

**2010 MTA Financial Plan  
&  
Proposed LIRR Service Reductions  
Supplemental Information**

*MTA Long Island Rail Road*

# 2010 MTA Financial Plan

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## Declining Tax Revenues

- Since July, there has been a \$750 million shortfall in tax revenues.
- \$669 million or almost 90% has occurred since December.

# Financial Plan Changes: December to Present

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	<u>2009/2010</u>
• Lower State Taxes and Subsidies	\$(669)*
• Higher Labor Settlement	(91)*
• Cash Mgmt./Re-estimates/Carryovers	203
• December Policy Actions:	
– Budget Actions, incl. service reductions	62
– Administrative Furloughs	49
– Student Fares	31
– Paratransit	<u>40</u>
 Current Deficit	 \$(375)

- In December, \$383 million of the shortfall was addressed in the MTA's 2010 Adopted Budget.
- All dollars in millions

# Cost and Revenue Per Passenger by Branch

## All Times

Branch	Annual Customers (1)	Average Direct Cost Per Passenger (2)	Total Average Cost Per Passenger (3)	Total Cost	2011 Projected Fare Paid Per Passenger	Total Projected Revenue 2011	Estimated Fare Box Operating Ratio by Branch (4)
Greenport	69,986	\$33.82	\$85.91	\$6,012,368	\$10.38	\$726,304	12%
Montauk	2,569,535	\$22.22	\$56.43	\$144,988,870	\$9.58	\$24,622,056	17%
Port Jefferson	3,427,763	\$11.29	\$28.68	\$98,304,632	<b>\$6.74</b>	\$23,100,378	23%
Oyster Bay	2,112,962	\$10.59	\$26.91	\$56,852,522	\$6.49	\$13,720,520	24%
West Hempstead	853,049	\$8.18	\$20.79	\$17,731,000	\$5.72	\$4,880,547	28%
Far Rockaway	4,187,372	\$5.94	\$15.08	\$63,157,735	<b>\$5.66</b>	\$23,712,250	38%
Hempstead	4,348,497	\$5.70	\$14.48	\$62,973,978	<b>\$5.77</b>	\$25,082,565	40%
Babylon	19,682,188	\$5.22	\$13.25	\$260,734,446	\$6.81	\$134,023,889	51%
Huntington	12,194,069	\$4.92	\$12.51	\$152,537,858	<b>\$6.74</b>	\$82,178,272	54%
Long Beach	6,509,587	\$4.70	\$11.95	\$77,784,615	\$6.46	\$42,041,516	54%
Ronkonkoma	14,007,203	\$4.71	\$11.96	\$167,474,270	\$7.53	\$105,541,470	63%
Port Washington	13,369,790	\$3.34	\$8.49	\$113,489,961	\$5.72	\$76,492,582	67%
<b>Long Island Rail Road System Wide</b>	<b>83,332,000</b>	<b>\$5.78</b>	<b>\$14.68</b>	<b>\$1,223,386,706</b>	<b>\$6.46</b>	<b>\$538,014,308</b>	<b>44%</b>
<b>New York City Transit Systemwide</b>							<b>53%</b>
<b>Metro-North Railroad Systemwide</b>							<b>52%</b>

### Notes:

(1) Annual Customers is a calculated amount based on the ridership per train reported in the 2009 Fall Ridership Book

(2) Direct Operating Cost per passenger reflects the direct variable costs (and savings) associated with train crew costs, fuel and propulsion costs, and rolling stock maintenance: periodic inspections, running repairs, cleaning. Costs include salary, overtime, and variable fringe benefits.

(3) Total Cost Per passenger includes all LIRR Operating Budget costs. In addition to the Direct Operating Costs (above), the Total Operating Budget costs includes such areas as Engineering maintenance, rolling stock overhauls and Reliability Centered Maintenance, and administration and support costs.

(4) Estimated Fare Box Operating Ratio reflects the percent of the calculated average cost by branch that is covered by fare box revenue.

