

[ANNUAL REPORT - 2009](#)

CONNECTICUT METRO-NORTH RAIL COMMUTER COUNCIL



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15 January 2010

Governor M. Jodi Rell
CTDOT 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 (better known as The Commuter Council) is pleased to share with you our Annual Report for 2009.

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 a list of our members' appointments and terms.

We hope you find this report useful in understanding the challenges and opportunities facing rail commuters in Connecticut and thank you for your continuing support of our mission.

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

NEW M8 CARS:

As we noted in our 2008 Commuter Council Annual Report ...*“the design and construction of 300 new M8 railcars remains on its timeline and the delivery of the first prototype car was expected for **late summer 2009**”.*

However, in October of 2009, Howard Permut, President of Metro North, indicated to the Commuter Council that the first two cars would be shipped from Japan on October 28, 2009. Thereafter there will be two cars per month until March 2010, when 8 cars will have been received. Then Metro North will put together an 8 car train and begin dynamic testing for six months. He expected the first new cars to be in public (“revenue”) service at the end of 2010, with delivery after March 2010 of about 10 cars per month.

On December 24, 2009, rail commuters in Connecticut received an early Christmas gift as the first two M8 rail cars manufactured in Japan by Kawasaki arrived at the New Haven rail yard.

Inspecting the new cars, Governor Rell acknowledged the work of the CT Rail Commuter Council in helping bring the new cars to the state. “Commuters have been very patient,” she said. “But the wait is over”.



Figure 1: Governor Rell (R), Jim Cameron, Chairman of Commuter Council (C), CTDOT Bureau Chief Jim Redeker (L)



Figure 2 Interior of new M8 car



Figure 3 Among the interior amenities on the new M8 cars: AC power plug at each row, LED displays and automated PA announcements, duplicate HVAC systems.



Figure 4 ADA accessible bathroom



Figure 5 First of the new M8 cars (right) shown in New Haven alongside 30+ year old M2 car.

The first 'pilot' M8 cars must undergo four to six months of testing before any of the 300 cars in the M8 order will go into passenger service. The first M8s are being manufactured in Kobe Japan but the bulk of the order will be built in Lincoln, Nebraska.

Extensive input from commuters was sought in the design of the cars, which incorporate new amenities such as power-plugs at each row of seats, light emitting diode (LED) displays and automated public address (PA) announcements for each station stop as well as PA speakers on the outside of cars to alert boarders of the train's destination.

Each train is also equipped with GPS equipment, duplicate heating/ventilation/air-condition (HVAC) systems and Americans with Disability Act (ADA) compliant bathrooms. The cars are also "Wi-Fi ready" for when an internet access technology is finally selected by Metro-North.

COMMUNICATIONS:

No other issue consumes more of the Council's time and attention than the issue of poor communications between Metro-North and passengers... on platforms, on trains and by e-mail / website.

When things go wrong on the trains, passengers deserve timely information. If service is disrupted, platform PA announcements, media alerts and e-mail updates should be delivered quickly. In all too many cases, this does not happen.

Almost monthly the Council addresses complaints to Metro-North about poor on-train communications, lack of timely e-mail alerts to commuters and tardy media updates. Compared with sister-railroad Long Island Railroad, Metro-North does a dismal job at communicating with its customers in times of service disruptions.

At its December meeting the Council passed a resolution calling on the Connecticut Department of Transportation (CTDOT) to push Metro-North to improve the timeliness of its e-mail and web alerts in times of service disruptions. Metro-North advised the Council that it is "working on the problem".

The Council has heard this for years, yet little has improved.

CONDUCTORS:

For the most part the Conductors do a good job. Most are dressed properly, make announcements, collect tickets, use seat checks (to indicate collected tickets) and

generally have pride in their jobs. However, The Council is concerned about increasing reports of conductors not performing those duties properly.

Often, announcements are not made when problems occur. Another serious problem is the collection of tickets. Many times tickets are not collected, especially for intra-state passengers boarding at Greenwich and Stamford for points east. In a time when the Metropolitan Transportation Authority (MTA) is in fiscal trouble, every dollar needs to be collected and accounted for.

The Council has addressed these concerns to CTDOT and Metro-North on many occasions and has been assured that both agencies are increasing their scrutiny of these personnel.

CUSTOMER SATISFACTION SURVEY:

The Council was dismayed at Metro-North's decision to cancel its annual Customer Satisfaction Survey, conducted in conjunction with the Council each fall.

The railroad claimed it wanted to synchronize its survey with that of other MTA agencies, but also cited a recent NY fare increase as generating commuter ill-will which would result in it receiving lower "grades" from riders.

At the Council's insistence the railroad said it would conduct the survey in the spring of 2010.

THE TRAINS TO THE GAMES:



[Metro-North launched new service](#) directly to Yankee Stadium in the Bronx and the Meadowlands sports complex in NJ (trains operated using NJ Transit double-deck passenger cars). The Yankees' service was warmly embraced by fans, though the NJ trains were disappointing in their low levels of ridership.

The Meadowlands fans' love of pre-game "tailgating" will be addressed next year when NJ Transit introduces a "train-gating" area adjacent to its new station.

However, the NJ Transit experiment was significant in offering the first such service through NYC to the Garden State, a model for future potential passenger trains.

RIDERSHIP:

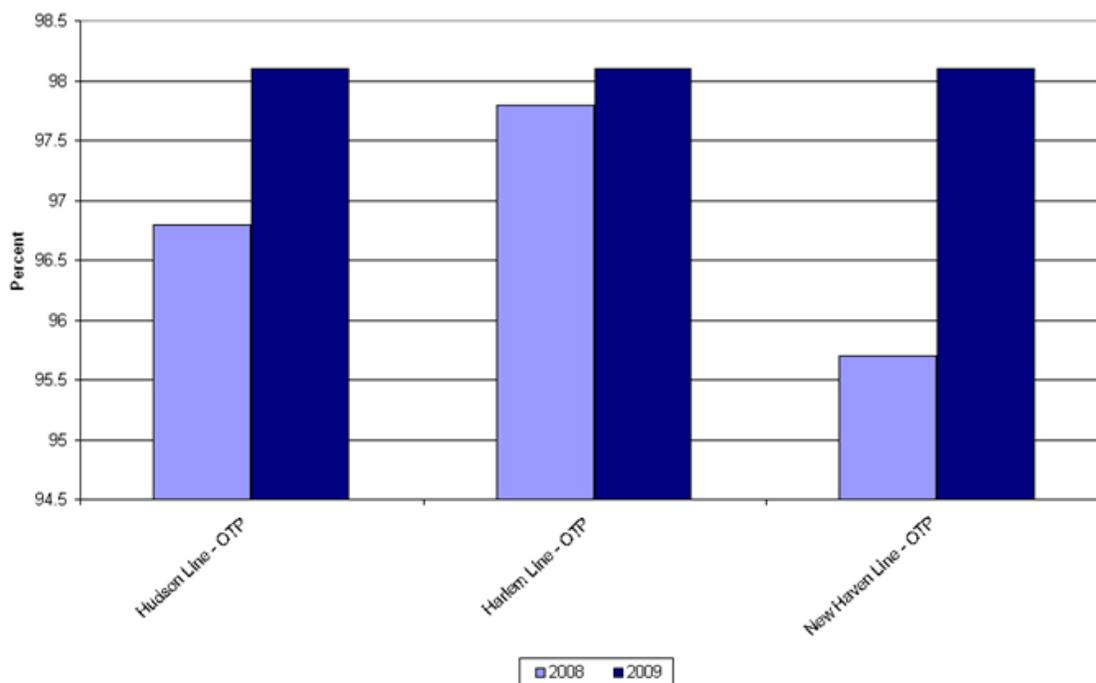
For the first time in many years, ridership dropped on the New Haven line. This drop of 4.3% was attributed to the weak economy and lost jobs.

One silver lining to this ridership drop was a decrease in over-crowding on trains and more available parking at stations. Both problems could return if the economy recovers and ridership continues upward. The same would be true if gasoline prices continue their upward climb.

ON-TIME PERFORMANCE:

Despite its aging fleet and continuing maintenance issues, Metro-North should be commended for improving its on-time performance again this year.

While 2008 saw on-time performance of 95.7% on the New Haven line, in 2009 that number had improved to 97.2%.



Note: **On-Time Performance** is the percentage of commuter trains that arrive at their destination within 5 minutes and 59 seconds of the scheduled time. This indicator is a measure of service reliability.

FARE INCREASE & SERVICE CUTS:

While Metro North avoided fare increases and service cuts in 2009, record budget deficits in Connecticut and New York led to proposals for both throughout the year and the issue remains unresolved at the beginning of 2010.

Early in 2009 the Council was informed that Metro North and CTDOT were discussing service cuts and fare increases “in two stages.” In February, Governor Rell unveiled her 2009-2010 budget proposal which contained 10% fare hikes for trains and 40% fare jumps for buses. In the spring the MTA proposed eliminating four Connecticut trains (but none in Westchester) as part of a package of cost cutting measures prompted by its revenue shortfalls.

The Council unanimously opposed the proposed cuts and requested that MNRR “go back to the drawing board” to find a more equitable solution if cuts were required. They also generally supported raising gasoline taxes rather than commuter fares to fund transportation needs in the state.

By mid-year CTDOT had scheduled, and then cancelled, public hearings for the Governor’s fare proposal. At the Council’s August meeting CTDOT explained that no increase was yet approved, but that planning was going forward to implement both the Governor’s 10% increase and the statutory January 2010 one and a quarter percent fare rise that was meant to begin paying for the new M8 cars on order from Kawasaki. Given that the new cars were going to be a year behind schedule, the Council urged that the 1.25% increase be deferred as well, citing Governor Rell’s promise in 2005 when the bill was originally passed that such fare increases should not be made until passengers were riding in the new cars.

The Council’s September meeting, which was attended by CT Transportation Commissioner Joseph Marie, had another robust discussion around fare increases. The newly approved Connecticut budget legislated subsidy reductions that amounted to a 10% fare increase, beginning October 1st 2009. Commissioner Marie stated that because Metro North had already greatly increased efficiency, the subsidy reduction could only be achieved by “hard choices” (fare increases or service cuts).

Commissioner Marie also told the Council that the mandated 1.25% increase would not go into effect in January 2010 because the required public hearings and notices would take 4-6 months. In October Deputy Commissioner Parker confirmed this delay, indicating that no increases would take place before mid-2010 and that the Governor didn’t want to raise fares to plug the 10% decrease in budgeted subsidy.

The end of 2009 saw another proposal from the Metropolitan Transit Authority, Metro North’s parent authority, to slash pay and service across their component agencies beginning April 1st 2010 in order to make up an additional budget shortfall. The cuts, which included some late-night and mid-afternoon trains on the New Haven line, were met with resistance by Governor Rell who pointed out that Connecticut’s

approval is required before cuts can take place and “we’re not moving in this direction.”

The Commuter Council opposes service cuts in Connecticut. Because the MTA’s budget problems are of their own creation, not Connecticut’s, any reduction in service should be born by New York State passengers, not Connecticut’s.

RAIL STATION PARKING:

In February 2009 Governor Rell called on CTDOT to create a Rail Parking Task Force to explore ways of increasing access to stations, allowing more passengers to take the train.

While this is an effort better undertaken a decade ago, the Council welcomed the invitation to join this Task Force and contributed ideas at its meetings in July, November and December.

Among the potential ideas discussed favorably by the panel so far:

- 1) Building decked parking structures at some stations, assuming funding can be secured.
- 2) Offering a centralized website showing real waiting list times at each station.
- 3) Developing a legal secondary market for parking permit “rentals” or sell-backs to issuing towns.
- 4) More bike and moped racks at all stations.
- 5) Offering incentives for car-poolers: better spaces, lower rates.
- 6) Improving pedestrian access to stations, such as sidewalks.
- 7) Offering a “guaranteed ride home” from stations for those dropped off.
- 8) Providing ZipCar-style (hourly car rentals) at key stations.
- 9) Improving security in station parking lots.
- 10) Providing van-pools from stations to key employers.

Meantime, the Council remains concerned that CTDOT is not doing enough to encourage towns to better administer parking at the state-owned lots adjacent to stations.

In some towns, infrequent riders “hoard” parking permits: keeping them even though they may only occasionally take the train while denying permits to those who commute daily.

STAMFORD TRANSPORTATION CENTER GARAGE:



Timeline – to understand the current parking garage situation at the Stamford Transportation Center, it is important to review some history:

- The City of Stamford builds what is now known as the “old garage”, containing 880 spaces. Design problems delayed the original opening of the garage by more than two years (from 1985 to 1987) and continue to impact the structure to this day.
- The Connecticut Department of Transportation (CTDOT) assumes responsibility for the Station and the garage from the City of Stamford in April 2000.
- CTDOT officially opens the “new” \$30 million, 1,100 space garage on December 4, 2003, and it is fully operational on March 1 2004. The Commuter Council notes that the new garage has many issues with traffic flow including those caused by the requirement to integrate it with the “old” garage.
- CTDOT hires a consultant in November 2005 to assess the condition of the old garage and their Final Draft Condition Assessment Report was submitted in September 2006. Based upon the results of the assessment, CTDOT concluded that the old garage was safe for commuters to use but that it was necessary to begin the process of developing plans to replace the garage. The consultant noted necessary interim repairs would be required while plans for the new structure were to be finalized, and in December 2006 CTDOT informs the Council that it intended to contract for these short terms repairs. But decking repair work does not move forward and the old garage’s roadbed and ceilings continue to deteriorate.

- Over time CTDOT continues to look for a solution for replacement parking including several iterations of a private – public collaboration with the goal of integrated transit oriented development. A Request for Expressions of Interest (RFEI) is issued to would-be developers in 2009. However, CTDOT can not find an acceptable partner / project.
- In 2009 the City of Stamford hires consultants Stantec to generate a plan for development and utilization of the area around the Stamford Transportation Center. The City shares the consultant’s findings with CTDOT, the Council and others in the hope of agreeing a unified development strategy with all stakeholders. The City plans to hold public hearings on their findings in early 2010.
- CTDOT and Fusco Management (contract operator of the Stamford Transportation Center) performs the needed “interim” concrete deck repairs to the old Garage starting on October 30, 2009.
- Council members meet with staff from CTDOT and Fusco on December 14, 2009 for a walk-through inspection of the garage and the opportunity to demonstrate first-hand to CTDOT some of the issues that the Council and customers have reported since the combined old/new garage opened in 2003. The Council looks forward to the implementation of the traffic flow and signage measures agreed at that meeting.

Plans for demolition of the old garage are currently on hold pending agreement on, and funding for, the replacement garage. The Council looks forward to working with CTDOT, private developers, the City of Stamford, the riding public and other interested parties as plans move forward to replace the old garage.

To that end, the Council, on behalf of the riding public, continues to emphasize to CTDOT that the most important factor to those utilizing parking at the Stamford Transportation Center is maintaining parking as close to the station as possible, and any replacement of the old garage should be built on the site of the old garage.

(PORTIONS OF THE TIMELINE ABOVE INCLUDES INFORMATION FROM THE SUMMARY OF DESMAN ASSOCIATE’S ASSESSMENT OF THE STAMFORD GARAGE, SUBMITTED TO THE COUNCIL ON 10/18/06 ENTITLED “PROJECT NO. 301-0047, ORIGINAL PARKING GARAGE CONDITION ASSESSMENT REPORT, STAMFORD TRANSPORTATION CENTER, OCTOBER 18, 2006”)

NEW “FAIRFIELD METRO CENTER” STATION:

The new Fairfield Metro Center train station will be the town's third train station and newest transit-oriented commercial development center. It will be located on property of the 35-acre former Bullard Co. foundry in the Black Rock section of town and was originally expected to open in 2007. As a result of significant delays caused by the economic downturn and funding problems with the developer -- Blackrock Realty – the project has not yet been completed, and the situation has forced the State to step in and inject new life into the project.

At the end of December 2009, it was announced by Governor Rell and Senator McKinney that \$19.4 million for construction of an access road and a temporary, 500-space parking lot for the proposed station would likely gain approval when the state Bond Commission meets in early January. This funding would also include acquisition of the right of way for a 700-foot roadway and construction of a temporary drainage system for the station, and for preliminary engineering work by the DOT on the final phase of the project, including a permanent 1,200 space parking lot.

Aside from the transportation aspect of the project, which is expected to increase the use of rail transit and pull scores of drivers off the increasingly dangerous highways, the commercial side of the development project is still likely to be a long-way off. The weakened economy has put on hold any significant plans for retail or commercial development on site.



