Hartford Line: A New Model for Intercity Passenger Rail
Hartford Line Service
Hartford Line Opening Weekend
Creating the Hartford Line: Regional Context

- Montreal (Canada)
- Portland, ME
- Boston, MA
- Providence, RI
- New York City
- Philadelphia, PA
- Washington, DC
- New Haven, CT
- Hartford, CT
- Albany, NY
- Springfield, MA
Creating the Hartford Line: Corridor History
Creating the Hartford Line:
Partnerships & Collaboration

- 30 legal agreements
- 7 separate construction contracts
- First-ever “Not to Exceed” Price and Schedule Agreement with Amtrak
- One service with two operators
Creating the Hartford Line: Program Team

AGENCIES
- U.S. Department of Transportation
- Federal Railroad Administration
- Federal Transit Administration
- AMTRAK
- Connecticut Department of Transportation

PROGRAM MANAGEMENT
- WSP
- STV
- ADA
- KEVILLE
- AHS
- EM2 Associates
- Rinck
- FITZGERALD & HALLIDAY, INC.
- Innovative Planning, Better Communities
- MINTZ+HOKE
- ASC

FINAL DESIGN
- HNTB
- Michael Baker
- LOCHNER
- VB Technologies Corporation
- Structural & Civil Engineers
- Mott MacDonald
- Steere Engineering
- Gannett Fleming
- TranSystems
- VN Engineers
- RUMNEY ASSOCIATES

CONSTRUCTION
- AECOM
- PACO Group
- Louis Berger
- CSC
Creating the Hartford Line: Challenges & Solutions
Creating the Hartford Line: Challenges & Solutions
Creating the Hartford Line: Challenges & Solutions

Track Construction Machine Installs New Track in Berlin

July 2017
Creating the Hartford Line: Challenges & Solutions
Hartford Line: More Trains

PRE-2018: 12
CURRENT SERVICE: 34
FUTURE: 50
Faster & More Connectivity

Hartford Line
New Haven to Springfield

New Haven Line
New Canaan / Danbury / Waterbury
Limited service to State Street

Shore Line East
New Haven to New London
Limited service to Stamford

Amtrak
Acela Express
Washington D.C. to Boston
Northeast Regional / Vermonter
Washington D.C. to Boston
Springfield to St. Albans, Vermont

CT fastrak
Bus Rapid Transit Guideway
Hartford to New Britain
Continuing bus services
Bradley Flyer

One Ticket, Any Train
For more information, call 1-877-CT rides (1-877-287-4337)
# Hartford Line: Lower Fares

<table>
<thead>
<tr>
<th>Trip</th>
<th>2017 Amtrak One-Way Fare Range*</th>
<th>2018 Hartford Line One-Way Fare</th>
<th>Cost Savings</th>
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</thead>
<tbody>
<tr>
<td>New Haven to Hartford</td>
<td>$11 - $21</td>
<td>$8</td>
<td>$3 - $13</td>
</tr>
<tr>
<td>New Haven to Springfield</td>
<td>$17 - $46</td>
<td>$12.75</td>
<td>$4.25 – $33.25</td>
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<tr>
<td>Hartford to Springfield</td>
<td>$14 - $28</td>
<td>$6</td>
<td>$8 - $22</td>
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*Amtrak fare range includes all ticket types.
Hartford Line: Economic Development Catalyst

- $400M in TOD before the opening of the Hartford Line
New Haven State Street

- 360 State Street
  - 500 Residential Units
  - 30,000 sf retail and office space
  - 32,000 sf of amenities including green roof, pool, art gallery, library and fitness center
Parker Place Apartments

- 120 Pre-existing units
- 2 additional properties developed to add 193 additional units
- Amenities include clubhouse, fitness center, and dog park
Meriden

- 24 Colony Street
  - 63 residential units, 11,000 sf commercial space, includes rail parking
- Meriden Commons
  - 151 residential units, 6,000 sf commercial space
  - Playground, fitness center, community space
- 2 South Colony
  - 81 residential units
- 1 King Place
  - 3 Year phased build-out, 327,000 sf total
- Meriden Green
Berlin

- Depot Crossing
  - 16 residential units
  - Ground floor commercial space
Windsor Station Apartments
- 130 residential units
- Courtyard, fitness center, dog park, community rooms
Windsor Locks

- Montgomery Mills
  - 160 residential units

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Bank Financing (Boston Private Bank – Permanent Loan)*</td>
<td>$7,063,805</td>
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<tr>
<td>DECD – Urban Act Grant (OPM)</td>
<td>$4,000,000</td>
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<tr>
<td>DECD – Brownfield Loan</td>
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<tr>
<td>Other State Funds – DOH FLEX Loan</td>
<td>$6,000,000</td>
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<tr>
<td>Federal LIHTC Equity (9% LIHTC Proceeds)*</td>
<td>$16,984,013</td>
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<tr>
<td>Federal Historic Tax Credit Equity*</td>
<td>$9,713,528</td>
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<td>State Historic Tax Credit Loan*</td>
<td>$12,440,495</td>
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<td>TIF Loan – Boston Community Loan Fund, Inc.</td>
<td>$554,363</td>
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<tr>
<td>Deferred Developer Fee; Development Cash Flow &amp; Investor Reimbursement</td>
<td>$1,975,043</td>
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<td><strong>Total</strong></td>
<td><strong>$62,731,247</strong></td>
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Discussion