

2010
Long Island Rail Road Service Reductions

Includes Changes to Commuter Rail Service

REVISED

2010 Long Island Rail Road Service Reductions

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2010 Long Island Rail Road Service Reductions

Introduction

The report that follows has been revised following the MTA public hearing process. The Long Island Rail Road developed proposed 2010 Service Reductions that improve efficiency and attempt to minimize the adverse impact to customers. The proposed reductions represent train service with low utilization or where alternative services are available. When implemented the railroad's train service will remain within the parameters of our service guidelines for customer loading and schedule frequency.

2010 Long Island Rail Road Service Reductions

Profile of Elements

Babylon Branch: Combine Four Trains into Two Trains

Description of Action	Combine 7:33AM Babylon with 7:40AM Seaford peak train and 5:03PM PSNY with the 4:57PM PSNY peak train
Branches Affected	Main Line (NYC), Babylon Branch
Customer Impacts	Customers on the 7:40AM from Seaford will utilize the 7:33AM (departing 7 minutes earlier) out of Babylon with added stops. Customers on the 4:57PM will take the 5:03PM (departing 6 minutes later) with added stops Total Daily Customers Affected: 1,100
Net Annual Savings	\$1.054 million
Implementation Date	May 2010

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Profile of Elements

Babylon Branch: Combine Two PM Peak Trains

Description of Action	Combine a train departing Atlantic Terminal at 4:39 PM and a train departing Penn Station at 4:37 PM
Branches Affected	Main Line (NYC), Atlantic Branch (NYC), Babylon Branch
Customer Impacts	<p>Customers at Atlantic Terminal must use a 4:31 PM train (departing 8 minutes earlier) and change at Jamaica for a local train to Babylon. Customers at Penn Station must use the 4:37 PM train with added stops to Babylon or use the 4:40 PM express (departing 3 minutes later) train to Babylon after Jamaica.</p> <p>Total Daily Customers Affected: 980</p> <ul style="list-style-type: none">o 280 on Atlantic Terminal traino 700 on Penn Station train
Net Annual Savings	\$236,000
Implementation Date	May 2010

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Profile of Elements

Ronkonkoma Branch: Reduce Consist Sizes

Description of Action	Reduce length of two trains by 2 cars each
Branches Affected	Ronkonkoma Branch
Customer Impacts	Loading remains within LIRR service guidelines
Net Annual Savings	\$242,000
Implementation Date	May 2010

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Profile of Elements

Ronkonkoma Branch: Discontinue One PM Peak Ronkonkoma Branch Train

Description of Action	Discontinue train departing Atlantic Terminal at 4:34 PM
Branches Affected	Ronkonkoma Branch
Customer Impacts	<p>Customers must use 4:31 PM train (departing 3 minutes earlier) from Atlantic Terminal or 4:52 or 5:02 PM train (departing 18 minutes or 29 minutes later) from Penn Station</p> <p>Customer loading on some remaining trains could exceed the service guideline target of 95% with a risk of standees on certain trains</p> <p>Total Daily Customers Affected: 600</p>
Net Annual Savings	\$654,000
Implementation Date	Sept 2010

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Profile of Elements

Ronkonkoma Branch: Discontinue Weekend Service between Ronkonkoma and Greenport (Except Summer Weekends)

Description of Action	Discontinue weekend service between Ronkonkoma and Greenport except during the summer weekends <ul style="list-style-type: none">○ Discontinue two westbound trains and two eastbound trains per day on weekends (except summer)
Branches Affected	Ronkonkoma Branch
Customer Impacts	No alternative service (Park & Ride from Ronkonkoma or the Montauk Branch) Total Daily Customers Affected: 190 (weekends)
Net Annual Savings	\$112,000
Implementation Date	Sept 2010

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Profile of Elements

Port Washington Branch: Combine Two PM Peak trains

Description of Action	Discontinue express train to Port Washington departing Penn Station at 4:43 PM and combine with express train to Port Washington at 4:22 PM.
Branches Affected	Port Washington Branch
Customer Impacts	Customers can use the 4:43PM (departing 21 minute later) or 4:46 PM (departing 24 minutes later) Penn Station trains. Total Daily Customers Affected: 840 <ul style="list-style-type: none">○ 450 riders on the 4:22 PM train○ 390 riders on the 4:43 PM train
Net Annual Savings	\$142,000
Implementation Date	May 2010

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Profile of Elements

Port Washington Branch: Shift from Half-Hourly to Hourly Off-Peak Weekday Service

Description of Action	Discontinue 14 daily weekday trains
Branches Affected	Port Washington Branch
Customer Impacts	Customers must use trains departing 30 minutes earlier or later. Customer loading on some remaining trains could exceed the service guideline target of 95% with a risk of standees on certain trains Total Daily Customers Affected: 3,500
Net Annual Savings	\$534,000
Implementation Date	Sept 2010

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Port Washington Branch: Shift from Half-Hourly to Hourly Weekend Service

Description of Action	Discontinue 32 daily weekend trains
Branches Affected	Port Washington Branch
Customer Impacts	Customers must use trains 30 minutes earlier or later. Customer loading on some remaining trains could exceed the service guideline target of 95% with a risk of standees on certain trains Total Daily Customers Affected 7,700
Net Annual Savings	\$710,000
Implementation Date	Sept 2010