Figure 6 Artist rendering on Blackrock Realty plan.

Blackrock Realty had originally planned to build a \$350 million mixed use project around the station, including four 200,000-square-foot office buildings, a 120,000-square-foot hotel, 30,000 square-foot retail pavilion and full-service fitness center and spa.

SONO GARAGE:

The South Norwalk garage, owned by the city and administered by Laz Parking on behalf of the Norwalk Parking Authority, has received new lights and is getting a new paint job. The city has completed the re-construction of the New Haven (eastbound) side of the station and added a new café.



Figure 7 The South Norwalk station and garage.

BICYCLES ON TRAINS:

At the direction of Governor Rell, CTDOT 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 recent crowding and lack of available seating, it is unwise to take up valuable space on trains for bicycles until all ticketed passengers have a seat.

In our September meeting CTDOT's Jim Redeker said that there is an RFP going out, and the currently tested bike hooks are not permanent. CTDOT Commissioner Marie said that Kawasaki is making provisional structural adjustments to accommodate the final design. The state is looking to add accommodations for two bikes per car.

Metro-North has [liberalized its policy for carrying bikes on trains](#), permitting them (at conductors' discretion) on most non-rush hour trains.

BAR CARS:

Deputy CTDOT Commr. Parker said they have the option to add 80 cars to the original 300 M8s that have been ordered but that deadline is 2 years away. He said that bar cars are among the 80 along with 24 passenger cars for the Shoreline East. The bar car advocates plan to keep them to their schedule since the design for the cars has not yet been determined. CTDOT advise that they would need to wait for the MTA's budget to be finalized before they could consider exercising the additional 80 option.



Figure 8 Metro-North's New Haven line is the only commuter railroad in North America with dedicated bar cars.

THE BRANCH LINES:

While the vast majority of Connecticut rail commuters ride trains on the “main line” of Metro-North’s New Haven line from that city to Grand Central, a growing area of ridership are on the four branch-lines: the New Canaan, Danbury, Waterbury and Shore Line East lines.



WATERBURY BRANCH:

Riders continue to seek additional service. No new service was added this year. The new diesel locomotives have continued to maintain the improved service since their inception last year with several outages. (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 to more service is the fact that only one train can operate on the line at any given time. This is because the Waterbury branch is not signalized.

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

The [Waterbury Branch Line Feasibility Study](#) is nearing its completion at CTDOT. Preliminary results have shown that ridership will continue to increase as more Connecticut residents move into the Naugatuck Valley and work in lower Fairfield

County. Therefore, the demand is there for more service and in order to attain that service trains need to run in both directions at the same time.

DANBURY BRANCH:

Though the Danbury Branch garnered continued attention in 2009 and saw some improvement in its infrastructure, the Branch's significant challenges and shortcomings remain now and for the foreseeable future.

The long term goal of the branch remains to be service and scheduling on par with the main line. Until significant investment in the infrastructure of the Danbury Line is made, this goal will continue to fall short annually. However, this past year the branch did see investment in replacing many of the ties along the corridor with minimal service interruptions and successful bussing substitutions.

The Danbury branch was also selected for spending of [\\$30 million in Federal funds](#) as part of the American Recovery and Reinvestment Act. The funds will pay for signalization of the branch allowing for increased service.

The replacement of manual hand switches with electronic switches commenced in 2009 and should be completed by the end of 2011. The result should be more frequent passenger rail service though still limited by the inability of trains travelling in opposite directions to pass each other along the branch at all but for a few locations.

The CT DOT [Danbury Branch Improvement Program](#) held several meetings within the region earlier in 2009 to discuss the potential phases of possible improvements, options and alternative development plans for the branch which include, among other things: electrification of the line, extension of service north of Danbury, do nothing, etc.

Many CT residents currently travel to the Harlem line to commute into the city, many by taking CTDOT-subsidized buses from Ridgefield, New Fairfield and Danbury connecting with Harlem line trains. Still others avoid the Danbury branch by driving to the main line to catch their train.

Finally, items noted in last year's report that remain outstanding one year later include a lack of vendor for the Wilton Station, gaps in scheduling and lack of bar car service on Danbury through trains. On a positive note, parking remains generally plentiful across most stations on the line, service on the existing schedule has been consistent and communication adequate with some exceptions.

NEW CANAAN BRANCH:

Additional parking lot at Talmadge Hill station opened in January, 2009, adding 50 spaces and reducing as many slots on the waiting list.

The Council will participate in the on-going [New Canaan / Waterbury Branch Line Feasibility Study](#) and is encouraged by discussion of adding a passing siding on the branch line to allow increased service.

SHORE LINE EAST:

2009 was another good year for Shore Line East (SLE), the rail service operated by Amtrak for CTDOT and running between Old Saybrook and New Haven. The service now consists of 23 daily weekday trains and 16 daily weekend and holiday trains. However, 5 of the weekday trains and 7 of the weekend and holiday trains skip the Branford, Madison, Clinton, and Westbrook stations, because of the absence of two-sided stations at those towns.

SLE train schedules were adjusted several times during the second half of 2009 because of the Amtrak tie replacement project between New Haven and Old Saybrook. As a result, throughout that period there were sections where only one track was available to both Amtrak and SLE. This resulted in delays. On-time performance for the year was only about 94%. The delays also negatively affected ridership, because some regular passengers chose to drive rather than experience train delays.

SLE ridership in 2009 was a little below 2008 ridership. Monthly ridership was 33,786 in 2004, up 4.5% to 35,289 in 2005, up 8.3% to 38,206 in 2006, up 5.5% to 40,298 in 2007, up 17.3% to 47,250 in 2008, and down 0.7% to 46,932 in 2009 through November.

In 2006, the Legislature ordered CTDOT to prepare a report on obstacles to improving SLE service. The DOT's report was in three sections or phases:

Phase One provided for one midday train (New Haven-Old Saybrook-New Haven), a late night train from New Haven to Old Saybrook, and weekend and holiday service. Phase One was fully implemented in 2008.

Phase Two provides for extending all SLE trains to New London. Although the Legislature ordered implementation of Phases One and Two, implementation of Phase Two has been stymied by an earlier agreement among CTDOT, 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. There have been lengthy negotiations about amending the bridge-closing agreement, but as yet no announcement of increasing New London service has been made.

Phase Three provides for two-way SLE service all day long between New Haven and New London. This requires construction at Branford, Madison, and Clinton to convert the present one-sided stations into two-sided stations, construction of a two-sided station at Westbrook, which now has only a bus shelter, and extending the second-side platform at Guilford, which already has a two-sided station. CTDOT design work is about 60% complete for the two-sided stations, but the Legislature has yet to order implementation of Phase Three or to appropriate money for the two-sided stations.



Figure 9 Guilford station.

Construction of the two-sided stations is essential to take full advantage of SLE's ability to take cars off I-95 (which parallels the line), particularly at peak periods. As an example, on the day before Thanksgiving, 2009, SLE carried only 728 passengers into New Haven in the morning, but 1916 passengers out from New Haven to the shoreline towns in the afternoon and evening. Most of those additional 1,200 were holiday visitors who had ridden to New Haven from New York on Metro North, and would have been picked up by car in New Haven if it were not for SLE service. But on Thanksgiving Day and Friday, Saturday, and Sunday returning to New York, those same holiday visitors could only board SLE at all shoreline stations in the morning up until 1:15pm. Later in the day, they could only board at Old Saybrook or Guilford, because of the absence of two-sided stations. As a result, many of them were driven to New Haven on I-95.

ACKNOWLEDGMENTS:

This report was written by Jim Cameron, Rodney Chabot, Roger Cirella, Terry Cronin, John Hartwell, Bob Jelley, Jeffrey Maron, Connor Murphy, Jeff Steele and Drew Todd.

Layout and design by Mimi Griffith.

CT RAIL COMMUTER COUNCIL MEMBERS:

<u>NAME</u>	<u>TOWN</u>	<u>TERM EXPIRES</u>
Jim Cameron (Chairman)	Darien	June 2013 ♣
Terri Cronin (Vice Chair)	Norwalk	June 2013 ♣
Jeff Steele (Vice Chair)	Fairfield	June 2013 ♣
Bob Jelley (Secretary)	Guilford	June 2011
Rodney Chabot	New Canaan	March 2010 ♥
Luke Schnirring	Norwalk	March 2010 ♥
John Hartwell	Westport	June 2013 ♣
Roger Cirella	Ansonia	June 2013 ♣
Jeff Maron	Stamford	June 2013 ♣
Drew Todd	Norwalk	June 2012
Connor Murphy	Ridgefield	June 2012
Sue Prosi	Stratford	Dec. 2010
Jack Testani	Trumbull	March 2010

- ♥ subject to hearing and confirmation by legislature
- ♥ recess appointment until march 2010

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 21, 2009

**SWRPA
Stamford, CT**

Present were: Jim Cameron, Chairman; Terri Cronin, Rodney Chabot, Bob Jelley, Jeff Steele, Jeff Maron, Drew Todd, Joe McGee and Roger Cirella, members of the Council; Gene Colonese, Jeff Parker and Jim Redecker, CDOT; John Longobardi and Jeff Watson, MNR; Jim McKenna, MTA Police; Richard Moccia, Mayor of Norwalk; John Austin, Sr., Kristan Tulp, Justin Watras, and Rick Riden, members of the public.

The meeting began at 7:00 pm. The December minutes were approved. Jim Cameron reported that Chris DeSanctis has resigned from the Council, because his employment activities do not permit him to attend meetings on a regular basis.

NORWALK STATIONS AND PARKING

Mr. Cameron introduced Richard Moccia, Mayor of Norwalk. Mayor Moccia said that he was at the meeting to discuss issues that had been raised about the East Norwalk and South Norwalk stations. Terri Cronin said that there needed to be more parking at the East Norwalk station. She said that people were “hoarding” parking passes, that is, buying passes but not using them on a regular basis. The Mayor said that the City did not know who used their parking passes and who did not. He also said that Norwalk sells only the number of passes as there are parking spaces. He went on to say that the City did not have money to buy land for more parking, although he was in favor of acquiring additional land for parking at East Norwalk. Jim Redecker said that when he was in New Jersey at NJ Transit, the practice was to oversell parking spaces.

The Mayor raised the question of crime at the South Norwalk station. He said that Norwalk is a city and that all cities have violent crime. He said that most complaints were about fighting among cab drivers for fares. He said that he thought the City was doing a good job on crime at the station. He went on to say that he had been the one who decided to move the cabs from the eastbound side of the station to the westbound, and he thought that putting them on the westbound side had improved the situation.

The Mayor said that the City was looking at making South Norwalk station intermodal, with busses meeting the trains. He said that City had done a lot and spent a lot of money to improve the eastbound side of the station. He also said that the City was studying a plan to alert commuters by text messaging on the availability of parking. There was a question raised of closing the South Norwalk station garage at about 10:00 a.m., when it was full. While the issue was discussed, it was not resolved.

Joe McGee asked what Norwalk was doing to get more parking at the South Norwalk station. The Mayor said that there was a federal study and shuttle buses were running peak hours to the Maritime garage. Gene Colonese pointed out that both the South Norwalk station and the station parking garage were owned by the City of Norwalk, not the DOT.

NEW HAVEN RAIL YARD

Mr. Cameron commented on the Hill report commissioned by Governor Rell, which studied the proposed improvements to the New Haven rail yard to accommodate the new M-8 cars. Jeff Parker said that the DOT was working on a financing scheme to finance Tier I of the improvements. He said that the M-8 acceptance facility is already being built.

STATION PARKING

Mr. Parker noted that the Governor’s press release issued this day announced the establishment of a task force, lead by Mr. Redecker on parking. He said that the task force will reach out to the Council for help. He said the

parking problem will be focused on the southwest part of the state. He said that there was a lot of parking being built in West Haven along with a new station and mentioned construction of a second parking garage at Union Station. Mr. Redecker said that there was a partnership issue, and it would take time to work out parking relationships with the various towns.

Jeff Steele raised the question of the new Metro project station in Fairfield and said that the parking was planned only as a surface lot. He wondered if it shouldn't be a two or three story garage. He said that the town is building the parking lot but that the DOT was building the station. Gene Colonese said that the DOT was considering transit-oriented development in connection with the new station. Mr. Parker said that the Task Force needs to look at that project. Mr. Redecker noted that the Village of Maplewood, NJ had rejected additional parking at its railroad station in favor of shuttle busses.

Mr. Parker pointed out that the bonding commission had approved money for design of the new parking garage in New Haven and also had approved money for station repairs that had been noted in the visual report on all stations several years ago. Mr. Cameron thanked the Governor for the things that she was doing to improve both stations and parking.

SHOVEL-READY PROJECTS

Mr. McGee asked whether the CDOT had put together a list of shovel-ready projects that could be funded by federal stimulus money. Mr. Parker said that his understanding of shovel-ready was that it meant projects that were ready to go out for bid, and he said that there were such projects. A member of the public from Enfield suggested that a good project was to build a second track on those portions of the New Haven-Hartford-Springfield line that are only single track at this time. He also spoke of trucks hitting low railroad bridges in Norwalk. He also raised the question of police communications equipment so that MTA Police can talk to police departments.

MAIN LINE ISSUES

There was discussion of the test prototype bike hooks for the new M-8 cars that were displayed on a couple of M-7 cars at Grand Central Terminal. Ms. Cronin said that with the hooks, it was also necessary to use a bungee chord to hold a bike in place. She said that the hanging arrangement made the bicycles seem wobbly, and said that she was concerned about grease and dirt from bicycles getting on passengers clothes. She pointed out that the handicapped space allocated for two bicycles would otherwise provide seating for four passengers and raised the question of priority as between passengers, bicycles and passengers in wheelchairs. Mr. Colonese said that the DOT was looking at a better way to secure bicycles. Mr. Steele said that he was also concerned about the stability of hung bicycles and suggested that bicycles should be hung flat against the outside wall of the car rather than perpendicular to the wall and projecting into the aisle.

Mr. Cronin said that there are a lot of bar cars missing recently and Mr. Colonese said that they have had some problems but the availability of bar cars will improve.

MONTHLY OPERATIONS REPORT

Mr. Colonese said that there had been a decrease in ridership in December. Bob Jelley raised the question of whether ridership was affected by Christmas being on a Thursday. Mr. Colonese said that Metro North adjusts ridership figures for things like that.

John Longobardi said that consist compliance was down because of very bad weather in December. He said cars without heat were taken out of service. There was some discussion of whether cars without heat should be run anyway, and Mr. Longobardi said that they were too uncomfortable.

Mr. Longobardi discussed the problem on New Year's Eve with two trains, one of which got caught in a catenary wire and its rescue train which also got caught in the wire. That incident shut down all tracks. Eventually a diesel was brought in to rescue the passengers. He said that it had taken three days to discover the actual cause of the problem.

BRANCH LINE ISSUES

Rodney Chabot raised the question of a problem with flat wheels on a Waterbury line train and wondered why there were not cars to replace the train. Mr. Longobardi said it was the locomotive that was the problem and there was not a spare engine.

Mr. Jelley raised the problem of a shortage of operating locomotives on Shore Line East, resulting in train cancellations. Mr. Colonese said that the DOT was planning to electrify the Guilford station siding and track one siding so that M-8s can run on Shore Line East.

STAMFORD GARAGE

Mr. Parker said that the CDOT was working with developers on a garage as part of the larger project at the Stamford station. He said that the DOT was also designing a new garage, in the event that a partnership with a developer did not work. He said that his decision will be made by the end of 2009. Mr. Jelley pointed out the high rise apartment building and garage being built in New Haven on the Shartenburg site, directly across from State Street station, as a good example of parking being provided along with residential use.

MISCELLANEOUS

Mr. Jelley pointed out that a handout at GCT speaking of service cuts and fare increases, said that Metro North was discussing service cuts and fare increases in two stages with CDOT. He asked what that meant. Mr. Parker said he did not know.

Ms. Cronin reported that she continues to see a lot of failure to collect tickets.

Mr. Cameron said that PIRG had asked the Rail Council to become a partner with it in seeking railroad improvements. Mr. Jelley suggested that it was inappropriate for the Rail Council, which is a State agency, to partner with a non-governmental organization. Ms. Cronin and Jeff Maron agreed, and it was decided not to partner with PIRG.

