



## ANNUAL REPORT - 2008

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



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15 January 2009

Governor M. Jodi Rell  
CDOT Commissioner Joseph Marie  
Senator Donald DeFronzo  
Rep. Antonio Guerrero  
CT Public Transportation Commission  
NY Metro-North Rail Commuter Council  
Inspector General - MTA

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 2008.

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. Also attached are the Minutes of our meetings, monthly Operational Reports from Metro-North and the Connecticut Department of Transportation and a list of our members' appointments and attendance.

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

**COVER PHOTO:** Interior view of mockup of new M8 rail cars.

## **TRAIN CONDITIONS**

Most conditions on the train have remained the same or improved slightly over 2008.

Consist Compliance (% of trains with enough cars) has gone from an average of 82% in 2007 to 92% in 2008, but ridership increased by 130,000 during this period, meaning trains were still crowded.

Overcrowding and “standing-room only” situations continue to be the norm on many peak-hour trains, particularly during the evening rush hour. This is a result of a continued steady increase in ridership without a corresponding increase in available cars and as well as increased maintenance on the aging fleet, which takes cars out of service periodically.



*Increased ridership and lack of cars means many trains are “SRO”, standing room only.*

There has been a slight improvement with the bathrooms, but there still tends to be an odor in just about every bathroom car – some stronger than others. The vexing issue is why, after overnight cleaning, some bathrooms still smell on the trains during the early morning commute.

One area that has not improved is the HVAC systems, particularly on the older cars. In the summer, riders frequently find trains without a functional A/C or even any air flow at all and, during the winter, there are oftentimes trains without any heat at all and even situations where cold air is actually blown instead.

The other issue is the trash – particularly newspapers and coffee cups -- that commuters themselves sometimes leave strewn on seats and floors when they leave. Lack of cars means trains must often turn around at New Haven or Grand Central without sufficient time for cleaning. The Council has suggested to Metro-North that conductors make regular announcements as trains arrive at their final destination urging riders to take their trash to receptacles or recycling bins on the platform.

Regarding seats, while the application of new seat covers continues, thus helping to make the riding experience more comfortable, there continues to be occasional broken or unsecure seats that go unfixed. In some cars vestibule flooring is patched with gaffers tape.

On the positive side, objectionable cell phone usage has declined significantly for several reasons: 1) announcements over the PA asking riders to minimize their cell phone usage out of courtesy to fellow riders; 2) those who do use phones have been effective in speaking very quietly or moving to the vestibules so as not to disturb other riders; 3) other commuters have been more than willing to police others' cell phone usage themselves; and 4) most people have finally realized the unwritten code that it is, indeed, courteous to not use their cell phones.

## **CONDUCTORS**

While the majority of Metro North conductors are friendly, pleasant and professional, and provide a decent level of customer service, there have been a number of instances reported to the Council where riders have witnessed or encountered situations with rude conductors. These “rogue conductors” should not be tolerated and should be reported to Metro-North. The Council receives these reports on a periodic basis and always forwards them to Metro North customer service.

Communication from conductors to passengers is generally good. However, not all conductors are as communicative with riders about the status of delays or stoppages resulting from mechanical or other problems as they should be.

Prompt and accurate communication of updates is a key method of diffusing the anxiety faced by riders during the delays. Unfortunately, conductors, station staff, television monitor screens at stations and the e-mail alerts distributed from Metro North And CDOT are sometimes in conflict. Metro North has recently announced that they will spend \$114,000 on a consultant “studying” their communications systems.

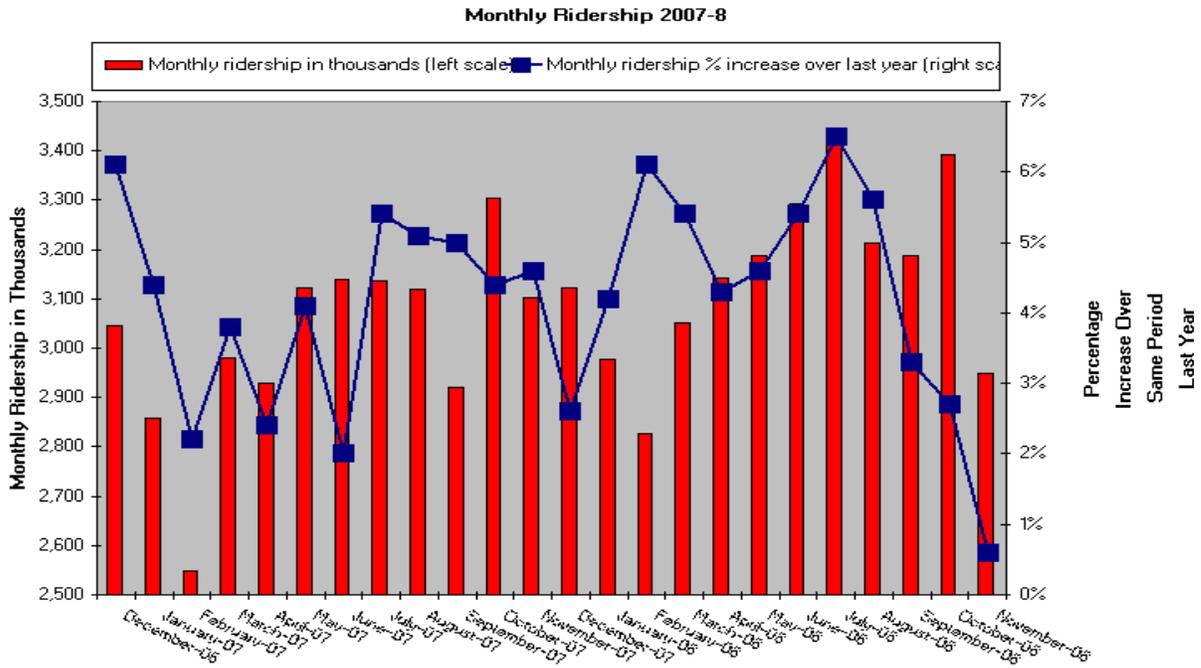
## **TICKET COLLECTION**

There are a number of occasions when Council members or other riders have witnessed poor ticket collection efforts by certain conductors during intrastate travel. For instance, on a New Haven bound train that departed out of GCT, conductors have missed checking the tickets of passengers boarding at Stamford and travelling to Bridgeport.

The Council fears that lax ticket collection means substantial lost revenue and gives those who do get their tickets collected a feeling that others are cheating, literally getting a “free ride”.

## RIDERSHIP

Higher gas prices mid-year saw a surge in new riders, many of whom have stayed as commuters even as gasoline prices moderated toward year end.



However, job cuts in New York City and the economic depression in the fourth quarter have shown signs of ridership leveling off. The fear is if ridership decreases there may be pressure for further fare increases.

## FARE INCREASES / SERVICE CUTS

While 2008 saw no fare increases and actual increases in rail service, the year ahead does not bode as well.

MTA, the parent of Metro-North, is threatening “Draconian” cuts in service and fare increases for New York State riders. While MTA only sets fares in that state, Connecticut may see cuts some in trains and possibly a fare increase, depending on legislative action.

In addition, we do know that there will be a 1.25 % fare hike January 1<sup>st</sup> 2010 and an additional 1% on January 1<sup>st</sup> of each of the subsequent six years. Those funds have been committed to pay for a portion of the cost of the new M8 cars.

## **WINTER CONSTRUCTION**

In January 2008 the Council learned that CDOT had unilaterally decided to move morning rush-hour trains to the “opposite platform” during the winter months in an effort to expedite catenary work. The promise was that service would be on-time if passengers suffered some inconvenience.

However, this would have meant commuters waiting without heat or shelter. Vendors of coffee and newspapers would have suffered serious financial hardship.

The Council polled riders on this issue: Of the 509 respondents, 63% opposed the CDOT plan and 37% approved of it.

With the help of the Governor’s office, CDOT was told to re-think the plan. Service remained on the usual tracks, construction continued and with the scheduling efforts of Metro-North, delays were minimal... a true “win – win” solution.

## **STATION PARKING**

The Council feels that station parking will be a major issue in the years to come.

While many stations already have 3 – 5 year waiting lists for parking permits, little is being done by CDOT to plan for additional parking capacity at heavily traveled stations. In fact, Stamford (busiest rail station in CT) will lose half its station parking next year (see below).

With increased passenger capacity coming with the arrival of the M8 cars in 2010, the Council wonders how we can get new passengers on those trains without additional parking or shuttles from satellite lots.

## **STAMFORD GARAGE**

The Council remains concerned about the plans to replace the old parking structure at the Stamford station.

Initial discussions by CDOT with private developers for a land-swap fell through, leaving the prospect of demolition of the old garage and construction of a new garage in the same location... a three year \$35 million project which would displace 800 daily parkers for years. Though CDOT said it would find parking for the displaced cars, the prospect was of multiple small lots spread out great distances from the station.

Late in 2008 CDOT announced it would issue an RFP seeking new private – public reconstruction possibilities on the site of the existing garage.

The Council stressed to CDOT that the first priority should be replacing (or adding to) available parking as close to the station as possible, not a private development of mixed use residences / retail.

The state's current plans are for demolition of the old garage to begin no sooner than 2010. Until then, the garage continues to noticeably deteriorate. Several riders have told us that they no longer park in the old portion of the garage as they do not want to subject their cars to damage as concrete falls from the ceiling.



*Pothole in Stamford garage showing exposed rebar.*

While potholes have been marked (see photo), they won't be patched. The CDOT's current method of dealing with the rebar sticking out through the crumbling concrete is to cut it away - amputating rusting steel from the body of the structure while the underlying problems continue to fester.

## **SOUTH NORWALK STATION**

The Council has had numerous conversations with the City of Norwalk, owner and operator of the parking garage.

Commuters have complained about lack of access... “abandoned” cars parked for months... pigeon infestations and resulting fouling... and lack of seating in the New Haven-bound waiting room.

There were two price increases for parking in the past year with little public input.

The city decided to move taxis from the New Haven-bound side of the station to the NY-bound side, requiring passengers to walk through a tunnel to waiting cabs. This would seem to inconvenience passengers.

The Council notes improvements in station security.

New concessions were recently added as well as wireless internet service.

## **NEW HAVEN RAIL YARD**

The Council remains concerned about the fate of the much-needed New Haven Railyard project.

After reviewing designs for the yard presented by CDOT, the Council recognized the essential nature of the project to receive, test, accept and maintain the new M8 cars which should start arriving this summer.

CDOT’s own “value engineering” analysis of the project seems reinforced by the Hill International report issued in January 2009. The Council hopes that the legislature will support this project and fund it fully.

## **M8 CARS**

The design and construction of 300 new M8 railcars remains on its timeline. Delivery of the first prototype car is still expected for late summer 2009.

In May of 2008, Metro-North unveiled a mock-up of the interior of the new cars, displaying it at stations in New Haven, Stamford and Grand Central, seeking commuter feedback which was generally positive.

Some Council members continue to voice objections about six-seat seating configurations near vestibules, replacing the current 5 seat design which includes an open space frequently used for strollers, packages, etc.. Metro-North addressed those concerns and said the design was necessary in order to accommodate ADA requirements and to increase the numbers of seats available on the train albeit at the expense of rider comfort.



*Exterior view of M8 mockup, on display at the Kawasaki plant in Japan.*



*M8 Mock-up, view from vestibule*



*M8 Mock-up, ADA compliant toilet*

## **BICYCLES ON TRAINS**

At the direction of Governor Rell, CDOT and Metro-North are exploring hooks and other devices to allow bicycles to be carried on the new M8 cars.

The Council has discussed these plans with bike advocates and remains concerned that, given current ridership and lack of available seating, it is unwise to take up valuable space on trains for bicycles until all ticketed passengers have a seat.

Currently, bikes are allowed on off-peak trains, a policy the Council approves.



*Metro-North test of bike hook system. Carrying two bikes would lose seating for four passengers.*

## **SECURITY ISSUES**

The Council's meetings are regularly attended by senior officers in the MTA Police Department who are responsive to commuter complaints about crime issues at stations. Several arrests were made in 2008 thanks to such tips.

On issues of homeland security, the Council remains concerned that there is only a sporadic presence of CT State Police, National Guardsmen and MTA PD officers on trains. While the MTA has a policy of random bag inspections on Metro-North trains in New York, Connecticut has no such program, relying instead on riders to "Say Something If You See Something".

Terrorist attacks in Madrid and London have shown us that commuter trains are attractive targets, yet it seems security on our trains is insufficient in a time of war.

## **NEW CANAAN BRANCH**

A new additional parking lot at Talmadge Hill station will open in January, 2009. This will add 50 spaces and reduce as many slots on the waiting list.

This is the second parking addition New Canaan has made. A few years ago, the town bought an abandoned lumber yard near the New Canaan station from a developer, adding hundreds of additional parking spaces which would never be available if that land had been "developed".

The Council hopes to participate in the on-going [Waterbury Branch Line Feasibility Study](#) underway at CDOT.

