

The Bradley Airport Rail Link

A proposal to connect Bradley Airport to the regional rail network and cement Connecticut's airport as the hub of central New England



Bradley is at a competitive disadvantage today to NYC and BOS airports which harms CT's economy

Small Market Perception

Business and Leisure travelers default to the global hubs of NYC and BOS when planning trips and frequently overlook Bradley as an option.

Limited Connectivity

Bradley's flight network is smaller and often requires connecting flights through major hubs putting it at a competitive disadvantage.

Lower Px Volume

Competitive pressures of the other regional airports pull away passengers increasing the challenges of adding additional direct flights.

Redrawing the regional map

The natural catchment basin of Bradley Airport is approximate 60 miles in each direction and contains a population of **5 million people**. It is perfectly situated to be a mid-major airport and an even bigger economic driver of the state's economy. Bradley needs to grow their market share. An efficient and frequent rail line is just the solution to change customer perceptions and to think of Bradley when planning their travel. This will provide the largest possible return on investment of state dollars.

Municipality	Population (2020)	Theoretical Rail Time to Bradley	Drive time to BOS/JFK (No Traffic, No Parking)	Transit time to BOS/JFK (Approx)
Worcester	206,000	1:25 (1 seat ride)	1:00 (BOS)	2:00 (BOS – 2 seat ride)
Northampton	30,000	1:20 (1 seat ride)	2:00 (BOS)	3:45 (BOS – 3 seat ride)
Springfield	156,000	0:25 (1 seat ride)	1:40 (BOS)	2:30 (BOS – 2 seat ride)
Hartford	121,000	0:16 (1 seat ride)	2:00 (BOS)	2:30 (BOS – 2 seat ride)
Meriden	60,000	0:41 (1 seat ride)	2:00 (JFK)	3:30 (JFK – 3 seat ride)
New Haven	135,000	1:01 (1 seat ride)	1:45 (JFK)	2:45 (JFK – 3 seat ride)
Bridgeport	148,000	1:29 (1 seat ride)	1:15 (JFK)	2:15 (JFK – 3 seat ride)
Stamford	136,000	1:59 (1 seat ride)	1:00 (JFK)	2:00 (JFK – 3 seat ride)

The Opportunity

Make Bradley the first-choice airport for Connecticut and Central New England with through running regional rail

- **Eighteen thousand daily fliers departing or arriving today**, opportunity to double that figure
- **Thousands of on-site airport employees plus large Colins Aerospace plant** adjacent to proposed station location maximizing ridership potential
- **The State of Connecticut owns 13 of the 18.3 mile right of way required**
- **Station opportunity for Bloomfield and Albany Avenue bringing additional communities onto the rail network**
- Planning is already underway to rebuild Hartford Union Station, accommodation must be made for Bradley Rail
- Opportunity for future electrification of rail line to further enhance service and prevent diesel carbon emissions



Bradley Rail requires legislative direction and funding to study costs and timeline

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