

MTA Metro-North Railroad

March 2013



Metro-North Railroad – Who We Are

- Metro-North operates across 384 route miles to 122 stations serving seven New York counties and two Connecticut counties
 - Approximately 106 route miles and 37 stations along the New Haven and its three branch lines in the State of Connecticut
- Metro-North operates New Haven Line service for New York and Connecticut via a bi-state agreement
 - Service in the State of Connecticut is funded by the State
- Recognized as one of the nation's preeminent railroads
- Since 1983, Metro-North has improved its system-wide on-time performance from 80% to 97.6% and doubled its annual ridership to 83 million (2012 data)



Metro-North Railroad- Existing Service



New Haven Line Service in Connecticut

- Metro-North operates 265 weekday trains in Connecticut
- Total weekday boardings at Connecticut Stations is approximately 49,000
- Over 4 million annual trips were made entirely within Connecticut during 2012. This market has more than tripled since 1985
- Metro-North has the largest rail reverse ridership market in the United States
 - Almost 6,000 New Haven Line customers reverse commute from New York City and the Bronx each morning, mostly to Connecticut employment centers
- Stamford is the largest outlying station in Metro-North's territory



Connecticut Department of Transportation Improvements on the New Haven Line



Equipment

- Metro-North and CT DOT jointly purchasing 405 new M8 cars for operation on the New Haven Line and Shore Line East

Maintenance Facilities

- To support M8 purchase, constructing new rail car maintenance facilities in New Haven



Right of Way/Track Improvements

- Replacing all new overhead catenary in Connecticut to state-of-the-art constant tension system (158 track miles)
- Replacing 25 main line bridges
- Upgrading entire power supply system on the New Haven Line in Connecticut to meet future New Haven Line and Amtrak intercity and Acela electric train service demand



Connecticut Department of Transportation Improvements on the New Haven Line

Stations

- Constructed a new station in Fairfield (Fairfield Metro) which opened December 2011
- West Haven station is under construction and is anticipated to open June 2013
- These stations provide over 2,000 additional parking spaces

