



## ANNUAL REPORT - 2007

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



[www.trainweb.org/ct](http://www.trainweb.org/ct)



## Connecticut Metro North-Shoreline East Rail Commuter Council

P.O. Box 15125 • Park Square Station • Stamford, CT 06904  
1-800-842-8299 (In CT)

15 January 2008

Governor M. Jodi Rell  
Interim CDOT Commissioner Emil Frankel  
Senator Donald DeFronzo  
Rep. Antonio Guerrero  
CT Public Transportation Commission  
NY Metro-North Rail Commuter Council  
Inspector General – MTA  
Lee Sander – MTA Exec. Director & CEO

Dear Ladies and Gentlemen:

Pursuant to Connecticut Public Act 85-239 (now Sections 13b-212b and 13b -212c of the Connecticut General Statutes), The Connecticut Metro-North Rail Commuter Council is pleased to share with you our Annual Report for 2007.

As you know, our legislative mandate is to be advocates for the interests of the more than 55,000 daily riders of Metro-North in Connecticut. Toward that end, we meet monthly with railroad officials... testify regularly before the legislature... speak before civic groups and share with the media our work on behalf of riders.

Our report's narrative highlights the important issues of the past year with embedded internet links for further information. Also attached are the Minutes of our meetings and monthly Operational Reports from Metro-North.

We hope you find this report useful in understanding the challenges and opportunities facing rail commuters in Connecticut.

Respectfully submitted,

***Jim Cameron***

***Terri Cronin / Jeffrey Steele***

***S. Robert Jelley***

Jim Cameron  
Chairman

Terri Cronin / Jeffrey Steele  
Co-Vice Chairmen

S. Robert Jelley  
Secretary

### **COUNCIL VICTORIES ON BEHALF OF COMMUTERS:**

True to its legislative mandate to represent the interests of rail commuters in Connecticut, the Commuter Council helped change several policy decisions in 2007 for the benefit of commuters:

- Halt in plans to require commuters to use “opposite platforms” during winter.
- Replacement of the proposed \$1 per ticket fare surcharge with a 1% fare increase
- Continuation of Bar car service and alcohol sales
- Expanded service on the Waterbury branch line
- Introduction of expanded e-mail alerts to branch line riders

### **NEW M8 RAIL CARS:**

Design and engineering work moves forward on the 340+ new M8 rail cars ordered jointly by the state of Connecticut and Metro-North for service on the New Haven line. (The cover photo on this year’s report is an artist’s rendering of the new cars’ exterior.)

With input from focus groups of commuters (including a special session with the Commuter Council), renowned transportation interior designer Cesar Vargara and his team have designed an impressive rail car.

Passengers will find more leg room, better lighting, better PA system, vacuum toilet systems and more reliable HVAC systems.



***Artist rendering of M8 car interiors.***

The Council was pleased to learn that the cars will be built with space for future addition of “Wi-Fi” capability, though none is planned at rollout.



***Artist rendering of vestibule area in new M8 rail cars.***

The Council has expressed concern about the “three and three” set of seats facing each other nearest the doors (see rendering above). In earlier cars these seats were three and two, allowing more room in the vestibule for embarking and disembarking passengers. Metro-North rejected the Council’s concern as it says it must maximize available seating in the new cars, having lost considerable space to mechanical components and new ADA concerns.

The first of the M8 cars, a prototype, is scheduled for delivery in August 2009. Assuming it tests out properly, sizable numbers of new M8 cars will be delivered over the subsequent three years.

### **FARE INCREASES:**

In its FY 2005 budget, the legislature had mandated a \$1 per ticket fare surcharge to take effect January 1, 2008. These funds were to be used to allow commuters to pay a “fair share” of the cost of the new M8 cars. Previously, rail fares only covered operating costs, not capital equipment.

The Commuter Council pointed out the inequity in such a flat-rate fare hike regardless of distance traveled, and Governor Rell asked Senators Nickerson and McDonald to come up with an alternative.

Their proposal for an alternative 1% fare increase for each of seven years, but not starting until January 1, 2010, was approved by the legislature.

CDOT further reassured the Commuter Council that at this point, no further fare increases are contemplated for the foreseeable future.

### **ON-TIME PERFORMANCE:**

The Commuter Council applauds Metro-North in achieving a 97.7% on-time performance on the New Haven line in 2007. (On-time is defined as a train arriving at its destination within 5 minutes and 59 seconds of schedule.)

Mechanical operations of the railroad remain strong. Even when there are wires-down incidents, crews quickly get the railroad up and running again. Metro-North crews do an admirable job trying to keep our aging fleet of cars up and running.

The Council's concern is that while Metro-North “runs a great railroad”, it often forgets there are passengers in the rail cars who are hungry for information and would like to be better informed of problems when they occur.

## **CONDITIONS ON TRAINS:**

Crowding conditions remain a serious problem on many rush-hour trains. This is due to increased ridership without a corresponding increase in available cars due to our aging fleet.



*(Photos of standees submitted by commuters)*

On cars that have gone through the CSR (critical systems replacement) program passengers may notice improved bathrooms and newer seats. But on older cars, HVAC often remains unreliable.

On a positive note, Metro-North and riders' appeals to commuters to minimize their use of cell-phones have helped reduce complaints.

## **CUSTOMER COMMUNICATIONS:**

As in 2006, poor communications with commuters is probably the biggest problem that riders (and the Council) had in 2007 with both Metro-North and CDOT.

While communications have improved, there is still an overall lack of coordination between Metro North and CDOT in communicating with riders when a problem or delay occurs. This is a recipe for confusion, as it creates a disconnect between the agencies and the riders themselves. Commuters need and expect to be informed of problems, delays, and schedule changes at all points in their commute (on the platform, on the train, and at the stations), but unfortunately this does not happen on a regular basis.

Further, commuters should know not only that a problem exists, but what it is, how long it may take to correct the problem, and what their options are (i.e., regarding connections, alternative trains) should the problem take longer than

expected. Simply put, commuters should not be left in the dark, but often they are.

The Council handled several complaints this year of multi-hour delays on trains where the conductor not only didn't communicate with passengers but hid from them on the train. This is unacceptable.

Improved signage at stations, more frequent and clearly-audible PA announcements on platforms will also help, especially at busy stations such as Stamford.

On a positive note, the Council feels that Metro North's new e-mail notification system has worked quite well in keeping commuters updated on train delays, accidents, and problems with the tracks. The Council is also pleased that Metro-North has implemented its suggestion for separate e-mail alerts for branch-line riders.

### **BAR CARS & ALCOHOL SALES:**

Metro-North's New Haven line is the only commuter railroad in North America which offers riders dedicated "Bar Cars". The year 2007 was a year of note for these unique passenger amenities. An MTA task force was convened to assess whether Metro North should continue to sell alcohol on the railroads.

The report from that task force found that there were no automobile accidents, no police reports of unruly passengers that were drunk nor bartenders cited by the police for serving alcohol to minors caused by drinking in the bar car.

The Council worked with interested commuters in presenting 4,000 petition signatures from passengers that wanted to keep the alcohol sales. The task force decided to continue to allow such sales on the bar cars, on the railroad platforms and stations and the MTA concurred.

There is still the promise by CDOT for new bar cars for the New Haven line to be delivered at the end of the first cycle of new M8 cars. We have yet to see the design of the new cars or a date of possible delivery of the first cars.

As of the end of 2007, two bar cars have completed the CRS (Critical Systems Replacement) program with an additional two cars currently in the program for rehabilitation. This leaves only 8 of the 10 bar cars available for use at present.

## **BRANCH LINE SERVICE:**

### **Waterbury Line:**

Reliable diesel service on the Waterbury branch line remains a goal as yet not achieved. (See "Monthly Operations Reports") Bus service is often provided when trains are cancelled but that still leaves commuters arriving late to their workplace, discouraging future use of the train.

This year the Waterbury Line saw some improvements such as the addition of a third car to the normal two-car train in morning rush-hour and an additional afternoon train from Bridgeport to Waterbury that has become quite popular.

In spring 2008, Waterbury Line riders are hoping to see an earlier train from Waterbury that will allow commuters to arrive in Grand Central prior to 9am. If additional, reliable service is added to this line, commuters will utilize this service.

### **Danbury Branch**

Delays continue on long-planned improvements of this branch. The three year [Danbury Branch Study](#) issued its initial report in 2006, but little has been done to implement its recommendations. Phase II of the study is underway.

For almost a decade the Commuter Council has pushed CDOT to finalize bids on signalization of the line, but no work has been done. Without signals and rail sidings, the Danbury branch will still operate under-speed and under-capacity.

One improvement in the fall of 2007 was a reduction in leaf-slippage delays on this steep line thanks to the efforts of Metro-North.

### **New Canaan Branch**

The only electrified branch line, this eight mile line suffers mostly from lack of adequate parking and station facilities. Despite years of requests from the Council, the Talmadge Hill rail station in New Canaan still does not have a single working pay telephone.

### **Shore Line East:**

Shore Line East service runs from Old Saybrook to New Haven, with very limited service to / from New London. Trains are operated by Amtrak under contract to CDOT, not by Metro-North. From the beginning of service in 1990, trains have operated only Monday through Friday, providing commuter service into New



Haven in the morning with return service to the shoreline towns in the afternoon and early evening. There has been no midday service, and no weekend or holiday service. Many riders have found the limited service inadequate and frustrating.

There was some improvement in 2007. In early October, a midday train was introduced, leaving New Haven at 1 pm and returning from Old Saybrook at 2 pm. It has immediately become quite popular.

In 2006 the legislature ordered the CDOT to report on what would be necessary for more comprehensive Shore Line East service. That report was filed at the beginning of 2007. It divided proposed improvements into three phases:

- Phase I proposed the midday train, a later evening train than the present 8:45 train, and weekend service every two hours from New Haven and Old Saybrook from 7 am to 10 pm.
- Phase II proposed extending service to New London, but noted that there is a CDOT agreement limiting the number of times per day that the railroad bridges between Old Saybrook and New London may be closed. That agreement must be amended over opposition of marine interests in order to provide Shore Line East service to New London, because long distance Amtrak trains presently use all the allowed bridge-closing slots.
- Phase III proposed building two-sided stations at Branford, Madison, Clinton, and Westbrook in order to provide full daily two-way service between New Haven and New London.

In Public Act 07-7 of the June 2007 Special Session, the Legislature approved implementing Phases I and II.

Beginning the weekend before Thanksgiving 2007 and continuing through the weekend before New Year's Day 2008, CDOT instituted experimental weekend Shore Line East service. It was extremely successful. CDOT has promised to begin permanent weekend service in spring 2008.

Although Shore Line East service is generally on-time, there have in the latter part of 2007 been a number of old diesel locomotive failures, resulting in cancellation of trains. (There are new locomotives on order and scheduled for delivery in early 2008.)

Another chronic problem is poor communications: the absence of announcements at stations when a train is late or cancelled. The Council has found that no one agency has responsibility for public address announcements. Amtrak operates the SLE trains, but seems to transmit announcements to CDOT, which controls the public address system. Rideworks, a private contractor to

CDOT, is supposed to answer service questions by telephone, but operates only on a 9 to 5 basis, and is frequently not in operation when problems develop. CDOT has said the SLE public address system needs replacement.

As in other aspects of Metro-North's operations cited in this report, Shore Line East / Amtrak / CDOT do not communicate well with customers.

### **COMMUTER COUNCIL POLLS:**

To gain commuter input on important issues affecting service and fares, the Commuter Council conducted two online polls in 2007. While admittedly unscientific, these polls generated an excellent response in a short period of time and validated the Commuter Council's position on these issues.

In April [we asked commuters](#) if they preferred the proposed \$1 per ticket fare surcharge or the alternative 1% fare increase over seven years. With more than 600 responses, the 1% fare increase was preferred by better than an eight to one margin.

In December, Metro-North and CDOT announced a plan to require morning rush hour commuters to wait for their trains from unheated, unsheltered platforms on the "opposite side" of the station from their usual heated waiting rooms and shelters. [A snap poll online](#) of commuters at the end of December found only 37% of 500 respondents supported the plan and 63% opposed it. Metro-North and CDOT subsequently abandoned the proposal.

### **STATION REPAIRS:**

The Council is disappointed at the lack of progress in bringing our 36 train stations into a state of good repair.

In July 2006 the Council's ["Fix My Station"](#) campaign enlisted commuters' cameras to help identify serious safety issues at many stations. At the direction of Governor Rell, CDOT followed-up with a detailed engineering analysis of each station identifying not only needed work but potential improvements.

Delays in the legislature in approving the Governor's proposed funding for this work mean that little or no work has been done. The Council has urged CDOT to begin immediate negotiations with the towns which administer these stations so that when inevitable funding is approved work may begin immediately.

In the meantime, our stations remain in a state of disrepair and in some cases still present safety issues identified 18 months ago.



*(Greens Farms station)*



*(Fairfield station)*

### **STATION PARKING:**

The Council sees the lack of available parking at stations... and the lack of plans to add more parking in future years... as one of the single biggest challenges to expanded use of commuter rail in the state.

At most stations parking is administered by the towns under contract to CDOT which owns the rail station and adjacent land. As the 2005 [Rail Governance Study](#) by CDOT identified, the rates and terms of those contracts are a crazy-quilt of contradictions.

In some towns annual parking permits cost \$288 (Darien) while in others it can cost \$840 per year (Stamford). But at almost all stations there are four to five year waiting lists for annual parking permits even as empty parking spaces exist on a daily basis. Most towns sell 40 – 100% more permits than spaces.

While 1500 new parking spaces are planned at the planned, third rail station serving Fairfield, there are 3400 already on the waiting list. And although additional spaces may be added in Bridgeport, in lower Fairfield County there are no other plans for expanded parking.

With expanded rail car capacity coming online in 2010 – 2013 with the arrival of the new M8 cars, the Council feels it is crucial that CDOT begin planning now for expanded parking facilities at our rail stations to get commuters off the highways and into our new rail cars, lessening highway congestion..

## **STAMFORD GARAGE:**

In many ways the situation at the Stamford Garage is a microcosm of the frustrating relationship between the Commuter Council and CDOT.

Over the past two years we have observed massive growth in the use of the Stamford train station. Traffic flows around the station are stressed by increased pedestrian and vehicular traffic. Taxi traffic competes with drop off / pick up traffic on Station Place.

The Council has cautioned CDOT that it needs better coordination with City of Stamford on traffic flow issues around the rail station.

There are a total of six entry or exit points in daily use at the Stamford garage. At least half of these will be taken out of service when the “old” garage is demolished.

Commuters continue to comment on rebar sticking up through the old garage floor and ask why CDOT has not instituted patching of the concrete despite promises to the Council to do so.



***(Left: Exposed rebar in cement floor at Stamford station)***

Even the newer portion of the garage has significant issues. As Metro-North Police have confirmed, there have been motor vehicle accidents in the garage. There are no Stop signs regulating traffic flow within the garage. Instead, there is only painted wording on the roadway, often worn away or obscured by other cars. There are even problems with control of the “Full” sign which results in vehicles being turned away from the garage when space is available, reducing revenues to the State and increasing customer inconvenience.



***(Left: Worn “stop” sign painted on garage floor)***

The Council has repeatedly offered to meet with the managers of the facility, CDOT's planners and traffic flow experts, to offer first hand, real-world experience with the garage. In return we are told that the situation will improve or that the facility is built as intended – statements that may be accurate but are not resulting in positive change that corrects poorly planned aspects of the garage.

The Council has asked for traffic pattern information plans for when the old garage is torn down, the ability to comment on the new plans so as to avoid the repeated mistakes of old, and the metrics by which the repair vs tear-down decision was made, but these have not been forthcoming from CDOT.

As CDOT negotiates a public / private partnership to replace the existing parking garage, the Council has made numerous requests for information about the terms of this agreement, the design of the new garage and impact on commuters. At every request the Council has been road-blocked, making us unable to understand what is planned or speak to its effect on rail riders.

### **COUNCIL RELATIONS WITH CDOT & METRO-NORTH:**

The Commuter Council is very concerned about deteriorating levels of communication and cooperation with Metro-North.

While in past years the Council had timely, cordial and candid communications with representatives of both CDOT and Metro-North, 2007 saw a disconcerting change in those relations with the railroad.

During his tenure, CDOT Commissioner Ralph Carpenter set a high standard for his agency's dealings with the Commuter Council. Commissioner Carpenter attended our meetings and was very responsive to our concerns. Since his departure, Deputy CDOT Commissioner Albert Martin has joined in the Council's work and pledged increased communications with his agency.

However, senior management of Metro-North has, on several occasions recently, confronted the Commuter Council with attitudes of arrogance, defensiveness and insensitivity. They have denied that known problems exist and, in doing so, have lost credibility with many on the Council.

The Commuter Council is here to work with CDOT and Metro-North, communicating to them the concerns of riders... and sharing with commuters news from those agencies. Our hope is that 2008 will be a year of rebuilding and better understanding with both CDOT and Metro-North.

The Commuter Council commends Governor Rell and her staff for their speedy response to concerns raised by the Council and her swift direction to CDOT to rethink some of its policies.

### **ON THE HORIZON**

The Council has been following a number of proposed projects for expanded rail service. Among those “on the horizon” are:

- Introduction of Springfield-Hartford-New Haven commuter service.
- Study, with Rhode Island, of possible commuter service between Providence and New London, which, after implementation of Shore Line East service to New London, would fill in the only commuter service gap between Boston and Philadelphia.
- Possible New Haven line service to New York Penn Station, using the Hell Gate route. This could provide easy connecting service between Long Island and Connecticut without going into Manhattan and could also provide a rail route to JFK airport.
- “East Side Access”, the project presently under construction by the New York MTA to bring some Long Island Railroad trains into a new deep cavern station at Grand Central Terminal.
- MTA plans to provide New Haven line experimental service to professional football games in the New Jersey Meadows.
- Metro North plans to provide New Haven line service to Yankees baseball games at the new Yankee Stadium.

