

METROPOLITAN RAIL FREIGHT COUNCIL
ACTION PLAN



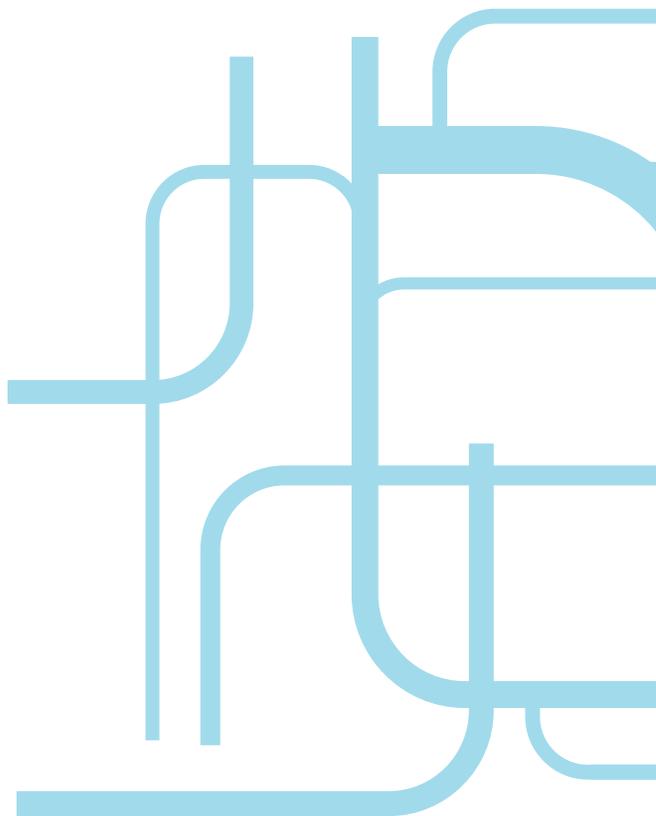


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▶ EXECUTIVE SUMMARY

Economic growth and development rest largely on trade between cities and their regional and international partners.

The efficient transportation of freight along increasingly complex and geographically scattered supply chains is key to the success of trade. In other words, reliable cargo transportation that ensures that consumers can buy the goods they want and need is pivotal to a successful economy. While consumers rarely think about the modes of transportation that move freight, it is the trucks, container ships, airplanes, and trains that influence the prices of the items they buy, the quality of the air they breathe, and the quality of jobs within their communities.

The volume of cargo moving through the national rail network is vast, and the fact is that investing in rail freight infrastructure can improve the quality of life for people living in the New York-New Jersey metropolitan region, and the nation as a whole. Rail freight creates competitively priced goods through fuel savings and contributes to cleaner air and safer streets by reducing the number of trucks on our roadways. Challenges to increasing rail freight volume in the New York-New Jersey metropolitan region remain, however, due to physical infrastructure constraints, increasing land values, and community concerns, among others.

The Metropolitan Rail Freight Council (MRFC) is addressing the challenges facing the rail freight industry in the New York-New Jersey metropolitan region. The council supports activities that increase the volume of rail freight entering and leaving the region, and the Metropolitan Rail Freight Council Action Plan highlights several initiatives that can help reach that goal.



▶ ABOUT THE METROPOLITAN RAIL FREIGHT COUNCIL (MRFC)

The MRFC is a coalition of public and private organizations dedicated to promoting greater rail freight use in the New York City-New Jersey metropolitan region. The council pursues projects and initiatives that will improve rail assets, reduce air pollution, ensure competition in the region's supply chain, and spur economic development. US Representative Jerrold Nadler (D-NY 10th District) serves as chair, and New York City Economic Development Corporation (NYCEDC) and the Port Authority of New York and New Jersey (Port Authority) coordinate MRFC activity on behalf of the council.

MRFC PARTNERS

Railroads

Amtrak

Brookhaven Rail Terminal

Canadian Pacific (CP)

Conrail

CSX Transportation (CSX)

Long Island Rail Road (LIRR)

Metro-North Railroad (MNR)

Metropolitan Transportation Authority (MTA)

New York & Atlantic Railway (NY&A)

New York New Jersey Rail, LLC (NYNJR)

Norfolk Southern (NS)

Providence & Worcester (P&W)

Public Agencies

New Jersey Department of Transportation (NJDOT)

New York City Department of Transportation (NYCDOT)

New York City Economic Development Corporation (NYCEDC)

New York City Emergency Management (NYCEM)

New York City Mayor's Office of Recovery & Resiliency (ORR)

New York Metropolitan Transportation Council (NYMTC)

New York State Department of Transportation (NYSDOT)

North Jersey Transportation Planning Authority (NJTPA)

Port Authority of New York & New Jersey (Port Authority)

USDOT Federal Highway Administration (FHWA)

USDOT Maritime Administration (MARAD)



VISION

The vision of the MRFC is to:

- **Promote a more efficient system to move goods through the New York-New Jersey metropolitan region;**
- **Support regional and economic growth; and**
- **Improve the quality of life for local residents.**

MRFC will increase collaboration between public and private entities in order to improve rail freight systems, maximize productivity, and achieve our common goals. A new strategy that encourages rail freight infrastructure projects and initiatives will guide future investments towards vital network improvements.

MISSION

The mission of the MRFC is to increase the share of rail freight service to the New York-New Jersey metropolitan region while **supporting good-paying local jobs, promoting environmental sustainability, strengthening supply chain resiliency, and reducing landside congestion.** Additionally, MRFC fosters public awareness and advocates for a strong freight network.

GOALS

The MRFC is dedicated to pursuing the following:

Goal	Definition	Measured By
Safety	Ensure the safety and security of pedestrians, private vehicles, and passengers	<ul style="list-style-type: none">• Reduction in fatalities and conflicts
Connectivity	Optimize the freight network to increase fluidity and efficiency across the supply chain, better align rail freight to where goods are going	<ul style="list-style-type: none">• Number of transload facilities in the region• Rail-to-truck moves• Growth in % of ton miles using rail freight as well as other modes
Economic Development	Grow the number of transportation-related jobs, particularly in rail freight sector, and make rail shipping a more attractive option	<ul style="list-style-type: none">• Number of jobs in the freight and trade industries• Growth in businesses using rail• Growth in % of ton miles of rail freight
Capacity	Increase the amount of freight that rail can move over the network to support current and future demand	<ul style="list-style-type: none">• Miles of track throughout the region• Change in # of low bridge clearances• Change in miles of track at 286,000 lbs.
Sustainability	Minimize the environmental impacts of goods transported by rail-served businesses	<ul style="list-style-type: none">• Change in miles traveled• Number of environmentally friendly locomotives in service
Resiliency	The ability for the freight transportation network to rebound from an unexpected disruption and limit impact of extreme weather events through hazard mitigation	<ul style="list-style-type: none">• Plans• Event outcomes

THE MRFC ACTION PLAN

The MRFC Action Plan tracks progress on high-priority projects and initiatives, which enables our partners to collaborate and overcome common challenges. The MRFC Action Plan also provides readers with an introduction to rail freight in the New York-New Jersey metropolitan region, as well as the environmental benefits of moving freight by rail and the challenges to increasing rail freight volume.

The MRFC Action Plan Project List (see Appendix) is a compilation of projects that council partners agree must be implemented. MRFC partners are encouraged to identify potential new projects in our region to achieve our vision, mission, and goals.

Projects listed in the MRFC Action Plan do not supersede projects programmed in MPO documents or included in agency capital plans. Project parties will follow appropriate regional planning requirements to ensure plan consistency.

