

NEWSLETTER

Spring 2016



FROM THE COMMISSIONER

The New Haven-Hartford-Springfield (NHHS) Rail Program geared up for CTrail Hartford Line service with major station

construction occurring in 2015. Construction activity at the Berlin, Meriden and Wallingford stations will result in new amenities to enhance passenger experience and offer shorter boarding/deboarding times. From high-level platforms and overhead pedestrian bridges to elevators, stair towers and an increase in parking capacity, all will foster high-quality customer service along the rail line.

The Program recently selected at Ticket Vending Machine contractor and is also in the process of selecting a service provider for the 62-mile long rail line. These two firms will ensure that customer satisfaction and positive rail experiences are a top priority.

Meanwhile, construction efforts are underway at the new Pigeon Hill Wetlands Mitigation Site in Windsor. Upon completion, the public can enjoy a new trail and recreational area that features one of our State's most precious assets – the environment.

This edition also highlights additional funding, approved by the State Bond Commission in 2015, to complete construction of the Hartford Line, as well as for design of new stations in North Haven, Newington, West Hartford, Windsor, Windsor Locks, and Enfield. Pedestrian safety, Operation Lifesaver and the new Pigeon Hill Wetland Mitigation Site are also featured.

On behalf of the Connecticut Department of Transportation, we look forward to servicing your rail passenger needs on the CTrail Hartford Line.

Thank you for reading this edition, we hope you find it helpful and informative.

James P. Redeker
Commissioner,
CT Department of Transportation



State Bond Commission Approves Funding for Hartford Line Construction and Final Design for Additional Stations.....p.1-2

CTDOT Seeks Hartford Line Service Providerp.2

Major Construction Continues at Hartford Line Stations.....p.2

In the News.....p.2

CTfastrak Brings New Transit Options for Connecticut Residentsp.3

Pigeon Hill Wetland Mitigation Site Under Constructionp.3

Quick Termsp.3

Ticket Vending Machine Contractor Selectedp.3

Website Photo Galleryp.4

Operation Lifesaver: Pedestrian Safety.....p.4

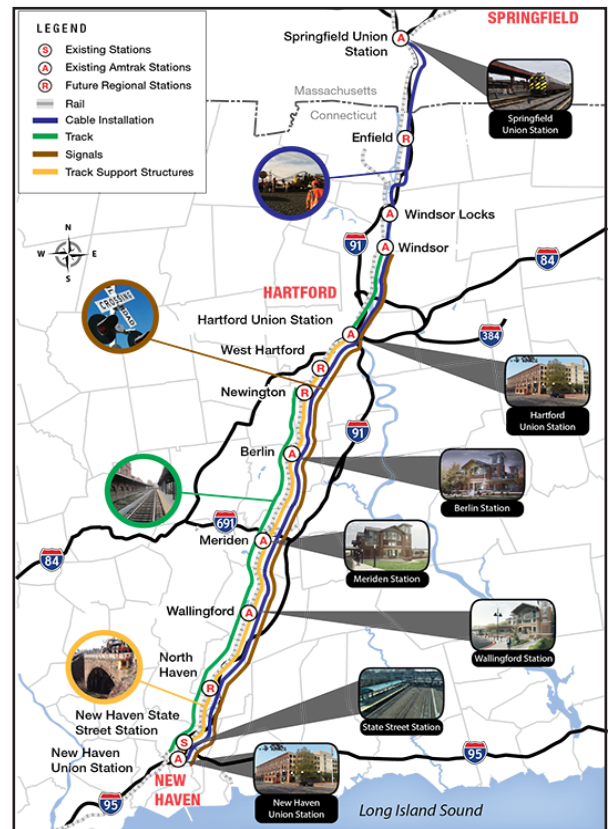
State Bond Commission Approves Funding for Hartford Line Construction and Final Design for Additional Stations

On December 11, 2015, the State Bond Commission approved \$155 million in additional funding to complete construction of the Hartford Line, a final installment to upgrade the line and launch expanded rail service between New Haven and Springfield. As part of the agreement, Amtrak will deliver service with a clear ceiling for costs and a clear timetable for completion.

“We are getting this project done. Instead of letting this languish for years and years, we are stepping up to the plate as a state to stand up for better transportation, more jobs, and economic development. This is a transformative project - and we have a commitment to get it done,” said Governor Malloy.

Current program estimates indicate that construction on the Hartford Line will extend into late 2017 with service launch in January 2018.

In addition, in January 2015, Governor Malloy announced that \$5.75 million in funding was approved by the State Bond Commission to advance design plans and address environmental issues for new railroad stations on the Hartford Line.



(Continued from Page 1)

The funding will be combined with another \$4 million in previously approved funding.