In addition, the Council is concerned with a number of necessary improvements on the New Haven line itself in order to permit faster and increased service. These include:

- Increased station parking, discussed elsewhere in this Report.
- New and improved signals on the entire New Haven line, to permit trains to operate closer together and therefore increase volume.
- Additional power substation at the New Haven end of the line, so that more trains can be in operation at the same time.
- Replacement of the fourth track between Milford and New Haven. The fourth track was removed some years ago in an economy move.

### **COUNCIL MEMBERSHIP:**

Despite numerous written and oral requests to appointing authorities in the legislature, there are four unfilled positions on the Council. (see attached)

To do its job properly, the Council is especially seeking appointments of commuters who ride the Danbury and Waterbury branch lines.

By statute, appointees to the Commuter Council must be residents of Connecticut who commute regularly on Metro-North or Shore Line East. Under our guidelines, Council members must attend meetings regularly or will be considered as having resigned.

### **CREDITS:**

This report was written by Jim Cameron, Jeff Steele, Terri Cronin, Bob Jelley, Jeff Maron and Roger Cirella. Editing by Mimi Griffith. Cover photo courtesy of Metro-North.

**METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL MEMBERSHIP**

<b>September 1, 2007</b>	
Governor (4)	Rodney Chabot, New Canaan, reappointed and approved 2006 for a term to 6/30/09. Jeffrey Steele, Fairfield, appointed 2005 and approved 2006 for a term to 6/30/09. Robert Jelley, Guilford, reappointed and approved 2007 for a term to 6/30/11. Chris DeSanctis, Fairfield, appointed and approved 2007 for a term to 6/30/09.
President Pro Tem Senate (3)	Joseph McGee, Fairfield, reappointed and approved 2006 for a term to 6/30/09. Terri Cronin, Norwalk, appointed and approved 2006 for a term to 6/30/09. Stanley Trybulski, Branford, appointed and approved 2006 for a term to 6/30/09.
Senate Minority Leader (1)	Jim Cameron, Darien, reappointed 2005 and approved 2006 for a term to 6/30/09.
Speaker of the House (3)	Steven DiSalvo, Milford, appointed and approved 2006 for a term to 6/30/09. Jeffrey Maron, Stamford, reappointed 2005 and approved 2006 for a term to 6/30/09. (Vacancy)
House Minority Leader (1)	Edward Zimmerman, New Canaan, reappointed 2005 for a term to 6/30/09. No approval hearing. Resigned August, 2007. (Vacancy)
Senate Chairman Transportation Comm. (1)	Sue Prosi, Stratford, appointed 2006 and approved 2007 for a term to 12/28/10.
House Chairman Transportation Comm. (1)	(Vacancy)
Ranking House and Senate Mem. Trans. Comm. (1)	(Vacancy)

August 28, 2007 (For corrections, notify Bob Jelley at rjelley@wiggin.com or 203-498-4306).

\\88888888\1005\558542.1



**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  
JANUARY 17, 2007 MEETING  
BUSINESS COUNCIL OF FAIRFIELD COUNTY  
(SACIA) Offices, Stamford, CT**

**Present were: Present were:** Jim Cameron (Chairman), Bob Jelley, Stan Trybulski, Joe McGee, Ed Zimmerman, Jeff Steele, Rodney Chabot, Steve DiSalvo, Sue Prosi and Jeff Maron, Members; CDOT Commissioner Ralph Carpenter, Gene Colonese, Jim Boice and Peter Richter, DOT; Joe Kanell, Jeff Watson, Ed Lydecker, and Don Staska, Metro North; Larry Uydess, member of the Public; Mark Ginocchio, Stamford Advocate; Jerry Carney, Concessions; Zaa Chaves, Richard Stowe, and David Bedell, members of the public, interested in transporting bikes on trains.

The meeting began at 7:00 p.m.

Jim Cameron introduced Connecticut's new Commissioner of Transportation, Ralph Carpenter. Mr. Carpenter began by saying that he was already familiar with the Rail Council and appreciates the things the Council does. He went on to say that he likes to hear from everybody who is interested in public transportation. He said that his objective is to make all public transportation systems comfortable, convenient and reliable.

He noted that he likes to get decisions made and things done quickly.

Mr. Carpenter said that he recognized that, for rail commuters who take the train everyday, little things are important, and that it is important to correct problems quickly. He said that his observation was that the DOT rail people are also interested in getting things done correctly. He said that Governor Rell was passionately committed to getting the rail system right.

Rodney Chabot asked two questions: (1) He said that the CSR program for rehabilitating the M-2 cars was falling behind and that one or two cars a month were being rehabilitated rather than the four that were planned. He went on to say that some State people had talked of discontinuing the CSR program and using the money for new cars instead. His question was "is the CSR program going to continue?" (2) Mr. Chabot spoke of the stations, particularly on the branch lines that are never open. He stated that particularly with new stations, this was a waste of money, and he asked what could be done to get closed stations open.

In response, the Commissioner said that it was his view that it was important to keep the CSR program going.

Jeff Steele asked about getting a voting member from Connecticut on to either the Metro North or the MTA Board of Directors. Commissioner Carpenter said that the State of CT had had no success in getting a voting member on either of the Boards. Gene Colonese said that it was his view that the Metro North Board understands the Connecticut issues, even though there is no CT voting member. Jim Boice said that CT has a good deal of input on the committee level.

Mr. Cameron asked how the M-8 program was going. He wondered whether they would be delivered on time. The Commissioner said that program seems to be going fine and there is no slippage as of yet with respect to delivery time. Joe McGee raised the question of how many operating cars there will be and how many seats there will be after the new M-8s are delivered. Mr. Colonese said that the State was replacing the 242 M-2s with M-8s, and that the entire fleet will go from 400 to 500 cars.

Mr. Cameron asked about the national search for Deputy Commissioner for Mass Transit. The Commissioner said that the search is going well.

Mr. Cameron asked about the need for additional staffing at the Dept. of Transportation. Commissioner Carpenter said that he was looking at staffing and that the Governor had authorized the hiring of more engineers.

Sue Prosi said that the State's Office of Policy and Management is also looking at transportation in connection with the issue of responsible growth. The Commissioner said that the DOT has a good relationship with other State agencies. Mr. Prosi mentioned the January 29<sup>th</sup> meeting at Central CT State Univ. about transportation-related development.

Mr. McGee asked about the planned \$1.00 ticket surcharge after the M-8s are delivered. He wondered what the DOT's thinking was about the surcharge. The Commissioner said that the surcharge was a State fiscal issue and that it was up to the Governor and the Legislature.

Mr. Cameron asked about the future of bar cars on the New Haven line. The Commissioner said that bar cars have a real following and the State has no intention of removing the bar cars.

Mr. Steele asked about the issue of value pricing and possible reintroduction of tolls on I-95. Commissioner Carpenter said that the FHA had given the State money to study that question. He said that everyone remembers the terrible crash at the Milford toll station and that there are now better ways to collect tolls, but he re-emphasized the need to study the issues.

Steve DiSalvo said that he thought that the quality of announcements at stations had gone down, and the Commissioner said that he would like to hear details about that.

Mr. Cameron asked about the DOT's report to the Legislature about expansion of Shore Line East service. The Commissioner said that he was in favor of expanding Shore Line East service. Mr. Boice mentioned the obstacles to expansion: (1) Working out a new user fee with Amtrak; (2) designing and building north side platforms for Branford, Madison, Clinton and Westbrook; and (3) the problem of boaters' objection to more frequent closings of the CT River and Niantic River bridges. He said that phase I of the State's proposals was for weekend service, plus one weekday midday train; Phase II was service beyond Old Saybrook to New London; and Phase III, which requires north side platforms, was having service in both directions on weekdays.

Richard Stowe raised the question of bicycles on trains and also suggested that the drawbridges on the Connecticut River and the Niantic River ought to be replaced with high level bridges rather than existing low level bridges. The Commissioner said that he agreed that bicycle-friendly transit was important.

Larry Uydess asked how the DOT will monitor contract compliance in connection with the new M-8's. The Commissioner said that was part of his review of DOT staffing. He said that perhaps the DOT needs more engineers.

Mr. Cameron asked what the status was of the audit of station repairs ordered by the Governor in July. Commissioner Carpenter said the audit was completed, that he was reviewing it, but that he had not made a finding as of yet.

Another biker stressed the importance of bicycles on trains. He said he lives in Manhattan and works in Wilton. He takes the train from Manhattan to Stamford and bikes to Wilton.

Another biker, who lives in Stamford and works in New Canaan, complained that off peak trains take bikes but peak trains do not, making it difficult to bike to work.

Mr. Prosi complained about ticket collection and said that a lot of tickets are not collected. She also stressed the need for a new interlocking south of Greenwich.

A commuter from New Haven also stressed the need for being able to take bicycles on trains. He stressed the fact that many people are moving back to the cities and therefore could ride their bikes to the stations.

Bob Jelley raised the question of DOT studies seeming to take forever. Commissioner Carpenter said he was also frustrated by the length of time studies took. He said that complete studies seemed to be necessary in order to demonstrate justification for things the DOT wanted to do. Mr. Cameron also spoke of the length of time the studies take and the Commissioner said he hoped he could find ways to move the study process along.

Mr. Cameron thanked the Commissioner for coming to the meeting and being so forthright in answering questions.

## **MONTHLY OPERATIONS REPORT**

Ed Lydecker presented the Monthly Operations Report. He said that ridership was up in December because of a great deal of weekend and Christmas ridership to NYC due to the very good weather. Joe Kanell said that the 97.1% on-time performance on the New Haven line for 2006 was an annual on-time performance record since Metro North took over operation of the New Haven line. Mr. Colonese said that the report of 22 annulments and terminations included the three bus substitutions. He also said that only 10% of the rehabilitated cars are completely finished. He went on to say that in December 2006, the mean distance between failures for the M-2s that had been through the CSR program was 82,000 miles, whereas it was only 39,000 miles for cars that had not been through the program. Ms. Prosi asked what components had been overhauled in the first round of CSR work. Mr. Colonese said that all trucks had been rehabilitated, interiors had been redone, cab signal controls had been rehabilitated and all electrical work had been done. Mr. Cameron said that in future reports, Council would like to know how many cars were really completed as opposed to being partly completed.

## **TRANSPORTATION STRATEGY BOARD REPORT**

Mr. Cameron addressed the Transportation Strategy Board's updated report. The Commissioner said that the report was very comprehensive but properly did not include recommendations as to funding. Mr. Jelley asked why the Transportation Strategy Board proposed 24 M-8s for Shore Line East. Mr. Boice responded that it was proposed to use the Virginia cars presently in use on Shore Line East for New Haven, Hartford, and Springfield service and to use M-8s on Shore Line East so as to make it an entirely integrated service.

Mr. Stowe asked about the possible construction of high level railroad bridges on the Amtrak tracks between Old Saybrook and the Rhode Island line. Mr. Boice said that that is physically impossible to do for the Thames River Bridge from New London to Groton.

Mr. DiSalvo expressed the view that it was important to buy more M-8s as quickly as possible and also to do grade separation work on the New Haven, Hartford, and Springfield line.

Mr. Cameron said that he liked the recommendation in the Transportation Strategy Board Report for uniform rail governance for parking garages, stations, etc.

## **MAIN LINE ISSUES**

Mr. DiSalvo raised the question of the rail/truck collision at 10:05 a.m. on December 14, 2006 in Southport. He asked why there were no e-mail alerts about this accident and the subsequent train delays. He also wondered why there were no first aid kits on the train. In response to this point, Joe Kanell said that there never were first aid kits on trains and it was better to let technical people handle first aid. Mr. DiSalvo also asked why the Emergency Medical Service took so long to get to the train. Mr. Kanell said that it was a

remote area and it only took 12 minutes. He also said that there was a doctor and two nurses on the train.

### **BRANCH LINE ISSUES**

Rodney Chabot said that a train on the New Canaan line was annulled the morning of the meeting. He said that there was another train coming up from New York and he was wondering why it was not continuing on to New Canaan. Mr. Kanell said there was no place to put the train in New Canaan. Mr. Chabot also raised the question of train 1775 from New Canaan to Stamford, which misses Shore Line East train 1640 by four minutes. Mr. Colonese said that they were looking at a possible connection for the April timetable change.

### **MISCELLANEOUS ITEMS**

Mr. Steele asked who was responsible for replacing light bulbs on the Fairfield station platform. Mr. Colonese said it was the Town of Fairfield but went on to say that he and Peter Richter would look at the problem.

Mr. Uydess said that the electric signs at Westport Station give the date but not the time, and he expressed the view that the time was more important than the date.

Mr. DiSalvo once again suggested that in discussing on-time performance, Metro North should make it clear that a train that is no more than 6 minutes late is considered on time. Ms. Prosi commented that on time includes trains out of Grand Central to Stamford or New Haven.

Mr. Stowe proposed that there ought to be off peak express trains from New Canaan to Grand Central Terminal.

Mr. Chabot asked about the missing telephone at Talmadge Hill Station.

Jeff Maron said that train 1509, the 6:05 a.m. out of Stamford to Grand Central Terminal, was frequently late. He said it was due at 6:45 a.m.

### **STAMFORD GARAGE**

Mr. Colonese said that the State was continuing to talk with everybody concerned about replacing the garage. Mr. McGee said that road traffic around the station was increasing. Commissioner Carpenter said that the DOT will do everything possible to correct the garage problem. Mr. Stowe suggested that the State work with a developer for the new garage. Mr. Maron asked what was being done about maintenance on the old garage before it is torn down. Mr. Colonese reported that there were 450 people on the waiting list in July and there are 650 now. He did not know how long a wait that meant.

The meeting adjourned at 9:15 p.m.

The next meeting will be in New Haven on February 28, 2007 at 6:00 p.m.

Bob Jelley  
Secretary

\\88888888\1005\638076.1

**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  
FEBRUARY 28, 2007 MEETING  
UNION STATION  
New Haven, CT**

**Present were: Present were:** Jim Cameron, Chairman, Bob Jelley, Stan Trybulski, and Sue Prosi, Members; Gene Colonese and Peter Richter, DOT; Lee Carlson, SLERA; Joe Kanell and Jeff Watson, Metro North; Scott Howland, Len Elwin, and Tom Moritz, Amtrak; Mark Ginocchio, Stamford Advocate; Melinda Tuhus, New Haven Independent, WQVN; Paul Hammer, Jeff Tang, William Kurtz, and Bill Kemper, members of the public.

The meeting began at 6:00 p.m.

The minutes of the December and January meetings were approved.

Jim Cameron reported that he had testified before the Transportation Committee of the Legislature about the planned Shore Line East expansion of service.

**SHORE LINE EAST**

Gene Colonese gave a presentation about the Department of Transportation's proposal for expansion of Shore Line East service, as presented to the Legislature in January. Phase I would provide weekend service, with trains every two hours in each direction between New Haven and Old Saybrook. In addition, there would be a midday weekday train running from Old Saybrook to New Haven and then back to Old Saybrook, to accommodate people who wanted to spend only half the day in New Haven. There would also be one late evening weekday train from New Haven to Old Saybrook.

Phase II would extend service to New London. The problem with extension of service is the bridges over the Connecticut and Niantic Rivers, which by agreement among the DOT, Coast Guard, DEP, and boating groups, limits the number of times the bridges can be closed. That agreement would have to be amended in order to permit Shore Line East service to New London.

Phase III would provide weekday service in both directions throughout the day. In order to accomplish that, two-sided stations would have to be built in Branford, Madison, Clinton and Westbrook. Mr. Colonese went on to report that issues with respect to the

Westbrook station had now been resolved and construction of the south side station there will commence shortly.

Mr. Colonese said that not only are there issues between DOT and Amtrak as to payments to Amtrak for extended service, but the DOT – Amtrak agreement provides that there will be no expansion of service for 15 years. Mr. Cameron asked the reason for the no-expansion provision, and Tom Moritz said it was because of the decision to build one-sided stations.

Mr. Cameron asked where negotiations about closing the bridges stood. Peter Richter said that he had met with the DEP to discuss the issue. He noted that the 41 present bridge-closing slots were all filled.

Paul Hammer raised the question of putting a station in Stony Creek. He noted that years ago there had been a station there. Lee Carlson seconded the idea of a station in Stony Creek, and said that his view was Stony Creek was the best location for an additional station between New Haven and Old Saybrook. He noted that the original station location is still available. Mr. Hammer also raised the question of a station in East Haven.

In response to a question, Mr. Colonese said that he thought everyone was in general agreement on expansion of Shore Line East service, and there was a lot of support in the Legislature. Mr. Cameron asked about the possibility of extending commuter service to Providence, saying that there was no present commuter service between Providence and New London (and almost none from New London to Old Saybrook). Mr. Colonese said that Mr. Richter and Jim Boice had always wanted to extend service to Providence. Mr. Moritz said that the State of Rhode Island said they'd like to extend commuter service west of Providence. He went on to say that Amtrak is happy to run commuter service.

Mr. Carlson asked when weekend service might begin, and Mr. Colonese said that he was hoping it could begin with the April timetable change in 2008.

There was discussion of the Guilford commuter who was stuck in one of the Guilford station elevators after the last evening train on a night in late January. The problem was that the emergency telephone did not connect to anyone. Fortunately, the commuter had a cell phone and was able to call Guilford emergency services. Mr. Colonese reported that AT&T had a block on the 877 number that the elevator phone was supposed to connect to, so the phone didn't work. He said that it is now properly hooked up to the AT&T call center, which would forward the call to the elevator company. Bob Jelley suggested it would be better if the emergency telephone in the elevator were hooked up to the Guilford Police Station. Mr. Colonese said that he would consider that possibility.

