi-State 1 by redesigning Amtrak's service to provide optimal commuter operations with uniform 30 minute frequency timed for critical time periods for bi-directional service into New Haven, Hartford and Springfield. By shifting Amtrak's service that falls in the peak commuter hours, improved arrival times into New Haven, Hartford and Springfield can be scheduled, as well as better connections with Metro North.

- The Bi-State Alternatives would use 14 one-way train trips.
- 15.6 miles of new track would be required.
- Capital cost = \$139.4 million
- Annual operating cost = \$8.8 million
- Annual operating deficit = \$7.9 million
- 1767 projected new daily trips

Menu of Additional Options

The implementation alternatives are considered the first phase of implementation of a new commuter service in the New Haven - Hartford - Springfield corridor. There are, however, a number of other elements that can be included in the initial implementation or at a later time. These additional elements include:

- Off-peak service
- Weekend service
- New Stations including:
 - Enfield Station
 - Newington Junction Station (connection to New Britain Busway)
 - Wharton Brook Station (at old Pratt & Whitney site)
 - North Haven Station
- Rail connection to Bradley International Airport
- Full high-level platforms at all stations
- Grade separated pedestrian facilities at all stations
- Station buildings at all stations
- Covered walkway to the Legislative Office Building

Recommended Action

Using these alternatives and additional options menu, the Study Team and Steering Committee, have developed a suggested recommended action for "start up" service on the line. This recommended action is suggested for public review and comment and includes:

- Service would operate bi-directionally, Monday through Friday on a 30 minute peak hour schedule (14 one-way trips).
- Service would be between New Haven and Springfield.
- Double track sections would be added where needed (15.6 miles would be required).
- No adjustments would be made in the Amtrak schedule but fares would be adjusted for commuter use.
- Three additional stations would be added at North Haven, Newington and Enfield.
- The Windsor Locks station would provide adequate facilities to accommodate waiting area and transfers between the train and the shuttle bus to Bradley Airport.
- All stations would have high level platforms and grade-separated pedestrian facilities.
- The capital cost would be approximately \$250 million.
- The annual operating cost would be approximately \$9 million.
- The projected ridership would be approximately 2000 new daily trips.





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Contacts

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Public Meetings

Now is your opportunity to comment! We are holding a series of meetings to discuss the recommended action and get your input.

November 3, 2004

- North Haven Recreation Center, 7 Linsley Street

November 9, 2004

- Windsor Locks Town Offices, 50 Church Street

November 10, 2004

- Berlin Town Hall, 240 Kensington Road

November 16, 2004

- Wallingford Town Hall, 45 South Main Street

November 17, 2004

- Enfield Town Hall, 820 Enfield Street

All meetings start at 7:00 P.M

- *Open House with Informal Discussion*
- *Presentation and Questions*

To obtain more information about this study or submit comments visit the website at:
<http://www.nhhsrail.com>.

YOUR IDEAS ARE IMPORTANT – ATTEND A PUBLIC MEETING IN NOVEMBER!!