## **WATERBURY BRANCH**

This year, the Metro-North added an earlier train from Waterbury that permits commuters to arrive in Grand Central by 8:18 am. This train has grown in ridership from thirty-seven (37) passengers to one hundred forty-seven (147) passengers per run and continues to increase. The Waterbury branch has also gained a new diesel locomotive which has significantly improved the reliability of the Line. (See "Monthly Operations Reports")

Additional train service remains a goal on the Waterbury Branch Line. Riders are especially seeking more evening trains for the return trip to Waterbury. Unfortunately, while rail cars are in short supply, the most serious obstacle is the fact that only one train can operate on the line at any given time.

As the Naugatuck Valley continues to grow, further improvements to this Line now would prevent further congestion on Route 8.

Toward that end, the Council will monitor the on-going [Waterbury Branch Line Feasibility Study](#) underway at CDOT.

## **DANBURY BRANCH:**

This past year the Danbury Branch saw some improvements such as replacement of many of the ties along the branch as well as the elimination of the need for conductors to manually throw switches on the line. This improvement will cut travel time on the branch significantly for those routes that required stoppage.

The widening of Route 7 (which generally runs parallel to the Danbury Branch) has afforded the branch some ancillary benefits, but also some further complications. The Wilton station has seen its parking facility improve and increase while enduring a temporary blockage of traffic flow in and out of the lot.

The Wilton station has not had any vendors on site since the start of the parking lot rehabilitation and all other vendors within a half-mile along the highway have been closed because of the Route 7 project.

Parking at the Branchville station continues to be a problem.

This year also saw a reduction in delays and stoppage due to wet leaves on tracks, which in years past have created “slip-slide” problems for trains along the branch.

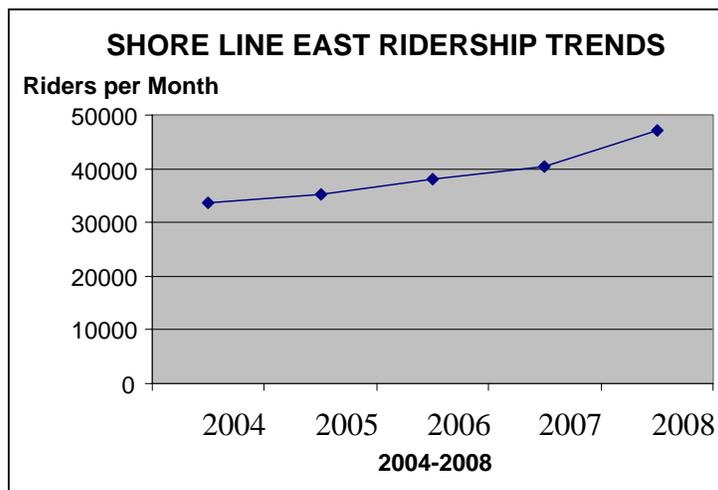
The three year [Danbury Branch Study](#) issued its initial report in 2006, yet little has been done to implement its recommendations or complete a final plan. Phase II of the study continues with the Council’s participation. The Danbury branch remains a one-track railroad, without signals, allowing only one train at a time on its 65 mile length.

## **SHORE LINE EAST**

2008 was a good year for Shore Line East, the rail service operated by Amtrak for CDOT, that runs between Old Saybrook and New Haven, serving intermediate stations at Westbrook, Clinton, Madison, Guilford, and Branford.

The service began in 1990, and until late 2007 merely provided seven weekday morning trains from 5:30 am to 9:30 am from Old Saybrook into New Haven, and nine weekday afternoon/evening trains from 3:30 pm to 9:00 pm from New Haven to Old Saybrook. There was no midday service, no weekend or holiday service, and no reverse service.

Nevertheless, in spite of the limited service, ridership has increased dramatically in recent years: average monthly ridership in 2004 was 33,786; in 2005 it rose 4.5% to 35,289; in 2006 it rose 8.3% to 38,206; in 2007 it rose 5.5% to 40,298. Then in 2008, with the rise in gasoline prices and the service improvements described below, monthly ridership jumped 17.3% to about 47,250!



In 2006, the legislature ordered CDOT to submit a report by the end of the year outlining obstacles to improving Shore Line East (SLE) service. The report suggested improvements in three phases.

Phase one provides for a weekday midday train from New Haven to Old Saybrook, stopping at Guilford on the return to New Haven; a late night weekday train from New Haven to Old Saybrook, and weekend and holiday service all day long from 7:00 am (first train to New Haven) to 10:00 pm (last train to Old Saybrook). Phase one began to be implemented in late 2007, and was fully implemented by summer, 2008. Phase one improvements have been extremely successful, demonstrating, we believe, pent-up demand for service improvements. Weekend service was at a high in August 2008, with 1,200 passengers per weekend (Saturday and Sunday).

Phase two provides for extension of all SLE trains from Old Saybrook to New London. (There is no intermediate station). Although the legislature ordered

implementation of both phases one and two, implementation of phase two has been stymied by an earlier agreement among CDOT, CDEP, Amtrak, U.S. Coast Guard, and Marine Trades Association limiting the number of bridge closings on Amtrak's Connecticut River, Niantic River, and Shaw's Cove bridges to 41 per day. Amtrak trains between Boston and New York use 39 of those closings. Extending all SLE trains to New London would require 34 additional bridge closings.

Phase three provides for two-way commuter service all day long between New Haven and New London. This would require construction of two-sided stations at Branford, Madison, and Clinton (which presently have a platform on only one of the two tracks), an entirely new two-sided station in Westbrook (which presently has merely a bus shelter!), and extension of the second platform at Guilford (which has a two-sided station with a short platform on the second side). The legislature has not yet ordered implementation of phase three, but has provided money for design of the necessary station improvements.

The Commuter Council is of the view that extension of commuter service to New London, and even on to Providence, RI, is an extremely important long-term objective. But we are not optimistic about a fast solution to the bridge-closing problem, and it will take many years for New London ridership to build up. We recommend that, while working on implementation of phase two, it is important to begin implementing phase three to take advantage of the already- demonstrated demand for improved service between Old Saybrook and New Haven.

The second side platforms and connecting bridges for Branford and Madison have already been at least preliminarily designed and hearings have been held on the designs. Extending Guilford's platform is a simple matter. Branford and Guilford have the highest SLE ridership, 5000 per month. Madison ridership is 4000 per month. Clinton ridership is half of Branford or Guilford, and Westbrook is one-third.

### **METRO-NORTH / CDOT LEADERSHIP:**

The Council is pleased with its working relationship with the new leadership of Metro-North, President Howard Permut, and of the Connecticut DOT, Commissioner Joseph Marie. Both have attended Council meetings and pledged their and their staff's cooperation with the Council in its advocacy work on behalf of commuters.

### **CREDITS:**

This report was written by Jim Cameron, Jeff Steele, Bob Jelley, Rodney Chabot, Drew Todd, Jeff Maron, Roger Cirella and Connor Murphy. Editing and layout by Mimi Griffith.

**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 16, 2008**  
**THE OFFICES OF SWRPA**  
**STAMFORD GOVERNMENT CENTER**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Bob Jelley, Stan Trybulski and Jeff Steele, members of the Council; Gene Colonese and Al Martin, CDOT; Jeff Watson, Tom Tendy, and Joe Kanell, Metro North Railroad; Kerry Wills, The Advocate; Jared Newman, The Hour; Susan Schneiderman, Drew Todd and Roger Cirella, members of the public.

The minutes of the last meeting were approved.

**CHAIRMAN'S REPORT**

Jim Cameron noted that Mark Ginocchio of The Stamford Advocate had been promoted to covering business news, and would no longer be covering Council meetings. He said that Mr. Ginocchio had been an excellent reporter dealing with Metro North and the Council.

Mr. Cameron reported that he had received 509 responses to the on-line poll about running morning peak trains on the ingoing side with bridge plates as opposed to running the trains on the return side without bridge plates. He said that 63% of the respondents favored keeping the trains on the ingoing side against 37% who preferred having the trains on the return side (with the hope of better on-time performance.) He said that Al Martin had told him in early January of the decision to stick with the bridge plates. Tom Tendy said that there were no significant delays with the use of bridge plates. Rodney Chabot asked when the work on the bridges from Norwalk to Stamford, which is delaying the catenary replacement, would be completed, and Gene Colonese said that he expected the bridge work to be completed in March.

**DECEMBER OPERATIONS**

Mr. Colonese said that ridership was up once again in December. He said that on-time performance was at a record high of 97.1%. He went on to say that Shore Line East on-time performance was lowered because of having to wait for delayed Acela trains. Mr. Cameron congratulated the Railroad about on-time performance. In answer to a question about new diesel locomotives that have been ordered, Mr. Colonese said that they would be arriving shortly and then would have to be tested.

## **ANNUAL REPORT**

Mr. Cameron noted that the Council's Annual Report to the Governor and Legislature had been sent out on time. Mr. Martin said that he thought the Annual Report was very balanced and he was pleased with it.

## **MAIN LINE ISSUES**

There was discussion about the number of bar cars in service and which trains bar cars were assigned to. Mr. Tandy explained that there are 10 bar cars but only 6 in service at the moment. He said that the average recently had been 7 in service and that he was hoping that there would be 9 in service by the end of the year. He said that bar cars were assigned to trains based on the revenue that they brought in. He explained that if, because of delays, a bar car did not return to GCT in time to be on a train that it was primarily assigned to, it would instead move to its secondary assignment and the primary assigned train would be without a bar car. There was some discussion of the importance of having bar cars be on the same train each day, because people depended on them. There was a question as to whether there could be bar carts that went from car to car, and Mr. Tandy said there was no room on crowded trains for bar carts.

Mr. Cameron spoke of a letter he had received from a commuter complaining about being put off a train at Cos Cob because the train was going to skip Greenwich station. He said that it had happened before. Mr. Tandy said that that had happened to that particular train four times in 2007. He said that dispatchers take trains off local tracks and put them on express tracks when there is congestion on the local track. He spoke of adjusting schedules at the end of January to avoid the congestion problem. There was further talk of the need for more service between intermediate stations.

There was discussion of a recent suicide of a passenger riding on top of a car from GCT. Joe Kanell spoke of issues of emotional disturbance. In the case referred to, the man who committed suicide had been fired from his job that day.

Mr. Martin announced that the Governor was committed to rebuilding the Southport station, which burned. In answer to a question, Mr. Colonese said that it was still to be determined whether the existing station could be repaired or whether it would have to be razed and completely rebuilt. If it has to be rebuilt, it will have to be ADA compliant.

Mr. Cameron asked about the \$6 million for repairing main line stations. Mr. Colonese said that the Department was still sorting out the projects, with a view to using the \$6 million for larger projects and maintenance money for smaller projects.

Mr. Colonese and Bob Jelley discussed the additional New Haven parking at the coliseum site and the fact that it appears that it is in operation 24 hours per day, although the Governor's announcement stated that it would close at 4:00 pm on Sundays.

Mr. Jelley raised the question of off-peak express service between GCT and the Fairfield to New Haven end of the New Haven line. He said that some years ago, Harry Harris had spoken of plans of breaking the New Haven line into three sections, as opposed to the present two sections (New Haven to Stamford and Stamford to GCT). Mr. Colonese said that the DOT was looking into that question.

## **STAMFORD GARAGE**

Mr. Martin stated that the Department was still working with the garage developer for the construction of the new Stamford garage. He said that talks were going well. He said that the Department was constantly checking the old garage for safety issues. Mr. Cameron reiterated the Council's offer to help with the planning of a new garage. Mr. Jelley spoke of problems with garage design in New Haven over the years, and said that it appeared to him that user friendliness was frequently not taken into consideration in garage design. Mr. Martin said that the Department would take advantage of the Council's offer to help.

## **BRANCH LINES**

In answer to a question from Mr. Jelley, Mr. Colonese said that the Department has the operating dollars to operate the Phase I and II expansion of Shore Line East service. He said that there was also money to design two-sided stations for Branford, Madison, Clinton and Westbrook but not money to build those stations.

Roger Cirella brought up the question of the cancellation of the morning train on the Waterbury line on January 3. He said that there were no public address announcements at the Ansonia station or emails about the problem. Mr. Tendy said that Ansonia station was on a leased telephone line, as opposed to a Metro North telephone line, and therefore a failure of the line was not repaired as quickly as it should have been. He said that there never is any email alert about the cancellation of one train. Mr. Cirella said that there should be an email alert when there is not a following train for two hours.

It was reported that part of the roof was missing from the Beacon Falls station.

Mr. Colonese announced that all 33 Virginia cars had been rehabilitated and were back in New Haven.

Mr. Chabot asked what was being done about opening the Danbury and Bethel stations, and Mr. Colonese said that he would look into it. Mr. Chabot also said that there was still no phone at the Talmadge Hill station.

## **MISCELLANEOUS**

Jeff Steele asked if there was a way of turning off the blowers in cars when the heat doesn't work. Mr. Kanell said that there was.

