



[Annual Report - 2010](#)

**Connecticut Metro North / Shore Line East  
Rail Commuter Council**

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19 January 2011

Governor Dannel Malloy  
CDOT Commissioner Jeffrey Parker  
Senator Andrew Maynard  
Rep. Antonio Guerrero  
CT Public Transportation Commission  
NY Metro-North Rail Commuter Council  
Inspector General - MTA

Dear Ladies and Gentlemen:

Pursuant to Connecticut Public Act 85-239 (now Sections 13b-212b and 13b -212c of the Connecticut General Statutes), The Connecticut Metro-North Rail Commuter Council is pleased to share with you our Annual Report for 2010, a year which marked our 25<sup>th</sup> anniversary in service to the state.

As you know, our legislative mandate is to "study and investigate all aspects of the daily operation of the New Haven commuter railroad line, monitor its performance and recommend changes to improve the efficiency and the quality of service of the operation of such line." Toward that end, we meet monthly with railroad officials... testify regularly before the legislature... speak before civic groups and share with the media news of 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 Shore Line East and a list of our members' appointments and attendance.

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

Respectfully submitted,

*Jim Cameron*

Jim Cameron  
Chairman

*Terri Cronin*

Terri Cronin  
Vice Chairwoman

*S. Robert Jelley*

S. Robert Jelley  
Secretary

## **CT Commuter Rail Council Celebrates 25th Anniversary**

***Martin B. Cassidy, Staff Writer***

***Published: Sunday, January 2, 2011***

STAMFORD -- For most of the Metro-North Railroad era of the New Haven Line, the Connecticut Commuter Rail Council has voiced the needs of rail riders at large and used its position to prod the state and railroad to meet them, Connecticut Commuter Rail Council chairman Jim Cameron said.

Since the early 2000's, the group has pushed in Hartford for the purchase of the state's new fleet of 342 M-8 railcars and the need to keep tabs on the cost of the overhaul of the New Haven Railyard, Cameron said. "Once the older fleet of cars started to really show its age, the group became very involved over many years in getting the new M-8's ordered and other big improvements," said Cameron who has headed the state-appointed advocacy group since 2006.

In 2006, the group collected photographs and commuter opinions about poor station conditions during its Fix My Station initiative, information that helped inform the Department of Transportation's wider plan to revamp New Haven Line stations. The effort arguably played a major role in the DOT's successful effort to obtain millions in federal stimulus money in 2008 to fund a series of station improvements, Cameron said.

"When the money came along, they were able to say those projects were shovel ready because we'd helped to identify those problems," Cameron said. "The DOT embraced the idea to help them quickly identify problems at the stations they were looking at."

This winter the Connecticut Commuter Rail Council is marking its 25th anniversary with a new logo featuring the silhouette of the M-8 railcar.

The group, whose volunteer members serve without compensation and are appointed by the governor and members of the Connecticut General Assembly, meets monthly at the Stamford Government Center and elsewhere to discuss service and operational issues on the New Haven Line. The group was created by legislative act in 1985 to voice the complaints of New Haven and Shore Line East commuters to Metro-North and the Connecticut Department of Transportation.

"A lot of decisions that Metro-North made required the DOT's approval but we didn't always feel we were a co-equal partner and we needed a more formal body to address rail issues," said Christine Niedermeier, a Fairfield attorney and former chairman of the General Assembly's Transportation Committee who helped draft legislation to form the group. Current members of the council and others said the group has played an important role in improving rail service in the state.

Connecticut Department of Transportation Commissioner Jeffrey Parker said that the council has raised appropriate concerns to officials and legislators to block fare increases or service cuts, but has also provided support to the M-8 program and other initiatives when appropriate.

"Over the past 25 years the Connecticut Rail Commuter Council has proven itself to be an effective voice of advocacy for the thousands of people who rely on Metro-North and Shore Line East everyday," Parker said. "Their job is to hold us accountable and hold our feet to the fire and it's fair to say that they have succeeded ... The council is a key player, and key partner, in our effort to improve Connecticut's rail operations."

After losing state funding about a decade ago, Cameron said the 15-member council has kept a higher public profile using a website, e-mail alerts, an annual report, and rider surveys on key issues like the design of new railcars and station conditions. "The single biggest thing we've done on the council is increase our public relations and media relations efforts," Cameron said. "We're more visible to the public."

Rodney Chabot, a council member from New Canaan who served as its chairman from 1994 to 2005 said the council played a part in pushing for the construction of a second 1,200-space parking structure at the Stamford rail station in 2000, and the historic restoration of the New Canaan rail station to its original 19th century appearance in 1998. "That has meant so much to our town," Chabot said of the restoration. "The railroad did a beautiful job with it and it is a big part of the image of our town. Personally that would be my happiest moment as chairman."

While the council is often critical of Metro-North's shortcomings and the long wait for new rail cars, their backing was valuable in getting the new M-8 cars built, said Metro-North President Howard Permut. "The Connecticut Commuter Council is among Metro-North's most vocal critics but also our most ardent advocate...," Permut said. " We have not always agreed, but the Council is a tireless proponent of the railroad."

State Sen. Toni Boucher, R-Wilton, a member of the Legislature's Transportation Committee said Cameron and the council has worked with her to support upgrades on the 24-mile Danbury Branch line, including a \$60 million signalization project to enable trains to travel in both directions that is underway. In the late 1990's the council helped block a budget proposal in the Legislature to shut down the Danbury Branch line to save money, Boucher said.

"There have been times when people in the Legislature have not had maybe as good an understanding of how the rail system ties in with our economy, housing, development, and the

building trade," Boucher said. "The council has always been extremely quick to step up and try to block anything that would be detrimental to its commuters."

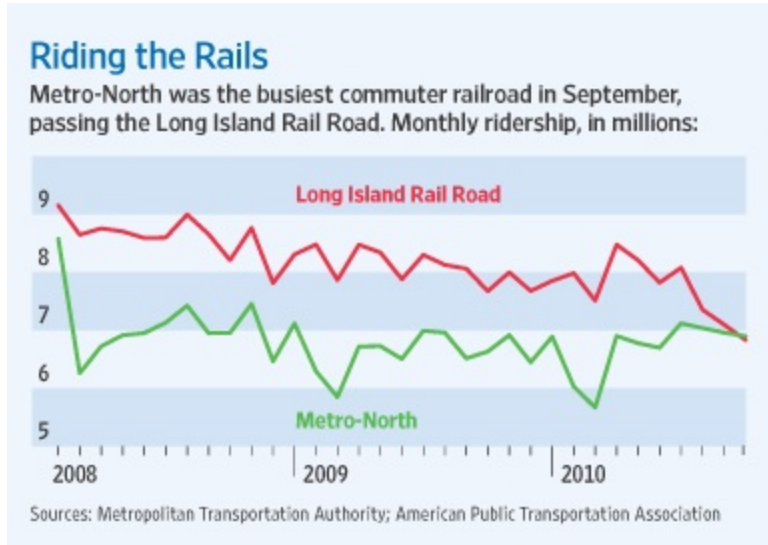
Governor-Elect Dannel Malloy, said that he admired the commitment of the council's volunteer members to make improvements to Metro-North service. "I understand the role of an accessible and affordable rail system must play in the economic development of our state," Malloy said. "Particularly to the members of the Connecticut Rail Commuter Council, I commend them on their organization, their advocacy, and enthusiasm for making Connecticut more rail friendly."

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**RIDERSHIP:**

The decline in Metro-North and Shore Line East ridership experienced in 2009 was turned around in the spring of 2010, when monthly ridership increased and often reached or exceeded the record monthly ridership achieved in 2008. Both Metro-North and Shore Line East passenger tallies are forecast to either meet or beat the 2008 record for ridership.

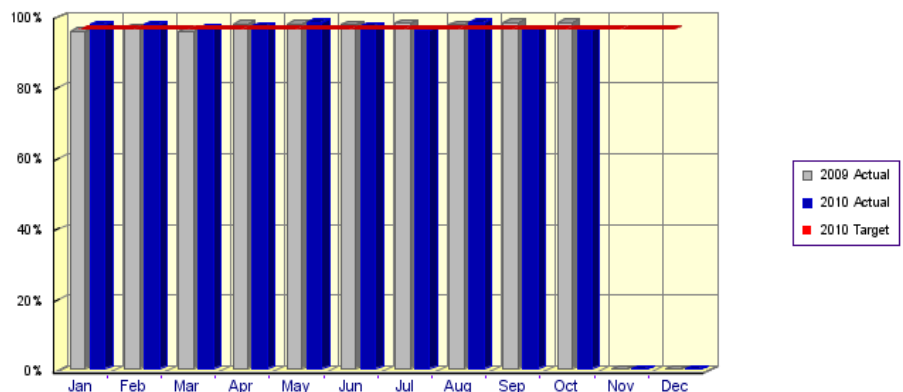
For Metro-North, 2010 ridership will be close to 37,896,000 (2008) and more than a million rides higher than the 36,300,000 (2009) level. For Shore Line East, the ridership tally for 2010 is forecast to set a new record in excess of 580,000 rides. In comparison, the 2008 total was 568,100; rides dropped to 559,500 in 2009, but increased in 2010 to a total of 540,500 through November.



This return to growing ridership means further crowding on trains including standing-room-only conditions at rush hour, due to a lack of sufficient rail cars.

**ON-TIME PERFORMANCE:**

Both Metro-North and Shore Line East’s on-time performance numbers were consistently high given the equipment age, infrastructure limitations and the seasonal impacts of snow, ice, heat, leaves and flooding. Metro-North’s on-time performance for each year since 2005 has been 97% or better. In 2010, monthly on-time performance ranged from 95.1% in November to 98.1% in August, averaging 96.8% through November. 100% on-time daily performance was recorded to customer and personnel cheers on several dates. Since 2005, Shore Line East’s annual on-time performance has been between 92.1% and 95.7%. Through November, the average performance was 91.9%, below the 2009 annual performance of 93.7%.



## **MEAN DISTANCE BETWEEN FAILURES (MDBF):**

The Connecticut Department of Transportation and Metro-North critical service fleet systems replacement (CSR) program refurbished the oldest rail cars in the fleet (M2s) and was completed in late 2009. The CSR program for 146 35-year old rail cars enhanced 2010 performance reliability to 121,000 miles between failures. This is significantly better than the non-M2 MDBF rate of 73,000 miles and a boon to customers waiting for the new M8 cars due to arrive in early 2011.

## **FARES:**

There has not been a fare increase on the New Haven line in Connecticut since January 2005. Metro-North's December 30, 2010 fare increases applied only to fares in New York State. However, in 2007, the Connecticut legislature provided for a 1-1/4 % New Haven line fare increase to take effect on Jan. 1, 2010, and an additional 1% fare increase on each January 1st from 2011 to 2016, the purpose of which was to help pay for the new M-8 rail cars. Because no M-8 cars are yet in service, the 2010 and 2011 fare increases have not been imposed.

Because of the prospective fare increases, the Commuter Council had an extensive discussion of the existing fare structure at its January 2010 meeting.

One-way peak fares are the basis of all other fares. They are calculated at 18.17 cents per mile plus, for rides to or from GCT or Harlem, an additional \$5.45. The calculated fare is then rounded to the nearest 25 cents. The one-way off-peak fare is 75% of the peak fare. The monthly (Commutation) fare is 48-49.5% of 42 times the one-way peak fare. The minimum fare for any ride is \$2.25.

To the Council there appear to be a number of anomalies or inconsistencies in the fare structure:

- 1) The \$5.45 addition to the mileage charge for trips to or from GCT or Harlem. Why do these stations carry such higher fares?
- 2) The absence of an off-peak fare for travel within Connecticut. One-way fares within Connecticut are always calculated at about the peak mileage rates.
- 3) The disparity for ten-trip tickets: ten-trip peak and senior/disabled tickets are ten times the one-way fare, ten-trip off-peak tickets and ten-trip "entirely within Connecticut" tickets are discounted by 15%.
- 4) Rounding to the nearest (or sometimes lower) 25 cents. Ticket machines can handle dimes and nickels, and most cash transactions on trains are at a higher penalty fare (an additional \$5.75 - \$6.50 per ticket).

In its discussions with CDOT, the Council suggested it would seem useful for them and Metro-North to consider "fixing" some of these inconsistencies before imposing the legislatively required fare increases.

### **TICKET RULES:**

At the direction of Governor Rell, the CDOT opposed Metro-North's proposed service cuts and fare hikes in Connecticut in 2010, but could not halt the NY agency's proposed changes to the rules about ticket expiration.

As of December 30, 2010, one-day tickets are only valid if used within two weeks (vs a month under previous rules). Ten-trip tickets which used to be valid for a year now expire in six months. And any ticket refunds will cost a \$10 service charge per transaction.

In testimony at public hearings on this proposal, the Commuter Council opposed these changes as unreasonable and unwarranted.



### **M8 TESTING & DELIVERY:**

In December 2009 the first M8 rail car was delivered to Connecticut by Kawasaki. That car was already a year behind delivery schedule due to construction delays.

On inspection by Governor Rell, CDOT and Kawasaki officials expressed the hope that testing would proceed apace and the long needed new rail cars would be in service shortly.



But **1 New M8 Prototype** testing of the new cars would not begin until six cars had been delivered, several months later.

At every meeting in 2010 the Commuter Rail Council queried Metro-North and CDOT about the testing program and each time we were told that testing was moving along on schedule without complications. The first M8 cars would be

in service “before the end of 2010” was the constant refrain.

In November, the Council made a formal request to CDOT to have a representative of Kawasaki attend the Council’s meeting that month to explain the testing program. That request was refused.

On December 15, 2010 media reports announced that a problem had been encountered during M8 testing and that until it was resolved, final testing of the M8 “pilot cars” (involving 4000 miles of error-free operation) could not begin. Thus, the M8 cars would not be in service until some time in 2011.



**3 Governor Rell Dedicates New M8 Car**

Despite its best efforts to track the delivery, testing and acceptance of these new M8 cars, the Council has not been met with candor or transparency by Metro-North or the CDOT.

While the Council appreciates better than most how complicated the new cars are and how rigorous the testing must be, the Council is most disappointed in the lack of transparency afforded this program by Metro-North and CDOT.

