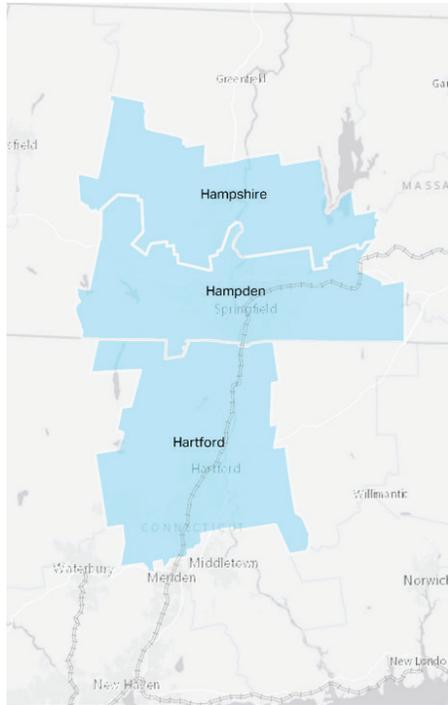


METRO HARTFORD-SPRINGFIELD: ECONOMIC BENEFITS OF REGIONAL RAIL

The Metro Hartford-Springfield area is a distinct and consequential economic region comprised of:

- A population of 1.6 million;
- Regional Gross Domestic Product (GDP) of \$120 billion;
- 20 colleges and universities;
- Two historic downtowns; and
- New England's second largest airport.



The project study area includes the counties of Hartford, CT; Hampden and Hampshire, MA

Connecticut and Massachusetts have the opportunity to complete the Hartford Line improvements and build the East-West Rail project in Massachusetts. This investment would reconstitute a 21st century version of the prior Inland Route—**regular train service from Boston to New York via Worcester, Springfield, Hartford, and New Haven**, which the region has now lacked for decades.

The compactness of Southern New England creates a natural rail market reinforced by two key trends: the push to decarbonize the economy in response to climate change, and a gravitation to smaller, well-connected cities in response to COVID-19. The proposed rail improvements would support commuter service between Springfield, Hartford, and adjoining towns, onto New Haven and Worcester and within reach of New York City and Boston.

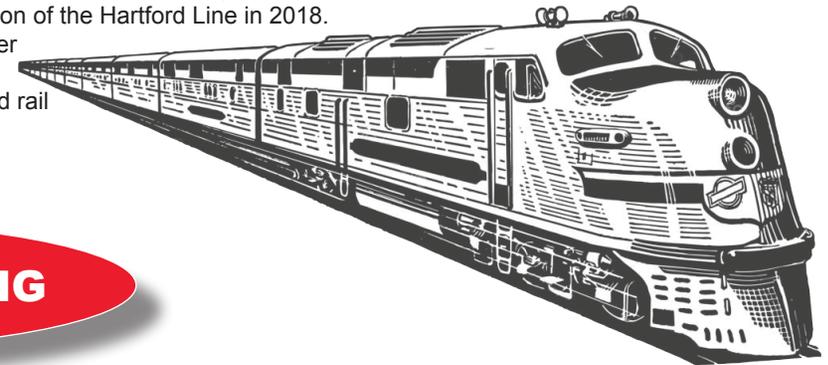
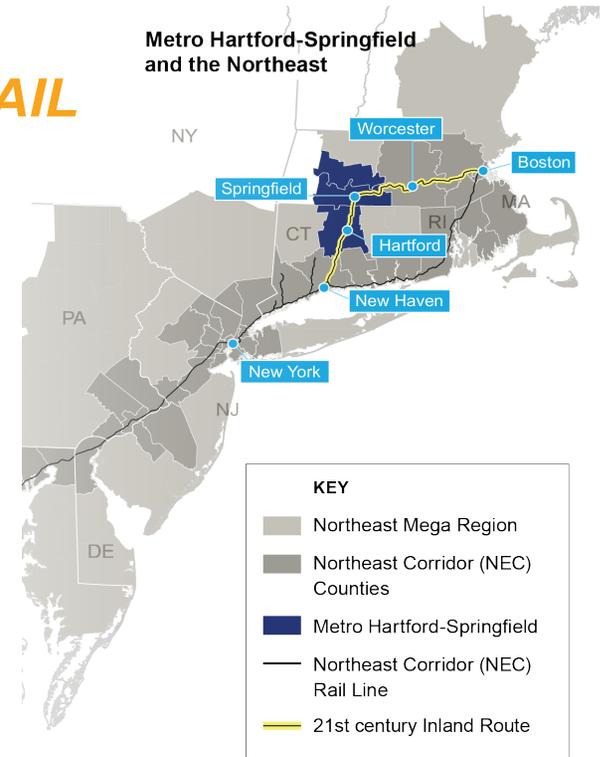
Decades of Disinvestment