Susan Schneiderman, a Bridgeport to GCT commuter, said that there was a long gap between the 7:16 am and the 7:52 am trains to GCT. She said that the former 7:31 am had been eliminated. She also pointed out the difficulty of getting to the station garage on the ramps, which are not open. She also raised the question of getting one's car after the garage closes and Mr. Colonese said that there is a phone number for calling the operator of Pro Park.

Mr. Chabot complained that conductors frequently do not wear their uniform jackets. Mr. Kanell said that conductors should wear their jackets.

The meeting adjourned at 8:40 pm.

The next meeting will be held on March 19, 2008 at the Boys' Club, Greenwich.

Bob Jelley

Secretary

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**METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL**  
(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b  
and  
13b -212c of the Connecticut General Statutes)

**MINUTES OF FEBRUARY 20, 2008  
GREENWICH BOYS' AND GIRLS' CLUB  
GREENWICH, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Terri Cronin, Chris DeSanctis, Jeff Maron and Bob Jelley, members of the Council; Gene Colonese and Al Martin, CDOT; Joe Kanell, Scott Ornstein, John Longobardi and Jeff Watson, MNRR; Paul Settlemeyer, Vince DeMarco, Peter Berg, Lisa Bailey and Drew Todd, Members of the Public; Hoa Nguyen, Greenwich Times.

The meeting began at 7:00 pm. The minutes of the January meeting were approved with corrections.

Jim Cameron reported that he had been in touch with legislators about the five vacant seats on the Council.

**GREENWICH ISSUES**

There was a question about Stamford to GCT local trains being chronically late in arriving at Greenwich Station. Gene Colonese pointed out that when New Haven to Stamford trains are late in arriving at Stamford, that makes the Stamford to GCT local trains late in leaving Stamford, because they have to wait for the New Haven train at Stamford. He went on to say that frequently the local trains, even when they start late, arrive in GCT on time.

There was also a question as to whether there was a difference between on-time performance between trains on the inner New Haven line vs. trains on the outer New Haven line. Jeff Watson said that he could supply information on that subject.

Another Greenwich resident asked whether it was planned, after receipt of the new M-8 cars, to keep some of the older cars in order to increase service. Mr. Colonese said that was the plan.

Mr. Colonese reported, in connection with questions about improved Greenwich service, that a study of improvements on the signal system was already under way, and that an improved signal system would permit additional service. Scott Ornstein said that Metro North was studying service requirements on the New Haven line for 2030.

There was much discussion of the need for additional parking at railroad stations. Mr. Cameron said that there was no additional parking being planned for stations from the New York State line to Fairfield.

A Greenwich commuter raised a question of lighting at the Greenwich Station and on the stairways leading to it. He said that the lights interfered with driving near the station, and suggested that shielding be looked at.

## **MAIN LINE ISSUES**

Terri Cronin raised the question of parking at South Norwalk and East Norwalk stations. She said that, as opposed to annual passes, it was necessary to print out monthly passes for South Norwalk at the beginning of each month. She also said that there was a waiting list for passes for East Norwalk but that there are empty spaces in the parking lot. Mr. Colonese said that the parking garage at South Norwalk was owned by the City of Norwalk, and that East Norwalk parking lot was leased to the City by the State. He said that the DOT was working with Norwalk on parking issues. Mr. Cameron suggested that Ms. Cronin, Mr. Colonese and he ought to meet with officials of the Town of Norwalk. Al Martin suggested that the Regional Planning Organization also ought to join in such a meeting.

A commuter from Fairfield said that in early February, the waiting room was closed because the ticket agent was sick. Metro North agreed to check on that.

Mr. Cameron announced that the Governor had announced that the Southport station will be rebuilt to its original design, because there is no need to raze the station. Rodney Chabot raised the question of gutter and leader design, which he said was not well done at some stations.

A Bridgeport commuter raised the question of the walkways to the new parking garage. Mr. Colonese said that maintenance responsibility as between the City and the State was still being discussed. He also said that there were punch list items that had not been completed.

## **JANUARY OPERATIONS REPORT**

Scott Ornstein discussed the January Operations Report, and mentioned that there was 100% on-time performance on one weekday during January and on one weekend during January. In answer to a question, he said that the term “annulment” means that the train never started, and that “termination” means that the train terminated on its route.

## **BRANCH LINE ISSUES**

A Shore Line East rider said that there was poor recent performance, with trains late and missed connections at New Haven. Mr. Colonese said that there were infrastructure issues, including failing concrete ties, that have to be replaced and rail problems on bridges. These have required trains to move more slowly. There were also mechanical issues with locomotives.

There was also a question about no announcements of late trains and canceled trains at Branford station. Bob Jelley said the same problem existed at Guilford and suggested that there were too many agencies involved with making announcements: Amtrak, DOT, and Rideworks. He suggested that one agency ought to be fully responsible for announcements. Mr. Colonese said that he was trying to get Amtrak to take over the entire job of making announcements on Shore Line East.

Mr. Chabot reported that there is now a telephone at the Talmadge Hill station, but there is no telephone at the New Canaan station. He also asked about the closed waiting rooms at Danbury and Bethel stations. Mr. Colonese said that the Danbury police plan to open the Danbury station and that he believed that Bethel is now open.

Mr. Colonese reported that the new diesel locomotives had not yet arrived. Mr. Chabot asked about the paint scheme shown in a photograph. He said that the black front of the locomotive was dangerous, because it made the locomotive less visible. Mr. Colonese said that he would check on the paint scheme.

### **M-8 CARS**

Mr. Cameron mentioned the photographs of the M-8 prototype being built in Japan. He noted that the Governor's announcement said that seats would have electric plugs for computers and wondered if this was correct.

Mr. Cronin raised the question of the six seats (three seats facing three seats) and asked why we hadn't gotten the results of the seat drops on this issue. Mr. Watson said that he would report at the March meeting. Mr. Chabot noted that there was only one window in the front corner of an M-8 car. Mr. Ornstein said that there was an electronics cabinet occupying some of the space in that corner, and that the door pocket occupies additional space, leaving room for only one window. Mr. Colonese said that he expected that about 30 cars would be delivered by the end of 2009.

There was discussion of the new acceptance or maintenance facility for M-8 cars in New Haven. Mr. Martin said that the DOT was now concentrating on phases 1A and 1B, which would be finished in 2014-15. Phase 2 will be finished in 2017-18. He said that the DOT now has from the Legislature most of the money for phase 1A and that it will go to the Legislature for more money for the facility next year.

### **STAMFORD GARAGE**

Mr. Martin said that plans for a replacement garage were in the final stages of negotiation and that he hoped that they would reach a deal in the next 2-3 weeks. If not, he said that there would be a decision not to build a garage with the developer with whom the Department has been in negotiations. Mr. Martin said that he would report something of a final nature at the March meeting.

### **MISCELLANEOUS**

Mr. Cameron reported on the Governor's plan to separate the DOT into two departments; one for highways and one for public transportation. Mr. Chabot and Ms. Cronin said that they thought it was a good idea. Mr. Martin said that the search for a new Transportation Commissioner continues.

The meeting adjourned at 9:00 pm. The next meeting will be held at Grand Central Terminal on March 19, 2008.

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**METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL**  
(Established in 1985 under Connecticut Public Act 85-239, now Sections 13b-212b  
and  
13b -212c of the Connecticut General Statutes)

**MINUTES OF MARCH 19, 2008  
GRAND CENTRAL TERMINAL  
NEW YORK, NY**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Terri Cronin, Jeff Maron, Joe McGee, Jeff Steele and Bob Jelley, members of the Council; Gene Colonese, CDOT; George Walker, Ed Lydecker, Scott Ornstein, George Okvat, Tim McCarthy, Donna Evans, Jeff Olwell, and Joe Kanell, MNRR; Bill Henderson, PCAC; Barry Adler, Roger Cirella, Andrew Todd, Richard Stowe, Kristin Tulp, Dave Bonan and Susan Schneiderman, Members of the Public; Chris Gosier, The Advocate, Stamford.

**RIDER SATISFACTION SURVEY**

Jeff Olwell reported on the recent survey of rider satisfaction. Sue Prosi asked what Metro North does with the results of the survey. George Walker said that on items that indicated dissatisfaction Metro North got more detail and then charged the supervisors with correcting and improving those aspects of the operation.

Jeff Steele asked why the New Haven line results were always lower than those of the Hudson and Harlem divisions. Gene Colonese said that New Haven line passengers had always been more critical than Harlem and Hudson line passengers. Mr. Walker said that the new M-7 cars caused Harlem and Hudson line passengers to be more satisfied with everything. He also said that the outer New Haven line has a lot of catenary and bridge work going, which slows things down, and has interference from Amtrak trains.

Ms. Prosi asked why Metro North did surveys each year. Mr. Olwell said surveys do not cost much. Mr. Walker said it was important to get feedback each year.

**NEW M-8 CARS**

Susan Schneiderman asked how the seats on the M-8s will compare on those on the M-7s. Tim McCarthy said that the M-8 seats are slightly wider than those on the M-7s.

Rodney Chabot asked about trash receptacles on the new cars. Mr. Walker said that trash receptacles do not work on commuter cars. He said people put bad things in the receptacles. But he went on to say that people do treat new cars more carefully than they treat older cars.

There was a question as to whether the M-8s will have outlets for plugging in computers and other equipment. Mr. McCarthy said there will be outlets.

Terri Cronin asked about the three seats opposite three seats seating in the new M-8s. Mr. Walker said that he didn't want to change to two seats opposite three seats, as in the present New Haven line cars, because he did not want to lose four more seats. Donna

Evans commented that the first 100 M-8s that are delivered will add to the fleet of cars; in other words no older cars will be retired as the first 100 new cars are delivered.

Mr. Schneiderman asked about tinted windows in the new cars. Mr. McCarthy said that the windows are tinted in the existing cars and would be in the new cars. But he said it was not possible to have variably tinted windows.

### **BICYCLES ON TRAINS**

Richard Stowe spoke in support of providing facilities for bicycles on trains. He said that facilities for bicycles are cheap and he wanted the New Haven line to be the leader in supporting bicycles. Jim Cameron proposed Mr. Stowe's resolution in support of increased ability to bring bicycles on trains. Mr. Walker said that he will work on bike lockers at stations Mr. Colonese said that the DOT would work on more sheltered bike racks. He said that he thought the present policy for permitting bicycles on trains was very liberal; there is a lifetime \$5.00 permit fee but no bicycles are permitted on peak trains. Jeff Steele thought that the proposed resolution should only cover bike racks at stations and that we should not propose accommodations for bikes on trains. As a result of further discussion, the Council voted in favor of an amended resolution as follows:

**RESOLVED**, That the Connecticut Metro-North Rail Commuter Council encourages Metro-North Railroad and the Connecticut Department of Transportation to provide for safe, sheltered bicycle parking at stations along the New Haven Line.

Seven members were in favor and there was one abstention.

### **MAIN LINE ISSUES**

Mr. Chabot asked about the paint colors of the first new diesel engine to arrive. He said that the colors were not correct. Mr. Colonese said that the DOT was not trying to copy the old paint style but to provide a modification of that style. Mr. Walker said that the paint style, which includes a black front on the engine, complies with all the federal regulations.

Mr. Steele said that the platform lights were finally working at the Fairfield station. He also asked about the fact that the station waiting room was closed when the ticket agent was sick. George Okvat said that if the ticket agent doesn't come to work, there is no one to open the station. Jim Cameron asked why the police couldn't open the station. Mr. Okvat said that some back-up is available.

Jeff Maron asked about contract negotiations for the new Stamford garage. Since Al Martin was not at the meeting, Mr. Colonese said that he would send an email about the status of contract negotiations.

Mr. Schneiderman said that the walkway from the Bridgeport station to the garage is still not open. Mr. Colonese said that the City of Bridgeport is responsible for the punch list items, which are not complete. Mr. Steele asked who was responsible for this and Mr. Colonese said he would send an email to explain.

Mr. Colonese reported that track 3 (the inbound local track) at Darien would be back in service by mid-April. He said that the steel for bridge repairs had finally come in and said that the subcontractor had been over-extended.

Ms. Cronin asked about the status of the bike rack for the East Norwalk station and Mr. Colonese said that it had been ordered. Andrew Todd asked why the State can't simply take over the stations, and Mr. Colonese said that the State owns most of the stations but they are leased to the Towns.

Ms. Schneider asked about a former Bridgeport train that now starts in Fairfield at 7:52. Mr. Colonese said that he will look at that train.

Ms. Prosi asked about gaps in train service outbound from Stamford in the evening.

Joe McGee spoke about Penn Station access from the New Haven line, with new stations on the Hell Gate route at Co-op City, Parkchester and Hunts Point. Mr. Walker said that service into Penn Station is years away, because New Haven line trains can't get into Penn Station until the Long Island's Railroad East Side Access into Grand Central is completed.

Bob Jelley asked about the effect that Governor Patterson will have on the MTA and Metro North. Mr. Walker said that the Governor's father was a big supporter of public transportation.

