STATE OF NEW YORK

1934

2023-2024 Regular Sessions

IN ASSEMBLY

January 23, 2023

Introduced by M. of A. WALKER, BENEDETTO, REYES -- 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:

Section 1. 1. The Metropolitan Transportation Authority shall, in consultation with the Port Authority of New York and New Jersey and the state Department of Transportation, conduct a study to explore the use of the Triboro rail line as a co-mingled public transit and freight line, exploring the reduction of travel time for residents and an increase in quality of life for outer borough residents.

2. The study shall cover the full extent of the corridor which includes Amtrak's ownership in the Bronx south over the Hell Gate bridge, CSX's Fremont Secondary line south to Fresh Pond Junction, and the Long Island Rail Road's Bay Ridge branch operated by New York and Atlantic Railway.

3. Such study shall examine the challenges, opportunities, and feasibility of co-mingling public transit and freight service along the Triboro rail line.

4. Within one year of the effective date of this act, the Metropolitan Transportation Authority shall issue a report of its findings on the feasibility and benefits of co-mingling public transit and freight service along the Triboro rail line to the governor, the temporary president of the senate and the speaker of the assembly of the state of New York. Such report shall include, but not be limited to, the following:

(a) the populations served and ridership expected to benefit from 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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(b) the potential transit travel time reductions, greenhouse gas reductions, and economic benefits expected from the public transit service on the Triboro rail line;

(c) the locations of potential stations, frequency and span of service expected to run daily along the Triboro rail line;

(d) the operational segments (in phases) to get service started; schedules needed for co-mingling with freight; expected freight expansion and impacts to service; and

(e) any actions that can be implemented by the Metropolitan Transportation Authority immediately, a plan of action for such implementation, and the estimated cost of such implementation plan.

§ 2. This act shall take effect immediately.