



Amtrak Fact Sheet, Fiscal Year 2006

State of Connecticut

Amtrak Service & Ridership

Amtrak operates approximately 46 trains daily in Connecticut. These include *Acela Express*, *Regional*, and *Vermont* (Washington, D.C.-New Haven-St. Albans, Vt.) services along the coast, and *Vermont* and *Springfield Shuttle* services between New Haven, Hartford, and Springfield, Mass.

During FY06 Amtrak served the following Connecticut locations:

<u>City</u>	<u>Boardings + Alightings</u>
Berlin	23,348
Bridgeport	62,374
Hartford	150,272
Meriden	30,202
Mystic	15,422
New Haven*	631,596
New London	150,455
Old Saybrook	57,325
Stamford	300,680
Wallingford	11,342
Windsor	9,627
Windsor Locks	11,973
Total Connecticut Station Usage:	1,454,616

**New Haven is the 12th busiest station in the national Amtrak System.*

Procurement/Contracts

Amtrak expended \$18,770,824 for goods and services in Connecticut in FY06. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Danbury	\$ 3,147,840
Guilford	\$ 8,278,273
Middletown	\$ 2,526,883

Employment

During fiscal year 2006, Amtrak employed 574 Connecticut residents. Total wages of Amtrak employees living in Connecticut were \$33,865,506 during this period.

Contract Commuter Services

Amtrak operates Connecticut's Shore Line East commuter service between New Haven and New London for the Connecticut Department of Transportation (ConnDOT). The agreement to operate this service has been extended to June 30, 2007. ConnDOT is actively studying the possible start of a new commuter service on the Amtrak-owned Springfield line.

Major Facilities

Amtrak owns and operates a rail yard in New Haven where routine maintenance and equipment repair takes place. It services both electric and diesel locomotives.

There are several moveable bridges along the Northeast Corridor in southeastern Connecticut. Three of these bridges—Thames, Niantic, and Connecticut River, built circa 1907-1919—need varying levels of repair or replacement to improve reliability and decrease the chance of a failure that will shut off either train or boat traffic. In recent years, both Thames and Niantic have been prone to operating failures and unreliability. Thames needed emergency repairs in 2004 to keep it in operation. Connecticut River has some serious structural deficiencies that need to be addressed, and a feasibility study is planned to determine whether to repair or replace the bridge.

During Fiscal 2005, Amtrak awarded a \$59.8-million contract to Cianbro Corporation of Pittsfield, Me., for the rehabilitation of the Thames River Bridge, located between New London and Groton. The entire project will cost \$76 million. This three-year project began in Fiscal 2006. In a 12-day process, the existing 1919 bascule lift portion of the bridge will be removed and a new vertical lift segment installed in its place. This will require a four-day closure of the railroad at New London.