BROOKHAVEN RAIL TERMINAL | YAPHANK, LONG ISLAND

Source: Brookhaven Rail Terminal



RAIL FREIGHT IN THE NEW YORK-NEW JERSEY METROPOLITAN REGION

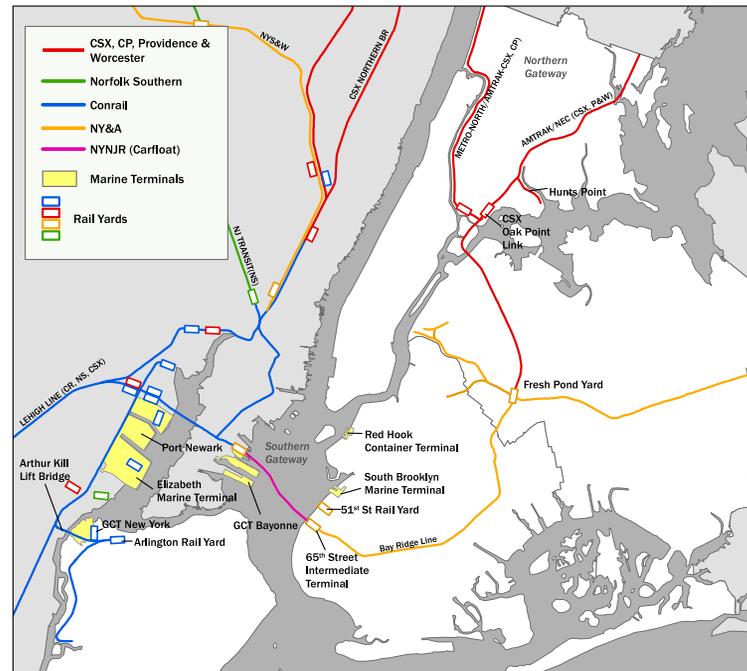


REGIONAL RAILROADS

The New York-New Jersey metropolitan region benefits from an extensive rail network. Three Class 1 Railroads—defined as those that exceed \$250 million in annual revenue—NS, CSX, and CP, as well as several short line railroads, provide a critical service option for both domestic and international shippers.

CSX largely serves the Northern Gateway from Upstate New York down the Hudson River and through the Bronx and Queens; NS largely serves the Southern Gateway via the NYNJR car float; and NY&A operates the freight franchise for the LIRR.

Regional Rail Network



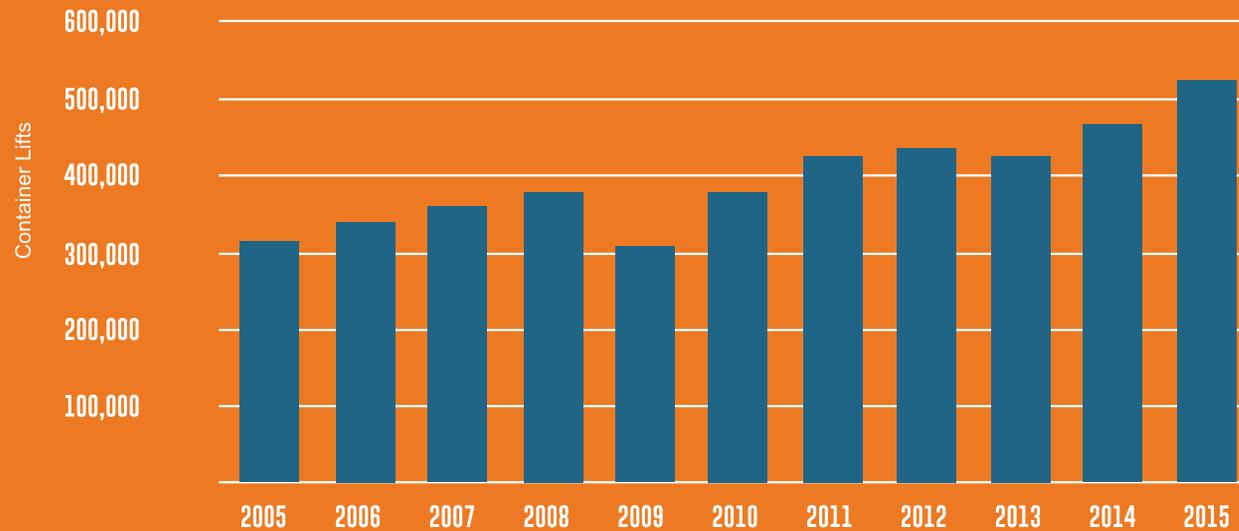
Source: NYCEDC

RAIL FREIGHT VOLUMES

Despite a national decline in the number of carloads moved, rail freight volumes in the New York-New Jersey metropolitan region have grown. One significant growth sector is intermodal freight (the transfer of shipping containers between ships and rail cars).

Roughly 14% of the containers that arrive on large container ships are transferred onto rail cars for destinations in the Midwest, Southwest, and New England. This volume—known as on-dock rail lifts by the Port Authority—has increased by approximately 65% between 2005 and 2015. The increase in on-dock rail lifts is largely thanks to competitive pricing, faster throughput, and reliable goods movement schedules.

ExpressRail Container Lifts at Port of New York and New Jersey

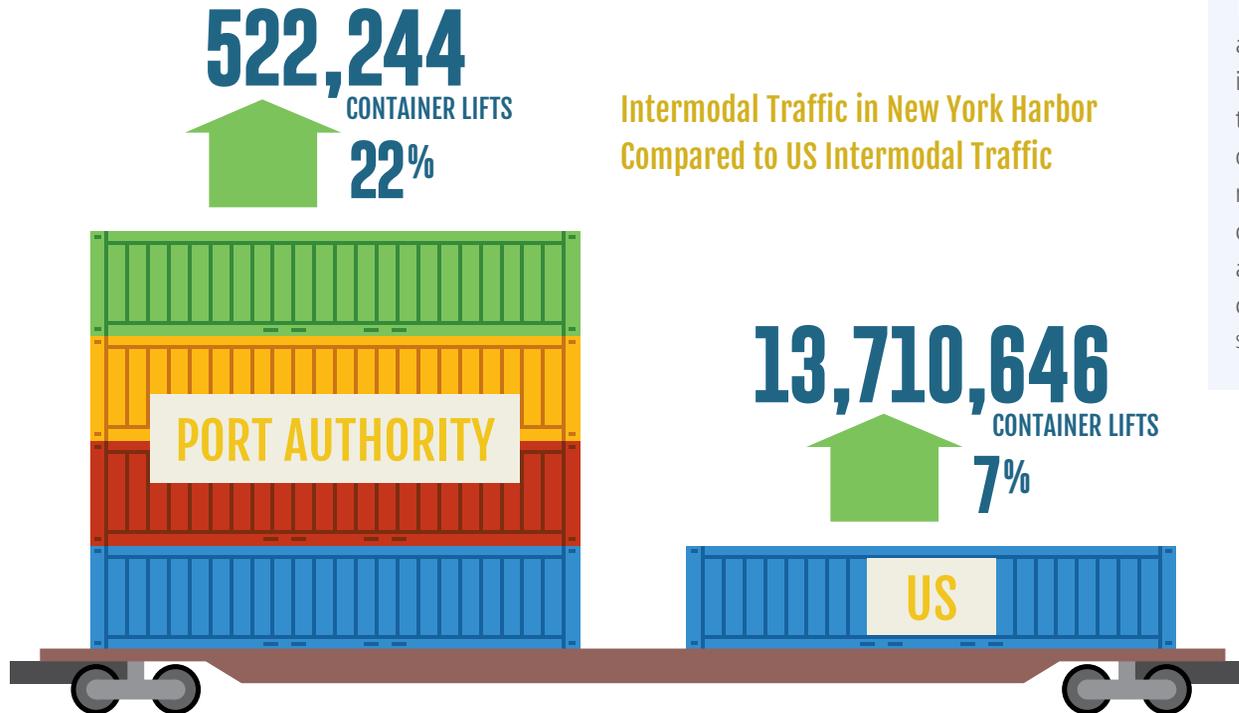


Source: Port Authority of New York and New Jersey

LEVERAGING THE BENEFITS OF TARGETED INVESTMENTS

Intermodal traffic in the Port of New York and New Jersey grew by 22% between 2013 and 2015, outperforming the national growth rate of 7%. In fact, all intermodal activity served by the Port of New York and New Jersey captured 3% of all national traffic.