Mr. Cameron said that, due to poor attendance, he had decided that the February and March meetings should be in Stamford, rather than in New Haven and GCT as originally scheduled. Council members agreed.

The next meeting will take place at SWRPA in Stamford at 7:00 pm. on Wednesday, February 25, 2009.

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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 25 2009
SWRPA
STAMFORD, CT

Present were: Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Terri Cronin, Jeff Maron, Roger Cirella, Drew Todd, Connor Murphy, and Bob Jelley, members of the Council; Gene Colonese, and Jim Redecker, CDOT; John Longobardi of MNRR, Jim McKenna, MTA Police, and Martin Cassidy, Stamford Advocate.

The meeting began at 7:00 pm.

The minutes of the January 21st meeting were approved with minor changes.

Jim Cameron reported that he had attended a meeting of the General Assembly's Transportation Committee which dealt with a proposal to permit bicycles on all trains. Mr. Cameron testified at the Committee hearing that it was the Council's position that bicycles should not be permitted on peak trains until there were adequate cars and seats for all passengers. Richard Stowe said in response that bicyclists would give up the space for storing bicycles if that space were needed for passengers. Mr. Cameron pushed the idea of bicycle racks at stations. Commissioner Marie, who was at the meeting, told Mr. Cameron that regardless of what the Connecticut Legislature decided about bicycles on trains, New York State's rule about bicycles on trains would apply to trains in New York State.

Commissioner Marie told the Transportation Committee that the DOT would make decisions about a signal system for the Danbury branch before the end of 2009. Mr. Cameron said that there was a lot of support at the meeting for improving the Danbury branch.

In answer to a question, Jim Redecker said that he did not expect any fare increases or service cuts in Connecticut growing out of the MTA's budget problem.

Sue Prosi asked about the elimination of the special fund created to hold the receipts from the 1% per year fare increases that begin in 2010. No one from the DOT knew what the bill proposing such a change meant.

Mr. Cameron reported that a woman at the Bridgeport station was threatened with arrest because she plugged in the charger for her cell phone.

TELEPHONES AT STAMFORD STATION

Rodney Chabot raised the question of the elimination of all pay telephones for the Stamford station. Gene Colonese said that they were removed by the telephone company because they do not pay for themselves. Mr. Redecker said that the emergency 911 service by telephone is the real issue, and that the State would have to pay to install telephones that would be able to reach emergency services.

MAIN LINE ISSUES

Roger Cirella said that only the 7:47 am and 8:38 a.m. trains stop at East Norwalk. He suggested that an intermediate train should also stop at East Norwalk.

It was reported that the Yankee Stadium station will open in late May. There will be New Haven line trains going directly to Yankee Stadium on weekends, but on weekdays there will be shuttle trains from GCT and 125th Street.

Terri Cronin reported a problem with a catenary failure at South Norwalk on the evening of Thursday, February 19th. It took a long time to get people transferred to another train. John Longobardi said that the problem was

the superelevation on the curve that the train was stopped on, and that it was impossible to line up a train on the adjoining track because of the difference of elevation. The problem existed for 3 or 4 hours.

Ms. Cronin also raised the question of why only 4 or 5 bar cars were being used. Mr. Longobardi said that because of maintenance problems, bar cars frequently hadn't gotten into the right sequence to be on the trains they were supposed to be on.

BRANCH LINE ISSUES

Mr. Chabot said that he understood that the DOT had plans ready for the electrification of the Danbury line. Mr. Colonese said that that is not so. Mr. Chabot also said that he believed that plans for signals on the Danbury branch were ready. Bob Jelley said that we had earlier been told that the signal plans had to be re-engineered because of Federal Legislation after the train crash near Los Angeles last year.

Mr. Cirella asked about the number of passengers on the new early train.

STAMFORD GARAGE

Mr. Redecker said that the DOT was still working on getting a request for proposals out for a new garage to be included in transit-oriented development. Jeff Maron reported that there were people in the existing Stamford garage who were using two spaces for their cars. He said that the garage operator said that security gave a warning for such conduct. Jim McKenna said that the MTA police patrol the garage and he would look at the problem. Members of the Council thought that parkers using two spaces should get ticketed.

JANUARY OPERATIONS

Mr. Colonese said that January had been a bad month. Ridership was down by 1.8%. He went on to say that consist compliance and on-time performance was improving in February. Mr. Maron said that there had been a lot of overcrowding on trains lately and wondered if overcrowding was causing people to stop riding the train. Mr. Colonese said that he thought it was the downturn in the economy that was the problem.

STATION PARKING

Mr. Redecker said that in his view the solution to the parking problem at most stations had to be a ground-up approach with local people and the Rail Council. He said he wants a task force made up from the regional groups and the Rail Council. Mr. Cameron raised the question of having DOT running all of the parking. Mr. Redecker said he didn't know enough yet to comment on that. He felt the question of who ran the parking was really an implementation question. Mr. Cameron noted that at Princeton Junction there were ride-sharing spaces in the parking lot, and those spaces could be used only by cars that contain two people. Mr. Cameron asked about the time line on parking solutions. Mr. Redecker said that he wants to move fast because there is pressure to get things done.

Mr. McKenna reported that there were no crimes reported in the South Norwalk garage this year to date. He noted that there was a lot of contact with the Norwalk Police Department. He said that the garage is highly patrolled. He said that Stamford, South Norwalk, Bridgeport, and New Haven have comparable statistics about crime. He also reported on the issue of the railroad bridges that were stuck by trucks in Norwalk and said that they are investigating to see if there is some connection between particular trucks that are high and hit bridges. He said that there was good cooperation with the Norwalk Police.

The meeting adjourned at 9:00 pm. The next meeting will take place at SWRPA on April 22, 2009, at 7 pm. (The scheduled March meeting was cancelled).

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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 APRIL 15, 2009
SWRPA
STAMFORD, CT

Present were: Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Terri Cronin, Jeff Steele, Roger Cirella, Drew Todd, Connor Murphy, and Bob Jelley, members of the Council; Gene Colonese, Peter Richter and Jim Redecker, CDOT; John Longobardi, George Okvat, Robert MacLagger and Dan O’Connell, MNRR; Jim McKenna, MTA Police; Martin Cassidy, Stamford Advocate; Justin Austin, Danine Chevarella, Richard Stowe and Kristin Tulp, members of the public.

The meeting began at 7:00 pm. The minutes of the February meeting were approved.

METRO NORTH’S PROPOSED ELIMINATION OF FOUR CONNECTICUT TRAINS

Jim Cameron began the meeting by noting that he had written to ask CDOT and MNRR why the cuts proposed for the New Haven line (prompted by MTA budget problems) were all for Connecticut trains as opposed to Westchester County trains. Dan O’Connell of Metro North said that in choosing trains for elimination, Metro North had looked particularly at trains that had been most recently added. Robert McGlagger said that in proposing trains for elimination, they had treated the New Haven line as a single line, as opposed to considering Westchester trains and Connecticut trains separately.

Mr. Cameron asked if CDOT had to agree with the proposed cuts. Jim Redecker said that the cuts were still under review and that no one was ready to make a decision yet. He also said that the cuts proposed were ones where there was the greatest saving of money. Mr. Cameron then asked if CDOT was prepared to pay extra to keep the cut trains running. That question was not answered. On the issue of elimination of the New Canaan ticket agent, George Okvat said that ticket machines were more reliable than ticket agents.

Bob Jelley moved that MNRR be asked to “go back to the drawing board” and come up with some cuts of Westchester trains as well as Connecticut trains. The motion passed unanimously. Mr. Jelley went on to say that he had several times ridden the 2:33 pm train from New Haven to GCT and that it was his view that it was appropriate to cut that train, because it was never very full and because it is followed 19 minutes later by the 2:52 pm train from New Haven to GCT, which also is not very full.

CONNECTICUT STATE RAIL PLAN (2010-14)

Peter Richter made a presentation about the State’s next 5-year rail plan. He said that the Governors of the New England states had adopted a policy of doubling rail service and ridership in the next 20 years. He talked about weight limitations on bridges on the New Haven line and noted that the older 263,000 lb. rail cars were being replaced by the new 286,000 lb. rail cars. He said that freight cars were also getting heavier.

Mr. Richter noted that the New Haven, Hartford, Springfield line was part of the President’s Northern New England high speed rail corridor. Mr. Jelley asked how the designation of a high speed corridor had affected the plan for commuter service between New Haven and Springfield. Mr. Richter said that the New Haven, Hartford, Springfield line will not really be high speed, so that plans for commuter service can go forward as presently conceived.

LOCATION OF MAY MEETING

In view of the request for some Waterbury commuters for a meeting in Naugatuck, there was considerable discussion about the location of the May meeting. Mr. Jelley suggested that the meeting ought to remain in Stamford. Sue Prosi suggested Bridgeport as a compromise. Mr. Cameron decided that the May meeting would be in Naugatuck on May 20 at 7:00 pm.

MAIN LINE ISSUES

Drew Todd said a transformer blew out at 4:30 am on a Monday morning in March, resulting in the South Norwalk garage being unable to be opened. He said that there was no email report of this problem until 10:30 am. Representatives of the City of Norwalk and LAZ Parking who were invited to attend the meeting to discuss what happened were not present.

On the question of replacing pay telephones at Stamford station, Gene Colonese said that CDOT was looking at alternatives. Mr. Redecker said that in New Jersey there were video kiosks in place of telephones, with a 911 button. Mr. Cameron said that he thought that an advertising kiosk was not the answer as it lacked the visibility of a pay-phone or dedicated phone box connected to MTA Police.

On the issue of cars parking in two parking spots in Stamford garage, it was announced that the police had begun ticketing cars so parked.

Terri Cronin said that she believed the MTA police were underreporting crime at the South Norwalk and East Norwalk stations. Jim McKenna said he would have someone talk to Ms. Cronin about that.

It was reported that the new May timetables will permit bicycles on reverse peak trains. But conductors can continue to not allow bicycles on overcrowded trains.

BRANCH LINE ISSUES

It was announced that the public address system at Ansonia does not work.

Mr. Chabot asked about signals on the Danbury branch. He asked whether the wires for the signals would be underground or overhead. It was reported that they would be underground and that the project is shovel ready, that it is a stimulus project, and that the next step is bidding for its construction.

Connor Murphy reported that the 7:24 am train out of Wilton had recently been 20 minutes late. John Longobardi said that a failed locomotive had blocked the exit from the Danbury yard.

It was reported that there had again been vandalism in the Waterbury parking lot and that eight cars had been broken into.

MISCELLANEOUS

Mr. Redecker reported that he was still talking with developers about replacement of the old Stamford garage.

On the operations report, it was reported that ridership numbers now lag by a month.

The meeting adjourned at 9:15 pm. The next meeting is scheduled for May 20, 2009 at the Old Naugatuck Railroad Station.

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL
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13b -212c of the Connecticut General Statutes)

MINUTES OF MAY 20, 2009
OLD NAUGATUCK RAILROAD STATION
NAUGATUCK, CT

Present were: Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Joe McGee, Roger Cirella, and Bob Jelley, members of the Council; Gene Colonese and Jim Redecker, CDOT; Jeff Watson and Phil Wilhelmy, MNR; Jim McKenna, MTA Police; Matt Schenkman, Christine Chausse, Dawn Applegate, Mildred McNight, Danielle Watson, Sandra Wells, Cherrie Bagley, Gail Lavielle, Keesha Davis, Ruby Hyde, Donna Tamburrino, Lisa Slinsky, Laurie Hines, Phil Cundiff, Paul Roy, Sharon Haylette, Katharine Zatkowski, Pam Tgildeen, MaryEllen Fernandez Peter Dumais, Anita Gualtieri, Val Lott, Dr. Tom Wood, Pat Scully, John Kristoff, Andrew Larson, Ron Marino, David Boudreau, Donna Humphries, John Stelman, Val Lott, Sandra Dinola, Peter Marcuse, Kristan Tulp and Kevin Tulp, members of the Public.

The meeting began at 7:00 pm.

Jim Cameron announced that the meeting would be primarily devoted to comments and questions from Waterbury branch commuters.

Matt Schenkman of Naugatuck asked if there were any sidings on the Waterbury branch to permit trains to pass. He also said that there ought to be a Waterbury bound train between the 5:20 pm and the 7:30 pm from Bridgeport. Gene Colonese said that there were no sidings for passing. He also said that there were no signals on the Waterbury branch. He said that it was not possible to have any more trains on the existing line. He pointed out that there is an ongoing study of the Waterbury branch and possible improvements, and the study will be completed at the end of 2009.

Mr. Schenkman also asked about the shutdown of the Waterbury branch from mid July to mid August this summer, with buses substituting for trains. He asked if there would be enough buses. Mr. Colonese said there would be enough buses. Mr. Redecker said there will be local and express service. In answer to a question from Mr. Cameron, Mr. Redecker said that it was hoped that the buses would not be school buses. Peter Marcuse, a former Council member, pointed out that neither school buses nor City buses easily permit luggage, baby carriages, etc.

Mr. Cameron asked about the ability of bus drivers to communicate with Metro North in the event they were going to be late for a connection. Mr. Redecker said that the buses would communicate through their bus dispatcher to the train dispatcher.

Kristan Tulp asked about ticket collection. Phil Wilhelmy said that there would be train conductors on the buses to collect tickets. Mr. Wilhelmy said that the agreement between DOT and Metro North permits MTA to have first shot at supplying buses. Mr. Cameron guessed that the MTA would not provide buses and that CDOT would end up hiring buses.

There was a question of whether the entire Waterbury line would be shut down for the full 31 days and Mr. Colonese said that it would be. He went on to say that even though the primary track work is between Derby and Waterbury, there will also be work between Derby and Bridgeport.

There was a question of whether some arrangement could not be made in Waterbury so that local buses better served the Waterbury Railroad Station. Mr. Redecker said that the problem was that Waterbury was serviced by a private bus company. A member of the public pointed out that former Governor Rowland is in charge of economic development in Waterbury. Someone else pointed out that he was the person who was able to get things done in Waterbury and that he could be perhaps helpful with the bus situation.

There was a question about security of automobiles in the Waterbury parking lot. Capt. Jim McKenna said that the MTA Police regularly patrol the parking lot. Mr. Redecker said that the DOT was clearing the parking area of overgrown plants so that there would be line of sight visibility from the street. It was announced that the Waterbury Police have made arrests in connection with auto break-ins in the parking lot; it was also reported that intensive policing had only begun in the parking lot in the last month.

In answer to a question, Mr. Colonese said that the Railroad had adequate rail cars for the Waterbury branch. There was a complaint about the cars in use on the Waterbury branch, particularly that the bathrooms always smell. Another member of the public said that only the Shore Line East Virginia cars, which are used midday on the Waterbury branch, are properly cleaned. Another commuter said that he can find the same messes and stains on the same seats two or three days in a row. Mr. Wilhelmy said that the floors of the Metro North cars are scrubbed every night. Bob Jelley asked about the SLE Virginia cars and who cleaned them. The answer was that the SLE Virginia cars are cleaned by Amtrak, whereas the regular cars on the Waterbury branch are cleaned by Metro North.

There was a question of why the Danbury branch, which also has a single track, can have five peak trains whereas Waterbury has only two peak trains. Mr. Colonese said that the greater amount of yard area in Danbury made the difference.

Another commuter who works in Bridgeport said that the inflexibility of Waterbury branch schedules keeps people from riding the train. He said that if one thought one might have to work late, one really had to drive. Mr. Redecker said that he'd like to add more trains to the Waterbury branch if the budget permitted.

There was a complaint that many of the public address systems on the Waterbury line cannot be heard.

Sue Prosi announced that the DOT will hold a lot of hearings about the Waterbury branch in June and that the dates and places are on the DOT website.

The meeting adjourned at 9:00 pm. The next meeting is scheduled for June 17, 2009 at SWRPA.

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METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL
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13b -212c of the Connecticut General Statutes)

MINUTES OF JUNE 17, 2009
SWRPA
STAMFORD, CT

Present were: Jim Cameron, Chairman; Rodney Chabot, Terri Cronin, Joe McGee, Drew Todd, and Sue Prosi, members of the Council; Ben Henson, SWRPA Regional Planner; Gene Colonese, Jeff Parker, and Jim Redecker, CDOT; John Longobardi, MNRR; Capt. Jim McKenna, MTA Police; Sgt. Henry Lennon, Stamford Police; Martin Cassidy, Stamford Advocate; John Austin Sr., Richard Stowe, and Kristan Tulp, members of the public.