### **BRANCH LINE ISSUES**

Roger Cirella said that everyone was pleased with the new, earlier Waterbury train to GCT and that people were also pleased with the new afternoon train from Stamford. Mr. Walker commented that it is hard to provide additional Waterbury service, because there are no signals on the Waterbury line, and therefore only one train can operate at a time.

### **MISCELLANEOUS**

Ed Lydecker discussed the monthly report, which was very good.

Mr. Chabot again raised the question of single-leaf doors on the new M-7s and M-8s. He said that conductors on the Harlem and Hudson lines reported that the doors were slow in closing. Mr. Walker said that it was not that the doors were slow in closing, but that it took an extra 20 seconds after the door closed to get a door light, because there were so many electrical checks being performed to ensure all the doors are closed.

There was a general discussion of the capacity problem in Grand Central Terminal and the possibility of more frequent Connecticut service. Mr. Walker spoke of the 10 mile per hour speed limit from 59<sup>th</sup> Street to Grand Central Terminal. He also said that the signals being studied by Metro North were only the signals from New York City to Greenwich, not from Greenwich to New Haven. He said that East Side Access is a capacity problem for Grand Central Terminal. With respect to ten-minute service, Mr. Walker said that it was probably possible to do that with cab signal improvement so that trains can run closer together.

The meeting adjourned at 8:00 pm.

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**MINUTES OF MAY 27, 2008**  
**BRIDGEPORT RAILROAD STATION**  
**3<sup>RD</sup> FLOOR**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Terri Cronin, Chris DeSanctis, Jeff Maron, Connor Murphy, Drew Todd and Joe McGee, members of the Council; Gene Colonese, Al Martin, John Hanifer, Al Martin, CDOT; Joe Kanell, Scott Ornstein, Jeff Watson, Jeff Steele, Joe McGee, Metro North; Lee Carlson, SLERA; Paul Hammer, Elm City \_\_\_\_\_, et al.; John Austin, Sr., Consumer Advocate; Glen Hander, Parsons Brinckerhoff; Robin Batteau, Ted Cook and Liz Cook, Members of the Public

The meeting began at 7:05 pm. The Minutes of the April meeting were approved.

New members, Drew Todd and Connor Murphy, were welcomed to the Council.

**MAIN LINE ISSUES**

Members of Bikes for Transit asked about the old rail trails and whether those trails can be converted to passenger lines. Mr. Colonese said it is something that could be looked at. The members then asked the protocol for bicycles on trains. Joe Kannell and Jeff Watson commented that no bikes are permitted on rush hour trains. For all other trains, a permit may be purchased for mobile transportation of bikes. On the weekends, the bikes are put in the bar cars. There was a suggestion brought up by the Bikes for Transit folks for “Rent a Bike” at the stations (their destination station).

Ted Cook, a commuter, talked about problems in Fairfield. There are no employees behind the ticket counter at times. Mr. Colonese said they can only send someone to cover if someone’s available. Sometimes they are working on short notice and to get someone to cover is difficult. They would look into it and report back.

Mr. Cook said there are no signs for littering, and littering has increased, including littering on tracks. They are working on having signs posted. Mr. Cook inquired about the fine imposed on those who get caught. At this moment there is no fine for littering. Mr. Carlson said they will be picking up trash on the platform more often. A question was asked by Mr. Cook about fare collections from Stamford. Fares are still not being collected. Scott Ornstein said there are undercover agents constantly riding trains, making sure fares are being collected. If there is a specific instance when a fare is not collected, they can email the Metro North Commuter website and they will follow up on it right away.

## **OPERATIONS RESPONSE**

Ridership continues to increase. Jeff Steele asked where all that money is going. It was reported that it goes into the general fund for rail operations. There is a conduct study that is taking place for Danbury on June 17<sup>th</sup>, with a public session in Wilton on June 18 at 6:00 at the Annex.

## **NEW M-8 CARS**

New trains have to be tested every 100,000 miles to be sure they get the bugs out. The new cars are coming quickly and there isn't sufficient housing to house them.

A question was asked the possibility of the facility is not be completed when the M-8s arrive. How will they be maintained? All the M-8s have a warranty period. When asked about the warranty period, there was no answer. The response from Mr. Colonese was that he hoped construction will catch the warranty period. If they have to, they can go out to Harmon Yard in New York for immediate repairs. Jeff Steele asked why it is so underfunded. and the response was that their speculation was off by 10% when they did the initial evaluation, about 7 or 8 years ago.. Mr. Martin commented that he is "working with the Secretary of Governor Policy and Management and is very optimist that funding will be met by day 1A." He then went on to said that this is the first major investment in rail service in Connecticut. The Governor is committed to rail service and the new M-8s will remain in excellent condition.

The new facility was compared to the Harmon Yard in New York. A question was asked if it was necessary to have a yard with an active maintenance facility. The response was that it is absolutely necessary. Mr. Cameron asked about the cost of the facility. It will be \$300 million. The cost was not taken into full consideration and a calculation of the cost was not done before committing. The shop should take 1-2 years, minimum. With the underfunding and trying to figure out where to get the money to compensate the underfunding of this project, it will not delay in any way, the order of the M-8s in the system and Gene Colonese said they have an exercise option for 80 more cars, which they will be looking to fill. A question was asked by Jeff Steele about mistakes made in the past. How were they going to take on the entire project and the response was they're going to use factual data and in excess of 60% of the original cost. It was then restated by Mr. Martin that obligation of the cars will be met.

There was a presentation on the planned rail maintenance facility in New Haven. It was done by CDOT. Everyone received a handout, as well as a power point presentation. The power point was full of information and addressed many questions. It was an excellent presentation. A lengthy discussion followed. Further information will be presented at a future meeting and everyone will be made aware of progress.

## **PARKING IN EAST NORWALK AND SOUTH NORWALK**

Terri Cronin and Drew Todd meeting with the Mayor and the City of Norwalk. This was an attempt to have Drew meet the City and remind them that the Commuter Council plans to be an active participant in the parking in East Norwalk and South Norwalk. It is the City and LAZ who manage and are in charge of the Garage in South Norwalk. The

City is working to get rid of abandoned cars in the parking garage. There are two cars that have been parked there for over two years. As long as they pay their monthly fee, they can stay as long as they want (cheap, free storage by the City of Norwalk). A question was asked about who makes the rules in the garage. That it is done by LAZ parking. There needs to be more communication with the Council in all aspects.

The issue of the new taxi program was brought up. They apparently have a \$60,000 per year dispatcher who accesses the westbound side of the station so there was concerned about passengers would have to walk under a long tunnel for safety reasons. The City assured Ms. Cronin and Mr. Todd that they will have adequate security and the situation will be monitored. I asked Kathy Herbert for a report of overall feedback for the program.

There is an intermodal study being done. On June 5<sup>th</sup> there will be a “Meet the Commuter Day” for that study so we can get feed back from that study.

### **STAMFORD GARAGE**

Discussions are still ongoing, but they are very optimistic. They will start construction in early spring of 2010. They are working on the designs with the State and developer. Jeff Steele asked when the building is going to be taken down. Mr. Martin responded that they are working on the design and that the structural integrity of the building is there. They need to find areas for the cars to park. This needs to be addressed immediately.

### **BAR CAR ADVERTISING**

The revenue from selling new wraps will bring \$1million per year and 65% of that will go to Connecticut. Mr. Colonese asked about station naming rights, and it was reported that it is being looked into. As of April 1, prices has been raised in the bar car about .25 cents, across the board. There is still no percentage of what CT makes, but the management of the commissary said that the sales from all bar cars is about \$5.3 million a year and that’s on the low end. They plan to increase the offerings (i.e., premium vodka). The reason for the price increase is because everything has gone up and they need to increase the revenue.

### **BRANCH LINE ISSUES**

Mr. Colonese mentioned that there is a new station coming on board – the Madison station. They’re trying to acquire new land and look at all areas. Mr. Colonese asked if they can retrofit the bar car to the line. Metro North, CDOT and the State are working to update the freight lines to be compatible with new freight cars. There was also mention at that time about platforms. The platforms are too high for the new cars. Metro North is working with CDOT to resolve that problem.

Commuters are happy with the new Waterbury a.m. train and are looking forward to expanding that service if the ridership increases, which they believe it will. They don’t have the exact number.

There was a problem with the bridge in Old Saybrook and it in the process of being repaired. Maritime, CDOt and Amtrak are working together with boaters, to limit the time the bridge can open for boats. Weekend service is starting the week of the 14<sup>th</sup>. There are 6 to 8 trips planned each way. Beginning on May 12<sup>th</sup>, they will have a late night train that leaves to New Have at 10:00 p.m.

The next meeting will take place on August 13<sup>th</sup> at \_\_\_\_\_.

Drew Todd  
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 AUGUST 13, 2008  
SWRPA  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Terri Cronin, Rodney Chabot, Sue Prosi, Chris DeSanctis, Roger Cirella, Drew Todd, Connor Murphy, Bob Jelley, and Jeff Maron, members of the Council; Gene Colonese and Al Martin, DOT; Ed Lydecker, John Longobardi, Jeff Watson and Brian Tobachnick, Metro North Railroad; James McKenna, MTA Police Department; Rob Varnon, Scott Crosby, Kathy Gellman, Kristan Tulp, Mark Holzweiss, Todd O'Donnell and Danine Chevarella, members of the public.

The meeting began at 7:00 pm.

**M-8 MOCK-UP**

Ed Lydecker reported that there were 1,500 comment cards about the M-8 mock-up, which was exhibited at New Haven, Stamford, and Grand Central Terminal. He said that the comments had not yet been tabulated but that he would make a full report at the September meeting. He noted that one item was considered immediately actionable: the handicapped bar at the rear of the toilet hit people in the back. As a result, it will be changed.

There was some discussion by Sue Prosi and others about what changes in the cars could be made at this late date. Jeff Watson said that the building of the M-8 cars was on schedule.

**MAY AND JUNE OPERATIONS REPORTS**

Mr. Lydecker discussed the report. There was a question of why there were 30 bus substitutions on the Waterbury branch. Gene Colonese said that there were equipment failures with the new locomotives. John Longobardi said that the two new locomotives on the Waterbury branch are now running well.

Roger Cirella reported that over 100 people were riding the new early Waterbury train. There was a question about ridership figures on the operations report, and Mr. Colonese said that ridership figures were based on ticket sales.

**SHORE LINE EAST SERVICE TO NEW LONDON**

Todd O'Donnell spoke of the need to get Shore Line East service to New London. He spoke of the 1,400 parking spaces available at the New London station. Mr. Colonese said that the DOT was looking at expanding service to New London, but the problem was the three bridges between Old Saybrook and New London and the agreement which limits the number of times each day that the bridges can be closed. He said that the DOT

was looking at schedule changes to try to get more than one train over the bridges each time they closed.

Bob Jelley said that it had been his observation that there were not that many boats that were blocked by closed bridges. Mr. O'Donnell said that he had hired an intern to collect data on the number of boats held up by closed bridges.

### **STAMFORD GARAGE**

Al Martin announced that although the DOT had been working on a new garage to be part of a new office development near the Stamford station, that was now changed. The Department has decided to tear down the old garage and build a new one. He said there would be 1,000 parking spaces in the new garage, as opposed to 800 in the old garage. He said that there would be a three-year period when neither the old garage nor the new garage would be available. The Department will provide surface parking southwest of the station where the demolition of some old buildings has been going on. In answer to a question, Mr. Martin said he is not sure if the surface parking would hold the 800 cars displaced from the old garage. In answer to another question, he said that the Department has funding for the new garage.

Jeff Maron asked if the DOT had reexamined the question of repairing the old garage. Mr. Martin said that even if they fix the old garage, it wouldn't last as long as a new garage. Mr. Maron asked for a copy of the analysis of the cost differential between repairing the old garage and building a new one. Mr. Martin said he would pull up whatever information the Department has.

A question was asked of whether there would be electronic signs to tell prospective parkers which garage or lot has parking space available. There was a comment suggesting that new office buildings, being planned near the railroad station will occupy space which may be needed for parking spaces in the future. Mr. Martin said that the office development behind the existing garage will also have parking that commuters may use. Drew Todd asked about the cost of the new garage and Mr. Martin said it was about \$30 to \$35 million.

### **NEW YORK FARE INCREASE**

Jim Cameron said that the planned New York fare increase will have no effect on Connecticut fares. Mr. Martin said that there were no plans for a Connecticut fare increase, except for the legislatively-mandated fare increases beginning in 2010.

### **BICYCLES ON TRAINS**

Mr. Cameron spoke of Governor Rell's directive to the DOT instructing the Department to look at storage space for more bicycles on trains. Mr. Colonese said that the Department was considering bicycle storage at the location where the flip seats for wheelchairs are located. Terri Cronin asked if there was still a question of accommodating bicycles on peak trains. Mr. Maron asked how many bicycle permits had been issued and Mr. Watson said he would find out. Mr. Martin said there were more bicycles on off peak trains in the last two months than previously. Rodney Chabot asked whether anyone has any information on where people with bicycles get off the train, and was told that there was no information on that. Ms. Prosi said there is excess rack

capacity at the stations but not covered and secured storage for bicycles. Jim McKenna said that there have been more bicycle thefts at Bridgeport and Stamford stations. He said lockers as in New Haven are a security concern.

