

Second Annual LONG ISLAND RAIL ROAD LAGGY ANALYSIS

July 2013 - June 2014

The Laggy Analysis ranks those branches of the Long Island Rail Road (LIRR) with the greatest lost economic productivity, delay per rider and lost time.

● LOST PRODUCTIVITY LAGGY

GOLD	Babylon Branch	\$ 17,312,961
SILVER	Ronkonkoma Branch	\$ 12,329,805
BRONZE	Huntington Branch	\$ 11,738,194

The lost economic productivity due to late, cancelled and terminated trains on the LIRR was **\$68,545,440**, an increase of 12.8% compared to last year.

● HOURS OF DELAY LAGGY

GOLD	Babylon Branch	389,055 hours
SILVER	Ronkonkoma Branch	277,074 hours
BRONZE	Huntington Branch	263,780 hours

The lost time due to late, cancelled and terminated trains on the LIRR was **1,540,347 rider hours**, an 11.5% increase compared to last year.

● RIDER DELAY LAGGY

GOLD	Port Jefferson Branch	22.07 hours
SILVER	Huntington Branch	20.50 hours
BRONZE	Montauk Branch	20.46 hours

The average LIRR rider lost **17.3 hours** due to late, cancelled and terminated trains, a 9.6% increase compared to last year.

● METHODOLOGY

Tri-State used MTA ridership, on-time performance, lateness, termination, and cancellation data along with 2010 Census-derived income assumptions regarding the value of lost time, to develop the Laggy 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 Census-derived incomes of railroad commuters in Nassau and Suffolk counties.

Unusually bad weather days associated with significant snowfall and low temperatures in January and February 2014 have been treated as days with trains running on a weekend schedule, thus avoiding overestimating the lost economic productivity due to events beyond LIRR's control. A total of 13 days were calculated into this analysis as weekend/holiday schedule due to extreme weather conditions.

Average daily LIRR ridership increased by 1.5 percent and the hourly rider's salary increased by \$.50 since last year's analysis. In order to make a year-over-year comparison, this analysis examined this year's overall performance with last year's ridership and hourly economic value as the control variable. By controlling for ridership and hourly economic value, the analysis found that the overall performance decline is in fact the major reason for the increased economic loss.

● RECOMMENDATIONS IN RESPONSE TO LAGGY ANALYSIS

The Long Island Rail Road supports the economies of Nassau and Suffolk Counties and beyond so delays stifle economic productivity in the region. To maintain the system and respond to growing challenges such as climate change, increased ridership, and new development clustered around rail and bus hubs, more investment in the LIRR is needed.

Tri-State urges Governor Cuomo and Long Island's state elected officials to find new revenue and preserve existing revenue 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