

2012 Program Report Card: Connecticut Commuter Rail Operations (Connecticut Department of Transportation)

Quality of Life Result: All Connecticut residents have access to a safe and efficient intermodal transportation network.

Contribution to the Result: The New Haven Line (NHL) and the Shore Line East (SLE) commuter services provide alternative travel options for Connecticut and New York commuters. The use of rail by commuters results in decreased traffic congestion, reduction in vehicle accidents, reduction of air, noise and water pollution, travel time savings, and land use and economic benefits; all of which provide an improved quality of life for Connecticut residents. The role of railroads in Connecticut represents an essential component in providing a growth opportunity model for people and goods movement that is strategically connected to other modes.

Program Expenditures	State Funding	Federal Funding	Other Funding	Total Funding
Actual FY 11	\$94,626,890	\$0	\$27,954,866 (MTA) + \$270,840,050 (Revenue)	\$393,422,281
Estimated FY 12	\$114,437,691	\$0	\$32,530,527(MTA) + \$289,944,027(Revenue)	\$436,912,245

Partners: Metro North Railroad (MNR); AMTRAK; Federal Transit Administration (FTA); Federal Railroad Administration (FRA); DEP; DECD; Municipalities operating parking lots adjacent to rail stations; Regional Planning Agencies (RPAs); CT Commuter Rail Council; Other Rail Advocacy Groups; & NY, MA, RI Transit Authorities.

Funding for Commuter Rail Service: The FY2011 budgets for the New Haven Line and Shore Line East are presented in the table below:

Commuter Rail \$ FY2011	New Haven Line (NHL)	Shore Line East (SLE)
Expenses	\$368,309,103	\$25,113,178
Fare Revenue	260,169,555	1,964,782
Other Revenue	8,705,713	0
State \$	71,478,494	23,148,396
Federal \$	0	0
MTA (1) \$	27,954,886	0

(1) MTA-Metropolitan Transportation Authority (New York)

How Much Did We Do?

SYSTEM ACCESSIBILITY – Percent Population within 2.5 Miles of Rail Stations

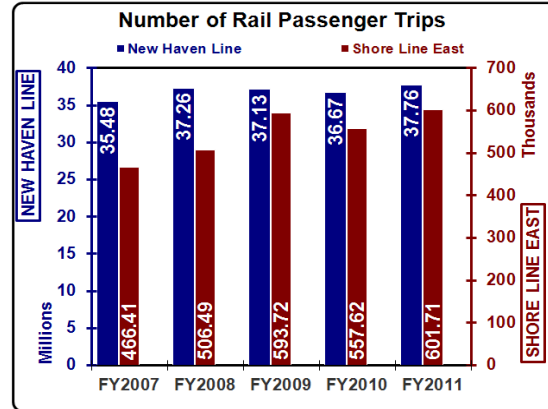
(a) 2010 CT Population	Population and employment within 2.5 miles of rail stations
(b) 2010 CT Employment	
(a) 3,544,380	31% -- 1,101,213 people
(b) 1,956,245	30% -- 582,220 people

Story behind the baseline: The national standard for accessibility to commuter rail transit is 2.5 miles from a boarding station. The figure above indicates that 31 percent of Connecticut's population is within the rail service area for SLE or NHL including the three branch lines. This is an estimated year 2010 potential rider pool of 1,101,213 people. Thirty percent of Connecticut's population is also employed within 2.5 miles of a station.

Trend: ◀▶

How Well Did We Do It?

SERVICE UTILIZATION - Number of Rail Passenger Trips on New Haven Line and Shore Line East



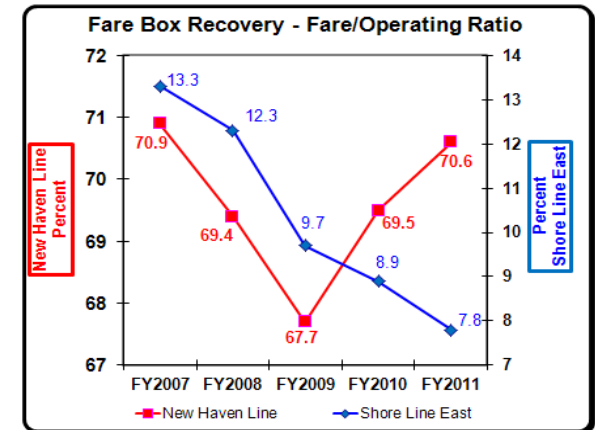
Story behind the baseline: The New Haven Line (NHL), which is operated by Metro-North Railroad, is the single busiest commuter line in North America, carrying over 37 million passengers in FY2011. The NHL includes three branch lines (New Canaan, Danbury and Waterbury). Shore Line East (SLE) service is operated between New Haven and New London by Amtrak on the Northeast Corridor. SLE locomotives and rail cars are owned by CTDOT and SLE service is operated under contract with Amtrak.

There was steady growth in annual ridership of between three and nine percent, on the NHL and SLE, from FY2006 through FY2008. Ridership rebounded in FY2011 after the FY2009-2010 economic downturn in Connecticut and adjacent states.

Trend: ▲

How Well Did We Do It?