Commuters, taxpayers, legislators and the Council deserve better.



## **BRANCH LINES SERVICE:**

### **NEW CANAAN BRANCH**

This year saw improvements at the New Canaan station. The station has three tracks. Two are able to hold 10-12 rail cars, but one had been shortened years ago and was only long enough for 3 or 4 rail cars. The third track has been lengthened to again be able to hold a full-length train. This means that three full-length trains can be put into service in the morning peak without having to wait for a train to come to New Canaan on the single track line before it could depart for New York. The improvement provides needed storage for the new M8s that will arrive in 2011-2012.

New Canaan has increased parking at both the main station and Talmadge Hill and canopies are being added at Springdale and Glenbrook (in Stamford). This will leave only the Talmadge Hill station without such protection from the weather. Considering the increased number of passengers using that station and because of expanded parking lot there, Talmadge Hill would seem a good candidate for a facilities upgrade including canopies.

### **DANBURY BRANCH**

Work began in August on a Centralized Train Control (CTC) system for the Danbury Branch, replacing the manual block system that currently requires engineers to call the dispatcher for approval to move from block to block. When completed in May 2012 the \$63 million project will allow trains to run in both directions, utilizing passing sidings in several stations, and potentially increase service from 11 weekday trains each way to as many as 18, depending on additional funding in ConnDOT's budget.

In addition to the signal system, the CTC project includes electricity substations, automated switches, and a new siding in Bethel. The construction schedule resulted in reduced weekday off-peak service in the fall of 2010 and will impact weekend service in spring 2011. \$40 million of the cost came from federal stimulus funds. The project will not include federally mandated Positive Train Control, but will make it easier to deploy a PTC system on the line.

The Ridgefield Board of Selectmen instituted commuter parking fees in July for the first time at the Branchville station, charging \$250 for 140 annual permits and \$5 per day for ten parking spots reserved for daily parking. After several months of debate a three-tier system was adopted for determining who would have access to the monthly permits:

Tier 1 – commuters who had ridden the train daily for the past three consecutive months

Tier 2 – those who had commuted daily for at least three of the last twelve months

Tier 3 – everyone else

Those wishing to qualify under the first two tiers were asked to provide proof of ridership, such as Mail and Ride receipts, canceled checks, or credit card statements showing payment of monthly rates.

The new system took effect December 1<sup>st</sup>, with the first annual permits being valid for thirteen months until January 1<sup>st</sup>, 2012. In addition to the 150 commuter parking spots the Ridgefield Selectmen reserved eight additional spots for employees and customers of a bakery which operates out of the Branchville station.

In October the renovated Wilton station was dedicated after federal stimulus dollars were used to repair and improve the foundation, heating and ventilation, lighting, plumbing, and restrooms. The station is now open weekdays during the morning commute.

## **WATERBURY BRANCH**

No new service was added this year. The new diesel locomotives have continued to maintain the improved service since their inception in 2008. (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.

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 was completed this year at CDOT. The results show that rail ridership will continue to increase as more residents move into the Naugatuck Valley and work in lower Fairfield County.

## **SHORE LINE EAST:**

2010 was an excellent year for Shore Line East (SLE), the rail service operated by Amtrak for CDOT which runs between New Haven, Old Saybrook, and New London. The service now consists of 26 trains daily on weekdays and 16 trains daily on weekends and holidays. However, 8 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. Only 10 of the weekday trains go to or from New London and there is no weekend and holiday service to that city.



Shore Line East

SLE ridership continues to grow. The number of SLE rides in 2004 was about 400,000. In 2010 the number was just under 600,000, an increase of almost 50% over 6 years.

While the ridership growth is impressive, it is essential that the Branford, Madison, Clinton and Westbrook stations offer platforms on both sides so that SLE can provide service to all stations at all times in both directions. At present, all stations can be served only into New Haven in the morning and out of New Haven to Old Saybrook and New London in the afternoon and evening.

## **STATION PARKING:**

Little progress has been made at solving this crucial long-term problem.

At a time when new rail cars are expanding potential ridership, there has been almost no progress by CDOT in expanding rail parking and access. Some stations have wait lists as long as six years for annual parking permits.

The CDOT Rail Station Parking Task Force, created by order of Governor Rell in February 2009, met only three times, accomplished little and never issued a final report. While the Task Force did bring rail station stakeholders together to discuss best practices in parking operations, it never addressed the need for expanded parking at stations.

As landlord of this crucial resource, CDOT needs to improve its administration and monitoring of its rail parking leases.

It is the Council's opinion that implementable plans for expanded parking at most stations are needed.

## **STAMFORD PARKING GARAGE**

The Connecticut Department of Transportation owns and operates (through a contracted operator) the Stamford Station Parking Garage, a multi level parking garage adjacent to the Stamford Transportation Center on Station Place with a capacity of 1,912 cars.



The station parking garage continues to suffer from a number of structural and design deficiencies.

Inside the parking garage there is insufficient safety signage including stop signs. Several parking spaces obscure drivers' line of sight at crucial intersections. Driver enforcement is lax or non-existent. The garage is an accident waiting to happen.

The older section of the garage, built 25 years ago, has been crumbling for years. A 2004 CDOT study proposed demolition and replacement, yet no work has progressed. In fact, interim safety repairs and concrete patching has been required to keep the garage open. Despite appearances, CDOT insists the structure is safe.

In 2010 CDOT requested expressions of interest for replacement of the parking garage with a mixed-use office / shopping complex as part of a Transit Oriented Development concept. Response to the request was minimal.

The Commuter Council strongly opposed this plan, concerned that replacement parking would be moved some distance from the station, inconveniencing more than a thousand daily passengers who use the garage. In June 2010 the legislature passed a bill forbidding CDOT from demolishing the existing garage unless and until equivalent

replacement parking was found nearby. Since this legislation, the project has been halted.

The geography of the area presents a number of logistical challenges during any reconstruction. Entrances and exits to the newer section of the garage (which will not be demolished) contribute to poor traffic flow. The Commuter Council has requested a copy of CDOT's traffic study of the area numerous times over the years, including in 2010, but has never received one.

The Commuter Council has received communication from other owners of property adjacent to the train station with suggested ways of increasing parking. Presentations were made to the Council by these developers, though the Commuter Council advised all parties these were matters to be decided in talks with CDOT and the City of Stamford.

In late 2010 CDOT continued Fusco's contract to manage the parking facility but a different parking operator, Republic Parking Systems, replaced Pro-Park, the incumbent. Republic's tenure began in December 2010 with a rocky start as garage customers discovered that Republic was operating the facility with fewer staff and had, without notice to customers, instituted the closure of all but one of the "daily" exists much earlier each day than had been done historically.

### **STATION REPAIRS:**

In July 2006 the Commuter Council launched its "Fix My Station" campaign, asking commuters to send in pictures of over-due repairs. Despite several system-wide inspections of stations and detailed inventorying of safety issues, it was not until 2009 that repairs could begin.

With [\\$10 million in ARRA "stimulus" money](#), CDOT finally began work on "shovel ready" repairs and enhancements to dozens of rail stations. Scheduled to begin in November of 2009 and be completed by August 2010, many projects were delayed and remained under-construction by the end of 2010. Where completed, Commuters did benefit from improvements that included canopies, lighting, stairs, and information kiosks.

## **NEW STATIONS:**

Ground was broken in December for a new rail station in West Haven. Upon completion in December 2012, it will offer parking for 660 cars.

Meanwhile, work continues on the Fairfield Metro Station. An opening date has estimated as “late 2011”.



**6 Rendering of exterior of new West Haven Station**

## **COMMUNICATIONS:**

For many years, a lack of timely, candid communications with riders has been a serious problem for Metro-North. The Council deals each year with dozens of rider complaints about service problems occurring without information being shared with passengers, either on the trains or waiting on platforms.

In 2010 there was significant improvement in this area.

As a result of Council requests, Metro-North instituted a new policy of sending out frequent and updated e-mail alerts for even small delays in regular service. Accompanied by public address announcements at stations, updates on the MTA website and better communications by conductors, this policy change has brought significant improvement in customer service.

## **ACKNOWLEDGMENTS:**

This report was written by Council members Jim Cameron, Rodney Chabot, Roger Cirella, Terri Cronin, John Hartwell, Bob Jelley, Jeffrey Maron and Sue Prosi.

Layout and design by Mimi Griffith.

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

**MINUTES OF JANUARY 20, 2010  
SWRPA  
STAMFORD, CONNECTICUT**

**Present were:** Jim Cameron, Chairman; Sue Prosi, Bob Jelley, Drew Todd, Rodney Chabot, Roger Cirella, Jack Testani, John Hartwell, Terri Cronin, Luke Schnirring, Jeff Maron and Connor Murphy, members of the Council; Gene Colonese and Jeff Parker, DOT; John Austin and Richard Stowe, members of the public.

Chairman Jim Cameron introduced new member, Jack Testani. The November and December minutes were approved. Mr. Cameron thanked the Council members who had assisted in writing sections of the annual report.

The meeting began at 7:00 p.m.

**SPRINGFIELD/HARTFORD/NEW HAVEN LINE**

Mr. Cameron introduced the question of whether or not we should endeavor to have the general assembly amend the definition of “commuter” in the legislation establishing the Rail Council so as to include the planned Springfield/Hartford/New Haven commuter service. He said that it was his view that there should be a separate council for that service, because it was too hard for someone to really monitor that service and also be interested in the New Haven line. Others suggested that it was too hard for someone living in the upper part of the State to attend meetings in Stamford. Bob Jelley reminded the Council that in the early 1990’s, the legislature refused to establish a special rail council for Shore Line East, and instead added an additional member to the Council. It was decided to follow the situation and to decide at a later date whether or not to push for including Springfield/Hartford/New Haven commuter service in the existing Rail Council’s service area. Sue Prosi suggested commenting on the issue in next year’s annual report.

Jeff Parker in answer to a question about progress on commuter service to Springfield, said that the State had received some money for improving the track in Berlin and Newington for freight service, and that will improve things also for commuter service. He also said that in March the Federal Railroad Administration would decide on high speed stimulus money, which might provide additional funds for the Springfield line.

**BRANCH LINES**

Roger Cirella said there were not enough trains on weekends and holidays on the Waterbury branch..

Mr. Jelley suggested the importance of having all Shore Line East trains stop at State Street Station. Gene Colonese said that the new timetable added some stops at State Street, and

additional stops were being studied. He also said, in response to a suggestion by Mr. Jelley, that it was not possible to make the 3:20 p.m. train from New Haven to Old Saybrook a few minutes earlier in order to permit stops at Guilford and State Street on the return trip, because people who regularly took the 3:20 p.m. train complained when it was a few minutes earlier during construction work last summer.

Mr. Parker said that he hoped for one or two additional roundtrip trains to New London beginning in February. He also said that there would be additional tie work and bridge work this summer.

Mr. Colonese reported that the signal system for the Danbury line would probably be finished in 2011-12. He said that Metro North was already putting out bids for long-lead items. He also said there was need for an additional substation on the Danbury line. Drew Todd asked about construction of the signal system interrupting regular train service. Mr. Colonese said that there would be midday service interruption on about 80 weekdays and there would also be some weekend service interruption.

## **MAIN LINE**

Richard Stowe suggested that all Metro North trains should stop at State Street in addition to Union Station in New Haven. He also wanted more of the express trains to stop in Greenwich. He then went on to suggest that rather than the existing complete timetables for the New Haven line, there ought to be a complete New York to Stamford timetable and a separate complete Stamford to New Haven timetable. Mr. Colonese said that timetables will, in any case, have to be done differently, because the existing timetable format is now at maximum size.

John Hartwell asked about making schedule changes so that there were better connections between the New Haven line and Amtrak at New Haven, Bridgeport, and Stamford. Mr. Colonese said that those connections were not a high priority.

In answer to a question about automated train boards, Mr. Colonese said that White Plains Station was the model that Metro North hoped could be extended to other stations.

## **SERVICE ALERTS AND TRRAINTIME**

Mr. Colonese said that he had talked with Mark Mannix at Metro North about the Rail Council's December resolution asking for better service alerts. In addition, Mr. Parker had spoken to Metro North President, Howard Permut, about the subject. He said that there still appeared to be a philosophical difference with the approach of the Long Island Railroad. There was then some discussion of the new "TrainTime" website service, which recently had come on line. Some people reported that they had trouble getting TrainTime on their blackberries. Jeff Maron said that he was more interested in the exceptions than the trains that were on time.

With respect to the Monthly Operations Report, Mr. Colonese said that November ridership was down less than in prior months, and he thought maybe the decrease in ridership had leveled off.

Terri Cronin complimented the Railroad on good on-time performance. She asked about the rehabilitation of bar cars, and Mr. Colonese said that only 8 of the existing bar cars, not 10, will be rehabilitated.

Mr. Cameron mentioned the two new M-8 cars that were on display in New Haven on December 24<sup>th</sup>. Mr. Parker said another pair was on its way to New Haven and a third pair was on a ship to Baltimore.

### **STAMFORD GARAGE**

Mr. Parker said that there was nothing new to report to the Council.

### **MEETING SCHEDULE**

In response to a question from Mr. Cameron, the Council agreed that the February 24 meeting will be held in Stamford, not New Haven.

### **FAIRNESS OF FARES**

Mr. Cameron said that following his “Talking Transportation” article last fall, Mr. Jelley had suggested that the fare structure be discussed in detail at a Council meeting. In advance of the meeting, Mr. Jelley had distributed a description of the current fare structure to Council members and DOT officials. At the meeting, Mr. Colonese made some corrections in Mr. Jelley’s description. The following is the corrected description of the current fare structure:

### **CURRENT FARE STRUCTURE**

#### **CORRECTED FEBRUARY 22, 2010, TO REFLECT FACTUAL CORRECTIONS MADE AT THE JANUARY 20, 2010 RAIL COUNCIL MEETING**

Here’s some info for our general discussion of fairness of the longstanding Metro North/Shore Line East fare structure at our Wednesday meeting. A lot of this simply expands on Jim’s talking transportation article from October 5, 2009.