Mr. Carlson raised the question of the need for some kind of emergency telephone at the State Street Station, saying that since announcements are not made at State Street, there is no way for passengers to know if there are problems with service, particularly with the



later evening trains. Mr. Colonese said that the DOT is looking at the possibility of a new public address system for Shore Line East.

Mr. Hammer discussed fares on Shore Line East. Mr. Colonese said that there were not senior fares on Shore Line East but it was being looked into. Mr. Jelley said that fares on Shore Line East are more expensive than on the Waterbury line. Mr. Colonese said that Waterbury fares had been kept low in order to get more passengers.

### **M-2 CAR REHABILITATION**

Mr. Colonese reported that 40 cars had been totally completed, and that 80 cars had been partially completed.

### **DOT REPORT ON METRO NORTH STATIONS**

Mr. Cameron said that he liked the report that the DOT had prepared about what repairs and improvements needed to be done at each of the Metro North stations. Mr. Colonese agreed that it was a good report. Mr. Cameron emphasized the need for towns to use parking money to maintain stations. He also spoke of lists in the report of what agency is responsible for what function at each of the stations, and suggested that it ought to be posted in each station.

Ms. Prosi said that the report on Stratford Station did not note the foundation problem with the shelter. Mr. Colonese said that he was talking to the Town about the shelter. Ms. Prosi also expressed appreciation for Mr. Colonese's willingness to work with communities on remedies. She noted that several South Western Region towns had reported inaccuracies in information contained in the report.

### **ONE DOLLAR FARE SURCHARGE**

Mr. Cameron raised the question of the \$1.00 fare surcharge, that is to be used to help pay for the new M-8 cars. Mr. Jelley suggested that the \$1.00 surcharge was part of a funding agreement between the Governor and the Legislature, and said it was his view that the Council should stay out of the issue. Sue Prosi said that she did not approve of the \$1.00 surcharge. Mr. Cameron also opposed the \$1.00 surcharge. There was considerable discussion about the unfairness of the surcharge being applied before M-8's are delivered and also the fact that \$1.00 was an unfair amount on tickets for small distances. Mr. Colonese said he would check on when the surcharge was to begin. There was also a question as to how it would apply to reverse commuters. Because there was no quorum at the meeting, it was left that Mr. Cameron would poll the other members of the council as to their opinions of the surcharge.

### **BICYCLES ON TRAINS**

Mr. Cameron said that he would permit the issue of greater ease in taking bicycles on trains to be raised one more time. Members of the public urged that bicycles be

permitted on peak trains, that better bicycle storage at stations be provided, and that new cars have more space available for bringing bicycles on trains.

### **MAIN LINE ISSUES**

Joe Kanell reported that there was a train derailment in Grand Center Terminal on February 7<sup>th</sup>. He said that two cars derailed, there were no injuries and that at least one car had already platformed, so the passengers were able to walk through the train to get off.

### **FREE MASS TRANSIT FOR SENIORS**

Mr. Cameron reported that in his testimony before the Transportation Committee, he had testified against the bill presented by Senator Williams to provide free mass transit for seniors. There was some discussions about the fact that Senator Williams said that such a plan would cost about \$7 million per year and Mr. Richter said it was \$9.7 million. Mr. Jelley noted that SEPTA, the Transportation Authority in and around Philadelphia, provided free public transit for seniors, except for one hour during the morning and evening peaks on weekdays, and except that railroad train rides are \$1.00. He suggested that the benefits of free transit for seniors ought to be studied. The other members of the council seemed opposed to free transit for seniors and Stan Trybulski suggested that fare discounts should be need-based. Ms. Prosi described the CT Municipal Dial-A-Ride Grant program which was resulting in enhancing transportation services for seniors and persons with disabilities in FY2007.

The meeting ended at 7:45 p.m.

The next meeting will be at Grand Central Terminal on Wed., March 21, 2007.

Bob Jelley  
Secretary

\\88888888\1005\638076.1

**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  
MARCH 21, 2007 MEETING  
GRAND CENTRAL TERMINAL  
NEW YORK, NY**

**Present were: Present were:** Jim Cameron, Chairman, Bob Jelley, Terri Cronin, Joe McGee, Rodney Chabot, Jeff Steel and Jeff Maron; Peter Cannito, Jeff Watson, Tom Tandy, John Longobardi, Sherry Herrington, Joe Kanell, Ed Lydecker, Donna Evans, Scott Ornstein, and George Okvat, Metro North Railroad; Eugene Colonese, Albert Martin and Peter Richter, CDOT; Alex Karman, SWRPA; Mark Ginocchio, Stamford Advocate; Barry Adler, Pat Black, Drew Todd, Bill Henderson, Roger Cirella, and Dick Stowe, members of the public.

The meeting began at 6:00 p.m.

Chairman Jim Cameron introduced Peter Cannito, President of Metro North Railroad. Mr. Cannito began by saying that 2006 had been a record year in terms of ridership and that the upward trend was continuing in 2007. He said that he was eager for the arrival of the new M-8 cars. He noted that, with the new M-7s, the Hudson and Harlem lines have more cars than they need, and he said he expected the same situation would exist on the New Haven line after the arrival of all of the new M-8s. He said that he expected the first operational train sets for the New Haven line would arrive in August 2009. He said that Metro North was pleased with the progress that Kawasaki is making and they see no reason why the construction schedule cannot be met. He said that after the initial delivery, he expected ten cars per month.

Mr. Cannito mentioned the new timetable, effective April 1. He said that the plan was to use shorter trains, usually seven cars, so that with the existing fleet it has become possible to add additional rush hour trains.

Mr. Cameron asked when prototypes of the new M-8 cars would be available, and Mr. Cannito said that he expected them in six months.

Joe McGee asked about the plan for having internet access in the new M-8s, and Mr. Cannito said that Metro North was still exploring options.

Rodney Chabot asked about single or double doors on the new M-8s. Mr. Cannito said that the M-8s will have single doors, just like the M-7s. He said that would provide for interchangeability and reduce the need for parts inventories. Mr. Chabot said that in talking to train crews, they favored doubled doors, on the theory that if one door failed, the other still could open. Mr. Cannito said that mechanics prefer the single doors. He

went on to say that even though the M-8s will have a thirty year expected life, the door systems will have a shorter life and will need to have replacements at regular intervals.

Mr. Cameron asked about Metro North's position on the \$1.00 per ticket surcharge in Connecticut scheduled to go into effect on January 1, 2008. Mr. Cannito said that both New York and Connecticut have to approve any fare increase, and Metro North would not take a position on the issue. Peter Richter mentioned the Governor's Task Force (CT Senators Bill Nickerson and Andrew McDonald), which has been charged with finding an alternative to the surcharge.

Mr. Cameron noted that the Long Island Railroad had been "dry" on St. Patrick's Day. Mr. Cannito said that Metro North was always dry on New Year's Eve and St. Patrick's Day. He went on to say that there is an MTA task force on bar cars and is studying the bar car issue. He said that he would let the Council know who is on the task force. [That information has been received.]

Mr. Cameron mentioned that there had been a press conference earlier that day to discuss additional railroad security measures. Mr. Cannito said that the plan was to have personnel from various federal agencies riding trains and to have more police presence on trains. Mr. Cameron said that he wanted random bag checks by police in Connecticut. Mr. Cannito said that that was a Connecticut issue. He went on to say that there is cross jurisdiction between Connecticut and New York State Police on Metro North trains. Mr. Cameron asked about security cameras, and Mr. Cannito said that money was being spent on security cameras. Jeff Maron asked the reason for the press conference that day, and Mr. Cannito said that it was not in response to any particular security threat but just a natural development.

Jeff Steele asked about the MTA Police, and Mr. Cannito said that all MTA police were New York State Police but are deputized law officers in Connecticut. He went on to say that the National Guard members in Grand Central Terminal have weapons but are not permitted to use them.

Mr. Maron spoke of the latest Monthly Operations Report and asked why more cars cannot be gotten back in service faster and why the CSR program is not going faster. Mr. Cannito said that the Railroad was doing maintenance and rehabilitation as quickly as possible. He said that no more maintenance bays had been available this year until the past week. He said that biggest constraint was lack of maintenance facilities. He said that the CSR program had been designed to go faster, but that the M-2 cars needed more work done than had been expected. He said that Metro North was going to begin putting M-4 cars in the rehabilitation program, because those cars are triplets, and if one car of a triplet fails, the railroad loses 360 seats, given that three cars must be taken out of service. So if the M-4s are rehabilitated, they will have a much greater time between failures. He went on to say that pairs, like the M-2s and the new M-8s, are much easier to maintain than triplets. In response to a further question, he said that Metro North has adequate maintenance and rehabilitation manpower and that 66 additional people had been added. He said that the new New Haven maintenance facility will get repairs done faster, and

went on to say that the Harmon Shop will not be used to help out, because it is being rebuilt.

Mr. McGee asked about fleet size after receipt of the M-8s. Mr. Cannito said that there are now 240 M-2s and 100 M-4s and M-6s. He said that the 280 M-8s replace the 240 M-2s. (The M-8s will have fewer seats than the M-2s.) He said that the M-4s were better cars than the M-6s, and that the Railroad will have to decide which of the older cars to keep after 380 M-8s have been received. He went on to say that with additional cars, there could be more frequent service.

Mr. Cannito said that the CSR program was still being reviewed to see how it could be improved. Mr. Richter said that the DOT wants the CSR program to be as efficient as possible, and that there is no intention to end the program.

Pat Black, a commuter, said that she takes the 7:39 a.m. train from Harlem to Stamford. She said that the express train has 5 cars and the seats are always full when it arrives at Harlem. She said that the local always has seats and is always relatively empty. She also mentioned that some trains go through Harlem Station empty and without stopping. Mr. Cannito said that trains go out empty in order to come in again. The effort is to get three or four trips per morning out of each train. He went on to say that when there are not enough cars to make full trains, the Railroad tries to spread the pain by cutting cars from different trains on different days.

Alex Karman said that there was much confusion at Fordham and Stamford stations as to which train was which. Mr. Cannito asked Tom Tandy from Metro North to speak about a new automated train information system that is to be tried out at White Plains station. Mr. Tandy said that White Plains station was frequently used as the laboratory for developing new systems. He went on to say that 50% of riders do not go all the way into GCT. Mr. Cannito said that he was trying to get advertising to pay for a new information system. He said that announcements about trains were now made only to inform riders about problems, but the effort was to come up with a system that would announce all trains. He said that within Metro North, information about all trains is now available to employees using the system. He went on to say, in response to the issue of advertising, that some MTA Board members think the right to name railroad stations ought to be sold but he did not support the idea of advertising which could wrap the outside of a rail car.

Terry Cronin raised the question of all tickets not being collected. She suggested that more conductors were needed to collect tickets. Mr. Cannito said that a high percentage of uncollected tickets are monthly tickets.

Mr. McGee said that there had been a fare increase on January 1, 2005 and asked when there was likely to be another fare increase. Mr. Richter said that there would be no fare increase until at least mid-2009.

Richard Stowe, a commuter, asked about the inability to board GCT-bound New Haven line trains at Fordham. Mr. Tandy said that issue was being studied.

Roger Cirella, a Waterbury line commuter, talked about the inadequate service on the Waterbury line. Mr. Cannito said that the Waterbury line was a real problem. He said that there were too few commuters to justify necessary improvements. Mr. Cirella said that train counts on the Waterbury line are incorrect, because they are done on Mondays and he suggested that counts ought to be done on Friday evenings when there are many more commuters. Mr. Cannito said that the last month and a half has been quite bad on the Waterbury line. He said that the Waterbury service was operated out of New Haven, and if trains break down, new trains must be brought from Harmon. He said that the Railroad was buying 11 shuttle locomotives that would arrive this year. Mr. Cirella said that if there were an earlier train out of Waterbury in the morning, there would be more passengers. He suggested that it needed to be half an hour or more earlier in the morning.

Mr. Cannito concluded his remarks.

Gene Colonese spoke about the new timetable, effective April 1st. He said that they were cycling trains more effectively, thereby providing 1,000 more seats into Stamford in the morning and 400 more seats into GCT. He emphasized that the new plan involved shorter trains so that they can be kept the same length all day long. Mr. Steele asked why deadheading trains can't take passengers, and Mr. Colonese said that there was not time to make stops. Mr. Colonese said that the new timetable dropped the Stratford and Milford stops on the first Shore Line East thru train from Stamford in the evening. He said that this was done so that passengers arriving in Stamford on the New Canaan branch train could connect to the Shore Line East thru train. He went on to say that in order to provide that connection it was necessary to drop the Stratford and Milford stops so that the Shore Line East thru train would arrive in New Haven in time for its "slot" heading out to Old Saybrook. Mr. Stowe said that he thought the timetable changes were the best in years. The question was asked as to how fast Metro North turns trains, and Mr. Colonese said it can be done in 10 minutes without cleaning but requires 15-20 minutes if cleaning is done during the turn.

Mr. Chabot asked about the absence of a telephone at Talmadge Hill Station and Mr. Richter said a phone is being put in.

Mr. Steele asked whether all stations ought not to be ADA compliant. Mr. Colonese said that only major stations needed to be compliant and other stations needed to comply only when major work was done.

Mr. Cameron spoke of the \$1.00 surcharge and reported on the letter he had sent to the Governor. Bob Jelley noted that the statute providing for the surcharge is in place and that the Legislature has to act if it is to be changed. Mr. Maron noted that with increased ridership no new cars are in service as yet, and therefore the Railroad ought to be taking in more money. Mr. Colonese agreed that increased ridership does provide more fare money.

Mr. Jelley noted that Harry Harris had said some years ago that the number of conductors on a train was not necessarily designed to collect all fares, particularly given the number of monthly tickets, and that adding one additional conductor on a train would cost more than the few additional fares collected. Mr. Jelley said that it was his view that it was important to have enough conductors to collect 100% of fares. Mr. Colonese said that all trains were staffed to collect 100% of fares.

The meeting adjourned at 8:00 p.m. The next meeting is Wednesday, April 18, 2007 at The Business Council of Fairfield County offices in Stamford, CT.

\\88888888\1005\638076.1

**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  
APRIL 18, 2007 MEETING  
THE BUSINESS COUNCIL OF FAIRFIELD COUNTY OFFICES  
STAMFORD, CT**

**Present were:** Bob Jelley, Vice Chairmen Terri Cronin and Jeff Steele, Joe McGee, Rodney Chabot, Stan Trybulski, and Sue Prosi, Members of the Council; Bob McLagger, Ed Lydecker and Jeff Watson, Metro North Railroad; Eugene Colonese, CDOT; Bruno Lacaria, Roger Cirella, David Stepah, Chris Trani, Kristan Pulp, Jim Pogozelski, Vincente Bonaparte and Walter Turpin, members of the public.

The meeting began at 7:00 p.m. The Minutes of the February and March meetings were approved.

**FARE SURCHARGE**

Sue Prosi outlined the Nickerson-McDonald proposal to replace the \$1.00 ticket surcharge, legislatively established in 2005 to become effective January 1, 2008, with a 1% per year fare increase. She said that the proposal envisioned that in the first year of its effectiveness, 2010, fares would increase 1%, and they would continue to increase 1% additional each year for seven years. The effect of the Nickerson-McDonald proposal would be to have riders pay the interest on \$140 million of bonds (\$20 million to be issued in each of the seven years) and the principal of the bonds to be paid out of general revenues.

There was much discussion about the effect on ridership. Ms. Prosi said that the Governor was making a counterproposal on what taxes would pay off the bond issue. Rodney Chabot said he thought there should be no fare increase at all. Terry Cronin suggested that there seemed to be general agreement that no surcharge of any sort should be put into effect until the new M-8s have been delivered.

Bob Jelley asked whether, under the 1% scheme, the DOT intended to continue to round fares to the nearest 25¢ cents, and Gene Colonese said that the DOT wanted to continue to round to the nearest 25¢ cents.

Ms. Prosi asked about the effect of fare increases. Bob McLagger of Metro North said that some markets were more elastic than others, and that there was less elasticity for commuters than for occasional riders. Mr. Colonese said that the DOT has considered the effect on ridership of both the \$1.00 and the 1% schemes, and that he would get back to us about the availability of that study data.



At the end of the meeting, Mr. Chabot proposed that the Council take a position on the fare surcharge. He moved that there be no fare surcharge until there were enough new cars and rehabilitated cars so that 95% of trains on the New Haven line were at full length. The motion passed unanimously.

### **NEW APRIL 1 TIMETABLE**

Ms. Cronin asked how the DOT and Metro North came up with the changes in the timetable. She said that her observation was that the morning trains she rode used to have people getting off as well as on at stations, whereas with the changed timetable, no one got off. She said that the effect of the difference was that in the past if one got on a crowded train, one usually found a seat as people got off, but now, with no one getting off, one stood all the way. Mr. McLagger said that Metro North used to run longer trains in the morning and shorter trains in the evening, because the morning peak period was more compressed than the evening peak period. That method of operation required uncoupling cars from trains after the morning peak period to create the shorter evening trains. He said that the constant coupling and uncoupling was damaging to cars. As a result, Metro North is now operating more shorter trains in the morning peak period, resulting in reduced coupling damage and permitting more trips with the shorter trains. He went on to say that Metro North was doing passenger counts at Grand Central Terminal and Harlem, as well as some passenger counts at Rye, Greenwich and Stamford. He noted that no passenger counts were being done upstream from Stamford. He also said that they were doing on-off studies on every train in the system.

Mr. McLagger said that there would be minor adjustments in the timetable in June because of construction.

To better understand proposed consists, Ms. Prosi asked Mr. Colonese for the planned number of cars on each train on the New Haven line, and Mr. Colonese said he would get that for us.

