

FIRST ANNUAL LONG ISLAND RAIL ROAD LAGGY AWARDS

Lost Productivity Laggy

- The lost economic productivity due to late, cancelled and terminated trains on the LIRR from July 2012 through June 2013 was **\$60,760,661**.

| | | |
|------------|----------------|---------------|
| Gold Laggy | Babylon Branch | \$ 14,743,781 |
|------------|----------------|---------------|

| | | |
|--------------|-------------------|---------------|
| Silver Laggy | Ronkonkoma Branch | \$ 12,285,067 |
|--------------|-------------------|---------------|

| | | |
|--------------|-------------------|--------------|
| Bronze Laggy | Huntington Branch | \$ 9,805,101 |
|--------------|-------------------|--------------|

Hours of Delay Laggy

- The lost time due to late, cancelled and terminated trains on the LIRR from July 2012 through June 2013 was **1,380,924 rider hours**.

| | | |
|------------|----------------|---------------|
| Gold Laggy | Babylon Branch | 335,086 hours |
|------------|----------------|---------------|

| | | |
|--------------|-------------------|---------------|
| Silver Laggy | Ronkonkoma Branch | 279,206 hours |
|--------------|-------------------|---------------|

| | | |
|--------------|-------------------|---------------|
| Bronze Laggy | Huntington Branch | 222,843 hours |
|--------------|-------------------|---------------|

Rider Delay Laggy

- The average LIRR rider lost **15.8 hours** due to late, cancelled and terminated trains from July 2012 through June 2013.

| | | |
|------------|-----------------------|------------|
| Gold Laggy | Port Jefferson Branch | 22.3 hours |
|------------|-----------------------|------------|

| | | |
|--------------|----------------|------------|
| Silver Laggy | Montauk Branch | 20.5 hours |
|--------------|----------------|------------|

| | | |
|--------------|-------------------|------------|
| Bronze Laggy | Ronkonkoma Branch | 19.1 hours |
|--------------|-------------------|------------|

TRI-STATE TRANSPORTATION CAMPAIGN



Methodology

Tri-State used MTA-provided ridership, on-time performance, and other lateness, termination, and cancellation data, along with Census-derived income assumptions to calculate the value of lost time and develop the *Laggy* award methodology:

- **Total lost time** is a product of ridership, percentage of trains late, terminated and cancelled, and minutes lost when a given train is late, cancelled or terminated.
- **Economic opportunity costs** were calculated by multiplying the total lost time values by an hourly value of lost time based on incomes of railroad commuters in Nassau and Suffolk counties.

Recommendations in Response to Laggy Awards

Each *Laggy* identifies state elected officials serving the areas hardest hit by delays. These state officials must stand up for their constituents and facilitate improvements to LIRR service by fully funding the MTA's 2015-2019 Capital Program, including the following elements:

- Continue to fund LIRR's *Second Track* project;
- Jumpstart LIRR's *Third Track* project;
- Increase funding for signal improvements, such as the *Babylon Interlocking*;
- Introduce Wi-Fi capabilities on LIRR trains and at stations;
- Support a Transit Oriented Development infrastructure program.

In addition, LIRR should:

- Better communicate with customers when facing delays and cancellations;
- Improve LIRR's online reporting to the riding public on the true causes of "cancelled" and "terminated" trains, and incorporate these delays into On-Time Performance statistics.

Acknowledgements

Tri-State Transportation Campaign would like to thank the following for their guidance and assistance in creating the *Laggy Award* model:

- Gene Russianoff and Jason Chin-Fatt, NYPIRG's Straphangers Campaign
- Bill Henderson and Ellyn Shannon, Permanent Citizens Advisory Committee to the MTA

Special thanks to Tri-State Transportation Campaign's Research Fellow, Ben Rosenblatt, for authoring this report and developing the Laggy Award methodology.