This growth is due to \$600 million in investments into the Port Authority ExpressRail yards in Elizabeth, New Jersey; Newark, New Jersey; and Staten Island, New York, as well as significant investments made by private railroads.



Source: Port Authority of New York and New Jersey

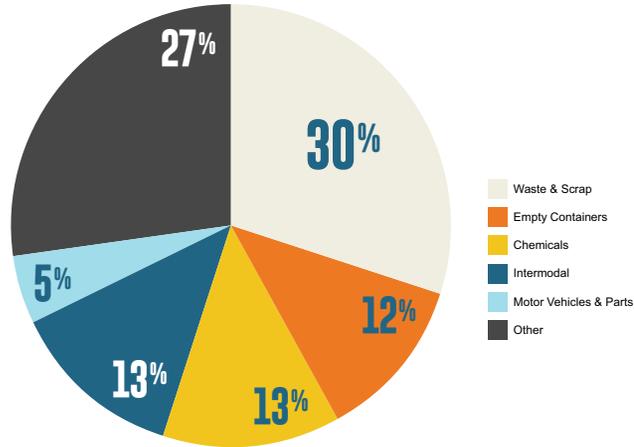
did you know?

That intermodal freight is defined as “the transfer of products involving multiple modes of transportation – truck, railroad, or ocean carrier. Electronics, mail, food, paper products, clothes, appliances, textiles, and auto parts all take a ride on the country’s intermodal network.”

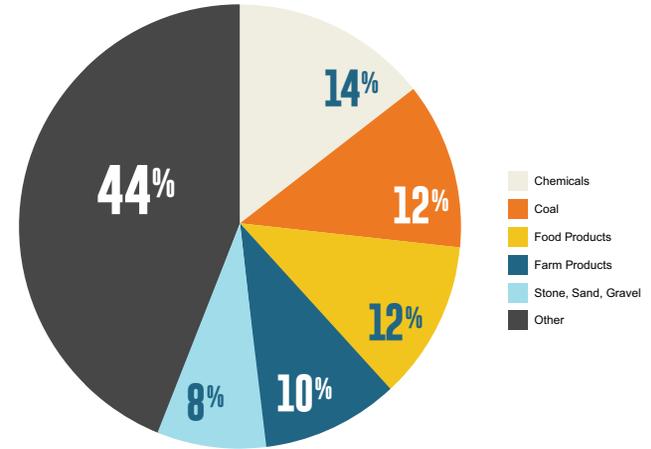
Source: Intermodal Association of North America

RAIL FREIGHT IN NEW YORK AND NEW JERSEY

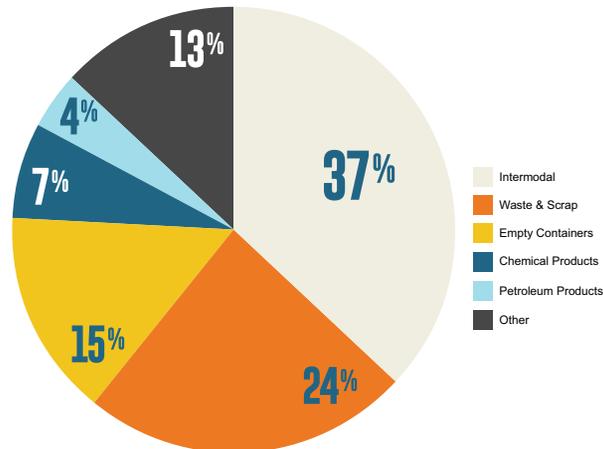
Originating in New York



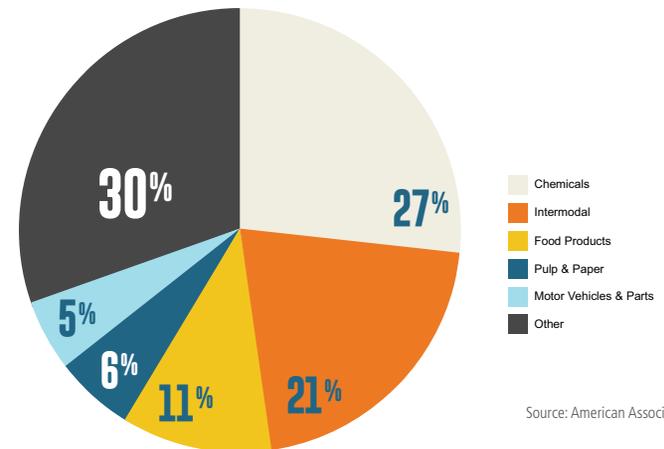
Destined for New York



Originating in New Jersey



Destined for New Jersey



Source: American Association of Railroads, 2012

WHAT DOES RAIL FREIGHT MEAN TO ME?

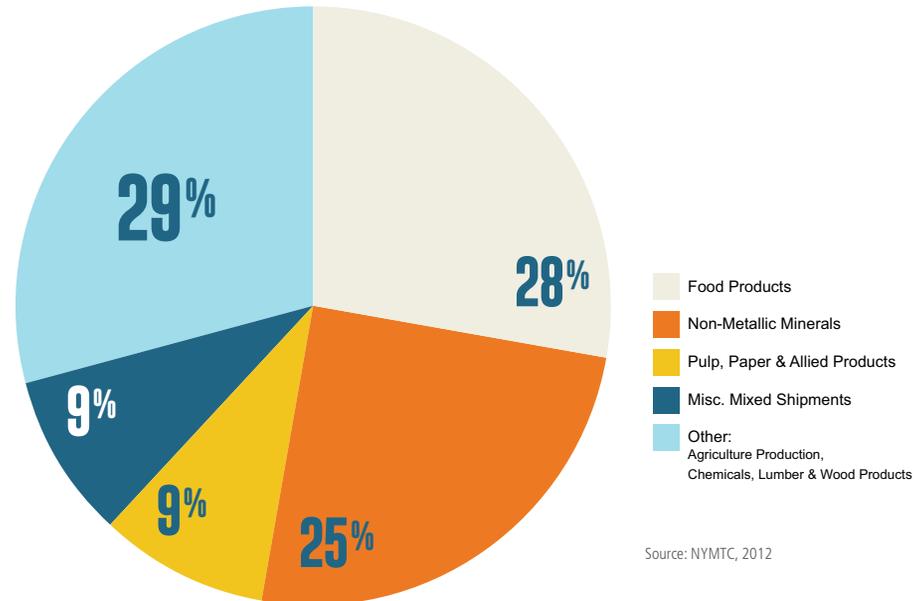
INBOUND COMMODITIES

The New York-New Jersey metropolitan region is the nation's largest consumer economy. The amount of cargo that moves eastbound by rail to New York State is 150% more than the amount that originates there. That same figure is nearly 90% in New Jersey. Major import or "inbound" commodities to the ten-county New York-New Jersey metropolitan region mirror similar figures. The majority of goods moved eastbound by rail are food products (28%), non-metallic minerals (25%), and pulp and paper products (9%). "Other" commodities (29%) include agriculture products, chemicals, and lumber and wood products.