Here is the basic scheme on the main line:

1. The New Haven line is divided into zones, or groups of stations, that all have the same fares. The mileage portion of the fare is the arithmetic average of all stations in the zone.
2. The peak one-way fare to GCT is 18.17 cents per mile to GCT plus \$5.45 additional for going to Harlem or GCT, but not to Fordham.
3. The off-peak, one-way fare is 75% of the peak one-way fare.
4. The monthly fare is 48-49.5% of forty-two times the peak one-way fare. So if one commutes five days a week to NYC, in an average month, one pays about 50% of the

peak one-way fare for each ride.

5. The senior/disabled fare is 50% of the peak one-way fare, but is not valid on morning peak trains to GCT. It is valid on morning and evening peak trains out of GCT.
6. Peak ten-trip tickets are ten times the peak one-way ticket. Off-peak ten-trip tickets are 85% of ten times the off-peak one-way ticket. Senior ten-trip tickets are ten times the senior one-way ticket.
7. One-way fares within Connecticut are called intermediate fares, and are not divided into peak and off-peak. They are not based on a formula, but are somewhere between peak and off-peak fares. Ten trip intermediate tickets are 85% of ten times the intermediate one-way fare.
8. One-way fares are rounded to the nearest 25 cents. Some fares like off-peak one way and senior fares are rounded twice.
9. Branch line fares are a morass. New Canaan to GCT is the same peak one-way fare as Stamford to GCT, \$12.25. Danbury to GCT is \$14.25, \$1.25 more than the \$13.00 from South Norwalk to GCT for the additional 24 miles! Waterbury to GCT is \$16.50, \$1.00 more than the \$15.50 from Bridgeport for the additional 33 miles! (The one-way fare on each of the New Canaan, Danbury and Waterbury branches to its junction with the main line is \$2.25, the minimum Metro North fare). On the other hand, Shore Line East's fares are \$2.42, plus 14.6 cents for all miles over ten.

So here are some of the fairness questions:

- A) Should monthly commuters pay only half-fare?
- B) Should senior/disabled riders pay only half-fare?
- C) Why are there no off-peak fares for travel within Connecticut?
- D) What's the reason for the different multiples for the different ten-trip tickets?
- E) Are the fares for the four branch lines fair? Why is Shore Line East so out-of-step with the other three branch lines?
- F) Does rounding of fares to the nearest 25 cents continue to make any sense, since ticket machines can make change in nickels and dimes? Taking fares to the nearest nickel would make the 1% fare increase a lot fairer and easier.
- G) Are fares by zone fair? Why should Stamford be lumped with Darien and New Canaan and pay fares based on an average distance from GCT of 37 miles, rather than its actual 33 miles?

\* \* \* \* \*

The first item discussed was the question of monthly fares. Mr. Cameron said that he thought that there was something basically wrong with giving riders on peak trains such a fare advantage, when they were using the trains when they were most crowded. There was general discussion of the fact that those with monthly tickets frequently worked late and take off peak trains home, the fact that many people nowadays go into their offices fewer than 5 days per week, but work at home instead, and the fact of longer vacations. At the end of the discussion, there seemed to be a general view that the monthly fare was probably not something that ought to be changed.

With respect to senior/disabled fares, Mr. Colonese said that he thought it was required by federal legislation that seniors and disabled people be able to ride at a 50% discount. He said that he was sure that was true of the disabled, and would check as to whether it was also true for seniors.

There was considerable discussion about intermediate fares within Connecticut, and the question of why there was no off-peak fare in Connecticut. Mr. Colonese said that intermediate fares even at peak times were somewhat below the 18.17 cents per mile fares to GCT.

There was also discussion of the inconsistency of pricing of ten trip tickets with some at 10 times the price of a single ticket and others at 8.5 times the price of a single ticket. Mr. Colonese said that the reduced price of a ten trip off-peak ticket was a further incentive to discretionary travel.

Mr. Cameron raised the question of the reason for the \$5.45 add-on for tickets to Harlem and GCT. Mr. Jelley said that the Long Island Railroad also had an add-on for tickets from Long Island to Brooklyn and Queens and a further add-on for tickets to Penn Station. Mr. Parker suggested that one reason for the add-on is to discourage use of the Railroad when subways were also available.

There was discussion of the use of zones rather than differing pricing for each station. Mr. Colonese said that zoning came into use in the 1970's. He also said that with the introduction of new stations on the New Haven line, the whole question of zoning was being discussed.

There was also some discussion of rounding to the nearest 25 cents, and the fact that with many fewer tickets being sold on trains, and the general use of credit cards for buying tickets, much of the need for rounding no longer exists.

At the end of the discussion, Mr. Jelley suggested that the two obvious pieces of the fare structure that seemed unfair were: (1) the differing discounts on ten-trip tickets, and (2) failure to have all off-peak fare for travel within Connecticut.

## **MISCELLANEOUS**

There was some discussion of the closing of ticket booths at stations. It was mentioned that student tickets cannot be purchased at machines. Mr. Colonese said that problem was being studied.

There was discussion of the financial problems of the Fairfield Metro Center. Mr. Parker said that the State had money to construct the station, but not enough to do the station and the parking as originally designed. He expected it to be completed in late 2011.

The meeting adjourned at 9:00 pm. The next meeting will take place on February 24, 2010 at SWRPA in Stamford.

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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 24, 2010  
SWRPA  
STAMFORD, CONNECTICUT**

**Present were:** Jim Cameron, Chairman; Sue Prosi, Bob Jelley, Drew Todd, Rodney Chabot, Roger Cirella, Jack Testani, John Hartwell, Terri Cronin, Luke Schnirring, Jeff Maron, and Jeff Steele, members of the Council; CDOT Commissioner Joe Marie and Jim Redecker, DOT; Dan O’Connell, John Longobardi, Anthony Lato, and Jim McCormack, Metro North Railroad; Jim McKenna, MTA Police Department; John Crandall, Clever Commute; MaryKay Frost, Fairfield Parking Authority; John Austin, Richard Stowe, and Paul Hammer, members of the public.

The Minutes of the January meeting were approved.

There was discussion of ticket window closings, and the DOT said that the New Canaan and Westport windows will be closed and that the Darien ticket window is already closed. There was discussion of the difficulty in buying student tickets without open ticket windows and Jim Cameron said that at least one private school had been given permission to sell student tickets.

Jim Redecker said that no fare increase hearings were yet planned by the DOT.

**SERVICE CUTS**

Dan O’Connell from Metro North said that the three service cuts proposed for the New Haven line had not been approved by DOT. He went on to say that cutting the three trains would save \$900,000 per year on the New Haven line. He said that train lengths may be cut, because Metro North is eliminating the 87% occupancy rule and will look at using 95% occupancy as the expectation for a “full” car.

Bob Jelley said that it was his view that cutting the weekday 1:34 pm from GCT to New Haven and the weekday 2:33 pm from New Haven to GCT would not be particularly painful. He said that the 1:34 pm was the beginning of ½ hour service from GCT and that cutting it delayed ½ hour service until the 2:34. He said that the 2:33 pm was followed 19 minutes later by the 2:52 pm. But he expressed concern about the elimination of the weekday and weekend 1:15 am local from GCT to Stamford. He said that the elimination of that train left a 1 ½ hour gap in the after midnight schedule. He suggested that if it were to be eliminated, the 1:12 am GCT to New Haven, which runs express to Stamford, should add a Greenwich stop. Mr. O’Connell said that he looked with approval at that suggestion. In answer to a question, Mr. O’Connell said that trains are never lengthened or shortened in the course of a day.

Richard Stowe suggested that additional late night express trains to Stamford should have a Greenwich stop.

Richard Stowe suggested that additional late-night express trains should add Greenwich stops. CUT-duplicate

CDOT Commissioner Marie indicated that, at the direction of Governor Rell, his agency was still planning to oppose any service cuts by MNR in Connecticut.

### **STAMFORD GARAGE**

Jeff Maron said that, following up on a December site visit with CDOT, the person in charge of operating the garage had not yet gotten back to anyone with a list of signage and other changes to improve traffic flow in the garage. Mr. Redecker agreed.

### **BRANCH LINES**

Rodney Chabot spoke about the New Canaan / Waterbury study. He said that the consultant and the DOT have appeared to reach good decisions. He said he thought the idea of a passing siding in Springdale was a good idea. He said that there was also a proposal for passing sidings on the Waterbury line. Mr. Redecker said that the federal government will not grant a waiver for the need of signals and positive train control on the Waterbury line, so that in order to maintain the present service, it will be necessary to install positive train control.

### **CAPITAL IMPROVEMENTS**

CDOT Commissioner Marie said that the plans for infrastructure preservation already contracted for are underfunded by \$4 billion. As a result the DOT must concentrate on fixing existing infrastructure before it can begin building anything new. He said that over the next 5-10 years, it is unlikely that there will be any highway improvements but that there will be some railroad improvements, like two-sided stations on Shore Line East and necessary improvements on the branch lines.

Jim Cameron said that Connecticut applied for over \$600 million in grants from the federal government and got nothing. The government funded only 50 projects out of 14,000 applications. Commissioner Marie said that the Department had worked hard on the applications and speculated that perhaps the government had given grants to areas that are poorer than Connecticut.

### **MONTHLY OPERATING REPORTS**

Mr. Cameron said that he thought MNR had done a good job with train service during the recent bad weather and storm. Dan O'Connell and Jim McCormick from Metro North said that they thought the Long Island Railroad had done a particularly good job on making train changes during the last storm. He said that Metro North will do better the next time.

## **BICYCLES ON TRAINS**

There was a presentation about the usefulness of permitting bicycles on commuter trains. There was discussion about folding bicycles. Sue Prosi said that some consideration was being given to bicycles on commuter trains in Connecticut.

## **“CLEVER COMMUTE”**

Josh Crandall of Clever Commute explained his operation of Clever Commute and said that he used advertising revenues to pay for it. There was some discussion of the need to filter the words used by some commuters in sending messages about problems, in order not to exaggerate problems or alarm commuters.

## **SPRINGFIELD LINE**

Mr. Chabot commented about the State getting \$40 million to double-track a portion of the Springfield line. Commissioner Marie said that double-tracking will aid not only commuter service but also Amtrak’s intercity service, because Amtrak knows that it needs a reliable inland route between New Haven and Boston. He said that the desired standard was hourly intercity service and half-hourly commuter service. Commissioner Marie said that he thought that Connecticut would establish commuter service on the Springfield line before California and Florida were able to establish the commuter service that they’re planning.

In answer to a question, Commissioner Marie said that he thought that one rail council for all of the commuter service in Connecticut was the right approach, as opposed to a separate rail council for the Springfield line.

## **NEW LONDON SERVICE**

Commissioner Marie said that it had been hard to get the additional one train in each direction to New London, because of the bridge closing problem. The Department had requested 5 additional round trips daily. He said that there would be new trains to New London in May.

## **METRO CENTER STATION**

Jeff Steele asked about progress on the new Metro Center station in Fairfield. Commissioner Marie said that there will be a 1,250 car surface parking lot. He said that it would be owned by the State and all revenues would come to the State. He said that money for creating the lot will come from the developer, the Town of Fairfield and the State.

The meeting adjourned at 9:00 pm. The next meeting will take place on April 21, 2010 at 6:00 pm on the 11<sup>th</sup> floor of the Graybar Building at GCT.

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13b -212c of the Connecticut General Statutes)

**MINUTES OF APRIL 21, 2010**  
**GRAYBAR BUILDING AT GRAND CENTRAL TERMINAL**  
**NEW YORK, NEW YORK**

**Present were:** Jim Cameron, Chairman; Bob Jelley, Drew Todd, Jack Testani, John Hartwell, Terri Cronin, Connor Murphy, Jeff Maron, and Jeff Steele, members of the Council; Jim Redecker and Gene Colonese, DOT; George Okvat, Joe Kanell, Phil Diaz, Bob MacLagger and John Hogan, Metro North Railroad; Martin Cassidy, Stamford Advocate; John Austin, member of the public.

The Minutes of the February meeting were approved. There was no March meeting.

**BAR CARS**

Jim Cameron raised the matter of the April 20<sup>th</sup> New York Times article stating that bar cars were likely to be discontinued on the New Haven line. He said that it was clear that the old rehabilitated bar cars would continue to be used on trains made up of old cars. He went on to ask Jim Redecker what the situation was for new bar cars. Mr. Redecker said that Kawasaki was presently pricing new M-8 bar car designs, and that the DOT would make a decision about buying new bar cars when it received Kawasaki's pricing. Jeff Maron asked Mr. Redecker to furnish a picture of the bar car design that was being priced, and Mr. Redecker said he would do so.

**FARE HIKE**

Mr. Redecker, in answer to a question, said that there was no change in the plans for a fare hike. No hearings have yet been scheduled.

**SERVICE CUTS**

Mr. Redecker said that the Governor continues to oppose cutting the three trains that Metro North has proposed cutting. Robert MacLagger said that lawyers on both sides were studying the question of the proposed service cuts.

**M-8 CARS**

Mr. Redecker reported that six cars are in New Haven being tested, and two more cars are somewhere between Baltimore and New Haven. He confirmed that no cars have yet to be tested under power. He said that testing remained on schedule to put some new trains in service by the end of 2010.

## **NEW LONDON SERVICE ON SHORE LINE EAST**

Mr. Redecker reported that one new train in each direction had been added to New London service, and three more trains in each direction would be added on May 10. He said that a midday train in each direction had been postponed until some bridge work has been completed. He said that there was a two-year commitment to monitor the additional trains and their affect on boating. He said there was no weekend service planned for this summer.

## **DOT STAFF**

Mr. Cameron asked whether the State's financial situation was going to result in forced retirement of additional DOT employees. Mr. Redecker said that he did not know whether a cut in State employment would affect the DOT, but he pointed out that 35% of the DOT staff was eligible to retire within the next five years.