The meeting began at 7:00 pm. The council did not have a quorum so the minutes of the May meeting were not approved. Gene Colonese requested changes to the May minutes.

- i. In the 1st paragraph Gene's comment at the Naugatuck meeting was that there were 'limited opportunities' for more trains to be added to the Waterbury line not that more trains could not be added
- ii. The Bridge mentioned as part of the construction projects was in Ansonia not Derby

SWRPA Parking Study (4)

Ms. Prosi introduced Mr. Henson, a SWRPA staff planner, who presented the preliminary findings of the SWRPA parking study.

The study looked at parking throughout the SW region (Municipalities; Darien, Greenwich, New Canaan, Norwalk, Stamford, Weston, Westport, and Wilton) 19 stations in total, and only at facilities managed by town or state not spaces on the 'black' market. SWRPA staff conducted site visits and interviewed parking owners about their long-range plans, permit processes, and waitlist management.

They found that parking facilities are managed very differently at each station, there are multiple parties involved in the process, and Mr. Henson stated that he didn't feel there was a correlation between cost and demand.

Capacity is managed very differently 2/3 of the stations over-issue their spaces, Westport by a ratio of approximately 3:1, Darien are *under-issued* by a ratio of approximately 0.6:1 with 1,114 people on the waiting list for an average of 60 months! There are approximately 9,000 people in the region waiting for a permit.

The cost of parking can also vary significantly, \$225 USD Westport vs. \$492 USD in New Canaan. Surface lots are typically ½ the price of covered lots / structures. Between 2002 – 2008 parking costs increased by an average of 25% region wide, this equates to an annual rate of 4% compared to cost of living increase of approximately 2%- 4% (2002-2008)

Greenwich, New Canaan, Norwalk, Stamford, and Westport are the only towns with parking websites; however, they have varying degrees of information and services.

Recommendations of the study included:

Creating a division in municipal government to allow communities to manage better the process, increasing the level of coordination and communication between operating entities, a cost increase to generate revenue and improve services, perhaps adopting a policy of regularly scheduled increases or at least a regular review, and looking at all the options for increasing capacity.

Improvements in capacity could be achieved by conducting regular counts of actual usage, making bus / pedestrian connections to schools and shopping, shared parking options / park 'n' ride, or even simply repainting / configuring layout to optimize parking capacity.

Better waitlist management with a uniform process across all towns would allow for greater transparency, a uniform permit would be optimal, though unlikely to be adopted.

Mr. Henson concluded the presentation and Mr. Cameron opened to the council for questions.

Mr. McGee commented on the nearly 9,000 people currently on the waiting list, Ms. Prosi suggested that these numbers might be inflated due to inefficient process management; many people that have applied may have moved, changed job, or just no longer require the permit. Mr. Henson was asked how many separate parking authorities are involved and he stated that this varies by station. Mr. Cameron suggested that the operators should get together and share best practices, Ms. Prosi advised that this process was started with a networking event.

Mr. Colonese commented that CDOT has spaces and the SWRPA Parking Study overlooks this. CDOT has been working with towns to determine appropriate costs. There is no major difference between the cost of a CDOT and municipal parking space. Gene Colonese is to provide a similar cost / usage table for CDOT spaces.

Mr. Parker noted that there is a wide variation in permits issued to available spaces, 2.6:1 – 1:1 and asked if there was a recommendation as to the appropriate ratio.

Members commented that some people are hoarding and even subletting parking permits. Mr. Chabot mentioned that in New Canaan you can get a partial refund for a parking permit but still get a new permit the following year, he suggested that this is a good incentive to counter hoarding.

CDOT RAIL STATION PARKING TASK FORCE

Jim Cameron asked for a brief update regarding the status of the Rail Station Parking Task Force. Mr. Redecker advised that the final nominees have been received and the first meeting of the members has been scheduled for July 7. The objectives of this first meeting are to establish where we are today, what projects are in the works, where we looking to go in the future, and a general brainstorming session.

UPDATE ON M8'S (3)

The council had received word that the M8's had failed their stress tests, Mr. Cameron stated that he had contacted Mr. Tom Tandy for comment but he had not received a response. The incident occurred during the normal required test, which for the most part went well. There were some areas that will need work, the train was 'squeezed' and there was a failure around window sill, this was minor and they believe that it can easily be corrected, the failure was described as a wrinkling of the metal around the sill. Kawasaki has already designed something and Metro North has approved the correction.

The council asked if this was an FRA mandated test, Mr. Longobardi and the representatives from couldn't say, just that it was a part of the specifications. The council was eager to know if it will it slow delivery, Mr. Longobardi did not think so that the correction could be easily corrected on the next car shell. The council inquired about the delivery schedule questioned the response, originally advised that the cars would be in use in January but the message in this meeting had been early 2010 1st Quarter. They were assured that the agreed upon delivery schedule had not be changed.

CDOT were asked id the MTA had paid its portion of purchase price. Mr. Parker thinks they are still waiting for approval of the cab plan. Mr. Cameron asked if CT had paid all the costs to date, Mr. Colonese advised that NY had paid 100,000,000.

The council asked about the option to buy more cars, 210 were included in original deal, they took 1st option for additional 90 cars, the next option is for an additional 80 cars but the deadline for this decision is still 2 years away. CDOT advise that they would need to wait for the MTA's budget to be finalized before they could consider exercising the additional 80 option.

MONTHLY OPERATING REPORT (7)

Mr. Longobardi ran through the Major incidents on the operations report.

- Lost power in Cos Cob this was caused by a problem with the sub station and has now been rectified
- A police incident that delayed the train by 1hr 15 min
- Wire damage to track 1 at Pelham they lost 2 inbound tracks for a period of time, the wire snagged on 1 of the new pantographs, there was no damage to the pantograph and it didn't come down.
- Mr. Todd reported an incident that occurred on May 26, 1 train was cancelled 12:40 PM, the announcements indicated that the next train was at 1:40 PM, but there was actually another train at 1:20 PM. Drew Todd pointed to the poor communication during this incident and John Longobardi said he would look into it.

Mr. Cameron asked if it would be possible to get emails every time there is a delayed train, a twitter like service, as opposed to just major incidents, he suggested that this would be better than the alternative of ill informed commuter groups posting inaccurate or incomplete information. Mr. Cameron said that perhaps the council should raise the issue at the next meeting when there is a larger MTA contingent.

Ms Prosi commented on the importance of making frequent announcements when there are delays on the train, and said that this could not be expressed enough.

Ms. Cronin inquired about the bar car sat north of Stamford train station, the council was advised that the car needs a heavy repair job and there is no room in the yard at this time. The council inquired about the Bar Car Wrap initiative and Mr. Colonese advised that the interest in this by advertisers has declined and is not currently being pursued.

RAIL FEASIBILITY STUDY JUNE 17, 2009

Mr. Cameron attended this meeting, the 1st of 3, and recounted to the council some of the comments made. It was a spirited discussion and many commuters expressed their frustration. Many of comments made were in line with the feedback received at the Waterbury CRCC meeting in May.

There were complaints about poor cleaning; one commuter reported seeing vomit on the morning train. Mr. Longobardi advised that this should not happen as the trains are cleaned every night in New Haven, he noted that the reason the VRE cars are much cleaner is because they see fewer riders. Mr. Colonese added that as the schedule for the morning train is very tight there is not as much cleaning time as they would like. There are scheduling changes that should alleviate this problem, giving the crews an additional 3 hours to clean.

FOLLOW-UP TO NAUGATUCK MEETING ON MAY 20, 2009 (6)

Mr. Redecker was able to report that the conditions at the Waterbury train station have been substantially improved since May. The brush was cleared and they are in the process of installing security cameras in the hope of further deterring the vandalism at the station, the station now has a regular monthly maintenance schedule.

Capt. McKenna talked further about the security improvements at the Waterbury station; the MTA police have increased their patrols, as have the Waterbury police department. Capt. McKenna then introduced Sgt. Lennon to talk about the Viker behavioral detection officers, part of the Patriot program started by MTA Police to give tools to officers already on patrol. This is achieved without any additional cost. Sgt. Lennon said that the often used phrase "The nail that stands out gets hammered" sums up the focus of the training.

PROPOSED FARE INCREASE – DISCUSSION (1)

The budgeting process is at an impasse; Gov. Rell has proposed an increase in rail and bus fares. The concern is that these increases, especially bus riders, would affect the lowest income groups in the state. There is no public support for an increase in the gas tax or toll hikes. Mr. Cameron stated that we may need a new revenue stream but asked the council if they felt that should come from rail riders or as a general policy change. Ms. Cronin believes this should be viewed as a statewide issue. Mr. Cameron said that it's an easy target, a tax on commuters that have no other choice.

Sen. Schumer has stated that NY lags behind many states and has unveiled a plan to promote WIFI Access Mr. Todd wondered in the state had the budget for this.

The onboard fare penalty has been increased to \$6 USD and this was communicated to commuters in a seat drop.

A decrease in the gas tax has been proposed, Mr. Chabot believes that this is a mistake. The fare box returns continue to show that CT has the highest fares. Mr. Austin raised the issue of fare collection and the council agreed that this is an ongoing problem; conductors need to be monitored more closely as rail could be losing substantial revenue. The council generally agreed that that a gas tax makes more sense as it aids all travelers and gets more cars off the road. When the gas price went up the additional revenue went into a general fund. The highway trust fund is bankrupt and is the wrong mechanism for raising funding.

Mr. Parker stated that any fare increase is a public policy decision and reminded the council that CDOT may be required to begin the process of fare hearings even while the legislature is debating the increase. Mr. Cameron stated that the council has made their position very clear, they will oppose any fare increases unless the cars are in use in January and hold the legislature to their word.

STAMFORD GARAGE REDEVELOPMENT (2)

Mr. Parker advised that the RFEI has been put out by the DOT and they are beginning the process of exploring potential opportunities, he would like to leverage the existing parking garage to improve parking access and facilities for commuters at the station. Mr. Parker stated that they are committed to securing a permanent replacement spaces, perhaps a little further away, before proceeding with an agreement. The next step is to issue an RFP and collate the developer's proposals / concepts. Mr. Parker stated that by the end of this year he hopes to have a clear view of the way forward. There was an initial meeting on June 5 attended by 19 firms, approximately 30 people.

Mr. Chabot was appalled at the very idea that we would trade the existing structure, which is perfectly situated for its purpose, and replace it with something that is a block or two away. Mr. Parker argued that he doesn't feel that the walk would be substantially different from other stations on the line, and that by expanding away from the station place there is real opportunity to improve the overall access.

Mr. Chabot commented that 2 years ago there was suitable land but that we have lost opportunities with all the delays. Mr. Parker didn't think that the state should compete with developers, that locking up land for 2 years was not a good idea; he felt that we had one shot to get this right in the next 40 years and we shouldn't waste it. Ms. Cronin asked if the commuters would be given an opportunity to comment on the proposals, she felt that riders do not want to shop and do not want to park a far away from the station. Mr. Parker stated that it wasn't just a question of shopping but amenities, and a lower level could be left open for taxis and pedestrian circulation. Ms Cronin wanted to know at what point the public get their say. Mr. Parker responded that after the 'expression of interest' has been received. Mr. Cameron questioned why we are asking businesses to determine the best use of state land. Mr. Austin suggested that light rail might be an alternative solution; urban transit projects would provide developers with an opportunity to benefit from dollars given for public use and minimize the cost to the state.

Mr. Parker stated that CT has a hard 32 mil USD in allocated funds to rebuild the garage this is what they are working with. The submissions in response to the RFEI are due on July 10th and that a decision would ideally be made in 2009 so that the process can start in 2010.

Mr. McGee stated that he felt the concept as laid out is fine, and said that he is not sure the garage does *need* to be in the same spot. We all need to ensure that the state and city work together to find the best solution, the city has hired a consultant; Mr. McGee hopes that the private interest of a developer will not drive the decision about how the space is used. Mr. McGee said that the BCFC like the city process because public input is an integral part.

Mr. Parker gave the example of Chicago's union station, which two entrances are maintained by different entities, the back entrance is managed by the transit agency and there is an office building at the other end, this

space is much nicer and is not being paid for by the commuter. Mr. Parker has promised to explore opportunities in a way that is transparent and will post all suggestions on a website for comments.

CRCC REAPPOINTMENTS

Mr. Cameron was saddened to report that Mr. McGee would be leaving the council; he thanked him for all of his hard work for the commuters of the region in the last 10 years. Mr. Cameron advised that many of the council members were up for reappointment and that any members interested must reach out to their legislator by June 30, 2009. Mr. Cameron advised that all of the information regarding member appointments and terms can be found on the website, <http://www.trainweb.org/ct/> and advised that the incumbent sit on the council until a replacement is appointed.

Mr. Cameron adjourned the meeting at 9:00pm

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 12, 2009
SWRPA
STAMFORD, CT

Present were: Jim Cameron, Chairman; Rodney Chabot, Sue Prosi, Roger Cirella, Luke Schmirring, Jeff Steele, Jeff Maron, Terri Cronin, Drew Todd, John Hartwell, Connor Murphy and Bob Jelley, members of the Council; Gene Colonese, Jim Redecker and Jeff Parker, CDOT; Joe Kanell and John Longobardi, MNR; Two MTA Police; Martin Cassidy, Stamford Advocate, Devon Chiverella and Martin Cazell, members of the public.

The meeting began at 7:00 pm.

Chairman Jim Cameron introduced the two new members of the Council, Luke Schmirring who commutes from East Norwalk to Grand Central Terminal and John Hartwell who lives in Westport and uses the Greens Farms Station. Mr. Cameron also reported that the Station Parking Task Force had held its first meeting on July 7 in New Haven, and that the meeting had successfully focused on a variety of parking problems.

PROPOSED 10% FARE INCREASE

In answer to a question from Mr. Cameron, Jim Redecker said that there was no budget yet, so that no fare increase was being proposed. Mr. Cameron asked about the Public Hearings that had been scheduled and then canceled for a fare increase, and particularly, commented on the fact that 6:00 pm hearing scheduled for Stamford was an awkward time for commuters. Mr. Redecker said that meetings would stay open until 9:00 pm.

Drew Todd asked if the proposal had been both a 10% fare increase and then the statutory 1¼% fare increase on January 1, 2010. Mr. Redecker said that indeed the plan had been for the two increases, which would have been a combined increase of 11.4%.

In further discussing fare increase hearings, Mr. Redecker said that people can testify by email or by letter. Sue Prosi suggested the possibility of having midday hearings in work centers like Stamford. In response to a question asking what the use was of a hearing about the 1¼% fare increase, which is statutory, Mr. Redecker said that people would be able to comment on the DOT's proposal on how to actually apply the 1¼%, including rounding up and down.

Mr. Hartwell suggested Saturday or Sunday hearings. There were comments about the confusion of having combined bus and train hearings, and Jeff Parker said that it was important to have both together so that people didn't have to choose one hearing or the other, particularly if they used both train and bus.

STATION PARKING TASK FORCE

Mr. Redecker commented about the first meeting, which Jim Cameron, Terri Cronin, Sue Prosi, and Bob Jelley attended. He said that he had liked the first meeting and that it had raised new issues. He said that he recognized that it may be useful to split the task force into two groups, one for Fairfield County and the other for New Haven County and Shore Line East. He said that he had had some considerable feedback from some of the towns following the meeting. He said that the next meeting would be held in early September.

NEW M-8s

Mr. Parker said that eight pilot cars will be shipped from Japan this fall, after inspection in Japan in September. There will then be a 4-6 month test period in the United States. Production cars will begin to arrive 4-6 months after the test period ends. He expected the pilot cars to arrive in November. Rodney Chabot asked whether Kawasaki will continue building cars while the original eight are still being tested. He suggested that they should stop building until the eight are approved. Mr. Parker said that that is impossible because it's important for reasons of efficiency to keep the production line going and not lose the production workers who will be

working on the M-8 cars. Jeff Steele asked if the new trains will have signs on the outside indicating their destination and whether the train is running local or express. Mr. Parker said that they would indicate the destination but probably will not indicate if they're local or express.

Mr. Jelley pointed out that the MTA's 2010-2015 proposed cap budget, which is on line, has money in it for paying back Connecticut the money that Connecticut had advanced for New York's share of the new cars.

