



ANNUAL REPORT - 2005

**CONNECTICUT METRO NORTH
/ SHORE LINE EAST
RAIL COMMUTER COUNCIL**



www.trainweb.org/ct



June 2006

**Governor Jodi Rell
Commissioner Stephen Korta
Senator Biagio Ciotto
Rep. Antonio Guerrero
CT Public Transportation Commission
NY Metro North Rail Commuter Council
Inspector General- MTA**

Dear Ladies and Gentlemen:

For the past 21 years the Connecticut Metro North- Shore Line East Rail Commuter Council (under C.G.S. Sec. 13 -212b and 212c, the Council's statutory name is Metro North New Haven Rail commuter Council) has represented the interests of rail riders in Connecticut. We are the eyes, the ears, and the voice of Connecticut rail commuters. Our legislative mandate is to ensure that the quality of rail services to Connecticut is as good as it can be.

The year 2005 was a turnaround year for the New Haven Line of the Metro North Railroad. Thanks to Governor Jodi Rell and the legislature, money has finally been made available for new electric rail cars to replace those that are over 30 years old. In addition, Governor Rell has realized that additional repair shop space is needed to maintain these new cars as well as the existing fleet. This has been like a breath of fresh air and is most welcome. Finally we can see light at the end of the tunnel, even though the new cars won't arrive for another 3-5 years.

In the meantime, a very successful program of replacing critical systems on the oldest rail cars has resulted in the doubling of the mileage between failures of these cars. This has increased train reliability and on time performance. In addition, these cars have preformed with almost no problems in the snow. So we didn't have the cancelled trains we had the previous winter. Without this program, the old cars would never have lasted until the new cars arrive. So far, about half of the old cars have been updated, and as more are completed, reliability will continue to improve. This program should be sped up for greater benefits.

Even though it will take several years for the new cars to arrive, the new additional repair shop in New Haven is now under construction. It should be completed by fall 2006 and will immediately start to help the railroad catch up on its repair backlog. On any given day, around 70 cars of our 343 rail cars are awaiting repair, and as they are returned to service, they will fill out short trains to relieve standee problems.

As mentioned in last year's Annual Report, New York had the foresight to order new rail cars six years ago, and they now have nearly 200 in service with more coming every day. These cars perform well in snow and have many good features. However, some problems have been found and are being corrected. Connecticut has the advantage now of seeing what needs to be done to New York's new cars and correcting these problems in the design of our cars.

CDOT bought 38 used rail cars from Virginia to add 2000 new seats to the New Haven line for the 2004-2005 winter season. Only a few of them are in service, in part because there aren't enough locomotives to pull them. Eight used locomotives were leased from Amtrak, but unfortunately they are so unreliable that less than half of them are in service at any one time. The Council is unhappy that this lease requires payment even though the locomotives are sitting unusable. A per mile lease would have been more fair to the taxpayers of Connecticut. In addition, the used rail cars need repairs, and only a few are in service. So the goal of 2000 additional seats still hasn't been met.

The release of funds for new electric rail cars and the expansion of rail maintenance facilities satisfied two of the top five priorities of the Rail Commuter Council. However, three persisting priorities must be met as soon as possible:

1. Improve station and rail car cleanliness and amenities to attract and keep riders.
2. Expand affordable parking at stations.
3. Encourage increased bus, shuttle, and jitney service connecting stations with homes and jobs.

This Annual Report is the most optimistic one we have written in years. Governor Rell and the legislature are now giving rail service the support it needs to make it attractive. The infrastructure is already in place, and the new cars and rebuilt cars will allow added capacity at a fraction of the cost of adding a new lane to I-95. This will reduce highway congestion and air pollution.

Finally, to end this report on a bright note, Metro North has heard the Rail Commuter Council and answered riders' requests for both earlier and later trains. With more business being conducted with Europe, people need to get to New York earlier due to the time difference. And with people working later, later trains were needed. So now these people have trains and don't need to drive! We have filled a

need and removed cars from the highways already. Increased train frequency when the new rail cars arrive will do this even more.

Respectfully submitted,

Rodney Chabot
Chairman

Jim Cameron
Vice-Chairman

Bob Jelley
Secretary

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Part 2

Major Issues Addressed by the Council in 2005

1. New Electric M-8 Cars

Finally these much-needed cars are in the design state and will go out to bid in 2006. The Council participated in focus groups on their design and pointed out design flaws such as badly designed luggage racks and inadequate windows leaving many seats facing a blank wall. We also questioned the safety issue of single doors instead of double doors, which could contribute to increased dwell time at stations, which would slow train schedules.

2. VRE Cars

CDOT had originally arranged to purchase 38 used rail cars from Virginia Railway Express that were in excellent condition. That number dropped to 33 and of these, only 10 have been put into service. So the Governor's promise of 2,000 more seats in 2005 was not met. These cars need much more work done on them before they can be put in regular service.

3. Used Amtrak Locomotives

CDOT has leased 8 used locomotives from Amtrak to pull the VRE cars on the Danbury, Waterbury, and Shore Line East Lines. Unfortunately, they are in such bad condition that only 3 or 4 of them are available for service at any one time. Because of this, 45-year-old FL-9 locomotives are still being used in their place. Due to this shortage of locomotives, even if the VRE cars were all available, they wouldn't be usable without locomotives to pull them. The Council has questioned this lease, which requires payment for all locomotives even if they are not serviceable. A per mile lease would eliminate paying for broken down locomotives.

4. Rideworks

This organization in New Haven is supposed to answer commuters' questions about Shore Line East trains. Unfortunately they work 9 am - 5 pm, leaving nobody to answer questions about delayed or cancelled trains both before and after these hours when they are needed most. The Council has questioned their contract and requested a change in their hours to accommodate the rail riders they are being paid to serve.

5. CSR Program

This is the most successful program Metro North has had in years! At present, about half of the M-2 car fleet has had their Critical Systems Replaced, which has

more than doubled their mean distance between failures. These cars ran flawlessly during snowstorms, which had caused them to fail previously. Since the new M-8 cars won't arrive for 3-4 years, this program has resulted in improved reliability which has improved the on time performance of the New Haven Line.

6. New Repair Shop in New Haven

A major reason trains run short of required cars is the backlog of broken down cars awaiting repair. This is due to inadequate repair space which can't keep up with the demand. About 70 cars are usually out of service at any one time for this reason. The new shop will allow this backlog to be caught up, releasing more cars for use to fill out shortened trains. This will reduce the standee problem we have now.

7. Danbury Branch Re-Electrification and CTC Signal System

This has been "studied to death" with still no action. The line has no signals at all and only one train can run on it at a time. The Council has supported these improvements for years which will allow trains to run in both directions at the same time, meeting at automatic passing sidings. This will allow more frequent service which is so badly needed on this busy and growing Route 7 corridor.

8. Branch Line Study- Waterbury and New Canaan Branches

This "study" seems to be a waste of money in the Council's opinion. The money should be spent on increasing the frequency of trains rather than on more consultant fees.

9. Windows on M-4 and M-6 Cars

The Council has requested that the opaque windows on these cars be replaced, and almost all of the M-4 cars are already complete. This program has improved customer satisfaction survey results.

10. Earlier and Later Trains Added

Riders need to get to work earlier, and requests for later service at night as well have been answered with these additions. This should eliminate the need to drive now that trains are available.

11. Talmadge Hill Station

The First Selectwoman of New Canaan attempted to park school buses in the train parking lot, displacing rail commuters. The Council and townspeople strongly opposed this taking of needed station parking. After the Council passed a resolution against the idea and a letter was sent, the idea was dropped. At present, over 150

people are on the waiting list to park there, and space is available for expansion, but the town has done nothing.

12. Shore Line East- Through Trains to Stamford

Two trains a day run in each direction to Stamford, providing one-seat service and eliminating crowding on other trains. Fortunately, funding was found to continue this much-needed service.

13. Long Island RR “East Side Access” to Grand Central Terminal

The Council is strongly opposed to adding over 60,000 people a day to Grand Central, which is already overcrowded at rush hour. The New York Commuter Council also questions the wisdom of this, because it will eliminate any chance of increased service for Metro North’s three lines in the future. We don’t believe the MTA promises that Grand Central can absorb that many more people, and want CDOT to help stop this proposal before it is too late.

14. Metro North Railroad President Peter Cannito

Mr. Cannito spoke at our May meeting and said the improved performance on the New Haven Line was due to the success of the CSR program which resulted in greater reliability. He said that we had as much snow as the year before, but they had fewer problems. Also, the new M-7 cars on the Hudson and Harlem Lines do better in snow, and the M-8 cars will be designed with this in mind. The M-8 cars will be pairs, not triplets.

15. State Street Station

This new station on Shore Line East has had problems. Since it was built, the automatic signs displaying train arrival / departure information have never worked. Computer and other problems have been blamed, but no progress has been made in necessary repairs. We seem to have paid for a system that doesn’t work.

16. Telephones Missing at Stations

The Council has reported various telephones that have “disappeared” from stations and has encouraged CDOT to get them replaced. It’s the Council’s view that, even in an era of increasing cell-phone usage, pay phones at stations provide a needed level of security.

17. Stamford Station Garage

The Council has reported many near-accidents in the garage due to the lack of stop signs on the walls. The “STOP” written on the floor wears out and is useless in

winter when covered with sand. This has still not been resolved, and is still being “studied”.

18. Milford Station

This has been under construction for over five years, and the riders there are fed up with the length and mess of the project. It is still not done and the construction site is a muddy mess just waiting for someone to get hurt.