## **STAMFORD TRANSPORTATION STUDY AND THE STAMFORD GARAGE**

Mr. Cameron reported that he and John Hartwell had attended Stamford's public hearing on its new transportation plan. He said that among other things, there was talk of extending the Stamford station platforms at each end with new garages near the new ends of the platforms and up and over structures directly from the new garages to the two ends of the extended platforms. He said that part of the argument for that solution to the garage problem was to spread out passengers over the full length of the platforms. . . a problem perhaps more easily solved by extending platform canopies. That concept envisioned using the present old garage space for some other kind of building. Mr. Redecker said that the reason the DOT is waiting on the City's transportation study, is because the DOT wants to know what the City's priorities are. But he added that there was no real pricing on any of the City's proposals. He went on to say that the DOT's priority in the railroad station area is a new garage.

Jeff Maron raised once again the question of the issues raised after the early December walkthrough of the old and new garages. Gene Colonese said that the garage manager was putting in some additional stop signs, as discussed in December. He also said that the garage manager had considered eliminating some parking spaces in order to provide better site lines at intersections but that the DOT was concerned about the loss of spaces. Mr. Colonese also said that he would be sure that we got the promised write-up from the garage manager of things to be done as a result of the walkthrough.

## **DANBURY LINE**

Mr. Redecker said that the project for putting signals on the Danbury line was moving forward. He reminded the Council that starting in August there will be midday buses on the Danbury line.

Mr. Cameron asked about the recent collision on the Danbury line. Joe Kanell said that one train on a side track protruded slightly on the operating track and was hit by a passing train. There were no injuries, and \$20,000 worth of damage to one car. He said that the cause of the accident was still being investigated.

## **GREENWICH TIE REPLACEMENT**

It was reported that the reason for replacing concrete ties in Greenwich that were installed in the 1990's is that they were defective. They are being replaced with new concrete ties.

## **WEST HAVEN RAILROAD STATION**

Mr. Cameron asked why the planned 1,100 car garage was not going to be built as part of the building of a new West Haven station. Mr. Redecker said that not building the garage and replacing it with a 700 car service lot had been mutually agreed upon with the Town. He said that the Town wanted to first consider a parking facility as part of Transit Oriented Development.

## **PARKING TASK FORCE**

In answer to a question from Mr. Cameron, Mr. Redecker said that he had given the Parking Task Force a slightly lower priority because of other things that seemed more important. Mr. Cameron suggested the importance of creating more parking now that the M-8s are so close to coming into service.

## **MONTHLY OPERATIONS REPORT**

Mr. Cameron congratulated Metro North at having done so well in operating trains during bad weather this past winter. There was then discussion of the decline in ridership, and Mr. Colonese said that 2008, in which ridership was the highest ever, was an unusual year because of the elevated gasoline prices which caused more people to take the train.

## **APRIL 13 PUBLIC ADDRESS EVACULATION ANNOUNCEMENT**

Mr. Cameron raised the question of the erroneous platform announcement on April 13 telling people to evacuate the stations and stay 300 feet away from railroad property. George Okvat said that the announcement was caused by a computer malfunction. He went on to say that the announcement was subsequently corrected. Terri Cronin said that many people missed their trains because of running away from the station in South Norwalk. She said the police had closed the station. Mr. Cameron asked why there was no service e-mail alert telling people that the evacuation message had been erroneous. Mr. Okvat said that the MNR thought the public address correction was sufficient. Mr. Cameron pointed out that if people were 300 feet away, they would not be able to hear the correction. Mr. Maron suggested that it might have been useful for MNR to have sent its correction to the "Clever Commute" op-in-e-mail service. Mr. Okvat said that MNR communication will improve in the next 6-12 months. Mr. Hartwell suggested that MNR try out their plans for better communications first in meetings of the Council.

## **MAY MEETING**

Mr. Hartwell suggested that the May meeting be held in Wilton and Mr. Cameron said he would see if he could arrange it.

## **TRAINTIME**

Mr. Okvat and Phil Diaz gave a presentation about the operation of TrainTime. They explained that the location of trains is determined by sensors in the tracks, which then compare the location of the train with the timetable. They went on to say that there are a couple of people who manually input information into TrainTime, probably about 5% of the information presented. They also said that the Danbury branch, which is not presently on TrainTime, will be on TrainTime when the signal system is installed.

There was some discussion of installation of TrainTime monitors at stations in Connecticut. Mr. Okvat said that Connecticut would have to appropriate the money for installation of such monitors. There are two types of monitors: light-emitting diodes (LEDs), on the platforms, as at 125<sup>th</sup> St., showing the next three trains, and liquid crystal diodes (LCDs), usually in stations, showing the next 12 trains. Mr. Redecker asked whether fiber optic cable was necessary for operation of TrainTime monitors, and Mr. Diaz said that as a practical matter, the answer was yes.

Mr. Okvat said that in severe service disruptions, TrainTime would probably not be able to operate and would have to be turned off. He also said that if the signal system failed, TrainTime, would not operate.

Bob Jelley raised several questions. He said that for trains that run express from Stamford or Greenwich to 125<sup>th</sup> Street and GCT, there is no way of knowing from TrainTime whether or not the train is likely to arrive at GCT on time. That is because TrainTime at 125<sup>th</sup> Street only shows outbound trains, and TrainTime at GCT only shows outbound trains. Mr. Jelley suggested that TrainTime for GCT could be divided into three sections, one for each of the lines, so that both arrivals and departures would be shown. Another idea discussed was to have, for GCT, a separate arrivals display different from the departures display. Mr. Okvat said that that problem was being worked on and might be solved by this fall.

Mr. Jelley pointed out that TrainTime is confusing when it shows delays for trains that are already running and then shows trains that have not yet begun to run as “on time”. He suggested the possibility of some indication of whether trains were actually running or not. Mr. Jelley also pointed out that for the Danbury and Waterbury lines, which do not have TrainTime, an indication that an inbound train is on time at South Norwalk or Bridgeport is only displaying actual information when the train arrives on the New Haven line tracks.

The meeting was adjourned at 8:00 pm.

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13b -212c of the Connecticut General Statutes)

**MINUTES OF MAY 19, 2010  
“TRACKSIDE” TEEN CENTER  
WILTON, CT**

**Present were:** Jim Cameron, Chairman; Bob Jelley, Roger Cirella, John Hartwell, Terri Cronin and Sue Prosi, members of the Council; Gene Colonese, Jim Redecker, Joe Marie, Robert Pettinicchi and Erich Kunst, DOT; Joe Kanell, MNR, Senator Boucher; State Rep. Peggy Reeves; Martin Cassidy, Stamford Advocate; Carl King, Bas Nabuls, Jerry Carney, Gail Abbey and Jeff Boehme, members of the Public.

The meeting began at 7:00 pm.

**CENTRALIZED TRAFFIC CONTROL PROJECT ON DANBURY BRANCH**

Robert Pettinicchi and Erich Kunst from CDOT described the CTC project for the Danbury line. They said that the Danbury branch presently currently operates on a manual block system, which requires the engineer to call the dispatcher to get approval to move into the next block. The CTC project is to add signals to the Danbury branch, substations to provide electricity for the signals, automated switches for sidings, and a new Bethel siding. In addition, 34 grade crossings and their gates and signals will be analyzed. Beginning August 2 2010, there will be 16 weeks with no train service at off-peak hours on weekdays. However, there will be no off-peak outage from Thanksgiving until New Year’s Day. There will also be no train service on 15 weekends beginning in April 2011. It is anticipated that the project will come into beneficial use in May 2012.

The project has a cost of \$63 million, having been reduced from an estimate of over \$100 million. \$40 million of the cost is from federal stimulus funds.

In answer to a question from Bob Jelley, Commissioner Marie said that the new CTC system will not include the federally required positive train control, but went on to say that positive train control can be overlaid on the CTC system.

Senator Boucher joined the meeting, and Jim Cameron welcomed her, noting that she was responsible for keeping Governor Rowland from shutting down the Danbury branch line. He also said that she was responsible for getting the final money from the Legislature to go ahead with the CTC project.

A question was asked as to whether the signal system will produce more trains on the Danbury branch. Jim Redecker said that next year’s DOT budget request will request money for more trains on the Danbury branch. Gail Abbey said that there were now 11 weekday trains each way on the Danbury branch, and that people were hoping for 17 or 18 trains each way.

There was a question about doing work on the Wilton station. Gene Colonese said that the first project on Phase B of station rehabilitation will be the Wilton station. He also said that there was a request for proposals for managing the Merritt 7, Wilton and Cannondale stations and that they were getting a new vendor for Cannondale station. There was a question on whether the Kent Road station might be reopened, and Mr. Colonese said it would not be reopened.

Mr. Redecker said that the Danbury branch line study was also looking at possible Danbury re-electrification. He went on to say that the study was looking at all the things that could be done. Then the study results will be looked at to see which improvements give the most benefits without spending too much money. DOT plans to do the easy things first.

John Hartwell asked about the planned new Georgetown station. Mr. Redecker said that the developer didn't get the stimulus funds that it was seeking but will try again. He noted that the federal government doesn't think Fairfield County is distressed enough to receive stimulus funds.

There was a question asked about the lighting at Cannondale station and the need for a sidewalk for easier access to Wilton station. Mr. Redecker said that both were the responsibility of the Town of Wilton. Sue Prosi added that there had been talk for years of connecting Station Road to Ridgefield Road.

### **SERVICE CUTS**

Commissioner Marie said there would be no service cuts on the New Haven line. He also said that no hearings have yet been scheduled on fare increases.

### **NEW M-8s**

Commissioner Marie said that testing has gone very well. There has even been a small amount of dynamic testing. He said that some M-8 cars will be in service before the end of the year. In answer to a question, he said that the electronic diagnostic systems on the new cars are working but will be constantly revised until the cars are put in service. He went on to say that production models of the new M8 cars are now being produced in Nebraska. With respect to new M8 bar cars, he said that the DOT was still waiting for cost estimates. Terri Cronin said that the new bar cars do not have to be as elaborate as planned, and that a fit-out like the existing bar cars was sufficient. Gene Colonese shared design drawings of a potential M8 bar car with Council members.

### **BOMBARDIER CAR REHABS**

It was reported that the old Bombardier cars with just two end doors are being rehabilitated. The Danbury line also has some new Bombardier cars with two end doors and a center door.

### **STAMFORD GARAGE**

Commissioner Marie said that the Legislature took away the \$35 million that had been previously authorized for a new garage to replace the old garage. He said that DOT was talking

to a developer about a new garage a block or two away with a bridge to the platforms. He said that the Department was taking a new look at the garage situation and would be able to tell us more at the June meeting. He estimated that replacing the old garage would cost between \$55 million and \$65 million, and a new garage within a block or two would be about \$45 million. He seemed to commit to building a new garage a block or two away before tearing down the old garage.

Mr. Cameron said that in his view, the Town of Stamford's study of the Stamford station has not produced a very sensible redevelopment plan for the station and its vicinity.

There was a question about the long-promised report from Fusco resulting from the early December walking tour of the old and new Stamford garages. Mr. Colonese said that the Department was still looking at various signage questions. He said he would get us an email report.

### **YANKEE STADIUM SERVICE**

John Hartwell reported that he had used the service and found it very good.

The meeting adjourned at 8:45 pm. The next meeting will be held at SWRPA on June 16<sup>th</sup> at 7:00 pm.

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**MINUTES OF JUNE 16, 2010**  
**SWRPA**  
**STAMFORD, CT**

**Present were:** Terri Cronin, Acting Chair; Bob Jelley, Roger Cirella, John Hartwell, Jack Testani, Rodney Chabot, Connor Murphy, Drew Todd and Luke Schnirring, members of the Council; Gene Colonese, DOT; Joe Kanell, MNR, and Martin Cassidy, Stamford Advocate; John Austen, member of the public.

The meeting began at 7:00 pm.

The April and May minutes were approved.

In answer to a question from Terri Cronin, who chaired the meeting, Gene Colonese reported that there would be no service cuts and that there was nothing new on the issue or raising fares. Ms. Cronin asked about the \$200,000 being paid by the State of Connecticut to Metro North in order to avoid service cuts, and Mr. Colonese said those payments would continue. Bob Jelley pointed out that in addition to the \$200,000 per year payment, the State of Connecticut had foregone an estimated \$130,000 per year savings if the service cuts had been made, and therefore the net cost of avoiding the service cuts was about \$330,000 per year. Mr. Colonese agreed.

There was a question about the possibility of shortening trains. Mr. Colonese said that the peak load factor was now 95%. Joe Kanell said that when there were more than 50 people per car, the conductor should open additional cars. Rodney Chabot suggested that on weekends, Metro North could run two-car trains on the New Canaan line. Mr. Kanell said that it was not feasible to run two-car trains, because of the need for redundancy in the event that one pantograph failed to work or air conditioners failed to work.

**DANBURY LINE STUDY**

Mr. Chabot said that the Danbury line study committee had given a lot of thought to continuing the line to New Milford or even Pittsfield. He said that it was his view that electrification made sense only as far as Danbury. Connor Murphy said that the challenge for the study committee was to find things that really would make the Danbury line more effective and competitive. John Hartwell said, for example, that electrification would only cut 11 minutes from the Danbury – South Norwalk trip.

**M-8s**

Mr. Colonese said that testing was going on day and night and that the train was out on the tracks from 9:00 pm to 4:00 am. He said that testing was still on schedule and that it was expected that there would be two or three train sets operating by the end of 2010.

## **STAMFORD GARAGE**

Mr. Colonese reported that the Governor had vetoed the bill that restricted the use of \$35 million previously authorized for replacing the old Stamford garage to a new garage in the same location. (The Governor had planned to use that money to build a new garage several blocks away). Mr. Colonese said that there was some confusion as to the status of the \$35 million. Mr. Chabot said that it was his view that the \$35 million should simply be used to replace the old garage in the same location.

Mr. Colonese furnished a report from Fusco, the Stamford garage manager, about the results of the December walk-thru of the garage. Jeff Maron suggested that it was important to get police into the garage to ticket people who disobey stop signs. He also asked how the existing new garage would work if the old garage were torn down. He suggested that Fusco and the DOT plan the operation of the existing new garage before the disappearance of the old garage. Mr. Colonese said that they would do that.

