



Amtrak Fact Sheet, Fiscal Year 2005

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 FY05 Amtrak served the following Connecticut locations:

<u>City</u>	<u>Boardings + Alightings</u>
Berlin	23,707
Bridgeport	58,618
Hartford	157,489
Meriden	26,825
Mystic	15,788
New Haven*	654,124
New London	147,842
Old Saybrook	56,676
Stamford	284,837
Wallingford	11,169
Windsor	9,486
Windsor Locks	12,507
Total Connecticut Station Usage:	1,459,068

**New Haven is the 15th busiest station in the national Amtrak System.*

Procurement/Contracts

Amtrak expended \$9,039,912 for goods and services in Connecticut in FY05. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Danbury	\$ 2,506,642
Guilford	\$ 3,059,125
New Britain	\$ 1,137,182

Employment

During fiscal year 2005, Amtrak employed 607 Connecticut residents. Total wages of Amtrak employees living in Connecticut were \$34,805,166 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). Negotiations are underway to extend this agreement past its current expiration of January 31, 2006. ConnDOT is 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. 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 ConnDOT.

There are several moveable bridges along the Northeast Corridor in southeastern Connecticut. 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. 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. 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.

During FY05, 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 and will be completed early in 2008. In a 12-day process in fall 2007, 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.

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 *Springfield Shuttle* trains rose 18% from Fiscal 2003 to 2004; and 19% from 2004 to 2005. Revenues rose 19% from 2003 to 2004; and 15% from 2004 to 2005. In April 2003, fares were reduced by up to 30 percent and five daily trains added to the schedule.