



For immediate release - October 7, 2014

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Second Annual *Laggy Analysis* Shows System-Wide LIRR Investment Needed to Reduce Delays

Tri-State Transportation Campaign released its second annual [*Laggy Analysis*](#), which ranks the 11 branches of the Long Island Rail Road (LIRR) according to the greatest lost economic productivity, delay per rider and total lost time.

Tri-State's analysis found that late, cancelled and terminated LIRR trains led to **\$68,545,440** in lost economic productivity from July 2013 through June 2014. For the second consecutive year, the Babylon branch contributed the most to lost productivity and lost time due to delays. The Port Jefferson branch had the greatest levels of delay per rider at 22.3 lost hours annually.

"While \$68.5 million is a significant sum to lose in annual economic productivity, it pales in comparison to the nearly \$11 billion in lost economic productivity due to roadway congestion in the region. Taking the LIRR is still a much better value for the economy and for commuters, but more investment is needed to reduce delays and recapture this economic productivity," says Veronica Vanterpool, executive director of the Tri-State Transportation Campaign.

Even with the delays, the LIRR contributes \$50 million per day, or \$18 billion annually, in economic productivity to the regional economy. Every weekday, nearly 300,000 riders rely on the LIRR to travel between Long Island and New York City for work or to visit.

The analysis coincides with the recent release of the MTA's draft 2015-2019 Capital Program, which faces a \$15.2 billion funding shortfall. The shortfall is a serious threat to capital projects that would reduce delays and increase the resiliency and redundancy of the LIRR system.

"The LIRR supports both the local and regional economy. This funding shortfall means key projects that add track capacity and modernize outdated signals might end up on the chopping block," says Ryan Lynch, associate director of the Tri-State Transportation Campaign. "Long Island's state elected officials must support new funding sources to close this gaping hole in the Capital Program and protect the livelihoods of commuters and businesses that depend on those commuters spending their incomes in local communities."

In addition to lost economic productivity, the Tri-State Transportation Campaign found the total lost time due to late, cancelled and terminated trains on the LIRR from July 2013 through June 2014 was 1,540,347 rider hours.

Finally, the Campaign also found the average LIRR rider lost 17.3 hours a year due to late, cancelled and terminated trains.

"When you waste folks' time it really is death by a thousand cuts," said Eric Alexander, executive director of Vision Long Island. "In order to provide efficient transportation options for people, the current LIRR rail system and operations needs strategic investment and upgrades."

The *Laggy* methodology was developed using MTA-provided ridership, on-time performance and other lateness, termination and cancellation data, along with Census-derived income assumptions regarding the value of lost time. For more information on the methodology, please see the attached [factsheet](#).

"This year's analysis proves that delays on this essential transit system impact more than just the commuters' blood pressure; they impact the regional economy. Funding is critically needed to support those projects that do the most to reduce the delays," said Yichun Tu, the research fellow for the Tri-State Transportation Campaign who conducted the analysis.

Investing in capital improvements to reduce delays will also improve the system's resiliency in the face of a changing climate. While the LIRR successfully weathered storms like Sandy, rogue tornadoes, extreme heat events and heavy snowfalls in recent years, service disruptions due to climate change are only likely to increase without investment to fortify the system.

Tri-State urges Governor Cuomo and Long Island's state elected officials to identify the necessary resources to fully fund the 2015-2019 MTA Capital Program and complete and advance the following projects:

- LIRR's Second Track project
- The Babylon Interlocking
- LIRR's Third Track project
- Signal modernization
- Improved technology, such as Positive Train Control and Wi-Fi

In addition, the LIRR can:

- Better communicate with customers when facing delays and cancellations
- Improve the specificity in reporting late, cancelled, terminated trains instead of assigning vague "Categories of Delay"
- Work with *Amtrak* to resolve related operating and maintenance issues
- Support a Transit-Oriented Development Infrastructure program

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The Tri-State Transportation Campaign is a non-profit organization working toward a more balanced, transit-friendly and equitable transportation system in Connecticut, New York and New Jersey.