



Connecticut Commuter Rail Council
Commuter questions September 18, 2019
CDOT Questions

- 1 Who decides how to allocate the 60 new train cars coming to the branch lines?

The new cars will be added to trains based on train ridership to provide adequate number of seats by MNR. This question is a reference to the 60 new rail cars to be ordered by CTDOT. The 60 rail cars are the first of a total of 111 rail cars needed for Shore Line East, Hartford Line, Waterbury Line and Danbury Line services. The initial order is limited by the availability of funding. CTDOT is looking at how the 60 rail cars will be deployed. Also the new rail cars are not expected until 2023 or 2024. CTDOT is evaluating interim plans to lease or buy nice, but used rail cars to enable expanded Waterbury Line service upon completion of the Waterbury Line signal and sidings in late 2021. We will need Metro-North's support to implement any interim equipment plan.

- 2 How much of the capital plan allocation for MNR will go to improving service and communication?

CTDOT is developing a new capital program to realize Gov. Lamont's 30-30-30 vision for rail service. The plan will include investments to reduce rail travel times and to improve communication. New train services making limited stops are also being considered. Further details on the plan will be announced at a later date.

- 3 Why doesn't Metro North even respond to customers' questions?

MNR Customer Service provides regular customer responses via email, social media and phone.

- 4 When is Bridgeport station going to get platforms for all 4 tracks?

The current Bridgeport Station will continue to operate with two side platforms. There are no plans to add center island platforms at the downtown Bridgeport stop. In the future, with available funding, a new station may be constructed in the Barnum Ave. neighborhood. This new station will likely feature two center island platforms serving both local and express tracks.

No. 10 MPH is the maximum safe speed in GCT.

- 5 When will Metro North schedules revert back to earlier time tables? It was supposed to be sometime in September but nothing has changed yet.

MNR schedules are modified several times each year to reflect what customers can expect based on the status of infrastructure projects. The September 29, 2019 schedule change reduced travel times on most trains by 1-2 minutes as a result of the completion of the Bronx trackwork project and the progression of other projects.

- 13 weekday trains from GCT to Stamford have their schedules reduced by 1 minute
- 14 weekday trains from GCT to New Haven have their schedules reduced by 2 minutes
- 3 weekday trains from New Canaan and Stamford to GCT have their schedules reduced by 2 minutes
- 38 weekend trains from GCT to Stamford have their schedules reduced by 2 minutes

- 34 weekend trains from GCT to New Haven have their schedules reduced by 2 minutes

Several westbound trains from New Haven and Stamford to GCT have the same end-to-end schedule times but have intermediate times adjusted for trackwork projects moving from one location to another.

- 6 Why don't Hartford line connections merit inclusion on the big board? Especially since this service carries more people than SLE alerts after just one year of operation? Hartford Line trains have always been included on the big board in New Haven Union Station. The Amtrak trains however did not follow the same naming convention as CT Rail Hartford Line trains. CTDOT asked Amtrak to rename the "Amtrak Shuttle" trains to "Amtrak Hartford Line" trains and color code them in the same manner. This has improved the ease of reading the board and identifying relevant trains.
- 7 Regarding the Danbury Branch study, could you guys help me understand how this is feasible? We're currently at two hour commute from Danbury or nearly that from Bethel. It's 90 min from Southeast to Grand Central. Even if it took 15 min to get from Danbury to Southeast via these tracks, you're looking at 1:45 on a good day. Cutting an hour off the commute as the articles mention would mean an hour commute. The math just doesn't add up. Am I missing something? CTDOT is developing a new capital program to realize Gov. Lamont's 30-30-30 vision for rail service. The plan will include investments to reduce rail travel times and to improve communication. New train services making limited stops are also being considered. Further details on the plan will be announced at a later date.