STAMFORD GARAGE

Mr. Parker reported that the DOT had received only one proposal for development of the site of the old parking garage. He said that the DOT was disappointed and asked other possible developers why they hadn't submitted proposals. Those developers said they didn't want to spend the time developing proposals. Mr. Parker went on to say that he thought it was going to be hard to provide substitute parking during construction of a new garage at the site of the old garage. Jeff Maron raised the issue of a private developer building a new garage and then being able to charge whatever it wanted to for parking. Mr. Chabot said that the garage belongs at the station and it should stay where it is.

GAME TRAIN SERVICE

It was reported that double-decker cars will probably be used for New Haven line service to New Jersey Meadowlands games on weekends.

With respect to Yankee Stadium service, Joe Kanell said that Metro North was pleased with the game service and reported that there were about 5,000 train riders for one of the Red Sox games. Terri Cronin described the situation of the train from Yankee Stadium to 125th Street on Monday night, August 10. (This was not a thru-train after the game was concluded; she had left following the 7th inning.) She said the train to 125th Street from Yankee Stadium was late resulting in terrible crowding at 125th Street Station of people trying to get from one track to the other in order to get a New Haven line train. Most transferring passengers missed the train. There was discussion about how to communicate between trains to hold connections.

Mr. Jelley reported that he thought the Yankee Stadium game service timetable was confusing as to which trains required a change at 125th Street and which were thru-trains.

MAIN LINE ISSUES

Mr. Chabot mentioned that it was reported that the Long Island Railroad was getting a new car wash building with stimulus money. He wondered why the New Haven line didn't also get a new car wash facility with stimulus money. Mr. Parker said that no car wash facility was shovel-ready. He said it would be built in November, 2015. John Longobardi said that they wash 80-90 cars daily in Stamford and 20-30 more at the High Bridge facility.

Jeff Steele reported that commuters like the newly-rebuilt station at Southport.

Mr. Parker reported that the Metro Center Station in Fairfield had encountered construction delays because the developer cannot uphold his end of the bargain. He said that there will be a temporary station with some parking. He said that they were aggressively hoping to open a station in late 2010. Ms. Prosi asked who would operate the parking at Metro Center Station. Mr. Parker said that that had not yet been determined.

Drew Todd asked about absence of air conditioning on trains recently. Mr. Kanell said that air conditioning had gone pretty well until the first two weeks of August.

BRANCH LINE ISSUES

Roger Cirella reported that busing on the Waterbury line had been well done. Mr. Kanell praised both the Connecticut DOT and the MTA police for their help on busing.

Mr. Parker reported that the signal project on the Danbury line was at last underway. He said that the job would cost \$52 million, but the State already had \$10 million for it, it had gotten \$32 million in stimulus money and only needed \$10 million more. He expects the project to be finished in two years. This would permit positive train control by 2015 as required by federal statute. Mr. Cirella suggested that the state put signals on the Waterbury line.

There was a report of a fire on a P-40 Shore Line East diesel locomotive at Fairfield Station. An oil leak had caught fire but the engine was repairable.

Mr. Jelley reported on his viewing of the operation of the Amtrak Connecticut River Bridge between Old Saybrook and Old Lyme on a recent Sunday morning. He said that it was his observation over a two hour period, that the bridge was often closed much longer than necessary, thus delaying boats with high masts. He suggested that in the State's negotiations with the Coast Guard and boating associations, there was room for operational improvement that would reduce the impact of bridge closings and permit Shore Line East trains to run to New London. Mr. Redecker said that there was a meeting between the DOT and the DEP scheduled for the next day.

Mr. Chabot reported that a storage track at New Canaan was being extended to permit storage of three rather than two early morning trains.

Mr. Redecker said that the Council's Naugatuck meeting in May had been useful to CDOT in identifying serious customer service issues.

JUNE OPERATIONS REPORT

Gene Colonese said that ridership was still down, particularly discretionary ridership.

The meeting ended at 9:30 pm. The next meeting is scheduled for September 16, 7:00 pm. at SWRPA.

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 SEPTEMBER 16, 2009
SWRPA
STAMFORD, CT

Present were: Jim Cameron, Chairman; Terri Cronin and Jeff Steele, Co-Vice Chairman; Rodney Chabot, Former Chairman; John Hartwell, Bob Jelley (on the phone), Jeff Maron, Connor Murphy, Sue Prosi, Luke Schnirring, and Drew Todd, members of the Council; Gene Colonese, Joe Marie, and Jim Redeker, ConnDOT; John Longobardi, MNRR; Capt. Jim McKenna, MTA Police; Florinda Teixeira, Metro Pool; Chris Schoenfeld, StationStop.com; Harold Cobin, yourCT.com; John Austin Sr., and Kristan Tulp, members of the public.

The meeting began at 7:00 pm.

1. Jim Cameron welcomed the new members and asked everyone to go around the table and introduce himself or herself.
2. The Council approved the June and August minutes with the following amendments proposed by the council.
 - a) June minutes: Jeff Maron suggested that SWRPA Parking Study paragraph 4 should be amended to show the full range of prices from smallest to largest, therefore include Stamford at \$840 USD annually
 - b) August minutes: New M-8s paragraph 1 should be changed to state that, "Production cars will begin to arrive 4-6 months after test period starts"

PROPOSED FARE INCREASE (2)

Mr. Marie started the discussion by saying that we all want to avoid a fare increase. However, the legislature has passed a budget, which went into effect 6 days ago, this budget contains a subsidy reduction that would be equivalent to a 10% fare increase effective October 1st, 2009, Mr. Marie stated that ConnDOT is sending a letter to the legislature for clarification on the intent. Mr. Marie stated that the state is in a difficult financial position, the reality is that there is a deficit, as we move forward we have hard choices to make, either a service cut or a fare increase. Mr. Marie also noted that the MTA's fare increase causes a disparity between New York and Connecticut fares, with some Connecticut residents paying less than some New York residents even though they travel a shorter distance. Mr. Cameron pointed out that NY's increase came about due to a cash crisis, which stemmed from a bonding issue not a change in operating costs, and the increase was on a lower base cost. Mr. Marie will attend next month's CRCC meeting and hopes to have greater clarity at that time.

Mr. Marie said that the 1.25% increase mandated by law to go into effect January 2010 was unlikely to take effect at that time as it would be very difficult to implement all required notices before then. Mr. Cameron asked if they would package the 1.25% and 10% increases for a date later in 2010, and asked if the law mandates the notification periods. Mr. Marie confirmed that the law mandates the notifications and stated this was the reason that ConnDOT had tried to schedule hearings, but we held back for a number of reasons. It takes approximately 4-6 months to cover all the notification requirements.

Mr. Cameron noted that if we are required to wait 4-6 months before implementing the increase then arguably any fare increase could be more than 10%. Mr. Marie said that it may be possible to move money around the department of transportation and carve out savings in other areas.

Mr. Chabot noted that for many years fares in New York were lower than Connecticut, that Connecticut riders pay the most per mile currently and this would still be the case after the fare increase in New York. Mr. Marie stated that the fares are distance based and the further you move out from New York the higher the fare should be. If a New York resident could travel north to a Connecticut station and pay less for a ticket into GCT, then New York may argue that Connecticut must make up any difference in lost revenue, he further said that during the last round of arbitration between MetroNorth and the MTA the arbitrator was silent on this issue. The 1.25% increase wouldn't resolve the cross border issue.

Mr. Cameron made 2 requests; 1. He asked that when the public hearings are scheduled they be done at convenient times and in good locations for commuters. Mr. Redeker noted that in the past the issue was really one of communication, the locations were good but commuters weren't informed that ConnDOT & MetroNorth would stay until everyone had an opportunity to speak. 2. If service cuts are part of the equation that they be equitable on both sides of the border, last time the proposed cuts more severely affected Connecticut. Ms. Prosi asked that if the hearings are extended, to accommodate a greater number of people, that they repeat the briefings for the benefit of the late comers.

Mr. Cameron commented that although the legislature had not asked for a fare increase they were creating a situation that would lead to at least a 10% increase, Mr. Hartwell noted that the actual increase may be higher due to the gap between the effective date noted in the budget and the actual implementation date. Mr. Marie said that the legislature's intent was unclear and in their letter explaining the revenue gap and asking for the legislature's guidance about how to fund the gap. He expected that there would be a period of negotiation between the Executive and Legislative branches of state government. Mr. Hartwell asked to whom we should reach out to, which committees, in the run-up to this decision, to express our objection to this fare increase. Mr. Marie said that no one he has been working with in government wants a fare increase. Mr. Cameron stated that he thought the best way was to reach out to your local representation. Mr. Maron asked if it was possible to put an increase in place for a limited time not perpetuity.

Mr. Marie said that Metro-North has greatly increased efficiency and any further savings were likely to have an impact on service. Mr. Chabot commented that the gas tax has been reduced by 14% over the last few years and asked if there was any chance to increase it again. Mr. Marie said that it was ConnDOT's job to assess the needs of the state and any gap between what is required to maintain service and improve them. Mr. Marie said the list of needs is great, the list of wants is greater, and the list of resources is very small in comparison. The council asked if there was help coming on a Federal level. Mr. Marie said that while we wait on that discussion we have to keep planning for the State's needs.

Mr. Austin, Jr. raised 2 issues; 1. if they had considered a fare increase on the base fares, as within Connecticut the fares are lower than the buses. 2. He asked if they would consider a fare collection audit. Mr. Marie stated that he had heard this concern but that they didn't share it as they have one of the lowest fare evasion rates of any commuter railroad, at around \$2 Mil USD or 2-3%, Mr. Steele asked where Mr. Marie was getting the fare evasion number. Mr. Marie said the source is the 2003 TCRP (Transit Cooperative Research Program) study of 20 transit properties. Mr. Cameron said that anecdotally all of the Council members have seen and reported these incidents of uncollected tickets; he said a commuter watching a rider get on and not pay was equivalent to watching someone shoplifting. Mr. Maron commented that the higher the fares go the more some will try to dodge the fare. Mr. Longobardi said there are around 400 auditor tests conducted and they would be happy to present these findings at the next meeting.

CDOT RAIL STATION PARKING TASK FORCE (3)

Mr. Redeker advised that they were collecting and distributing residential origin / station destination findings but, due to staffing cuts, it was taking longer than expected. Mr. Colonese has taken on this project and Mr. Redeker will shortly send out a notice to get a new meeting date on the calendar to share that information.

Mr. Redeker shared the news that a new free shuttle service was introduced today in New Haven, the service is between the station, the 2 parking lots, and the green. Bus number 89 operates every 20 minutes from 6am-10pm. Mr. Colonese's group, intermodal, is paying for the service and ConnDOT will see how well it works at opening up downtown and reducing congestion.

Mr. Cameron advised that Darien board of selectmen had had their eyes opened to permit hoarding and will increase the number of permits they issue at lower cost, approximately half, to encourage infrequent users to use the lots further away from the station. Mr. Cameron also raised the possibility of subletting permits, which would be legal in Darien though the rules vary by town, Ms. Prosi noted that Greenwich had people arrested for permit trading. Ms. Prosi added that Stratford was able to purge hundreds of people from their permit waiting list just by better management; they have a staff member monitor every plate in the lot every day. Mr. Steele inquired if a secondary market for tickets has been considered at a state level. Mr. Redeker said the Parking task

force is the right resource to discuss and implement these ideas, they spent whole 1st meeting on permit issues alone.

Ms. Teixeira from MetroPool informed the council of a program they are running to encourage people to share a ride to the train station. If you share 2 rides to the station you receive a \$25 USD check, and encourage members go to the website for more information, www.nuride.com, supplies are limited. Mr. Maron, asked how the program is funded. Ms. Prosi advised that this is funded with SEMAC money, for congestion mitigation.

Mr. Hartwell asked if the Parking task force would release their report by end of the year. Mr. Redeker said that was the goal although clarified that this is not just a study but also an action taskforce.

MAINLINE ISSUES (4)

A: UPDATE ON M8 DELIVERY / TESTING

Mr. Cameron started the discussion by says he had reviewed his notes and about 18 months ago when the M8's were discussed we were told the 1st test cars would start arriving in August, last month Mr. Parker said they would arrive in November with another 4-6 months of testing. Mr Cameron asked Commr Marie if this latest timeline was still accurate and we would see production cars in May, 2010. Mr. Marie started by saying he has spent his entire career in public transportation, and the recent track record of rail manufacturers has been deplorable, they've had a very difficult time meeting deadlines, so Mr. Marie is not surprised by the delay. Mr. Marie said he reviewed all the public statements and the timeline given was fall 2009 for delivery of the 1st cars, his team has been intimately involved with MetroNorth in design, production, and the delivery schedule. Mr. Marie explained that 300 railcars is a big order by industry standard. The output of 10 cars a month has only been achieved once in history and it took 5 years to get there. Kawasaki has had challenges to deal with; 1. The delivery of structural steel, 2. Trouble with suppliers, 60% of the materials required come from sub suppliers, 3. Testing problems, namely the compression test failure. However, they have overcome many hurdles and are in static testing in Japan which is going well right now, we should see pilot cars in the fall, which will be brought to yard for testing at night. They are 60-70 cars into the build, though we will see a lag between pilot cars and production cars because of quality testing, if everything goes really well we should see production cars in May 2010 and the end date unchanged with all cars in service in late 2012.

Mr. Cameron thanked Mr. Marie for the best, most thorough, explanation he had ever heard of the M8 project. Mr. Marie, pointed out that they are still doing modifications on M7's and the department's focus is on making sure Kawasaki gets it right before they send the cars here. In relative terms, Kawasaki has been doing well.

Mr. Chabot commented that he hoped they would keep up with the CSR program in the interim, Mr. Marie said CSR will continue and they are committed to a high level of mean distance between failures, next in the program will be the M4's.

Mr. Hartwell understood that there are fewer seats on new cars, and asked what the net/net seat capacity increase will be 18-20% in seats. Mr. Marie said the exact fleet management plan can be presented at the next meeting. Mr. Hartwell also wanted to comment on the 3x3 vs. 3x2 design of the car noted that he personally would be very sorry to see it go.

Mr. Todd asked if there savings for us if Kawasaki are late, Mr. Marie stated that if they don't deliver on the agreed upon dates we will hold their feet to the contractual fire. Mr. Cameron asked if there is there a risk of Kawasaki going out of business, as when Bombardier lost the contract they said that Kawasaki must be loosing a lot of money on this deal, are they loosing so much money that they could be in financial difficulty. Mr. Marie said that he felt there was no danger of this.

Ms. Cronin asked for an update on the bike rack decision. Mr. Redeker said that there is an RFP going out, and the bike hooks are not permanent. Mr. Marie said that Kawasaki is making provisional structural adjustments to accommodate the final design. Mr. Cameron asked what the bike target is; Mr. Marie said 2 per bikes per car is what the state is going for.

C: STAMFORD GARAGE REDEVELOPMENT

Mr. Marie opened by saying that the station and garage need to be in harmony with the city, and address the deteriorating condition in the existing garage. Mr. Redeker said although there was only 1 response to RFEI, he still feels like there is significant interest amongst the developers though perhaps many didn't want to share their ideas or make the investment required to participate in the RFEI. Mr. Redeker advised that they have connected with Stantec, the City's consultant, and they will present to the council at a future date.

Mr. Freeman from Harbor Point approached Mr. Cameron in June or July about presenting at a council meeting and, although the Council has no say in the adoption of any particular plan, Mr. Cameron said he was welcome to attend as the council would be very interested to see what ideas Harbor Point has.

Harbor Point Development own 80 acres south of train station, and as part of the zoning approval process were asked to contribute \$100,000 for a traffic study, now the Stantec study. Harbor Point's plan would include a free ride bus from the residential properties, approximately 4,000 units, to downtown Stamford and the train station, road improvements and walking paths. Their Manger site could be utilized for temporary parking or could possibly be part of a permanent parking solution for the train station. Harbor Point is really focused on the 50-100 year plan for the area, the plan would really marry the office space to the station, using the grade of the platform as the 1st level of the office building, and going below grade with parking, approximately 1,000 spaces for the train station. The pedestrians would be kept above street level and away from the traffic.

Mr. Cameron asked who would pay for pedestrian bridge and platform extensions, Mr. Marie said this is something that would be worked out as part of the proposal though right now he couldn't say exactly where the money could come from.

Mr. Maron asked what the price point of parking spaces would be, Mr. Freeman said it would be a ConnDOT operated garage, so the price would be set by ConnDOT. Mr. Chabot asked what timeframe would be for the construction of the garage, Mr. Freeman said they don't have a buyer for the office building but if ConnDOT said "go" they could build the garage in 9 months. Mr. Chabot asked who would pay for the construction and Mr. Freeman and Mr. Marie both said it would be a ConnDOT garage. Mr. Todd asked how much money is available for the garage, Mr. Marie said there is \$35 Million USD set aside though there is a possibility that this number could go up.

