

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 388
- RWDSU Local 1102
- SMWIA Local 28
- 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

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.,
- EGC Group
- Farrell Fritz PC
- Forest City Ratner Companies
- Harvest Real Estate Services, Inc.
- HR&A Advisors
- Infosys International
- Kiewit Infrastructure Co.
- Kiewit, Wayne Thomas
- Klein Wealth Management
- Miller Environmental Group
- Northville Industries
- Posillico
- Questus Capital, LLC
- Racanelli Construction Co. Inc.
- RXR Realty LLC
- Satur Farms
- Tritec Real Estate Company
- Twinco Manufacturing Co.
- Zebra Technologies

NOT FOR PROFIT ORGANIZATIONS

- Community Development Corporation of Long Island

- Energeia Partnership at Molloy College
- Erase Racism, Elaine Gross
- Long Beach Streets NY
- Long Island Arts Alliance
- Long Island Development Corporation
- Long Island Index
- Long Island Railroad Commuter Council
- Long Island Regional Planning Council
- Nassau Council of Civic Associations
- Queens Rail Corporation
- Regional Plan Association
- Sustainable Long Island
- Transit Solutions
- United Way of Long Island
- YMCA of Long Island, Inc.

ENVIRONMENTAL ORGANIZATIONS

- Citizens Campaign for the Environment
- Long Island Pine Barrens Society
- Long Island Progressive Coalition
- NY League of Conservation Voters
- Sustainability Institute at Molloy College
- Tri-State Transportation Campaign
- US Green Building Council

FOUNDATIONS

- Claire Friedlander Family Foundation
- Hagedorn Foundation
- Long Island Community Foundation
- Rauch Foundation
- Simons Foundation

568 individuals AND 4,542 LIRR commuters

Join the Coalition: www.righttrackforlongisland.com



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

The project involves construction of 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.

Long Island Needs the LIRR's 3rd Track Now!

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**

Why does Long Island need a third track?

Revive Long Island's relatively stagnant job growth

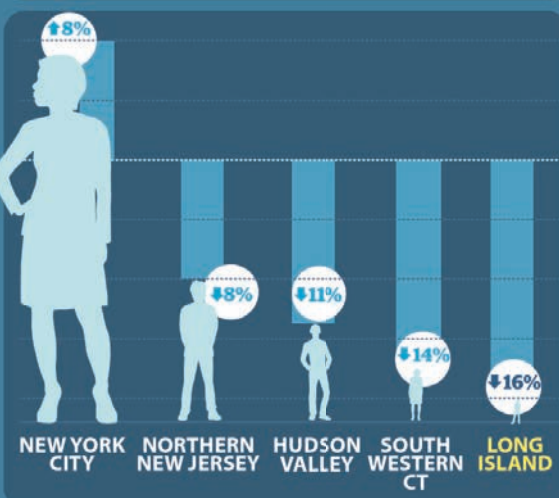
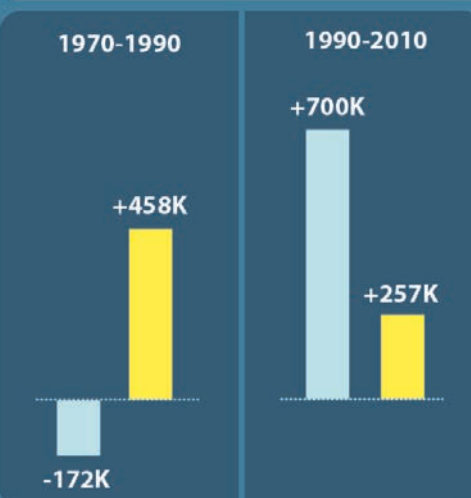
Over the last two decades, job growth on Long Island has been sluggish in stark contrast to the revival experienced by New York City.