Mr. Jelley asked about the possibility of an earlier train from GCT to New Haven in the morning. He said that people have complained that they cannot get to New Haven in time to get to work at 8:00 because the earliest train gets to New Haven at 7:46. Mr. McLagger said that an earlier train had been tried at one point and attracted few passengers. He also said that the earliest train could not leave GCT before 5:30 a.m. because the Terminal is closed before that time.

Mr. Jelley also asked about the one hour-twenty minute gap between trains from New Haven to GCT between 7:57 p.m. and 9:16 p.m.. Mr. Colonese said that that gap was caused by construction at New Rochelle Station, which is ongoing. Mr. Colonese agreed to update the Council on that construction and when it would be finished.

## **DANBURY LINE**

Mr. Chabot asked where the planned signal system for the Danbury line stood. Mr. Colonese said that plans for the system will go out to bid sometime later this year. He said that because the 345 kilovolt power line that is being constructed crosses the Danbury rail-line, it may have an impact on the signal system, and therefore some changes in the plans need to be made.

## **WATERBURY LINE**

There were a number of Waterbury line passengers at the meeting. One said that Waterbury line passengers wanted an earlier train than the 6:45 a.m. train in the morning, they wanted longer trains, and they wanted a return train between the 12:07 p.m. and 4:35 p.m. trains in the afternoon. Mr. Colonese said that he would look at those questions.

Another Waterbury passenger reported on the number of bus substitutions, and particularly spoke of the 5:55 p.m. train from Bridgeport on March 12, 2007. That train was canceled, and only one bus was provided for 85 passengers. There was to be a second bus, but it never came. He went on to say that there were also bus problems on March 16, 2007, during a snow storm, when once again there was only one bus. Mr. Colonese said that Metro North does the contracting for buses. Mr. Chabot said that the 8 used locomotives purchased from Amtrak were supposed to solve the bus substitution problem on the Waterbury line and asked where they were. Mr. Colonese said that he would report at the next meeting.

Another Waterbury passenger said that there was never advance notice when trains were not running. He pointed out that if one knew in advance in the morning that there were no trains, one could drive to one of the main line stations. He emphasized the importance of notice to passengers through local media and e-mail alerts.

## **NEW CANAAN BRANCH**

Mr. Chabot reported that there is still no telephone at the Talmadge Hill station.

## **SHORE LINE EAST**

Mr. Jelley spoke of the day two weeks earlier when the first evening train, the 3:20 from New Haven, was canceled without explanation. He said that he had been at State Street Station, that it was a beautiful day, and that commuters waiting for the train were confused as to why the train was canceled and uncertain whether the 4:30 train might also be canceled. Mr. Jelley said that it turned out that a railroad employee had derailed the Shore Line East train in the New Haven yard. He said that it was his view that if the announcement had also included that information, it would have given waiting passengers more confidence that the next train would run. Mr. Colonese disagreed, and

said that it was his view that it was unnecessary for the railroad to give any explanation of a cancellation.

### **MAIN LINE**

Jeff Steele said that the platforms at Fairfield Station continue to be poorly lighted.

Mr. Jelley said that he had bought a family fare ticket for his grandson at a ticket machine. The ticket machine said that the ticket was valid on all trains except morning peak trains into GCT, whereas the ticket itself said that it was valid only on off-peak trains. Mr. Jelley said that the information on either the ticket machine or the ticket had to be wrong. Mr. McLagger agreed and said that the ticket machine information was correct. He said that it was probably too much trouble to change the information printed by the ticket machine on the ticket.

Ms. Cronin asked why the trains she rides always seem now to come in on the lower level at GCT, whereas they used to come in sometimes on the upper level and sometimes on the lower level. Mr. McLagger said he didn't know the reason.

Mr. Colonese said that track 3 (the inbound local track) between Norwalk and Stamford will be back in service in June or July.

There was a question as to why senior tickets are available only at age 65, and not at an earlier age. Mr. McLagger said that New York law provides for senior tickets at age 65. There was a question about Connecticut law. [In fact, federal law requires transportation facilities receiving federal funding to provide half-fare off-peak tickets for passengers 65 and over, but would permit half-fares at a lower age.]

There was a question about the obligation of conductors to make announcements in each car of a train if the public address system wasn't working, and Mr. Colonese said that conductors had that obligation.

The meeting adjourned at 8:45 p.m. The next meeting is Wednesday, May 16, 2007 at The Greenwich Railroad Station, Greenwich, CT.

\\88888888\1005\649539.1

**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 MAY 16, 2007  
THE OFFICES OF SWRPA  
STAMFORD GOVERNMENT CENTER  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Vice Chairmen Terri Cronin and Jeff Steele; Joe McGee, Rodney Chabot, Jeff Maron, Sue Prosi and Bob Jelley, Members of the Council; Ed Lydecker and Scott Ornstein, Metro North Railroad; Ken Partridge, Greenwich Post; Mark Ginocchio, The Advocate; Christine Trani, Krista Tulp and Walter Turpin, members of the public.

The meeting began at 7:00 p.m. The Minutes of the April meeting were approved.

**WIRES DOWN INCIDENT ON WEDNESDAY, APRIL 25, 2007**

Jim Cameron explained that none of the Metro North people who had planned to come to the meeting were available because of the storm damage that afternoon on the Harlem and Hudson lines. In addition, Gene Colonese was unable to come. It was decided to discuss the problems, even though no Metro North and CDOT personnel were available to comment definitively.

Jeff Maron said that although the first catenary wire came down at about 5:20 a.m. and the rest of the wires came down about a half-hour later, there was no email notice until 7:00 am. Mr. Maron was at the Stamford station where he was told that there would be trains at Rye to go to GCT, but he said that after he had taken a taxi to Rye, there were no trains at Rye. He commented that there was more and better information coming from cell phone conversations with wives at home than from MNRR and CDOT. He noted that the emails from MNRR and CDOT gave different information. He said that people were unhappier about the lack of accurate information than they were about the wires having come down in the first place. The platforms were very crowded at Rye, and at one point, they were told to go to the wrong platform and then told to go back to the other platform.

Terri Cronin said that the best information was from TV stations and not from the Railroad. She said that she got information from TV at 6:30 and that Channel 12 had a helicopter up and reporting on where the trains were and what they were doing.

Mr. Cameron read in chronological order the dozen or so emails from MNRR and CDOT. They were contradictory, and some from CDOT promised bus service, which never materialized. He wondered how the people at CDOT got their information. Scott

Ornstein from MNRR said that TransCom gets its information from all of the transport agencies from Hartford to Philadelphia and gives this information to the media.

Jeff Steele said that the public address announcer at Stamford cannot be understood.

Mr. Cameron wondered where conductors got the information that they gave to people on trains. Mr. Ornstein said that they got it from the train radio. Mr. Cameron raised the question of Mr. Cannito having said at a previous Council meeting that through GPS he knows where trains are at all times. He wondered why that information could not be made available to commuters. Mr. Ornstein said that there could be security issues in giving out that information and that New York is a particular target for terrorists. There was general skepticism from the Council.

There was general discussion of the promise of buses and the failure to provide buses. There were questions about whether bus companies with contracts with Metro North are required to provide buses when asked or merely have the option to provide buses. Mr. Ornstein said that the bus contracts are designed for two situations: (1) planned bus substitutions when there is planned track work, and (2) unplanned incidents when trains are unable to run. With the unplanned incidents, last minute availability of busses and drivers is always an issue.

It was moved by Jeff Maron that the Council write a letter to MNRR and CDOT requesting: (1) the information requested in the Council's earlier letter seeking information about the April 25 incident; (2) standard operating procedures for communicating with customers about incidents; (3) the names of the persons at MNRR and CDOT responsible for communications with customers; and (4) MNRR's and CDOT's post-mortem reviews of the handling of the April 25 incident. The motion was unanimously adopted.

### **FARE SURCHARGE**

Mr. Cameron noted that the commuter models of the effect of a fare surcharge would be brought to the June meeting. Rodney Chabot asked why there needed to be a fare surcharge at all, since there is a State surplus and a proposal to reduce or eliminate the gasoline tax during the summer. Sue Prosi said that she thought that the whole concept that the new M-8 cars should be paid for by commuters was wrong. Mr. Chabot moved the Council to take the position that a portion of the State's surplus should be used in place of the money proposed to be raised by the fare surcharge. The motion was adopted.

### **NEW HAVEN LINE TRAINS ON THE LOWER LEVEL AT GCT**

Ed Lydecker said that he had checked and that more than the usual number of New Haven line trains were arriving and departing at lower level platforms in GCT. He went over the April Monthly Operating Report, and noted that consist compliance had been going down. Ms. Prosi asked why the bar cars were being rehabilitated at the present

time, rather than M-2 cars. Someone suggested that it was perhaps because of the strong bar car lobby.

### **MAIN LINE MATTERS**

Ms. Cronin asked what was going on at the East Norwalk station. It was reported that there is construction going on there. Mr. Maron asked about the status of replacing the old Stamford garage. It was reported that there is money for design of a new garage. Mr. Maron said that people want to know when the floor of the old garage is going to be patched, because they are concerned about possible tire damage from the reinforcing bars that are now exposed.

### **WATERBURY BRANCH**

Representatives of the Waterbury branch said that they were getting VRE cars only for off-peak service and would like them for on-peak as well. They also said that people wanted an earlier train than the 6:45 to GCT. When pressed, they suggested a half-hour to one hour earlier. They said that people wanted to get to GCT by 8:30 and wanted to be able to leave GCT at 5:30 in the evening. They also spoke of the need for a third car on peak trains and on Friday evenings. Mr. Ornstein said that the ridership count showed a maximum of 178 passengers on a Waterbury line train, and there were enough seats in two cars. Bob Jelley said that the Council had been told by Metro North that the standard for opening closed cars was that if there were an average of more than 50 people per car, additional cars should be opened, and went on to say that it was obvious from that standard that there should be three cars for 178 passengers.

The question was also raised by Waterbury passengers about having two tracks, rather than the present one track on the Waterbury Branch. Mr. Chabot said there were two tracks some years ago. Sue Prosi said that a study will be performed soon to study two tracks vs. one track.

### **NEW CANAAN BRANCH**

Mr. Chabot said that there is still no telephone at the Talmadge Hill station.

The meeting adjourned at 8:45 p.m. The next meeting is Wednesday, June 20, 2007 at the Offices of SWRPA, Stamford Government Center, Stamford, CT.

Bob Jelley  
Secretary  
Phone: (203) 498-4306  
email: rjelley@wiggin.com

(Revised June 18, 2007)

\\88888888\1005\655717.1

**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 JUNE 20, 2007  
THE OFFICES OF SWRPA  
STAMFORD GOVERNMENT CENTER  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Vice Chairmen Terri Cronin and Jeff Steele; Joe McGee, Rodney Chabot, Sue Prosi, Stan Trybulski, Chris DeSanctis and Bob Jelley, Members of the Council; Peter Cannito, George Okvat, Tom Trendy, George Walker, Ann Doyle Mary Nodell, Donna Evans, John Longobardi, Ed Lydecker and Scott Ornstein, Metro North Railroad; Floyd Lapp, SWRPA; George Hakalis, Phil Strong, Joe Clift, Al Papp, David Johnson, Regional Rail Working Group; Richard Stowe, Jim Pogozelski, Walter Turpin, Christine Trani, David Stepeck, Roger Cirella, members of the public.

The meeting began at 7:00 p.m. The minutes of the May meeting were approved.

**CHAIRMAN'S REPORT**

Jim Cameron said that he had recorded a Cablevision editorial reply since the last meeting in which he expressed the position taken by the council at its May meeting that there should be no fare surcharge, that the new M-8s should be paid for out of general funds of the State, and that there should be no summer cut in the gasoline tax.

Mr. Cameron also reported that he had been interviewed by someone from Deloitte Consulting, the firm engaged by MTA Executive Director, Lee Sander, to do a report about all of the units, including Metro North Railroad, operated under the MTA umbrella. He reported that Gene Colonese and Peter Richter had also been interviewed by the representative from Deloitte Consulting.

Mr. Cameron also reported that he had asked the State Ethics Commission whether he was acting as a "lobbyist" when he testified about railroad matters before committees of the State Legislature. He said that he had received an e-mail reply saying that he was not a lobbyist when acting in that manner. Bob Jelley (who is also an attorney) said that he had seen a copy of the e-mail, and that the reasoning given in the letter was incorrect, but the result was correct.

Mr. Cameron also mentioned that the Task Force formed by the MTA to look into drinking on the railroads and the railroad stations had reported that there were no

problems from drinking and had recommended that liquor sales in stations and on trains continue. Terri Cronin said that the report found that there were no automobile accidents that could be attributed to drinking on the trains and that there was no serving of alcohol to minors. It also reported that the bartenders were very careful about not serving alcohol to people who had drunk too much.

Mr. Cameron introduced new Commuter Council member Chris DeSanctis, who spoke briefly about his background and interest in transportation matters. DeSanctis was appointed by Governor Rell.

### **APRIL 25, 2007 WIRES DOWN INCIDENT**

At this point Peter Cannito, President of MNRR and a number of members of his staff arrived at the meeting. Mr. Cannito, in speaking of the letter written by Mr. Cameron about the communications with riders during the April 25 wires down incident between Cos Cob and Greenwich, said that he disagreed with Mr. Cameron's assertion that communications are a continuing problem but that he agreed that it was useful to talk about communications during the April 25 incident. He went on to say that MNRR is always analyzing its communications with riders and hoping to improve communications.

Mr. Cannito said that the incident began at 5:12 a.m. when a train's pantograph got tangled in the wire between CP 232 and CP 229. [As I understand it, that means between mile posts 32 and 29. Although Mr. Cannito did not say so at that time, it seems to be clear that the incident at 5:12 a.m. involved only one track (probably track 3) and the real problem did not begin until a few minutes before 6:00 a.m., when a GCT bound train was switching tracks at the interchange between Cos Cob and Greenwich and pulled down all four wires.] Mr. Cannito said that the control center at Grand Central Terminal was in charge of communications about the incident, and that it was impossible to communicate with riders until the full dimension of the problem was known. He went on to say that once the problem was recognized, it also took time to develop the proper messages to be sent to all of the stations affected, to the media, and by e-mail alerts. He said that a lot of different messages were required. He said that he was in the situation room that morning, although he did not say what time he was in the situation room. He said a lot of emphasis was placed on getting messages out for different ~~to~~ people in different places. Tom Tandy said that once messages went out, automatic PA platform announcements were made every 7 minutes about the delays, and there were intervening non-automatic messages. Mr. Tandy said that he thought the entire communications team did a good job.

Mr. Cannito said that full service on the New Haven line was back about 10:30 a.m. In answer to questions about media reports, he emphasized that the media got their information from MNRR and that media reports were not always accurate. [The implication was that announcements from MNRR are always accurate.] Mr. Cannito concluded his introductory remarks by saying that they recognized they could always do better with communications. He said that it was striking that they received only about 50 complaints about communications the morning of April 25, and that he thought that



indicated that the vast majority of riders were satisfied with the communications. He said that he knew that people were more forgiving if they knew what was happening.

Mr. Cameron said that the first e-mail alert was at 6:55 a.m., almost two hours after the beginning of the incident. Mr. Cannito said that e-mails go out from corporate and media relations, and they were not yet at work. Mr. Cronin said that the media had better information than was being reported by e-mail alerts. She said that she learned of the incident at 7:10 a.m. on the radio. Mr. Cannito said that railroad people in New York City learned that all four wires were down by 6:12 a.m. Mr. Tandy defended the timing of announcements. Mr. Cameron then read the various conflicting e-mails sent out by MNRR and CDOT between 6:55 a.m. and 10:00 a.m., particularly noting the promise of busses in some of the CDOT e-mails. Mr. Cannito said that MNRR was not aware at the time of the CDOT e-mail announcements. Mr. Richter said that some of the CDOT e-mails were not based on actual knowledge, but instead were based on speculation as to when the matter would be cleared. He and Mr. Colonese explain that the CDOT computer system automatically puts out an announcement that the situation has been cleared when an effort is made to delete prior announcements of the problem. Mr. Colonese agreed that, in the future, CDOT will defer to MNRR on e-mail announcements.

Mr. Tandy said that the first announcement of a train delay at the station occurred at 5:56 a.m.

Mr. Cameron asked Donna Evans, who is in charge of corporate and media relations, how she reaches the media when there is an incident. She said it is by direct phone calls to the Associated Press and to Shadow / Metro / TransCom (which furnished information to smaller stations.) She went on to say that, at the time of the wires-down incident, she was on the Long Island Railroad at Jamaica on the way to work, and therefore could not send out e-mail alerts until she got to her office at GCT.

Mr. Cameron raised the question of whether there was a seat drop after the incident. George Walker said there was. Ms. Evans said that whether or not to have a seat drop was based on the number of trains affected and the length of the delay (she did not furnish a copy of the criteria.)

Mr. Cannito raised the question of buses. He said that there always seems to be an expectation of buses when trains cannot run but that this incident happened at a bad time for getting bus substitutions because all of the busses were busy taking care of morning bus commuters. He said that the Railroad got a pretty good response to its request for buses, but by the time buses arrived at station, the trains were about to run or were running again, and therefore the buses were not used. He said that a total of 30,000 – 40,000 passengers were affected by the incident.

In answer to a question, Mr. Cannito said that the railroad knew that all wires were down at 5:55 a.m. and that at 6:00 a.m. it instituted “Code Red”.

Jeff Steele, who commutes from Fairfield to GCT, said that, so far as announcements and information are concerned, he felt “in the dark” both on platforms and on trains on a regular basis. Mr. Tendy said that he should make complaints on the MNRR’s complaint line and he would look into those complaints. [Subsequent to the meeting, Mr. Cameron has given council members Mr. Tendy’s phone number and has suggested that they make complaints about announcements problems that they experience.]