19. Security

We have been briefed on this subject by both Metro North police and Connecticut’s Commissioner of Public Safety. We question why Connecticut got so little Federal money compared to New York and New Jersey to invest in new security systems. Further, the Council questions Connecticut’s decision not to conduct random bag searches when such safety checks were being done in New York subways and Metro-North lines.

Attachments: Minutes of Meetings- January-December, 2005

METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL
(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and -212c
of the Connecticut General Statutes)
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**MINUTES OF JANUARY 19, 2005 MEETING
AT UNION STATION
NEW HAVEN CT**

The meeting began at 6:00 p.m.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron; Bob Jelley, Lee Carlson, Joe McGee and Peter Marcuse, Council; Eugene Colonese and Joe Kanell, Metro North; Capt. McKenna, Metro North Police; Carl Bard, Jim Boice, Peter Richter, Jr., Mike Donnarumma and Carmine Trotta, CT DOT; Sue Prosi, SWRPA; Bob Levy, Rideworks; Steve Gazillo, Washington Group Int.; Jerry Carney, Concessions; and Al Song, member of the public.

The Minutes of the December 15, 2004 meeting were approved.

MAIN LINE

Peter Richter reported that during the previous week all morning peak trains had, on average, their full number of cars. He also reported that only seventy-seven cars were out of service. He also reported that thirty-two pairs of cars have now completed rehabilitation.

Gene Colonese reported that the December on-time record was 95.7% and that it was 95.4% for all of 2004, down from 96.4% in 2003. The drop in 2004 was caused by the severe 2004 winter.

SHORE LINE EAST

Mr. Richter reported that twenty-six Virginia cars are now in the possession of DOT. Ten of them are available for service on Shore Line East, and eight of them are being used in the daily train sets. As a result, eight Bombardier cars from Shore Line East have been transferred to Metro North. He also reported that DOT has reached an agreement in principal with Amtrak to lease eight used Amtrak diesel locomotives, with an option to purchase them. These are locomotives that have been in recent service, but some changes are required before they can be used in Connecticut.

Mr. Richter reported that the State Street station public address system had been looked at and that there are no problems with it. He also said that he and Jim Boice were talking with Rideworks about its hours of operation and ability to transmit announcements.

Jim Cameron asked about the State e-mail system which is to give subscribers information about delays on highways and railroads. He was told that it would be run by DOT and that it will be possible to subscribe to only those portions that the subscriber is interested in.

Bob Jelley raised the issue of an announcement about a delayed Shore Line East morning train the previous day. He said that as a result of the announcement at the Guilford station, a number of commuters went back to their cars and drove, rather than waiting ten minutes for the train. Mr. Jelley expressed the view that if the reason for the delay (a late Acela train) had been given, there would have been greater confidence that the delay would be short. There was further discussion of the desirability and ability to give reasons for delays.

WATERBURY BRANCH

Mr. Richter said that the December Waterbury on-time performance was 95.5%, with no bus substitutions.

DANBURY BRANCH

Mr. Richter reported the December on time performance 97.5 % with no bus substitutions. He announced that Steve Gazillo will do a presentation about possible expansion and/or re-electrification of the Danbury branch at a later meeting.

Mr. Boice reported that bonds will be sold in February to pay for a study of the three branch lines.

NEW CANAAN BRANCH

Mr. Richter reported that December on-time performance was 98% with three bus substitutions. He also reported that there will be shortly, two weekends with busing in order to permit the upgrading of a signal.

STAMFORD STATION

Mr. Boice reported that the taxi queue was working fine. He also reported that by his observation, the cleaning supplies in the overpass from the new garage were caused by the cleaner being on break.

Sue Prosi reported that there is a drainage problem from I-95 into the bus area adjacent to the station during heavy rain.

FLEET REPLACEMENT AND FUNDING

Carl Bard reported that the Governor's budget proposal will be issued on February 9. In answer to a question, he reported that the DOT's proposal is to purchase 340 cars was to replace the 240 M-2s in the existing fleet, creating a net increase of 100 cars for additional service.

FARE INCREASE

Gene Colonese reported that MTA had approved the miscellaneous items, like higher on-board fares and reverse peak trains in the morning. Mr. Bard and Mr. Boice reported that

Connecticut DOT had also approved those items, effective March 1, 2005. There was some discussion of the DOT's failure to give notice of its approval.

NEW MAINTENANCE SHOPS

Mr. Bard reported that DOT was working on the final design for an interim new shop with space for twelve cars. The plan is to then update the interim shop in six or seven years. DOT expects the interim shop bidding to be this spring, with completion in 18 months.

OTHER OLD BUSINESS

Jim Cameron reported that Richard Stowe of New Canaan had been pushing before the legislature for conversion of the New Haven line from catenary to third rail. He expressed concern that some members of the legislature might buy this idea. Mr. Bard reported that along with all of the other problems of third rail, a wider track area is required, so that installation of third rail would require all stations to be rebuilt. He said that the DOT had commented about that to the legislature.

Mr. Bard said that he will try to have a Policy and Planning report for the council each month. Carmine Trotta reported that the Rail Station Governance Study report is out. He said that the New Haven/Hartford-Springfield commuter line study is being wrapped up. In answer to a question, he said that the initial estimate would be that there would be 2,400 rides per day on that line, ~~larger than~~ compared to the 1,600 rides per day on Shore Line East. He said that the estimate of cost for New Haven/Hartford-Springfield rail was \$263 million, which includes parking.

Mr. Boice reported that there had been discussions with Amtrak about a new operating agreement between DOT and Amtrak for operating Shore Line East. He said that Amtrak wanted an access fee 5-10 times higher than the existing access fee. The current contract expires in June.

Mr. Bard, reporting on the federal transportation bill, said that things do not look good for the Northeast and the West Coast. Connecticut highways presently get \$440 million a year from the federal government, and there is fear that in a new transportation bill, ~~in~~ Connecticut will get less.

Lee Carlson asked when the Shore Line East stations presently under construction would be completed and Mr. Bard said that Branford and Clinton will be completed in June and Guilford in August.

With respect to the many complaints about unruly Wright Technical High School students, Mr. Bard and Mr. Boice had reported that they had recently ridden the train in question, the 2:51 pm weekday train out of Stamford, and the ride was uneventful.

NEW BUSINESS

Rodney Chabot reported on the rally in Hartford today seeking more money for rail transit. He said that 200 people were there. Governor Rell had sent a message saying that she believes that Connecticut needs a voice on the MTA Board.

Mr. Bard said that it was his view that he, along with Jim Boice and Peter Richter, have accomplished a lot in four months. He said that their primary purpose is to improve things on the railroad. He suggested his view that it was important for the DOT people and the rail council to work together and not to criticize each other.

The meeting adjourned at about 7:45 p.m. The next meeting will be in the Graybar building (420 Lexington Ave.) in New York City adjacent to Grand Central Terminal on February 16, 2005 at ~~7:00~~ 7:30 p.m.

Bob Jelley, Secretary
rjelley@wiggin.com

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**MINUTES OF FEBRUARY 16, 2005 MEETING
AT GRAYBAR BUILDING
NEW YORK CITY**

The meeting began at about 7:00 p.m. It followed a meeting of New York's Metro North Rail Council, at which Peter Cannito, President of Metro North, gave a report about Metro North Railroad and answered a number of questions from members of the public. That meeting was attended by a number of representatives of Connecticut DOT, Metro North Railroad, and the Connecticut Rail Council.

Present at the Connecticut Council's meeting were: Chairman Rodney Chabot, Vice Chairman Jim Cameron; Bob Jelley, Jeff Maron, Council; Eugene Colonese, George Okvat, Joe Katik and Joe Kanell, Metro North Railroad; Carl F. Bard, Peter Richter and Jim Boice, CT DOT; Capt. Jim McKenna, MTA Police; Jack Kadden, New York Times; Mark Ginocchio, Stamford Advocate; Harold Cobin, The Hour; and Mark Barbarash, LTK; and Richard Stowe and Larry Uydess, members of the public.

The Minutes of the January 19, 2005 meeting were approved.

MAIN LINE

Representatives of Metro North reported on operations during the January 22-23 snow storm. Many trains were, as planned, parked in the tunnel leading to Grand Central Terminal. On Sunday, January 23, the New Haven line had service every two hours, at first provided with diesel engines, and then regular hourly service after 4:00 pm. The rehabilitated M-2 cars worked fine in the snow, because their vulnerable electrical equipment is now protected from snow infiltration.

SHORE LINE EAST

Peter Richter reported that the Shore Line East public address system is being evaluated, and that the hours of operation of Rideworks are being looked at.

METRO NORTH BRANCH LINES

Gene Colonese reported that there was one bus substitution on the Waterbury branch in January, and none on the Danbury or New Canaan branches. The on-time performance for January was 92.4% for Waterbury, 94.6% for Danbury, and 97.2% for New Canaan.

STAMFORD STATION

Jeff Maron reported that the escalators were working better and that the taxi queues were working better. Jim Boice reported that cleaning supplies are now out only when cleaning is actually being done. Mr. Boice also reported that the Department has issued a Request for Proposals for a new operator for the Stamford and Bridgeport stations. The present operator will be permitted to apply.

FLEET REPLACEMENT

Jim Cameron suggested that the Council write a letter to legislators endorsing purchase of new cars. Carl Bard said that the DOT can start picking a consultant on design of new cars even before the legislature approves funding for new cars. He said that the DOT continues to believe that a combination of two M-7s, operating on third rail power, and one newly designed M-8, operating on catenary power, is the likely way to go.

