



Coalition for the LIRR Main Line



Our organizations are strong supporters of the Long Island Railroad's plan to make improvements to the LIRR Main Line, roughly from New Hyde Park to Hicksville. The project will add a third LIRR track and eliminate a number of street level railroad crossings. Implementation of major improvements to the Long Island Railroad system is an important component of overall efforts to ease traffic congestion and improve mass transit access throughout Long Island. This project is essential to Long Island's everyday transportation situation, economic development and environmental protection. The environmental impact statement for the third track project will be released in June 2008, and funding for its construction was included in the 2005-2009 MTA capital program. It is imperative that all of Long Island's elected officials support the project, ensure that funding is included in the 2010-2014 MTA capital program and help see it through to implementation.

We support the LIRR Main Line third track because the additional capacity provided by the project:

- ❖ Will increase **reliability** of rail service throughout all of the Long Island Railroad's branches. It will not only improve Main Line service, but also service and connection possibilities for the Oyster Bay and Port Jefferson branches.
- ❖ Is an important component of the LIRR's overall network strategy, which includes its Grand Central Terminal East Side Access connection, electrification of eastern branch lines, a full second track on the Main Line's eastern end and a significantly expanded fleet of trains.
- ❖ Will provide the Railroad with **more ways to route trains around** breakdowns, accidents and other problems, reducing the incidence of large-scale disruptions.
- ❖ Will eliminate a number of street level grade crossings, improving local traffic flow, reducing noise from train horns, and **improving pedestrian and vehicular safety**.
- ❖ Will facilitate the growing "reverse" New York City to Long Island commuter market to feed Long Island's rapidly growing job base without compromis-

ing the Railroad's traditional peak hour market. Gridlock on the roads coupled with inflexible mass transit scheduling and access may in fact be a long-term constraint to job growth on Long Island.

- ❖ Will allow train scheduling that will improve opportunities for mass transit trips within and between Nassau and Suffolk Counties.

Long Island will only keep itself moving amid population and economic growth if it develops a more robust and flexible mass transit system, based on essential capacity expansion projects, like the Main Line project and the Grand Central Terminal East Side Access project.

Numerous studies from across the United States indicate that good access to rapid rail service provides a **strong positive impact on the value of residential and commercial properties**.

We urge the LIRR and other transportation agencies to work with communities to minimize any local impacts of this project. We also urge the agencies to implement the Main Line improvement project in the most expeditious manner possible.

*Building and Construction Trades of Nassau and Suffolk Counties
Environmental Defense Fund
Health and Welfare Council of Long Island
Long Island Association
Long Island Contractor's Association
Long Island Federation of Labor, AFL-CIO
Long Island Mid-Suffolk Business Action
Long Island Neighborhood Network*

*Long Island Progressive Coalition
Long Island Rail Road Commuter's Council
Long Island Regional Planning Board
New York League of Conservation Voters
Regional Plan Association
Sustainable Long Island
Tri-State Transportation Campaign
Vision Long Island*