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Profile of Elements

Long Beach Branch: Discontinue One PM Peak Train

Description of Action	Discontinue train departing Atlantic Terminal at 5:40 PM
Branches Affected	Atlantic Branch (NYC), Long Beach Branch
Customer Impacts	Customers at must use a 5:23 PM train (departing 17 minutes earlier) at Penn Station or a 5:49 PM (departing 9 minutes later) train at Atlantic Terminal. Total Daily Customers Affected: 390
Net Annual Savings	\$470,000
Implementation Date	May 2010

2010 Long Island Rail Road Service Reductions

Profile of Elements

Long Beach Branch: Discontinue One AM Peak Train to Atlantic Terminal

Description of Action	Discontinue a train departing Long Beach at 6:09 AM
Branches Affected	Atlantic Branch (NYC), Long Beach Branch,
Customer Impacts	Customers must use a 5:35 AM train (departing 34 minutes earlier) or a 6:37 AM train (departing 28 minutes later) at Long Beach. Total Daily Customers Affected: 510
Net Annual Savings	\$408,000
Implementation Date	Sept 2010

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West Hempstead Branch: Discontinue Weekend Service

Description of Action	Discontinue approximately 17 trains per weekend day
Branches Affected	Atlantic Branch (NYC), West Hempstead Branch
Customer Impacts	Board trains on Babylon, Far Rockaway, Long Beach or Hempstead branches Total Daily Customers Affected: 350 <ul style="list-style-type: none">o 20 customers per train
Net Annual Savings	\$474,000
Implementation Date	Sept 2010

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Profile of Elements

Atlantic Branch: Discontinue Late Night Service to Brooklyn

Description of Action	Discontinue Jamaica-Atlantic Terminal service from midnight to 5 AM on weekdays and from midnight to 6 AM on weekends <ul style="list-style-type: none">○ Night service trains to Atlantic Terminal from the Hempstead, Far Rockaway and Long Beach branches will terminate in Jamaica
Branches Affected	Atlantic Branch (NYC)
Customer Impacts	At Jamaica, customers can change to a train that operates from the Mainline to Babylon branches to Penn Station and then transfer to the subway Total Daily Customers Affected: 430 weekdays, 720 weekends <ul style="list-style-type: none">○ Weekdays: 130 westbound riders and 300 eastbound riders○ Weekends: 260 westbound riders and 460 eastbound riders
Net Annual Savings	\$498,000
Implementation Date	Sept 2010

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Hempstead Branch: Reduce Consist Sizes

Description of Action	Reduce length of two trains by 2 cars each
Branches Affected	Hempstead Branch
Customer Impacts	Loading remains within LIRR service guidelines
Net Annual Savings	\$242,000
Implementation Date	May 2010

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Discontinue Belmont Park Service Wednesday-Sunday (except for Belmont Stakes)

Description of Action	Discontinue all Belmont Park Special trains (operating Wed-Sun) except on the day of the Belmont Stakes
Branches Affected	Not Branch Specific
Customer Impacts	Utilize bus service to Belmont from Queens Village Total Daily Customers Affected: 150
Net Annual Savings	\$150,000
Implementation Date	May 2010

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Oyster Bay Branch: Discontinue One Roundtrip Each Day on Weekends

Description of Action	Discontinue train to Oyster Bay departing Jamaica at 1:35 AM and return train departing Oyster Bay at 7:20 AM
Branches Affected	Oyster Bay Branch
Customer Impacts	Westbound customers may board a train departing Oyster Bay an hour earlier or later. Eastbound customers may board train at 11:45PM (departing two hours earlier) Total Daily Customers Affected: 80 <ul style="list-style-type: none">○ 30 riders on eastbound train○ 50 riders on westbound train
Net Annual Savings	\$204,000
Implementation Date	May 2010

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Port Jefferson Branch: Discontinue One PM Peak Diesel Train

Description of Action	Discontinue train departing Hunterspoint Ave at 5:11 PM <ul style="list-style-type: none">○ Train will originate at Huntington
Branches Affected	Port Jefferson Branch
Customer Impacts	Customers traveling east of Huntington will need to switch to a diesel train at that location Total Daily Customers Affected: 420
Net Annual Savings	\$372,000
Implementation Date	May 2010

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Montauk Branch: Discontinue One Train from Hunterspoint (Excluding Summer Fridays)

Description of Action	Discontinue train departing Hunterspoint at 4:30 PM.
Branches Affected	Montauk Branch
Customer Impacts	Board a Hunterspoint train at 4:44 PM (departing 14 minutes later) or 5:29 PM (departing 59 minutes later). Total Daily Customers Affected: 480 <ul style="list-style-type: none">o 310 customers east of Jamaicao 170 customers west of Jamaica
Net Annual Savings	\$396,000
Implementation Date	Sept 2010

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Profile of Elements

Information Item: Operations Support

(The following is an additional cost savings item, provided here for information)

Description of Action	Operations support functions reduced as a result of scheduled service reductions
	<ul style="list-style-type: none">• Reduce Fleet Maintenance• Crew Staffing Extra List
Net Annual Savings	\$4,102,000