## **SECURITY**

Mr. Cameron asked Mr. McKenna what additional things were being done about train security. Mr. McKenna said that officers at stations were staying on the platform and stepping into trains and looking to see what the situation was in a car. He said that they were partnering with local police and that they were passing out cards telling people that if they saw something, they should report it. He also spoke of occasional surges. He said that officers were being trained to recognize terrorist behavior. He said that the K-9 now is up to 50 dogs in various locations.

Mr. Cronin spoke of increased crime at the South Norwalk station and said that it was a homeless problem. Mr. McKenna said he knew of no increase of crime at that station. Mr. Maron asked about the behavior analysis program. He said he never sees officers talking to passengers. Mr. Todd asked about partnering with the CT State Police. In answer to another question, Mr. McKenna said that the railroad police were dealing with the Waterbury problem.

## **MISCELLANEOUS**

Mr. Chabot said that he had been talking about a canopy at Talmadge Hill station for the 20 years he has been on the Council. He wondered why Stratford and Springdale stations were getting canopies but not Talmadge Hill. Mr. Colonese said that Talmadge Hill may be next.

The meeting adjourned at 9:00 pm.

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**MINUTES OF SEPTEMBER 24, 2008**  
**SWERPA**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Terri Cronin, Jeff Steele, Jeff Maron, Joe McGee, Connor Murphy, and Bob Jelley, members of the Council; Gene Colonese, Jeff Parker and Joe Marie, CDOT; Joe Kanell, Jeff Watson, Dan O'Connell, Robert MacLagger, Ed Lydecker, MNRR; John Austin, Scott Crosby, Harry Harris, Christine Tulp and Danine Cheverella, members of the public;.

The meeting began at 7:00 pm.

**LOS ANGELES TRAIN ACCIDENT**

Jim Cameron asked representatives of Metro North to comment on the recent Los Angeles train accident that resulted in a number of fatalities. Jeff Watson said that the positive train control system on Metro North stops trains that go through red signals and prevents accidents such as the head-on collision outside of Los Angeles. Joe Kanell said that with the system, an operator going through a red signal can go no faster than 15 mph. In response to a question from Bob Jelley, he noted that there is no positive train control system on the Danbury and Waterbury branches, because those branches have no signal systems. He noted that the Danbury signal system will be in place in 2012. He went on to explain that on the Danbury and Waterbury branches, the line is divided into blocks, and train operators have to get telephone permission to enter each block. Scott Crosby said that on the Danbury branch some months ago, there was an incident where two trains were in the same block.

**STAMFORD GARAGE**

DOT Commissioner Marie commented on the plan to replace the old Stamford parking garage. He said that commuters who have permits for the 800 spaces in the old garage will not be left without parking spaces. He said that the Department would move along rapidly to find 800 parking spaces somewhere else before the old garage is torn down. Jim Cameron said that it appeared to him that the area west of Stamford station, where it had been thought there would be temporary surface parking, was being prepared for building foundations. Mr. Cameron also asked how, if parking to replace the old Stamford garage is spread around, commuters will know which parking lot has open space. He suggested automatic information signs.

Al Martin said that the DOT will keep the existing old garage safe until it is torn down. Jeff Maron said that it appeared to him that no maintenance at all has been done recently.

Mr. Martin said the DOT had not yet decided what technology to use to show who are monthly parkers and entitled to spaces. He went on to say that he was hopeful that the old garage would come down in 36 months.

Mr. Maron asked once again for figures showing a comparison of cost to fully repair the old garage as against taking it down and building a new garage. Gene Colonese said he would supply the figures.

Joe McGee spoke of the amount of construction of office buildings near Stamford station. He said that it was his view that there needed to be a master plan that would be managed by both the DOT and the City of Stamford to control the area around the station so as to permit enlargement of the station sometime within the next 25 years. Mr. Martin said that Commissioner Marie has told Gene Colonese and Jeff Parker to engage with the City on master planning.

Mr. Maron asked why the DOT was only planning a 1,000 car garage to replace the old 800 car garage when it was obvious that many more spaces are required. There was general discussion of the need for parking all along the New Haven line and indeed throughout the Tri-State area.

Sue Prosi said that both Stamford and Norwalk were working on systems to give drivers real-time information on where parking spaces are available.

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

Dan O'Connell of Metro North said that 1,500 riders completed surveys after looking at the M-8 mock-up in New Haven, Stamford, and Grand Central Terminal. He said that the research was initially to find "fatal flaws" in the design and that there was an overall 7.6 (on a scale of 1-10) favorable rating on the new car design. He said no fatal flaws appeared. He did say that some people found the seating too tight. Teri Cronin said that in the view of many on the Council, the 3 opposite 3 seating was a fatal flaw. Robert MacLagger said that the 3 opposite 3 seating cannot be changed, because it is necessary to have as many seats as possible in the new cars. Ms. Cronin spoke of baby carriages using the extra space when there is 3 opposite 2 seating, and said that no one ever sits in all 6 seats in 3 opposite 3 seating on the M-7 cars.

Mr. Cameron asked what is being done about Governor Rell's insistence that there be space for bicycles on all trains. Mr. MacLagger said he was reviewing bikes on all trains. He said he was looking at hanging bicycles on the walls of the cars. Even bicycles on peak trains is under review, although he thought that the rule against bicycles on peak trains probably wouldn't change. He thought there might be more of an acceptance of bicycles on off-peak trains. He noted that folding bikes are now treated as baggage and not bikes.

Mr. Cameron said that the Rail Council favors bicycles on trains only when all passengers have seats. He thought the Governor was wrong in insisting on bicycles on trains. Commissioner Marie said that the State had to meet competing needs. He said that there was great interest in the State in bicycles, and that buses already carry many bicycles.

Mr. Maron then spoke of the 3 opposite 3 seating as a “fatal flaw”. Mr. MacLagger then again there would be no change in the 3 opposite 3 seating and believed that such seating was working well on the Harlem and Hudson lines and Long Island Rail Road. Commissioner Marie said that all over the country, the 3 opposite 3 is standard.

### **MAIN LINE ISSUES**

Mr. Cameron raised the question of a car opening its doors off the platform in Grand Central Terminal. Joe Kanell said that there is no answer yet as to why that happened, although he noted that no one was hurt.

Mr. Cameron spoke of the complaint from a commuter from the New Haven direction who goes to Stamford in the morning and transfers to a New Canaan branch train to go to Springdale. The commuter said that when the train from New Haven is late into Stamford, he misses his train to Springdale. Mr. Cameron said that the website shows a connection. Mr. Kanell said that traffic is tight on the New Canaan branch and that it is impossible to hold New Canaan line trains to connect with trains coming from New Haven. Mr. MacLagger said the same thing. There was some suggestion that telling the conductor on the train from New Haven that one wanted to connect to the New Canaan line train might help.

Ms. Cronin once again complained of crime at the South Norwalk station and said that there had been vagrants living underneath the Station. Mr. Kanell said the railroad is making a big effort to deal with the crime at South Norwalk and will be sure that the issue is taken care of.

### **BRANCH LINE ISSUES**

There was discussion of surveys being done on the Waterbury and Danbury branches. In answer to a question, Mr. Colonese said that he would get copies of the survey data to Ms. Prosi and also to Waterbury line riders who come to our meetings.

There was general discussion of parking at Waterbury station and comments that the parking lot was almost full. There was a question about whether surveillance cameras are in the right places. There was a complaint that there was no ticket station on the Waterbury branch. There was a request for another evening train to Waterbury between 5:30 and 10:30 and there was a further discussion of the fact that local buses in Waterbury do not connect to the railroad station.

Connor Murphy said that for the Wilton Station on the Danbury branch, there is a long gap in the evening schedule.

With respect to Shore Line East, Bob Jelley spoke of the unreliability of the diesel engines, resulting in delayed and canceled trains. He noted that for July and August, on-time performance on the New Haven line and its branches was about 96%, whereas it was only about 90% on Shore Line East. He said that was because of the unreliable locomotives. Mr. Colonese agreed and said that the State was seriously working on doing something to get more and better locomotives for Shore Line East.

Mr. Cameron asked that the Monthly Operations Report give ridership for the New Canaan, Danbury, and Waterbury branches.

## MISCELLANEOUS

Mr. Colonese spoke of the new Metro North timetable, effective October 5. He mentioned there was a new roundtrip train on the Danbury branch and that Waterbury will have five weekend round trip trains as opposed to four. He also mentioned additional trains have been added on the main line and that the main line will have ½ hour service over the Christmas and New Years holidays.

Mr. Cronin spoke of the plans for trains to and from Yankee Stadium, and asked for information about proposed schedules for those trains.

There was a question about the MTA's budget cuts and the effect of that on New Haven line service. Commissioner Marie said that there are no plans for service cuts on the New Haven line.

In answer to a question, Commissioner Marie said that some new M-8 cars would be in revenue service on the New Haven line in early 2010.

Mr. McGee spoke of the DOT budget and said that the DOT needs far more money for the railroad. Commissioner Marie said there is talk about railroad budgets all over the country.

Commissioner Marie said that the new rail maintenance facility in New Haven was absolutely essential. He said he was looking forward to receiving the report the Governor commissioned on how to cut the cost of that facility.

There was discussion of the meeting schedule for 2008-2009.

Mr. Cameron was elected Chairman of the Commission for the 2008-2009 year. He appointed Jeff Steele and Ms. Cronin as Vice Chairs and Mr. Jelley as Secretary.

The meeting ended at 9:00 pm.

The next meeting will take place at the Metro North Office Building on Madison Avenue on Wednesday, October 15, at 6:00 pm.

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**METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL**

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

**MINUTES OF OCTOBER 15, 2008**

**Metro North Headquarters**

**Madison Avenue**

**New York, NY**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Connor Murphy, Drew Todd, Bob Jelley, and Roger Cirella, members of the Council; Gene Colonese and Jeff Parker, CDOT; Howard Permut, President, MNR, Joe Kanell, Jeff Watson, George Okvat, Tom Tendy, Tim McCarthy, Brian Tobachnick, Donna Evans, Ed Lydecker, Scott Ornstein, Robert MacLagger, MNR; Bill Henderson, Executive Director, PCAC, Jim McKenna, MTA Police; Martin Cassidy, Stamford Advocate.

The meeting began at 6:00 pm.

Chairman Jim Cameron introduced Howard Permut, the new President of Metro North. Mr. Permut outlined his background, saying that he had been involved with public transit for 35 years, had come to the MTA in 1979, and then moved to Metro North when it was founded several years later. He served as Director of Planning and ultimately was Senior Vice President of Planning, Development and Procurement.

He first outlined what he wanted to accomplish: Maintenance of a high level of service, and bringing the New Haven line to the same level of service as the Harlem and Hudson lines. For improvements he said he wanted 95% consist compliance, improvement in customer communications, and use of technology in a lot of new areas.

He spoke of the Metro North 5 year plan called Vision 2013, which Peter Cannito started. He noted that Donna Evans runs the Vision 2013 planning, and will have the plan finished by the end of 2008. He said that Vision 2013 consists of the following elements: Achieve zero injuries; transport 100 million customers/year; achieve 98% on-time performance; achieve 95% customer satisfaction; increase employee teamwork, development and improve communications; provide timely and effective communication to customers and external stakeholders; demonstrate commitment to incorporating sustainability; achieve increased efficiency; and achieve increase in non-passenger revenue.

He spoke next about major challenges. One is the financial challenge brought on by the severe downturn of the economy. Another is the fact that Metro North does not operate all of the elements of the full transportation picture; the best example is parking at railroad stations, which in Connecticut is generally handled by towns. He went on to say that the busing of passengers from Danbury to the Harlem line, which provides more rapid transit into New York City, is a good example of Metro North's meeting the challenge, even though it does not control the bus service. The third challenge he mentioned was succession planning. He said that a lot of Metro North employees will be retiring at about the same time, and that it was important to plan for their successors.

Mr. Permut next spoke of the things he has done since becoming president: 1) he said that the transition from Peter Cannito to him had been seamless; 2) he spoke of good on-time performance, even though there were difficulties with bad storms in the late summer; 3) he said that ridership was at the highest level ever. It is up 4.8% this year through September. He said that Metro North continues to have 85-90% of Connecticut commuters to New York City. But he warned that ridership may not continue to increase, because of the faltering economy; 4) he said that Metro North has made real progress on consist compliance. On weekends, it is 100%. During the morning peak, it is 94% and during the evening peak it is 91%; 5) he spoke of schedule improvements; 6) he said the improvements to the junction in New Rochelle between Metro North and the Amtrak Hell Gate route was a 5 year project handled by Metro North that got completed on time and within budget; and 7) he spoke of the hand-held ticket machines being used by conductors. He said this system was designed entirely in-house and is the only such system being used in the United States. He said that all conductors now have the machines and that they are moving toward being able to accept credit cards on trains. He also noted that it is possible to communicate with conductors via their ticket machines.