The newly funded stations will be in North Haven, Newington, West Hartford, Windsor, Windsor Locks, and Enfield. Also included is a location study for a future Hamden station.

“Providing a commuter service along the I-91 corridor is part of our transformative transportation vision for Connecticut,” Governor Malloy said. “This bond authorization will give this important project needed momentum. Completing environmental work and design is what will propel the projects toward reality.”

The CTDOT anticipates an increase in transit-oriented development along the corridor as a result of the more robust rail passenger service.

In the News



On February 24th, the *Hartford Courant* published an article regarding the status of the Hartford Line. Amtrak president Joseph Boardman stated at a recent Washington, D.C. Senate hearing that Amtrak is keeping close watch on the \$574-million construction job and is confident it will be ready for trains to start running in January of 2018. Furthermore,

he added, that there will be no more cost overruns or construction delays on the Hartford Line commuter rail project.

CTDOT Commissioner James Redeker told the *Hartford Courant* that construction is now running slightly ahead of the revised schedule, and that Amtrak’s new project management team is keeping the CTDOT well informed about progress.

“I think they’re doing everything in their power to meet or beat their commitment,” Redeker said.

To read the complete article visit www.courant.com.

Major Construction Continues at Hartford Line Stations

Work has begun on a \$58.8 million contract to build Hartford Line stations in Wallingford, Meriden and Berlin. Construction activities, which started in December 2014, have progressed the furthest in Berlin, where crews are working to rehabilitate the existing historic station building and construct the new station.

Major construction activities that occurred in 2015 included:

Berlin

- Began construction of east high-level platform (south side)
- Begin construction of west **high-level platform**
- Begin construction of east high-level platform (north side)
- Complete construction of west and east **tower frames**
- Complete construction of **pedestrian bridge frames**

Meriden

- Began construction of east (south side) and west high-level platforms
- Complete construction of **retaining walls**

Wallingford

- Began construction of east and west high-level platforms
- Complete construction of east and west tower frames

Read the “Quick Terms” section on page 3 to learn more about the bolded terms used above. Please note that this schedule is subject to change. Every effort will be made to limit traffic disruptions. Future updates on the status and location of construction activities will be provided on the NHHS Rail Program website at www.nhhsrail.com, Facebook, Twitter and by email.

CTDOT Seeks Hartford Line Service Provider

In December 2014, the CTDOT released a Request for Qualifications (RFQ) to initiate the process of awarding a service provider for the 62-mile long Hartford Line.

The RFQ outlines the Scope of Work for the service provider, as well as the relationship between the service provider and the owner of the track, Amtrak. The service provider will be responsible for providing trains and crew for the line, maintaining station operations, parking facilities, and overseeing station advertising. Meanwhile, as the line owner, Amtrak will remain responsible for rail line maintenance, signaling, and train dispatching.



The selection of the service provider is a two part process—the issuance of RFQ and then subsequently a detailed Request for Proposal (RFP). The RFQ phase ensures that potential service providers meet the minimum standards, and that qualified firms are invited to respond to the RFP. In this RFP, potential firms will be required to provide a more in-depth description of their qualifications, and specifically detail how they will staff, operate, and maintain Hartford Line rail passenger service for the CTDOT.

Responses to the RFQ were received in spring 2015 and qualified firms were short listed in summer 2015. It is expected that the RFP will be issued to the short listed firms during spring 2016. Final selection of a service provider is scheduled to occur in late 2016.



Construction of the new Berlin Station



CTfastrak Brings New Transit Options for Connecticut Residents

With well over one million riders since service launch in March 2015, CTfastrak, Connecticut's new bus rapid transit (BRT) system lays the groundwork for expansion of alternative modes of transit for Connecticut residents. BRT is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities. CTfastrak does this through the provision of dedicated lanes, with busways and iconic stations, off-board fare collection, and fast and frequent operations.

CTfastrak has multiple supporting parts all with the goal of expanding the speed, convenience, and reliability of transit service in the state. The flagship section of the project was a 9.4 mile bus only track running from Downtown New Britain to Downtown Hartford with ten stations in New Britain, Newington, West Hartford, and Hartford. The project also expanded CTtransit express routes from Bristol, Cheshire, Southington, and Waterbury, as well as new circulator routes, including bus service in Downtown Hartford.

Public officials commended the project as a success and a promising improvement to the state transportation system. CTDOT is currently developing plans for expanding CTfastrak service east of the Connecticut River.

For more information visit www.ctfastrak.com.

Pigeon Hill Wetland Mitigation Site Under Construction

Construction began in April 2015 on the new 20.2 acre Pigeon Hill Wetland Mitigation Site in Windsor to offset wetlands impacted by track construction. Site improvements include wetlands creation and enhancements, removal of invasive species, and the creation of recreational trails.