# Cost and Revenue Per Passenger by Branch

## Weekend and Off-Peak Weekday

Branch	Annual Customers (1)	Average Direct Cost Per Passenger (2)	Total Average Cost Per Passenger (3)	Total Cost	2011 Projected Fare Paid Per Passenger	Total Projected Revenue 2011	Estimated Fare Box Operating Ratio by Branch (4)
Greenport	46,047	\$43.19	\$109.69	\$5,051,070	\$14.96	\$688,977	14%
Montauk	1,093,312	\$37.52	\$95.30	\$104,188,728	\$10.29	\$11,254,284	11%
West Hempstead	169,464	\$27.59	\$70.08	\$11,876,446	\$7.28	\$1,233,489	10%
Oyster Bay	761,753	\$20.92	\$53.14	\$40,477,672	\$7.46	\$5,681,724	14%
Port Jefferson	1,334,452	\$16.37	\$41.59	\$55,500,543	\$7.28	\$9,713,144	18%
Far Rockaway	1,708,382	\$11.61	\$29.48	\$50,366,856	\$6.62	\$11,300,945	22%
Hempstead	1,954,622	\$10.27	\$26.07	\$50,963,666	\$6.60	\$12,907,836	25%
<b>Long Island Rail Road System Wide</b>	<b>35,531,641</b>	<b>\$10.03</b>	<b>\$25.46</b>	<b>\$904,768,623</b>	<b>\$7.03</b>	<b>\$249,831,852</b>	<b>28%</b>
Babylon	8,063,916	\$9.37	\$23.79	\$191,846,266	\$7.54	\$60,781,765	32%
Long Beach	2,567,673	\$9.29	\$23.61	\$60,615,323	\$7.38	\$18,949,428	31%
Huntington	5,722,628	\$8.34	\$21.19	\$121,252,477	\$7.28	\$41,653,578	34%
Ronkonkoma	6,415,960	\$7.32	\$18.60	\$119,363,914	\$7.47	\$47,927,220	40%
Port Washington	5,693,432	\$6.35	\$16.13	\$91,863,288	\$6.02	\$34,267,344	37%

### Notes:

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### Cost Per Passenger for Proposed Service Discontinuations

Average Direct Cost Per Passenger	Description
\$20.40	Discontinue service between Ronkonkoma and Greenport excluding summer weekends
\$16.14	Discontinue weekend service (West Hempstead)
\$10.00	Discontinue service to Belmont (Seasonal Part of Hempstead Branch)
\$2.67	Discontinue late night Brooklyn Service. Trains originate from Hempstead, Far Rockaway, Long Beach.

# Cost and Revenue Per Passenger by Branch

## Peak Weekday

Branch	Annual Customers (1)	Average Direct Cost Per Passenger (2)	Total Average Cost Per Passenger (3)	Total Cost	2011 Projected Fare Paid Per Passenger	Total Projected Revenue 2011	Estimated Fare Box Operating Ratio by Branch (4)
Montauk	1,476,223	\$12.55	\$31.87	\$47,046,651	\$7.84	\$11,575,432	25%
Port Jefferson	2,093,310	\$8.85	\$22.47	\$47,039,315	\$5.95	\$12,457,814	26%
Oyster Bay	1,351,209	\$5.48	\$13.93	\$18,824,209	<b>\$5.67</b>	\$7,661,357	41%
West Hempstead	683,584	\$3.81	\$9.68	\$6,618,453	\$5.01	\$3,422,194	52%
<b>Long Island Rail Road System Wide</b>	<b>47,800,359</b>	<b>\$3.06</b>	<b>\$7.77</b>	<b>\$371,324,854</b>	<b>\$5.69</b>	<b>\$272,103,542</b>	<b>73%</b>
Ronkonkoma	7,615,182	\$2.92	\$7.43	\$56,545,922	\$7.09	\$53,972,599	95%
Babylon	11,618,272	\$2.72	\$6.90	\$80,121,317	\$6.08	\$70,581,003	88%
Far Rockaway	2,478,990	\$2.46	\$6.26	\$15,511,883	\$4.87	\$12,075,781	78%
Hempstead	2,393,875	\$2.42	\$6.15	\$14,723,399	\$4.96	\$11,876,611	81%
Huntington	6,471,441	\$2.30	\$5.85	\$37,857,120	\$5.95	\$38,513,165	102%
Long Beach	3,941,914	\$2.05	\$5.21	\$20,520,461	\$5.65	\$22,261,958	108%
Port Washington	7,676,358	\$1.36	\$3.45	\$26,516,124	\$5.18	\$39,725,154	150%
Greenport	na	na	na	na	na	na	na

### Notes:

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- (3) Total Cost Per passenger includes all LIRR Operating Budget costs. In addition to the Direct Operating Costs (above), the Total Operating Budget costs includes such areas as Engineering maintenance, rolling stock overhauls and Reliability Centered Maintenance, and administration and support costs.
- (4) Estimated Fare Box Operating Ratio reflects the percent of the calculated average cost by branch that is covered by fare box revenue.