Mr. Cannito said that the present MNRR communications system operates on an “exception” basis. He said, as he has said at prior Council meetings, that that means that there are announcements only when there is a problem. [For example, there is no platform announcement telling waiting passengers that the next train is on time. There is only a platform announcement if the next train is expected to be more than six minutes late.] Mr. Cannito went on to say that it is his view that the railroad should have a system that is constantly informing passengers about train arrivals, and not simply about late arrivals. He said that the White Plains station was being used as a “model station” to develop a system to give constant information, just as the monitors at Stamford and New Haven stations tell whether the next train is on time or is expected to be late.

Mr. Steele said that the announcer at Stamford station is frequently hard to understand. Mr. Tendy specifically refused to comment on that.

Rodney Chabot said that the New Canaan station has electric message signs, but that they never give any information except the name of the station and the time. He asked why they were not used to report problems. Mr. Tendy said that that the electric message system was an ADA requirement, so that messages on the public address system could be written out for people who could not hear the public address system

Sue Prosi raised a number of points: (1) she said that the First Selectman of Westport was interested in having Westport Station be a model station like White Plains. Mr. Cannito said that the Westport First Selectman was also interested in selling equipment to MNRR; (2) Ms. Prosi also said that she thought there should also be television monitors with train arrival times on the platforms at Stamford, and Mr. Cannito agreed that that would be a good idea; (3) Ms. Prosi said that the conductors on the trains she rides are very good about giving information to passengers; and (4) she said that she thought the lack of complaints about MNRR’s handling of communications during the April 25 wires-down incident did not mean that the Railroad was doing a good job on communications. She said that people simply don’t find it worthwhile after the fact to get in touch with MNRR and complain.

In response to a question from Bob Jelley asking whether, as a result of the April 25 incident, MNRR had put into place any system for getting out e-mail announcements faster than they were in April (Mr. Jelley said that he does not listen to the radio or watch television news). Ms. Evans said that she was pleased that someone considered the e-mail announcements so important, but said that it always takes at least 45 minutes to get e-mail announcements out. She did not say whether, as a result of the incident, her office

was now better staffed to get out e-mail announcements at times other than regular business hours.

### **SURCHARGE MODELING**

Mr. Cameron noted that at the April meeting, the issue of whether CDOT had done any study or modeling of what effect of the \$1.00 fare surcharge would have on ridership. He said that Mr. Colonese said that he would supply that information. Mr. Colonese then said that all CDOT had done was do some calculations that showed that a \$1.00 fare surcharge would produce the necessary \$20 million per year, but there was no study of the effect of ridership. Al Martin said that budget discussions between the Governor and the Legislature were ongoing, and that there was every reason to believe that a budget agreement, which would include some change in the fare surcharge now slated to take effect on January 1, 2008, would be included in that budget agreement. Richard Stowe complimented Mr. Cameron on having done well on the surcharge issue.

### **PENN STATION AND SERVICE TO NEW JERSEY**

Mr. Cameron noted that there had been two developments in connection with possible New Haven line service to and through Penn Station: (1) Mr. Sander, Executive Director of MTA, announced in May that beginning in 2008, the MTA will find a way to provide New Haven line service to Giants and Jets games through Penn Station to Secaucus Junction in New Jersey; and (2) Governor Rell has recently asked CDOT to submit a report by August 1 outlining obstacles to New Haven line service to Penn Station.

Mr. Cameron asked about the fact that the new M-8s being designed will only be able to go as far as Penn Station and not beyond into New Jersey. Mr. Walker said that Connecticut only asked to have the M-8s be able to go as far as Penn Station. [The obstacle to going west of Penn Station is that the catenary from Queens through Penn Station and into New Jersey and on down to Washington, DC, operates on 25-cycle power rather than the standard 60-cycle power in use elsewhere.] Mr. Walker opined that adding equipment to permit the M-8s to operate on 25-cycle power would occupy too much space and make the cars too heavy. He also said that it was his view that there was no room in Penn Station for New Line access at present.

Mr. Richter said that CDOT was becoming far sighted about additional service, including New Haven to Springfield, New Haven to Providence, and going into Penn Station. He said that the Department will have the study requested by the Governor done by August 1. Joe McGee asked whether indeed the M-8s will be able to run to Penn Station, and the answer was that they will, using an over-under third rail shoe on the LIRR tracks into Penn Station.

George Hakalis said that he was happy that Connecticut was looking at interstate service. He mentioned that New Jersey has 60 locomotives that can pull trains from New Jersey to Boston. He also mentioned the Penn Station Access Study of 5 years ago done by the

MTA in connection with determining the ability of Penn Station to accommodate more trains.

Mr. Richter said that he believed that the Federal Railroad Administration will require Amtrak to convert the line from Penn Station to Washington from 25 cycles to 60 cycles, and that's the reason that M-8s have not been ordered with ability to run on 25-cycle power. Al Papp suggested the possibility of doing a couple of demonstration trains running from the New Haven line through to New Jersey to gauge the desire for thru-running service. Mr. Cameron wondered why the Governor was interested in service to Penn Station and speculated that Bombardier, which did not get the contract for the M-8s, is looking for a way to sell its double-decker trains for Penn Station access. Mr. Walker suggested that that is a possibility.

#### LOWER LEVEL GCT ARRIVALS AND DEPARTURES FOR NEW HAVEN LINE TRAINS

Mr. Walker agreed that whereas previously 31%-38% of New Haven line trains arrived and departed on the lower level, it is now about 52%. He said that the reason was the problem of an earlier derailment of a train coming into track 19, with a result of difficulty in getting the passengers off the train. He said that the curvature of tracks on the upper level, on the east side of GCT, had been a problem ever since the purchase of the M-2 cars 30 or more years ago, because the M-2 cars were longer and heavier than the curvature of the tracks were designed for. He said that the shorter 6-car platforms were on the lower level and the 8, 10, and 12 car platforms were on the upper level. As a result, all of the shorter trains on the New Haven line have been put on the lower level where they can most efficiently be accommodated. He said that many of the longer morning peak trains had been split into two shorter trains in order to make them be able to arrive on the lower level. He commented that it will take another 4 or 6 weeks to study how to handle the risk of a derailment problem. He noted that the New Haven line trains generally use the more easterly tracks at GCT, whereas the Harlem and Hudson line trains use the more westerly tracks.

Mr. Walker was asked whether Mayor Bloomberg's proposal for congestion pricing for access to Manhattan might increase the demand for New Haven line train service into GCT. Mr. Walker thought not; he said that the Railroad already gets a relatively high percentage of its commuter market into Manhattan. Mr. Papp asked about keeping old M-2 cars as a reserve fleet when the new M-8s arrived. Mr. Walker said that the new M-7s had a failure rate of about 600,000 miles and that the Hudson and Harlem lines were working well with excess cars available if needed, and that he contemplated that a reserve fleet of older cars would be retained on the New Haven line as well.

#### MAY OPERATIONS REPORT

The question was raised once again as to why there were no more cars going through the CSR rehabilitation program. Mr. Colonese said that cars that had already gone through some portion of the rehabilitation program were being finished up, now that parts that

were previously unavailable are finally in stock. He said that also the bar cars are taking a longer time for rehabilitation, particularly the floors, than anticipated. Mr. Walker said that the program was not planning to do as many M-2s as originally anticipated, as a result of the M-8 order. Mr. Colonese said that the 122 cars completed, includes cars that are only partially completed, and said that he would break down that figure for our next meeting to better reflect partially vs. fully rehabilitated cars.

In answer to another question, Mr. Colonese said that of the eight Amtrak locomotives leased from Amtrak, six or seven are being used everyday. As for the Virginia (VRE) cars, he said that 23 cars and one cab car had been completely rehabilitated but only thirteen were in service. Roger Cirella asked why none of the Virginia cars were being used on the Waterbury line. Mr. Colonese said that one or two of the Virginia cars were being used on the Waterbury line, but until there are more cab cars available, other Virginia cars cannot be used on the Waterbury line.

### **MAIN LINE OPERATIONS**

Mr. Colonese was asked why one of the afternoon thru Short Line East trains was canceled just before the meeting, and Mr. Colonese said that Metro North did not want to run that train with a higher locomotive because of risk of snaring the wires.

Mr. McGee asked why wires seem to be coming down as frequently as they have recently, particularly considering that these are the new or replacement catenaries, rather than the old catenaries. Mr. Jelley reported that he had observed on some detail the replacement of a catenary in Westchester County and the Westchester County line as a result of the wires down incident in April and on May 23. He said that he had compared the construction of the New Haven line catenary with the new Amtrak catenary between New Haven and Boston. He had noted three differences: (1) on curves on Amtrak, the support structures are closer together, permitting the catenary to follow the curves of the tracks. On Metro North, the support structures continue to be widely spaced on curves, and on the outside of the curve, there is a new steel post with a span wire attached to all four catenaries, pulling the wires out to a more close approximate of the curve of the tracks. He noted that with the four catenaries attached together by a span wire, it was easier for a train to pull all four wires down at one time; (2) he reported that on Amtrak, the catenary supports are much closer together at interchanges, thereby better supporting the diagonal wires that follow the switch tracks. He said that in Westchester County, there were no intermediate supports at interchanges but that at the Greenwich interchange, which was involved in the April 25 incident, there were new support structures between the old support structures. He noted that Connecticut seems to have done a better job there than New York State; (3) he said that in the constant tension system on Amtrak, both the wire under which the pantograph ran and the support wire, were separately tensioned by pulleys and weights, whereas on Metro North, the support wire and the running wire were coupled together once they had reached a point outside of the tracks and were tensioned by only one set of pulleys and one weight. He noted that the support wire and the running wire were different kinds of wire, and raised the question of whether they might expand and contract differently, and wondered whether

the Amtrak system of tensioning was not better. In conclusion, he recognized that there were portions of the Connecticut catenary replacement yet to be done and wondered whether the design should be looked at. Mr. Colonese said that he was prepared to talk about that.

With respect to the replacement of the old Stamford parking garage, Mr. Colonese said that it would take 24-36 months to design a new garage.

Mr. Steele asked about the question of who was taking care of fixing the lighting at Fairfield Station platforms, and Mr. Colonese said that money was required for a new conduit. In response to a question about the Council's "Fix My Station" campaign last year, Mr. Richter said that there was \$5 million in the Governor's budget proposal for fixing stations. Mr. Cameron asked when, after the new fiscal year starts July 1<sup>st</sup>, would the repairs begin. Mr. Richter said that CDOT must first consult with the Towns to decide who was responsible for which repairs. Mr. Cameron asked why, knowing that funding would be available July 1<sup>st</sup>, those negotiations had not begun months earlier.

### **BRANCH LINES**

Commuters from Waterbury who attended the meeting, once again spoke of the desire for an earlier morning train from Waterbury to GCT and an additional afternoon train that was more appropriately timed for Waterbury line passengers who work in New York. There was also a question about a portion of the Waterbury line that has a second track which frequently has freight cars on it. One passenger wondered why that could not be used as a passing track. Mr. Richter said that the second track was not appropriate to be used for passenger trains, and another passenger said that it was used for passenger trains. The commuters claimed that Waterbury ridership would go up considerably if trains were at more appropriate times.

Mr. Chabot once again mentioned the absence of a telephone at Talmadge Hill Station. Mr. Martin said that he would see that it was taken care of.

Mr. Jelley spoke about the man, who works at the Engineering Department at Yale, who uses a wheelchair and takes the 7:41 Shore Line East train from Guilford to State Street. Mr. Jelley said that he knew that the man in the wheelchair had had elevator problems at State Street before, and on the day of the meeting, saw him still at State Street when Mr. Jelley arrived on the following train. The man said that the elevator had not worked until he had investigated and discovered that the electric eye was not working because the reflector was dirty, and after he had cleaned the reflector, he was able to use the elevator but had to wait for the next bus. Mr. Jelley went on to say that in the afternoon, he had himself examined the elevator and was not able to find the electric eye. He said that the man in the wheelchair said that he had been told previously by an elevator repairman that the elevator was not serviced on a regular basis but was only fixed when it didn't work. Mr. Jelley went on to say that the elevator in the building in which he works in New Haven is serviced weekly, and he believed that weekly service was the standard in the

industry. Mr. Colonese said that there is obviously maintenance done on the elevator but that he would check to see when it is done.

### **MEET THE COMMUTER DAY**

There was discussion about having a Meet The Commuter day, and Stamford was chosen as the station to do it at.

### **ELECTION OF OFFICERS**

Mr. Cameron was re-elected as Chairman for the next fiscal year and Ms. Cronin and Mr. Steele were re-elected as Vice Chairmen. Mr. Jelley will continue to serve as Secretary.

The meeting adjourned at 9:50 p.m. A summer meeting will take place on Wed., August 1, 2007 at 7:00 p.m. in Stamford, with the location TBA somewhere in the Government Center.

Bob Jelley  
Secretary  
Phone: (203) 498-4306  
e-mail : rjelley@wiggin.com

\\88888888\1005\657333.1

**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 AUGUST 1, 2007  
THE OFFICES OF SWRPA  
STAMFORD GOVERNMENT CENTER  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman, Sue Prosi, Joe McGee, Terri Cronin, Chris DeSanctis, Jeff Maron and Bob Jelley, members of the Council; Senator William Nickerson; Senator Andrew McDonald; Gene Colonese, Al Martin, and Peter Richter, CDOT; Joe Kanell, Scott Ornstein, Ed Lydecker, MNRR; John Doyle, Bombardier; C.J. Hughes, NY Times; Mark Ginocchio, Stamford Advocate; Seth Morton, Roger Cirella, and Mike Coburn, Members of the Public.

The meeting began at 7:00 pm. The minutes of the June 20, 2007 meeting were approved, subject to correction of some typographical errors.

**CHAIRMAN'S REPORT**

Jim Cameron brought the Council up to date on the Metro North communications problems since the meeting of June 20. He said that although President Cannito said at the June meeting there were no communications problems, two days after the June 20 meeting there were communications problems with the derailment of a Waterbury branch train. There were no email announcements of the problem. In a later telephone conversation, Donna Evans, who is in charge of the email notifications, said that the Railroad did not make email announcements about branch line problems, because too few riders were affected. However, at the urging of Mr. Cameron, she agreed that there should be branch line announcements. Subsequently, there were problems on the Danbury line when a tree came down on the tracks and the email alerts were late, because Ms. Evans was on a subway and could not send out the announcement. Mr. Cameron concluded that he had made some progress on communications, but it was a subject we needed to keep on top of.

Mr. Cameron also urged Council members and others to notify him of a failure to use seat checks or a failure to collect fares.

Mr. Cameron announced that Council member, Ed Zimmerman, has moved out of the State. He said he would pursue getting a resignation letter, so that a new member could be appointed. [His resignation letter has now been received.]



## **FARE SURCHARGE**

Senator McDonald gave the history of the 2005 legislation that resulted in the purchase of M-8 cars. He said that from the discussion of funding, it was always clear that the Legislature expected that most of the money for new rail cars would come from bonds, but that there had to be some participation in paying for the cars by commuters. He said that that was necessary in order to pass the transportation package in 2005. He went on to say that the \$1.00 surcharge was always recognized as not distributing fairly, the portion of rail car costs to be borne by commuters, but that it was always expected that the \$1.00 surcharge would be changed before going into effect on January 1, 2008.

In this term of the Legislature, the Governor asked Senators McDonald and Nickerson to come up with an alternative. They came up with the proposal to increase fares 1% each year beginning in 2010, with the increase to be applied in 25¢ increments. That amount is expected to pay the interest on bonding the \$140 million but not the principal.

Senator Nickerson then reported that neither the bond package nor the transportation package had been passed in the regular session or the special session of the 2007 Legislature. However, he said that he thought there was general agreement on the McDonald/Nickerson proposal, and that he expected passage in September. Senator McDonald said that the 1% per year surcharge could be less if ridership goes up and produces more money than expected.

Mr. Cameron asked why the Legislature thought it appropriate to have commuters pay a portion of the capital costs of new rail cars. Senator McDonald said that they could not get the votes to pass the transportation package in 2005 if it had not included a requirement of \$140 million to be paid by commuters. He went on to say that the bonds are 20 year bonds, so that the 1% per year increase will continue until the bonds are paid up.

Bob Jelley asked if the McDonald/Nickerson proposal meant that fares would go up 1% in 2010, an additional 1% in 2011, etc., and the Senators agreed that that was the plan.

There was general discussion about the question of what would happen if the Legislature failed to change the \$1.00 surcharge in this Legislative session. Senator Nickerson said that there was general agreement between the Governor and the Legislature that the \$1.00 surcharge would never be implemented.

Sue Prosi asked whether other capital transportation projects were going to require payment of part of the capital costs by commuters. Senator Nickerson said no. He said that the 2005 Legislature had turned a major corner in putting money into public transportation, and that he did not expect the same problem of having commuters pay part of the capital costs would continue into the future. Bob Jelley mentioned that the problem we now have is that fewer than half of the House and Senate districts are affected by rail and went on to say that if the New Haven/Hartford/Springfield commuter service gets started, more than half of the legislative districts will be affected by rail. He

said that that would make a difference in legislative attitudes toward public transportation.