Steeplebush (native)

The pruning or removal of invasive species, such as the purple loosestrife and the placement of beetle covered sticks to reduce its population will occur throughout the site. Also, the seeding of the native speckled alder, elderberry and buttonbush is planned; and where necessary, native tree species, such as the red maple and dogwood will be planted.

Reducing sediment erosion and rehabilitating wetlands are two additional project benefits. Currently, the on-site stream forms a u-shaped bend, which over time, may cause the adjacent embankment to collapse and allow sediment to flow downstream. A new stream path will be constructed to eliminate the bend, effectively mitigating the possible embankment collapse.

The project is a requirement set forth by the Army Corps of Engineers and the Connecticut Department of Energy and the Environment and is scheduled to be completed in early 2016.

QUICK TERMS

High-level Platforms: A platform constructed to be four feet above the top of rail, at the same height as the passenger car door sill. It allows level boarding and unloading of trains.

Towers: House stairways and elevators for easy connection to pedestrian bridge.

Overhead Pedestrian Bridge: Enables passengers to safely access both sides of the high-level platforms without having to cross at track level.

Retaining Wall: Restrains soil, rock and vegetation when a change in elevation is required to build a structure.

Ticket Vending Machine Contractor Selected



The Connecticut Department of Transportation (CTDOT) has selected a Ticket Vending Machine (TVM) System contractor for the CTrail Hartford Line. The contract was awarded to Trapeze Software Group, Inc., based in Cedar Rapids, Iowa, through a competitive procurement process. Trapeze Software Group will be responsible for designing, assembling and installing TVM's. The contract also includes operation, service and maintenance of the equipment for a five-year period.

Hartford Line stations will feature these "kiosks" in stations and on platforms for riders to quickly and easily purchase tickets before boarding the train. Also, TVM's provide the benefit of lowering operating costs by reducing staffing needs. Passengers will also be able to pay for parking using the new TVM's.

Website Photo Gallery

Construction photos are posted weekly to keep the public informed of construction progress. Visit the photo gallery section of the website at www.nhhsrail.com/gallery.



GET INVOLVED & STAY INFORMED

NHHS Contact List

Over 3,200 residents, businesses, local groups and public agencies have already subscribed to the NHHS contact list! Subscribing to the contact list on the www.NHHSrail.com website takes only a few minutes and ensures that you will receive:

- E-alerts with Program updates, including station construction
- Construction impacts
- Future issues of the Program newsletter
- Notices of upcoming public meetings

Subscribe

Operation Lifesaver: Pedestrian Safety

Rail safety is for everyone, not just drivers. Pedestrians who choose to walk or play around railroad tracks are trespassing on private property and could be fined, seriously injured or killed.

Follow these safety tips:

- The only safe place to cross is at a designated public crossing with either a cross-buck, flashing red lights and/or a gate. If you cross at any other place, you are trespassing and can be ticketed or fined.

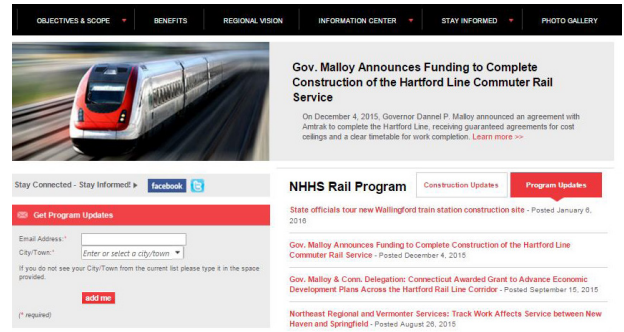


- It can take a mile or more to stop a train, so a locomotive engineer who suddenly sees someone on the tracks will likely be unable to stop in time.

Trains overhang the tracks by at least three feet in both directions; loose straps hanging from rail cars may extend even further. If you are in the right-of-way next to the tracks, you can be hit by the train.

- Do not cross the tracks immediately after a train passes. A second train might be blocked by the first. Trains can come from either direction. Wait until you can see clearly around the first train in both directions.
- Flashing red lights indicate a train is approaching from either direction. You can be fined for failure to obey these signals. Never walk around or behind lowered gates at a crossing, and DO NOT cross the tracks until the lights have stopped flashing and it's safe to do so.

To learn more about Operation Lifesaver visit www.oli.org.



Questions & Comments

The Program website (www.nhhsrail.com) provides an easy way to ask questions or provide comments to the Program team and receive a response via email.

 www.twitter.com/#!/NHHSrail

 www.facebook.com/NHHSrail