Mr. Hartwell asked how old the current garage is, and if we are looking at a 50-100 year plan. Mr. Redeker advised the garage is approximately 25 years old and that some of that dialogue going on now as a part of the Stantec study is around the future state. Mr. Hartwell asked if ConnDOT has the manpower to pursue this, in response Mr. Marie said that the Branch lines, Shoreline, Springfield line, and Stamford are top priority for ConnDOT and the Governor, as everyone understands there is only negligible benefit to be gained from expansion of the roadways.

Mr. Maron asked for an update on the Stamford garage re-decking, Mr. Colonese advised that Desmond Associates was the successful bidder on the RFP and they are now putting together a package, the focus is to minimize outages and hopes to have repairs completed before the winter sets in. Spend is about \$150,000 USD, for 8,000 sq ft initially

B: ARR P FUNDS FOR STATION REPAIRS

Federal AARP funds will be spent on station repairs. Mr. Marie, said they are focusing on the "low hanging fruit"... painting etc. The 2nd package will include more structural items like canopies, all to be finished by 2010. Mr. Cameron commented, as these are stimulus dollars for job creation he hoped that some of the work would be given to local vendors. Mr. Marie responded that as these jobs were small they are suited to small local vendors.

CUSTOMER SATISFACTION SURVEY

Metro-North has decided not to do a customer satisfaction survey this year, Mr. Cameron said ostensibly because they want to coordinate all of their studies so they are similar. Mr. Longobardi didn't have any information on

this decision, and was the only representative from MetroNorth in attendance. Mr. Cameron expressed his disappointment that this decision was made without consulting the CRCC. Mr. Maron asked if it would be possible for the CRCC to manage an online survey and tabulate the responses, Mr. Marie suggested that we gather more information about the decision before we make other plans.

OTHER MAINLINE ISSUES

Chris Schoenfeld, from StationStops.com, spoke about the iPhone application he developed that allows Metro-North riders to check their train departures and arrivals, the download costs between \$2.99 USD and \$5.99 USD. Mr. Schoenfeld was pursuing license negotiations with MTA but they refused to discuss the 2 requested amendments to the contract. MTA wanted \$5,000 USD up front royalty or royalties on all past sales, and Mr. Schoenfeld wanted MTA to send him schedule updates. The MTA then issued a cease and desist order arguing that their train and bus schedule data was copyrighted, however Mr. Schoenfeld believes the law is clear on the matter and it is not possible to copyright facts and tables of data. First he was asked to take the application down, and then the website.

Mr. Schoenfeld was looking for ConnDOT's help in resolving the matter. Mr. Cameron commented that it sounded like a great application; Mr. Marie said that he was philosophically open to architecture but said that he didn't know enough about the situation to give an intelligent comment. Mr. Maron said that he would have loved MTA to develop this, but was happy that entrepreneur had stepped up. Mr. Maron proposed the council make a resolution to state; 'we support as wide as possible distribution of schedule information'. Mr. Todd seconded the motion, and the motion was passed unanimously. Mr. Schnirring, commented that as an iPhone user very happy the application had been developed. Mr. Cameron asked if this included Shoreline east data. Ms. Cronin wondered if the MTA had plans to go after the chap that publishes the bar car data.

Mr. Steele gave an update on the bridge / MetroCenter project status, the 1st selectman has advised the town of Fairfield will forfeit parking revenue so the State can pave the lot, however the waiting area may not be built as there is a lien on developer's property. Mr. Marie said that 9 months ago ConnDOT was informed that the developer, Blackrock, was having financial difficulties. At this time, ConnDOT is ahead of schedule and under budget for the roadway. Mr. Marie feels it is in the State's interest to see this project successfully completed, the 1,500 spaces are very important. A dialogue is advancing with the TD BankNorth, the city, and ConnDOT, though it would an overstatement to say that ConnDOT is 'taking control'. The parties don't have a resolution yet but TD BankNorth has been receptive to ConnDOT's ideas. In response to a question from Mr. Cameron, Mr. Marie stated that while capital markets have been very difficult of late he has not soured to the public / private partnership option

Mr. Maron raised the issue of communication when there are problems on the line, he gave the example of an incident where a woman jumped onto the tracks. The police shutdown the tracks and yet it was 35 minutes after the tracks were closed for the first notification to go out. Mr. Longobardi said that it can take 20 minutes before they can get a supervisor on the scene that can correctly asses the situation, and in this instance the scene was being managed by the New York police and information was limited. Ms. Cronin said this was not the case on the train to the Yankee game, the line was shut down for 3 hours, and no notifications were sent.

Mr. Cameron recommended that the council take this up again at next month's meeting in Grand central

BRANCH LINE ISSUES

Mr. Murphy advised that the busing on the Danbury line had not been a problem.

Mr. Cameron asked when the CTC work on the Danbury line would start. Mr. Marie advise that they have started ordering materials, though the good news is that they are extending the CTC work for the whole line, originally only a 1/3 of the line was scheduled for work. Mr. Marie said they view CTC as just the first step in improvements to the line.

Mr. Cameron asked when the Shoreline would be extended to New London, Mr. Marie advised they have a meeting coming up, last meeting August 14, and they should have the service up a running before the end of the year.

Mr. Chabot said that MetroNorth deserved praise for the way they handled a recent bomb scare in New Canaan, the conductors noticed an unattended bag on the 11:27am train to NYC. The train was cleared and only departed New Canaan 12 minutes behind schedule and the passengers made their connection at Stamford. Overall, it was very impressive and congratulations should be given to the train master Jay Grumblat. Capt. McKenna added that they had a Viper unit in Stamford and got him to New Canaan as soon as the report came in.

Capt. McKenna offered to give a canine demonstration and have Dave Rodriguez, head of the TSA in Connecticut, give a Viper presentation at the next meeting in New Haven.

OPERATING REPORTS

Everything good for July & August, on time performance at 98% and Mr. Cameron commented that the consist compliance hasn't been this high in a long time. Ridership was down 6% - 6.7%. Mr. Maron asked Mr. Longobardi to explain the poor correlation between consist compliance and cars out of service. Mr. Longobardi gave an example of 1 outage causing 12 consist changes out of New York.

Mr. Longobardi advised that there is work ongoing for the East side access and we would be losing some tracks to accommodate the work.

2009 / 2010 COUNCIL MEETING SCHEDULE

The 2009 / 2010 council meeting schedule was agreed;

Date	Location	Time
Wed. October 21, 2009	Grand Central - NYC	6:00 pm
Wed. November 18, 2009	New Haven RR Station – CDOT	6:00 pm
Wed. December 16, 2009	SWRPA – Stamford	7:00 pm
Wed. January 20, 2010	SWRPA – Stamford	7:00 pm
Wed. February 24, 2010	New Haven RR Station – CDOT	6:00 pm
Wed. March 17, 2010	SWRPA – Stamford	7:00 pm
Wed. April 21, 2010	Grand Central - NYC	6:00 pm
Wed. May 19, 2010	Town (to be confirmed)	7:00 pm
Wed. June 16, 2010	SWRPA – Stamford	7:00 pm
Wed. August 11, 2010	SWRPA – Stamford	7:00 pm

ELECTION OF COUNCIL MEMEBRS

All of the Council members in attendance are entitled to vote, however the following are lame duck members whose appointments have expired: Mr. Cirella, Ms. Cronin, Mr. Maron, and Mr. Steele.

Mr. Cameron advised that the Chairman of the Transportation Committee, Tony Guerrero, has reappointed him to the CRCC. The meeting was handed over to Mr. Chabot for the election of Chairman. Mr. Todd nominated Mr. Cameron, Mr. Hartwell seconded the nomination. There were no other nominations, the council took a vote all in favor, none opposed, Mr. Cameron abstained.

Mr. Cameron reappointed same Vice Chairs, Ms. Cronin and Mr. Steele, on the condition they are reappointed to the CRCC. Mr. Cameron reappointed Mr. Jelley as secretary.

Mr. Cameron advised he would distribute the appointment chart to the members.

The meeting was adjourned.

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 21, 2009
GRAND CENTRAL TERMINAL
NEW YORK, NY**

Present were: Jim Cameron, Chairman; Rodney Chabot, Roger Cirella, Jeff Steele, Terri Cronin, Drew Todd, Connor Murphy, John Hartwell and Bob Jelley, members of the Council; Jeff Parker, Gene Colonese and Jim Redecker, CDOT; Howard Permut, George Okvat, Marge Anders, Joe Kanell, John Longobardi, Donna Evans, Nate Filbertson, Mark Manno, Sherri Herrington, Roy Hess and Robert Lieblong, MNR; Harold Cobin and John Austin, Sr., Members of the Public

The meeting began at 6:00 pm.

The Minutes of the September meeting were approved.

Chairman Jim Cameron announced that Terri Cronin, Jeff Maron and Roger Cirella had been reappointed to the Council.

Mr. Cameron introduced Howard Permut, President of Metro North. Mr. Permut said that he would make an opening statement and then take questions. He commented on the fact that 2009 was the 25th anniversary of the formation of Metro North Railroad. He said that in 2008, MNR had 85 million riders. It appeared that there would be fewer than 85 million riders in 2009 because of the downturn in the economy but ridership would probably be equal to 2007 ridership.

He said that on-time performance in 2009 was about 97.9%. He said that this year the Mean Distance Between Failure was 106,000 miles. He said that this improvement was assisted by adding a second shift of maintenance workers in New Haven. He said that in 2009 Consist Compliance was 94% during the morning peak, 92% during the evening peak, 97% off-peak on week days and 99% on weekends.

He went on to say that about 60% of MNR's operating costs were covered by fares, one of the highest percentages in the United States.

With respect to Yankee Stadium service, he said that on average this season, 10-15% of the people going to the game used the train. He said that the station had been built very efficiently. He also said that train service after the game was a real challenge.

He said that the thru service from New Haven to Sunday football games at the Meadowlands was something that had never been done before. He mentioned that the trains are manned by Metro North crews from New Haven to Penn Station and by New Jersey Transit crews to Secaucus Junction.

He spoke of the new locomotive shop that has been completed in Croton Harmon.

With respect to the new M-8 cars, he said that the first two cars would be shipped from Japan on October 28. Thereafter there will be two cars per month until March, when 8 cars will have been received. Then Metro North will put together an 8 car train and begin dynamic testing for six months. He expected the first new cars to be in service at the end of 2010 with delivery after March of about 10 cars per month.

He spoke of the ongoing work to replace railroad bridges and catenary lines in Connecticut. He said that the new maintenance shop will be built in New Haven. He spoke of Metro North's financial problems. He said that there were problems with both the operating budget and the capital budget in both New York and Connecticut. He said that the federal government has mandated positive train control (as a result of the fatal train accident in California) and that will cost \$400 million. He said that funding for the next five year capital budget in New York State was only in place for the first two years, and that the remaining three years were unfunded.

Terri Cronin asked about uncollected tickets. Mr. Permut said that ticket collection was good to and from GCT. He said that collection between intermediate stations was harder, particularly with heavy ridership. Ms. Cronin suggested the need for more conductors. Mr. Permut said that the goal is 96% collection of tickets, and that on average 94-95% are collected. He mentioned that during the a.m. peak, more people get off trains in Stamford than board trains there. Mr. Cameron pointed out that a lot of people are switching from monthly to 10 trip tickets, because they were betting on the likelihood that the tickets would not be collected. Mr. Permut said that the Railroad is looking at all possibilities for ticket collection.

Mr. Cameron mentioned that when trains were fully packed, there is frequently no attempt by conductors to collect tickets. Mr. Permut said that conductors are disciplined if they do not collect tickets. John Austin said that some conductors don't use seat checks. Mr. Permut agreed that seat checks produce better ticket collection. He said that the M-8s will solve overcrowding so it will be easier to collect the tickets.

Mr. Permut noted that in other rail systems there is no collection of tickets but instead police check frequently to see that passengers have tickets and levy heavy fines if there is no ticket.

In answer to a question, Mr. Permut said that there are no plans for selling tickets with credit cards on trains. He mentioned that through union negotiations, the railroad is now able to install 52 additional ticket machines.

Drew Todd asked about upper level vs. lower level track assignments in GCT. He said that his trains were always on the lower level. Mr. Permut responded that diesel trains are always on the upper level. He also said that there were shorter platforms on the lower level, so that shorter trains were assigned to lower levels. He also said that Metro North tried to put busier trains on the upper level and less busy trains on the lower level, because lower levels platforms are narrower. He said that during the morning peak, 67% of Harlem line trains were on the upper level, 82% of Hudson line trains and only 58% of New Haven line trains. He added that there were more shorter six-car trains on the New Haven Line than the Harlem and Hudson lines.

He was asked about new facilities in the New Haven yard. Jeff Parker said that DOT has \$250 million from the Legislature for work on the yard. He said that the bids were lower than expected and that the DOT would be in front of the state's Bond Commission the following week, with the expectation that it would be let in December. He said that the acceptance facility would be completed and would have yards for storage.

In answer to a question, Mr. Permut said that he expected Yankee Stadium service to stay the same next year. Ms. Cronin described a failure to hold a New Haven line train at 125th Street in order to permit transfer of Yankee Stadium passengers on a shuttle. Mr. Permut said that he thought they did better with the transfer problem later in the season.

In answer to a question about the Meadowland service, Mr. Permut said that it was so new that it was hard to comment about it and that it was necessary to give it time to become popular. Ridership was averaging 200 passengers per train. He said that it was possible that they would reduce the number of trains next year, because everyone seemed to take the same train. He said that next year there would be a "traingate" area at the Meadowlands stadium for picnicing by train passengers.

He was asked about the status of East Side Access (the MTA project to bring LIRR trains into Grand Central). He said that it was proceeding but was behind schedule. He said that the High Bridge storage facility made it easier to give up some track space at GCT for East Side Access construction. He went on to say that completion of East Side Access is important because it will free up space at Penn Station, and Metro North wants access to Penn Station for the New Haven line.

There were questions about the schedule for M-8 service. Mr. Cameron suggested that Commissioner Marie had promised cars would be in service by the middle of 2010. Mr. Permut said that in his view adequate testing was vital and he expected M-8 service to begin by the end of 2010. He also said that he expects the cars to arrive at the rate of about 10 per month.

In answer to a question, Mr. Permut said that the reason no customer satisfaction survey was done in the fall of 2009 was because they wanted a uniform survey which would be instituted in the spring of 2010.

There was a question about why service alerts on Metro North take so long to be issued. Donna Evans said that the emergency desk was not staffed at all times. She said that they were doing two things: (1) looking at using other staff to get alerts out more quickly; and (2) using the real time information monitors at stations to tell the next three trains, their track numbers, etc. Mr. Permut added that it was important to get service alerts worded correctly and it took time to get the information to produce correct service alerts.

Mr. Cameron thanked Mr. Permut for speaking at our meeting.

FARE INCREASE

Mr. Parker said the earliest that they would be able to put the 1¼% fare increase into effect is May, 2010. That is because of the need for public hearings. He said CDOT was working on fare tables which would show how the fare increase would be rounded and applied to various tickets. He went on to say that while there is a hole in their operating budget, they're not planning a 10% fare increase and the Governor doesn't want to raise fares.

M-8 CARS

In answer to a question about liquidated damages for delays of delivery of cars, Mr. Parker said that the upper limit was 10% of the contract value. Rodney Chabot asked about the option for more cars. Mr. Parker said they have the option to add 80 cars to the 300 that have been ordered and that they would like to order the additional 80 cars. He said that bar cars are among the 80. In answer to question from Bob Jelley, he said that 24 cars for Shore Line East were also part of the 80.

BRANCH LINE ISSUES

Connor Murphy asked about work on Wilton station on the Danbury line. Mr. Chabot reported that the ticket machines at New Canaan station are hard to see when the sun is shining on them. Mr. Cirella asked about positive train control on the Waterbury branch. Mr. Parker said that they were seeking a waiver on positive train control on the Waterbury branch from the Federal Railroad Administration,. The problem is the amount of service on the Waterbury branch exceeds the usual amount of service for waiving the requirement.

The meeting ended at 7:55 pm. The next meeting is scheduled for November 18 at 6:00 pm at Union Station, New Haven.