# Port Washington Branch Capacity Utilization

## Weekday Service

Shifting from 2 trains per hour to 1 train per hour will result in more customers using the remaining trains. LIRR guidelines target a load on each train of no more than 0.95 of total capacity. The table below shows the "volume to capacity ratio" for off peak weekday Port Washington trains in the heaviest (west bound ) direction first with 1/2 hrly service; and then with 1 hrly service.

Due to low ridership on all but one train, both with 1/2 hrly and 1 hrly service , the v/c ratio is well below 0.95 so that customers will continue to have ample room on their trains in the off peak.

One train, departing Port Washington at 9:40 in the "shoulder of the peak" shows a v/c ratio of greater than 0.95. LIRR will monitor that train to determine the actual loading and take necessary actions to achieve the 0.95 guideline

Departure Time	# of Train Cars	Riders	Train Capacity	Current Capacity Utilization	Hourly Ridership	Hourly Capacity	Projected Hourly Capacity Utilization
9:11	10	520	1060	49%	520	1060	49%
9:32	10	540	1060	51%			
9:40	10	650	1060	61%	1190	1060	112%
10:10	12	450	1272	35%			
10:40	10	360	1060	34%	810	1060	76%
11:10	12	470	1272	37%			
11:40	10	260	1060	25%	730	1060	69%
12:10	10	300	1060	28%			
12:40	12	190	1272	15%	490	1060	46%
1:10	12	210	1272	17%			
1:40	8	170	848	20%	380	848	45%
2:10	10	160	1060	15%			
2:40	10	180	1060	17%	340	1060	32%
3:10	12	190	1272	15%			
3:40	10	170	1060	16%	360	1060	34%
4:06	10	270	1060	25%			
4:36	10	260	1060	25%	530	1060	50%
5:00	10	290	1060	27%			
5:23	10	250	1060	24%			
5:44	10	160	1060	15%	700	1060	66%
6:20	10	250	1060	24%			
6:24	12	230	1272	18%			
6:44	10	100	1060	9%	580	1060	55%
7:09	8	190	848	22%			
7:39	12	90	1272	7%	280	848	33%
8:09	10	90	1060	8%			
8:39	10	70	1060	7%	160	1060	15%
9:09	10	80	1060	8%			
9:39	10	70	1060	7%	150	1060	14%
10:09	12	60	1272	5%			
10:39	8	60	848	7%	120	848	14%
11:39	8	40	848	5%	100	848	12%

# Port Washington Branch Capacity Utilization

## Saturday Service

Shifting from 2 trains per hour to 1 train per hour will result in more customers using the remaining trains. LIRR guidelines target a load on each train of no more than 0.95 of total capacity.

The table below shows the "volume to capacity ratio" for off peak weekday Port Washington trains in the heaviest (west bound) direction first with 1/2 hrly service; and then with 1 hrly service.

Due to low ridership, on **all** trains both with 1/2 hrly and 1 hrly service, the v/c ratio is well below 0.95 so that customers will continue to have ample room on their trains **on the weekends**.