Shipments of lumber and wood products have increased significantly due to strong growth in the housing and construction industries. Much of the lumber and wood products that arrive in the region travel from New Jersey across New York Harbor using the NYNJ, LLC's car float to the 65th Street Rail Yard, located in Sunset Park, Brooklyn. The rail yard has served as a key freight facility connecting the mainland with business in Brooklyn, Queens, and Long Island. Using rail for the shipment of these construction goods eliminated approximately 1,200 long-haul truck trips in 2016, reducing congestion and air pollution.

Recognizing the potential to increase lumber and other rail freight commodities, Port Authority was awarded a \$10.6 million FASTLANE grant to expand transload capacity at 65th Street Rail Yard, and to improve rail yard efficiency at Greenville Yard in Jersey City, New Jersey.

Major Inbound Commodities



Source: NYMTC, 2012

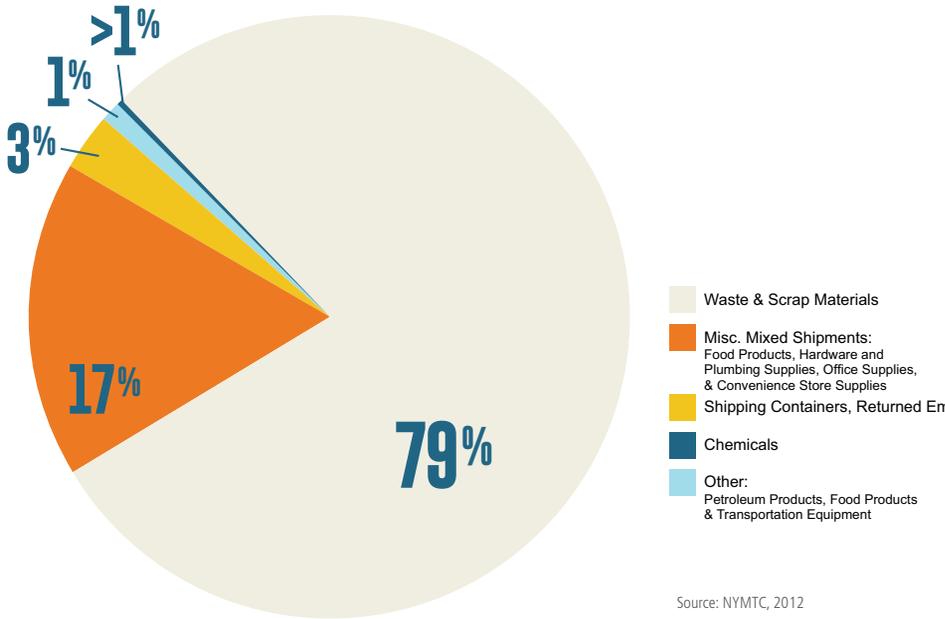
WHAT DOES RAIL FREIGHT MEAN TO ME?

OUTBOUND COMMODITIES

The New York-New Jersey metropolitan region exports a vast quantity of goods via rail car. Major export or “outbound” commodities in the ten-county NYMTC region include waste and scrap metal (79%), miscellaneous shipments that include food products, hardware and plumbing supplies, office supplies, and convenience store supplies (17%), as well as empty shipping containers (3%), petroleum products (1%) and chemicals (>1%).

It is expected that the amount of waste and scrap metal exported via rail will increase as New York City moves away from truck-only service options, based on recommendations from the City’s Solid Waste Management Plan. With anticipated population growth and diminishing space for landfills, there will be increased demand for shipping waste by rail out of the East of Hudson region.

Major Outbound Commodities



Source: NYMTC, 2012

LOCAL SUCCESS STORIES ▶

Oak Point Link

In 1998, NYSDOT completed the Oak Point Link, a \$187 million project that provides a shorter route for rail freight through the Bronx to access the Oak Point Yard and Harlem River Yard from Upstate New York. Trains were initially forced to zigzag over Metro North Railroad commuter rails, so NYSDOT built 1.9 miles of new track – 600 feet of which connected the Oak Point Yard with the Harlem River Yard. Without the Oak Point Link, the Northern Gateway would be significantly constrained. CSX is the main operator along the Oak Point Link. The Port Authority's investment of \$63 million into this important project demonstrates their commitment to the region's rail freight.

Source: NYCEDC







RAIL FREIGHT BENEFITS

► RAIL FREIGHT BENEFITS

Moving freight by rail is growing in popularity for both shippers and supply chain managers – for a good reason. While moving freight via railroad is less on-demand than trucking, the benefits to moving freight by rail are clear.

Freight by rail is:

- More efficient than trucking when moving bulk, project cargo, or shipping containers;
- More competitive than trucking for less time-sensitive bulk cargos that travel long distances; and
- More flexible than trucking, enabling shippers to balance delivery time, reliability, and cost.

Wages

Average annual salaries in the rail freight industry are more than \$100,000. There are nearly 180,000 freight railroad employees, and railroad companies invest every year in training high-skilled railroad workers, whether they are engineers, mechanics, or conductors.

did you know?

The railroad industry is paving the way for double stack container cargo, maximizing rail freight efficiency. That means trains can carry twice the cargo than before.

Source: Intermodal Association of North America

\$109,000
AVERAGE ANNUAL SALARY



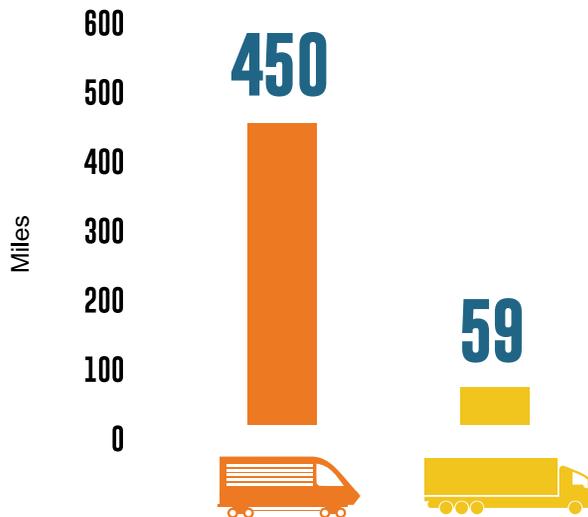
Source: American Association of Railroads, 2016

ENVIRONMENTAL BENEFITS

Rail freight reduces transportation-related air pollution. The environmental benefits are clear:

- Trains use less fuel than trucks to transport the same tonnage, allowing shippers to choose a more environmentally friendly transportation method
- One train can transport one ton of cargo on one gallon of fuel for approximately 450 miles, while a truck can only transport that same amount of cargo for approximately 59 miles
- One train can replace five hundred tractor-trailers and can cut greenhouse gas emissions by 75%
- Rail freight accounts for only 6% of all logistics-related greenhouse gas emissions

