

NEW HAVEN – HARTFORD – SPRINGFIELD RAIL PROGRAM

Program Benefits Factsheet

www.nhhsrail.com

Program Benefits

The New Haven-Hartford-Springfield (NHHS) Rail Program will generate significant transportation, economic, community and environmental benefits within the NHHS corridor and the region by:

- ▶ **Improving the high speed and passenger rail system serving the Northeast** resulting in reduced travel time, increased service frequency, increased ridership, and increased operational reliability;
- ▶ **Expanding intermodal transportation options**, contributing to reduced traffic congestion, improved air quality and reductions in key emission types, energy cost savings, intermodal connectivity, and improved safety;
- ▶ **Encouraging economic development** by expanding access to markets, creating jobs and providing a catalyst for development near stations;
- ▶ **Creating more livable and sustainable communities** by integrating compact, mixed-use transit-oriented development (TOD) with pedestrian- and bike-friendly design at station areas to allow people to use their cars less, and walk, bike and use transit more. TOD contributes to a more active, healthy lifestyle and more vibrant communities.

The CT**rail** Hartford Line rail service, which is scheduled to launch in January 2018, will increase the number of NHHS corridor trains and reduce travel time. Initially, the number of trains will increase from 6 to 17 daily round-trips between New Haven and Hartford, with 12 trains providing continuing service to Springfield. When all the planned improvements are completed, service will be expanded to 25 round-trip trains daily with 30 minute peak and 60 minute off-peak service.

The 62-mile NHHS rail corridor at full build-out will include double-tracking of the entire corridor, major upgrades to bridges and infrastructure, four new stations and improvements to nine existing stations, and new trains. Safety improvements to the 38 existing at-grade crossings. Some crossing may meet requirements to qualify for “Quiet Zones” status under federal regulations. This would allow municipalities to pursue “Quiet Zones” to reduce the impact of train horn noise at roadway grade crossings.

The CT**rail** Hartford Line will service both commuters and long distance travelers. When traveling within the Hartford Line corridor (from New Haven to Springfield), CT**rail** and Amtrak passengers will be charged the same fare. The one exception to this will be on the Vermonter train, which will maintain its own fare structure.

The service will provide connections to other transit service, helping to build the region’s intermodal transportation system and reduce reliance on automobiles. It will also connect with the current “Bradley Flyer,” a bus shuttle to Bradley International Airport at Windsor Locks, as well as provide links at Newington and West Hartford to CT**fastrak**, a bus rapid transit system that operates on an exclusive right-of-way between New Britain and Newington. Service planning for the CT**rail** Hartford Line will integrate CT Transit bus service as “feeder service” to its stations, further expanding the multi-modal transportation network.



Benefits Summary

TRANSPORTATION

- ▶ Car trips diverted to rail: 1.5 million
- ▶ Increase in passenger miles per year from 52 million to 133 million
- ▶ Ridership: 1.26 million new annual trips by 2030

ENVIRONMENT/SUSTAINABILITY

- ▶ Reduction in number of vehicles: 3.2 million
- ▶ Reduction in vehicle miles driven: 100+ million
- ▶ Fuel saved: 3.5+ million gallons

COMMUNITY

- ▶ Promotes development of active, vibrant communities
- ▶ Percent of population living within 25-mile radius of planned service: 80 percent
- ▶ Serves transit-dependent populations

ECONOMY

- ▶ Construction and related jobs: 13,000
- ▶ Connects regional travelers with local businesses