There followed a question and answer period. Mr. Cameron said that he had heard that in addition to the mock-up of the new M-8 car that was displayed in New Haven, Stamford, and Grand Central, there was also a second mock-up in Japan. Tim McCarthy of Metro North said that the mock-up in Japan was actually a real rail car. He said that the leg clearance on the three opposite three seats in the US mock-up was incorrect, and that the mock-up in Japan has the correct amount of leg room.

Drew Todd asked about provision for bicycles on the new M-8s. Mr. McCarthy said that Metro North had ordered bicycle hooks and will install some on M-7 cars to see how they work. He said that each pair of M-7s will have one position for two bicycles. Robert MacLagger said that Metro North was working on the design of the bike hooks. Mr. Cameron said that the Rail Council was not in favor of bicycles on trains until there were enough seats for all passengers, but that the Governor had taken a different position. Mr. MacLagger went on to say that the Railroad was still considering bicycles on trains only off peak. He noted that folding bikes are treated as luggage and are permitted on any train. They are also looking at modifying policies to permit bikes on reverse peak trains.

Bob Jelley asked about service to Yankee Stadium for next season, and Mr. Permut said that service was expected to begin early next baseball season. [Note the further information on Yankee Stadium service in my attached notes of Mr. Permut's talk to the New York Metro North Council a week later.]

Mr. Jelley also asked about plans for rail service to football games in the Meadowlands next season. Mr. Permut said that negotiations with New Jersey Transit had been successfully concluded and that Metro North was still in discussions with Amtrak for provision of such service, and he expected that football game service from the New Haven line to Secaucus Junction, with bus service to the football stadium, would begin next summer.

Mr. Jelley said that some years ago, the DOT had spoken of plans to divide the New Haven line into 3 sections, as opposed to the present 2 sections (New Haven to Stamford and Stamford to GCT). He noted that the Christmas schedule this year shows a number of extra trains stopping just at New Haven, Milford, Stratford, Bridgeport, Fairfield, and Westport, and then running express to GCT. He asked whether that marked the

beginning of a plan to divide the New Haven to Stamford service into two sections. Mr. Permut in effect said that there was no overall plan to divide the New Haven to Stamford portion of the New Haven line into two sections. He said that the provision of expresses from the outer five or six stations on the New Haven line was based on need, and the expectation that customers on the New Haven to Fairfield or Westport section of the line would fill a train. He said that the objective was to run full trains.

Mr. Jelley also asked about replacement of the 4<sup>th</sup> track from the Housatonic River to New Haven. Mr. Permut pointed out that that was a matter for the DOT, not Metro North. Jeff Parker of the DOT said that there was talk of reconstructing some portion of the fourth track in connection with the construction of the station in West Haven.

Roger Cirella asked about passing tracks on the single track Waterbury branch and Mr. Permut noted that it would be desirable to have some way to provide two-way service on the Waterbury branch.

Rodney Chabot said that he was very pleased at the improvement in consist compliance and said that Metro North had done very well with its limited number of cars. Mr. Permut commented that consist compliance was made more difficult by inadequate shop space in Connecticut. He noted that 95% consist compliance is a general standard.

Drew Todd said that in his view the Long Island Railroad had better customer information signage than Metro North. Mr. Permut said that he was hoping to expand customer information signage if there was sufficient money. He noted that signage in Connecticut was a separate issue, because the money must come from the State of Connecticut. But he went on to say that he was hoping to be able to get information about trains on to peoples' blackberries.

Mr. Cameron asked about the quality of conductors, and commented that the Council gets many reports of unsatisfactory conduct by conductors. Mr. Permut said that Metro North conductors were always rated very highly by passengers in the annual surveys and that they are the highest rated part of the service. He said that Metro North worked closely with the unions and is very pleased with its conductors.

Connor Murphy asked what the procedure was when conductors are involved in incidents. Mr. Permut said that sometimes, after investigation, the result was merely discussion with the conductor, but there was also progressive discipline. Tom Tandy went on to say that he keeps a history of complaints on conductors. In answer to a further question, Mr. Tandy said that conductors are required to identify themselves when asked.

Mr. Cameron thanked Mr. Permut for having come and spoken to the Council.

### **STAMFORD GARAGE**

Mr. Cameron asked whether there was any change in the timing of the new Stamford garage. Mr. Parker said that there was no change from what Commissioner Marie had told the council in September.

### **SEPTEMBER OPERATIONS REPORT**

Ed Lydecker commented about the September report. In response to a question, he said he would get information on Waterbury ridership. Mr. MacLagger said that the method of getting ridership data was changing.

### **WATERBURY BRANCH**

Jim McKenna spoke about fighting crime on the Waterbury branch. He also said that cameras are being installed at Waterbury station.

The meeting adjourned at 7:15 pm.

The next meeting will take place at the Union Station in New Haven at 6:00 pm. on November 19, 2008.

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**NOTES ON HOWARD PERMUT'S TALK TO THE NEW YORK  
METRO NORTH RAIL COUNCIL ON OCTOBER 23, 2008.**

Rodney Chabot and your secretary listened to Howard Permut again when he spoke to the New York Rail Council a week after he spoke to us. In general, his prepared talk was very similar to what he said to us. There were the following additions:

In talking about the financial challenge, he noted that there had been a cash flow problem the prior week but that the MTA had successfully sold bonds. He said that the operating budget is "out of whack", because Metro North does not have the income to support its operations. He said that the capital budget runs out in 2009 and that there is a hole of about \$15-\$20 billion after 2009.

In talking about the challenge posed by upcoming retirements, he said that a lot of the Metro North personnel were retiring in the next five years.

He said that the Railroad might not be able to improve service, because of financial problems. He also said that the financial problem has put a hold on permitting use of credit cards to buy tickets on trains.

He spoke about the planned Yankee Stadium service. He said that for weekend games, there will be direct Harlem and New Haven line trains going to and from Yankee Stadium. For weekday daytime games, there will be direct service going to the games, but after the games, there will be shuttle service to 125<sup>th</sup> Street, where passengers will transfer to regular Harlem and New Haven line trains. For weekday evening games, there will simply be regular service to 125<sup>th</sup> Street and shuttles from 125<sup>th</sup> Street to Yankee Stadium. After evening games, there will be direct service from Yankee Stadium to the Harlem and New Haven lines. His explanation for the shuttle trains was that it was too difficult to move trains between the incoming Hudson line and the outgoing Harlem line or visa versa during the evening peak. He questioned whether the use of 125<sup>th</sup> Street would result in overcrowding at that station, and said that it might be necessary to run shuttles to and from GCT.

In answer to a question, he said that while the Hudson and New Haven lines have the capacity to run trains to Penn Station, a Metro North study had shown that there was no way of getting Harlem line trains to Penn Station. He said that the M-8s on the New Haven line will be able to go to Penn Station but the M-7s on the Hudson line cannot.

**METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL**

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and  
13b -212c of the Connecticut General Statutes)**

**MINUTES OF NOVEMBER 19, 2008**

**Union Station  
New Haven, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Bob Jelley, Jeff Steele, and Roger Cirella, members of the Council; Gene Colonese and Jeff Parker, CDOT; Jeff Watson, Bill O'Brien, John Longobardi and Scott Ornstein, MNR, Jim McKenna, MTA Police; Paul Hammer, Matthew R. Grailich, John Austin, Scott Crosby, Dave Bonan and Christine Citerrelle, members of the public.

The meeting began at 6:00 pm.

Chairman Jim Cameron called the meeting to order.

Dave Bonan presented a resolution seeking to create a bicycle infrastructure fund. Its purpose was to have the \$5.00 bicycle permit fee charged by Metro North used to provide infrastructure for bicycles. Mr. Cameron asked if any member of the Council wanted to propose the resolution. Since no one did, the matter was dropped. Mr. Bonan also said that Gene Colonese had agreed to meet with people representing bicycle interests on an every three months basis.

John Austin noted that there were no ticket machines on the outbound platform at Fairfield Station. Mr. Colonese noted that there had been a restriction on the number of ticket machines, but said that the permitted number had recently been raised, and that would permit more ticket machines.

Christine Citerrelle suggested that there ought to be ticket machines on the Waterbury line. Bill O'Brien of Metro North said that the ticket machines used by conductors will not impose a penalty if there is no ticket machine at the boarding station.

Scott Crosby spoke of the Danbury run thru incident. John Longobardi said that the crew had been disciplined.

**MAIN LINE ISSUES**

Jeff Steele spoke about a conductor who had put a young fellow traveling by himself off the train, and who then was rude to other passengers who questioned the conductor's action. Mr. Longobardi said he would follow up on the matter.

Rodney Chabot said that the clocks at Old Greenwich and Westport Stations are still set to daylight savings time.

Bob Jelley said that he had in May proposed to Gene Colonese that there ought to be an additional Stamford to New Haven train on weekday nights about 10:55 pm to accommodate people who had gone into the City for shows or concerts. He reminded Mr. Colonese that he had agreed that that was desirable. Mr. Colonese said he continued

to agree that there ought to be half-hourly service for a period after shows and concerts, but said that introducing such a train for the October timetable change proved to be too expensive.

Mr. Cameron asked whether there were any plans by Conn. DOT to cut New Haven line service and Jeff Parker said that there were no such plans. Mr. Cameron also asked about the provision in the M-8 contract that gives the State the option to order additional cars at the same contract price. Mr. Palmer said that the State has money to exercise the option. He said that there were two ways to exercise the option: (1) exercise the option to buy cars for Shore Line East, which would require all Connecticut money or (2) exercise the option to buy additional cars for the New Haven line, which would require MTA to provide some of the money.

### **BRANCH LINE ISSUES**

Roger Cirella asked about new or refurbished locomotives for the Waterbury line, and Mr. Colonese replied that all locomotives presently being used are either new or newly refurbished. Mr. Cirella said that in the spring timetable change, he was looking for another evening train between the present 5:45 pm and the 8:53 pm. He also mentioned that 8 or 9 car windows were broken at Waterbury station a week or so before the meeting. Jim McKenna of the MTA Police said that he was getting information from the Waterbury police and that there would be police at Waterbury to catch the perpetrators.

Mr. Cameron asked about the Danbury line electrification study. Mr. Colonese said that the study should be completed in the next year or two. Mr. Cameron also asked about the design of the signal system for the Danbury line. Mr. Colonese said that that system as designed does not meet the requirements of the new Federal Legislation (passed after the train crash near Los Angeles several months ago) and that it will have to be entirely redesigned. He said that a signal system is “years away”.

Mr. Jelley mentioned his earlier email to Mr. Colonese about weekday afternoon New Haven bound trains on Shore Line East just missing connections with Metro North, resulting in connection waits at Union Station of almost an hour. Mr. Jelley said that he recognized that it was hard to make the Shore Line East trains any earlier, and suggested that it would be necessary to change the times of the Metro North trains. Mr. Colonese said that he was working on trying to make the connections work.

Mr. Jelley noted that the DOT was proposing a 585 car parking garage for Madison station and asked whether a parking garage was a good idea, given the concerns that people have about safety in garages, particularly after dark. Mr. Colonese said that because of the small amount of land at the new Madison station, a parking garage was the only alternative.

### **STAMFORD GARAGE**

In answer to a question, Mr. Parker said that the State would do nothing about tearing down the old garage until the temporary parking to replace it has been obtained. He said that there was no question about the need to replace the old garage. He said that there was no firm plan yet for off-site parking.

### **OCTOBER OPERATIONS REPORT**

Scott Ornstein discussed the Operations Report. Mr. Cameron noted that Jeff Maron had wondered about email alerts for all train delays or incidents. Mr. Ornstein said that he didn't know if that was possible or desirable. [It should be noted that since Thanksgiving the New York City subway system has been giving email alerts about all incidents causing subway delays.]

### **MISCELLANEOUS**

Jeff Steele raised the question of the need for additional parking at most stations. Mr. Cameron said that he would put off a discussion of that subject until the December or January meeting. Mr. Colonese passed out a list of the average number of people per day boarding inbound trains at each MNR station in 2007. [In a later email exchange, Mr. Colonese confirmed that the number of people boarding included people transferring from another train, as, for example, transferring at Stamford from a New Canaan branch train to a main line train.].

Mr. Chabot said that he thought the conductor dress code should be better enforced.

Sue Prosi said that it was her impression that ticket collection had gotten lax. Mr. O'Brien said that the individual ticket machines slow down ticket collection.

Mr. McKenna reported that the MTA police did eight exercises with the CT State Police in October.

The meeting adjourned at 7:45 pm.

The next meeting will take place at SWERPA in Stamford at 7:00 pm. on Wednesday, December 17, 2008.