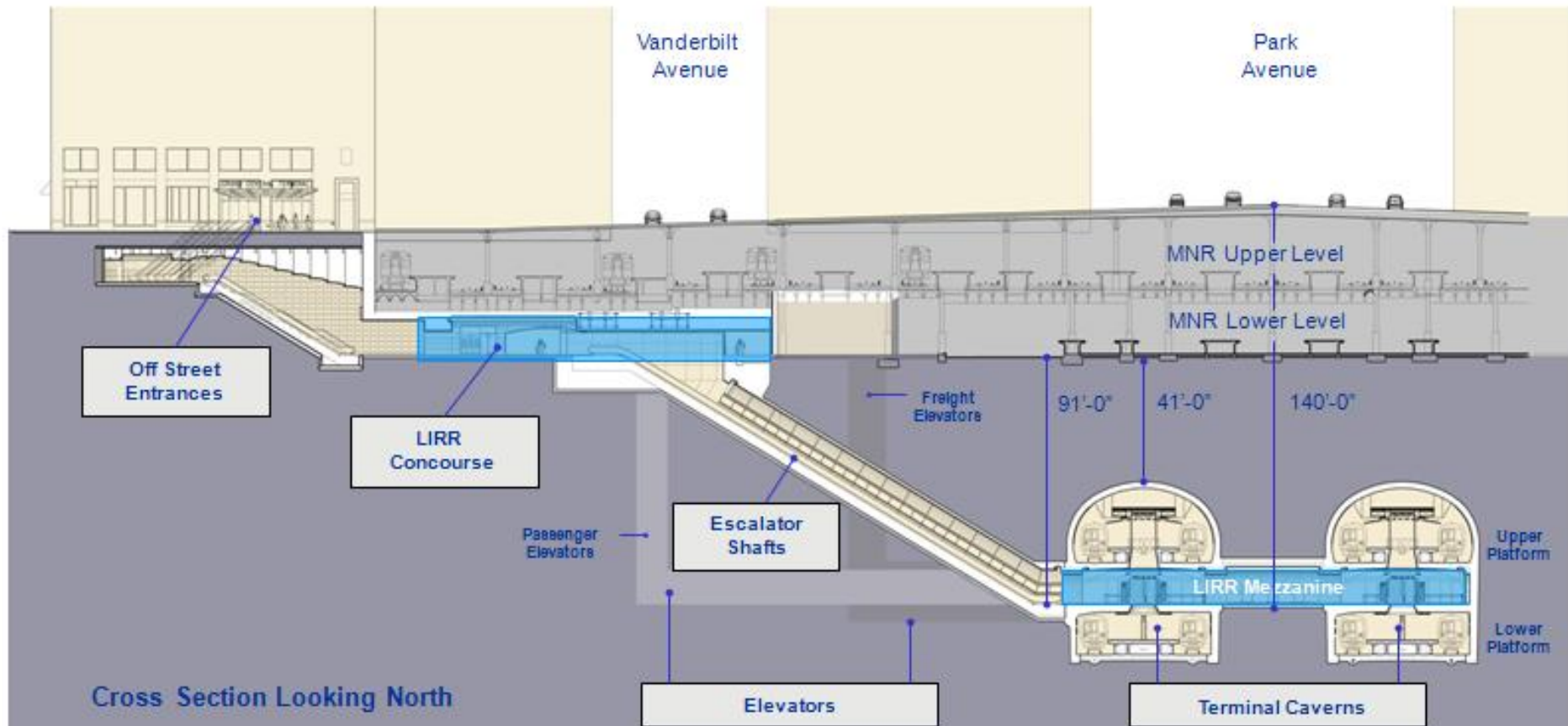


Long Island Rail Road's East Side Access



Long Island Rail Road's East Side Access

Transverse Section



Long Island Rail Road's East Side Access



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Cavern Construction



Metro-North's Penn Station Access



Proposed New Haven Line Service to Penn Station

- 6-10 peak hour trains to Penn Station
- 20 – 30 minute service from key New Haven Line stations in the peak period
- Four trains per hour in the reverse peak direction to Connecticut
- Two trains per hour to/from Penn Station in off-peak and weekends



Regional Benefits of Penn Station Access

- Adds redundancy to the regional transportation network in case of service interruption
- Increases regional connectivity by improving/easing transfers between Metro-North and LIRR, NJ Transit and Amtrak at Penn Station
- Reduces transit travel times to and from Manhattan's West Side
- Cost efficient use of existing infrastructure



Potential Benefits of Penn Station Access to Connecticut

- Increased rail service capacity to Manhattan
- Direct one-seat ride with faster transit travel times from Connecticut to Manhattan's West Side
 - Reduces trip times by up to 20 minutes
 - Eliminates additional fare for bus/subway link
- Direct access to Connecticut employment centers for potential employees living in the East Bronx
 - Reduces average travel trip times from the East Bronx to Stamford by up to approximately one hour



Benefits of Penn Station Access to Connecticut (continued)

- Thru-running between the New Haven Line and New Jersey Transit could link Connecticut and New Jersey business centers and provide access to Newark Liberty Airport
- Furnishes congestion relief along I-95
- Supports future development along the New Haven Line corridor



Next Steps

- **Complete MTA managed Penn Station Operations Study – early 2013**
- **Complete the Federal Environmental Assessment – late 2013**
- **Negotiate agreements between CT DOT and Amtrak– 2014**
- **Initiate design- 2014**
- **Initiate construction- 2015**
- **Initiate service- shortly after East Side Access Commences- 2019**



How To Stay Informed:

- **Sign up to be placed on the mailing list for study updates**
- **Visit the study website:**

<http://www.mta.info/mta/planning/psas/>

- **Thank you for inviting us**

