



Amtrak Fact Sheet Fiscal Year 2019 *State of Connecticut*

Amtrak Service & Ridership

Amtrak operates approximately 55-60 trains daily in Connecticut. This includes

- The high-speed **Acela** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)
- The **Springfield Shuttle** (daily Washington-New York-New Haven-Wallingford-Meriden-Berlin-Hartford-Windsor Locks-Springfield)
- **Valley Flyer** (daily New Haven-Wallingford-Meriden-Berlin-Hartford-Windsor Locks-Springfield-Holyoke, Northampton-Greenfield)
- The **Vermont** (daily Washington-Philadelphia-New York-New Haven-Berlin-Springfield-Essex Junction-St. Albans)

During FY19, Amtrak served the following Connecticut locations:

<u>City</u>	<u>Boardings & Alightings</u>
Berlin	19,904
Bridgeport	94,551
Hartford	172,178
Meriden	17,676
Mystic	28,662
New Haven	778,534
New Haven State Street	2,912
New London	164,454
Old Saybrook	70,366
Stamford	429,103
Wallingford	9,305
Windsor	16,717
Windsor Locks	25,408
Total Connecticut Station Usage:	1,829,770

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Connecticut with each service’s host railroads and on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
<i>Acela</i>	Amtrak and Metro-North	86.6%
<i>Northeast Regional</i>	Amtrak and Metro-North	85.9%
<i>Springfield Shuttle and Valley Flyer</i>	Amtrak, Metro-North, Massachusetts Department of Transportation	89.6%
<i>Vermonteer</i>	Amtrak, Metro-North, Massachusetts Department of Transportation, New England Central Railroad	81.4%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY19, there were **172,165** members of the Amtrak Guest Rewards program in Connecticut. This is an 8% increase from FY18.

Procurement

Amtrak spent \$30,198,270 on goods and services in Connecticut in FY19, including at:

<u>City</u>	<u>Amount</u>
Branford	\$ 6,577,084
Danbury	\$ 3,236,724
Guilford	\$ 6,498,101
New Britain	\$ 2,098,528
North Haven	\$ 2,130,965
Plantsville	\$ 2,428,628
Rocky Hill	\$ 2,334,814

Employment

At the end of FY19, Amtrak employed 715 Connecticut residents. Total wages during FY19 of Amtrak employees living in Connecticut were \$70,533,986.

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, and the services were not interrupted.

Contract Commuter Services

Amtrak operates the daily Shore Line East (SLE) commuter service, New Haven-New London, under an agreement with the Connecticut Department of Transportation (ConnDOT). Weekday operations: 20 trains New Haven-Old Saybrook;13 New Haven-New London.

Valley Flyer Service

On August 30, 2019, Amtrak, in conjunction with MassDOT, launched a new state-supported seven day a week passenger train, called the **Valley Flyer**. The train travels along the Connecticut River, a region referred to as the Knowledge Corridor, with trains making station stops in Springfield, Holyoke, Northampton, and Greenfield. The trains also connect with Amtrak's Northeast Corridor at New Haven and serve stations between New Haven and Springfield. Trains 461, 471, and 495 originate in Greenfield traveling to Springfield and New Haven. Trains 478, 488, and 494 originate in New Haven traveling to Springfield and Greenfield. Train 400 originates in Springfield and terminates in Greenfield while Train 499 originates in Greenfield and terminates in Springfield. Trains 471, 478, 494, 495 operate Monday through Friday, and Trains 400, 461, 488, and 499 operate on weekends.

In preparation for the start of new service, Amtrak ran service readiness trains on the Knowledge Corridor throughout August, and Amtrak officials and the Amtrak Police Department (APD) hosted several presentations to various schools and positive enforcement grade crossing awareness events in the area, and shared rail safety messages to improve education on rail safety. Outreach efforts utilized material and rail safety information from Operation Lifesaver, a national non-profit organization dedicated to reducing railroad-related deaths and injuries.

The augmentation of the **Valley Flyer** service to the Knowledge Corridor is a project of Mass DOT. Amtrak also currently runs service along this rail corridor, with its **Vermont** train, which connects St. Albans, Vermont to Washington, D.C.

Major Facilities

Amtrak owns and operates a rail yard in New Haven where routine maintenance and equipment repair take place. Electric and diesel locomotives are serviced there. There are several moveable bridges along the Northeast Corridor in southeastern Connecticut:

Thames River: A new, vertical lift bridge between New London and Groton was completed in 2008, at a cost of \$76 million. 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: Construction of a new bridge was completed in 2013. 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. The second portion of the Walkway was finished in 2015, with Amtrak contributing \$400,000 in services toward the \$4.4 million project.

Connecticut River: The Connecticut River Bridge, between Old Saybrook and Old Lyme, carries Amtrak and Shore Line East trains. Opened in 1907, it is the oldest movable bridge between New Haven and Boston. Many key elements of the bridge have reached the end of their design life and speeds on the bridge are restricted to 45 mph. Amtrak plans to replace the bridge and has completed the Preliminary Design work. An Environmental Assessment has been completed in cooperation with the Federal Railroad Administration. The new design and configuration

of a replacement bridge will aim to improve reliability and offer higher speeds for Amtrak and Shore Line East trains. Amtrak will progress Final Design and will work to identify funding sources for construction.

New Haven-Springfield High-Speed Corridor Improvements

The New Haven-Hartford-Springfield (NHHS) rail program, led by Connecticut, included design and construction of additional rail capacity on Amtrak-owned infrastructure between those cities. This included track and signal improvements, as well as construction of new station facilities.

Amtrak installed new underground signal and communications cables over the line and installing a second set of new tracks along the entire length of the 62-mile corridor (which was single-tracked). This double tracking supports the increased number and frequency of daily commuter trains run by ConnDOT. Amtrak's existing service was not altered by this new service. **CTrail** trains operate together with Amtrak trains on the rail line to provide seamless service.

The **CTrail** Hartford Line passenger rail service launched in 2018 and operates 17 round-trips between New Haven and Hartford each weekday with 12 of those round trips trains continuing on to Springfield at speeds up to 110 mph, cutting travel time between Springfield and New Haven to as little as 81 minutes. On weekends, a total of 13 roundtrip trains will operate between New Haven and Hartford, with 9 of those trains continuing onto Springfield. Also, there is direct or connecting service to New York City and multiple frequencies to Boston or Vermont (via Springfield). New train stations are also planned at North Haven, Newington, West Hartford, and Enfield.

Stations

Several new stations were built as part of the project. Amtrak trains began serving the new Wallingford station on November 6, 2017, prior to the launch of the new **CTrail** Service Amtrak trains. New platforms and pedestrian overpass went into service at Meriden on November 17, 2017. On October 23, 2018, Conn DOT hosted a ribbon cutting ceremony at the new Berlin station. It is located at 51 Depot Road in Berlin, adjacent to the former site of the historic Berlin Station. The station opened partially in June, prior to construction completion, in order to accommodate **CTrail** Hartford Line passengers.

The fully completed Berlin Station features amenities aimed at providing a high-quality passenger experience, including high-level platforms, an overhead pedestrian bridge, overhead canopies, an automatic snow melting system, a passenger information display system, electric vehicle charging station, and bicycle racks. The station includes a 235-space surface parking lot for use by Hartford Line passengers and the public.

AMTRAK ROUTES IN CONNECTICUT