- **A gap in the rail/transit network.** Hartford-Springfield lost most of its intercity rail service in the 1970s, and service all but disappeared from 2004 until the introduction of the Hartford Line in 2018. As a result, compared to the Northeast Corridor and other US metro areas, Hartford-Springfield has undergone a prolonged period of low rail use, as well as low combined rail and transit use.

130,000 JOBS MISSING

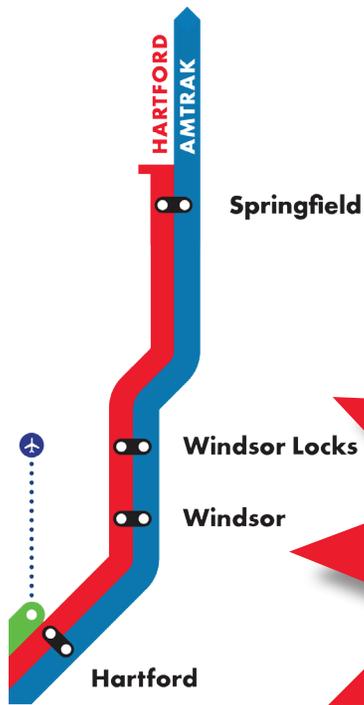
- **A structural shortfall.** Since 1990, annual job growth in Metro Hartford-Springfield has lagged far behind that of the Northeast Corridor as a whole, representing about 130,000 jobs not created in this region. Slow job growth has been accompanied by an aging housing stock, slow population and wage growth, and widening inequalities of opportunity and income. In short, Metro Hartford-Springfield has fallen structurally behind the rest of the Northeast Corridor.

Metro Hartford-Springfield and the Northeast



The absence of robust, well-used rail service constitutes a major gap in the region's transportation network.

METRO HARTFORD-SPRINGFIELD: ECONOMIC BENEFITS OF REGIONAL RAIL



The proposed rail improvements would bring 20,000 to 40,000 professional service jobs, extensive transit-oriented development, and \$47 to \$84 billion in new regional GDP over 30 years.

Estimated Benefits Due to Regional Rail Improvements Over 30 Years, Current \$US 2020

Direct Benefits, Present Value	Conservative	Aggressive
New Professional Service Jobs	20,000	40,000
New Construction Jobs	97,000	115,000
New Additional Regional GDP	\$46,760,000,000	\$84,278,000,000
New Fiscal Benefits to local govt.	\$3,825,000,000	\$5,400,000,000

Source: AECOM Analysis

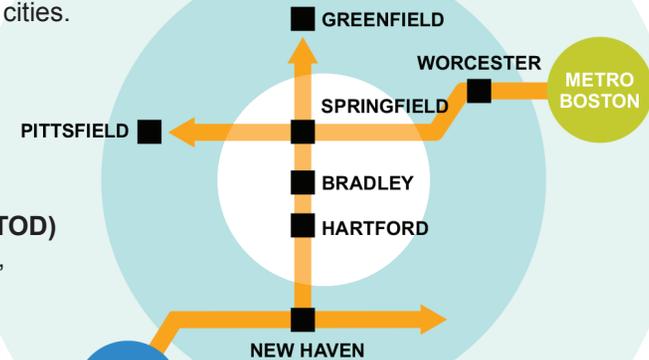
Regional Employment Market



More than 2.5 million jobs are located within 50 miles of Hartford and Springfield.

Roughly equidistant to Boston & NYC

The Hartford-Springfield region is between 80 and 120 miles from these major cities.



Transit Oriented Development (TOD)

Between New Haven & Worcester, the Inland Route would serve 16 existing and future potential development opportunities around these stations include 20 million square feet of commercial space and 30,000 new housing units.



Economic Opportunities

The economic benefits of high-performance rail service include:

- labor market connectivity;
- business connections for innovation and other synergies;
- enhancement of tourism, entertainment, cultural; and
- other non-work destination activities