

NEW HAVEN – HARTFORD – SPRINGFIELD RAIL PROGRAM

Vision Factsheet

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Vision

The New Haven-Hartford-Springfield (NHHS) Rail Program will provide a dramatic increase in passenger rail service and facilitate service expansion to New York, Massachusetts, Vermont, and, eventually, Montreal. The CT **rail** Hartford Line rail service connects communities, generate sustainable economic growth, help build energy independence, and provide links to travel corridors and markets beyond the region.

The Hartford Line operates at speeds up to 110 mph, cutting travel time between Springfield and New Haven to as short as 81 minutes. Travelers in New Haven, Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks, and Springfield can board trains every 45 minutes during the morning and evening peak hours and approximately 90 minutes during off-peak periods. When all the planned improvements are completed, trains will operate every 30 minutes during peak periods and 60 minutes off-peak. The Hartford Line provides direct or connecting service to New York City, Boston and Vermont.



The long-term vision of the Program, also known as the “Full Vision” includes 25 round-trip trains, additional connections to Boston and Montreal and 30 minute, bi-directional, peak-hour service. New stations are planned for North Haven, Newington, West Hartford, Enfield, Windsor and Windsor Locks.

The Program is funded for a total of \$769 million in state and federal funds for work from New Haven to Windsor. The remaining \$396 million is yet to be funded, which would include track work from Windsor to Springfield, as well as stations in North Haven, Newington, West Hartford, Enfield, Windsor and Windsor Locks. Connecticut intends to

seek additional funding from the Federal Railroad Administration and the Federal Transit Administration.

The Full Vision also includes new train equipment and long-term improvements to the Connecticut River bridge at Windsor Locks.



Program Summary

FULL VISION

Capital improvements include:

- ▶ Improve track and signals along the 62-mile rail corridor
- ▶ Upgrade bridges and culverts to accommodate double tracking
- ▶ Upgrade at-grade crossings to enhance safety
- ▶ Enhance existing stations and build new stations
- ▶ Provide new train equipment

PROGRAM SCHEDULE

- ▶ **Completed Design:** Fall 2014
- ▶ **Launched New Service:** June 2018
- ▶ **Full Program:** 2030

PROGRAM VALUE

- ▶ \$1.17 billion

PROGRAM FUNDING

- ▶ **State Share:** \$564.3 million
- ▶ **Federal Share:** \$204.8 million
- ▶ **Unfunded:** \$396.2 million