NEW REPAIR SHOP

Mr. Bard reported that funding is in place for the first phase of the new repair shop in New Haven. It will be let out to bid as a package with extras that can be added if the bids for the basic package are low enough. The Governor has in her budget \$3 hundred million for adding to the new repair shop a much larger facility to be available when new rail cars are delivered.

OTHER OLD BUSINESS

Richard Stowe of New Canaan asked about the contract for signals on the Danbury branch. Mr. Boice reported that the project would be bid this summer but he said that the DOT was evaluating the project to see if the addition of signals really results in an improvement of operations of the Danbury branch, or if reelectrification is also necessary for any real operational improvement.

NEW BUSINESS

There was general discussion of the importance of improved communication between the railroad and passengers. Rodney Chabot asked about use of the car wash facility in Stamford, and Joe Kanell reported that it is being used. Mr. Chabot also asked about replacement of windows on M-4 and M-6 cars, and it was reported that that work is in progress. Mr. Chabot also reported that Peter Millard has resigned from the council because he has moved to New York.

Mr. Richter said that he would report in March about the new DOT e-mail system for reporting on transportation problems. Mr. Colonese reported that it is now possible to print out the Metro North timetable from the web. Mr. Maron reported that it is difficult to get much of the material on the MTA website on a Blackberry. Mr. Colonese reported that the new timetable in April will reallocate times for intermediate stations, so as to be more accurate, but that will not extend total trip time to the end station.

The meeting adjourned at 7:50 p.m.

The next meeting is scheduled for Wednesday, March 23, 2005 [NOTE CHANGED DATE]
at 7:00 p.m. at SACIA in Stamford.

Bob Jelley, Secretary
rjelley@wiggin.com

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

**(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b
and -212c**

of the Connecticut General Statutes)

MINUTES OF APRIL 20, 2005 MEETING

AT UNION STATION

NEW HAVEN, CONNECTICUT

The meeting began at 6:30 p.m.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, Carl Leaman, Peter Marcuse and Peter Myers, Members of the Council; Gene Colonese, Jeff Watson, and Phil Wilhelmy, Metro North Railroad; Carmine Trotta, Carl Bard and Peter Richter, Connecticut DOT; Mark Hogan, MTA Police; Sue Prosi, SWRPA; and Griff Thow, members of the public.

The Minutes of the February meeting were approved. (There was no March meeting because it was canceled on account of snow.)

MARCH MONTHLY REPORT

Gene Colonese passed out copies of the March Monthly Report, and said that it should be noted that some of the figures in the "Year-to-Date" column were February 2005 figures.

CDOT PLANNING

Carmine Trotta said that the Department was reviewing the final report about New Haven, Hartford-Springfield rail service, and that the final report would be issued in May. He said that the capital cost was expected to be about \$300 million.

He reported that the Department is working on the Connecticut Rail Governance Report, which deals with stations and parking.

Mr. Trotta further reported that with respect to the Danbury branch re-electrification study, more work needs to be done in Phase I to determine four or five alternatives for a detailed study in Phase II. He went on to say that the Department was putting together a package for a branch line study. He also reported that the Department is doing a study of railroad freight movement in the New England corridor.

Carl Bard reported that at a railroad meeting the previous week among the six New England States, Vermont had expressed interest in New York, New Haven, Hartford-Springfield, Vermont service for recreational purposes. All of the attendees found that an interesting proposal.

MAIN LINE AND BRANCH LINES

Peter Richter reported that with the Amtrak Acelas out of service, Amtrak had been successfully handling the demand. Metro North had assisted after the Acelas were taken out of service by carrying some of the Acela passengers.

With respect to the Danbury Branch, Jim Cameron reported that the Governor's budget eliminates the shuttle bus service from Danbury to the Harlem line of Metro North. Mr. Colonese said that he would look into that. Carl Leaman distributed a news article dealing with the elimination of the shuttle buses.

Mr. Richter reported that the TSB Budget no longer contains Section 16 ("Money") for the two morning and two evening Shore Line East thru trains to and from Stamford. He said that the DOT would have to see where money could come from as of June 1st.

With respect to the Waterbury branch, Peter Marcuse spoke of a school bus substitution for a train in the previous week that missed connections in Bridgeport.

Phil Wilhelmy of Metro North explained that the locomotive for that train had to be taken out of service early in the morning, thus allowing little time to get a substitute bus. Bob Jelley reminded the council that DOT's contracts with bus companies merely provide the pricing for emergency bus substitutions, but do not obligate the bus companies to supply buses.

With respect to the New Canaan branch, Rodney Chabot raised the question of the need for a later night train to New Canaan, and Mr. Colonese said that the railroad's Cost Benefit Analysis did not justify such a train. Bob Jelley raised the chicken vs. egg issue, saying that there was no easy way to determine the need for additional service, when people in New Canaan had gotten accustomed to driving to Stamford if they expected to come home late.

STAMFORD STATION

Peter Richter said that at the May meeting, he would give information on how the old parking garage is to be repaired. He also announced that DOT is going out for bids on a new contract to operate Stamford and Bridgeport stations.

Mr. Chabot said that there were no signs at the Stamford station to indicate where the waiting room was. Susan Prosi said that she would forward a copy of the Intermodel study.

FLEET REPLACEMENT FUNDING

Mr. Richter said that the DOT was reasonably confident that this session of the legislature would provide funding for replacement of rail cars. Carl Bard said that he wanted to get designs started immediately. He want specifications done and put out for bid within a year. In answer to a question, he said that it is still not clear whether the configuration will be two M-7s and one

M-8 car.

Mr. Richter, in answer to a question, said that ten Virginia cars were now in service and sixteen others had been repaired.

EARLIER WEEKDAY MORNING TRAIN TO NEW HAVEN

Bob Jelley raised the question of the need for an earlier train, probably from Stamford to New Haven. The first morning train coming from the west gets to New Haven at 7:47 a.m., whereas there are four Shore Line East trains from the east that get to New Haven before 7:47 a.m. Mr. Colonese said that he would look at that question.

NEW LOCOMOTIVES

Mr. Richter said that in the next week or two, DOT expected to lease eight used locomotives from Amtrak. Mr. Chabot asked where they would be used, and Mr. Richter responded that two would go to Shoreline East and six would be used for the Danbury/Waterbury branches. That would permit two Genesis locomotives to be taken from the branches which, together with Bombardier cars from Shore Line East (which have been replaced by Virginia cars) would permit additional trains to Grand Central Terminal.

Mr. Richter went on to say that Metro North had done a good job this winter in protecting trains during winter snowstorms. He said that this past winter was the third winter in a row with more than 40 inches of snow.

NEW NEW HAVEN REPAIR SHOP

Mr. Bard reported the DOT was trying to accelerate the construction of a new repair shop. He said that DOT had purchased piles in advance of funding, because piles would have to be driven to support the repair shop. He expects to have plans by May and bidding within a month thereafter. He said that he expected the shell of a new shop, together with heat and power, to be completed by December 2005.

SEAT FOR CONNECTICUT ON MTA BOARD

Jim Cameron raised the issue of the Governor having said that she would seek a seat on the MTA Board for Connecticut. Mr. Bard said that he had looked into the matter and believed that a seat on the Metro North Board would be more effective for Connecticut. He also raised the question of whether the Rail Council should have a seat on the Metro North Board.

SAFETY OF PUSH-PULL OPERATIONS

Mr. Cameron raised the question of the safety of push-pull operations, in view of the train accident between San Diego and Los Angeles recently. He reported that that railroad now does not permit passengers in the first half of the cab car during push operations. Mr. Colonese said that he would look into the matter and report back.

NEW BUSINESS

Dragging Accident at South Norwalk Station. Mr. Chabot raised the question of the accident a month or two ago where a passengers with an arm and foot in a closed door was dragged along the platform at South Norwalk. Metro North representatives said that they were not prepared to discuss the matter in view of the threat of litigation. They went on to say, however, that at a station stop, one conductor is supposed to be out on the platform and the second is to be at the window closing doors.

WESTPORT STATION

Mr. Leaman said that the station reconstruction was ten months behind schedule and Mr. Richter agreed.

EASTSIDE ACCESS

Mr. Leaman raised the question of eastside access to Grand Central terminal for the Long Island Railroad. Mr. Richter said that the DOT expects no bad affects from eastside access.

CONTRACT WITH AMTRAK FOR OPERATION OF SHORE LINE EAST

Mr. Chabot inquired about the Amtrak Shore Line East contract, which ends on July 1. Mr. Bard said that they are working on a six-month extension and for all practical purposes, Amtrak will continue to operation Shore Line East until January. He went on to say that it was not clear who would operate Shore Line East after January 1, 2006.

The meeting ended at 8:30 p.m.

The next meeting will be in Stamford, at the SACIA officers on May 18, 2005.

Bob Jelley

Secretary

Attachment: Monthly Report for Connecticut Metro North/New Haven Rail

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and -212c of the Connecticut General Statutes)

MINUTES OF MAY 18, 2005 MEETING

AT SACIA OFFICES

STAMFORD, CONNECTICUT

The meeting began at 7:00 p.m.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, Carl Leaman, Lee Carlson, Ed Zimmerman, and Joe McGee, Members of the Council; Peter Cannito, Gene Colonese, Donna Evans, Jeff Watson, and Joe Kanell, Metro North Railroad; James McKenna, MTA Police; Peter Richter and Brenda Jannotta, Connecticut DOT; Sue Prosi, SWRPA; Mary Read and John Read, members of the public.

The Minutes of the April 20th meeting were approved.