### **STAMFORD GARAGE**

Al Martin announced that he was working with the developer of the Metro Green Development, which is in the same block as the present “old” and “new” Stamford parking garage, to build a new parking garage for Stamford. He said that the legislation to provide money for a new garage is part of the bond and transportation packages that have yet to be passed by the Legislature. He said that the Metro Green Developer was developing a time line for building a new garage. Senator McDonald said that the idea of having a new garage built by a developer is a very effective relationship. Mr. Martin agreed. There were a number of questions about the time to build a new garage to replace the existing old garage. In response to a question from Mr. Jelley, Mr. Martin said that the new garage will be a third garage that was planned by the developer for his Metro Green development but it will be larger garage to accommodate both rail passengers and tenants of the Metro Green Development. Mr. Martin emphasized the old garage will not close until the third garage being built by the developer, is open. Ms. Prosi asked if maintenance work will continue to be done on the old garage. Mr. Martin assured her that it would. [There was no discussion of what will replace the “old” garage when it is torn down.]

### **STATION REPAIRS**

In response to the “Fix my Station” campaign. Mr. Cameron asked why station repairs had not been started, as promised earlier by the Governor. Peter Richter said that the bond issue has not passed, and that contains the money for station improvements. Mr. Richter also said that once the money is available, it will be necessary to talk with the towns in which these stations are located about the repairs and improvements. Mr. Cameron asked why those talks had not happened earlier even in the absence of money and Gene Colonese said that the Department is “working on it.”

### **NEW M-8 CARS**

Mr. Colonese said that the design of the M-8 cars by the manufacturer was on schedule. Joe McGee asked if Wi-Fi capability will be built into the new cars and Mr. Colonese said it would be. They are still doing preliminary work on a Wi-Fi system. Mr. Nickerson asked when actual construction would start, and Mr. Colonese answered that there would be prototypes in 2008 and initial deliveries in the third or fourth quarter of 2009. In answer to another question, Mr. Colonese said that 300 cars had been ordered, and under the contract, the State can order up to 380 at the same price. He said that the plan was to increase the fleet of cars on the New Haven line to 440: 100 more than at present. He said that no existing cars would be retired until 100 new cars are on site, so the fleet will increase to 440 with the first deliveries. In answer to a question, he said that old cars have about 115 seats and new cars will have about 105 seats.

Mr. McGee asked whether the DOT was planning service only for the existing market, or whether it was planning on market growth. Mr. Colonese said that the Dept. was planning on a 1% annual growth rate. Mr. McGee thought 1% was too low a figure. Senator Nickerson opined that new cars will increase the growth rate. Mr. Colonese said that the M-8 Acceptance Facility will be built next year in New Haven.

Mr. Jelley opined that it seemed unlikely to him that the railroad would have many new M-8s in operation at the beginning of 2010, and he suggested that if the intention was not to impose a surcharge until there was a substantial number of new cars in service, the surcharge should not begin until mid-2010 or the beginning of 2011.

### **TRAIN CONSISTS**

Mr. Colonese gave Ms. Prosi a May, 2007 Consist list for peak trains on the New Haven line. The Council had asked for such a list in the spring.

### **NEW HAVEN LINE TRAINS TO PENN STATION**

Mr. Martin announced that the Penn Station access report requested by the Governor had been delivered to her that afternoon. He said he would give us a copy after the Governor reads it. [The report was subsequently distributed to members of the council.]

John Doyle from Bombardier, who was at the meeting, said that Bombardier thought double-decker cars of the sort ordered by New Jersey Transit would be effective for New Haven Line service to Penn Station.

### **STATION NAMING RIGHTS**

In answer to a question from Mr. Cameron about the statute passed by the Legislature that directs the DOT to come up with procedures and standards for selling naming rights to transit stations, Mr. Richter said that the statute had been proposed by the DOT and that it was thought useful for stations on the New Britain busway. He said it was not intended for old railroad stations. Mr. Cameron said that he was opposed to naming railroad stations after commercial companies. Jeff Maron said that he was in favor of it if it helped to keep fares down.

Mr. Richter said that the DOT was committed to a collaborative process in connection with naming rights.

### **WATERBURY LINE**

Roger Cirella, who commutes on the Waterbury line, said that the earliest train to GCT from Waterbury left Waterbury at 6:45 am and arrived at GCT at 9:15 am. He said that was too late for most people to get to work on time, and as a result, they drove to Bridgeport to catch an earlier train. He suggested that there ought to be a train which arrives at GCT at 8:15 am and he went on to suggest that there ought to be an earlier late

afternoon train out of NYC returning to Waterbury. Mr. Colonese said that he was looking at this issue for the October time change. Mr. Colonese also reported that a third car had been added to Waterbury trains to relieve crowding.

### **TALMADGE HILL TELEPHONE**

Mr. Martin reported that he had taken care of the Talmadge Hill telephone problem. He said that in talks with the Town of New Canaan, they had agreed on a price-sharing agreement to pay for a pay phone.

### **JUNE OPERATIONS REPORT**

Mr. Cameron reported that there was only 80% consist compliance in June, which seemed low. In connection with the rehab program, it was noted that 8 old bar cars are to be rehabbed. Mr. McGee expressed concern about the mean distance between failures for cars that had been through the rehab program.

### **MISCELLANEOUS**

Mr. Jelley announced that Wiggin and Dana, the law firm at which he works, was being considered to represent a land owner adjacent to the Branford station in connection with possible purchase or condemnation of the land by the DOT.

Chris DeSanctis asked about the shelter on the outbound side at Stratford station.

In answer to an answer about diesel locomotives, Mr. Colonese said that the state would be getting six more at the end of the year.

In answer to a question about the derailment on the Waterbury branch in late June, Joe Kanell said the problem was that a switch had been left open so the train turned into a side track.

The Council decided that the meet the Commuter Day will be in Stamford in early September.

The meeting adjourned at 9:15 pm. The next meeting will be held at SWRPA on September 19, 2007.

Bob Jelley  
Secretary  
Phone: (203) 498-4306  
e-mail : [rjelley@wiggin.com](mailto:rjelley@wiggin.com)

**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 SEPTEMBER 19, 2007  
THE OFFICES OF SWRPA  
STAMFORD GOVERNMENT CENTER  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Joe McGee, Terri Cronin, Chris DeSanctis, members of the Council; Gene Colonese, Al Martin, Gene Colonese, Peter Richter, and Al Martin, CDOT; David Dykstra, Metro North Railroad Assistant Director; Jeff Watson and Ed Lydecker, Metro North Railroad; Timothy McCarthy, MN Capital Engineering; Cesar Vergara, Jacobs Engineering; Kristan Tulp, Roger Cirella and Andrea Zana, members of the public

The meeting began at 7:05 p.m. The minutes of the August meeting were approved.

**JUNE AND JULY UPDATE**

Mr. Lydecker reported that ridership is up more than 5%. Gene Colonese stated that there was an 8% increase in ridership. NYC ridership is strong on New Haven line and Shoreline east.

Ms. Prosi asked how many café cars are in CSR program? Ed Lydecker stated that they are increasing by two each month.

**PRESENTATIONS ON M-8 PROGRAM**

Tim McCarthy started discussing the doors on the M-8s. He stated that the doors are single leaf. He also recognized that CT is paying the most money and that next time the pictures would contain decals from both MTA and New Haven line. Mr. McCarthy noted the different colors on floors to highlight where to go during emergencies, the ceiling has an oval shaped light, and wide windows add to security.

Jim Cameron asked about advertising in vestibules. Mr. McCarthy stated some wind screens will have advertising on them and some will not.

Mr. McCarthy's group went on to display actual materials on the seats and provided longitudinal shots of rail cars: side ceiling, highly reflective surface, center ceiling

curved. Tim noted the seat material is made in Germany and is flame retardant. He stated that the M-7 was used as a starting point for M-8 and that the M-7's are running very well. Mr. McCarthy stated that there is much more room to store belongings.

Jim Cameron asked about handicapped seating. Cesar Vergara stated that people in wheelchairs will enjoy more space.

Ms. Prosi asked if the single doors break down more versus double doors and if having two doors is more advantageous. Dave Dykstra stated the single doors have a great track record. Mr. Vergara stated that the chance of doors breaking down is very little.

Mr. Chabot asked whether there was heating in and around doors for winter to prevent freezing. Mr Dykstra answered in the affirmative.

Mr. Cameron asked about WI-FI in the cars. Mr. Dykstra stated that they are making space to add this technology and that the space for it is presently not there.

Mr. Cameron inquired about a PA system to allow conductors to communicate. Mr. Dykstra answered in the affirmative. The system will reach the lavatory as well.

Ms. Cronin asked if doors will have sensor capabilities? Mr. Dykstra replied yes. The doors will not shut on passengers.

Mr. Cameron inquired about cars being 'married-pairs.' Mr. Dykstra said that the cars are semi-permanently married. They will not operate as a single car. There is a lot of electronic communication between married pairs. Mr. Dykstra commented that there will be destination signs inside and outside cars.

Mr. Dykstra commented that the lavatory will have a vacuum toilet out to a holding tank. Peter Richter commented that the CSR cars have 4 or 5 times capacity as original cars had.

Mr. Cameron asked about the pitch between seats and Mr. Vergara said the M-7s have one inch more of leg room.

Mr. Cameron asked about a GPS on cars. Mr. Dykstra said there is a GPS system and it is meshed in the communications programs. The schedule is programmed into it and there are two volume levels for PA.

Ms. Prosi asked about the safety equipment features and Mr. Dykstra talked about the evacuation ramps, which are located at the ends in lockers.

Mr. Cameron went on to ask about the energy consumption of the cars and how green they are. Mr. Dykstra said yes, the AC traction more efficient power with auto turn off.

Mr. Cameron asked if there were enough grip bars for standees and Mr. Vergara replied there are grab handles at every seat in isles. Mr. Dykstra said there is not usually a problem with overcrowding on M-7s.

Mr. Chabot asked how many seats are stuck with no windows in front and back of cars. Timothy McCarthy said about 10 people per car without windows. Mr. Cameron inquired about arm rests next to seats by the windows and Mr. Dykstra said there were.

Ms. Prosi what about the aisle's width and Mr. Dykstra said it's the same as push pull cars, about 23 inches minimum.

Ms. Prosi and others discussed the three - three facing seats nearest the doors and argued that the extra seat would only cause crowding. MNRR said they had lost so many seats in the new car design due to ADA-compliance and electronics moved inside the cars that they needed every available seat.

Mr. Dykstra said they will have a mock up for program in December or January, 2nd phase in May. Mr. Dykstra stated that the first 8 cars are due on the 1st of December 09. The first 8 cars will be manufactured in Japan, and the rest done in Nebraska.

Mr. Richter asked about the M-8s' maintenance facility in New Haven. There is a 2/3 higher cost due to inflation. Mr. Richter commented that the higher costs were unintended. Mr. Cameron asked if the facility will be finished before cars arrive and Gene Colonese said it would.

Dave D – a passenger seat drop for comments and suggestion - not a survey is planned this Fall. It is an open ended response form looking for “fatal flaws” in the design.

### **MAIN LINE ISSUES**

Ms. Prosi noted that St. Rep John Harkins was planning meetings seeking public input on rail issues per signs out at rail road stations. Ms. Prosi said she planned to attend and would represent the Council.

Mr. Chabot said there are drain pipes leading at the Darien station and Mr. Colonese said he will have station people look at it.

Mr. Cameron asked about the “Fix My Station” program and Mr. Richter said the Milford East Board side has totally been rebuilt. They are still looking for funding for other projects.

Ms. Cronin asked about safety issues as far as numbers of people riding the train during breakdowns and combination of trains. MNRR assured that conductors are taught to manage crowds.

Chris DeSanctis inquired about bags being left by passengers on trains unattended. Asked if there was a policy in place for conductors to follow and if they were following it, Mr. Colonese replied yes to the policy question.

### **BRANCH LINE ISSUES**

Rodney asked about the Danbury Line and electrification study.

Mr. Cameron said the Stamford garage is full, leaving no spaces/

Jeff Watson inquired about preventative maintenance of the garage and the time line. Mr. Colonese answered that there is not much movement, slow, still in dialogue.

Mr. Watson stated that there are no stop signs in the garage, just ones on the floor. People are not stopping and it is very dangerous. Al Martin will bring a report to the next meeting about the garage.

Mr. Martin asked about the Metro Center private/public partnership development at Stamford station. There was no news. Waiting for funding bills to be passed by legislature and signed by Governor.

Mr. Martin asked about the parking: Commuters will not lose parking, but gain, in the temporary parking lot. Mr. Cameron said once the plan is in ink we've lost negotiating power. Dollar per fare increase charge... will it happen? Do not know.

### **FARE SURCHARGE**

Mr. Cameron stated that a public hearing on the fare surcharge might get the legislature moving and dates for future meetings were discussed. The final meeting schedule will be posted on Council website.

The meeting adjourned at 9:40 pm.

The next meeting will be held on Wednesday, October 17 at 7:00 pm at CDOT Offices, New Haven RR Station

Respectfully submitted,

Chris DeSanctis  
Acting Secretary

\\88888888\1005\674532.1



**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 OCTOBER 17, 2007**  
**CDOT OFFICES, UNION STATION, NEW HAVEN CT**

**Present were:** Jim Cameron, Chairman, Sue Prosi, Terri Cronin, Stan Trybulski, Rodney Chabot, members of the Council; Gene Colonese and Peter Richter, CDOT; Joe Kanell, Scott Ornstein, and Jeff Watson, MNRR; Mark Ginocchio, Stamford Advocate; Roger J. Cirella and Kristan Tulp, Members of the Public.

The meeting began at 7:00 pm.

**CHAIRMAN'S REPORT**

There wasn't a report. Also, the September minutes were approved but Sue Prosi abstained from the vote because she hadn't read them yet.

**REVIEW OF SEPT. OPERATING REPORTS**

Scott Ornstein said ridership was up five percent. There was one bus substitution on the Waterbury Line and two on the Danbury Line. Rodney Chabot asked if there was much damage to the car on the Waterbury Line after the collision with the box truck. Gene Colonese said it was a Bombardier car and that it was repairable. As for the VRE cars, six cab cars are back and a total of fourteen VRE cars are now in service.

Sue Prosi asked about the SLE train 1640 and why there are so many problems on that line. Joe Kanell said that MNRR has run into problems lately with the SLE.

**FARE SURCHARGE/FARE HIKE-UPDATE**

Jim Cameron said the Governor vetoed the Bond package. Senator Andrew McDonald called Jim to ask the Council's help to pressure the Governor to approve the package and Jim refused. Jim said it looks like the Fare Surcharge will go forward. Gene Colonese said that CDOT has put a notice in the CT Law Journal notifying the public of the Fare Surcharge per the statute. All trips will be charged \$1.00. So a monthly ticket will be an additional \$40 and weekly tickets would be increased by \$10. Jim asked if there was a 90 day notice to the public and Gene Colonese replied no. Gene said there will be public information meetings and that there will probably be two or three of them. Terri Cronin asked if the surcharge could later be removed but Gene said that a new law would have to be passed. Stanley Trybulski asked if this was a one way street. Can MNRR CT increase fares and not NY? Gene said that our fares are still less than New York. Sue Prosi questioned the implementation of the hearings and Gene said that CDOT is looking into

press releases and also seat drops. Sue asked if there would be any other notices and Gene said the first week of November. Jim requested that the public hearings be scheduled at convenient times for the public. Jim wants the public to understand why these increases are happening. Jim said that the public isn't going to be happy. Sue Prosi raised a motion to petition CDOT for a public hearing. Jim said that there wasn't any reason for that and there was no second for Sue Prosi's motion. Gene said that the hearings would be convenient for the public.

Scott Ornstein said the fare hike for NY riders is scheduled for 03/01/08. Scott said that there are hearings all over NY. It is going to be 6.5% across the board for NY not CT. Jim asked if NY fares are higher than CT and Gene said that NY fares are still lower than CT.

### **MAIN LINE ISSUES**

Terri Cronin said that the AM train #1433 from Fairfield had no surveys distributed. Terri said that the woman with the surveys just keeping clicking the passengers as she counted them but would not give her a survey. Terri said she called MNRR and spoke to Jeff Olwell and he said that two surveys were going on at the same time. Apparently, consultants are checking consultants. Terri felt that the surveys are skewed by their inequitable method of distribution.

Jeff Watson said that there isn't enough time to do surveys especially on an eight car train. Scott said that the survey is objective, demographic data used to obtain federal funding. The surveys are for inbound trains from 4:35am until 1:30am and that every passenger is offered a survey. Terri said that the trains are usually packed. Scott said that 80,000 surveys have been mailed in. Scott also said that the annual Customer Satisfaction survey is subjective. He also said that many passengers don't want those surveys. Jim said that passengers that complete the surveys are angry so they may skew results. Rodney said that the conductors should make an announcement about the survey and Terri said that they did. Scott said that one survey is handed out by MNRR and the other by a contracted group out of Vermont.

Jim went on to discuss the Station Repairs and read the e-mail from Jeff Steele. The e-mail detailed the many repairs that need to be done at the Fairfield train station. The lights are out and the conduits for the electrical are being used to lock bicycles. An engineering firm was hired to do the work but their certification expired. Gene said that these firms have to have safety training and the number one concern is safety. The e-mail went on to request safety-striping on the platform edge and Gene said that they are working on all those requests.

Sue Prosi inquired about the Stratford station and Gene said that improvements will occur in Stratford.

Kristan Tulp discussed the incident on 9/27/07 with SLE train 1640. No announcements were made when the train broke down between Norwalk and Westport. One of the

passengers even went on the intercom looking for a conductor. Kristan said that the conductor was hiding. Sue Prosi said that it was a “Comedy of Difficulties”. Joe Kanell said that it was a four car SLE train. MNRR couldn’t get a back up engine out of Stamford. He did say that communication was a problem. There is one conductor for four cars and that conductor was later reprimanded by Joe Kanell. Joe apologized to everyone. Joe said that the conductor didn’t respond properly. Jim asked if the riders had remained calm despite the three hour delay and Sue said yes.

Rodney Chabot asked about the Talmadge hill phone installation and Gene said that they are still working on it.