Departure Time	# of Train Cars	Riders	Train Capacity	Current Capacity Utilization	Hourly Ridership	Hourly Capacity	Projected Hourly Capacity Utilization
12:40	10	40	1,060	4%	40	1,060	4%
1:40	10	20	1,060	2%	20	1,060	2%
3:40	10	20	1,060	2%	20	1,060	2%
5:40	8	140	848	17%	140	848	17%
6:40	8	140	848	17%	140	848	17%
7:10	10	160	1,060	15%			
7:40	10	260	1,060	25%	420	1,060	40%
8:10	12	300	1,272	24%			
8:40	10	350	1,060	33%	650	1,060	61%
9:10	10	300	1,060	28%			
9:40	10	280	1,060	26%	580	1,060	55%
10:10	10	250	1,060	24%			
10:40	10	350	1,060	33%	600	1,060	57%
11:10	10	300	1,060	28%			
11:40	10	310	1,060	29%	610	1,060	58%
12:10	10	350	1,060	33%			
12:40	12	340	1,272	27%	690	1,060	65%
1:10	10	260	1,060	25%			
1:40	10	210	1,060	20%	470	1,060	44%
2:10	10	240	1,060	23%			
2:40	10	210	1,060	20%	450	1,060	42%
3:10	10	220	1,060	21%			
3:40	10	210	1,060	20%	430	1,060	41%
4:10	10	260	1,060	25%			
4:40	10	250	1,060	24%	510	1,060	48%
5:10	10	300	1,060	28%			
5:40	10	270	1,060	25%	570	1,060	54%
6:10	10	320	1,060	30%			
6:40	10	300	1,060	28%	620	1,060	58%
7:10	10	220	1,060	21%			
7:40	10	220	1,060	21%	440	1,060	42%
8:10	10	240	1,060	23%			
8:40	10	200	1,060	19%	440	1,060	42%
9:10	10	250	1,060	24%			
9:40	10	210	1,060	20%	460	1,060	43%
10:10	10	200	1,060	19%			
10:40	10	170	1,060	16%	370	1,060	35%
11:40	10	160	1,060	15%	330	1,060	31%



# Port Washington Branch Capacity Utilization

## Sunday Service

Shifting from 2 trains per hour to 1 train per hour will result in more customers using the remaining trains. LIRR guidelines target a load on each train of no more than 0.95 of total capacity.

The table below shows the "volume to capacity ratio" for off peak weekday Port Washington trains in the heaviest (west bound ) direction first with 1/2 hrly service; and then with 1 hrly service.

Due to low ridership, on **all** trains both with 1/2 hrly and 1 hrly service , the w/c ratio is well below 0.95 so that customers will continue to have ample room on their trains **on the weekends**.

Departure Time	# of Train Cars	Riders	Train Capacity	Current Capacity Utilization	Hourly Ridership	Hourly Capacity	Projected Hourly Capacity Utilization
12:40	12	60	1,272	5%	60	1,272	5%
1:40	10	30	1,060	3%	30	1,060	3%
3:40	10	20	1,060	2%	20	1,060	2%
5:40	10	70	1,060	7%	70	1,060	7%
6:40	10	90	1,060	8%	90	1,060	8%
7:10	10	110	1,060	10%			
7:40	10	150	1,060	14%	260	1,060	25%
8:10	10	150	1,060	14%			
8:40	10	190	1,060	18%	340	1,060	32%
9:10	10	220	1,060	21%			
9:40	10	290	1,060	27%	510	1,060	48%
10:10	10	250	1,060	24%			
10:40	10	290	1,060	27%	540	1,060	51%
11:10	10	260	1,060	25%			
11:40	10	270	1,060	25%	530	1,060	50%
12:10	12	310	1,272	24%			
12:40	12	290	1,272	23%	600	1,272	47%
1:10	10	260	1,060	25%			
1:40	12	260	1,272	20%	520	1,060	49%
2:10	10	200	1,060	19%			
2:40	10	200	1,060	19%	400	1,060	38%
3:10	12	170	1,272	13%			
3:40	10	160	1,060	15%	330	1,060	31%
4:10	10	240	1,060	23%			
4:40	10	200	1,060	19%	440	1,060	42%
5:10	10	160	1,060	15%			
5:40	10	200	1,060	19%	360	1,060	34%
6:10	10	160	1,060	15%			
6:40	10	150	1,060	14%	310	1,060	29%
7:10	10	130	1,060	12%			
7:40	12	150	1,272	12%	280	1,060	26%
8:10	10	170	1,060	16%			
8:40	10	100	1,060	9%	270	1,060	25%
9:10	10	120	1,060	11%			
9:40	12	90	1,272	7%	210	1,060	20%
10:10	8	60	848	7%			
10:40	10	70	1,060	7%	130	848	15%
11:40	12	40	1,272	3%	110	1,272	9%

