



Amtrak Fact Sheet, Fiscal Year 2015

State of Connecticut

Amtrak-Connecticut partnership

- Connecticut contributes to the cost of *Shuttle* and *Northeast Regional* services on the New Haven-Hartford-Springfield line, as well as the *Vermont*
- The state is leading a major upgrade of the Springfield line, to be done in 2016
- Over 113,000 Connecticut residents are members of the Amtrak Guest Rewards frequent user program

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 State Supported *Vermont* and *Springfield Shuttle* services between New Haven, Hartford, and Springfield, Mass.

During FY15 Amtrak served the following Connecticut locations:

<u>City</u>	<u>Boardings + Alightings</u>
Berlin	21,189
Bridgeport	80,199
Hartford	171,690
Meriden	27,602
Mystic	23,814
New Haven *	698,656
New London	154,614
Old Saybrook	60,833
Stamford	394,824
Wallingford	13,245
Windsor	12,857
Windsor Locks	21,082
Total Connecticut Station Usage:	1,680,605
	(down 2.0% from FY14)

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

Procurement/Contracts

Amtrak spent \$22,158,859 on goods and services in Connecticut in FY15. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Branford	\$ 1,395,302
Bridgeport	\$ 6,003,687
Danbury	\$ 3,101,840
Guilford	\$ 1,814,121
Rocky Hill	\$ 3,235,117
Wilton	\$ 1,822,557

Employment

At the end of FY15, Amtrak employed 696 Connecticut residents. Total wages of Amtrak employees living in Connecticut were \$58,341,268 during FY15.

PRIIA Section 209

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Connecticut, by the deadline, and the services continued to run without interruption.

Contract Commuter Services

Amtrak operates the daily Shore Line East (SLE) 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, 2016. In 2007, the Connecticut legislature directed ConnDOT to implement a three-phase expansion plan starting in 2008. With the addition of weekend service to New London (June 2013), weekend operations consist of 11 trains between New Haven and Old Saybrook and 8 between New Haven and New London. Current weekday operations consist of 20 trains between New Haven and Old Saybrook and 13 between New Haven and New London. In 2012, SLE carried over 634,000 passengers.

Major Facilities

Amtrak owns and operates a rail yard in New Haven where routine maintenance and equipment repair take 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—have needed 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. Including the bridges discussed here, there are five moveable bridges on the Northeast Corridor between New Haven and Boston.

Thames River: Replacement of the bridge between New London and Groton was completed in 2008, at a cost of \$76 million. The previous 1919 bascule lift bridge was replaced with a new vertical lift bridge. Another project to paint and make steel repairs to the four approach spans was completed in 2010, using \$20 million in stimulus funding.

Niantic River: A contract to replace the 1907 Niantic River Bridge between East Lyme and Waterford was awarded to Cianbro-Middlesex Joint Venture VII in 2010. This was one of Amtrak's most complex capital projects in recent years, involving replacement of a two-track, electrified, moveable bridge while rail traffic continued. Switchover of traffic from old to new bridge was in 2012 and completion in 2013. The new bridge has improved reliability, reduced the chances of operational failure, and helped minimize train and river traffic delays. The new trunnion-bearing bascule bridge replaced the old rolling-girder-type bascule bridge. The project included the replacement of portions of East Lyme's Niantic Bay Overlook Walkway, replenishment of the beach with 76,000 cubic yards of sand, and increased parking at a local park for expanded beach access.

In 2014, Amtrak and the Town of East Lyme partnered to complete the second portion of the Niantic Bay Overlook Walkway. Amtrak agreed to contribute \$400,000 in services toward the \$4.4 million project. Construction began in September 2014 and was completed in 2015.

Miamicock (Pattagansett) River: Replacement of a two-track, fixed-span bridge in East Lyme was completed in 2011.

Stonington Harbor (East and West): Replacement of two bridges was completed in 2012.

New Haven-Springfield High-Speed Corridor Improvements

The New Haven-Hartford-Springfield (NHHS) rail program, led by Connecticut, includes design and construction of additional rail capacity on Amtrak-owned infrastructure between those cities. This includes restoring 16 miles of second track that was removed in the early 1990s and construction of station facilities. It is funded by \$191 million in federal grants through the High Speed Intercity Passenger Rail (HSIPR) program and \$272 million in state bonds.

Over the last two work seasons, Amtrak has been managing the installation of underground signal and communications cables over the entire 60-mile line. This will allow upgrade of signal and communications systems that can support increased rail traffic and subsequent addition of second track. Current funding and work will allow an increase in service from 6 daily round-trips to 17 by 2016. The state is seeking additional funds for improvements to allow 25 daily round-trips.

