



Town of Brookhaven Long Island

Edward P. Romaine, Supervisor

April 4, 2018

NYS Legislature
Long Island Delegation
State Office Building
Albany, NY 11248

Dear State Legislators,

We are jointly writing to express our full support for the state to invest in a feasibility study on the potential electrification of the Long Island Rail Road ("LIRR") service line from Huntington Station to Port Jefferson.

The Port Jefferson and Huntington branch lines have the most ridership (e.g., 18.7 million) of any line in the LIRR service territory, according to the most recent LIRR Annual Ridership Report (2015).¹ However, the tracks east of Huntington are not electrified and use diesel trains, which are slower and emit harmful toxins into the atmosphere.

Given your stalwart support of public transportation and regional economic development, we wanted to make you aware of our joint efforts to help secure the necessary funding to electrify the LIRR rail line east of Huntington Station. For decades this project has been a concept that could not reach the critical mass necessary to become a reality. However, we believe the time is now given the many roadblocks that prevented this project from moving forward have now been solved – including where to site the train cars.

A group of business and civic leaders from our townships operating under the umbrella of the North Shore Business Alliance have put their weight behind this project in support of its regional economic development and environmental impacts. Electrifying the rail will allow trains to travel from Port Jefferson to points west faster and has the potential to allow those who work in New York City to live east of Huntington. Many groups including the Long Island Association have in the past expressed support for this project.

In Brookhaven, an electrified rail will foster continued revitalization in Port Jefferson Station and provide an opportunity for students and staff to easily commute to Stony Brook University and its medical center, which is home to 40,000 students and staff. Further, the faster trains will allow for additional departures and arrivals, encouraging more people to take the train – reducing the traffic congestion on local roads around the University during peak driving times.

Office of the Supervisor

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Smithtown is supportive of this important infrastructure investment as it will be a main pillar in the revitalization of Smithtown, Kings Park and St. James. It will also offer additional options to residents who work or are considering working west of the township.

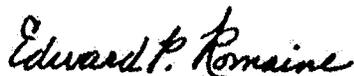
In Huntington, the hamlets of Greenlawn, Northport, Centerport, as well as Fort Salonga and Commack would all benefit from the additional transportation options that an electrified rail would provide in addition to the economic benefits to the local businesses.

Governor Cuomo and the state legislature have invested over \$4 billion into transportation projects over the past several years including the LIRR third track, Double Track in Ronkonkoma, East Side Access and 2nd Avenue Subway. The North Shore of Long Island has not had a major transportation capital project in decades, which is long overdue.

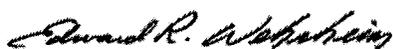
We are urging you and your members to support Senator Ken LaValle's efforts to secure the necessary funds in 2018 to commence a feasibility study for this corridor. We stand ready to assist you in making this project a reality.

Thank you in advance for your support of this important regional project.

Sincerely,



Edward P. Romaine
Supervisor
Brookhaven Town



Ed Wehrheim
Supervisor
Smithtown



Chad Lupinacci
Supervisor
Huntington

cc: Hon. Kenneth P. LaValle, NY State Senator
Mitch Pally, MTA Board Member
Hon. Steven Bellone, Suffolk County Executive