Chairman Rodney Chabot introduced Peter Cannito, President of Metro North Railroad, who reported on New Haven line operations. He said that Metro North was currently experiencing its best on-time performance in history. He said that on-time performance to date in May was 98.7%, and that the performance was good across all three Metro North lines. He said that the biggest current problem was the eastern end of the New Haven line where, because of catenary work, performance was not as good as on the rest of the system.

He said that ridership on the New Haven line was increasing at the rate of more than 4% per annum despite the recent fare increase.

With respect to new cars for the New Haven line, he said that there was still a question of funding both in New York and in Connecticut. He said that Metro North has \$1 hundred million in its budget proposal to New York State for the first half of New York's share of new car costs, and he went on to say that he thought the funding issue would be settled in both New York and Connecticut by this summer. He said that Metro North had hired an engineering firm to draw up specifications for a new M-8 car. The same firm had been

used by Metro North to do specifications for the new M-7 car presently being used on the Harlem and Hudson lines. He said that the firm was being given 6 months to develop specifications. He said that no decision had yet been made as to whether or not to use any M-7 cars on the New Haven line.

Mr. Cannito said that at the same time that specifications are being developed, Metro North will advertise for rail car builders, so that they can be pre-qualified. He hopes to be able to go out with the specifications to qualified car builders in September, and hopes to be able to award a contract for new cars in the first quarter of 2006. In answer to a question, he said that he expected that the first cars would be delivered 2-3 years after a contract was awarded. He said that the first new cars would be used for fleet expansion, and that the CSR program (rehabilitation of M-2 cars) would continue. He said that the program for replacement of the

M-2 cars goes on to 2014, and thereafter would probably continue with replacement of the M-4's.

He said that new cars for the New Haven line would be able to operate on all three catenary systems in Connecticut and New York and on third rail.

Mr. Cannito said that Connecticut DOT has just leased from Amtrak 8 locomotives for use with the 30+ Virginia cars.

As for winter operations, Mr. Cannito said that he believed that operations in winter 2005 were better than in 2004. He said that there was as much snow in 2005 as in 2004. He said that a lot of work had been done on equipment to weatherproof it. He said that the rehabilitated M-2 cars had performed well in 2005. He said that the new M-7's on the Hudson and Harlem lines had also worked well, so that diesels were able to be released for use on the New Haven line during winter storms. He also said that the railroad was lucky that the major storm in 2005 was on a weekend.

Mr. Cannito said with respect to winter performance (December – March) in 2004 train length compliance was 74% on the Metro North system and 66.5% on the New Haven line, whereas in 2005 train length compliance was 80% on the system and 73.1% on the New Haven line. On-time winter performance was 94.7% in 2004 and 96.5% in 2005. He said the biggest improvement in winter 2005 was the reduction in cancellations: In winter 2004 there were 545 train cancellations on the Metro North system, of which 285 were on the

New Haven line; in winter 2005 there were 167 cancellations on the system, of which 94 were on the New Haven line. He also said that the railroad's complaint index was showing improvement.

Having completed his presentation, Mr. Cannito asked for questions. Mr. Chabot asked whether a decision had been made as to what kind of cars would be used on the New Haven line. Mr. Cannito said that he prefers "married pairs" similar to the present M-2's rather than triplets, because the repair shops are designed to handle pairs and not triplets and because with triplets the loss of one car results in the loss of three cars, rather than two. He said that he did not know whether all wheels would be powered on the new cars, because the specifications will specify performance rather than design. He went on to say that the procurement of new cars will be a competitive procurement, rather than a negotiated proposal as formerly contemplated.

In answer to a question by Jim Cameron, Mr. Cannito said that he expected the first cars to be delivered in 2008, and that with appropriate money he contemplated the first one hundred cars as additions to the fleet rather than replacement of M-2's. He said that he expected that production of new cars would be at the rate of 10 per month.

In answer to a question about the locomotives being leased from Amtrak, he said that they needed to be outfitted with the railroad's advanced signal systems.

In answer to a question from Joe McGee, Mr. Cannito said that Metro North has a 20 year needs program. He said that Connecticut has a 10 year funding program whereas New York will fund new cars in two five-year segments.

Bob Jelley asked how many car manufacturers were expected to bid, and Mr. Cannito said he expected at least three and probably four. He said that there may be a "buy American" provision in the contract.

In answer to another question, Mr. Cannito said that the biggest problem with the new M-7 cars is that the seats are a little too narrow, but that the New Haven line can have a wider car with wider seats.

In answer to another question, Mr. Cannito said that he hoped the new M-8's would provide for wireless internet usage. He said that Metro North is currently accepting proposals for such service, which would be available to commuters as a subscription service available from the wireless internet provider. He said that Metro North would also receive communication services from the provider.

With respect to new cars, Mr. Cannito said that if M-8's replace M-2's sooner rather than later, fewer M-2's will have to be rehabilitated under the CSR program, and the money saved can be used for additional new cars.

Mr. Chabot thanked Mr. Cannito for once again speaking to a Rail Council meeting and bringing the council members up to date on Metro North's performance and plans for the future. The Council then returned to its regular agenda.

APRIL PERFORMANCE

Gene Colonese passed out the April 2005 monthly report, which is attached to these Minutes. Lee Carlson questioned the statistic showing no bus substitutions on Shore Line East, and said that Shore Line East trains had been canceled without any buses being substituted for the canceled trains. Mr. Colonese said that he would in the future more accurately show Shore Line East cancellations.

Mr. Colonese was asked how "mean distance between failures" was calculated. He said he would find out. [He reports that it is the total train miles operated in the period divided by total primary failures. A primary failure is a mechanical failure that causes a train to be 6 minutes or more late.]

Mr. Carlson went on to say that there was no communication at State Street. Trains simply don't come, and it remains impossible for evening commuters to find out what is happening.

MAIN LINE AND BRANCH LINE ISSUES

Mr. McGee said that he had heard from a commuter from Glenbrook (on the New Canaan line) who wants to connect to the thru Shore Line East train to New Haven, but cannot make the connection in Stamford. He raised the question whether the schedule should be changed to permit such a connection. Mr. Jelley suggested that now that reverse commuting in the morning was being treated as peak rather than off-peak, the timetable should be examined to make sure that reverse commuting connections worked. Mr. Colonese said that from Metro North's point of view, the bulk of the commuting was into New York, and therefore those connections were the most important.

TALMADGE HILL PARKING

Mr. Chabot reported that the Town of New Canaan had plans to use some of the Talmadge Hill parking lots, which are town-owned, for school bus storage. He said that for the moment that proposal has been stopped, but may reemerge.

CDOT PLANNING STUDIES

Brenda Jannotta reported that the New Haven-Hartford-Springfield Commuter Rail Study was almost complete. She said that the Connecticut Rail Station Governance Report would be available soon. She said that Phase I of the Danbury line reelectrification study was underway, and should be completed by the end of the summer. She said that a new study of the Waterbury and New Canaan line infrastructures was underway.

The meeting concluded at 9:00 p.m.

The next meeting will be in Stamford, at the SACIA offices on Wednesday, June 15, 2005 at 7:00 p.m.

Bob Jelley

Secretary

Attachment: Monthly Report for Connecticut Metro North/New Haven Rail

METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and -212c of the Connecticut General Statutes)

MINUTES OF JUNE 15, 2005 MEETING

AT SACIA OFFICES

STAMFORD, CONNECTICUT

The meeting began at 7:00 pm.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, Carl Lehman, Lee Carlson, Ed Zimmerman, Jeff Maron and Peter Myers, Members of the Council; Gene Colonese, J. Grumblatt and Jeff Watson, Metro North Railroad; Peter Richter, Connecticut DOT; Sue Prosi, SWRPA; Mark Ginocchio, Stamford Advocate; Rhoda Myers and Jeff Steele, members of the public.

The Minutes of the meeting of May 18, 2005 were approved.

During the public comment period, Jeff Steele of Fairfield and Sue Prosi spoke briefly.

MONTHLY METRO NORTH OPERATIONS

In answer to a question, Gene Colonese said that 260 to 270 cars were required for full daily service. He also said that on the Monthly Report of Operations, on-time performance treats a canceled train as merely "late". On the other hand, "bus substitution" means a planned bus substitution, because of track work or other planned interruption, and does not include emergency replacement of a train by a bus.

Lee Carlson stated that the Metro North afternoon trains that leave from State Street only have one door open in the front car, requiring passengers from State Street to walk back through the train if they prefer to sit further back than the first car.

Bob Jelley raised, once again, the issue of closed cars on Metro North trains to and from Grand Central Terminal. He suggested that conductors were abusing their discretion to close cars, resulting in crowded open cars. He suggested that for all trains, until about 9:00 pm, all cars should be open. He noted that New York City subway cars are never closed. Lee Carlson commented that conductors close cars in order to have private cars for themselves and their friends.

Rodney Chabot reported that the clocks on the New York bound side of Westport Station were wrong.

STAMFORD STATION

Jeff Maron reported that taxis are not queuing, but instead are jumping lines and are blocking railroad space. He also reported that the stop lines on the garage floor have worn away, so that cars do not know where to stop.

SHORE LINE EAST

Peter Richter reported that opening of the new Branford and Clinton stations has been delayed until August [they did open in August], and the Guilford station will also open in August. [Guilford has been delayed by late delivery of glass, and will not open in August.]

WATERBURY LINE

Peter Richter reported that because of bridge work, buses will replace trains for three weeks, but not on weekends.

Jim Cameron reported that in an e-mail Peter Marcuse had complained that buses intended to replace trains on the Waterbury line had been taken to bus people stranded at Stratford station, because the catenary was down.