How Far One Ton of Freight Travels on One Gallon of Fuel, by Mode

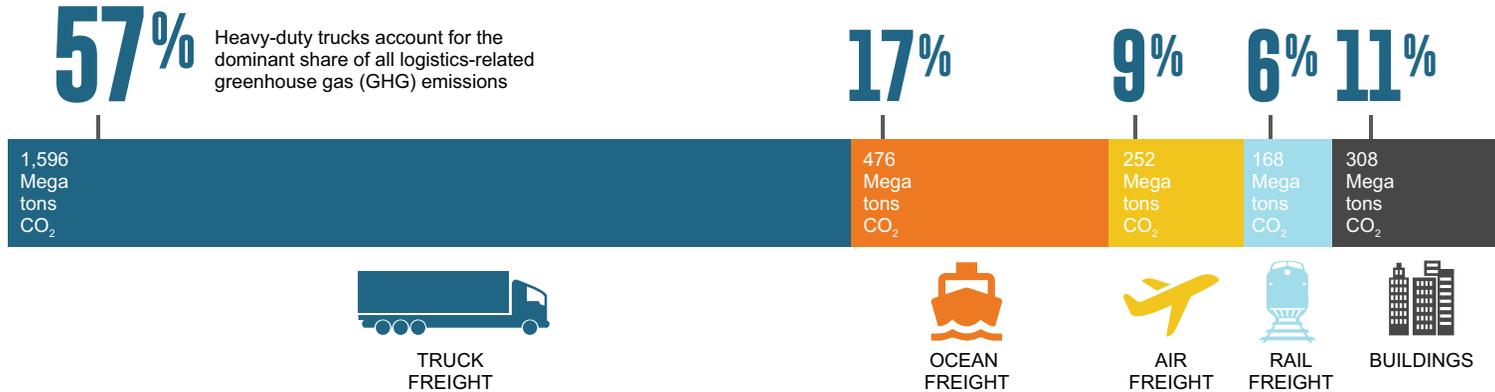


Source: Inland Rivers & Terminals

ENVIRONMENTAL BENEFITS



Carbon Dioxide Emissions by Mode



Source: World Economic Forum



▶ **RAIL FREIGHT CHALLENGES**



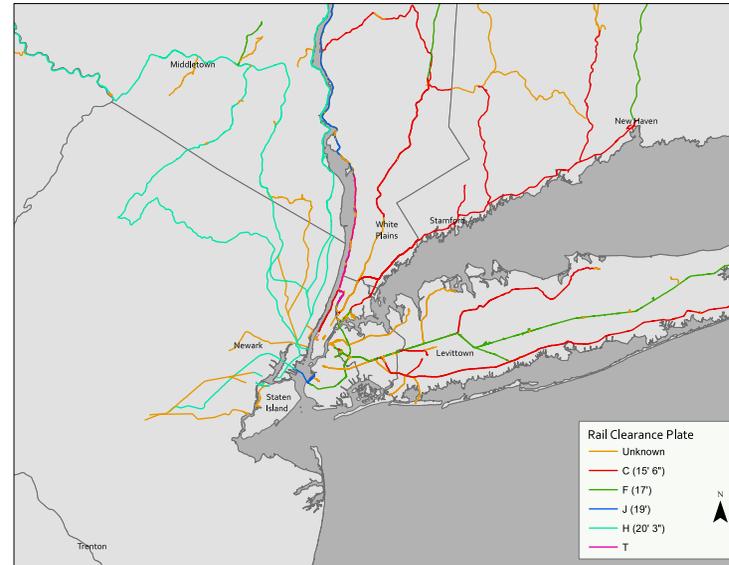
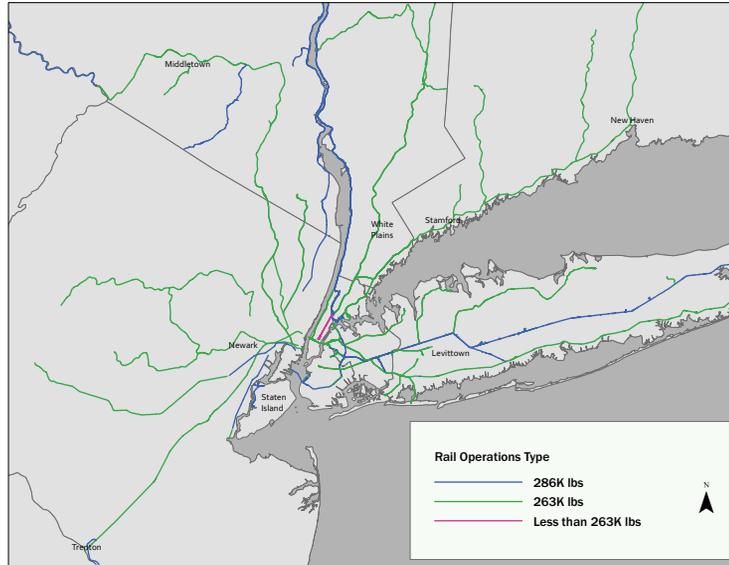
▶ RAIL FREIGHT CHALLENGES

As a result of geographic, infrastructure, and regulatory challenges associated with rail freight, the region relies heavily on trucking to move goods. Overreliance on trucking increases transportation costs, impacts local communities, clogs congested highways, and diminishes air quality. Increasing congestion makes it costly to do business in the region, placing many shippers at a competitive disadvantage. Rail freight offers shippers a reliable and cost-effective alternative to trucking, bypassing those frequently congested roadways.

Capacity

There is limited capacity for additional rail freight facilities in the New York-New Jersey metropolitan region, particularly in areas east of the Hudson River, and there are few large rail yards capable of switching and storing railcars. New Jersey has more than fifteen rail yards that serve the New York-New Jersey metropolitan region, including the large container terminals in Elizabeth and Newark. In New York City, there are approximately nine rail yards, including the Fresh Pond Yard in Maspeth, Queens, and the 65th Street and 51st Street Rail Yards in Sunset Park, Brooklyn.