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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 NOVEMBER 18, 2009
UNION STATION
NEW HAVEN, CT

Present were: Jim Cameron, Chairman; Rodney Chabot, Jeff Maron, Sue Prosi, John Hartwell and Bob Jelley, members of the Council; Jeff Parker, Gene Colonese and Jim Redeker, CDOT; Jeff Watson, Capt. Jim McKenna, Joe Kanell, John Longobardi, MNR; Jim McKenna, and Bill Fineki, and John Kerwick, MTA Police; Scott Howland, Amtrak; Ed Stannard, New Haven Register; John Austin, Bill O'Brien, and Danine Chevarella, Members of the Public.

The meeting began at 6:00 pm with a demonstration of the MTA Police dog teams, which are trained to find explosives. The Police explained that all explosives commercially made in the United States have a tag odor that can be used to train dogs, but that for explosives made in foreign countries, there are no tags so the MTA Police must get samples from the FBI in order to train their dogs. There was then a demonstration of a dog looking for and finding an explosive.

WATERBURY BUSSING

Danine Chevarella, a Waterbury commuter spoke about the evening bussing on October 30, 2009. She said that a lot of people waited in Bridgeport for an hour and a half for a bus and the same thing happened again a week later on a Saturday morning. She reported that the buses were very crowded and sometimes ran express to Waterbury, making no other stops. She complained that locomotives on the Danbury line kept breaking down.

Joe Kanell said that there were significant problems with the new diesel locomotives that were recently purchased. With a single track line, there is no way of passing a train that has broken down, and the only solution is to try to get busses until the track has been cleared. In Connecticut there are two firms that are under contract to supply buses if they are able to. There was a question about why conductors didn't get on the bus with the passengers, and Mr. Kanell said that conductors are required to stay with their trains. Sue Prosi pointed out that without conductors on the buses; there is no way to collect tickets.

There was a general discussion about the problem of train failures on the Waterbury line and problems with bussing.

FARE INCREASE

Jim Redeker said that there was nothing new to report. He said it will probably be June before they are able to do the 1.25% fare increase.

NEW M-8s

Gene Colonese reported that the first two M-8 cars were going through the Panama Canal and were expected in Baltimore on December 2. He expected them to be in New Haven by mid- December.

STAMFORD GARAGE

Jeff Parker said he expected there might be a meeting on December 9 in Stamford for the public to comment about station improvements and parking. Jeff Maron pointed out that Stantek, the company doing the study, has not yet spoken to the Rail Council. He suggested that neither Stantek nor the city planning people are paying much attention to the public. Ms. Prosi emphasized the need for input from users.

Mr. Colonese reported that the repairs to the old garage in Stamford had been completed. Mr. Maron said that he thought there was still more work to be done. He went on to ask about signage issues in the garage. Mr. Colonese pointed out that the signage was not a part of the repair contract. Mr. Maron suggested the need of

enforcement of stop signs in the garage. Ms. Prosi suggested that experienced traffic personnel ought to go through the garage to make suggestions about signage.

MISCELLANEOUS

Mr. Kanell reported that the 97.3% on-time performance is an all time record for the New Haven Line.

Mr. Colonese said that the DOT was studying whether to do any rehabilitation work on M-4 and M-6 cars. He said that in general, the price of a rehabilitation was about \$100 million per car.

The meeting adjourned at 7:45 pm. The next meeting will take place on December 16, 2009 at 7:00 pm at SWRPA.

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

MINUTES OF DECEMBER 16, 2009
SWRPA
STAMFORD, CONNECTICUT

Present were: Rodney Chabot, Luke Schmirring, Jeff Maron, Sue Prosi, Jeff Steele, Bob Jelley, John Hartwell, Roger Cirella and Terri Cronin, members of the Council; Jim Redeker and Jeff Parker, DOT; Harold Cobin, Member of the public.

The meetings of the October meeting at Grand Central Terminal were approved.

STAMFORD STATION AND GARAGE STUDY

There was a general discussion of the meeting on December 9, 2009 among some Council members and representatives of the Town of Stamford to discuss the study of the Stamford station and garage. Rodney Chabot, who was at the meeting, said that there had been much discussion about the location of a new garage. He thought that the company doing the study seemed to think that the preferable site for a new garage was the hole in the ground at the West end of Stamford station. Mr. Chabot said he thought that Council members preferred that the new garage be built on the site of the old one. Jeff Maron said that there was no assurance that the garage at the Manger-Gateway site will ever be built. Sue Prosi said that she thought that some suggestions in the study needed much further thought. Jeff Parker said that the DOT had no priorities for picking the location but that he thought spreading parking all over was not the answer. He said that in any case, the DOT will replace existing parking spaces during the tear- down and construction of a new garage. Jim Redeker said that he thought it would be nice to get a comparison of costs and effect on traffic for all proposed sites. Jeff Steele asked whether there was any possibility of just doing a simple garage replacement at the site of the old garage. Mr. Parker spoke of the need to get 1,000 spaces to replace the old garage. He pointed out that in addition to building a new garage, it was necessary to widen some of the railroad's overpasses to permit traffic access to the south end of Stamford. Terri Cronin asked whether Amtrak could be helpful on the parking issue. Mr. Parker said one could not count on Amtrak to be helpful on parking.

STAMFORD GARAGE WALK-THROUGH

Mr. Maron reported on the Stamford garage walk-through on December 14, 2009. He said that he had attended the walk-through to accomplish two things: (1) to show the problems with daily operation including the failure of cars to stop at stop signs and (2) to look at the repair job. He said that as a result of the walk-through, he appreciated the limits of the job and the fact that shallow holes were not patched. Mr. Parker said the DOT wanted to replace the garage as soon as possible. Bob Jelley said that in thinking of railroad station parking more generally, it was his view that it was most urgent to provide parking at New Haven and Stamford stations. He said that because both Union Station in New Haven and Stamford Station attract a great many casual users he believed there was no problem having a new 1000 car garage for each of the two stations. In answer to a question about larger garages, Jim Redecker said that for station parking, it was impossible to operate anything bigger than a 1,000 car garage. He also reemphasized the difficulty in getting cars through the railroad overpasses to get to garages south of the rail line. Rodney Chabot said he thought Station Place needed to be widened and to let people stop at the curb to discharge passengers.

RAIL PARKING TASK FORCE

Mr. Redeker said that the early December meeting of the task force got recommendations for moving forward. He said he would pull together a report for a meeting some time in January.

DANBURY TRAIN FIRE

Ms. Cronin raised the question of the inadequacy of service alerts concerning the Danbury train fire on December 12, 2009. After some discussion, Mr. Jelley proposed a resolution concerning service alerts in general. The resolution was as follows:

RESOLVED, that the Metro North New Haven Rail Commuter Council, having discussed the timeliness of MNR service alerts many times over the years, and being informed by Howard Permut's remarks at our October meeting, and being further informed by the article in the December, 2009 Mileposts, and being aware of the more timely and more frequent service alerts issued by LIRR and the NYC subway system, requests that CDOT work with MNR so to get MNR to change its service alert policy to be in line with the LIRR and NYC subway system service alert policies, thereby providing more timely, more specific, and more frequent service alerts.

After further discussion, the resolution was unanimously approved.

FARE INCREASES

John Hartwell asked about status of fare increases. Mr. Parker said that no one was pushing to put the increases into effect, and that the DOT will eventually start with hearings.

NEW M-8s

Mr. Redeker reported that the first two M-8s are in Baltimore. He said that they had taken two weeks to get from Japan to Baltimore and were taking three weeks to get from Baltimore to New Haven.

MTA PROPOSED SERVICE CUTS

Mr. Chabot asked why the MTA was proposing cuts in Connecticut trains to solve a New York State budget crisis. Mr. Parker said that on December 1st, Connecticut had approved an MTA budget without service cuts. Then the MTA changed its mind and passed a budget that included service cuts.

WATERBURY LINE

Roger Cirella raised the question of the Waterbury line feasibility study. Mr. Redeker said that the possibility of replacing the Waterbury line with buses had been removed from consideration. Mr. Parker said that there is no present money available to build sidings on the Waterbury line to permit trains in opposite directions to pass.

The meeting adjourned at 9:30 pm. The next meeting will take place on January 20, 2010 at SWRPA in Stamford.

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MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
January 2009

MONTHLY REPORT - New Haven Line Mainline		
Category	January	YTD/or prior month
Ridership	2,849,996	2,849,996
% change from same period 2008–calendar adjusted	-1.8%	-1.8%
On-Time Performance (OTP)	95.6%	95.6%
Annulments and Terminations (current month and previous month)	53	16 (Dec 2008)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	72	55 (Dec 2008)
Consist Compliance (AM and PM peaks) Current Month and Previous Month	79.1%	91.5% (Dec 2008)
MDBF - Mean Distance Between Failures	December	2008
- M2 2008 Goal 70,000; 12 mo. avg. 79,887	56,005	79,887
- M4 2008 Goal 60,000; 12 mo. avg. 67,924	64,716	67,924
- M6 2008 Goal 70,000; 12 mo. avg. 56,976	30,197	56,976
Diesel BL20 2008 Goal TBD	9,430	4,906
P32 2008 Goal 30,000	17,882	25,188
P40 2008 Goal 8,000	N/A	22,169
CSR – Cars in Program (total or partial completion) - Current Month and Total	2 (full completions)	114/146
MDBF (CSR Program)	Rev. Dec CSR: 56,899 Rev. Dec Non CSR: 55,111	(Full Completions/Total Program)

Incidents of Note: (resulting in 5 or more late trains)
 1 January 2009 Trains 3614,3618 disabled due to wire and pantograph damage
 9 January 2009 Trash fire on Track E in the upper level of GCT
 9 January 2009 Train fatally struck MNR employee at CP 223
 12 January 2009 Signal delay at CP 1
 15 January 2009 Train 1433 unable to take power near New Rochelle Station
 15 January 2009 1456 terminated at 125th Street due to mechanical problems

MONTHLY REPORT – Branch Lines and Shore Line East

Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	96.9%	96.3%	92.8%	94.1%
Bus Substitutions	0	13	21	0
# VRE Cars in Service	0	0	4	19

Incidents of Note:
 22 January 2009 Train 1881 disabled resulting in several bus substitutions
 27 January 2009 Engine on 1991 and 1951 experienced mechanical problems causing additional delays
 28 January Track circuit down at Springfield on New Canaan Line

- Shore Line East On-Time Performance (Year-to-Date): 94.1%
- Shore Line East Average Daily Ridership (Jan.): 2,079 (+5.6%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2,079 (+5.6%)
- Shore Line East Annulments & Terminations (Jan.): 3 annulments, 0 terminations
- SLE Average Weekend Ridership (Jan.): 492 (each weekend day); (YTD) 492

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
February 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (February – unless otherwise indicated)			YTD/or prior month
Ridership - *Will now report with 1 month lag % change from same period 2008–calendar adjusted	2,849,996 (January) -1.8%			2,849,996 -1.8%
On-Time Performance (OTP)	96.7%			96.1%
Annulments and Terminations (current month and previous month)	22			53 (Jan 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	66			72 (Jan 2009)
Consist Compliance (AM and PM peaks) Current Month and Previous Month	84.6%			79.1% (Jan 2009)
MDBF - Mean Distance Between Failures	January			2009
- M2 2008 Goal 73,000; 12 mo. avg. 72,296	45,564			45,564
- M4 2008 Goal 60,000; 12 mo. avg. 57,362	23,231			23,231
- M6 2008 Goal 70,000; 12 mo. avg. 53,537	46,566			46,566
Diesel BL20 2008 Goal 8,000	3,990			3,990
P32 2008 Goal 30,000	35,332			35,332
CSR – Cars in Program (total or partial completion) - Current Month (Feb.) and Total MDBF (CSR Program)	4 (full completions) Jan CSR: 64,673 Jan Non CSR: 35,555			118/146 (Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 2 Feb 2009 Mechanical problems on train 1211 at CP 5 3 Feb 2009 Pantograph damaged on train 1579 at Pelham 12 Feb 2009 Rooftop blown onto tracks at New Rochelle 26 Feb 2009 Train 1516 struck a trespasser near Milford				
MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.3%	95.9%	94.7%	96.3%
Bus Substitutions	1	6	6	0
# VRE Cars in Service	0	0	4	19
Incidents of Note: 22 Feb 2009 Engine trouble on 6849 at CP 241				

- Shore Line East On-Time Performance (Year-to-Date): 95.2%
- Shore Line East Average Daily Ridership (Feb.): 2,049 (+10.0%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2,064 (+12.6%)
- Shore Line East Annulments & Terminations (Feb.): 1 annulment, 0 terminations
- SLE Average Weekend Ridership (Feb.): 506 (each weekend day); (YTD) 499

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
March 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (March - unless otherwise indicated)		YTD/or prior month	
Ridership - *Will now report with 1 month lag % change from same period 2008–calendar adjusted	2,631,201(February) -2.8%		5,481,197 -2.3%	
On-Time Performance (OTP)	95.6%		95.9%	
Annulments and Terminations (current month and previous month)	57		22 (Feb 2009)	
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	72		66 (Feb 2009)	
Consist Compliance (AM and PM peaks) Current Month and Previous Month	82.3%		84.6% (Feb 2009)	
MDBF - Mean Distance Between Failures	February		2009	
- M2 2008 Goal 73,000; 12 mo. avg. 67,926	51,750		48,337	
- M4 2008 Goal 60,000; 12 mo. avg. 56,972	36,778		27,747	
- M6 2008 Goal 70,000; 12 mo. avg. 53,744	44,536		45,459	
Diesel BL20 2008 Goal 8,000	5,554		4,591	
P32 2008 Goal 30,000	55,452		49,002	
CSR – Cars in Program (total or partial completion) - Current Month (March) and Total MDBF (CSR Program)	2 (full completions) Feb. CSR: 53,720 Feb. Non CSR: 49,779		120/146 (Full Completions/Total Program)	
Incidents of Note: (resulting in 5 or more late trains) 2-3 March 2009 Weather related delays system wide 4-5 March 2009 Delays related to poor acceleration on several New Haven Line trains 18 March 2009 Loss of power on all 4 tracks between Cos Cob and Harrison				
MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	97.0%	95.1%	97.4%	96.0%
Bus Substitutions	0	22	0	0
# VRE Cars in Service	0	0	4	19
Incidents of Note: 14-15 March 2009 Track work on Danbury Branch required bus substitutions				

- Shore Line East On-Time Performance (Year-to-Date): 95.5%
- Shore Line East Average Daily Ridership (Mar.): 1,979 (+5.4%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2036 (+6.9%)
- Shore Line East Annulments & Terminations (Mar.): 0 annulments, 0 terminations
- SLE Average Weekend Ridership (Mar.): 528 (each weekend day); (YTD) 509

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
April 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (April - unless otherwise indicated)			YTD/or prior month
Ridership	3,022,548 (March)			8,514,056
% change from same period 2008–calendar adjusted	-3.3%			-2.5%
On-Time Performance (OTP)	97.7%			96.4%
Annulments and Terminations (current month and previous month)	13			57 (Mar 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	60			72 (Mar 2009)
Consist Compliance (AM and PM peaks) Current Month and Previous Month	91.6%			82.3% (Mar 2009)
MDBF - Mean Distance Between Failures	March			2009
- M2 2008 Goal 73,000; 12 mo. avg. 62,798	40,373			45,235
- M4 2008 Goal 60,000; 12 mo. avg. 50,961	30,685			28,694
- M6 2008 Goal 70,000; 12 mo. avg. 48,147	27,206			37,245
Diesel BL20 2008 Goal 8,000	34,582			7,252
P32 2008 Goal 30,000	23,167			35,223
CSR – Cars in Program (total or partial completion) - Current Month (April) and Total MDBF (CSR Program)	2 (full completions)			122/146
	Mar. CSR: 36,586 Mar. Non CSR: 45,927			(Full Completions/Total Program)
Incidents of Note: (resulting in 5 or more late trains) 23 April 2009 Train 2329 disabled at 90 th Street 27 April 2009 Mechanical trouble on train 1556 at CP 241 30 April 2009 Circuit down at CP 5				
MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.9%	96.3%	94.1%	98.0%
Bus Substitutions	0	3	0	0
# VRE Cars in Service	0	0	4	19
Incidents of Note: 21 April 2009 Mechanical failure train 1833 requiring bus substitutions				