E-MAIL ALERTS

Jim Cameron and Jeff Maron stated that e-mail alerts, when the catenary was down between Stratford and Milford, were not timely. Mr. Colonese said he would look into it.

NEW CANAAN LINE

Mr. Chabot reported again on the Town of New Canaan's efforts to park school buses at the Talmadge Hill Station. He introduced a resolution, which was passed by the Council urging the Town of New Canaan not to use necessary parking spaces for school bus parking.

ADDITIONAL CARS AND LOCOMOTIVES

Mr. Richter reported optimism that the Legislature will pass at its Special Session the Transportation Bill providing money for new cars. [It passed.] He also reported that DOT has leased eight locomotives from Amtrak, which the Governor announced on May 17. One has already been received, and the rest ought to be received by the end of the year. He also reported that twelve of the cars bought from Virginia are in operation on Shore Line East. He also reported that DOT has received three of the ten cab cars from Virginia and the other seven will be received after July, 2006. The cab cars need modification in order to be operable in Connecticut.

Mr. Richter also reported that he expects the planned first stage of the new repair shop in New Haven to be in operation by the end of 2005.

NEW BUSINESS

Mr. Richter reported that funding is in place to continue the thru SLE trains to Stamford. Mr. Richter also said that he knew of no planned service reductions.

Carl Lehman suggested that DOT hold an open house when the new repair shop opens.

Peter Myers reported that at the Milford station, the structural work appears to be complete but much of the station is not usable yet. Mr. Richter said that bridge work adjacent to the station is not yet complete and that work impacts on the station.

At a closed session, Rodney Chabot was re-elected Chairman of the Rail Council, Jim Cameron was elected Vice Chairman and Bob Jelley was elected Secretary.

The meeting was adjourned at 8:30 pm.

The next meeting will be held at 7:00 pm at SACIA in Stamford on Wednesday, September 21, 2005.

Bob Jelley

Secretary

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and -212c of the Connecticut General Statutes)

MINUTES OF SEPTEMBER 21, 2005 MEETING

AT SACIA OFFICES

STAMFORD, CONNECTICUT

The meeting began at 7:00 pm.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, Jeff Steele, Joe McGee and Ed Zimmerman, Members of the Council; Gene Colonese, Fred Chidester and Jeff Watson, Metro North Railroad; Carl Bard and Peter Richter, Connecticut DOT; Shaun McLaughlin, MTA Police; Sue Prossi, SWERPA; Jerry Carney, Concession Operation; Larry Llydess and Greg Bartolo, Members of the Public.

The minutes of the June 15, 2005 meeting were approved.

OPERATIONAL REPORT

Gene Colonese distributed copies of the June, July, and August Operational Reports. There was a question about newspaper reports of ridership increases, presumably because of the rise in gasoline prices, and Mr. Colonese reported that ridership was up both within Connecticut and interstate to New York. He said that reverse commuting from New York to Connecticut was flat, and it was assumed that that was because of the increase in fares resulting from making reverse commuting in the morning peak fare rather than off-peak fare. In answer to another question, he said that the fewer car rehabilitation completed in July and August were caused by summer vacations.

RAILROAD SECURITY

Shaun McLaughlin of the MTA Police reported about security. He said that Metro North had been on high alert since the London underground bombings, but that the alert was being lowered on September 22. He said that there was no perceptible threat to the MTA system. He reported that the MTA has twenty-five bomb-sniffing dogs now, with ten more expected in six months. He said that the plan to put one thousand surveillance videos on the system was some years away. He said that the State of Connecticut was working on its funding for its portion of additional security. He said that there were random bag checks in New York but not in Connecticut, and that the bag checks in New York averaged

about two hundred per day. He further reported that about twenty thousand items pass through the MTA's Lost and Found Department each year.

From the general discussion, it appeared that most of the additional security was centered in Grand Central Terminal and 125th Street Station.

Mr. Cameron asked why random bag checks were considered necessary in New York but none were conducted in Connecticut. Mr. McLaughlin deferred answering and suggested the question be posed to CT State Police. Mr. Cameron commented that a police presence on the trains alone (as was done in CT) was of little deterrent value, but random bag checks might possibly discourage terrorists who would fear discovery of their explosives in back-packs or luggage.

MAIN LINE ISSUES

Mr. Bard reported that DOT was working on additional parking at railroad stations, and was making an effort to get control of all station parking. It was reported that thirteen of the M-4 triplets had had their windows replaced, and five more remain to be done. Mr. Richter reported that the Noroton Heights overpass rehabilitation will be completed in mid October.

DANBURY LINE

Mr. Richter reported that the final design of a signal system for the Danbury line is scheduled for completion in February, 2006. The system will also be able to carry the catenary if the line is re-electrified. Mr. Richter also reported that because the main line catenary replacement project will move soon to track 3 in South Norwalk, the location of discharge of Danbury line passengers will be affected.

NEW CANAAN BRANCH

Rodney Chabot raised the issue of the problem of the parking lot at Talmadge Hill Station. He said that the issue of using one of the parking lots for school bus parking had gone away, but now the Town of New Canaan is refusing to pave the extra land that the Town owns at the station so that it can be used for commuter parking. He asked whether DOT can press the Town on this issue, and Mr. Richter said he would look into it.

SHORE LINE EAST

Carl Bard reported that he was meeting with Amtrak the following week to discuss many issues, including putting a fifth train made up of cars purchased from Virginia in service on Shore Line East. Peter Richter reported that there are plans for adding a fourth car to the two morning and two evening thru trains between Old Saybrook and Stamford. He also said that all ten of the locomotives leased from Amtrak were now in New Haven. On July 11, the first locomotive was put in service on the Waterbury branch. In answer to a question from Bob Jelley, Mr. Richter said that the design of a new station for Westbrook is scheduled to be completed next May, and he said that the Madison station construction was out to bid.

FLEET REPLACEMENT

Mr. Richter said that the design of new M-8 cars was proceeding, and that DOT was cooperating with Metro North. He also said that they were going out with requests for proposals to pre-qualify prospective car suppliers. Mr. Chabot suggested that Alstom should not be permitted to be a bidder. He said that they had done bad work in the past for both Amtrak and the MTA.

Joe McGee raised the question of M-7 power consumption on the Harlem and Hudson lines. He said that it was his understanding that Peter Cannito wanted the same electric motors used on the M-8s, as are presently in use on the new M-7s. Mr. McGee went on to say that he thought the DOT should get heavily involved in this issue and not let Metro North make the decision on its own. Mr. Chabot reported that it was his understanding that additional substations were required on the Hudson and Harlem lines because of the power consumption of the new M-7s. Mr. Colonese said that when the upper Hudson and Harlem lines were electrified 17 years ago, Metro North couldn't afford the number of substations required, and therefore, the new substations were merely completion of the work not done 17 years ago.

NEW HAVEN REPAIR SHOP

Mr. Richter reported that the new repair shop will be fully enclosed by the end of 2005, so that it will permit indoor car repair work this winter. However, this initial phase of the project will not be fully complete until mid 2006.

NEW BUSINESS

Mr. Colonese reported on the new timetable with increased late night service. Mr. Bard reported the DOT was considering more service between New Haven and Hartford and even beyond the borders of Connecticut. Bob Jelley raised the question of Sunday westbound service on Shore Line East for weekenders wanting to return to New York City on Sunday afternoon or evening.

Mr. Bard reported that Connecticut's agreement with Amtrak for access to the Amtrak tracks for Shore Line East service had been extended again to July 2, 2006. He said that negotiations with Amtrak on the access fee were moving slowly. He also said that Connecticut was planning no major highway improvements other than adding a third lane on I-95 from Branford to the Rhode Island border and on I-84 from Waterbury to Danbury.

Mr. Colonese reported that Metro North had reached a settlement on wages with some of the railroad unions, and was still negotiating on others.

The meeting was adjourned at 8:55 pm.

The next meeting will be held at 6:00 pm at Union Station in New Haven on Wednesday, October 19, 2005.

Bob Jelley

Secretary

METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and -212c of the Connecticut General Statutes)

MINUTES OF OCTOBER 19, 2005 MEETING

AT UNION STATION

NEW HAVEN, CONNECTICUT

The meeting began at 6:00 pm.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, Peter Myers, and Ed Zimmerman, Members of the Council; Gene Colonese, Jeff Watson, and Joe Kanell, Metro North Railroad; Carl Bard, Jim Boyce, Peter Richter and Carmine Trotta, Connecticut DOT; Len Boyle, Dept. of Public Safety; Sean McLaughlin, MTA Police; Mark Ginocchio, Stamford Advocate; Sue Prossi, SWERPA; Lee Carlson, SLERA; Larry Uydess and Mrs. Peter Myers, Members of the Public.

The Minutes of the September 21, 2005 meeting were approved.

Sue Prossi announced several meetings to be held in the coming month.

MONTHLY OPERATIONS REPORT

Gene Colonese commented on the increases in ridership shown on the Report. Lee Carlson asked how the Report indicated the number of canceled Shore Line East trains, and after some discussion, Mr. Colonese agreed that in the future the number of canceled trains will be shown. In answer to a question from Bob Jelley about how Metro North ridership is determined, Mr. Colonese said that it was based on number of ticket sales and a formula, which he said he would furnish.

Peter Richter reported on the difficulties of getting the Virginia cab cars reconditioned for use on Shore Line East. He said that he was asking Amtrak to do the work.

PUBLIC SAFETY ON TRAINS

Len Boyle, Commissioner of Public Safety for the State of Connecticut, spoke about the Department of Public Safety's efforts to increase public safety on trains.

