



**For Immediate Release** – March 30, 2016

**Contact:**

Veronica Vanterpool, Executive Director, Tri-State Transportation Campaign  
(917) 957 9748

**Third Annual *Laggy Analysis* Shows Significant Economic Loss Due to Late, Cancelled, Terminated LIRR Trains**

Tri-State Transportation Campaign released its third 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.

Overall, Tri-State's analysis found that late, cancelled and terminated LIRR trains resulted in **\$106,071,541** in lost economic productivity from July 2014 through June 2015.

For the third consecutive year, the Babylon branch contributed the most to lost productivity and lost time due to delays. For the second year in a row, the Port Jefferson branch had the greatest levels of delay per rider at 26.3 lost hours annually.

“The loss of \$106 million in economic productivity underscores the necessity of investing in the outdated and deficient infrastructure of the LIRR. There is no doubt that limited track and station capacity has contributed to the late, cancelled and terminated trains and this overall economic loss. This year’s *Laggy Analysis* emphasizes the need for the completion of the Second Track by 2019, the Third Track project and the completion of East Side Access so LIRR customers will experience better service in the decades ahead,” says Veronica Vanterpool, executive director, 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 showing the importance of continued investment in short and long term needs. Every weekday, 301,000 riders rely on the LIRR to travel between Long Island and New York City for work or to visit.

This analysis precedes the March 31, 2016 state budget deadline and the approval of the Metropolitan Transportation Authority's 2015-2019 capital plan, which is 16 months behind schedule. Without an approved plan, communication, track, signal and station projects scheduled for the LIRR are in jeopardy. These are the projects that will deliver short term relief to LIRR customers as they await the completion of larger capital projects such as Third Track and East Side Access.

In January 2016, Gov. Andrew Cuomo announced the revival of the Third Track project, renamed Right Track, from Floral Park to Hicksville on the Port Jefferson Branch. This project will eventually reduce delays experienced by riders. According to the analysis, passengers on this branch experience the greatest delays.

The Campaign found the average LIRR rider lost 20.7 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, director of Vision Long Island. "In order to restore the public faith in the current LIRR rail system and operations there is a need for strategic investment and upgrades."

Finally, Tri-State Transportation Campaign found the total lost time due to all late, cancelled and terminated trains on the LIRR from July 2014 through June 2015 was **1,852,778** rider hours.

To develop the *Laggy* methodology, Tri-State used the most recent available MTA ridership, on-time performance, 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](#).

"For 182 years, the LIRR has been critical to the economies of Long Island and New York City. It's easy to focus on the minutes slipping away while we wait for our trains, but we also need to remember that unreliable transit has a hefty cost—on both our wallets and the regional economy as a whole," said Ryan Hall, staff analyst 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 can only be mitigated through continued investment.

To maintain the system and respond to growing challenges such as climate change, increased ridership, and new development clustered around rail and bus hubs, Tri-State Transportation Campaign calls for:

- The swift approval of the 2015-2019 MTA Capital Program
- The identification of new, sustainable funding streams to avoid future delays of capital programs
- A funding and outreach plan for the Right Track Expansion Project be developed quickly and be included in the program
- The on-time, on-budget delivery of the Second Track project within the 2015-2019 Capital Program
- Improved, real-time communications with customers regarding service

###

*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.*