Regional Railroad Weight Limits/Clearances

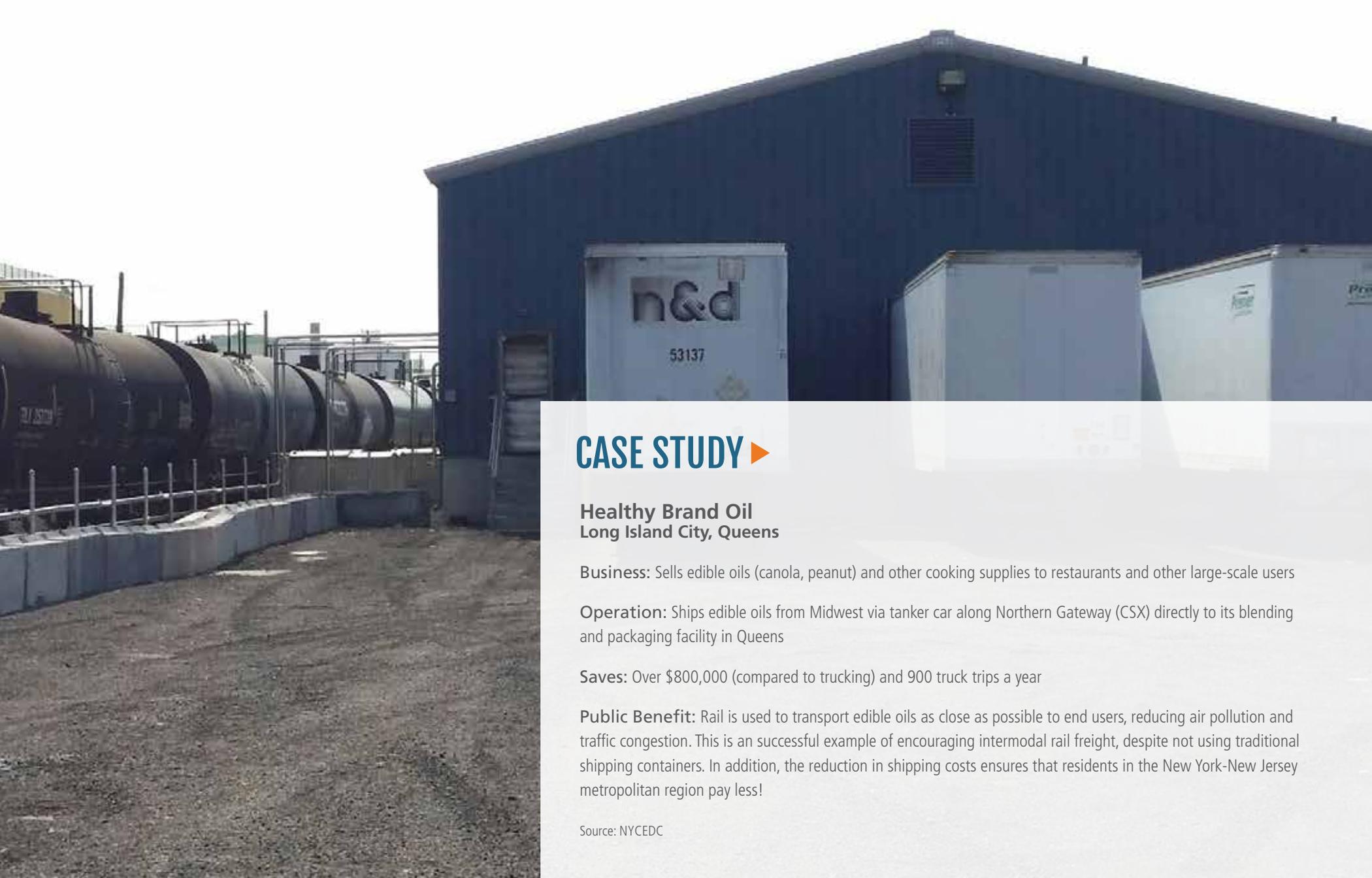


Source: NY&A



There are limits to the type of freight that can be handled east of the Hudson River as it relates to the height and weight of rail cars. Double-stack container trains are unable to access markets in New York City beyond Staten Island. Height restrictions must be eliminated to accommodate intermodal trains.

Across the country, investments are being made to accommodate double stack container trains so that trains can efficiently move containerized cargo. Railroads, however, must be able to accommodate rail cars that weigh up to 286,000 lbs., and height clearances of 20'3". The maps above highlight both the weight and height restrictions in the New York-New Jersey metropolitan region. The Bay Ridge Line, for example, is capable of handling 286,000 lb. rail cars; however, in some locations between Huntington and Port Jefferson on Long Island, only railcars weighing up to 263,000 lbs. are permissible. The electrified third rail on Long Island is also an impediment to double stack rail freight.



CASE STUDY ▶

Healthy Brand Oil Long Island City, Queens

Business: Sells edible oils (canola, peanut) and other cooking supplies to restaurants and other large-scale users

Operation: Ships edible oils from Midwest via tanker car along Northern Gateway (CSX) directly to its blending and packaging facility in Queens

Saves: Over \$800,000 (compared to trucking) and 900 truck trips a year

Public Benefit: Rail is used to transport edible oils as close as possible to end users, reducing air pollution and traffic congestion. This is an successful example of encouraging intermodal rail freight, despite not using traditional shipping containers. In addition, the reduction in shipping costs ensures that residents in the New York-New Jersey metropolitan region pay less!