He said that terrorists tend to do the things that have worked in the past.

He said that when there is a threat or something happens, the Department goes on heightened alert. It coordinates with New York State troopers. He said that State Troopers from both States have authority to act in both states. He described training in behavioral profiles as a way of identifying potential terrorists. He also described the use of bomb dogs, primarily on platforms.

He said that the State Police have much better intelligence information in the last eight to twelve months than they previously had. He said that the FBI in New Haven has an intelligence unit comprised of members of the FBI, the CIA, the Connecticut State Police and municipal police. He said that a combined unit was particularly effective because different pieces of intelligence information tend to come from different sources.

In answer to a question about why the State of New York decided to institute bag searches but Connecticut did not, he said that in the crowded conditions in New York, behavior profiling doesn't work very well, whereas in the less-crowded conditions in Connecticut, it does.

With respect to long-term plans, he said that the State Police were planning a critical infrastructure security assessment, that would include not only railroads but also bus terminals, for example. He also said that State Police were developing mass transit specialists who would work at mass transit locations everyday, rather than gearing up for threats or incidents.

Jim Cameron stated that he thought that it was a mistake not to do random bag checks in Connecticut. Commissioner Boyle said that among other problems with random bag checks, there was concern that if a bag check caught one terrorist, other terrorists in the group would detonate their explosives.

Rodney Chabot asked why the Department did not concentrate on Arabs. The Commissioner said that physical characteristics can be taken into consideration in profiling, but he also added that Arabs can be hard to identify.

In answer to a question from Jim Cameron, Commissioner Boyle said that heightened security on the railroads takes troopers off I-91. But he added that the National Guard was also used this summer. He also noted that additional troopers are being trained and would be deployed in the coming months.

SHORE LINE EAST

Lee Carlson reported that on afternoon Metro North trains beginning at State Street, conductors continued to only open the door in the front car. Jon Kanell said that he would take care of that problem. Mr. Carlson asked if the State was planning to switch from Amtrak to Metro North as the operator of Shore Line East and Peter Richter said there was no such plan.

DANBURY BRANCH

Rodney Chabot reported on the meeting that he went to the previous day, dealing with the study of the reelectrification of the Danbury line. He said that the contract for putting signals on the Danbury branch will go out to bid next spring. He reported that there is increased demand for reverse commuting on the Danbury branch. Carmine Trotta reported on the various options being discussed for the study of electrification. A full presentation on the Danbury Branch Study will be made for the Council at its November meeting.

NEW CANAAN BRANCH

Mr. Richter reported that additional town-owned property at the Talmadge Hill station will be held for parking use, but he said that it was not clear if the Town was required to pave it for parking.

PARKING AT STATIONS

In light of a 6 – 8 % surge in ridership provoked by higher gasoline prices, Mr. Cameron asked what DOT was doing to increase parking at stations. After some discussion, Mr. Jelley suggested it might be useful to make spaces a little narrower. Ms. Prosi said that some portions of some parking lots were being re-striped to make the spaces narrower. Jim Boyce reported that the Department was working on an additional parking garage in New Haven.

MILFORD STATION

Peter Meyers said that the Milford station was still not complete after five years. Peter Richter said that work is moving along.

DESIGN OF NEW CARS FOR NEW HAVEN LINE

Mr. Richter reported that Metro North and CDOT have received responses from four prospective builders, Alstom, Bombardier, Calowski, and Siemens. He said that there is a plan to issue technical or performance specifications by November, so that prospective builders can design cars to meet the specs. In answer to a question about power consumption of the existing M-7s, he said that Metro North and DOT were looking into that matter and would not sacrifice efficiency for standardization.

LOCOMOTIVES LEASE FROM AMTRAK

Mr. Richter reported that some of the new locomotives were already in service. In answer to a question, Mr. Richter repeated that the CDOT was having trouble finding companies willing to do the necessary work to put the remaining Virginia cab-cars into service.

NEW NEW HAVEN REPAIR SHOP

Mr. Richter reported that the repair shop will not be finished and useable until June, 2006. That means that it cannot be used for repair work this winter.

AMTRAK GRADE CROSSING ACCIDENT IN WATERFORD IN OCTOBER

In answer to questions, Mr. Richter said that the grade crossing was equipped with four gates. He said that Amtrak has not finished its investigation, but it is his understanding that the automobile drifted under the gates just as the train arrived at the crossing.

NEW LATE NIGHT TRAINS

Mr. Colonese gave preliminary figures on the popularity of the new late night rains that began at the beginning of October.

The meeting adjourned at 7:40 p.m.

The next meeting will be held on Wednesday, November 16, 2005 at 7:00 p.m. at SACIA in Stamford.

Bob Jelley

Secretary

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and -212c of the Connecticut General Statutes)

MINUTES OF NOVEMBER 16, 2005 MEETING

AT SACIA OFFICES

STAMFORD, CONNECTICUT

The meeting began at 7:00 pm.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, and Jeff Steele, Members of the Council; Gene Colonese, Jeff Watson, and Joe Kanell, Metro North Railroad; Jim Boice, Peter Richter and Carmine Trotta, Connecticut DOT; Jim McKenna, MTA Police; Sue Prossi, SWERPA; John Austin, Sr., Consumer Advocate; Patrick R. Linsey, Norwalk Hour; Steve Gazillo and David Chase, Washington Group.

The Minutes of the October 19, 2005 meeting were approved with modifications.

DANBURY BRANCH ELECTRIFICATION

The Washington Group, which is doing a study of Danbury branch electrification, made a presentation about the progress of their study. They were represented by Steve Gazillo and Dave Chase. They explained that the real purpose of the study was travel time improvement as well as extension of service to New Milford. The study is on the web at www.danburybranchstudy.com. One part of the study deals with improving track alignment, considering double tracking, and considering more than the three present passing sidings. The study is investigating what things are necessary in order to get five minute, ten minute and fifteen minute time improvement on the Danbury line. Mr. Gazillo noted that improving alignment means taking property to straighten curves.

Mr. Gazillo noted that the State's prediction of ridership in 2020 is 3,000 trips per day. If the Danbury branch is extended to New Milford, the State's prediction is 1,600 additional trips per day.

Mr. Gazillo said that the Washington Group estimates a cost of \$75 million to electrify the Danbury branch, \$9-\$31 million for Sidings, \$6.5 million for track work and \$90 million for new cars.

Rodney Chabot asked if the State's ridership figures were really correct, and predicted that ridership after electrification would be higher than the State's estimate.

OCTOBER RIDERSHIP

Gene Colonese reported on the October 2005 ridership figures (attached). Mr. Chabot asked why Shore Line East on-time performance had dropped in October and Mr. Colonese said it was because 7 trains had been canceled and those cancellations figure into the on-time performance figures.

HOMELAND SECURITY GRANT

Jim Cameron asked why Connecticut got only \$500,000 out of the \$37.5 million homeland security grant for the New York, New Jersey, Connecticut area. Peter Richter said that Connecticut DOT was part of the working group, along with MTA, Port Authority and New Jersey Transit, that divided up the grant. He said that Connecticut got its proportional share based on ridership, mileage, number of stations, and risk, although it was less than Connecticut wanted.

MAIN LINE ISSUES

Mr. Cameron asked about the catenary torn down between Stamford and Noroton Heights on Saturday evening, November 12. He noted that the wires had been repaired very quickly. Mr. Colonese explained that the 5:57 pm train from New Haven tore down the wires but the 6:07 from Grand Central to New Haven was also involved. 4,000 feet of wires were down on all five tracks. Joe Kanell said two tracks were back in service by 1:00 and all the tracks were back in service by Monday morning. The reason that all five

wires came down is because span wires hold the wires apart on a curve and when one wire is pulled down, the span wire pulls the rest of the wires with it.

Jeff Steele asked about the use of bar cars on morning trains. Mr. Colonese explained that bar cars are part of a pair of cars, but also bar cars have seats that can be used for passengers.

In answer to a question from Mr. Cameron, Mr. Colonese explained that Metro North is now going to tell conductors how many cars to initially open on trains, rather than leaving it to the conductors discretion. It is hoped that this will alleviate the closed car issue.

SHORE LINE EAST

In answer to a question about repair work on some of the Virginia cars necessary before they can be put into service, Mr. Richter explained that the first request for proposals early this spring had listed a number of things to be done, and that the only response, from Kowasaki, had overheads that were too high. Then it was decided to do less work. In the meantime, the State's procedure for letting contracts had changed and as a result a new request for proposals only went out in early November. Mr. Richter noted that the Virginia cars cannot be sent to Harmon for work, because equipment underneath the car would hit the third rail. As a result, the Virginia cars cannot go west of Pelham on the Metro North tracks.

Bob Jelley, on behalf of Lee Carlson, raised the question of the electric clocks at State Street being always three or four minutes fast.

FLEET REPLACEMENT ON THE NEW HAVEN LINE

Mr. Richter reported that further work is being done on the specifications. He said that Alstom had dropped out of the group qualified to bid, leaving Bombardier, Kowasaki and Siemens. Mr. Chabot expressed pleasure that Alstom had dropped out, because, he said, there had been many reports of Alstom's poor performance on contracts with Amtrak and MTA. Mr. Jelley reported that he and his law firm, Wiggin and Dana, has represented

Bombardier in the past on aircraft matters and that the firm continues to represent Bombardier on such matters.

Mr. Boice said that the first new production cars were expected in late 2008. Various members of the Council expressed skepticism that cars would be available that soon.