Roger Cirella, a Waterbury Line Rider, asked about additional diesel locomotives on the line. Gene said that they are expecting two brand new diesel locomotives next month. Roger asked about adding an additional morning train from Waterbury in April and not eliminating the current train. Gene said that an additional train would be added and that the current schedule would remain.

Sue Prosi inquired about the Danbury Line and the gaps in service. Gene said that they realize there are a number of gaps in service.

### **STAMFORD GARAGE UPDATE**

CDOT Deputy Commissioner Martin couldn’t make the meeting and Peter Richter mentioned that there are meetings next week. The discussions are continuing. Jim asked if the developer is going to move on. Peter didn’t have any details but he said there are substantive discussions occurring now. Bond Bill 1501 isn’t very promising right now. Sue Prosi said that this bill is delaying a lot of projects and that there are major consequences.

### **GOV’S COMM. ON CDOT REFORM**

A meeting was held in Bridgeport and Gene Colonese said it was sparsely attended. Jim Cameron said he wasn’t sure if the Council should take a position on this. Recommendations are due December 1. Sue Prosi said there is now a Whistleblower Hotline for anything relating to DOT. DOT employees are also being surveyed on their job satisfaction.

### **REPORT ON SWRPA T.O.D. CONFERENCE**

Jim Cameron did attend. Sue Prosi said that a developer in South Stamford is planning on building four thousand housing units in the South-end. The plan calls for a high rise building five to ten stories. The concept is to intensify development near transit hubs. Developers say it is difficult to get through the regulations. Location is going to be important.

Black Rock, West Haven and Orange are now hot spots for this plan. Jim Cameron said that New Rochelle has two skyscrapers and that New Rochelle has its own skyline. Development is now occurring around trains. The state is making progress in transportation. People's Bank is also investing twenty-five million for a TOD plan in Bridgeport and the state is going to match it.

### **NEW M8 RAILCARS**

Jim asked about the updates on the M8's and Scott Ornstein said they are on schedule. Terri Cronin and Stan Trybulski are going to the NY Commuter Council meeting 10/18 where a presentation will be made on the M8 design. There is concern over the sixth seat near the vestibules. Terri asked if there was going to be a seat drop regarding this issue and Gene Colonese said that it was going to be at the end of October.

### **MEET THE COMMUTER DAY**

Jim Cameron said that there were not enough people at the meeting to move forward with further plans for Meet the Commuter Day. He will revisit the idea again next month.

### **OTHER APPROPRIATE BUSINESS**

Sue Prosi asked about train 1556 6:01 and train 1560 6:48 and the forty-seven minute schedule gap. Gene said that he would look into it for the schedule change in April.

Jim Cameron read an e-mail from a passenger, Thomas Keane regarding busted seats and the no feet on seats rule. Peter Richter said that the October issue of the MNRR flyer "Mileposts" addressed that concern in the Courtesy Corner of the flyer.

Rodney Chabot pointed out the unreliability of the M-4s compared to the other cars. Gene said he would visit that issue next time.

Rodney motioned to adjourn at 8:50pm.

Respectfully submitted,

Roger Cirella  
Acting Secretary

**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 NOVEMBER 14, 2007  
THE OFFICES OF SWRPA  
STAMFORD GOVERNMENT CENTER  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Bob Jelley, Joe McGee, Terri Cronin, Joe McGee, Stan Trybulski, and Jeff Steele, members of the Council; Gene Colonese, CDOT; Ed Lydecker, Jeff Watson, and John Longobardi, Metro North Railroad; Mark Ginocchio, Stamford Advocate; Harold Cobin, The Hour; John Austin, Sr., Steven and Donna Kapsinow, Roger J. Cirella, Christ Trani and Kristan Tulp, members of the public

The meeting began at 7:00 pm.

The Minutes of the October 17, 2007 meeting were approved.

**OCTOBER OPERATIONS REPORT**

Ed Lydecker spoke about the October Operations Report. Joe McGee asked the reason for the 4% growth in ridership, and went on to raise the question of parking at all of the New Haven line stations. He suggested that ridership was likely to grow even more with the arrival of the new M-8 cars beginning in late 2009, and said that planning for increased parking ought to begin now so that there would be enough parking for the increased ridership. Gene Colonese mentioned that the new West Haven station with 1,000 parking spaces will be completed in 2011, and that a new Orange station with 1,000 additional parking spaces will be completed sometime later. Jeff Steele mentioned the new Black Rock station in Fairfield, which will have 1,400 new parking spaces available in 2009.

Mr. McGee went on to say that the practice of leasing station parking to the towns to operate should be rethought, and that there should be a new more uniform policy on rail parking. Jim Cameron said that many of the towns were not acting responsibly about rail parking. Mr. Steele said that the new Black Rock station could have more than 1,400 parking spaces if multi-level parking were built, as opposed to the present plan for surface parking. Mr. Colonese said that he would get back to us at the December meeting with further information about plans for increased rail parking.

**FARE SURCHARGE**

Mr. Cameron reported that the Legislature had finally passed the Bonding and Transportation Bill, which replaces the \$1.00 fare surcharge scheduled to begin January 1, 2008 with a fare increase of 1.25% in calendar year 2010 (after the new cars start being

delivered) and a further increase of 1% per year through 2016. In response to a question about additional fare increases, Bob Jelley commented that the DOT has told us that there would be no fare increases through 2009, and he suggested that it would be very difficult for the DOT to come up with additional fare increases just as the 1% per year increase goes into effect.

### **MAIN LINE ISSUES**

Terri Cronin raised once again station issues about the South Norwalk and East Norwalk stations. Mr. Colonese said that he had had a meeting with the Town on November 1<sup>st</sup>. He said that Metro North was going to provide more trash receptacles on the platforms. He pointed out that the Town of Norwalk owns the South Norwalk station but the DOT owns the platforms. So a joint effort is needed to make improvements at the station. With respect to the lights at East Norwalk, Mr. Colonese suggested calling the Town first with lighting problems because even though the station was entirely owned by the DOT, it was leased to the Town of Norwalk.

Mr. Jelley spoke of his investigation of the problem of a higher percentage of New Haven line trains coming into GCT on the lower level than Harlem and Hudson line trains. He explained that the difficulty of coming in on the lower level was that there are stairs to get from the platform to the lower level concourse and the stairs slow people down. He mentioned that there are additional stairs at the front end of the train, but that crowding makes it difficult to get around the stairs that most people use in order to get to the ones at the front of the train. Ms. Cronin said it takes her an additional 10 minutes to get to work from the lower level.

Mr. Jelley said that he had gotten through Mr. Colonese an explanation from Metro North of the design considerations behind the Connecticut catenary replacement project. He said that he was satisfied with the explanations of why Metro North and the DOT had decided not to construct additional catenary supports on curves, not to construct, in some cases, additional catenary supports at interchanges, and to tension both the catenary support wire and the power wire with one set of pulleys and weights, as opposed to two.

Mr. Steele spoke of a morning train at the Fairfield station on Thursday, November 8 that had stopped at the Fairfield station but was apparently unable to open its doors, pick up passengers, and went on. He said that there were no announcements on the platform about what was happening.

### **BRANCH LINE ISSUES**

Mr. Cameron announced that as a result of efforts by the Council, branch line passengers are now able to sign up for separate web advisories for their branch line. (Previously there were no web advisories about branch line problems). There was then discussion of the use of buses on the Danbury line to avoid slippery tracks from falling leaves. There was discussion of a Danbury line train that got stuck on one of the hills, and John

Longobardi said that the sand dispenser was inoperative on the train that got stuck. He said that the conductor, who had not given information to the passengers on the train, was subsequently disciplined. He also said that there are 400 conductors on the New Haven line and only 20 supervisors, so that supervisors are not able to see everything that conductors do.

There was a question about having electric signs on the platforms that would announce when trains were arriving and when there were problems, and Jeff Watson offered to lead a tour at North White Plains station where such signs are being experimented with.

Mr. Colonese spoke of the holiday weekend service on Shore Line East scheduled to begin the weekend before Thanksgiving and continue until the end of the year. He said that it was an effort to “test the waters” and that the State intended to establish permanent weekend service in April or May. Mr. Jelley commented that although the DOT’s proposal for weekend service, which was endorsed by the Legislature, had envisioned every two-hour service from New Haven and Old Saybrook all day long on Saturday and Sunday, the holiday service was planned to run only from 7:00-11:00 in the morning and from 4:00-9:00 in the afternoon and evening with no midday service. He suggested that it would have been better to have “tested the waters” with all day service in order to see when people wanted the trains. Mr. Colonese said that it was primarily designed for people from the Shoreline who wanted to go to Stamford or New York and spend some time there. He also said that for the people who missed the 6:07 train from GCT and therefore missed the 8:00 Shore Line East train from New Haven, there would be a 9:00 bus from New Haven. Mr. Jelley also commented on the failure to have any Shore Line East service on New Year’s Day. He said that with weekend service on December 29 and 30 and regular service on December 31, it seemed unreasonable to make it easy for people on the shoreline to get to New York for New Year’s Eve and for people in New York to get to the shoreline for New Year’s Eve, but to have no way to get back again on New Year’s Day. Mr. Colonese said that DOT had decided to stick with having no service on holidays. Mr. Jelley also commented on the failure of weekend Shore Line East service to easily serve New Haven by having the train stop at State Street station. Mr. Colonese talked of weekend construction work on the Grand Avenue Bridge. Mr. Jelley pointed out that there was a crossover track between State Street Station and the Grand Avenue Bridge that would permit Shore Line East trains to platform at State Street and use the crossover track between State Street and the regular Amtrak tracks. Mr. Colonese refused to discuss that alternative.

Mr. McGee concluded the discussion by saying that he assumed the Council supported improvements in Shore Line East.

Mr. Colonese announced that two new locomotives for use on the Danbury branch would be received by December, and said that after they had been qualified, they would be put in service. He also announced that there was a scheduled change planned for the April timetable change that would provide a one hour earlier morning train from Danbury to GCT.

## **MISCELLANEOUS**

Mr. Colonese announced that the \$35 million of bonding for the new Stamford parking garage had been passed and said that the developer was anxious to begin development.

Mr. McGee said that Metro North was the second biggest user in electric power in Connecticut, after the casinos. He suggested that the DOT look into buying electric power itself, rather than having Metro North buy power. There was also discussion of use of fuel cells to provide power. Mr. Colonese said that he thought the fuel cell technology was not yet right for rail traction, but could be used for other purposes.

The meeting adjourned at 8:45 p.m.

The next meeting will be at SWRPA at 7:00 on December 19, 2007.

Bob Jelley  
Secretary  
Phone: (203) 498-4306  
e-mail : [rjelley@wiggin.com](mailto:rjelley@wiggin.com)



**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 19, 2007**  
**THE OFFICES OF SWRPA**  
**STAMFORD GOVERNMENT CENTER**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Bob Jelley, Joe McGee, Terri Cronin, Chris DeSanctis, Jeff Maron, Sue Prosi, and Jeff Steele, members of the Council; Gene Colonese and Al Martin, CDOT; Jeff Watson, Tom Tendy, Scott Ornstein and John Longobardi, Metro North Railroad; Mark Ginocchio, Stamford Advocate; John Austin, Sr., Steven and Donna Kapsinow, and Kristan Tulp, members of the public.

The November Minutes were approved with several corrections.

Jim Cameron announced that long-time Council member, Peter Meyers, had died. He spoke at some length of his effective service on the Council. There was then a moment of silence.

**CATENARY REPLACEMENT PROJECT**

Mr. Cameron summarized the events since the November meeting. He said that on November 28, signs were posted at stations from Milford to Noroton Heights saying that beginning Monday, December 3rd, peak morning trains would operate on track 4, the normal eastbound track. When the Council learned of that development, it immediately contacted the DOT to speak of the inconvenience of the track 4 platform during winter months, with no shelters, no ticket machines, no newspapers or coffee shops. Before the end of the week, Governor Rell reversed the decision of the DOT and Metro North and ordered that bridgeplates be installed over track 3 so that morning peak trains could operate on track 1. Mr. Cameron went on to say that the Council was very disappointed that the DOT had not discussed this important development with the Council in advance of implementation.

Gene Colonese defended the action of the DOT and Metro North. He said that there had been delays in replacing the track 3 catenary in Darien because of delayed steel shipments. In spite of that delay, the DOT had gone out for bids on replacement of the catenary from South Norwalk to Bridgeport, and wanted to get on with that work. He said that that the DOT and Metro North had not decided about switching sides at the time of the November meeting, which he noted was a week earlier than usual because of Thanksgiving. He said that that they had been hoping that track 3 in Darien would be back on line in January, but then found out that it would not be. The implication of Mr. Colonese' discussion was that the Railroad could successfully operate with one portion or

another of track 3 out of service, but that having track 3 out of service from Milford to Stamford was simply too far and would introduce too much delay in operations.

Tom Tendy said that Metro North frequently reverses service on the Harlem and Hudson lines with no problem. He said that he agreed that there was short notice to commuters of the change of sides. He said that CDOT and Metro North were in total agreement on switching sides.

Al Martin said that he agreed that notice was short and should not have happened that way. He said that he was making a commitment to the Council that it wouldn't happen that way again. Mr. Cameron said that Metro North and the DOT should come to the Council and bounce ideas around at council meetings. Mr. Colonese said that Metro North raised the issue of reversing directions at the last minute. Sue Prosi said that Stratford station was accustomed to reversed operations.

As a result of further remarks, it became clear that Metro North and CDOT were studying the delays caused by operating on track 3 with bridgeplates and were considering the possibility of reverse operations beginning in January. Various Council members said that they preferred having trains a few minutes late rather than operating on the reverse side. Mr. Cameron asked the question of whether Governor Rell hadn't told DOT that they were not to reverse sides. Mr. Tendy said that they would need strong evidence of delays and would need to run the issue through channels before switching to the other side.

Rodney Chabot asked what the original estimate was of how long track 3 in Darien was to be out of service for catenary replacement. Mr. Colonese said that it has taken five months too long already and that the new estimate was that track 3 would be back in service in Darien in 10 weeks. Mr. Chabot asked who the contractor was for Bridgeport to Norwalk catenary replacement, and Mr. Colonese said that it was a different contractor.

Bob Jelley made a motion that the Council express its opposition to reversing train operations during the morning peak period, with the proviso that Metro North could continue reversed operation of very early morning trains, which has been going on for some time. The motion passed with six votes in favor and an abstention by Ms. Prosi.

Mr. Colonese said that in connection with a possible timetable change in January, 2008, he would look into moving the five early morning trains that have been operating on track 4 over to tracks 1 and 3. Mr. Tendy said that he would communicate any decisions about changes to Mr. Cameron.

Mr. Cameron asked why in Connecticut the outbound platforms have no amenities, such as shelters, ticket machines, etc. while outbound platforms in New York State have amenities. Mr. Colonese admitted that the platforms in New York were better than those in Connecticut. Mr. Tendy noted that in connection with an arbitration with the

Railroad's Clerical Workers' Union, Metro North had been limited to 210 ticket machines in the entire Metro North system.

Mr. Cameron suggested that if there were a switch in January to reverse operations, Metro North should not charge a penalty for passengers who bought tickets on the train, because there were no ticket machines on the reverse side. Mr. Tandy argued that it was merely a higher onboard ticket fare and not a penalty, and said that Metro North would not agree to charge a lower fare on tickets bought on trains. Members of the Council found Mr. Tandy's discussion unconvincing.

### **WIRES-DOWN INCIDENT ON DECEMBER 13, 2007**

Mr. Cameron provided a chronological listing of conflicting email messages from Metro North and CDOT. He suggested that CDOT merely sent out a link to the Metro North website, because the Metro North messages are generally more accurate than CDOT's.

### **LOWER LEVEL NEW HAVEN LINE ARRIVALS AT GCT**

Mr. Tandy argued that New Haven line trains had their fair share of upper level arrivals. Council members were unconvinced. Scott Ornstein noted that lower level tracks 115, 116 and 117 would be lost with the construction of eastside access.

### **ESCALATORS AT GCT**

Mr. Tandy, in answer to a question, noted that escalator repair work was contracted out. He said that under the contract, escalators must be fixed within two hours but went on to say that sometimes parts are needed to be sent from Germany. He noted that MTA's website notes when elevators are out of service, and said that he would look into including escalators in Stamford on the status list.

### **MISC.**

In answer to a question, Mr. Colonese said that station repair funding would be prioritized at the February meeting of the Bond Commission.

Mr. Chabot asked about whistles at 4:00 a.m. on the New Canaan branch, and John Longobardi suggested that it might have been a leaf removal train which, like all trains, whistles for grade crossings.

Mr. Chabot asked about a telephone at Talmadge Hill Station, and Mr. Martin said he would take care of it and report at the next meeting.

With respect to bar cars, Mr. Tandy said that there were five bar cars running the morning of the meeting and that they were improving in having bar cars on all trains on which they were scheduled.

Kristin Tulp asked whether the new locomotives had been received yet and Mr. Colonese said that they would be received in December but then would have to be qualified. He did not know how long that would take.

Mr. Ornstein, in discussing the November Operations Report, said that performance was at the highest level for any November of Metro North operations.

In a discussion of people killed by trains as they crossed tracks, it was said that on average, one person per month was killed. Mr. Colonese reported that the tracks had been fenced at a place where people frequently crossed.

It was reported that while the Danbury branch had a lesser leaf problem than usual this fall, there was a considerable leaf problem on Shore Line East, causing the Acela trains to slip and be delayed. Mr. Colonese said that CDOT was very pleased with the experimental weekend service on Shore Line East over the holidays, and that regular Shore Line East weekend service would begin on Memorial Day weekend.

The meeting adjourned at 9:15 pm.