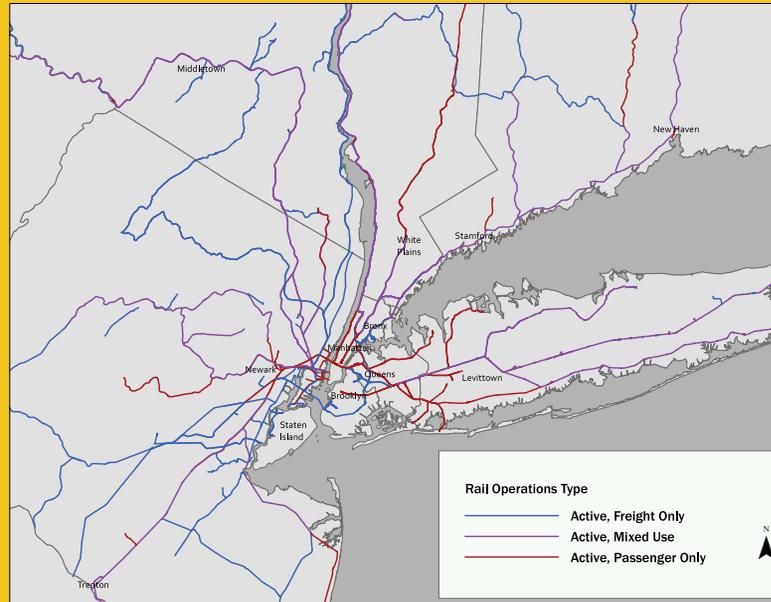
Source: NYCEDC

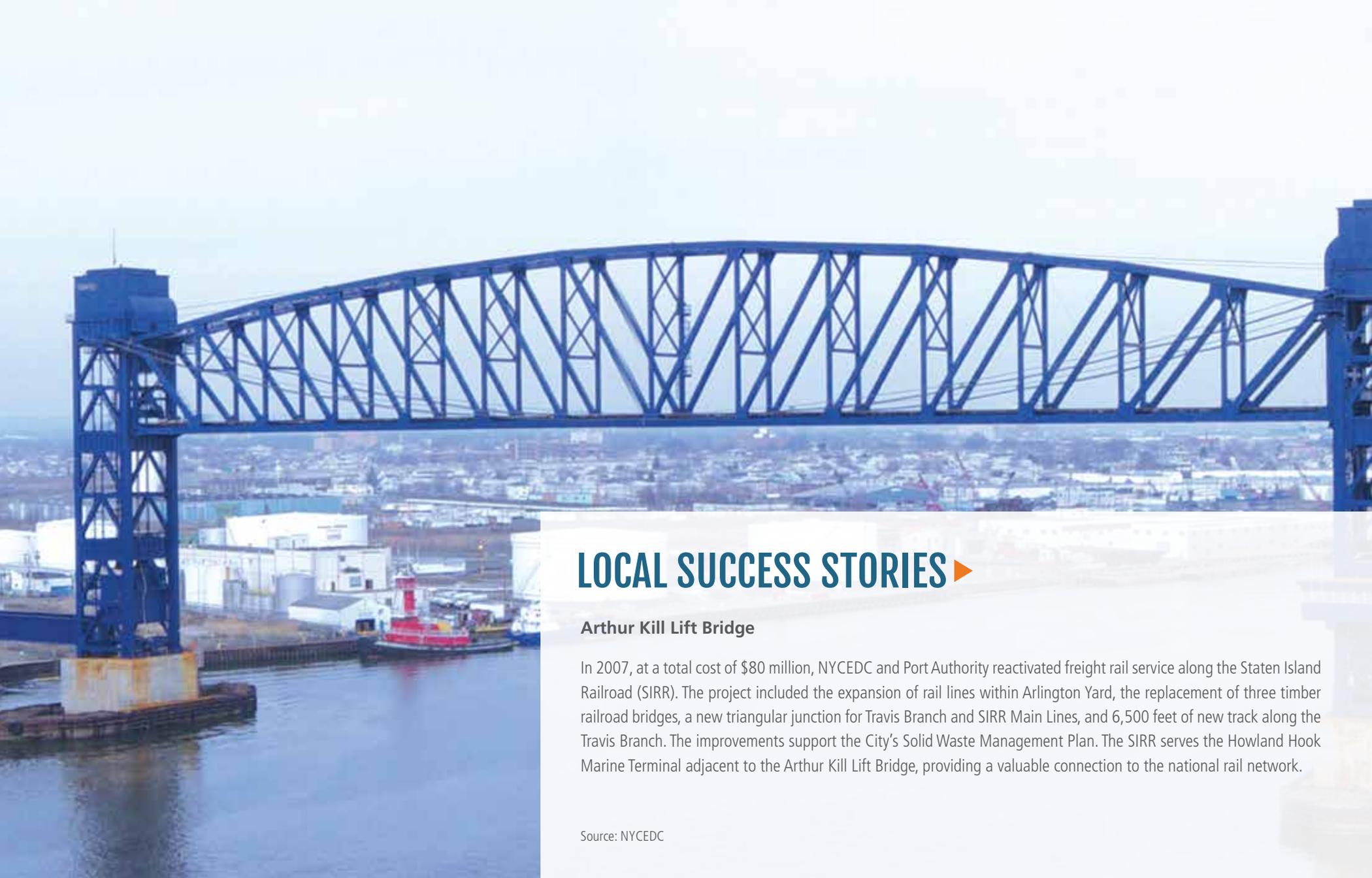
TRANSFORMING THE REGIONAL RAIL NETWORK

Rail lines will require significant investment to bring the regional rail network into the twenty-first century. Immediate needs include lowering track beds, raising bridges, rethinking the use of third rails, and reactivating defunct rail sidings and spurs for industrial use. Most of the network east of the Hudson is Plate F (17') or Plate C (15'6"); however, Plate H (20'3") clearance is required for double stack or auto carrier cars. According to USDOT Federal Highway Administration's (FHWA) Cross Harbor Freight Program Tier 1 Environmental Impact Statement, the Bay Ridge Branch is entirely grade-separated, with forty-four overhead structures or bridges in the segment of the line between East New York and Bay Ridge. A survey of the branch completed as part of the State of New York's Full Freight Access Program identified five of the forty-four bridges as having clearances of 17'6" (minimum clearance for trailer-on-flatcar) or less, while thirty have a 20'6" clearance (minimum clearance for high-cube double-stack railcars) or less.

Much of the rail network in the region is shared by passenger rail, which often gets priority access with better hours and operations. This constraint forces freight-dependent businesses to operate at night, often contributing to noise pollution. Optimizing rail operations to maintain existing passenger service while providing additional windows for freight service could facilitate more daytime deliveries. This shift could in turn reduce labor and inventory costs and impacts of noise pollution.

Regional Rail Operations Types





LOCAL SUCCESS STORIES ▶

Arthur Kill Lift Bridge

In 2007, at a total cost of \$80 million, NYCEDC and Port Authority reactivated freight rail service along the Staten Island Railroad (SIRR). The project included the expansion of rail lines within Arlington Yard, the replacement of three timber railroad bridges, a new triangular junction for Travis Branch and SIRR Main Lines, and 6,500 feet of new track along the Travis Branch. The improvements support the City's Solid Waste Management Plan. The SIRR serves the Howland Hook Marine Terminal adjacent to the Arthur Kill Lift Bridge, providing a valuable connection to the national rail network.

Source: NYCEDC

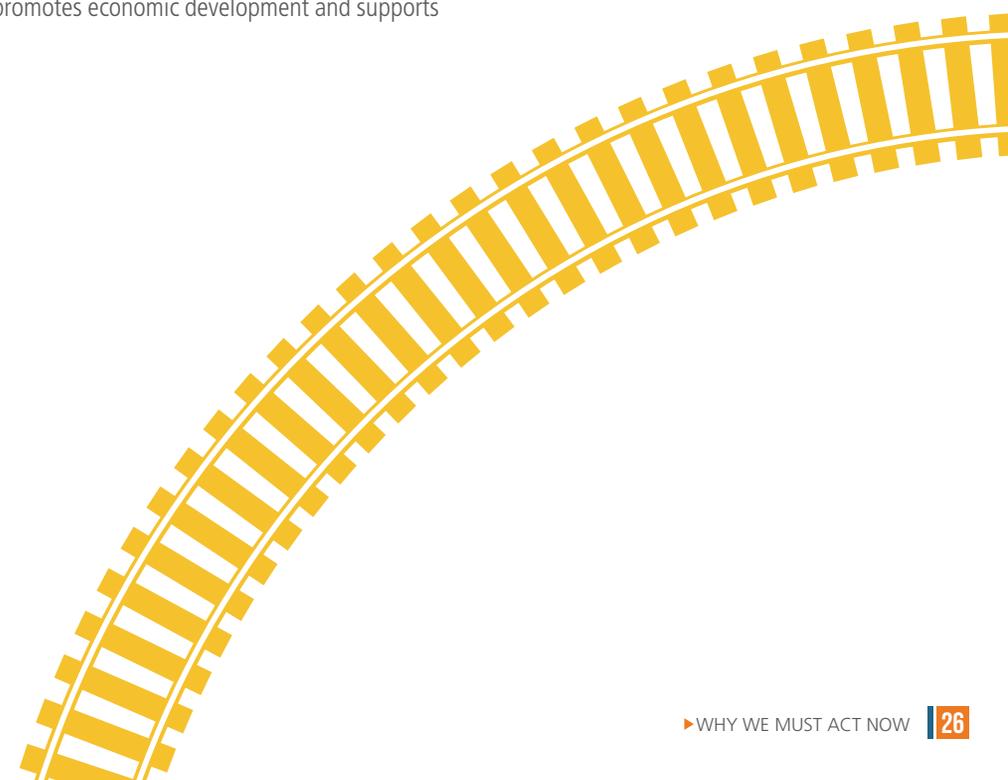


▶ WHY WE MUST ACT NOW



▶ WHY WE MUST ACT NOW

Addressing the needs of the region's rail system is becoming more important as the volume of freight continues to grow. The MRFC Action Plan will serve as an ongoing planning, reporting, and monitoring document for rail freight projects. Through this action plan, we will be able to create a more resilient, connected, and sustainable freight network that promotes economic development and supports current and future levels of goods movement in the region.



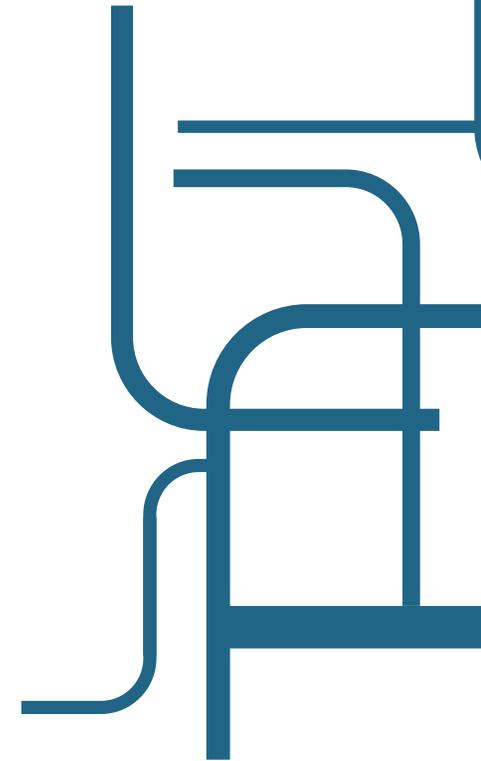


 **ACTION PLAN DETAILS**



▶ ACTION PLAN DETAILS

The initiatives listed in the MRFC Action Plan are in various stages of planning, and the appendix highlights the status of the initiatives. Each initiative is designed to achieve one or more of our outlined goals, and each has a lead agency or railroad to shepherd the project to completion.



