

NEW BRITAIN-HARTFORD BUSWAY Fact Sheet

Achieving a Capital West Transitway

This year, Connecticut expects to be granted federal funding to build an exclusive bus-only route to improve transit access in Hartford's most congested corridor. Riders headed to downtown Hartford and to suburban destinations outside of Hartford, especially to New Britain, Bristol, Westfarms Mall, and the UConn Health Center will benefit. Construction will begin later this year with buses running in 2013.

Bus Service Plan (Map on reverse)

The draft service plan currently being developed for the project proposes the following new or improved bus routes (all frequencies stated are peak hour):

- A New Britain to Hartford bus every 6 minutes
- A Bristol to Hartford bus every 12 minutes, extending existing commuter bus service to downtown Bristol, and improving speeds and frequencies
- A bus every 18 minutes to Corbins Corner departing the busway at Elmwood and linking Westfarms Mall with both Hartford and New Britain
- A bus every 18 minutes to UConn Health Center in Farmington via Elmwood and Corbins Corner
- Express buses between downtown Hartford, Waterbury, and Cheshire every 30 minutes, bypassing congestion on I-84, and skipping local stops
- Circulator buses connecting riders to Central Connecticut State University, Bishop's Corner and West Hartford Center, and Asylum Hill and Hartford Hospital.

The service plan has been designed to simplify scheduling and reduce waiting time at key locations: buses will depart every 12 minutes from Bristol, 9 from Corbins Corner, 6 from New Britain, and every 3 minutes from Elmwood. Existing local routes will stop at points along the busway to enable transfers to the new ex-

Quick Facts

- **9.4 miles**
- **Regional links to West Hartford, Farmington, Bristol, and Waterbury**
- **Attracts 5,000 new daily riders**
- **80% federal funding**
- **Complete in 2013**



press services. About 11,000 existing bus riders will enjoy better bus service, and the new and enhanced routes will attract approximately 5,000 new riders, increasing bus ridership in the Hartford region by 14% and taking thousands of cars off the area's roads.

Costs and Funding

The \$572 million price tag includes construction of the 9.4 mile busway route, reconstruction of bridges and overpasses, a new access road for Amtrak, stations, rapid transit and standard buses, a bike path from New Britain to Newington, debt service, and a 10% contingency for cost overruns. New Starts funding of \$267 million and \$193 million from other federal sources will cover 80% of the cost of the project. In order to accept the federal New Starts funding and build the busway, Connecticut will have to commit to an overall state match of \$113 million for the busway, about \$11 million of which has already been spent on design and land acquisition, and to subsidize \$10 million per year in operations. Construction of the busway will create 4,000 jobs between now and 2013.

Rail/Busway Operation Issues

The northern portion of the busway will run alongside existing Amtrak service and will operate alongside the proposed New Haven/Hartford/Springfield commuter rail. Options for restoring rail service from Bristol to Hartford or New York City include connecting via Waterbury to existing Metro-North service, or by running passenger service on a spur that connects New Britain to the New Haven/Springfield line at Berlin. Either option will require a thorough study of ridership and costs. A planning process that requests federal funding will require environmental reviews and an alternatives analysis that will identify the appropriate transit investment for the corridor.

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Proposed Service

