

2010
Metro-North Railroad Service Reductions

Includes Changes to Commuter Rail Service

REVISED

REVISED 2010 Metro-North Railroad Service Reductions

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Introduction

The report that follows has been revised following the MTA public hearing process.

The material that follows is a profile of the individual changes contained in the proposed 2010 Service Reductions for Metro-North Railroad.

Overall, the service reductions are developed to meet MTA 2010 budget goals.

In addition, Metro-North Railroad has sought to achieve the following goals in developing each proposed reduction:

- Impact the fewest number of riders;
- Minimize the negative effects to riders;
- Operate service within existing service and capacity guidelines (except where otherwise noted); and
- Improve the cost-efficiency of the service provided.

This report is provided for public information. It is important to note that these service reductions do not require a public hearing and the implementation dates are included in the descriptions.

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Profile of Elements

Reduce Car Consists and Increase Train Occupancy for East of Hudson Lines

Description of Action	Reduce electric train lengths wherever possible up to the current Loading Standard of 95% of available seats
Lines Affected:	Hudson, Harlem, New Haven
Customer Impacts	<p>A number of trains will have their occupancy increased and some of these trains will have occupancy between 93% and 95%.</p> <p>Total Daily Customers Affected: 12,000</p>
Net Annual Savings:	\$2.8 million annually, realized by a reduction in the propulsion expense due to lower car-mileage.
Implementation Date	June, 2010

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Profile of Elements

Reduce Service for East of Hudson Lines

Description of Action	<p>Discontinue/combine 13 East of Hudson trains</p> <p><u>Hudson Line:</u> 3 weekday evening off-peak trains (9:04 PM, 9:55 PM, and 10:55 PM trains to Croton-Harmon) combined with other trains.</p> <p><u>Harlem Line:</u> 2 weekday PM peak trains (7:52 PM to Southeast and 7:57 PM to Mount Kisco) combined, and one weekday PM Peak train (7:28 PM to Crestwood) discontinued.</p> <p><u>New Haven Line:</u> 2 weekday mid-afternoon off-peak trains (1:34 PM express to New Haven and 2:33 PM express from New Haven), and 1 late night train 7 days per week (1:15 AM to Stamford) are discontinued. The 12:25 AM to Stamford would be adjusted by 15 minutes to depart at 12:40 AM and the 1:12 AM to New Haven would make an additional stop at Greenwich to mitigate the reduction in frequency to Connecticut customers.</p>
Lines Affected	Hudson, Harlem, New Haven
Customer Impacts	<p><u>Hudson Line:</u></p> <ul style="list-style-type: none">745 customers per weekday traveling north of Ossining on the combined trains experience a 12 minute longer ride.Total Daily Customers Affected: 745 <p><u>Harlem Line:</u></p> <ul style="list-style-type: none">515 customers per weekday on the combined train experience a six minute longer ride; 150 customers per weekday for Scarsdale and Hartsdale stations will travel 3 minutes later, lose express service and experience an eight minute longer ride on a local train.292 customers per weekday on the PM peak train must travel 2 minutes later, lose express service and experience a nine minute longer ride on a local train.Total Daily Customers Affected: 957 <p><u>New Haven Line:</u></p> <ul style="list-style-type: none">Mid-afternoon: 500 customers per weekday lose half-hourly service between 1 PM and 3 PM.Late-night: 76 New York State customers per weekday and 216 New York State customers per weekend go from 45-minute frequency to 60+ minute frequency in this time period.Total Customers Affected: 576 per weekday and 216 per weekend.Total Daily Customers Affected: 576
Net Annual Savings	\$2.1 million
Implementation Date	June 2010

Note: *New Haven Line service changes require the approval of the Connecticut Department of Transportation*

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Reduce Service for West of Hudson Lines

Description of Action	Discontinue 2 West of Hudson trains. <u>Pascack Valley Line</u> : Two weekday peak trains, (4:56 AM Peak from Spring Valley to Hoboken and the 6:55 PM Peak from Hoboken to Spring Valley) are discontinued. <ul style="list-style-type: none">▪ Less frequent service (hourly vs. half-hourly) now begins at 6:30 PM, instead of at 7:30.
Customer Impacts	<u>Pascack Valley Line</u> <ul style="list-style-type: none">▪ 15 AM Peak customers per weekday travel 33 minutes later and can no longer make a 6:30 AM workday start in Lower Manhattan.▪ 50 PM Peak customers per weekday travel 23 minutes earlier or 30 minutes later.▪ Total Daily Customers Affected: 65
Net Annual Savings	\$0.15 million
Implementation Date	June 2010

Note: All West of Hudson service changes are subject to agreement with New Jersey Transit

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System Map

