

STATE OF NEW YORK

8272

2019-2020 Regular Sessions

IN ASSEMBLY

June 11, 2019

Introduced by M. of A. WALKER -- read once and referred to the Committee on Corporations, Authorities and Commissions

AN ACT directing the metropolitan transportation authority to study the feasibility of co-mingling public transit and freight service on the proposed Triboro line along the rail right-of-way running from Co-op City in the Bronx, through Queens, and terminating in Bay Ridge, Brooklyn

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

- 1 Section 1. 1. The Metropolitan Transportation Authority shall conduct
2 a study to explore the use of the Triboro rail line as a co-mingled
3 public transit and freight line, exploring the reduction of travel time
4 for residents and an increase in quality of life for outer borough resi-
5 dents.
6 2. The study shall cover the full extent of the corridor which
7 includes Amtrak's ownership in the Bronx south over the Hell Gate
8 bridge, CSX's Fremont Secondary line south to Fresh Pond Junction, and
9 the Long Island Rail Road's Bay Ridge branch operated by New York and
10 Atlantic Railway.
11 3. Such study shall examine the challenges, opportunities, and feasi-
12 bility of co-mingling public transit and freight service along the
13 Triboro rail line.
14 4. Within one year of the effective date of this act, the Metropolitan
15 Transportation Authority shall issue a report of its findings on the
16 feasibility and benefits of co-mingling public transit and freight
17 service along the Triboro rail line to the governor, the temporary pres-
18 ident of the senate and the speaker of the assembly of the state of New
19 York. Such report shall include, but not be limited to, the following:
20 (a) the populations served and ridership expected to benefit from
21 public transit on the Triboro rail line;

EXPLANATION--Matter in italics (underscored) is new; matter in brackets [-] is old law to be omitted.

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- 1 (b) the potential transit travel time reductions, greenhouse gas
- 2 reductions, and economic benefits expected from the public transit
- 3 service on the Triboro rail line;
- 4 (c) the locations of potential stations, frequency and span of service
- 5 expected to run daily along the Triboro rail line;
- 6 (d) the operational segments (in phases) to get service started; sche-
- 7 dules needed for co-mingling with freight; expected freight expansion
- 8 and impacts to service; and
- 9 (e) any actions that can be implemented by the Metropolitan Transpor-
- 10 tation Authority immediately, a plan of action for such implementation,
- 11 and the estimated cost of such implementation plan.
- 12 § 2. This act shall take effect immediately.