

Exhibit Book
Metro-North Railroad Committee Meeting
3/23/2015

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Memorandum



Date: March 20, 2015
To: Metro-North Committee
From: Joe Giulietti 
Re: **April 26, 2015 East of Hudson Schedule Change**

For your information, schedules will change on all Metro-North lines effective Sunday, April 26, 2015. This schedule change reflects the normal necessary adjustments to provide for the safe and reasonable operation of the service. These changes are necessary to:

- improve reliability;
- provide appropriate track outage windows to assure Metro-North's ability to perform needed track work and to advance capital construction projects; and
- address customer requests and service guideline issues.

Under the new schedules, weekend travel times are temporarily lengthened to reflect the impact of several critical infrastructure projects, and a small number of service adjustments are made to address service guidelines and customer service issues.

All Lines

We have identified some minor adjustments to improve reliability and better reflect actual operating performance. Most adjustments are in the AM and PM Peak and involve changes of one to two minutes.

As the summer construction season begins, several critical infrastructure projects will get under way. These projects require continuous track outages on weekends, and include:

- construction of the new interlocking near Fordham station (CP 109);
- Bronx drainage improvements;
- Replacement of switches at CP 3 (south of Harlem-125th Street Station);
- Replacement of third rail and components in the Park Avenue Viaduct;
- Culvert replacement at CP 72 (south of Poughkeepsie).

These projects require continuous track outages on multiple weekends from Friday evening until early Monday morning. In combination, these outages will place a heavy constraint on capacity, which leads to the potential for significant weekend service delays. To reflect the potential for service impacts, five minutes of additional running time is added to virtually all weekend trains.

Hudson Line

In response to customer requests, the Greystone stop on the 7:39 AM train from Irvington, which was eliminated in 2014, is restored.

The 10:55 PM semi-express from Croton-Harmon will be combined with the 11:00 PM local from Croton-Harmon, in an effort to better align service with evolving ridership trends. In spite of a number of service improvements made in April 2013, inbound ridership in the 10 PM – 2 AM time frame on the Hudson Line has declined by 22% since the fall of 2012, compared to an overall weekday off-peak ridership gain of 2.8% in the same period. This change will have an added benefit of improving diesel equipment utilization and adding to overall reliability.

Construction Change: An Amtrak train whose schedule was adjusted to accommodate the weekend culvert replacement project at CP 72 conflicts with the 8:59 AM Metro-North weekday train from Poughkeepsie. To resolve the conflict, the 8:59 AM train from Poughkeepsie will now depart Poughkeepsie at 9:15 AM. In addition, this train will add stops at Ossining and Tarrytown to be consistent with other weekday off-peak upper Hudson trains.

Harlem Line

Weekdays: To relieve overcrowding on the 6:51 AM from Southeast, this train will instead originate at Goldens Bridge. Approximately 220 customers at the affected stations will instead take the 7:01 AM from Southeast, which makes fewer stops and arrives at Grand Central Terminal two minutes after the 6:51 AM train. To avoid the potential for overcrowding on the 7:01 AM train, it will no longer stop at White Plains. Ten to fifteen customers who normally detrain at White Plains can take other trains, and most will have their routine changed by about five minutes. Finally, to reduce the potential for congestion in this time period, the 6:00 AM from Wassaic will depart eleven minutes earlier, at 5:49 AM, and arrive Grand Central Terminal at 7:53 AM, twelve minutes earlier than it currently does.

Weekends: When weekend upper Harlem half-hourly service was established in 2012, operating and crew availability constraints required that many of the new trains originate and terminate at Mount Kisco; we intended at that time to eventually extend this service to Southeast when those constraints eased. At this time, these constraints have eased, and with this schedule change the 4:02 PM, 5:02 PM, and 6:02 PM trains from Mount Kisco; and the 2:22 PM and 3:22 PM from Grand Central Terminal to Mount Kisco, are extended to/from Southeast. In addition to fulfilling the original intent to provide half-hourly service to the most of the upper Harlem Line stations, extending these trains relieves a significant burden, during winter storms in particular. As these are the only trains that originate or terminate at an intermediate interlocking location, their operation necessitates the diversion of track and signal resources from critical terminal and junction locations to address switch cleaning and other weather-related issues.

Also, to better utilize crews and equipment, an existing deadhead equipment train that operates from Grand Central Terminal to Southeast on weekday afternoons will be converted into a

revenue train, at no incremental cost. This new revenue train will depart Grand Central Terminal at 1:22 PM, making select stops between Scarsdale and Southeast, and extending by one hour the period during which half-hourly service is provided on weekday afternoons.

New Haven Line

In May 2014 we instituted a new weekday through train from Grand Central Terminal to Danbury at 4:29 PM, taking the place of an existing shuttle train that ran from Stamford to Danbury. An analysis of the ridership impacts of this change has revealed that few, if any, customers are taking advantage of this change. Of the 220 customers boarding the train at Grand Central Terminal, approximately 200 detrain at Stamford; only 20 customers on average travel east of Stamford.

To better align service improvements with customer travel patterns, we will return this train to its previous schedule, as a shuttle train from Stamford to Danbury. Customers traveling from Grand Central Terminal to Stamford will instead travel four minutes later on the 4:33 PM New Haven train, as they did before we instituted the new through Danbury train.

There will be no reduction in the number of through trains serving Danbury, however. We will be adding a new through train to Danbury, departing Grand Central Terminal at 8:01 PM, making stops at Greenwich, then all main line and Danbury Branch stops from Stamford to Danbury. The existing 9:18 PM shuttle from South Norwalk to Danbury is replaced by this new through train. With this change, Danbury Branch customers who work late will have the opportunity for a more convenient commute home at night, without a change of trains en route. This new train will take the place of the 8:03 train to New Haven. Customers on that train will be served by the current 8:06 PM New Haven train, which under the new schedule will depart Grand Central Terminal at 8:07 PM and make additional stops at Stamford, East Norwalk, Green's Farms, and Southport.

The end result of this complex change is a better-utilized Danbury through train, which will accommodate several hundred main line customers as well as Danbury Branch customers.

Construction Changes: Two major projects will impact Waterbury Branch service between April and October:

- From April 25 through May 3, track work will be performed on the single-track Waterbury Branch. Substitute bus service will be provided at all times during this nine day outage. Bus schedules will be communicated to customers via special flyers and other customer communications media.
- From May 4 through early October, a steel repair project on the Devon Movable Bridge will prevent Waterbury Branch trains from accessing the main line between the junction point and Bridgeport station, where connections are normally made between main line and Waterbury Branch trains. During this time a temporary platform will permit transfers between Waterbury Branch and main line trains at a temporary station known as "Devon

Transfer", located where the Waterbury Branch track connects with the main line west of Milford.

Impact on the Operating Budget

The above changes are projected to cost approximately \$200,000 per year, and are included in the 2015 operating budget.

CDOT Approval

Connecticut Department of Transportation has approved the New Haven Line schedule changes.

Next Schedule Change

The next East of Hudson schedule change is planned for October 4, 2015.

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