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**METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL**  
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**MINUTES OF DECEMBER 17, 2008**  
**SWRPA**  
**Stamford, CT**

**Present were:** Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Bob Jelley, Jeff Steele, Jeff Maron, Connor Murphy, Chris DeSanctis and Roger Cirella, members of the Council; Gene Colonese and Jeff Parker, CDOT; Jeff Watson, Scott Ornstein, and Joe Kanell, MNR; Jim McKenna, MTA Police; Martin Cassidy, Stamford Advocate; John Austin, Sr., Kristan Tulp, Mitchell Kaufman, and Christine Citerrelle, members of the public.

The meeting began at 7:00 pm.

The Minutes of the May, September, October, and November meetings were approved.

Chairman Jim Cameron reported that at a coastal corridor transportation meeting that he had attended recently, Commissioner of Transportation Marie said that in connection with the turndown in the State's economy and the budget crisis at the New York MTA, both railroad fares and service cuts were "on the table" and being discussed.

### **OPERATIONS REPORT**

Scott Ornstein reviewed the November Operations Report. Sue Prosi asked about ridership figures for the three Metro North branch lines. Mr. Ornstein said that Metro North was working on providing such figures.

### **BRANCH LINE ISSUES**

It was reported that daily ridership was about 146 on the new earlier train on the Waterbury line. Capt. McKenna of the MTA Police reported that there had been an arrest of a man who was breaking into cars at the Waterbury station parking lot.

There was a question about work being done on the Danbury branch. Joe Kanell said that the railroad was replacing ties in the area around Branchville. Gene Colonese reported that on the previous Friday, the State Bond Commission had approved money for designing a Danbury signal system. Rodney Chabot asked why it was necessary to redesign the signal system, which has already been redesigned several times. Bob Jelley suggested that federal legislation growing out of the Los Angeles train collision required a more sophisticated design than what had already been designed. Mr. Colonese agreed and went on to say that even the New Haven main line signal system might not meet the new federal requirement. [Several years ago, George Walker of Metro North told the Council that the main line signal system dated from about 1980 and needed updating to permit trains to operate closer together on the line.]

Mr. Colonese said that the DOT had done a lot of work to improve stations on the Danbury line. Connor Murphy asked whether there would be a vendor at the Wilton station, and Mr. Colonese said the DOT was working on that.

### **NEW HAVEN RAIL YARD FACILITIES**

Mr. Cameron asked where the engineering review of the New Haven Rail Yard stood. Jeff Parker said that he thought the Hill report was almost done. Mr. Chabot asked if there would be a cutback in the New Haven Yard facilities because of the State finances. Mr. Parker thought not, but said that it would be necessary to go to the Legislature for more money.

### **SERVICE CUTS AND FARE INCREASES**

Mr. Cameron asked about Commissioner Marie's statement that fares and service cuts were "on the table". He commented that the MTA does not control fares in Connecticut. Mr. Parker spoke of the agreement between MTA and Connecticut that requires an approximately 1/3-2/3 sharing of net costs of New Haven line service, and said that it was necessary for the State to work through the issues if New York fares are raised. Mr. Colonese spoke of the possibility of a four train reduction in service. Mr. Parker said that he was hopeful about retaining all service. Mr. Chabot suggested that service cuts be on the local service between Stamford and GCT. Mr. Jelley suggested cutting the four Shore Line East thru trains that run between New Haven and Stamford and letting Amtrak run them instead, resulting in four fewer Metro North trains. Mr. Parker went on to emphasize that the 1/3-2/3 sharing of net costs is effected if the New York fares and Connecticut fares are not kept approximately equal. He also said there was no consideration being given on raising Connecticut fares. Sue Prosi suggested that peak fares apply in both directions during peak periods. Bob Jelley thought such an arrangement made no sense.

### **STAMFORD GARAGE**

Mr. Cameron asked where it stood. Mr. Parker said that the DOT's new plan was to issue a request for proposals to get developers to make proposals to develop the land on which the old garage stands, with the development to include a new parking garage and 1,000 temporary parking spots within walking distance while the new development is being built. He said that three developers have already expressed interest. In answer to a question from Jeff Maron about walking distances, Mr. Parker said that meant no more than ¼ mile. Mr. Maron said the parking had to be right at the station, and Mr. Chabot said the same thing. Mr. Cameron asked about who is going to decide what goes into the request for proposals. Mr. Parker said there would be a work session with the public in January or February. Mr. Cameron offered help from the Commuter Council. Mr. Maron asked if the DOT would do more maintenance on the old garage. Mr. Parker said that the maintenance will be done but the garage is structurally sound. Mr. Parker said that there would be a clear decision by the end of 2009, and construction would begin in 2010. He also said that the request for proposals would be issued in April or May.

### **MISCELLANEOUS**

Mr. Cameron said that he had received an email from the Dean of Admissions at Fordham. He asked why there couldn't be more New Haven evening peak trains that

stopped at Fordham. Mr. Ornstein said that within the existing schedule during peak hours, it was impossible to have more New Haven line trains stop at Fordham.

Sue Prosi announced that the Town of South Norwalk had spent \$600,000 on repairs at the parking garage. She said a good job had been done and that the parking garage has an email system to notify people when the garage is full.

Mr. Cameron said that he had been disappointed by attendance at Rail Council meetings by members. He spoke of the need to do an Annual Report by January 15.

The meeting adjourned at 8:50 pm.

The next meeting will take place at SWRPA in Stamford at 7:00 pm. on Wednesday, January 21, 2009.

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MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
January 2008

<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	2,977,870 +4.2%	2,977,870 +4.2%
<b>On-Time Performance (OTP)</b>	98.4%	98.4%
<b>Annulments and Terminations</b> (current month and previous month)	8	34 (December 2007)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	59	57 (December 2007)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	86.3%	87.2% (December 2007)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 79,961 - M4 2008 Goal 60,000; 12 mo. avg. 39,785 - M6 2008 Goal 70,000; 12 mo. avg. 78,964 Genesis P32 2007 Goal 30,000 P40 2007 Goal 8,000	123,987 95,237 132,400 20,024 25,152	123,987 95,237 132,400 20,024 25,152
<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*	74/130
<b>MDBF (CSR Program)</b>	Jan. CSR: 65,395 Jan. Non CSR: 206,016	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 10 Jan 2008 Signal system down at CP 1 29 Jan 2008 Circuit down at CP 223 Special Note: 24 Jan 2008 100% system-wide (weekday) OTP achieved		

<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)	99.5%	98.7%	97.6%	84.8%
Bus Substitutions	0	0	19	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: 3 Jan 2008 Bus substitutions on Waterbury Branch due to equipment failure				

- Shore Line East On-Time Performance (Year-to-Date): 84.8%
- Shore Line East Average Daily Ridership (Jan): 1,970 +7.7%
- Shore Line East Average Daily Ridership (Year-to-Date): 1,970 +7.7%

- Shore Line East Annulments and Terminations (Jan): 4 annulments, 0 termination

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
February 2008

<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 2007–calendar adjusted	2,825,900 +6.1%	5,803,770 +5.1%
<b>On-Time Performance (OTP)</b>	98.1%	98.2%
<b>Annulments and Terminations</b> (current month and previous month)	10	8 (January 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	53	59 (January 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	90.2%	86.3% (January 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 82,634 - M4 2008 Goal 60,000; 12 mo. avg. 39,362 - M6 2008 Goal 70,000; 12 mo. avg. 76,296 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	107,817 31,508 36,428 24,158 6,579	131,339 47,440 57,755 23,289 14,963
<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*	78/132
<b>MDBF (CSR Program)</b>	Feb. CSR: 73,565 Feb. Non CSR: 137,176	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 4 Feb 2008 Train 1819 disabled near Tremont 11 Feb 2008 Train 1417 experienced engine trouble at Bridgeport Special Note: 5 Feb 2008 100% system-wide (weekday) OTP achieved		

<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)	98.5%	98.2%	96.9%	87.0%
Bus Substitutions	0	0	0	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: None				

- Shore Line East On-Time Performance (Year-to-Date): 85.9%

- Shore Line East Average Daily Ridership (Feb): 1,863 +4.84%
- Shore Line East Average Daily Ridership (Year-to-Date): 1,917 +4.26%
- Shore Line East Annulments and Terminations (Feb): 7 annulments, 1 termination

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
March 2008

<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 2007–calendar adjusted	3,050,568 +5.4%	8,854,338 +5.2%
<b>On-Time Performance (OTP)</b>	96.9%	97.8%
<b>Annulments and Terminations</b> (current month and previous month)	40	10 (February 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	56	53 (February 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	92.7%	90.2% (February 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 83,205 - M4 2008 Goal 60,000; 12 mo. avg. 44,273 - M6 2008 Goal 70,000; 12 mo. avg. 78,156 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	84,087 150,945 119,019 59,098 32,903	115,869 72,598 75,783 32,914 25,930
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*for March, all cars were full completions</small>	4*	82/132
<b>MDBF (CSR Program)</b>	Mar CSR: 104,565 Mar. Non CSR: 76,211	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 1 March Train struck trespasser east of CP 244 4-5 March Major delays due to building collapse near 125 <sup>th</sup> Street 12 March Train 515 disabled on track 3 near 117 <sup>th</sup> Street; towed to N. White Plains 24 March Train 1417 disabled on lower level of GCT Special Note: System wide 100% OTP achieved on March 13		

<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)	97.9%	96.8%	97.9%	93.8%
Bus Substitutions	0	2	41	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: 3-4,28-30 March bus substitutions on Waterbury Branch for track work				

- Shore Line East On-Time Performance (Year-to-Date): 88.5%

- Shore Line East Average Daily Ridership (Mar): 1,877 +4.4%
- Shore Line East Average Daily Ridership (Year-to-Date): 1,903 +4.3%
- Shore Line East Annulments and Terminations (Mar): 4 annulments, 0 termination

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
April 2008

<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 2007–calendar adjusted	3,142,802 +4.3%	11,997,140 +5.0%
<b>On-Time Performance (OTP)</b>	98.3%	97.9%
<b>Annulments and Terminations</b> (current month and previous month)	7	40 (March 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	52	56 (March 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	92.2%	92.7% (March 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 84,283 - M4 2008 Goal 60,000; 12 mo. avg. 46,836 - M6 2008 Goal 70,000; 12 mo. avg. 74,629 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	89,780 73,678 61,765 22,883 10,649	111,874 72,868 71,778 29,570 19,817
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*for April, all cars were full completions</small>	4*	86/132
<b>MDBF (CSR Program)</b>	Apr CSR: 96,756 Apr Non CSR: 85,976	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 11 April Equipment change required on Train 1774 21 April Train 1848 struck a trespasser south of Danbury 28 April AMTRAK 148 disabled at CP 261		

<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)	98.5%	97.5%	96.2%	93.9%
Bus Substitutions	0	23	14	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: 10-11 April Equipment failure resulted in bus substitutions on Waterbury Branch 19-20 April Track work on Danbury resulted in weekend bus substitutions				

- Shore Line East On-Time Performance (Year-to-Date): 89.9%
- Shore Line East Average Daily Ridership (Mar): 1,982 +12.13%

- Shore Line East Average Daily Ridership (Year-to-Date): 1,923 +7.25%
- Shore Line East Annulments and Terminations (Mar): 9 annulments, 0 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
May 2008

<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 2007–calendar adjusted	3,188,419 +4.6%	15,185,559 +4.9%
<b>On-Time Performance (OTP)</b>	98.3%	98.0%
<b>Annulments and Terminations</b> (current month and previous month)	12	7 (April 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	47	52 (April 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	96.2%	92.2% (April 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 84,224 - M4 2008 Goal 60,000; 12 mo. avg. 53,480 - M6 2008 Goal 70,000; 12 mo. avg. 80,856 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	69,107 331,988 264,177 30,112 27,536	103,467 99,858 90,648 30,702 21,104
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total <small>*for May, all cars were full completions</small>	2*	88/132
<b>MDBF (CSR Program)</b>	May CSR: 74,575 May Non CSR: 65,983	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 23 May 2008 Late Shoreline train; heavy holiday travel 29 May 2008 Walk Bridge stuck open		

<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)	98.1%	98.6%	96.7%	92.6%
Bus Substitutions	0	1	6	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: 7 May 2008 SLE Train 1632 decoupled				

- Shore Line East On-Time Performance (Year-to-Date): 90.4%
- Shore Line East Average Daily Ridership (May): 2,111 (11.16)
- Shore Line East Average Daily Ridership (Year-to-Date): 1,961 (+4.26%)
- Shore Line East Annulments and Terminations (May): 7 annulments, 0 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
June 2008

<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 2007–calendar adjusted	3,293,936 +5.4%	18,479,496 +5.0%
<b>On-Time Performance (OTP)</b>	95.7%	97.6%
<b>Annulments and Terminations</b> (current month and previous month)	20	12 (May 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	56.9	47 (May 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	91.3%	96.2% (May 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 88,867 - M4 2008 Goal 60,000; 12 mo. avg. 55,210 - M6 2008 Goal 70,000; 12 mo. avg. 71,981 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	69,216 44,564 29,172 44,497 6,692	100,036 82,265 66,592 32,374 16,300
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total  <b>MDBF (CSR Program)</b>	4  June CSR: 75,813 June Non CSR: 65,157	92/134  (Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 2 June Wire grounded near Pelham 5 June CTC failure from cp 106 to GCT 8 June Track circuit down at Harrison 10 June Signal cable fire on third rail on Track 7 in Mott Haven 10-11 June Weather related delays (with downed trees) system wide 25 June Track circuit down at CP 5		