## **TRACKS OUT OF SERVICE**

Mr. Colonese said that the new interlocking in Southport was now operational. He said that for the period from August 2010 to April 2011, tracks 2 and 4 between Southport and Bridgeport will be out of service, and bridges will be built over to track 1 for outbound service. The reason for the outage is the replacement of catenaries and bridges in that section on two tracks at the same time. When that work has been completed, tracks 2 and 1 will be taken out of service for a period of time, and that will be followed by taking tracks 1 and 3 out of service. The two tracks at a time removal from service will continue over the next 2 ½ years. Thereafter, the same two tracks at a time removal from service will occur in the section west of Southport.

There was speculation among Council members about how trains would be able to operate with two tracks out of service.

## **WIFI ON TRAINS**

There was discussion of a report that Metro North was going to contract with Cablevision to provide WIFI service on Metro North trains. According to the report, the service would be free to Cablevision subscribers, but non-subscribers would have to pay. Mr. Colonese said that Metro North would bring someone to a future meeting to explain the plan. Mr. Jelley said that it was his view that because Cablevision was available only in certain of the areas served by Metro North and not available in others, that neither the State nor Metro North could enter into a contract that would require non Cablevision subscribers to pay for WIFI service on trains.

## **OTHER MATTERS**

There was discussion of the problem of dogs on trains. Mr. Maron said that the real problem was dogs occupying seats. Mr. Kanell said that dogs are not permitted on seats.

It was reported that Fairfield, Westport and New Canaan are losing their ticket agents.

It was reported that George Okvat is retiring and no replacement has yet been selected.

Mr. Hartwell discussed the problem of buying student tickets when there was no ticket agent, and said that some schools have received authority to sell tickets themselves.

Roger Cirella asked if it was possible in the evening to have two trains going from Bridgeport to Waterbury, one at 5:00 pm and one at 5:55 pm. Mr. Kanell said it would be physically difficult to do.

The April Operations Report showed that ridership was up over the previous year and there was speculation that maybe the loss of riders was turning around. Mr. Kanell said there was 98.1% on-time performance.

It was reported that the Yankee Stadium service averages about 4,000 on weekdays and 5,000 on weekends.

The meeting adjourned at 8:40 pm.

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

**MINUTES OF AUGUST 25, 2010**  
**SWRPA**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Bob Jelley, Roger Cirella, John Hartwell, Rodney Chabot, Terri Cronin, Jeff Maron, Drew Todd and Luke Schnirring, members of the Council; Gene Colonese, Jim Redeker and Jeff Parker, DOT; Jeff Watson and John Longobardi, MNR; Jim McKenna MTA Police; Martin Cassidy, Stamford Advocate; John Austin, member of the public.

The meeting began at 7:00 pm.

The minutes, as corrected, were approved. Jim Cameron announced that CTN was televising the entire meeting and the video would be available on their TV channel.

**NEW TIMETABLE**

Mr. Cameron announced that the new timetable would take effect on Monday, August 30. It will be the beginning of a period when two tracks at a time will be out of service between Southport and Bridgeport. Gene Colonese said that while train times have been changed to take account of the two tracks being taken out of service, no trains have been eliminated from the schedule. He said that completion of all of the catenary and bridge repair work from Southport to Bridgeport would take about 20 months. First, tracks 2 and 4 will be out of service, then tracks 2 and 1 and then tracks 1 and 3. Only Southport and Fairfield stations are affected by the track outage. Mr. Cameron asked whether there is any plan to have train platform on the reverse side, and Mr. Colonese said there was no such plan. In answer to a further question, he said that the catenary replacement work in the Darien area would be completed by April, 2011.

**FARES**

In answer to a question from Mr. Cameron, Jeff Parker said that there was no plan to institute the legislated 1¼ % fare increase until the new M-8 cars are in service. He went on to say that hearings have been scheduled in New York for New York's January 1 fare increase. So as not to be in lockstep with New York and cause confusion, Connecticut will not hold hearings on the 1¼ % fare increase until the New York hearings are completed.

He went on to say that New York's proposals to eliminate the 5% discount on on-line ticket sales (2% for monthly tickets) are considered "fare increases" and therefore require approval by Connecticut. He said that the proposal to reduce the validity of a ten trip ticket from one year to three months and the proposal to reduce the validity of one-way tickets were not considered fare issues, and therefore MTA can make those changes without Connecticut's approval.

John Hartwell, Rodney Chabot, Bob Jelley and Mr. Cameron all criticized the MTA proposed fare changes.

There was a question about MTA's proposal that Connecticut, in effect, subsidize to some extent New York's increased fares, because fares from Greenwich would be cheaper than fares from Portchester and Rye. Mr. Parker said that Connecticut believes that its agreement with MNR does not require Connecticut to subsidize higher New York fares.

### **M-8s**

Mr. Parker said that testing so far was considered successful. He said that he hopes for three train sets in service by the end of 2010. He said that two more cars were arriving from Japan the next day. Mr. Hartwell raised the question about the option that was exercised by Connecticut for 80 additional cars, but then pulled back before consideration by the State Bond Commission. Mr. Parker said that the Department will work hard to convince the Bond Commission to approve the money for the 80 option cars. He said the option was available until the 100<sup>th</sup> car of the original order is delivered, which ought to be about August, 2011. He noted that the option price varies with an economic index, and that the total option price may therefore rise a couple of hundred thousand dollars per month, but he also said that the option price now is about the same when the contract was signed.

### **STAMFORD GARAGE**

Mr. Cameron noted that the Governor was proposing a new Stamford garage at a location on Atlantic Street, but that the proposal was unfunded. Mr. Parker noted that because of legislative action, the \$35 million available could be used only to rebuild the existing garage at the same location. He said the DOT does not think it is possible to provide adequate parking during the construction period if the new garage is built at the location of the old garage. He said that the DOT thinks it is necessary to first build a garage at a different location. He said the DOT will work with the Town of Stamford and the Legislature to figure out a new strategy.

Mr. Hartwell asked how much more than \$35 million is necessary to build the new garage. Mr. Parker said the project could total about \$60 million, including the cost of temporary parking. He said that that figure had been determined a year or two ago and it could be a bit lower now but not as low as \$35 million. Jeff Maron asked if the DOT had reexamined every possibility of rebuilding the existing garage. Mr. Parker said that rehabilitating the existing garage really requires demolishing the garage in pieces and entirely rebuilding it. He also said that it is necessary to improve the waiting areas in the Stamford station. And he particularly made the point that the DOT believes that it is easier to build a garage in tandem with a developer than to do it on its own.

### **BAR CARS**

Ms. Cronin presented the results of the Council's online survey of commuters to gauge their reaction to proposed design of a new bar car. More than 700 commuters participated in the survey and expressed overwhelming support for the bar car concept but mixed reviews of the proposed seating areas.

Mr. Parker said that the DOT has determined that it will be cheaper to retrofit new M-8 cars by taking out the seats and putting in facilities for a bar car than to have Kawasaki build bar cars in the first place. He said that 7 cars will be retrofitted as bar cars. Terri Cronin asked for the toilet in the bar cars to be in a different location. Mr. Jelley said that he thought the toilet could not be moved. Mr. Parker agreed. Mr. Jelley suggested perhaps making an even numbered car, without a toilet, into a bar car, and let patrons walk to either of the adjoining cars to use the toilet. Mr. Chabot suggested that there ought to be 10 bar cars.

Mr. Maron asked if the DOT was interested in having a partner run the bar cars rather than MNR.

### **STATION REPAIRS**

Mr. Cameron noted that maintenance work had begun at the Noroton Heights station by taking down the existing canopy but that no replacement canopy had been installed. Mr. Colonese said that he hoped to complete canopies in December and in a later phase would do lighting repairs.

### **WIFI**

Mr. Longobardi said a request for proposals for WIFI on trains was going out on October 1. He said he did not know the details of the request, but would have someone at our next meeting to explain it in detail.

### **MISCELLANEOUS**

In answer to a question, Mr. Colonese said the contract for the West Haven station would be awarded in September and the work ought to be completed by 2012. It will have 700 parking spaces. It will also include re-establishing track 3 from New Haven to Woodmont.

Mr. Colonese said that the work in the pedestrian tunnel at Union Station involves a great deal of water proofing of the tunnel as well as new stairs and sign boards. It will also include new sign boards at Station Street Station. It is expected to be completed by July 2011.

Black Rock station in Fairfield is expected to open in the fall of 2011.

The Branford station parking lot addition has run into some environmental issues and is now expected to open in early spring 2011.

It was announced that on the Danbury line, Branchville is going to begin charging for parking.

The July operations report was discussed. It was noted that the CSR program of rehabilitating 146 M-2 cars is now complete. In theory, those cars now have an additional 10 years of life.

Mr. Chabot asked about the New Canaan derailment the previous week. John Longobardi said that Metro North was still investigating the derailment and he would let us know next month.

Jim Redecker began discussing the CT State Rail Plan, but it was decided to take up the discussion at the September meeting.

The meeting adjourned at 9:15 pm. The next meeting will take place on September 22, 2010, SWRPA, Stamford, CT.

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

**MINUTES OF SEPTEMBER 22, 2010**  
**SWRPA**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Sue Prosi, Bob Jelley, John Hartwell, Rodney Chabot, Terri Cronin, and Luke Schnirring, members of the Council; Gene Colonese and Jim Redeker, DOT; Joe Kanell and Susan Doering, MNR; Jim McKenna, MTA Police; Martin Cassidy, Stamford Advocate; John Austin and Harold Kubina, members of the public.

The meeting began at 7:00 pm. The August Minutes were approved with corrections.

**HARLEM RIVER BRIDGE FIRE**

There was a general discussion about the fire at the Harlem River Bridge on Monday noon, September 20. There was general agreement that reports from Metro North of the fire and its effect on train service were slower than those from news media, and a consensus feeling was expressed that Metro North would do better in getting alerts out more quickly without worrying so much about word-smithing.

**NEW AUGUST 30 TIMETABLE**

Terri Cronin said that all trains that she rode since the timetable change have been packed, and it was very difficult to find a seat. Gene Colonese said that he would check on passenger counts on the trains that Ms. Cronin was talking about. Joe Kanell said that the system was operating with difficulty because of the two tracks out of service between Southport and Bridgeport, but that the railroad was “making it work”. There was also discussion of the difficulty of collecting tickets on such crowded trains. The Council commended MNR on several recent days with 100% on-time performance in spite of the track outages.

**HEARINGS ON PROPOSED METRO NORTH FARE INCREASES AND OTHER CHANGES**

Jim Cameron suggested that at the beginning of each of the two hearings, the DOT ought to try to explain why these fare increases and other changes were needed. John Hartwell suggested that the rule changes were a sneaky way to make a fare increase without appearing to do so. He asked what the revenue effect of these changes was, and representatives of both DOT and MNR said there was a number but that they didn’t know it. Jim Cameron suggested that he write a letter to Commissioner Parker on behalf of the Council asking various questions about the fare changes and ticket rule changes and it was agreed he should do so.

**RAIL PLAN**

There was some discussion of the draft 2010 – 2014 rail plan put together by the DOT. Bob Jelley said that he thought the most important parts of the plan were the New Haven, Hartford,

Springfield commuter line and access to Penn Station through the Hell Gate route. Sue Prosi said that there wasn't enough money available to do everything the plan proposed. John Austin suggested that there ought to be a real high speed line between New York and Springfield, and thought that it should be on a route along the Merritt Parkway.

### **FAIRFIELD METRO STATION**

There was some discussion about a potential bus parking problem at the new station. Apparently GBTA wants to provide bus service to the station when it opens, but is having trouble getting parking for buses at the station. Mr. Colonese said he would look into it.

### **MISCELLANEOUS ITEMS**

Mr. Cameron asked why, in doing the repairs at the Noroton Heights station, the canopy was taken down in April but will not be finished until winter. Mr. Colonese said the work was scheduled to be done in stages.

Mr. Jelley reported on the variety of bike cars on trains that he had seen on his recent trip in Switzerland. He said that many of the bike cars appeared to be older cars that had had the seats removed and hooks put in for bicycles. He asked why an unpowered car couldn't be used on an M-8 train for bicycles. Mr. Kanell said that cars other than M-8 cars were entirely incompatible with M-2/4/6 cars and could not be so used.

Mr. Jelley asked about work on two-sided stations for Shore Line East. Mr. Colonese said that the design work was proceeding on all of the stations. He said that the Legislature had approved two-sided stations but has not appropriated the money.

Mr. Hartwell reported that the Branchville station on the Danbury branch is to have its parking price doubled and that people living in Branchville want priority in access to parking.

In answer to a question about the proposed Georgetown station on the Danbury branch, Mr. Colonese reported that the station was on the drawing board but that the developer had gone bankrupt. When asked if there was a plan to close the Branchville station if a Georgetown station was built, he said there was no plan to close the Branchville station.

A schedule of meetings for the 2010-11 year was adopted.

The meeting adjourned at 9:15 pm. The next meeting will take place on October 20, 2010, SWRPA, Stamford, CT.

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**MINUTES OF OCTOBER 20, 2010  
SWRPA  
STAMFORD, CT**

**Present were:** Jim Cameron, Chairman; Sue Prosi, Bob Jelley, John Hartwell, Rodney Chabot, Terri Cronin, Luke Schnirring, Drew Todd, Jeff Maron and Roger Cirella, members of the Council; Gene Colonese and Jim Redeker, DOT; Joe Kanell, John Hogan, John Longobardi and Susan Doering, MNR; Jim McKenna and John Kerwick, MTA Police; Jeff Newman, MetroGreen; Harold Cobin, PATCH News; Martin Cassidy, Stamford Advocate; John Austin, member of the public.

The Minutes of the meeting of September 22 were approved.

**MAIN LINE ISSUES**

Gene Colonese reported on passenger counts on trains that Terri Cronin, at the last meeting, said were overcrowded. He reported Train 1433, with seven cars, had a passenger count of 742; 92% of capacity. Train 1427, with nine cars, had a passenger count of 839; 88% capacity. Train 1456 with eight cars, had a passenger count of 704; 84% capacity and train 1439 with six cars had a passenger count of 589; 86% capacity.

Luke Schnirring reported that on the day of the meeting, there were no seat checks used on train 1439 and no conductor checking tickets. He also reported that someone had brought a chest of drawers on to the train. There was general discussion of people bringing items on to trains that needed to be placed in the vestibules.