LOCOMOTIVES

In answer to a question about the eight locomotives leased from Amtrak, Mr. Richter reported that seven were on the property and one was in Albany and would be back in the next few weeks. He said that the State had sent out requests for proposals on six new dual-mode locomotives that could run both diesel and third rail.

The meeting adjourned at 8:45 p.m.

The next meeting will be held on Wednesday, December 21 at 6:00 p.m. at Union Station in New Haven.

Bob Jelley

Secretary

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL

(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b and 13b-212c of the Connecticut General Statutes)

MINUTES OF DECEMBER 21, 2005 MEETING

UNION STATION

NEW HAVEN, CONNECTICUT

The meeting began at 6:00 pm.

Present were: Chairman Rodney Chabot, Vice Chairman Jim Cameron, Bob Jelley, Carl Leaman, Jeff Maron, Members of the Council; Gene Colonese, Elijah Servance, and Phil Wilhelmy, Metro North Railroad; Peter Richter and Carmine Trotta, Connecticut DOT; Sue Prossi, SWERPA; and Albert Song, Member of the Public.

The minutes of the November 16, 2005 meeting were approved.

MONTHLY OPERATIONS

Gene Colonese presented the November figures on the New Haven line and Shore Line East operations. He said that some of the numbers were preliminary. In connection with the increase in Shore Line East ridership, Bob Jelley expressed the opinion that at least in part, the increase is accounted for by potential commuters choosing to live near the stations so that they can take advantage of rail commuting.

RAIL SECURITY

Jim Cameron reported that the meeting in Darien on railroad security was a good meeting. He said that it was reported that security people walked the Park Avenue tunnel each morning before the commencement of railroad operations. Jeff Maron reported on the extensive use of cameras in the London subway. Peter Richter said that the DOT was

looking at this option. Rodney Chabot raised the question of the possible use of motion detectors in the Park Avenue tunnel during hours that the railroad is not in operation. Phil Wilhelmy said that in addition to security people, maintenance people provide additional eyes and ears in the tunnel. Mr. Colonese said that the MTA was looking at various security technologies involving cameras.

MAIN LINE ISSUES

Mr. Maron reported that commuter trains were less crowded during the New York City Transit strike than he had expected. He said that businesses in downtown New York City were running buses from Grand Central Terminal. He thought things were going well. Mr. Colonese said that Metro North had brought in 50% more people to New York City the day of the meeting than normal. Carl Leaman asked whether the railroad unions had expressed concern about the extra trains within New York City during the strike. Mr. Colonese said that they had not.

SHORE LINE EAST

Mr. Jelley suggested that there ought to be a sign at the Guilford station on the north side of the tracks telling passengers that all trains stop at the south platform.

NEW CANAAN BRANCH

Mr. Chabot reported that people on the New Canaan branch liked the new late-night train.

WATERBURY BRANCH

Mr. Chabot questioned the number of bus substitutions on the Waterbury branch and Mr. Colonese opined that they were because of unavailability of equipment. He said he would report the reason at the January meeting

DANBURY BRANCH

Mr. Chabot reported that he had gone to the hearing in Wilton on the Danbury branch study. He said that people were not happy with the number of stops that Danbury branch thru-trains made on the main line. Carmine Trotta, in reporting on a different hearing on the Danbury branch study, said that it was clear that people between Danbury and New Milford wanted service extended to New Milford. Mr. Chabot questioned the slow speed that study personnel said was the highest possible speed above Danbury, and suggested that higher speeds were possible on the existing track.

FLEET REPLACEMENT

Mr. Richter reported that the request for proposals had gone out and that a contract was expected to be awarded in the spring. He further reported that when production starts, the State would like delivery of 10-20 cars per month. Mr. Richter also reported that the State had gone out with another request for proposals for six dual-mode locomotives, with the possibility of two additional orders of five locomotives each. The opening of the responses is planned for June. The State is also ordering seven multi-purpose diesel locomotives. Mr. Richter also reported that a request for proposals had gone out, with an opening set of January 19, for the work required on the Virginia cars. A contract is expected to be awarded by March 1, with work to be completed in June, 2007.

In response to a request by Mr. Maron, Mr. Richter said members of the Council would be able to be included in sessions for communicating on the design of the new cars.

NEW HAVEN REPAIR SHOP

Mr. Richter reported that construction was going well, and the facility is expected to be open in fall, 2006. A question was raised of having a meeting in the spring of 2006 to view the new facility.

METRO NORTH'S UNION NEGOTIATIONS

In answer to a question, Mr. Colonese reported that Metro North is still negotiating with many of its seventeen unions, who are working without a contract. He said that the engineers, conductors, train dispatchers, yardmasters, and signalmen have signed new contracts. In answer to a question from Mr. Jelley about DOT's participation in Metro North labor matters, Mr. Richter said that the DOT was kept informed of labor negotiations but did not participate.

CONTRACT WITH AMTRAK FOR OPERATION OF SHORE LINE EAST

Mr. Richter said that the extension of DOT's contract with Amtrak went only until January 31, 2006. Negotiations are continuing. He said that there was new federal legislation authorizing the U.S. DOT to establish how Amtrak gets paid for services.

OTHER MATTERS

In answer to a question, Mr. Colonese speculated that the satisfaction survey showing lower satisfaction on the New Haven line was probably due to contrast with the new cars on the Harlem and Hudson lines.

Mr. Richter said that the order for new cars will include 10-12 bar cars.

Mr. Leaman reported that there was a 42-minute gap during the morning peak period for stops at Green's Farms, and suggested that a stop be added. Mr. Maron said that there was no express train from Stamford to GCT between 5:50 am and 6:20 am, and suggested that one ought to be added.

The meeting adjourned at 7:30 pm.

The next meeting will be held on Wednesday, January 18 at 7:00 p.m. at SACIA offices in Stamford.

Bob Jelley

Secretary

(February 1, 2006 revision)

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
February 2005

MONTHLY REPORT - New Haven Line Mainline		
Category	February	Year-to-Date
Ridership (Monthly Average)	2,476,740 (+3.7%)	2,493,214 (+0.5%)
On-Time Performance	97.8%	94.9%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	75	N/A
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	70.8%	73.7% (Jan. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. avg.-51,531	39,957	32,674
- M4 2005 Goal-82,470; 12 mo. avg.-40,205	22,732	21,619
- M6 2005 Goal-96,486; 12 mo. avg.-58,122	65,250	58,122
- Genesis 2005 Goal-31,282; 12 mo. avg.-23,372	15,068	14,772
CSR - Cars completing rehabilitation (Current Month and Total)	4 Cars	35 Pairs 70 Cars
Locomotives required daily (Psgr. Service)	9	
Incidents of Note – 1563 Struck at trespasser just east of Stratford Station delaying numerous trains for approximately 1 hour. Most delays incurred were of 15 minutes or less. Norwalk Station Door Incident – Under investigation.		

MONTHLY REPORT - Branch Lines				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.0%	96.8%	97.7%	96.0%
Bus Substitutions	34	2	7	0
# VRE Cars in Service	0	0	0	8
Incidents of Note - Train #1812 struck Tractor Trailer on 2/9/05. Substitute bus service was provided.				

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
March 2005

MONTHLY REPORT - New Haven Line Mainline		
Category	March	Year-to-Date
Ridership	2,940,378 (+4.4%)	7,926,802 (+4.4%)
On-Time Performance	97.7%	95.9%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	71	75 (Feb. 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	71.3%	70.8% (Feb. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 50,893	69,499	42,232
- M4 2005 Goal-82,470; 12 mo. Avg.- 38,977	42,423	27,194
- M6 2005 Goal-96,486; 12 mo. Avg.- 58,097	43,505	34,836
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 22,473	18,541	16,873
CSR - Cars completing rehabilitation (Current Month and Program Total)	4	72 (Program Total)
Locomotives required daily (Psgr. Service)	9	N/A
Incidents of Note - Train #1527 terminated at Stamford on 3/31 due to cab signal apparatus (pick-up coil) torn off and extensive damage to track (signal) receiver.		

MONTHLY REPORT - Branch Lines				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.1%	97.8%	96.2%	96.1%
Bus Substitutions	0	5	3	0
# VRE Cars in Service	0	0	0	10
Incidents of Note - Structure fire adjacent to Danbury track on 3/16/05 caused 5 bus substitutions in evening.				

- SLE ridership (March) - 35,994 (down 1%)

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL

April 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	April	Year-to-Date
Ridership	2,829,935 (+4.4%)	10,756,738 (+4.4%)
On-Time Performance	97.8%	96.4%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	70	71 (Mar. 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	67.9%	71.3% (Mar. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 51,069	47,527	45,221
- M4 2005 Goal-82,470; 12 mo. Avg.- 37,873	49,789	30,422
- M6 2005 Goal-96,486; 12 mo. Avg.- 53,451	36,047	37,730
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 22,694	35,525	19,932
CSR - Cars completing rehabilitation (Current Month and Program Total)	2	74 (Program Total)
Locomotives required daily (Psgr. Service)	9	N/A
Incidents of Note - Monday, April 11 - Train #1313 struck trespasser at Port Chester resulting in many AM train delays.		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.2%	96.6%	98.7%	96.1%
Bus Substitutions	0	0	9	0
# VRE Cars in Service	0	0	0	11
Incidents of Note - Monday, April 25 - Train #1707 stuck in gap at Cos Cob resulting in train delays.				

