

Third Annual LONG ISLAND RAIL ROAD LAGGY ANALYSIS July 2014 - June 2015

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	\$ 25,638,016
SILVER	Ronkonkoma Branch	\$19,791,160
BRONZE	Huntington Branch	\$17,905,140

The lost economic productivity due to late, cancelled and terminated trains on the LIRR was **\$106,071,541¹**

● HOURS OF DELAY LAGGY

GOLD	Babylon Branch	447,826 hours
SILVER	Ronkonkoma Branch	345,697 hours
BRONZE	Huntington Branch	312,754 hours

The lost time due to late, cancelled and terminated trains on the LIRR was **1,852,778 rider hours**, a 20.3% increase compared to last year.

● RIDER DELAY LAGGY

GOLD	Port Jefferson Branch	26.3 hours
SILVER	Huntington Branch	24.1 hours
BRONZE	Ronkonkoma Branch	22.7 hours

The average LIRR rider lost **20.7 hours** due to late, cancelled and terminated trains, a 19.5% increase compared to last year.



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, 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.

¹Due to a change in methodology, the 2016 Analysis of lost economic productivity is not comparable to prior years. Previously, Tri-State calculated the hourly value of time based by averaging midpoints within income bands. For those making more than \$100,00, Tri-State assumed a personal yearly income of \$125,000. For this year's analysis, Tri-State calculated the weighted average income based on reported earnings within income bands in order to determine a more accurate approximation of the hourly value of time for LIRR riders.

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 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