Mr. Colonese reported that he had looked into the question of bus parking at the yet to be opened Metro Station in Fairfield, and that he was working with the Greater Bridgeport Transit Authority to assure that there was some bus parking.

**METRO NORTH FARE INCREASES AND OTHER CHANGES**

Jim Redecker said that the DOT was awaiting a letter from MTA about the fare increases and other changes. He said that CT will oppose the elimination of the web ticket discount and the mail and ride discount.

**METRO NORTH EMPLOYEE OVERTIME**

There was general discussion of the newspaper article listing the amount of overtime pay earned by certain Metro North employees. Bob Jelley pointed out that they were all involved in construction or maintenance and that none were operating personnel. Jim Cameron suggested that maybe it was appropriate to discuss the issue with Metro-North officials at our next meeting at GCT.

## **STATION REPAIRS**

Mr. Colonese reported that some platform canopy repairs had been completed but said that Noroton Heights and some others were being held up by track outages. He said that Noroton Heights and South Norwalk would be finished in December but Fairfield and Westport might be held up until spring.

## **BAG CHECKS BY POLICE**

MTA Police Captain Jim McKenna reported that random bag checks are done at all MTA facilities. He said that passengers can refuse to have their bag checked, but then they can't get on the train. He said that a bag check might be done on every, for example, sixth passenger, and that there was no profiling. He said that this had been done in CT since 2007 and had been done at least 100 times this year. Ms. Cronin asked what couldn't be carried and Capt. McKenna said that basically they were looking for bombs. He said that passengers can carry guns if they have a permit. Jeff Maron asked about dogs or police walking through trains, and the answer was that they continue to do that, but that bag checks were not conducted on the trains enroute. Mr. Cameron suggested that the police should publicize the fact that they are doing bag checks. He also asked about the right to take photographs of trains. Jim McKenna said that it was not illegal to take photographs of trains.

## **LOST AND FOUND**

Drew Todd talked about the lost and found department at GCT. Sue Doering said that depending on the item, they are held at lost and found for 90 days to three years. After that, if not claimed, they are sold to a vendor. In answer to a question, Ms. Doering said that the lost and found personnel look inside bags for identification to contact the owners.

## **METRO GREEN**

Mr. Jeff Newman Malkin Properties, the developer of Metro Green, near Stamford station, reported on the possible availability of commuter parking in the new parking garage being built in connection with their residential apartment construction. Mr. Maron said that he thought it looked like good substitute parking.

## **MISCELLANEOUS**

Mr. Cameron reported that after a recent Yankees playoff game, there was only one person in the garage in Stamford to take payments, resulting in a very long line of cars to exit. Mr. Colonese promised to follow-up with Pro-Park.

Mr. Jelley reported that he had learned from Mr. Colonese that DOT and the United Illuminating Company had entered into a contract for construction for a new electrical substation in New Haven and construction would begin next year and would be completed in 2012. Mr. Colonese reported that it was a difficult negotiation.

In answer to a question, Mr. Redecker said that there are 14 M-8s at New Haven, that testing was going according to schedule, but that he did not know when they would begin regular operations.

Bob Jelley said that on the previous Sunday, October 17, the 10:07 am train to New Haven had only six cars open and became very crowded and that two additional cars were not opened until the train was about to leave GCT. He said that in the last couple of years the issue of too many closed cars had virtually disappeared on that particular train, and that he hoped that Sunday's performance was not the beginning of a return of conductors keeping too many cars closed. John Longobardi said he would look into it.

Rodney Chabot raised the question of the position of the ticket machines at New Canaan station, and said that they were turned so that the sun frequently shown on them, making it almost impossible to read the display.

Roger Cirella once again asked for more service on the Waterbury line, particularly at the end of the work day, and Mr. Colonese said the issue was not lack of equipment, but a single track with no signals.

Mr. Cameron reported that the Town of Darien held hearings on a variety of issues dealing with station parking but ended up merely raising the annual rates by \$50 per year.

Jeff Maron said that it was his view that even though the M-2 rehabilitation program had ended, DOT should undertake to rehabilitate some of the M-4 trains. He also reported on the number of people who were still parking across the line and taking two parking spaces at Stamford garage.

Mr. Cameron reported that Connor Murphy and John Testani had resigned from the Council. This is in addition to the earlier resignation by Jeff Steele.

Mr. Cameron was re-elected Chairman of the Council with Terri Cronin appointed as Vice Chairman (with the possibility of a second vice chairman) and Bob Jelley as Secretary

The meeting adjourned at 8:45. The next meeting will take place in New Haven at 6:00 pm on November 17, 2010.

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**MINUTES OF NOVEMBER 17, 2010**  
**SWRPA**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman, John Hartwell, Rodney Chabot, Terri Cronin, Jeff Maron and Roger Cirella, members of the Council; Gene Colonese and Jim Redeker, DOT; Joe Kanell, John Hogan, John Longobardi and Susan Doering, MNR; Martin Cassidy, Stamford Advocate.

The Minutes of the meeting of October 20, 2010 were approved.

**M8 CARS**

Rodney Chabot reported on the inaugural M-8 ride on the M-8 from New Haven to Fairfield and back on November 15, where Governor Rell mentioned the Council in her speech. She was very proud having her name on one of the cars, which was an idea of CDOT Commissioner Parker. Mr. Chabot said the ride on the new cars was very comfortable; the track noise was less than current cars although the blowers are noisy. The connecting doors from one car to the next open with one push.

Jim Redecker reported that 42 additional cars are being funded with money already allocated. He also reported that, as scheduled, some M8 cars will be deployed by the end of the year – one train, maybe two if testing goes well. Mr. Redeker also reported that there are now 22 cars with 16 more coming from Japan and the remaining 304 will come from Nebraska, where production has already begun. As the M8s come on line, the M2s will be redeployed to improve consist performance. The M8s will probably not retire any M2 cars until late 2011.

Jim Cameron pointed out that the Council is disappointed that Kawasaki hadn't sent a representative to speak with the Council as was formally requested. Gene Colonese explained that such a person "wasn't available".

**FARES**

There is no plan at this time to increase fares. The CDOT is waiting for a green light with the launch of M8 service, as promised by the Governor.

**BICYCLES ON TRAINS**

There was no discussion about bicycles on trains because the bike representative wasn't present.

## **OPERATIONS REPORT**

Ridership continues to increase. LIRR ridership has declined, allowing Metro-North's ridership to surpass that of its sister railroad.

Rodney Chabot asked a question about why the goal for main distance between failures for new diesels (BL) is so much lower than the older ones.

## **CSR PROGRAM**

No decision on whether to restart the CSR program with M4s and M6s.

## **BREAK-INS OF CARS PARKED AT STATIONS**

Break-ins were reported at several stations along the line in November. It was the Council's view that Towns should have the responsibility to provide police presence as they were closer, better staffed and that Towns received revenue from parking permit sales. If cameras are put in they have to go through CDOT.

## **FAIRFIELD METRO STATION**

Fairfield's new station will now be called "Fairfield Metro" and should come on line in late 2011.

## **STAMFORD STATION**

There was nothing new to report in terms of replacement of a parking garage at Stamford station. A recent RFP for operation of the station was won by Fusco, the current provider, but with a new sub-contractor replacing ProPark

## **NEW HAVEN MAINTENANCE YARD**

The new M8 acceptance yard is finished and the M2 shop code upgrades are finished. The component change-out shop is on schedule.

## **BRANCH LINE ISSUES**

Branchville has sold all available parking spots for \$250 per month. It was reported that the Waterbury connection was missed at Bridgeport on Thursday. MNR had a delayed train and didn't order a bus. The bar car is missing on the New Canaan line. It was reported that Metro-North's Joe Kanell is retiring and will be replaced by John Longobardi.

## **QUIET CARS**

New Jersey Transit has quiet cars which are a big success, being rolled out system wide. The quiet cars are under review by MNR.

## **WIFI**

The scope of the work has been prepared and will be tested.

## **MISCELLANEOUS ISSUES**

The Council's new logo with the circle was approved. The \$200 cost of the logo will be shared by donations of Council members.

Jim Cameron announced that Laura Cordes from New London has been appointed by Senator Williams. She commutes to Hartford.

The next meeting will take place at SWRPA in Stamford on December 15, 2010.

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**MINUTES OF DECEMBER 15, 2010**  
**SWRPA**  
**STAMFORD, CT**

**Present were:** Jim Cameron, Chairman, Bob Jelley, Rodney Chabot, Terri Cronin, Sue Prosi and Roger Cirella, Mitch Fuchs, Luke Schnirring and Drew Todd, members of the Council; Gene Colonese and Jeff Parker, DOT; John Longobardi, Tim McCarthy and Susan Doering, MNR; Martin Cassidy, Stamford Advocate; John Austin, member of the public.

The meeting began at 7 pm.

Jim Cameron introduced Mitch Fuchs of Fairfield, a new member of the Council.

**FARE INCREASE**

In response to a question, Jeff Parker said that the DOT will not hold public hearings on the legislatively-ordered fare increases until M-8 cars are in service. He said that it would then take 6-9 months for a fare increase to become operative. He said that instituting a normal fare increase takes about 4 months, but because this one comes from a statute, it is a regulatory process, which takes a longer time.

Susan Doering spoke of the fare increase effective December 30 in New York State. It only affects fares between New York stations. However, the shorter validity periods and the \$10 fee for ticket refunds affect Connecticut. Bob Jelley mentioned that the MNR email about fare increases and other ticket changes says that it only affects New York State, which is not true.

**MONTHLY OPERATIONS**

Ridership has risen strongly and is up 4.5% over a year ago.

**M-8 DELAY**

There was a lengthy discussion of the delay in putting M-8s into operation. Until a few days ago, it had been believed that a couple of M-8 trains would be in operation before the end of 2010.

Mr. Parker said that it was on December 2 or 3 that he found out about a technical problem. There was electromagnetic interference between the trains' computer systems and the railroad's signal systems at interchanges. Kawasaki believes that it has a fix for the problem and it will be accomplished in a week or two. Thereafter, it will require two to three weeks for the necessary 4,000 mile test.

Tim McCarthy from Metro North said that the M-8s are the most complex cars in the country and perhaps the world. Some time earlier in 2010 they learned that there was interference between

one of the rail cars' systems and the track signal circuit. They thought they could fix it easily by making changes to the track circuit but that turned out not to work. So instead they have had to come up with a fix to modify the software on the trains. He said there was also a problem between the new cars and station announcements systems.

Jim Cameron asked if they have tested two M-8 trains passing each other to see if the software systems on one train interfere with the systems on the other train. Mr. McCarthy said they had not but that other tests indicate that that won't be a problem. Mr. Cameron also asked if the M-8 cars had been tested under a 25,000 volt catenary along Shore Line East. Mr. McCarthy said that they hadn't.

Mr. Parker said that there were 24 cars in New Haven now. He said that after the first 8 cars go through the 4,000 miles test, other cars will require only a 1,000 mile test.

Terri Cronin said that people were upset by the delay. Mr. Parker said that he was hoping to get some of the M-8 cars into service in January, but was making no promises. Mr. Cameron said he thought that the DOT should have told the Council in advance of telling the press about the delay. Drew Todd said that he thought the Council should have been told of the problem when it arose, even if they thought they had an easy fix. Mitch Fuchs asked if the fix of the software on board the train was successful and Mr. McCarthy said it was.

Rodney Chabot asked about the toilets on the trains. Mr. Parker said that there is a central diagnostic system that will know if there is a problem with the bathroom. It will even flush a toilet if someone forgets to flush. A wayside system will get information from cars as they pass.

Mr. McCarthy said that 38 cars are being built in Japan, and the rest of the cars will be built in Nebraska. Cars from Nebraska will start arriving in January, so for several months there will be cars coming from both places.

### **WIFI ON TRAINS**

Mr. McCarthy said that the M-8s have equipment space and an antenna space for a WIFI installation but outside infrastructure along the tracks is needed to provide WIFI. Mr. Jelley asked about the plan for Cablevision to supply WIFI on trains free of charge to Cablevision subscribers, but to charge others. Mr. McCarthy said he knew nothing about that. Mr. Jelley said that it continued to be his view that providing free service for Cablevision subscribers was probably unlawful.

### **CUSTOMER SURVEY**

Mr. Chabot raised a question about cleanliness of toilets. He said that he thought that they should have teams to go into toilets at turnaround points to clean them. Ms. Doering said that they pick up trash at turnaround points. Mr. McCarthy said the holding tanks on the M-8s have a one week capacity and will be pumped out daily.

## **MAIN LINE ISSUES**

Ms. Cronin said that she understood that prices on bar cars were going up. Ms. Doering said she knew nothing about that.

Ms. Doering announced that since November 29, there have been new criteria for email alerts. She said that the new requirement is that if there is a prolonged delay of 10-15 minutes, there must be an alert within 15-20 minutes. Thereafter, alerts should be repeated every 15-20 minutes.

Sue Prosi said that the canopy in Stratford was coming along nicely. Gene Colonese reported that although nothing has happened on the canopy in Noroton Heights yet, it might happen in January.

## **BRANCH ISSUES**

Mr. Jelley raised the question of the public address system at the Shore Line East stations, and reported that it did not effectively work. He said that he thought a new system was needed. Mr. Colonese said that it was an old system and that they were trying to see if it could be upgraded off the new Union Station/State Street public address system but he admitted they needed money for a new Shore Line East public address system.

Roger Cirella reported that the Waterbury branch had operated pretty well recently.

## **MISCELLANEOUS**

It was reported that since December 1, Republic has become the new operator of the Stamford Garage. However, there continue to be complaints of not enough lanes open for exiting later at night.

Mr. Jelley raised the question of the 38 additional M-8s that are under option but were not ordered, because the Bond Commission did not approve bonding them. Mr. Parker expressed optimism that they will be bonded and ordered.

John Longobardi was welcomed as the new Head of Operations, since Joe Kanell has retired. Mr. Parker said that Mr. Kanell had been a wonderful Head of Operations. Council members thanked Mr Kanell for his years of service.