# Proposed Service Reductions

Branch	2010 Budget Action	Description	Reason for Action	Average Daily Ridership	Daily Trips Impacted	Direct Operating Cost per Passenger	Total Cost per Passenger	Ridership Per Trip	Total Annual Savings	Notes
<b>System Average (Not Per Train)</b>				<b>228,307</b>		<b>\$5.81</b>	<b>\$14.74</b>			
<b>Train Specific Service Changes -</b>										
Babylon	Train Service Reduction	Remove 1 AM Peak train - Train 1019 at 7:40 AM from schedule.	Minimize Customer Impact	500	1	\$8.98	\$22.79	500	\$640,882	<b>AM Peak:</b> The railroad's train crew staffing and rolling stock levels are primarily set to meet AM Peak service demands. Changes to service in the AM Peak results in reducing costs associated rolling stock maintenance cost and traction power. In additio
Long Beach	Train Service Reduction	Remove 1 Long Beach AM Peak train - Train 809 at 6:09 AM from the schedule	Minimize Customer Impact	510	1	\$6.57	\$16.66	510	\$343,932	
W. Hempstead	Train Service Reduction	1 West Hempstead AM Peak train - Train 909 at 8:28 AM from the schedule	Low Ridership	220	1	\$4.02	\$10.20	220	\$229,932	
Babylon	Train Service Reduction	Remove 1 PM Peak train - Train 1056 at 4:57 PM from schedule	Minimize Customer Impact	600	1	\$4.11	\$10.42	600	\$640,882	
Babylon	Train Service Reduction	Remove 1 PM Peak train (Atlantic Terminal) - Train 146 at 4:39 PM from schedule	Low Ridership	280	1	\$3.25	\$8.24	280	\$236,496	
Ronkonkoma	Train Service Reduction	1 PM Peak train - Train 2096 4:34 Atlantic Terminal	Minimize Customer Impact	600	1	\$4.93	\$12.50	600	\$768,464	
Port Wash	Train Service Reduction	Remove 1 PM Peak train - Train 444 at 4:22 PM from schedule	Minimize Customer Impact	450	1	\$1.22	\$3.08	450	\$142,240	
Long Beach	Train Service Reduction	Remove 1 PM Peak Long Beach train - Train 874 at 5:40 PM from the schedule.	Minimize Customer Impact	390	1	\$5.75	\$14.60	390	\$583,552	
Port Jeff	Train Service Reduction	Shift 1 PM Peak train - Train 662 from originating at Hunterspoint to originating at Huntington.	Minimize Customer Impact	420	1	\$4.45	\$11.29	420	\$486,000	
Montauk	Train Service Reduction	1 PM train from Hunterspoint PM Peak Train - Train 2712 at 4:30 PM	Minimize Customer Impact	480	1	\$4.09	\$10.37	480	\$509,875	
Oyster Bay	Train Service Reduction	Cancel one roundtrip on weekends - Train 6503 at 7:20 AM and 6500 at 1:35 AM	Low Ridership	80	2	\$24.56	\$62.31	40	\$204,328	<b>Off Peak:</b> The elimination of non peak service limits the level of savings that can be generated by each service change due to the need to maintain rolling stock equipment and crews required to meet other train service that day. Savings are generated from
Port Wash	Train Service Reduction	Provide Hourly Service (weekdays - off peak)	Alternative Service	3500	14	\$0.59	\$1.49	250	\$534,390	
Port Wash	Train Service Reduction	Provide Hourly Service (weekends)	Alternative Service	7700	32	\$0.89	\$2.25	241	\$709,742	
<b>Branch-wide Full Day Service Changes -</b>										
Ronkonkoma/Greenport	Discontinue Train Service	Service between Greenport and KO weekday - AM Peak, PM Peak, Off-peak	Low Ridership	160	8	\$24.79	\$62.89	20	\$1,031,137	The elimination of service on the entire branch results in traction power and dedicated train crew savings. However, no rolling stock maintenance savings are available due to the need to maintain fleet size to support summer peak service.
Ronkonkoma/Greenport	Discontinue Train Service	Service between Greenport and KO weekend	Low Ridership	190	4	\$7.75	\$19.65	48	\$111,851	
W. Hempstead	Discontinue Train Service	Discontinue weekend service	Low Ridership Per Train	350	16	\$16.14	\$40.96	22	\$587,640	<b>Off Peak:</b> See note above.
Atlantic	Discontinue Train Service	Discontinue late night service to Brooklyn-weekdays and weekends	Low Ridership Per Train	513	18	\$2.67	\$6.77	29	\$498,000	
Belmont	Discontinue Train Service	Discontinue service (except for Belmont Stake	Alt Bus Service and Low Ridership	150	4	\$10.00	\$25.37	38	\$150,000	