

Joe McHugh
Vice President, Government Affairs
and Corporate Communications



June 8, 2012

Neil S. Pade, AICP
Connecticut Bicycle and Pedestrian Advisory Board
2800 Berlin Turnpike
Newington, Connecticut 06111

Dear Mr. Pade:

Thank you for your letter of to Mr. Boardman of May 14 requesting unboxed, carry-on bicycle service on all trains serving stations in the State of Connecticut. I am responding on Mr. Boardman's behalf. We are happy to know that there is widespread support for the implementation of this service.

Some, but not all, Amtrak routes that receive state operating and capital support allow carry-on bicycle service. Typically, these routes have new equipment that was designed to contain a bicycle rack area or older equipment that was retrofitted for this purpose, in cooperation with the state partner. Connecticut currently provides no state operating support for intercity Amtrak trains. However, as you may know, Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA, P.L. 110-432), requires that short-distance services such as the New Haven-Springfield receive state funding on a basis that is equitable among Amtrak state partners. The Northeast Corridor is addressed by other provisions of PRIIA, including one that authorized the creation of a Northeast Corridor Infrastructure and Operations Advisory Committee, of which the State of Connecticut is a member.

The New Haven-Springfield line uses Amfleet equipment built in the 1970s and 1980s. While level boarding is offered at major stations with high-level platforms, such as New Haven, many other stations have platforms that are between three and four feet below the floor level of the cars. Passengers climb a narrow set of stairs with a sharp right or left turn at the top. The coach interiors lack bicycle racks or other space for bicycle storage. New Haven-Springfield trains have no baggage car or checked baggage service. Although some new baggage cars are currently on order, our existing fleet of baggage cars dates mostly from the 1950s and there are barely enough of them for daily deployment on routes with checked baggage service. These baggage cars currently do not contain bicycle racks.

Designs for self-service racks in Superliner coach-baggage cars are currently under review for testing on the Washington-Pittsburgh-Chicago *Capitol Limited* route. Superliners are bi-level cars with lower-level boarding entrances that can be used at low-level platforms. This type of equipment is not used in Connecticut. Depending on the outcome of that trial service, Amtrak will consider installing the racks in other Superliner coach-baggage cars.



Neil S. Pade, AICP

June 8, 2012

Page 2

As suggested above, Amtrak currently has on order some new, single-level equipment to be used on our long-distance routes, such as the *Lake Shore Limited*, which runs east-west through Springfield. This equipment is being built by CAF USA at a plant in Elmira, New York. The order includes standard baggage cars and dorm-baggage cars. Installation of self-service racks is planned for the new baggage cars. At such time that the *Lake Shore Limited* receives this new equipment, the bicycle racks will be available. Our Marketing and Operations staff are considering plans for how bicycles will be loaded onto and taken off of the new equipment.

Amtrak will consider provision of self-service racks where they can be placed in areas of the trains that are accessible to operating crews and passengers, of a design that can be used safely by crews and passengers, and of a design that can be installed in an affordable manner that does not unduly displace other necessary features of cars, such as passenger seating.

Thank you again for expressing your support for this sort of bicycle accommodation. I hope this information assists you in your appraisal of the situation.

Sincerely,


Joe McHugh

Vice President

Government Affairs and Corporate Communications

cc: Joseph H. Boardman