The meeting adjourned at 8:40 pm. The next meeting will take place at SWRPA in Stamford on Wednesday, January 19<sup>th</sup>, 2011 at 7 pm.

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MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**January 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>				
<b>Category</b>	<b>Month (January - unless otherwise indicated)</b>			<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,189,305 (Dec) -1.6%			36,314,980 (2009 total) -3.9%
<b>On-Time Performance (OTP)</b>	97.6%			97.6%
<b>Annulments and Terminations</b> (current month and previous month)	34			54 (December 2009)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	61			64 (December 2009)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	94.3% Jan AM Peak 93.2% Jan PM Peak			94.3% (AM PK 2010) 93.2% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2008 Goal 73,000; 12 mo. avg. 80,837 - M4 2008 Goal 60,000; 12 mo. avg. 45,505 - M6 2008 Goal 70,000; 12 mo. avg. 59,396 Diesel BL20 2008 Goal 8,000 P32 2008 Goal 30,000	<b>December</b> 46,597 47,164 69,947 12,739 183,747			<b>2009</b> 80,837 45,505 59,396 9,147 41,831
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month (Dec) and Total  <b>MDBF (M2 CSR Program)</b>	2 (full completions)  New Haven work complete as of 1/15/10. 1 pair at Highbridge for seat replacement and 4 pairs at N. White Plains for painting.			146/146 Full Completions/Total Program  YTD M2 CSR: 95,158 YTD M2 Non CSR: 67,150
Incidents of Note: (resulting in 5 or more late trains) 2 Jan 2010 Wire damage CP256-CP257 7 Jan 2010 Train 1433 delayed at Westport 15 Jan 2010 Switch problems at CP248 25 Jan 2010 High winds and rain cause delays systemwide 27 Jan 2010 Overhead wire grounded CP248-CP255 29 Jan 2010 Train 1527 had pantograph damage at CP241, and Train 1503 unable to charge at Milford				
<b>MONTHLY REPORT – Branch Lines and Shore Line East (2)</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	99.3%	97.5%	93.8%	96.8%
Bus Substitutions	9	2	5	0
# VRE Cars in Revenue Service	0	0	4	20
Incidents of Note: 25 Jan 2010 High winds and rain cause power outage on New Canaan Branch				

- Shore Line East On-Time Performance (Year-to-Date): 96.8%
- Shore Line East Average Weekday Ridership (Jan): 1,946 (-6.4%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 1,946
- Shore Line East Annulments & Terminations (Jan): 1 annulments, 0 terminations

- SLE Average Weekend Ridership (Jan): 429 (each weekend day); YTD: 429
- (1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports  
(2) Reflects Shore Line East Service data provided by Amtrak and CTDOT

MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**February 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>				
<b>Category</b>	<b>Month (February - unless otherwise indicated)</b>			<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	2,776,398 (Jan) +0.1%			2,776,398 +0.1%
<b>On-Time Performance (OTP)</b>	97.6%			97.6%
<b>Annulments and Terminations</b> (current month and previous month)	20			54 (January 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	62			64 (January 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	93.3% Feb AM Peak 92.4% Feb PM Peak			93.8% (AM PK 2010) 92.8% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2008 Goal 80,000; 12 mo. avg. 89,456 - M4 2008 Goal 65,000; 12 mo. avg. 50,271 - M6 2008 Goal 60,000; 12 mo. avg. 59,994 Diesel BL20 2008 Goal 8,500 P32 2008 Goal 35,000	<b>January</b> 134,934 53,674 53,019 13,435 29,351			<b>2010</b> 134,934 53,674 53,019 13,435 29,351
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	New Haven work complete as of 1/15/10. 8 cars awaiting painting at NWP.			146/146 Full Completions/Total Program  YTD M2 CSR: 162,765 YTD M2 Non CSR: 101,538
Incidents of Note: (resulting in 5 or more late trains) 11 Feb 2010 Circuit down at CP 1 18 Feb 2010 Switch down at CP 3 25 Feb 2010 Train 1752 had mechanical trouble near Greenwich 26 Feb 2010 Severe snowstorm caused extensive delays system wide				
<b>MONTHLY REPORT – Branch Lines and Shore Line East (2)</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.0%	97.5%	96.5%	98.0%
Bus Substitutions	0	4	0	0
# VRE Cars in Revenue Service	0	0	4	20
Incidents of Note: 11 Feb 2010 Train 1934 had mechanical trouble 17 Feb 2010 Train 1819 struck trespasser				

- Shore Line East On-Time Performance (Year-to-Date): 97.4%
- Shore Line East Average Weekday Ridership (Feb): 1,998 (-2.5%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 1,972 (-0.6%)
- Shore Line East Annulments & Terminations (Feb): 0 annulments, 0 terminations
- SLE Average Weekend Ridership (Feb): 499 (each weekend day); YTD: 459

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

MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**March 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>Month (March - unless otherwise indicated)</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	2,610,593 (Feb) -1.1%	5,386,991 -0.5%
<b>On-Time Performance (OTP)</b>	96.5%	97.2%
<b>Annulments and Terminations</b> (current month and previous month)	19	20 (February 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	61	62 (February 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	93.8% Mar AM Peak 90.7% Mar PM Peak	93.8% (AM PK 2010) 92.0% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2008 Goal 80,000; 12 mo. avg. 96,252 - M4 2008 Goal 65,000; 12 mo. avg. 53,131 - M6 2008 Goal 60,000; 12 mo. avg. 61,664 Diesel BL20 2008 Goal 8,500 P32 2008 Goal 35,000	<b>February</b> 113,098 85,512 58,265 36,064 27,194	<b>2010</b> 123,541 65,613 55,350 19,092 28,272
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	New Haven work complete as of 1/15/10. 6 cars awaiting painting at NWP	146/146 Full Completions/Total Program  YTD M2 CSR: 131,730 YTD M2 Non CSR: 110,803

Incidents of Note: (resulting in 5 or more late trains)  
 13 March 2010 Heavy rain and strong winds impacted service system wide  
 14 March 2010 Weather related delays on the New Haven Line  
 15-16 March 2010 Delays due to concrete tie project on New Haven Line  
 19 March 2010 Train 1317 was disabled between CP 112 and CP 212  
 22 March 2010 138<sup>th</sup> Street Bridge was stuck

**MONTHLY REPORT – Branch Lines and Shore Line East (2)**

<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	97.9%	95.7%	96.0%	97.4%
Bus Substitutions	307	9	7	0
# VRE Cars in Revenue Service	0	0	4	19

Incidents of Note:  
 15 March 2010 Weather related delays on New Canaan Branch  
 16-31 March 2010 Track work on New Canaan Branch resulted in bus substitutions.

- Shore Line East On-Time Performance (Year-to-Date): 97.4%
- Shore Line East Average Weekday Ridership (Mar): 1,999 (+1.0%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 1,981 (-0.1%)
- Shore Line East Annulments & Terminations (Mar): 1 annulments, 0 terminations
- SLE Average Weekend Ridership (Mar): 485 (each weekend day); YTD: 459

(1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports

(2) Reflects Shore Line East Service data provided by Amtrak and CDOT

MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**April 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>				
<b>Category</b>	<b>Month (April - unless otherwise indicated)</b>			<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,153,697 (March) +1.8%			8,521,501 +0.1%
<b>On-Time Performance (OTP)</b>	97.2%			97.2%
<b>Annulments and Terminations</b> (current month and previous month)	15			19 (March 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	58			61 (March 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	96.5% Apr AM Peak 95.7% Apr PM Peak			94.5% (AM PK 2010) 93.0% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2008 Goal 80,000; 12 mo. avg. 111,077 - M4 2008 Goal 65,000; 12 mo. avg. 60,314 - M6 2008 Goal 60,000; 12 mo. avg. 72,118 Diesel BL20 2008 Goal 8,500 P32 2008 Goal 35,000	<b>March</b> 121,943 266,841 142,338 5,634 32,477			<b>2010</b> 122,964 87,972 71,166 11,616 29,674
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	New Haven work complete as of 1/15/10.  4 cars awaiting painting at NWP			146/146 Full Completions/Total Program  YTD M2 CSR: 142,485 YTD M2 Non CSR: 98,563
Incidents of Note: 1 April 2010 Train 1364 disabled at CP 112 2 April 2010 Signal problems between CP 223 and CP 229 5 April 2010 Automobile came off of overpass west of Mt. Vernon East 12 April 2010 Wire and track circuit problems at East Norwalk 20 April 2010 disabled M&W equipment near 88 <sup>th</sup> Street 22 April 2010 Switch failure at CP 229 29 April 2010 100% System Wide On Time Performance (East and West of Hudson)				
<b>MONTHLY REPORT – Branch Lines and Shore Line East (2)</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.2%	97.6%	96.1%	97.9%
Bus Substitutions	14	0	4	0
# VRE Cars in Revenue Service	0	0	4	22
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 97.5%
  - Shore Line East Average Weekday Ridership (Apr): 1,954 (+2.9%)
  - Shore Line East Average Weekday Ridership (Year-to-Date): 1,974 (-0.5%)
  - Shore Line East Annulments & Terminations (Apr): 1 annulments, 1 termination
  - SLE Average Weekend Ridership (Apr): 559 (each weekend day); YTD: 486
- (1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports  
(2) Reflects Shore Line East Service data provided by Amtrak and CDOT

MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**May 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>				
<b>Category</b>	<b>Month (May - unless otherwise indicated)</b>			<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,130,752 (April) +2.8%			11,652,253 +0.8%
<b>On-Time Performance (OTP)</b>	98.1%			97.4%
<b>Annulments and Terminations</b> (current month and previous month)	18			15 (April 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	60			58 (April 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	94.1% May AM Peak 91.2% May PM Peak			94.4% (AM PK 2010) 92.7% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2008 Goal 80,000; 12 mo. avg. 122,626 - M4 2008 Goal 65,000; 12 mo. avg. 56,431 - M6 2008 Goal 60,000; 12 mo. avg. 75,714 Diesel BL20 2008 Goal 8,500 P32 2008 Goal 35,000	<b>April</b> 217,356 27,872 145,734 28,864 23,724			<b>2010</b> 138,330 56,340 82,638 13,340 27,843
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	New Haven work complete as of 1/15/10.  4 cars awaiting painting at NWP			146/146 Full Completions/Total Program  YTD M2 CSR: 153,335 YTD M2 Non CSR: 117,490
Incidents of Note: 4 May 2010 Cos Cob Bridge stuck open 17 May 2010 Train 1390 disabled near CP 106 26 May 2010 Track circuit down causing congestion from CP 112 to CP 106 26 May 2010 Train 1562 terminated due to catenary problems				
<b>MONTHLY REPORT – Branch Lines and Shore Line East (2)</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.6%	97.4%	96.1%	95.1%
Bus Substitutions	6	2	4	0
# VRE Cars in Revenue Service	0	0	4	22
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 97.0%
- Shore Line East Average Weekday Ridership (May): 1,981 (+2.9%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 1,976 (-0.4%)
- Shore Line East Annulments & Terminations (May): 1 annulments, 0 termination
- SLE Average Weekend Ridership (May): 540 (each weekend day); YTD: 522

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

MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**June 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>				
<b>Category</b>	<b>Month (June - unless otherwise indicated)</b>			<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,094,415 (May) +4.3%			14,746,668 +1.5%
<b>On-Time Performance (OTP)</b>	97.1%			97.3%
<b>Annulments and Terminations</b> (current month and previous month)	22			18 (May 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	65			60 (May 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	94.7% May AM Peak 94.8% May PM Peak			94.2% (AM PK 2010) 93.0% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2010 Goal 80,000; 12 mo. avg. 122,325 - M4 2010 Goal 65,000; 12 mo. avg. 65,864 - M6 2010 Goal 60,000; 12 mo. avg. 93,792 Diesel BL20 2010 Goal 8,500 P32 2010 Goal 35,000	<b>May</b> 142,185 81,727 280,185 31,175 46,496			<b>2010</b> 139,115 59,802 96,749 16,458 30,330
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	New Haven work complete as of 1/15/10. 2 cars awaiting painting at NWP			146/146 Full Completions/Total Program  YTD M2 CSR: 162,053 YTD M2 Non CSR: 110,444
Incidents of Note: 7 June 2010 Investigation of operations violation caused delays 24 June 2010 Overnight derailment in Stamford yard caused delays in AM peak				
<b>MONTHLY REPORT – Branch Lines and Shore Line East (2)</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.5%	96.4%	94.1%	84.5% (3)
Bus Substitutions	2	0	11	0
# VRE Cars in Revenue Service	0	0	4	22
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 95.0%
- Shore Line East Average Weekday Ridership (June): 2,120 (+0.6%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,000 (+0.8%)
- Shore Line East Annulments & Terminations (June): 1 annulments, 0 terminations
- SLE Average Weekend Ridership (June): 675 (each weekend day); YTD: 544

(1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports  
(2) Reflects Shore Line East Service data provided by Amtrak and CDOT  
(3) June On-Time Performance affected by Amtrak track maintenance program

MONTHLY REPORT For: CONNECTICUT METRO-NORTH NEW HAVEN RAIL COMMUTER COUNCIL  
**July 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>				
<b>Category</b>	<b>Month (July - unless otherwise indicated)</b>			<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,310,131 (June) +3.8%			18,056,799 +1.9%
<b>On-Time Performance (OTP)</b>	95.9%			97.1%
<b>Annulments and Terminations</b> (current month and previous month)	66			22 (June 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	65			65 (June 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	94.4% June AM Peak 93.4% June PM Peak			94.3% (AM PK 2010) 93.1% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2010 Goal 80,000; 12 mo. avg. 115,178 - M4 2010 Goal 65,000; 12 mo. avg. 63,255 - M6 2010 Goal 60,000; 12 mo. avg. 88,203 Diesel BL20 2010 Goal 8,500 P32 2010 Goal 35,000	<b>June</b> 79,270 40,418 44,082 18,785 22,952			<b>2010</b> 122,941 55,649 80,949 16,846 28,777
<b>M2 CSR – Cars in Program</b> (total or partial completion) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	Final 2 cars were painted at NWP. CSR program is now complete.			146/146 Full Completions/Total Program  YTD M2 CSR: 144,293 YTD M2 Non CSR: 96,413
Incidents of Note: 10 July 2010 All tracks de-energized from CP223 – CP230 due to overhead wire down. 22 July 2010 Track circuit failure at CP3 resulted in off-peak delays. 22 July 2010 Train #1406 disabled on Track 2 at Rowayton.				
<b>MONTHLY REPORT – Branch Lines and Shore Line East (2)</b>				
<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.9%	96.0%	95.4%	74.8% (3)
Bus Substitutions	2	0	11	4 (3)
# VRE Cars in Revenue Service	0	0	4	22
Incidents of Note:				

- Shore Line East On-Time Performance (Year-to-Date): 92.1%
- Shore Line East Average Weekday Ridership (July): 2,256 (+14.6%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,036 (+2.7%)
- Shore Line East Annulments & Terminations (July): 2 annulments, 0 terminations
- SLE Average Weekend Ridership (July): 796 (each weekend day); YTD: 582

(1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports

(2) Reflects Shore Line East Service data provided by Amtrak and CDOT.

