The Right Track For Long Island Coalition is a grassroots collaboration of major organizations, institutions, businesses and individuals that speak for over one million Long Islanders that have come together to support the LIRR Enhancement Project.

Kevin Law, President & CEO, Long Island Association, Co-Chair
George Truicko, Assistant Business Manager, Local 1298 NY Laborers, Co-Chair
Dave Kapell, Executive Director

Our 5,194 members include:

BUSINESS ORGANIZATIONS
- American Council of Engineering Companies of New York
- Association For A Better Long Island
- Commercial Industrial Brokers Society
- General Contractors Association of NY
- Hicksville Chamber of Commerce
- LISTnet, Peter Goldsmith
- Long Island Association
- Long Island Builders Institute
- Long Island Contractors Association
- Long Island Forum for Technology
- Long Island Regional Economic Development Council
- Manufacturing Consortium of Long Island
- Nassau Council of Chambers of Commerce
- New York Building Congress
- Queens Chamber of Commerce

LABOR ORGANIZATIONS
- Building & Construction Trades Council of Nassau & Suffolk
- IBEW Local 589
- IBEW 3rd District
- Laborers Local 1298
- Long Island Federation of Labor
- Northeast Regional Council of Carpenters
- RWDSU Local 389
- RWDSU Local 1102
- SMBIA Local 2B
- UFCW Local 1500

ACADEMIC AND RESEARCH INSTITUTIONS
- Brookhaven Science Associates, LLC
- Cold Spring Harbor Laboratory
- Farmingdale State College
- Hofstra University
- Long Island University
- Molloy College
- Northwell Health
- Stony Brook University
- SUNY College at Old Westbury
- Touro College
- Albanese Organization
- Avalon Bay Communities
- Bank of America
- Bimasco, Inc.
- Cameron Engineering & Associates
- Canon USA
- Castagna Realty
- Clever Devices
- D’Addario, & Company, Inc., EG Group
- Farrell Fritz PC
- Forest City Ratner Companies
- Harvest Real Estate Services, Inc.
- HRLA Advisors
- Infosys International
- Kiewit Infrastructure Co.
- Kiewilt, Wayne Thomas
- Klein Wealth Management
- Miller Environmental Group
- Northville Industries
- Posillico
- Questus Capital, LLC
- Racanelli Construction Co. Inc.
- RXR Realty LLC
- Sag Harbor Farms
- Tritoc Real Estate Company
- Twinclo Manufacturing Co.
- Zebras Technologies

FOR PROFIT ORGANIZATIONS
- Albanese Organization
- Avalon Bay Communities
- Bank of America
- Bimasco, Inc.
- Cameron Engineering & Associates
- Canon USA
- Castagna Realty
- Clever Devices
- D’Addario, & Company, Inc.
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- Racanelli Construction Co. Inc.
- RXR Realty LLC
- Sag Harbor Farms
- Tritoc Real Estate Company
- Twinclo Manufacturing Co.
- Zebras Technologies

ENVIRONMENTAL ORGANIZATIONS
- Americans for the Arts
- Avalon Bay Communities
- Bank of America
- Bimasco, Inc.
- Cameron Engineering & Associates
- Canon USA
- Castagna Realty
- Clever Devices
- D’Addario, & Company, Inc., EG Group
- Farrell Fritz PC
- Forest City Ratner Companies
- Harvest Real Estate Services, Inc.
- HRLA Advisors
- Infosys International
- Kiewit Infrastructure Co.
- Kiewilt, Wayne Thomas
- Klein Wealth Management
- Miller Environmental Group
- Northville Industries
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- Racanelli Construction Co. Inc.
- RXR Realty LLC
- Sag Harbor Farms
- Tritoc Real Estate Company
- Twinclo Manufacturing Co.
- Zebras Technologies

NOT FOR PROFIT ORGANIZATIONS
- Community Development Corporation of Long Island

FORUMS
- Albright-Knox Art Gallery
- American Council of Engineering Companies
- Associated Builders & Contractors
- Bank of America
- Bimasco, Inc.
- Cameron Engineering & Associates
- Canon USA
- Castagna Realty
- Clever Devices
- D’Addario, & Company, Inc.
- EG Group
- Farrell Fritz PC
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- Zebras Technologies

568 individuals AND 4,542 LIRR commuters

The LIRR Third Track is the Most Important Capital Project Proposed for Long Island in the Last 5 Decades.

The project involves constructing a third track along the existing two tracks of the Main Line between Floral Park and Hicksville. The two existing tracks along the project route were constructed in 1800, when the population of Long Island was 100,000 to transport people and freight between New York City and Boston via steamboat connection in Greenport. Almost 2 centuries later our population is now 3 million and four branches of the railroad now converge on the project path. This condition constitutes an extreme bottleneck that chokes the LIRR system thereby severely constraining its expansion and modernization and turning it into a one-way street during peak service hours. Most importantly, it prevents the transit-oriented economic and community development that is essential if Long Island is to be competitive in a 21st century economy and attractive to the young people we want to live and work here. The economic and fiscal impacts of the project have been thoroughly studied and analyzed by the Long Island Index as summarized in the infographic that follows.
Annual Jobs

All dollar values are given in 2013 dollars.

The economic and fiscal impacts of the project have been thoroughly studied and analyzed by the Long Island Index as summarized in the infographic that follows:

If Long Island already has over 700 miles of tracks what can just 9.8 miles of new track do for us? A lot!

While a third track is being built:

Create 2,250 Construction Jobs
Create $910 million in cumulative Personal Income
Create $910 million in cumulative Gross Regional Product

Add 35,000 new residents

Add $5.6 billion to Long Island’s Gross Regional Product
Add $103 million in property tax revenue
Add $40 million in sales tax revenue

Why does Long Island need a third track?

Revive Long Island’s relatively stagnant job growth.
Over the last two decades, job growth on Long Island has been sluggish in stark contrast to the renewed experiences by New York City.

Increase Long Island’s young adult working-age population.
Compared to our suburban neighbors we are losing more young people. Why are we losing the fastest growing? Lack of economic opportunity, high costs of living, lack of housing and transit options.

Increase the region’s wealth.

Bottom Line? A third track is the right track for Long Island!

There is no other single project on the drawing board that can increase Long Island’s economy more than the 3rd Track. Governor Cuomo is also leading efforts to build a new Penn Station and to make sure the East Side Access Tunnel gets completed to allow LIRR commuters to travel directly to Grand Central Station. Both projects will help commuters and strengthen property values on Long Island.

* Annual Jobs
All dollar values are given in 2013 dollars.