<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)	96.9%	96.2%	92.5%	91.4%
Bus Substitutions	21	23	30	0
# VRE Cars in Service	0	0	0	14
Incidents of Note: 10-11 June Weather related delays (with downed trees) on all branches				

- Shore Line East On-Time Performance (Year-to-Date): 90.6%

- Shore Line East Average Daily Ridership (June): 2,246 (18.4%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2,008 (+4.3%)
- Shore Line East Annulments and Terminations (June): 6 annulments, 0 terminations

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
July 2008

<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 2007–calendar adjusted	3,431,732 +6.5%	21,911,228 +5.2%
<b>On-Time Performance (OTP)</b>	96.7%	97.5%
<b>Annulments and Terminations</b> (current month and previous month)	14	20 (June 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	61	57 (June 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	89.9%	91.3% (June 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 83,253 - M4 2008 Goal 60,000; 12 mo. avg. 59,853 - M6 2008 Goal 70,000; 12 mo. avg. 62,646 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	39,954 31,465 22,785 18,472 10,797	84,044 75,874 54,008 29,141 19,687
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total	4	94/136
<b>MDBF (CSR Program)</b>	July CSR: 40,430 July Non CSR: 39,609	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 14 July Medical assistance needed for train 1312 at New Rochelle 19 July Pantograph damage on train 6515; bridge plates required betw. Fairfield – E. Nrwlk 29 July Signaling problem affecting trains into and out of GCT 30 July Cable hanging from ceiling in tunnel near 59 <sup>th</sup> Street		

<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)	97.5%	95.6%	97.3%	90.8%
Bus Substitutions	0	0	1	0
# VRE Cars in Service	0	0	0	19
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 90.6%
- Shore Line East Average Daily Ridership (July): 2,345 (17.6)

- Shore Line East Average Daily Ridership (Year-to-Date): 2,036 (+4.26%)
- Shore Line East Annulments and Terminations (July): 11 annulments, 0 terminations
- Average Weekend Rides 475 (each weekend day)

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
August 2008

<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 2007–calendar adjusted	3,214,999 +5.6%	25,126,227 +5.3%
<b>On-Time Performance (OTP)</b>	96.9%	97.4%
<b>Annulments and Terminations</b> (current month and previous month)	19	14 (July 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	57	61 (July 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	92.1%	90.1% (July 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 85,001 - M4 2008 Goal 60,000; 12 mo. avg. 58,953 - M6 2008 Goal 70,000; 12 mo. avg. 58,270 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	60,994 35,528 42,379 15,070 13,588	82,537 71,889 51,973 26,554 21,382
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total	0	94/136
<b>MDBF (CSR Program)</b>	Aug CSR: 49,857 Aug Non CSR: 74,157	(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 1 Aug Signal related delays at 125 <sup>th</sup> St 15 Aug Storm related delays with downed trees at Woodlawn 16 Aug Switch stuck at CP 106 17 Aug 6537 terminated at So. Norwalk due to bent pantograph 21 Aug Power de-energized from Greens Farms to CP 257 due to pos. gas leak		

<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)	97.9%	98.1%	97.9%	89.0%
Bus Substitutions	4	0	4	0
# VRE Cars in Service	0	0	0	19
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 90.4%

- Shore Line East Average Daily Ridership (Aug): 2,330 (+21.8%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2,091 (+12.4%)
- Shore Line East Annulments and Terminations (Aug): 6 annulments, 0 terminations
- SLE Average Weekend Ridership (Aug): 581 (each weekend day); (YTD): 528

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
September 2008

<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 2007–calendar adjusted	3,186,946 +3.3%	28,313,173 +5.0%
<b>On-Time Performance (OTP)</b>	97.9%	97.5%
<b>Annulments and Terminations</b> (current month and previous month)	16	19 (Aug 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	57	57 (Aug 2008)
<b>Consist Compliance</b> (AM and PM Peaks) Current Month and Previous Month	92.7%	92.1% (Aug 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 83,019 - M4 2008 Goal 60,000; 12 mo. avg. 68,458 - M6 2008 Goal 70,000; 12 mo. avg. 60,931 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	45,885 113,290 93,941 25,069 11,539	79,687 75,246 56,208 27,748 20,288
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total  <b>MDBF (CSR Program)</b>	4 (full completions)  Sep CSR: 46,632 Sep Non CSR: 45,269	94/136  (Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 8 Sept. 08 Train 967 (Harlem) delayed north of 125 <sup>th</sup> Street causing delays on other lines 15 Sept. 08 Off peak service experienced equipment related delays 22 Sept. 08 Hold on all tracks at CP 212 by Pelham Fire Dept. 24 Sept. 08 Train 872 (Hudson) disabled, routed to track 28 in GCT causing other delays		

<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)	97.9%	97.7%	97.7%	94.5%
Bus Substitutions	4	0	2	0
# VRE Cars in Service	0	0	0	19
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 90.9%
- Shore Line East Average Daily Ridership (Sept.): 2,304

- Shore Line East Average Daily Ridership (Year-to-Date): 2,114 (+12.9%)
- Shore Line East Annulments and Terminations (Sept.): 8 annulments, 0 terminations
- SLE Average Weekend Ridership (Sept.): 453 (each weekend day); (YTD): 503

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
October 2008

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>October</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2007–calendar adjusted	3,391,147 +2.7%	31,704,320 +4.8%
<b>On-Time Performance (OTP)</b>	95.7%	97.3%
<b>Annulments and Terminations</b> (current month and previous month)	16	16 (Sep 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	56	57 (Sep 2008)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Previous Month	94.5%	92.7% (Sep 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 85,126 - M4 2008 Goal 60,000; 12 mo. avg. 65,575 - M6 2008 Goal 70,000; 12 mo. avg. 62,625 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	85,443 35,734 70,202 15,334 9,272	82,476 69,810 58,701 25,620 21,318
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total  <b>MDBF (CSR Program)</b>	2 (plus 8 addl. full completions)  Oct CSR: 101,241 Oct Non CSR: 75,390	102/138  (Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 06 Oct. 08 disabled Harlem Line train 925 at Harlem-125 <sup>th</sup> St. caused delays for other lines 15 Oct. 08 Broken pantograph on train 1437 at CP 241 17 Oct. 08 Broken rail on track 1 between CP 1 and CP 3 20 Oct 08 Circuit down at CP 234 caused signal related delays 25-27 Oct. 08 Slippery rail conditions		

<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)	96.2%	94.1%	93.9%	96.9%
Bus Substitutions	27	0	5	0
# VRE Cars in Service	0	0	0	19
Incidents of Note: 28 Oct. 08 Disabled train 1186 resulted in delays on Waterbury Branch				

- Shore Line East On-Time Performance (Year-to-Date): 91.5%

- Shore Line East Average Daily Ridership (Oct.): 2,198
- Shore Line East Average Daily Ridership (Year-to-Date): 2,122 (+11.5%)
- Shore Line East Annulments & Terminations (Oct.): 1 annulments, 0 terminations
- SLE Average Weekend Ridership (Oct.): 442 (each weekend day); (YTD) 488

MONTHLY REPORT For:  
CONNECTICUT METRO-NORTH NEW HAVEN RAIL  
COMMUTER COUNCIL  
November 2008

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>November</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2007–calendar adjusted	2,949,621 +0.6%	34,653,941 +4.4%
<b>On-Time Performance (OTP)</b>	95.8%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	19	16 (Oct 2008)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month)	54	56 (Oct 2008)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Previous Month	94.3%	94.5% (Oct 2008)
<b>MDBF</b> - Mean Distance Between Failures - M2 2008 Goal 70,000; 12 mo. avg. 82,121 - M4 2008 Goal 60,000; 12 mo. avg. 60,802 - M6 2008 Goal 70,000; 12 mo. avg. 62,806 Genesis P32 2008 Goal 30,000 P40 2008 Goal 8,000	63,675 37,636 138,676 33,752 7,654	82,053 66,926 62,104 26,162 19,952
<b>CSR</b> – Cars in Program (total or partial completion) - Current Month and Total  <b>MDBF (CSR Program)</b>	4 (full completions)  Nov CSR: 94,933 Nov Non CSR: 49,088	106/140  (Full Completions/Total Program)
<p>Incidents of Note: (resulting in 5 or more late trains)</p> <p>1 November 2008 Bomb threat at Bridgeport</p> <p>3 November 2008 Switching trouble at CP 217</p> <p>5 November 2008 Signal related delays on Hudson affected all three lines</p> <p>6-8 November 2008 Slippery rail conditions on all three lines</p> <p>13 November 2008 Debris on track (wire hangers) damaged circuit between Rye and Harrison</p> <p>17 November 2008 Wire damage near Westport</p> <p>20 November 2008 Train 1409 terminated at So. Norwalk due to equipment failure</p> <p>28 November Fire under rear pair of train 3144 at Fordham; hold on all 4 tracks</p>		

<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)	97.0%	91.5%	95.1%	95.3%
Bus Substitutions	0	50	3	0
# VRE Cars in Service	0	0	0	19

Incidents of Note:

14 November 2008 Late bus connections on 1863 and 1873

13-26 November 2008 Periodic track work with bus substitutions on Danbury Branch

- Shore Line East On-Time Performance (Year-to-Date): 92.0%
- Shore Line East Average Daily Ridership (Nov.): 2,237 (+11.4%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2,133 (+12.8%)
- Shore Line East Annulments & Terminations (Nov.): 2 annulments, 0 terminations
- SLE Average Weekend Ridership (Nov.): 536 (each weekend day); (YTD) 497

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

<b>APPOINTING AUTHORITY</b>	<b><u>MEMBERS As of January 2009</u></b>
Governor (4)	<p><b>Rodney Chabot</b>, New Canaan, reappointed and approved 2006 for a term to 6/30/09.</p> <p><b>Jeffrey Steele</b>, Fairfield, appointed 2005 and approved 2006 for a term to 6/30/09.</p> <p><b>Robert Jelley</b>, Guilford, reappointed and approved 2007 for a term to 6/30/11.</p> <p><b>Chris DeSanctis</b>, Fairfield, appointed and approved 2007 for a term to 6/30/09. Resigned January 2009. <b>(Vacancy)</b></p>
President Pro Tem Senate (3)	<p><b>Joseph McGee</b>, Fairfield, reappointed and approved 2006 for a term to 6/30/09.</p> <p><b>Terri Cronin</b>, Norwalk, appointed and approved 2006 for a term to 6/30/09.</p> <p><b>Stanley Trybulski</b>, Branford, appointed and approved 2006 for a term to 6/30/09. Resigned October, 2008 <b>(Vacancy)</b></p>
Senate Minority Leader (1)	<p><b>Jim Cameron</b>, Darien, reappointed 2005 and approved 2006 for a term to 6/30/09.</p>
Speaker of the House (3)	<p><b>Roger Cirella</b>, Ansonia, appointed 2008 for a term to 6/30/09. No approval hearing.</p> <p><b>Jeffrey Maron</b>, Stamford, reappointed 2005 and approved 2006 for a term to 6/30/09.</p> <p><b>Andrew Todd</b>, Norwalk, appointed and approved 2008 for a term to 6/30/12.</p>
House Minority Leader (1)	<p><b>Connor Murphy</b>, Ridgefield, appointed 2008 for a term to 6/30/12. No approval hearing.</p>
Senate Chairman Transportation Comm. (1)	<p><b>Sue Prosi</b>, Stratford, appointed 2006 and approved 2007 for a term to 12/28/10.</p>
House Chairman Transportation Comm. (1)	<p><b>(Vacancy)</b></p>
Ranking House and Senate Mem. Trans. Comm. (1)	<p><b>(Vacancy)</b></p>

## 2008 Attendance

	Jan.16 Stamford	Feb. 20 Greenwich	March 19 NYC	May 27 Bridgeport	Aug. 13 Stamford	Sept.24 Stamford	Oct. 15 NYC	Nov. 19 New Haven	Dec. 17 Stamford
Jim Cameron	X	X	X	X	X	X	X	X	X
Rodney Chabot	X	X	X	X	X	X	X	X	X
Roger Cirella	Appointed Spring, 2008				X		X	X	X
Terri Cronin		X	X	X	X	X			
Chris DeSanctis*		X		X	X				X
Bob Jelley	X	X	X		X	X	X	X	X
Jeff Maron		X	X	X	X	X			X
Joe McGee		X	X	X	X	X			
Connor Murphy	Appointed Spring, 2008			X	X	X	X		X
Sue Prosi		X	X	X	X	X		X	X
Jeff Steele	X		X			X	X	X	X
Andrew Todd	Appointed Spring, 2008			X	X		X		
Stanley Trybulski	X						Resigned October, 2008		

\* Chris DeSanctis resigned in January, 2009.