(3) July On-Time Performance and bus substitutions affected by Amtrak track maintenance program.

CONNECTICUT RAIL COMMUTER COUNCIL MONTHLY OPERATIONS REPORT  
**August 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>Month (August - unless otherwise indicated)</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,245,106 (July) +3.3%	21,301,905 +2.1%
<b>On-Time Performance (OTP)</b>	98.1%	97.3%
<b>Annulments and Terminations</b> (current month and previous month)	23	66 (July 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	59	65 (July 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	96.5% June AM Peak 95.9% June PM Peak	94.6% (AM PK 2010) 93.4% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2010 Goal 80,000; 12 mo. avg. 112,045 - M4 2010 Goal 65,000; 12 mo. avg. 64,769 - M6 2010 Goal 60,000; 12 mo. avg. 77,172 Diesel BL20 2010 Goal 8,500 P32 2010 Goal 35,000	<b>July</b> 85,530 47,061 47,893 33,930 46,917	<b>2010</b> 115,621 54,133 74,338 18,160 30,504
<b>M2 CSR – Cars in Program</b> (total completed) - Current Month and Total  <b>MDBF (M2 CSR Program)</b>	CSR program is complete.	146 Cars Completed  YTD M2 CSR: 130,895 YTD M2 Non CSR: 94,743

Incidents of Note:

None

**MONTHLY REPORT – Branch Lines and Shore Line East (2)**

<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.5%	97.1%	98.3%	89.4% (3)
Bus Substitutions	7	25	2	0
# VRE Cars in Revenue Service	0	0	4	22

Incidents of Note:

None

- Shore Line East On-Time Performance (Year-to-Date): 91.7%
- Shore Line East Average Weekday Ridership (August): 2,164 (+12.2%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,052 (+3.5%)
- Shore Line East Annulments & Terminations (August): 6 annulments, 1 termination
- SLE Average Weekend Ridership (August): 707 (each weekend day); YTD: 597

(1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports

(2) Reflects Shore Line East Service data provided by Amtrak and CDOT.

(3) August On-Time Performance and bus substitutions affected by Amtrak track maintenance program.

CONNECTICUT RAIL COMMUTER COUNCIL MONTHLY OPERATIONS REPORT  
**September 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>Month (September - unless otherwise indicated)</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,207,026 (August) +4.7%	24,508,931 +2.5%
<b>On-Time Performance (OTP)</b>	96.3%	97.1%
<b>Annulments and Terminations</b> (current month and previous month)	45	23 (August 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	63	59 (August 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	95.3% Sept. AM Peak 94.5% Sept. PM Peak	94.6% (AM PK 2010) 93.6% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2010 Goal 80,000; 12 mo. avg. 109,257 - M4 2010 Goal 65,000; 12 mo. avg. 59,530 - M6 2010 Goal 60,000; 12 mo. avg. 75,137 Diesel BL20 2010 Goal 8,500 P32 2010 Goal 35,000	<b>August</b> 98,925 42,154 51,254 33,168 13,620	<b>2010</b> 113,148 52,088 70,490 19,22 26,283
<b>M2 CSR</b>  <b>MDBF (M2 CSR Program)</b>	CSR program is complete.	146 Cars Completed  YTD M2 CSR: 134,824 YTD M2 Non CSR: 87,048

Incidents of Note:

Sept. 20: Service suspended due to Harlem River Lift Bridge fire  
 Sept. 30: Wire damage on Track4 from CP223-CP232

**MONTHLY REPORT – Branch Lines and Shore Line East (2)**

<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	98.1%	96.8%	95.8%	93.1%
Bus Substitutions	18	132(3)	3	0
# VRE Cars in Revenue Service	0	0	4	22

Incidents of Note:

None

- Shore Line East On-Time Performance (Year-to-Date): 91.9%
- Shore Line East Average Weekday Ridership (September): 2,206 (+11.7%)
- Shore Line East Average Weekday Ridership (Year-to-Date): 2,069 (+4.3%)
- Shore Line East Annulments & Terminations (September): 2 annulments, 0 terminations
- SLE Average Weekend Ridership (September): 615 (each weekend day); YTD: 599

(1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports

(2) Reflects Shore Line East Service data provided by Amtrak and CDOT.

(3) Danbury Branch bus substitution in effect mid-days and weekends due to signal installation project.

CONNECTICUT RAIL COMMUTER COUNCIL MONTHLY OPERATIONS REPORT  
**October 2010**

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>Month (October - unless otherwise indicated)</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,156,370 (September) +3.8%	27,665,301 +2.6%
<b>On-Time Performance (OTP)</b>	95.8%	97.0%
<b>Annulments and Terminations</b> (current month and previous month)	23	45 (September 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	65	63 (September 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	93.9% Oct. AM Peak 93.2% Oct. PM Peak	94.6% (AM PK 2010) 93.5% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2010 Goal 80,000; 12 mo. avg. 101,577 - M4 2010 Goal 65,000; 12 mo. avg. 56,148 - M6 2010 Goal 60,000; 12 mo. avg. 69,401 Diesel BL20 2010 Goal 8,500 P32 2010 Goal 35,000	<b>September</b> 58,695 57,090 60,060 10,657 30,452	<b>2010</b> 102,582 52,632 69,263 17,719 26,687
<b>M2 CSR</b>  <b>MDBF (M2 CSR Program)</b>	CSR program is complete.	146 Cars Completed  YTD M2 CSR: 124,189 YTD M2 Non CSR: 77,491

Incidents of Note:

Oct. 1: Delays due to severe weather and lack of equipment.  
 Oct. 15: Delays due to slip-slide conditions.  
 Oct. 29: Delays due to police activity between Greenwich and Port Chester in the PM Peak.

**MONTHLY REPORT – Branch Lines and Shore Line East (2)**

<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	97.2%	95.3%	89.9%	90.6%
Bus Substitutions	1	186(3)	22	0
# VRE Cars in Revenue Service	0	0	4	22

Incidents of Note:

Oct. 1: Delays due to severe weather and lack of equipment.  
 Oct. 15: Delays due to slip-slide conditions.

- Shore Line East On-Time Performance (Year-to-Date): 91.8%
  - Shore Line East Average Weekday Ridership (October): 2,151 (+14.4%)
  - Shore Line East Average Weekday Ridership (Year-to-Date): 2,077 (+4.7%)
  - Shore Line East Annulments & Terminations (October): 3 annulments, 0 terminations
  - SLE Average Weekend Ridership (October): 556 (each weekend day); YTD: 594
- (1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports  
 (2) Reflects Shore Line East Service data provided by Amtrak and CDOT.  
 (3) Danbury Branch bus substitution in effect mid-days and weekends due to signal installation project.

**November 2010: CONNECTICUT RAIL COMMUTER COUNCIL MONTHLY OPERATIONS REPORT**

<b>MONTHLY REPORT - New Haven Line Mainline</b>		
<b>Category</b>	<b>Month (November - unless otherwise indicated)</b>	<b>YTD/or prior month</b>
<b>Ridership</b> % change from same period 2009–calendar adjusted	3,230,572 (October) +4.5%	30,895,873 +2.8%
<b>On-Time Performance (OTP)</b>	95.1%	96.8%
<b>Annulments and Terminations</b> (current month and previous month)	19	23 (October 2010)
<b>Cars Out of Service</b> (Weekday AM average) (Current Month and Previous Month) (1)	62	65 (October 2010)
<b>Consist Compliance</b> (AM and PM peaks) Current Month and Year To Date	95.2% Nov. AM Peak 96.9% Nov. PM Peak	94.6% (AM PK 2010) 93.8% (PM PK 2010)
<b>MDBF - Mean Distance Between Failures</b> - M2 2010 Goal 80,000; 12 mo. avg. 93,254 - M4 2010 Goal 65,000; 12 mo. avg. 55,102 - M6 2010 Goal 60,000; 12 mo. avg. 67,625 Diesel BL20 2010 Goal 8,500 P32 2010 Goal 35,000	<b>October</b> 71,375 58,104 44,561 9,916 26,837	<b>2010</b> 98,354 53,168 65,558 16,548 26,702
<b>M2 CSR</b>  <b>MDBF (M2 CSR Program)</b>	CSR program is complete.	146 Cars Completed  YTD M2 CSR: 120,947 YTD M2 Non CSR: 72,976

Incidents of Note:  
 Nov. 5: Train #1513 disabled east of Fairfield, resulting in 20 late AM Peak trains.  
 Nov. 8-9, 16-18: Slippery rail conditions due to rain and leaves.  
 Nov. 10: Work crane derailment resulting in 20 late AM Peak trains.

**MONTHLY REPORT – Branch Lines and Shore Line East (2)**

<b>Category</b>	<b>New Canaan</b>	<b>Danbury</b>	<b>Waterbury</b>	<b>Shore Line East</b>
On-Time Performance (OTP)	96.8%	95.9%	94.8%	90.3%
Bus Substitutions	58 (4)	91 (3)	2	0
# VRE Cars in Revenue Service	0	0	4	22

Incidents of Note:

- Shore Line East On-Time Performance (Year-to-Date): 91.4%
  - Shore Line East Average Weekday Ridership (November): 2,068 (+1.7%)
  - Shore Line East Average Weekday Ridership (Year-to-Date): 2,077 (+4.7%)
  - Shore Line East Annulments & Terminations (November): 6 annulments, 0 terminations
  - SLE Average Weekend Ridership (November): 642 (each weekend day)
  - SLE Average Weekend Ridership (Year-to-Date): 599
- (1) Reflects daily 6:00 AM Metro-North Mechanical Department shop reports  
 (2) Reflects Shore Line East Service data provided by Amtrak and CDOT.  
 (3) Danbury Branch bus substitution in effect mid-days and weekends due to signal installation project.  
 (4) New Canaan Branch bus substitutions were due to scheduled MofW work.

**COUNCIL ATTENDANCE - 2010**

NAME	JAN	FEB	MAR	APR	MAY	JUNE	AUG	SEPT	OCT	NOV	DEC	
Cameron	x	x		x	x		x	x	x	x	x	
Chabot	x	x				x	x	x	x	x	x	
Cirella	x	x			x	x	x		x	x	x	
Cordes												
Cronin	x	x		x	x	x	x	x	x	x	x	
Fuchs											x	
Hartwell	x	x		x	x	x	x	x	x	x		
Jelley	x	x		x	x	x	x	x	x		x	
Maron	x	x		x			x		x	x		
Murphy	x			x		x			R	R	R	
Prosi	x	x			x			x	x		x	
Schnirring	x	x				x	x	x	x		x	
Steele		x		x					R	R	R	
Testani	x	x		x		x			R	R	R	
Todd	x	x		x		x	x		x		x	

Notes: R = resigned x = present March meeting cancelled  
 Cordes appointed October 2010, Fuchs appointed November 2010

## METRO NORTH NEW HAVEN RAIL COMMUTER COUNCIL MEMBERSHIP

<u>December 1, 2010</u>	
Governor (4)	<p><b>Rodney Chabot</b>, New Canaan, reappointed 2009 and approved 2010 for a term to 6/30/13.</p> <p><b>Jack Testani</b>, Trumbull, appointed and approved 2010 for a term to 6/30/13. Resigned October, 2010 (<b>Vacancy</b>)</p> <p><b>Robert Jelley</b>, Guilford, reappointed and approved 2007 for a term to 6/30/11.</p> <p><b>Luke Schnirring</b>, Norwalk, appointed 2009 and approved 2010 for a term to 6/30/13.</p>
President Pro Tem Senate (3)	<p><b>John Hartwell</b>, Westport, appointed 2009 and approved 2010 for a term to 6/30/13.</p> <p><b>Terri Cronin</b>, Norwalk, reappointed 2009 and approved 2010 for a term to 6/30/13.</p> <p><b>Laura Cordes</b>, New London, appointed 2010 for a term to 6/30/14. No approval hearing.</p>
Senate Minority Leader (1)	<p><b>Mitchell M. Fuchs</b>, Fairfield, appointed 2010 for the remainder of a term to 6/30/13. No approval hearing.</p>
Speaker of the House (3)	<p><b>Roger Cirella</b>, Ansonia, reappointed 2009 and approved 2010 for a term to 6/30/13.</p> <p><b>Jeffrey Maron</b>, Stamford, reappointed 2009 and approved 2010 for a term to 6/30/13.</p> <p><b>Andrew Todd</b>, Norwalk, appointed and approved 2008 for a term to 6/30/12.</p>
House Minority Leader (1)	<p><b>Connor Murphy</b>, Ridgefield, appointed 2008 and approved 2009 for a term to 6/30/12. Resigned October, 2010 (<b>Vacancy</b>)</p>
Senate Chairman Transport Comm. (1)	<p><b>Sue Prosi</b>, Stratford, appointed 2006 and approved 2007 for a term to 12/28/10.</p>
House Chairman Transport Comm. (1)	<p><b>Jim Cameron</b>, Darien, reappointed 2009 and approved 2010 for a term to 6/30/13.</p>
Ranking H & S (1) Mem. Trans. Comm.	<p>(<b>Vacancy</b>)</p>