- Shore Line East ridership (April) - Average Daily Ridership 1,550 (-0.3%)

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
May 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	May	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,848,032 (+2.8%)	13,604,770 (+4.0%)
On-Time Performance	98.4%	96.8%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	68	70 (Apr. 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	75.4%	67.9% (Apr. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 51,735	72,925	50,754
- M4 2005 Goal-82,470; 12 mo. Avg.- 40,058	75,725	35,991
- M6 2005 Goal-96,486; 12 mo. Avg.- 53,804	128,723	44,006
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 24,933	62,825	24,488
CSR - Cars completing rehabilitation (Current Month and Program Total)	4	76 (Program Total)
Locomotives required daily (Psgr. Service)	9	N/A
Incidents of Note - Monday, May 30 - Auto on track 4 at 165th Street resulting in 5 late trains on Memorial Day morning.		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.7%	99.2%	97.4%	95.5%
Bus Substitutions	0	3	9	0
# VRE Cars in Service	0	0	0	12
Incidents of Note - None.				

- Shore Line East ridership (May) - Average Daily Ridership 1,608 (+0.1)

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL

June 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	June	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,999,628 (+2.9%)	16,604,398 (+3.8%)
On-Time Performance	97.6%	96.9%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	Not available	68 (May 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	90.0%	75.4% (May 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 53,400	48,829	51,686
- M4 2005 Goal-82,470; 12 mo. Avg.- 39,965	63,691	39,212
- M6 2005 Goal-96,486; 12 mo. Avg.- 53,405	38,550	44,337
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 25,096	23,166	24,804
CSR - Cars completing rehabilitation (Current Month and Program Total)	4	80 (Program Total)
Locomotives required daily (Psgr. Service)	10	n/a
Incidents of Note - None.		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.3%	97.6%	97.1%	95.9%
Bus Substitutions	7	0	161	0
# VRE Cars in Service	n/a	0	0	12
Incidents of Note - None.				

- Shore Line East ridership (June) - Average Daily Ridership 1,634 (+0.3%)

n/a - Not applicable

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
July 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	July	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,839,554 (+3.6%)	19,443,952 (+3.8%)
On-Time Performance	97.1%	97.0%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	Not available	Not available (June 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	86.0%	90.0% (June 2005)
MDBF - Mean Distance Between Failures - M2 2005 Goal-75,903; 12 mo. Avg.- 55,308 - M4 2005 Goal-82,470; 12 mo. Avg.- 44,141 - M6 2005 Goal-96,486; 12 mo. Avg.- 59,602 Genesis 2005 Goal-31,282; 12 mo. Avg.- 24,513	53,639 42,225 100,995 18,281	53,064 41,785 53,333 22,075
CSR - Cars completing rehabilitation (Current Month and Program Total)	2	82 (Program Total)
Locomotives required daily (Psg. Service)	10	n/a
Incidents of Note - None		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.0%	97.5%	96.4%	96.9%
Bus Substitutions	6	0	8	0
# VRE Cars in Service	n/a	0	0	12
Incidents of Note - None.				

- Shore Line East ridership (July) - Average Daily Ridership 1,657 (+3.1%)

n/a - Not applicable

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
August 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	August	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,972,191 (+3.9%)	22,416,143 (+3.8%)
On-Time Performance	97.3%	97.0%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	Not available	Not available (July 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	84.0%	86.0% (July 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 54,567	47,337	52,810
- M4 2005 Goal-82,470; 12 mo. Avg.- 44,146	45,183	41,785
- M6 2005 Goal-96,486; 12 mo. Avg.- 58,614	87,950	53,333
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 24,203	16,613	22,414
CSR - Cars completing rehabilitation (Current Month and Program Total)	2	84 (Program Total)
Locomotives required daily (Psg. Service)	10	n/a
Incidents of Note - None.		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	97.7%	97.7%	97.8%	96.3%
Bus Substitutions	16	4	14	0
# VRE Cars in Service	n/a	0	0	12
Incidents of Note - None.				

- Shore Line East ridership (August) - Average Daily Ridership 1,618 (+1.6%)

n/a - Not applicable

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
September 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	September	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,881,263 (+5.0%)	25,297,406 (+3.9%)
On-Time Performance	98.4%	97.1%
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	76	Not available (August 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	84.0%	84.0% (August 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 54,843	57,199	54,781
- M4 2005 Goal-82,470; 12 mo. Avg.- 47,898	52,714	46,917
- M6 2005 Goal-96,486; 12 mo. Avg.- 56,392	131,924	55,438
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 22,497	15,229	21,764
CSR - Cars completing rehabilitation (Current Month and Program Total)	2	86 (Program Total)
Locomotives required daily (Psgr. Service)	10	n/a
Incidents of Note - None.		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.0%	98.0%	98.8%	95.0%
Bus Substitutions	9	1	4	0
# VRE Cars in Service	n/a	0	0	12
Incidents of Note - None.				

- Shore Line East ridership (Sept.) - Average Daily Ridership 1,844 (+9.2%)
(Note - Highest monthly total since inception of service)

n/a - Not applicable

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
October 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	October	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,924,863 (+3.2%)	27,176,709 (+3.8%)
On-Time Performance	98.2%	97.3%
Annulments and Terminations	7	11
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	67	76 (Sept. 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	87.3%	84.0% (Sept. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 57,514	119,402	59,540
- M4 2005 Goal-82,470; 12 mo. Avg.- 46,843	45,773	46,788
- M6 2005 Goal-96,486; 12 mo. Avg.- 52,931	76,030	56,875
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 22,011	14,794	20,803
CSR - Cars completing rehabilitation (Current Month and Program Total)	4	90 (Program Total)
Locomotives required daily (Psgr. Service)	10	n/a
Incidents of Note - None.		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	99.2%	98.4%	97.6%	90.3%
Bus Substitutions	5	0	25	0
# VRE Cars in Service	n/a	0	0	12
Incidents of Note - Signal power lost on New Canaan on Sunday, Oct. 16.				

- Shore Line East ridership (Oct.) - Average Daily Ridership 1,771 (+9.4%)
Year-to-Date Average Daily ridership - 1,645 (+4.3%)
- Shore Line East Annulments and Terminations (Oct.) - 7

n/a - Not applicable

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
November 2005

MONTHLY REPORT - MTA Metro-North New Haven Line (Mainline)		
Category	November	Year-to-Date
Ridership (% change from same period 2004 - calendar adjusted)	2,884,338 (+4.6%)	31,106,605 (+3.9%)
On-Time Performance	94.5%	97.0%
Annulments and Terminations (Current Month and Previous Month)	35	7 (Oct. 2005)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	n/a	67 (Oct. 2005)
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	91.2%	87.3% (Oct. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. Avg.- 57,156	39,593	57,504
- M4 2005 Goal-82,470; 12 mo. Avg.- 46,808	42,603	46,363
- M6 2005 Goal-96,486; 12 mo. Avg.- 53,377	31,578	53,965
- Genesis 2005 Goal-31,282; 12 mo. Avg.- 22,014	26,133	21,428
CSR - Cars completing rehabilitation (Current Month and Program Total)	4	94 (Program Total)
Locomotives required daily (Psgr. Service)	10	n/a
Incidents of Note - Wire damage east of Stamford (Sat. 11/12 and Sun. 11/13)		

MONTHLY REPORT - Branch Lines (incl. Shore Line East)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	96.2%	94.5%	94.7%	95.2%
Bus Substitutions	69	0	17	4
# VRE Cars in Service	n/a	0	0	12
Incidents of Note - Wire Damage affecting New Canaan (see above). Also new Canaan power problems on Sun. 11/20.				

- Shore Line East ridership (Nov. - Average Daily Ridership 1,827 (+22.3%)
Year-to-Date Average Daily ridership - 1,661 (+1.4%)
- Shore Line East Annulments and Terminations (Nov.) - 6

n/a - Not applicable

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
December 2005

MONTHLY REPORT - New Haven Line Mainline		
Category	December	Year-to-Date
Ridership (% change from same period 2004–calendar adjusted)	2,951,825 (+1.4%)	33,891,520 (+3.2%)
On-Time Performance	95.2%	96.8%
Annulments and Terminations (current month and previous month)	9 Annulments	35 (Nov. 2005)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	75	N/A
Consist Compliance (AM and PM Peaks) Current Month and Previous Month	81.2%	91.2% (Nov. 2005)
MDBF - Mean Distance Between Failures		
- M2 2005 Goal-75,903; 12 mo. avg.-51,531	50,425	57,614
- M4 2005 Goal-82,470; 12 mo. avg.-40,205	34,151	45,538
- M6 2005 Goal-96,486; 12 mo. avg.-58,122	32,438	51,555
- Genesis 2005 Goal-31,282; 12 mo. avg.-23,372	25,995	21,789
CSR - Cars completing rehabilitation (Current Month and Total)	2	96 (Program total)
Locomotives required daily (Psg. Service)	10	N/A
Incidents of Note: 1-DEC-05 Trespasser strike east of South Norwalk Station. 2-DEC-05 Person jumped off Milford platform in front of Amtrak train. No injury. 12-DEC-05 Trespasser strike at Riverside Station. 12-DEC-05 MNR employee struck head on catenary pole.		

MONTHLY REPORT - Branch Lines				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	98.1%	95.9%	96.1%	95.4%
Bus Substitutions	0	8	0	0
# VRE Cars in Service	0	0	0	12
Incidents of Note: 1-DEC-05 Trespasser strike, Bethel, on Danbury Branch.				

- Shore Line East Average Daily Ridership (Dec.): 1,657 (+20.8%)
- Shore Line East Year-to-Date - Average Daily Ridership: 1,661 (+5.2%)
- Shore Line East Annulments and Terminations (Dec.) - tbd