The next meeting will be held on January 16, 2008 at SWRPA.

Bob Jelley  
Secretary  
Phone: (203) 498-4306  
e-mail : [rjelley@wiggins.com](mailto:rjelley@wiggins.com)

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
January 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>January</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006--calendar adjusted	2,858,913 +4.4%%	2,858,913 +4.4%
<b>On-Time Performance</b>	97.6%	97.6%
<b>Annulments and Terminations</b> (current month and previous month)	17	22 (Dec. 2006)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	65	69 (Dec. 2006)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	80.2%	82.9% (Dec. 2006)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 68,675 - M4 2007 Goal 60,000; 12 mo. avg. 63,194 - M6 2007 Goal 70,000; 12 mo. avg. 67,997 Genesis P32 2006 Goal 30,000 P40 N/A	60,928 94,882 32,063 45,045 12,679	60,928 94,882 32,063 45,045 12,679
<b>CSR</b> - Cars completing rehabilitation (Current Month and Total)	2	120 (Program total)
<b>MDBF (CSR Program)</b>	Jan 2007: MNR M of E currently developing new reporting format	<u>Year 2006</u> CSR Delays*: 536,990 All Delays CSR Cars: 70,923
<b>Locomotives required daily</b> (Psgr. Service)	10	N/A
Incidents of Note: 24 Jan 2007 1319 disabled west of Greenwich with several delays 26 Jan 2007 Catenary damage at CP 241 30 Jan 2007 Trespasser struck west of Milford		

<b>MONTHLY REPORT - Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	98.4%	96.9%	97.6%	99.2%
Bus Substitutions	24	23	5	0
# VRE Cars in Service	0	0	0	12
Incidents of Note: None				

- Shore Line East Average Daily Ridership (Jan.): 1,830 +6.64%
- Shore Line East Year-to-Date - Average Daily Ridership: 1830 +6.64%
- Shore Line East Annulments and Terminations (Jan.): 1 annulment

\*CSR delays = delays caused by a CSR component failure and that component was upgraded or replaced; All delays  
 CSR cars = all delays caused by any component in cars which have undergone CSR

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
February 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>February</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006--calendar adjusted	2,549,346 +2.2%	5,408,258 +3.3%
<b>On-Time Performance</b>	96.6%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	20	17 (Jan. 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	71	65 (Jan. 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	74.7%	80.2% (Jan. 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 72,694 - M4 2007 Goal 60,000; 12 mo. avg. 57,795 - M6 2007 Goal 70,000; 12 mo. avg. 63,436 Genesis P32 2006 Goal 30,000 P40 N/A	73,627 26,943 34,409 20,278 12,158	73,038 43,928 35,908 31,128 16,558
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total	2	122 (Program total)
<b>MDBF (CSR Program)</b>	Feb: CSR: 201,458 Feb: Non CSR: 62,435	
<b>Locomotives required daily</b> (Psgr. Service)	10	N/A
Incidents of Note: 6 Feb 2007 Car struck train at Rye resulting in several AM peak period delays 15 Feb 2007 Several switch failures due to frigid weather conditions 21 Feb 2007 Grounded overhead wire at CP 223 26 Feb 2007 Grounded overhead wire at New Rochelle		

<b>MONTHLY REPORT - Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	97.9%	96.7%	98.0%	93.9%
Bus Substitutions	2	20	20	0
# VRE Cars in Service	0	0	0	12
Incidents of Note:				
2 Feb 2007 Shortage of equipment on Waterbury Branch, bus substitutions required				
23 Feb 2007 Truck struck overpass at Rte. 106 in New Canaan, bus substitutions required				

- Shore Line East Average Daily Ridership (Feb.): 1777 +6.4%
- Shore Line East Year-to-Date - Average Daily Ridership: 1804 +6.5%
- Shore Line East Annulments and Terminations (Feb.): 4 annulments, 0 terminations



MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
March 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>March</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006--calendar adjusted	2,979,381 +3.8%	8,387,639 +3.5%
<b>On-Time Performance</b>	97.2%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	14	20 (Feb. 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	71	71 (Feb. 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	78.0%	74.7% (Feb. 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 72,651 - M4 2007 Goal 60,000; 12 mo. avg. 52,025 - M6 2007 Goal 70,000; 12 mo. avg. 64,053 Genesis P32 2007 Goal 30,000 P40	64,264 22,902 47,988 18,403 13,402	72,109 35,864 41,927 26,322 15,296
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	0*	122 (Program total)
<b>MDBF (CSR Program)</b>	Mar. CSR: 118,180 Mar. Non CSR: 59,129	
<b>Locomotives required daily</b> (Psgr. Service)	10	N/A
<b>Incidents of Note:</b> 2 March 07 Train 1723 disabled at CP 5 resulting in numerous re-routings and delays 6-7 March 07 Frigid conditions led to numerous equipment related delays 8 March 07 Temporary loss of electric/signal power between CP 234 and CP 274 16 March 07 Numerous weather related delays 23 March 07 100% OTP achieved system-wide		

<b>MONTHLY REPORT - Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	98.5%	97.4%	95.8%	95.1%
Bus Substitutions	0	1	27	0
# VRE Cars in Service	0	0	0	12
Incidents of Note: 16 March 2007 Disabled equipment on Waterbury Branch resulted in bus substitutions				

- Shore Line East Average Daily Ridership (March.): 1798 +4.1%
- Shore Line East Year-to-Date - Average Daily Ridership: 1802 +5.7%
- Shore Line East Annulments and Terminations (March): 4 annulments, 1 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
April 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>April</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006--calendar adjusted	2,928,978 +2.4%	11,316,617 +3.2%
<b>On-Time Performance</b>	96.4%	96.9%
<b>Annulments and Terminations</b> (current month and previous month)	72	14 (Mar. 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	67	71 (Mar. 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	75.5%	78.0% (Mar. 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 71,912 - M4 2007 Goal 60,000; 12 mo. avg. 49,045 - M6 2007 Goal 70,000; 12 mo. avg. 60,886 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	77,077 34,306 39,807 24,741 27,324	79,360 39,261 47,878 25,912 20,760
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	0*	122 (Program total)
<b>MDBF (CSR Program)</b>	Apr. CSR: 120,179 Apr. Non CSR: 71,689	
Incidents of Note: 15 April 2007 Severe weather affected service system-wide 25 April 2007 Service disruption due to wire damage near CP 223-229 on all 4 tracks		

<b>MONTHLY REPORT - Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	97.0%	95.5%	97.2%	95.1%
Bus Substitutions	3	5	4	0
# VRE Cars in Service	0	0	0	13
Incidents of Note: 15 April 2007 Several (weather related) bus substitutions on Danbury Branch				

- Shore Line East Average Daily Ridership (April): 1767 +2.8%
- Shore Line East Year-to-Date - Average Daily Ridership: 1793 +4.9%
- Shore Line East Annulments and Terminations (April): 3 annulments, 1 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
May 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>May</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	3,122,593 +4.1%	14,439,209 +3.4%
<b>On-Time Performance</b>	96.4%	96.8%
<b>Annulments and Terminations</b> (current month and previous month)	28	72 (Apr. 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	59	67 (Apr. 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	82.8%	75.5% (Apr. 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 70,373 - M4 2007 Goal 60,000; 12 mo. avg. 49,339 - M6 2007 Goal 70,000; 12 mo. avg. 59,424 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	62,969 30,168 61,303 20,209 13,591	77,013 36,868 60,784 24,486 18,712
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	0*	122 (Program total)
<b>MDBF (CSR Program)</b>	May CSR: 35,257 May Non CSR: 75,093	
Incidents of Note: 4 May 2007 Train 1848 unable to switch to diesel at 125 <sup>th</sup> St; MUs provided to S.Nor. 16 May 2007 Trees down on New Haven Line due to severe weather 23 May 2007 Wire damage at CP 223 affected tracks 2 and 4 causing delays		

**MONTHLY REPORT – Branch Lines**

Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	97.9	93.9%	97.6	92.9%
Bus Substitutions	0	3	70	0
# VRE Cars in Service	0	0	0	13

Incidents of Note:

14 May thru end of month: Track work on Waterbury Branch requiring midday bus substitutions.

- Shore Line East Average Daily Ridership (May): 1899 +2.2%
- Shore Line East Year-to-Date - Average Daily Ridership: 1814 +4.4%
- Shore Line East Annulments and Terminations (May): 4 annulments, 2 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
June 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>June</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	3,138,006 +2.0%	17,577,216 +3.2%
<b>On-Time Performance</b>	96.8%	96.8%
<b>Annulments and Terminations</b> (current month and previous month)	28	28 (May 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	65	59 (May 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	79.8%	82.8% (May 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 69,174 - M4 2007 Goal 60,000; 12 mo. avg. 47,556 - M6 2007 Goal 70,000; 12 mo. avg. 60,593 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	49,325 30,476 62,201 35,079 9,567	73,649 37,082 63,804 27,100 15,968
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	2*	50/124
<b>MDBF (CSR Program)</b>	June CSR: 67,215 June Non CSR: 46,343	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 12 June 2007 Damaged pantograph on 1531 27 June Con Ed feeders in Bronx were down resulting in loss of power on all 3 lines 29 June 2007 Loss of overhead wire on all tracks: Harrison to Cos Cob		

**MONTHLY REPORT – Branch Lines**

Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	98.2	96.8%	95.4	93.0%
Bus Substitutions	2	3	43	0
# VRE Cars in Service	0	0	0	9*

Incidents of Note:

Early June 2007 Midday track work on Waterbury Branch requiring bus substitutions  
 21 June 2007 Derailment of Train 1926 on Waterbury Branch (SLE equipment)

- Shore Line East Average Daily Ridership (June): 1896 +0.2%
- Shore Line East Year-to-Date - Average Daily Ridership: 1828 +3.6%
- Shore Line East Annulments and Terminations (June): 3 annulments, 0 terminations

\*Short 3 VREs due to derailment on 6/21



MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
July 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>July</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	3,135,542 +5.4%	20,712,757 +3.5%
<b>On-Time Performance</b>	97.1%	96.9%
<b>Annulments and Terminations</b> (current month and previous month)	28	28 (June 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	66	65 (June 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	81.6%	79.8% (June 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 70,131 - M4 2007 Goal 60,000; 12 mo. avg. 45,654 - M6 2007 Goal 70,000; 12 mo. avg. 58,628 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	55,017 25,621 57,098 25,452 8,056	70,848 35,319 62,562 26,849 14,142
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	2*	50/124
<b>MDBF (CSR Program)</b>	July CSR: 88,184 July Non CSR: 50,495	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 18 July 2007 Heavy rain caused high water conditions system wide.		

<b>MONTHLY REPORT – Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	98.6%	94.6%	97.0%	93.0%
Bus Substitutions	0	4	3	0
# VRE Cars in Service	0	0	0	9
Incidents of Note: None				

- Shore Line East Average Daily Ridership (July): 1995 +5.85%
- Shore Line East Year-to-Date - Average Daily Ridership: 1852 +3.9%
- Shore Line East Annulments and Terminations (July): 3 annulments, 0 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
August 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>August</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	3,199,806 +5.1%	23,912,563 +3.7%
<b>On-Time Performance</b>	97.4%	96.9%
<b>Annulments and Terminations</b> (current month and previous month)	49	28 (July 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	66	65 (July 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	80.7%	81.6% (July 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 69,494 - M4 2007 Goal 60,000; 12 mo. avg. 43,486 - M6 2007 Goal 70,000; 12 mo. avg. 59,452 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	49,351 35,077 56,477 16,774 7,360	69,207 35,829 63,599 24,905 13,331
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	0*	56/124
<b>MDBF (CSR Program)</b>	Aug. CSR: 85,667 Aug. Non CSR: 43,540	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 8 August 2007 Severe flooding disrupted service from CP 5 to CP 106 10 August 2007 Train struck trespasser near CP 257 13 August 2007 Hold on all tracks near Tremont due to police activity		

**MONTHLY REPORT – Branch Lines**

Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	98.8%	97.3%	97.9%	96.1%
Bus Substitutions	0	2	2	0
# VRE Cars in Service	0	0	0	12
Incidents of Note: None				

- Shore Line East Average Daily Ridership (Aug): 1914 +9.2%
- Shore Line East Year-to-Date - Average Daily Ridership: 1860 +4.6%
- Shore Line East Annulments and Terminations (Aug): 9 annulments, 1 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
September 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>September</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	2,919,766 +5.0%	26,832,329 +3.8%
<b>On-Time Performance</b>	97.9%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	16	49 (August 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	58	66 (August 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	86.9%	80.7% (August 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 71,398 - M4 2007 Goal 60,000; 12 mo. avg. 44,388 - M6 2007 Goal 70,000; 12 mo. avg. 58,999 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	66,938 33,138 51,992 24,071 23,135	70,886 37,531 65,633 25,208 14,777
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	4*	60/128
<b>MDBF (CSR Program)</b>	Sep. CSR: 121,385 Sep. Non CSR: 57,330	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 24 September 2007 Wire damage at CP 241 26 September 2007 Circuit down near GCT causing numerous delays		

<b>MONTHLY REPORT – Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	98.9%	98.1%	97.8%	94.9%
Bus Substitutions	0	2	1	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: None				

- Shore Line East Average Daily Ridership (Sep): 1972 -0.8%
- Shore Line East Year-to-Date - Average Daily Ridership: 1872 +3.9%
- Shore Line East Annulments and Terminations (Sep): 1 annulment, 0 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
October 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>October</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	3,302,684 +4.4%	30,135,013 +3.9%
<b>On-Time Performance</b>	97.1%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	22	16 (September 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	58	58 (September 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	86.7%	86.9% (September 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 71,617 - M4 2007 Goal 60,000; 12 mo. avg. 41,023 - M6 2007 Goal 70,000; 12 mo. avg. 58,738 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	75,631 63,254 51,073 22,996 34,877	72,456 38,226 65,445 25,315 16,957
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	4*	64/128
<b>MDBF (CSR Program)</b>	Oct. CSR: 129,968 Oct. Non CSR: 66,042	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 2 October 2007 Trains held due to grounded overhead at Pelham 11 October 2007 Track circuit down at CP 1 14 October 2007 Train struck a trespasser near Riverside 26 October 2007 Police activity at Fordham; hold placed on all 4 tracks		

**MONTHLY REPORT – Branch Lines**

Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance	97.8%	94.4%	95.7%	97.6%
Bus Substitutions	2	16	0	0
# VRE Cars in Service	0	0	0	15
Incidents of Note: 27-28 October Slippery Rail conditions on Danbury Branch (required bus substitutions)				

- Shore Line East Average Daily Ridership (Oct): 1934 +.2%
- Shore Line East Year-to-Date - Average Daily Ridership: 1878 +3.5%
- Shore Line East Annulments and Terminations (Oct): 3 annulments, 0 terminations



MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
November 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>November</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006–calendar adjusted	3,101,811 +4.6%	33,236,824 +4.0%
<b>On-Time Performance</b>	97.7%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	14	22 (October 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	54	58 (October 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	87.8%	86.7% (October 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 73,330 - M4 2007 Goal 60,000; 12 mo. avg. 43,010 - M6 2007 Goal 70,000; 12 mo. avg. 66,534 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	121,175 153,405 134,058 35,090 33,860	75,997 41,142 70,641 25,967 19,073
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	4*	66/134
<b>MDBF (CSR Program)</b>	Nov. CSR: 83,755 Nov. Non CSR: 147,904	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 12,16 November 2007 Slippery rail conditions on Harlem and New Haven Lines 21 November 2007 Train struck trespasser at Port Chester 28 November 2007 Delays due to broken rail between CP 112 – CP 106		

<b>MONTHLY REPORT – Branch Lines</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance	97.5%	96.4%	96.4%	88.0%
Bus Substitutions	1	4	2	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: (none)				

- Shore Line East Average Daily Ridership (Nov): 2009 +9.21%
- Shore Line East Year-to-Date - Average Daily Ridership: 1890 +4.69%
- Shore Line East Annulments and Terminations (Nov): 3 annulments, 0 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
December 2007

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>December</b>	<b>Year-to-Date/or prior month</b>
<b>Ridership</b> % change from same period 2006--calendar adjusted	3,123,515 +2.6%	36,360,339 +3.9%
<b>On-Time Performance (OTP)</b>	96.7%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	34	14 (November 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	57	54 (November 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	87.2%	87.8% (November 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2007 Goal 65,000; 12 mo. avg. 76,892 - M4 2007 Goal 60,000; 12 mo. avg. 39,773 - M6 2007 Goal 70,000; 12 mo. avg. 70,680 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	82,861 28,954 71,053 35,090 33,860	76,892 39,773 70,680 25,590 21,127
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*Current café car overhaul is longer in duration than standard M2s</small>	4*	70/128
<b>MDBF (CSR Program)</b>	Dec. CSR: 154,259 Dec. Non CSR: 68,581	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more lateness) 2 Dec, 4 Dec 2007 Slippery rail conditions system-wide 7 Dec 2007 Train struck trespasser west of New Haven 10 Dec 2007 Train struck trespasser at Greens Farms 13 Dec 2007 Train 1511 lost rear pantograph near Bridgeport		

<b>MONTHLY REPORT – Branch Lines and Shore Line East</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	97.1%	96.2%	94.9%	86.5%
Bus Substitutions	1	24	3	0
# VRE Cars in Service	0	0	0	14

Incidents of Note:

8-9 Dec 2007 Bus substitutions due to switch work on Danbury Branch

- Shore Line East On-Time Performance (Year-to-Date): 93.8%
- Shore Line East Average Daily Ridership (Dec): 1,792 +7.0%
- Shore Line East Average Daily Ridership (Year-to-Date): 1882 +4.3%
- Shore Line East Annulments and Terminations (Dec): 2 annulments, 1 termination