



## Amtrak Fact Sheet, Fiscal Year 2004

# State of Connecticut

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### Amtrak Service & Ridership

Amtrak operates approximately 46 trains daily in Connecticut. In addition to service on the coast and in the Connecticut Valley via *Acela Express* and *Regional* trains, Amtrak also operates one shorter-distance train, the *Vermont* (Washington, D.C.–New Haven–St. Albans, VT.).

During FY04 Amtrak served the following Connecticut locations:

<u>City</u>	<u>Ridership</u>
Berlin	21,921
Bridgeport	55,543
Hartford	153,567
Meriden	22,642
Mystic	15,724
New Haven*	617,638
New London	135,749
Old Saybrook	50,638
Stamford	292,507
Wallingford	7,809
Windsor	7,695
Windsor Locks	10,960
<b>Total Connecticut Ridership:</b>	<b>1,392,393</b>

*\*New Haven is the 15<sup>th</sup> busiest station in the national Amtrak System.*

The number of trains Amtrak can operate through southeastern Connecticut is limited by the Connecticut Department of Environmental Protection in order to accommodate summer marine traffic. As a result of the state's desire to maximize bridge openings for boat traffic through five moveable bridges—Conn, Niantic, Shaws, Thames, and Mystic—Amtrak will reduce its weekday summer 2005 schedule from 40 to 38 trains total. There are fewer trains on weekends. The weekday service reduction will be accomplished by eliminating one daily *Acela Express* round trip between New York and Boston.

Additionally, three of these bridges—Thames, Niantic, and Conn, 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. The estimated cost to replace the Thames and Niantic bridges is \$50-60 million each over the next four years. In recent years, both Thames and Niantic have been prone to operating failures and unreliability. During the past year, Thames has needed emergency repairs to keep it in operation and Niantic has had 49 incidents that resulted in 1,532 minutes of failure that prevented trains or boats from crossing the bridge. Conn 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.

### **Procurement/Contracts**

Amtrak expended \$9,963,185 for goods and services in Connecticut in FY04. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Danbury	\$ 2,567,999
Newington	\$ 2,959,909

### **Employment**

During fiscal year 2004, Amtrak employed 636 Connecticut residents. Total wages of Amtrak employees living in Connecticut were \$34,428,828 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 (CDOT). CDOT is studying the possible start of a new commuter service on the Amtrak-owned Springfield line. A report was completed in December 2004. CDOT is moving forward with construction of new platforms and additional parking at its Branford, Guilford, Madison, Clinton, and Westbrook stations. The new platforms will help all traffic move faster by reducing standing times for commuter trains.

### **Major Facilities**

Amtrak owns and operates a rail yard in New Haven where routine maintenance and equipment repair takes place. Amtrak recently opened a new servicing facility in New Haven. Known as Parcel G, it handles both electric and diesel locomotives. Parcel G allowed Amtrak to vacate older facilities on property owned by CDOT.

## Station Improvements

In November 2002, Amtrak completed construction of a center-island platform at Old Saybrook, together with an accessible pedestrian overpass. The additional platform serves both Amtrak and Shore Line East commuter rail passengers and eliminates the need for passengers to walk across tracks to access trains.

At New London, a new high-level platform was built to accommodate the new *Acela Express* trains, which require high-level platforms.

### Selected Highlights

Ridership on Amtrak along the line between Springfield, Mass., and New Haven on the *Shuttle* trains went up 18% from fiscal 2003 to 2004. In April 2003, fares were reduced by up to 30 percent and five daily trains added to the schedule.