




Long Island Rail Road

Date: March 16, 2010
To: Long Island Committee Members
From: Helena E. Williams, LIRR President 
Subject: Proposed Modifications to the LIRR Service Reduction Package

As you may recall, the Long Island Rail Road's original service reduction package included a series of proposals that would have saved approximately \$6.3 million in 2010 and \$11 million annually beginning in 2011. As a result of the feedback received during the public hearing process and after reviewing the public comments submitted via e-mail, I am recommending two modifications be made to the original submission, as follows:

- **Weekday Greenport Service:** Considerable local opposition was expressed relative to the proposed September 2010 elimination of weekday service between Ronkonkoma and Greenport. Local residents and elected officials noted that without the existing scoot service, riders would have no reasonable alternative other than to drive to Ronkonkoma – a trip of roughly 50 miles from Greenport. In order to address this concern, the LIRR's revised service reduction package restores the weekday service between Ronkonkoma and Greenport. The LIRR will explore several options to generate greater ridership at no additional operating cost, including altering train schedules to encourage greater intermodal travel (bus, ferry, etc.). The financial impact of this restoration would be a cost of \$220,000 in 2010 and \$879,000 annually thereafter.
- **West Hempstead Branch AM Peak Train:** Testimony presented at the public hearings highlighted the customer inconvenience of eliminating the 8:30 AM West Hempstead train. If implemented in September 2010, this action would have required customers to either board the 7:36 AM train (approximately one hour earlier) or the 10:09 AM train (approximately one and half hours later). The LIRR's revised service reduction package restores this train but with a new 8:55 AM new departure time from West Hempstead. The financial impact of this restoration would be a cost of \$13,000 in 2010 and \$52,000 annually thereafter.

The net impact of these actions, factoring in operational support, would be a cost of \$286,000 in 2010 and \$1 million in 2011. The LIRR continues to explore ways in which it can reduce costs while minimizing customer impacts.