- Shore Line East On-Time Performance (Year-to-Date): 96.1%
- Shore Line East Average Daily Ridership (Apr.): 2,011 (+1.5%)
- Shore Line East Average Daily Ridership (Year-to-Date): 2030 (+4.3)
- Shore Line East Annulments & Terminations (Apr.): 2 annulments, 0 terminations
- SLE Average Weekend Ridership (Apr.): 477 (each weekend day); (YTD) 501

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
May 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (May - unless otherwise indicated)		YTD/or prior month	
Ridership % change from same period 2008–calendar adjusted	3,142,802 (April) -3.1%		11,877,584 -2.7%	
On-Time Performance (OTP)	97.7%		96.6%	
Annulments and Terminations (current month and previous month)	21		13 (Apr 2009)	
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	64		60 (Apr 2009)	
Consist Compliance (AM and PM peaks) Current Month and Previous Month	89.8%		91.6% (Apr 2009)	
MDBF - Mean Distance Between Failures	April		2009	
- M2 2008 Goal 73,000; 12 mo. avg. 60,940	67,723		49,464	
- M4 2008 Goal 60,000; 12 mo. avg. 48,319	48,307		31,875	
- M6 2008 Goal 70,000; 12 mo. avg. 48,663	70,273		42,750	
Diesel BL20 2008 Goal 8,000	6,909		7,157	
P32 2008 Goal 30,000	90,954		41,780	
CSR – Cars in Program (total or partial completion) - Current Month (May) and Total MDBF (CSR Program)	2 (full completions) Apr. CSR: 89,068 Apr. Non CSR: 52,945		124/146 (Full Completions/Total Program)	
Incidents of Note: (resulting in 5 or more late trains) 11 May 2009 Loss of power, all 4 tracks Harrison to Cos Cob 11 May 2009 Hold on all 4 tracks Rye to Harrison while police pursued a suspect 12 May 2009 Wire down on track 1 near CP 232 12 May 2009 Train 1458 unable to take power at Pelham				
MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.7%	95.9%	97.3%	97.1%
Bus Substitutions	0	0	1	0
# VRE Cars in Service	0	0	4	19
Incidents of Note: None				

- Shore Line East On-Time Performance (Year-to-Date): 96.3%
- Shore Line East Average Daily Ridership (May.): **(1)**
- Shore Line East Average Daily Ridership (Year-to-Date): **(1)**
- Shore Line East Annulments & Terminations (May.): 2 annulments, 0 terminations
- SLE Average Weekend Ridership (May.): (each weekend day); (YTD) **(1)**

(1) Data not yet available from AMTRAK

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
June 2009

MONTHLY REPORT - New Haven Line Mainline		
Category	Month (June - unless otherwise indicated)	YTD/or prior month
Ridership % change from same period 2008–calendar adjusted	2,966,054 (May) -4.2%	14,526,886 -3.0%
On-Time Performance (OTP)	97.6%	96.8%
Annulments and Terminations (current month and previous month)	35	21 (May 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	59	64 (May 2009)
Consist Compliance (AM and PM peaks) Current Month and Previous Month	92.8%	89.8% (May 2009)
MDBF - Mean Distance Between Failures	May	2009
- M2 2008 Goal 73,000; 12 mo. avg. 62,522	147,896	57,214
- M4 2008 Goal 60,000; 12 mo. avg. 41,476	22,238	29,369
- M6 2008 Goal 70,000; 12 mo. avg. 42,677	28,128	38,762
Diesel BL20 2008 Goal 8,000	8,483	7,398
P32 2008 Goal 30,000	30,324	38,791
CSR – Cars in Program (total or partial completion) - Current Month (June) and Total MDBF (CSR Program)	2 (full completions) May. CSR: 847,134 May. Non CSR: 70,970	128/146 (Full Completions/Total Program)

Incidents of Note: (resulting in 5 or more late trains)
2 June 2009 Police Hold all 4 tracks at Rye
12 June 2009 Lost bridge locks on tracks 1 and 3 at CP 230
26 June 2009 Loss of signal power – severe weather CP 235-307
26 June 2009 Train 1321 had mechanical trouble
28 June 2009 Train 6515 terminated at South Norwalk due to broken pantograph

MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.2%	96.5%	95.6%	95.9%
Bus Substitutions	5	5	1	0
# VRE Cars in Service	0	0	4	19
Incidents of Note: None				

- Shore Line East On-Time Performance (Year-to-Date): 96.2%
- Shore Line East Average Weekday Ridership (June): 2,108 (-6.2%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,045 (-3.6%)
- Shore Line East Annulments & Terminations (June): 1 annulment, 0 terminations
- SLE Average Weekend Ridership (June): 541 (each weekend day); (YTD): 511

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
July 2009

MONTHLY REPORT - New Haven Line Mainline		
Category	Month (July - unless otherwise indicated)	YTD/or prior month
Ridership % change from same period 2008–calendar adjusted	3,189,877 (June) -5.8%	17,716,763 -3.5%
On-Time Performance (OTP)	98.0%	97.0%
Annulments and Terminations (current month and previous month)	11	35 (June 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	59	59 (June 2009)
Consist Compliance (AM and PM peaks) Current Month and Previous Month	94.5%	92.8% (June 2009)
MDBF - Mean Distance Between Failures - M2 2008 Goal 73,000; 12 mo. avg. 64,511 - M4 2008 Goal 60,000; 12 mo. avg. 40,718 - M6 2008 Goal 70,000; 12 mo. avg. 45,376 Diesel BL20 2008 Goal 8,000 P32 2008 Goal 30,000	June 149,142 64,546 70,884 33,852 45,992	2009 63,975 32,597 42,235 8,548 39,858
CSR – Cars in Program (total or partial completion) - Current Month (July) and Total MDBF (CSR Program)	2 (full completions) June CSR: 163,935 June Non CSR: 134,348	130/146 (Full Completions/Total Program)

Incidents of Note: (resulting in 5 or more late trains)
 1 July Track 4 out from CP1 to CP3 due to third rail and running rail damage
 2 July Person fatally struck by train at CP 241
 8 July Weather related delays
 13 July Bridge failure at Cos Cob
 27 July Overhead wire damage on Tracks 1 and 2 between Harrison and Larchmont

MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.6%	98.0%	95.5%	88.8%
Bus Substitutions	5	5	265	0
# VRE Cars in Service	0	0	4	19

Incidents of Note:
 13 July-14 Aug Continuous bus substitution on Waterbury – Tie replacement and bridge repair

- Shore Line East On-Time Performance (Year-to-Date): 95.2%
- Shore Line East Average Weekday Ridership (July): 1,968 (-15.9%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,034 (-4.1%)
- Shore Line East Annulments & Terminations (July): 3 annulment, 0 terminations
- SLE Average Weekend Ridership (July): 624 (each weekend day); YTD: 525

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
August 2009

MONTHLY REPORT - New Haven Line Mainline		
Category	Month (August - unless otherwise indicated)	YTD/or prior month
Ridership % change from same period 2008–calendar adjusted	3,203,113 (July) -6.7%	20,919,876 -4.0%
On-Time Performance (OTP)	97.5%	97.1%
Annulments and Terminations (current month and previous month)	16	11 (July 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month)	59	59 (July 2009)
Consist Compliance (AM and PM peaks) Current Month and Previous Month	93.9%	94.5% (July 2009)
MDBF - Mean Distance Between Failures	July	2009
- M2 2008 Goal 73,000; 12 mo. avg. 69,859	113,310	68,549
- M4 2008 Goal 60,000; 12 mo. avg. 40,417	40,889	33,650
- M6 2008 Goal 70,000; 12 mo. avg. 53,881	261,768	49,310
Diesel BL20 2008 Goal 8,000	28,308	9,371
P32 2008 Goal 30,000	46,825	40,757
CSR – Cars in Program (total or partial completion) - Current Month (Aug) and Total MDBF (CSR Program)	6 (full completions) July CSR: 132,872 July Non CSR: 93,748	136/146 (Full Completions/Total Program)

Incidents of Note: (resulting in 5 or more late trains)
 7 Aug Engine fire on Track 3 west of Fairfield Station
 10 Aug Block on all tracks from CP 229 to CP 223 due to gas leak at Greenwich
 17 Aug 3rd rail down track 4 at 89th Street
 18 Aug Police hold on all 4 tracks from CP 5 to Fordham
 20 Aug Train 1340 terminated at Port Chester due to overhead ground

MONTHLY REPORT – Branch Lines and Shore Line East				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.4%	98.3%	93.6%	88.3%
Bus Substitutions	0	23	192	0
# VRE Cars in Service	0	0	4	19
Incidents of Note: 13 July-14 Aug Continuous bus substitution on Waterbury – Tie replacement and bridge repair 22-23 Aug Bus substitutions on Danbury Branch for track work				

- Shore Line East On-Time Performance (Year-to-Date): 94.3%
- Shore Line East Average Weekday Ridership (Aug): 1,929 (-17.2%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,021 (-3.3%)
- Shore Line East Annulments & Terminations (Aug): 0 annulment, 0 terminations
- SLE Average Weekend Ridership (Aug): 485 (each weekend day); YTD: 520

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
September 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (September - unless otherwise indicated)			YTD/or prior month
Ridership	3,007,203 (Aug)			23,927,079
% change from same period 2008–calendar adjusted	-6.5%			-4.3%
On-Time Performance (OTP)	98.1%			97.2%
Annulments and Terminations (current month and previous month)	18			16 (August 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month) (1)	53			59 (August 2009)
Consist Compliance (AM and PM peaks) Current Month and Year To Date	96.6% Sep AM Peak 94.8% Sep PM Peak			90.3% (AM PK YTD '09) 88.7% (PM PK YTD '09)
MDBF - Mean Distance Between Failures	August			2009
- M2 2008 Goal 73,000; 12 mo. avg. 71,359	135,282			73,081
- M4 2008 Goal 60,000; 12 mo. avg. 43,401	113,292			37,270
- M6 2008 Goal 70,000; 12 mo. avg. 55,223	66,644			51,005
Diesel BL20 2008 Goal 8,073	29,304			10,169
P32 2008 Goal 30,347	30,738			39,124
M2 CSR – Cars in Program (total or partial completion) - Current Month (Sep) and Total	2 (full completions)			138/146 Full Completions/Total Program
MDBF (M2 CSR Program)				YTD M2 CSR: 86,658 YTD M2 Non CSR: 61,376
Incidents of Note: (resulting in 5 or more late trains) 2 Sep 2009 Train 1731 disabled at CP 212 2 Sep 2009 Train 1256 stopped due to missing 3 rd rail shoe 20 Sep 2009 Automobile fire on track 3 near Bronx River Parkway 28 Sep 2009 Tree down on track 3 with damage to third rail near Botanical Gardens				
MONTHLY REPORT – Branch Lines and Shore Line East (2)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.1%	97.4%	96.3%	91.7%
Bus Substitutions	2	161	4	13
# VRE Cars in Service	0	0	4	19
Incidents of Note: Thru Oct 2009 Track work on Danbury Branch requiring mid day bus substitutions				

- Shore Line East On-Time Performance (Year-to-Date): 94.3%
 - Shore Line East Average Weekday Ridership (Sep): 1,895 (-17.8%)
 - Shore Line East Average Weekday Ridership (Year-to-Date): 2,007 (-5.4%)
 - Shore Line East Annulments & Terminations (Sep): 1 annulment, 0 terminations
 - SLE Average Weekend Ridership (Sep): 437 (each weekend day); YTD: 513
- (1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports
(2) Reflects Shore Line East Service provided by Amtrak and CTDOT

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
October 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (October - unless otherwise indicated)			YTD/or prior month
Ridership	3,041,855 (Sep)			26,968,934
% change from same period 2008–calendar adjusted	-4.6%			-4.4%
On-Time Performance (OTP)	98.1%			97.3%
Annulments and Terminations (current month and previous month)	6			18 (September 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month) (1)	53			53 (September 2009)
Consist Compliance (AM and PM peaks) Current Month and Year To Date	95.3% Oct AM Peak 95.4% Oct PM Peak			90.9% (AM PK YTD '09) 89.4% (PM PK YTD '09)
MDBF - Mean Distance Between Failures	September			2009
- M2 2008 Goal 73,000; 12 mo. avg. 75,569	114,478			76,156
- M4 2008 Goal 60,000; 12 mo. avg. 42,613	156,571			40,779
- M6 2008 Goal 70,000; 12 mo. avg. 56,137	278,709			56,426
Diesel BL20 2008 Goal 8,000	9,766			10,125
P32 2008 Goal 30,000	36,397			38,799
M2 CSR – Cars in Program (total or partial completion) - Current Month (Oct) and Total	4 (full completions)			142/146 Full Completions/Total Program
MDBF (M2 CSR Program)				YTD M2 CSR: 93,967 YTD M2 Non CSR: 61,499
Incidents of Note: (resulting in 5 or more late trains) 13 Oct 2009 Train 1409 unable to make changeover near Pelham 23 Oct 2009 Slippery rail conditions 25 Oct 2009 Bridgeplates in use from CP 255 - CP 241				
MONTHLY REPORT – Branch Lines and Shore Line East (2)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.7%	96.7%	93.8%	92.0%
Bus Substitutions	0	71	5	0
# VRE Cars in Service	0	0	4	20
Incidents of Note: Thru Oct 2009 Track work on Danbury Branch requiring mid day bus substitutions 30 Oct 2009 Train 1981 disabled				

- Shore Line East On-Time Performance (Year-to-Date): 93.8%
 - Shore Line East Average Weekday Ridership (Oct): 1,880 (-14.5%)
 - Shore Line East Average Weekday Ridership (Year-to-Date): 2,002 (-5.7%)
 - Shore Line East Annulments & Terminations (Oct): 0 annulment, 0 terminations
 - SLE Average Weekend Ridership (Oct): 441 (each weekend day); YTD: 507
- (1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports
(2) Reflects Shore Line East Service provided by Amtrak and CTDOT

MONTHLY REPORT For:
CONNECTICUT METRO-NORTH NEW HAVEN RAIL
COMMUTER COUNCIL
November 2009

MONTHLY REPORT - New Haven Line Mainline				
Category	Month (November - unless otherwise indicated)			YTD/or prior month
Ridership	3,169,763 (Oct)			30,138,697
% change from same period 2008–calendar adjusted	-4.3%			-4.3%
On-Time Performance (OTP)	98.1%			97.4%
Annulments and Terminations (current month and previous month)	7			6 (October 2009)
Cars Out of Service (Weekday AM average) (Current Month and Previous Month) (1)	59			53 (October 2009)
Consist Compliance (AM and PM peaks) Current Month and Year To Date	96.4% Nov AM Peak 96.0% Nov PM Peak			91.3% (AM PK YTD '09) 90.0% (PM PK YTD '09)
MDBF - Mean Distance Between Failures	October			2009
- M2 2008 Goal 73,000; 12 mo. avg. 78,419	300,965			82,401
- M4 2008 Goal 60,000; 12 mo. avg. 44,065	70,864			42,839
- M6 2008 Goal 70,000; 12 mo. avg. 55,180	56,284			56,411
Diesel BL20 2008 Goal 8,000	7,578			9,807
P32 2008 Goal 30,000	47,037			39,516
M2 CSR – Cars in Program (total or partial completion) - Current Month (Nov) and Total	2 (full completions)			144/146 Full Completions/Total Program
MDBF (M2 CSR Program)				YTD M2 CSR: 100,576 YTD M2 Non CSR: 66,848
Incidents of Note: (resulting in 5 or more late trains) 3 Nov 2009 Slippery rail conditions 13 Nov 2009 Slippery rail conditions				
MONTHLY REPORT – Branch Lines and Shore Line East (2)				
Category	New Canaan	Danbury	Waterbury	Shore Line East
On-Time Performance (OTP)	98.7%	97.6%	95.2%	94.4%
Bus Substitutions	72	23	4	0
# VRE Cars in Service	0	0	4	20
Incidents of Note: 7-8 Nov 2009 Track work on New Canaan Branch requiring bus substitutions 14-15 Nov 2009 Track work on Danbury Branch requiring bus substitutions				

- Shore Line East On-Time Performance (Year-to-Date): 93.9%
- Shore Line East Average Weekday Ridership (Nov): 2,033 (-9.2%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,005 (-5.4%)
- Shore Line East Annulments & Terminations (Nov): 4 annulments, 0 terminations
- SLE Average Weekend Ridership (Nov): 586 (each weekend day); YTD: 516

(1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports
(2) Reflects Shore Line East Service provided by Amtrak and CTDOT