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TESTIMONY OF

JOE MCHUGH  
VICE PRESIDENT, GOVERNMENT AFFAIRS AND CORPORATE  
COMMUNICATIONS  
AMTRAK

BEFORE THE

SUBCOMMITTEE ON HOUSING, TRANSPORTATION AND  
COMMUNITY DEVELOPMENT

OF THE

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS

THURSDAY, APRIL 16, 2009  
NEW HAVEN, CONNECTICUT

# Amtrak in Connecticut

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- Northeast Corridor and Springfield Line
  - 46 daily trains (*Acela*, NE Regional, Vermonter, Springfield Shuttle)
  - 1.6 million boardings and alightings from 12 stations in FY 08
- Important economic presence
  - Spent \$67.3M for goods and services in FY 08
  - Employed 544 Connecticut residents, \$39.8M payroll
- Several major engineering projects in coming years:
  - Replacement of Niantic River bridge (\$100M)
  - Replacement of two bridges in Stonington and at Miamicock River; major repairs to others
  - Station improvements (ADA compliance, accessibility, security)
  - Total stimulus investment of nearly \$142.8M

# Amtrak's Springfield Line

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- Formerly a double-tracked 62 mile line, now single track with some passing sidings
- Expect to complete 2 year recapitalization project in FY 09
  - Currently replacing ties – up to 130,000 in current and previous FY - will allow us to lift some speed restrictions and bring track to SOGR
  - Will need continued investment to attain state of good repair, including:
    - Hartford Viaduct (must replace to double-track the line)
    - Connecticut River Bridge
    - Grade crossing needs
- 12 daily passenger train movements (Amtrak)
- About 10 daily freight movements
- Planning for capacity needs of this line is ongoing
  - NEC Master Planning process
  - Involves Amtrak, State DOTs, and partner rail authorities

- CDOT interested in operating commuter services
- Amtrak is considering service improvement on the route in the long term
  - Master plan process extends through 2030
  - Route designated for development as a high speed intercity corridor
  - Need to reserve capacity for an hourly intercity frequency
- Scale of the proposed commuter operation is not yet determined
  - Capital needs will depend on desired frequency
  - Even basic operations will require some additional infrastructure
  - For denser operations (e.g., multiple frequencies per hour), will almost certainly need to double track
- Any track reconfiguration plans must accommodate freight and intercity needs, and will require FRA approval

# Shore Line East

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- Intercity operations limited by agreements that set a ceiling on number of daily trains
  - Designed to limit traffic over movable bridges during boating season
  - Originally 34 Amtrak trains per day
- Raised to 38 per day in 2003
  - Some SLE trains eliminated
  - In exchange, SLE passriders allowed on certain Amtrak trains
- CDOT began SLE commuter rail expansion plan in 2007
  - Phase I (add'l frequencies, weekend service) summer 2008
  - Phase II (extend all trains to New London) bridge restrictions limit frequencies
  - Phase III (electric, bidirectional service by 2012) requires additional M-8 EMUs and likely infrastructure modification (electrical generation capability is a potential need), including electrification of station sidings and added interlockings

# Conclusion

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- Amtrak wants to work with CDOT to develop the Springfield line
- This line is representative of the types of improvements we would like to make in coming years
  - Faster service
  - Reduced trip time
  - More frequencies
  - Incremental development
  - Enhance intermodalism
- The time is now
  - Federal funding
  - Federal and state policy
  - Strong support from the Administration