COST EFFECTIVENESS - Fare Box Recovery Ratio



Story behind the baseline: Revenue for rail operations is comprised of train fares, rent, concessions, and food/beverages. The fares alone covered approximately 71 percent and 8 percent of costs for NHL and SLE, respectively, in FY2011. During FY2011, increase in NHL fare revenue in conjunction with on-going cost containment efforts led to an increase in the fare to operating ratio. The State of Connecticut and New York MTA jointly subsidize the yearly deficits for the NHL. The deficit for the SLE is borne entirely by Connecticut.

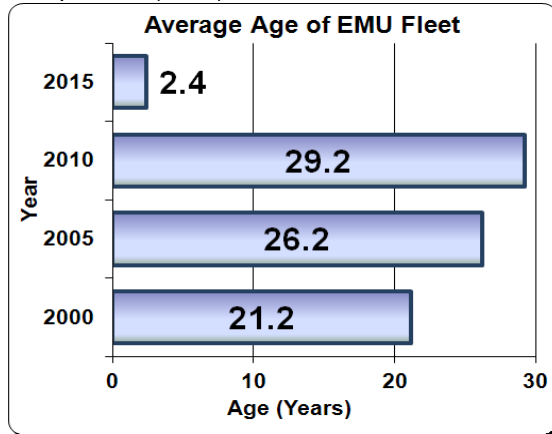
Trend: NHL ▲ - SLE ▼

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Is Anyone Better Off?

RAIL INVESTMENT-Average Age of Electric Multiple Unit (EMU) Fleet



Story behind the baseline: The purchase/acquisition of 405 state-of-the-art M8 Electric Multiple Unit (EMU) rail cars is a critical step to reduce overall fleet age, increase fleet reliability, increase capacity for ridership growth and meet American with Disabilities Act requirements. Connecticut's M2 rail cars on the NHL average over 37 years of age. The overall EMU fleet age is currently at 29.2 years. Fifty-two M8 rail cars have been delivered with 36 M8s tested, accepted and deployed in NHL service. The remaining 353 M8s (of which Connecticut will own 274) will be delivered periodically through mid-2015. The result, as shown in the chart above, illustrates that the average EMU fleet age will drop significantly to 2.4 years by 2015.

Trend: ▲

Is Anyone Better Off?

BENEFITS OF COMMUTER RAIL

Yearly Benefit of Commuter Rail	FY2006	FY2007	FY2008	FY2009
<i>(Calculations Based on Rail Passenger Miles of Travel (2)/(3))</i>		+4.6%	+4.2%	-3.1%
Millions of Gallons of Fuel Saved (at 20.2 mpg fleet average)	45.4	47.5	49.5	48.0
Millions of Miles of Auto Travel Reduced	918.0	960.3	1,000.3	969.0
Tons of GHG CO ₂ equiv. Emissions Reduced	443,813	464,259	483,603	468,478
Millions of Dollars Saved by Customers Not Driving Autos (at \$0.50/mi)	\$459.0	\$480.1	\$500.1	484.5

(2) Estimates made using "Recommended Practice for Quantifying Greenhouse Gas Emissions from Transit," p.31-35, American Public Transportation Association, APTA CC-RP-001-09, Aug. 2009.

(3) Latest available data

Story behind the baseline: Rail commuting benefits all Connecticut residents. On average, each rail passenger removes 0.83 vehicles from Connecticut roadways, thus contributing to significant reductions in greenhouse gas emissions, fuel use, and highway congestion. Estimates of these benefits are presented in the table above.

Trend: ▲

Proposed actions to turn the curve:

1. Continue to promote the benefits of commuter rail as an energy and timesaving alternative to driving or flying.
2. Increase rail service where viable, such as service expansion on the New Canaan, Danbury and Waterbury branches, SLE and the New Haven Line to Penn Station in New York.
3. Invest in the New Haven-Hartford-Springfield Line and implement expanded intercity and new commuter rail service.
4. Provide seamless passenger trip planning and service information among all travel modes.

5. Expand Connecticut's role in developing a growing interconnected rail system with adjoining states, and with the New York and Boston metropolitan centers.

6. Attract and maintain riders on Connecticut's commuter rail network by providing additional capacity on the New Haven and branch lines, extending SLE service to New London, and increasing parking capacity at stations throughout the state.

7. Manage costs and revenues (5% fare increase effective 1/1/2012) to control increases in the subsidy by the State of Connecticut, without reducing ridership.

8. Improve rail service through a significant investment in new rail cars, as well as in new train stations, improved and new rail car maintenance facilities and additional train station parking.

9. Continue to invest in capital improvements and maintenance programs. Specifically, 178 miles of new catenary, replacement and rehabilitation of 21 rail bridges, and new facilities in New Haven, Fairfield and West Haven. Improvements to the SLE train stations are also underway. The New Haven Rail Yard improvements are a significant investment currently under construction. This project will ultimately transform the existing New Haven Rail Yard into a fully functional facility that provides for efficient and effective storage, dispatching, inspection, maintenance and cleaning of an increasing fleet of rail cars. Other investments include: tie replacement programs, upgrade of continuously welded rail, and cyclical bridge maintenance programs.

Data Development Agenda:

1. Develop and conduct customer surveys, and use rider feedback to improve service and meet current and future needs of customers.
2. Identify, define and collect statewide data that will measure the actual demand for rail commuter services, particularly among persons who are not yet riding rail.