Increase Long Island's young adult, working-age population

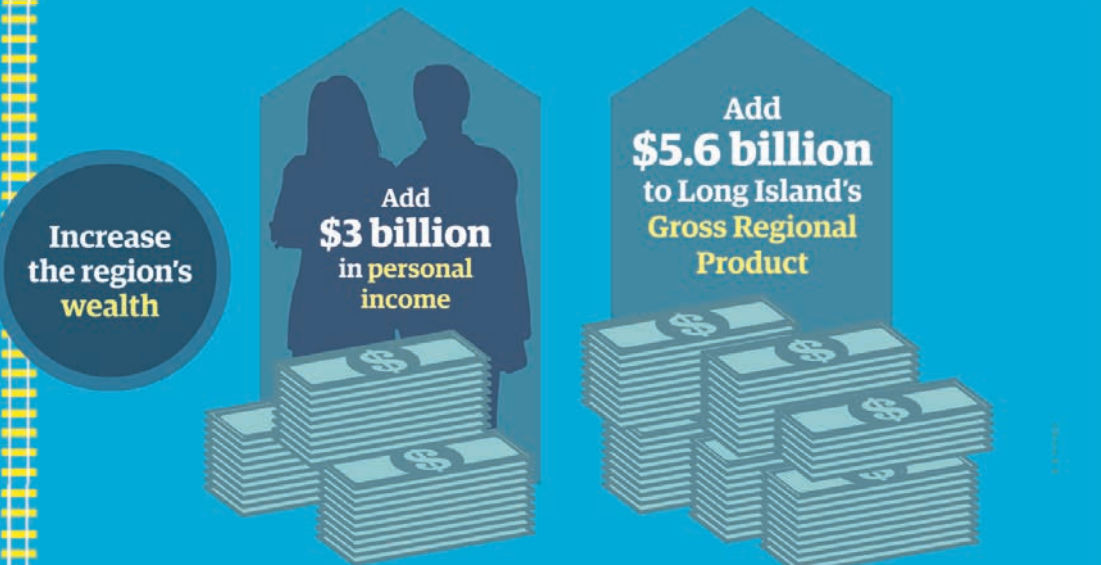
Compared to our suburban neighbors we are losing more young people. Why are we having the hardest time? Lack of economic opportunity, high costs of living, lack of housing and transit options.

JOB GROWTH, 1970-2010 | NEW YORK CITY LONG ISLAND

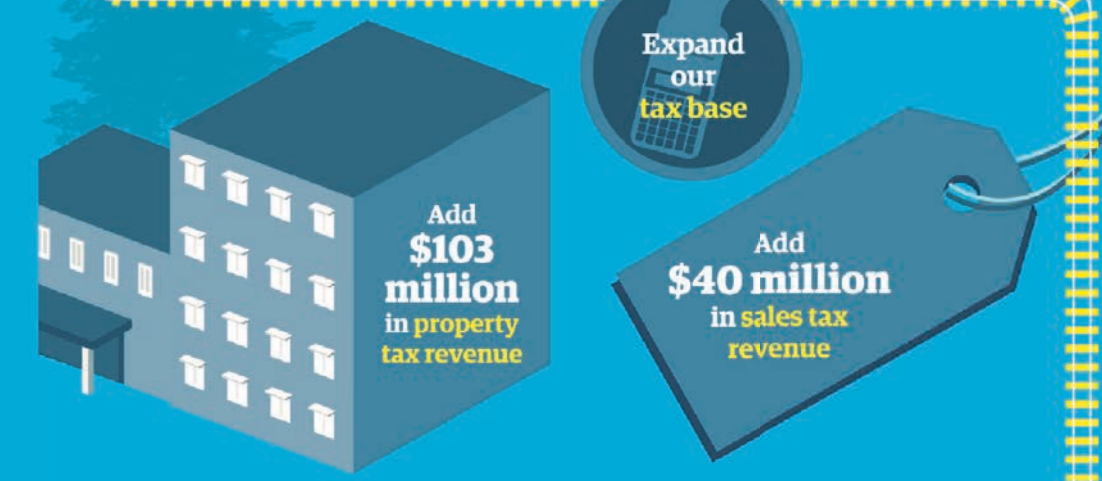
CHANGE IN 18-34 AGE COHORT-1990-2014:



And **10 years after** a third track is completed:



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



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.

