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.

- **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.
**Economic Benefits of High-Performance Rail Service**

- Labor market connectivity;
- Business connections for innovation and other synergies;
- Enhancement of tourism, entertainment, cultural; and
- Other non-work destination activities.

**Regional Employment Market**

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

**Transit Oriented Development (TOD)**

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

**Estimated Benefits Due to Regional Rail Improvements**

<table>
<thead>
<tr>
<th></th>
<th>Conservative</th>
<th>Aggressive</th>
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</thead>
<tbody>
<tr>
<td>New Professional Service Jobs</td>
<td>20,000</td>
<td>40,000</td>
</tr>
<tr>
<td>New Construction Jobs</td>
<td>97,000</td>
<td>115,000</td>
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<tr>
<td>New Additional Regional GDP</td>
<td>$46,760,000,000</td>
<td>$84,278,000,000</td>
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<tr>
<td>New Fiscal Benefits to local govt.</td>
<td>$3,825,000,000</td>
<td>$5,400,000,000</td>
</tr>
</tbody>
</table>

Source: AECOM Analysis

All information supplied by: CRCOG’s The Economic Benefits of Regional Rail Investment in Metro Hartford-Springfield