INITIATIVE		GOALS ACHIEVED	LEAD	TIMELINE	STATUS
Cross Harbor Freight Improvements	Construction of larger car float barges and float bridge at Greenville Yard.	<ul style="list-style-type: none"> • Connectivity • Capacity 	PANYNJ	Short	In Progress ●
65th Street Rail Yard Improvements - Transload Facility (Brooklyn)	Improve transload infrastructure at rail yard in Sunset Park, Brooklyn (extended dock, lighting, covered storage space, truck scale). FASTLANE Grant awarded to PANYNJ September 2016. Project Cost: \$6.5 million, Grant Award: \$3.9 million.	<ul style="list-style-type: none"> • Capacity • Connectivity • Resiliency 	NYNYR	Short	In Progress ●
65th Street Rail Yard Improvement - Second Lead Track (Brooklyn)	Construct a second lead track to the 65th Street Rail Yard, providing redundancy to current NYNJR operations. It would allow for increased throughput and operational flexibility. NYSDOT PFRAP Grant awarded to NYNJR in February 2017. Project Cost: \$1.8 million. Grant Award: \$1.6 million.	<ul style="list-style-type: none"> • Capacity • Connectivity • Resiliency 	NYNJR, PANYNJ	Short	In Progress ●
Travis Industrial Track Rail Replacement	Replace 21,000 linear feet of outdated, 1950s-era rail on Staten Island with 136-lb. continuously-welded track. NYSDOT PFRAP Grant awarded to Conrail in February 2017. Project Cost: \$1.9 million. Grant Award: \$1.7 million.	<ul style="list-style-type: none"> • Capacity • Resiliency • Safety 	Conrail, NYCEDC	Short	In Progress ●
Port Jersey Second Lead Track	Construct track to improve yard efficiency at Greenville Yard. FASTLANE Grant awarded to Port Authority September 2016. Project cost: \$11.2 million, Grant Award: \$6.7 million.	<ul style="list-style-type: none"> • Capacity 	NYNYR	Short	In Progress ●
Railyard Expansion at Hunts Point (Bronx)	Expand rail freight opportunities at the Hunts Point markets, allowing tenants to more efficiently receive produce. The \$22 million project includes replacing and upgrading old track and adding new sawtooth platform.	<ul style="list-style-type: none"> • Capacity • Connectivity • Resiliency 	NYCEDC	Short	In Progress ●

INITIATIVE		GOALS ACHIEVED	LEAD	TIMELINE	STATUS
South Brooklyn Marine Terminal Reactivation	Select long-term maritime industrial tenant for 72-acre site with over 1,200 feet of berth space, 300,000 square feet of warehousing space, and connection to national rail network. Project completion expected end of 2016.	<ul style="list-style-type: none"> • Economic Development • Connectivity 	NYCEDC	Short	In Progress ●
CSX Fremont Secondary	Construct second lead track extension on the Fremont Secondary in Queens to increase system capacity, with CSX leading design effort.	<ul style="list-style-type: none"> • Capacity 	NYS DOT, CSX	Short	In Progress ●
Clean Diesel Locomotives	Purchase two (or more) additional clean diesel locomotives to meet emissions reductions goals and complement the Port Authority's three new Tier 4i locomotives and the LIRR's two new Tier 3+ locomotives for NY&A fleet.	<ul style="list-style-type: none"> • Sustainability 	PANYNJ	Short	In Progress ●
Cross Harbor Freight Program Tier II Environmental Review Analysis	Complete Tier II Environmental Impact Statement (EIS) analysis for the Cross Harbor Freight Program enhanced car float and rail tunnel options to bring increased rail freight to destinations East of Hudson.	<ul style="list-style-type: none"> • Capacity • Connectivity • Sustainability 	PANYNJ	Short	In Progress ●
Raritan River Draw Bridge	Recognizing that bridge resiliency is essential to safe and reliable operations along the North Jersey Coast Line (NJCL), the Raritan River Bridge Replacement Project will replace the existing swing bridge that carries NJ Transit's NJCL trains over the Raritan River between Perth Amboy and South Amboy. It carries almost 10,000 daily NJ Transit customers and moves two million tons of freight annually via Conrail.	<ul style="list-style-type: none"> • Capacity • Economic Development 	NJ Transit	Medium	In Progress ●

INITIATIVE		GOALS ACHIEVED	LEAD	TIMELINE	STATUS
LIC Rail Terminal / Wheelspur Yard Improvements (Queens)	Install steam plant to preserve food-grade sweetener in rail cars, serving local bottling plants. The plant would eliminate 4,400 trucks each year.	<ul style="list-style-type: none"> • Sustainability • Capacity 	NY&A	Short	Planned ●
Double Stack & Auto Carrier Railcar Clearance Improvement (HEIGHT - Brooklyn & Queens)	Modernize the region's infrastructure to accommodate double stack intermodal rail freight and auto carriers to increase capacity in the network.	<ul style="list-style-type: none"> • Economic Development • Capacity 	NYSDOT, NYCEDC, LIRR	Long	Planned ●
286,000 lb. Railcar Clearance Improvement (WEIGHT – New York & New Jersey)	Modernize the region's infrastructure to accommodate 286,000 lb. rail cars. Various locations still have maximum weight limits of 263,000 lbs., which does not facilitate modern rail car standards.	<ul style="list-style-type: none"> • Economic Development • Capacity 	NYSDOT, NJDOT	Long	Planned ●
Lehigh Line Third Track (New Jersey)	Construct six-mile segment of Conrail Shared Assets' Lehigh Line between Aldene and Newark, NJ, to support a vital link between the Raritan Valley Line riders and NJ Transit's major terminals in Newark, Secaucus, Hoboken, and Penn Station.	<ul style="list-style-type: none"> • Capacity • Resiliency 	Conrail, NJ Transit	Medium	Planned ●
65th Street Rail Yard Improvement – Brooklyn Army Terminal (BAT) Intermodal Access Ramp	Construction of an intermodal access ramp to improve access to 65th Street Rail Yard. Initiative will also improve circulation at BAT.	<ul style="list-style-type: none"> • Safety 	NYCEDC	Short	Planned ●

INITIATIVE		GOALS ACHIEVED	LEAD	TIMELINE	STATUS
Conrail Mainline Connectors (New Jersey)	Improve southbound connector from the SIRR, among other locations on the Conrail Mainline.	<ul style="list-style-type: none"> • Capacity 	Conrail, PANYNJ	Medium	Conceptual ●
Railyard Expansion at Howland Hook Marine Terminal (Staten Island)	Expand Arlington Rail Yard and ExpressRail capacity on Staten Island to better serve Howland Hook Marine Terminal and other users of the SIRR. Rail yard expansion will support New York City's transport of municipal solid waste and the nearby Matrix urban distribution center.	<ul style="list-style-type: none"> • Capacity • Connectivity • Resiliency 	PANYNJ, NYCEDC	Medium	Conceptual ●
Raritan Center Rail Access from Garden State Coastline	Construct rail access to Raritan Center in Middlesex County, NJ with 13 million square feet of office, research, warehouse, distribution, and industrial space. This project would provide freight tracks to bring goods to the Raritan Center traveling over the Garden State Coastline.	<ul style="list-style-type: none"> • Economic Development • Capacity • Resiliency 	Conrail, NJDOT	Medium	Conceptual ●
Infrastructure Bank: Annual, Renewable Funding Pool for Rail Projects (Region-wide)	Create rail freight-focused infrastructure bank, which could be administered by both state DOTs, private railroad industry, and federal government. Implementation to require creating a mechanism to agree on how projects should be identified and paid for.	<ul style="list-style-type: none"> • Economic Development 	NYS DOT, NJDOT	Long	Conceptual ●
Trackage Rights	Preserve trackage rights for future freight rail use to maximize opportunities for competitive rail service into the region and to ensure resilience of freight rail service during emergencies.	<ul style="list-style-type: none"> • Capacity • Connectivity • Resiliency 	NYS DOT, NJDOT, PANYNJ	Ongoing	Conceptual ●

For more information
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