Good afternoon. My name is Scott Wigger and I am the Executive Director for Railroads of New York (RONY), a statewide association that represents the freight rail industry in New York State.

RONY represents four Class I Railroads (CSX, Canadian National, Canadian Pacific and Norfolk Southern) and 34 Short Line and Regional Railroads that directly employ over 3,700 individuals in NYS. RONY’s member railroads provide access to the nation’s 140,000-mile freight rail network, enabling many of New York’s industrial, manufacturing and agricultural businesses to reach markets across the country and throughout the world via all U.S. ports and to realize a substantial competitive advantage over other businesses that lack access to the rail network. In addition to providing considerable economic benefits to the New York-based customers our railroad members service, freight rail also offers many environmental benefits, including reduced pollution and highway congestion, as well as increased fuel efficiency. Moving goods by freight rail instead of truck transportation also helps reduce wear and tear on our state’s highway network.

Contained in the Governor’s 2016-17 Executive Budget proposal is $10 million for freight rail infrastructure projects and a separate $10 million allocation for a mix of freight rail, passenger rail and port-related infrastructure projects. This $20 million level of total funding is the same as it has been the past three fiscal years. While RONY appreciates the work that has been done in recent years to reestablish this important funding program, as infrastructure investments are becoming more of a focus here in NYS, we believe this budget year presents the unique opportunity to fully fund this program at $50 million, the same level it was during the 2005-10 NYSDOT Capital Plan period. This funding is key as rail freight volumes are expected to significantly increase over the next few decades, placing even more strain on the state’s freight rail network. According to a 2015 report issued by the U.S. Department of Transportation, rail freight demand is expected to increase by 49% by 2040.

Expanding this essential economic development program would allow our state’s freight rail operators to make significant investments in the state’s freight rail network. These important and needed investments by NYS will not only help improve the safety and overall condition of the state’s rail system, they will also help promote economic development activities as our state’s freight rail operators will be better positioned to expand service and reach customers and areas of the state currently without direct rail service. Access to dependable, efficient freight rail service is a key driver in many industrial facility location decisions as it allows businesses to receive.
materials and ship products in a more cost-effective manner. This is especially true when receiving or shipping such goods over long distances.

RONY also supports the development of a Five-Year NYSDOT Capital Plan, similar to the Five-Year MTA Capital Plan that is currently being evaluated. This presents a unique opportunity to bolster the state’s freight rail infrastructure program to a level that will allow for more effective, significant investments in the state’s rail network. As such, RONY supports funding for the state’s freight rail infrastructure program at the same $50 million per year investment level as outlined above for the five-year period covered by this Capital Plan, totaling $250 million.

Long-term investment planning is key for our state’s freight rail operators. It allows them to develop more innovative capital projects that advance state and local economic development efforts, as such projects typically take more time to plan and execute as compared to capital repair and maintenance projects. A Five-Year Capital Plan will also allow freight rail companies to better plan and collaborate with local businesses and economic development organizations so that the freight transportation needs of the local area can be achieved in the most cost-effective way possible.

It is also important to keep the state’s freight rail infrastructure program as it is currently structured, with NYSDOT responsible for the scoring of these projects as opposed to having them evaluated through the Regional Economic Development Council process. While the Regional Council process helps fund numerous economic development activities throughout the state, it is not the most effective process to evaluate freight rail infrastructure projects. This is because given the interconnectedness of the state freight rail network, evaluating these projects on a regional basis does not always take into account the benefits any one particular project would have on the state as a whole. In addition, while such projects don’t usually result in the direct creation of jobs with the railroad, the economic benefits of these projects are often realized by the customers served by the rail network, another factor NYSDOT is uniquely qualified to take into account when going through its scoring process.

According to the 2009 NYS Rail Plan issued by NYSDOT, there is a need to invest approximately $390 million per year in the state’s freight rail infrastructure over a five-year period, totaling nearly $2 billion, with approximately half of these identified needs relating solely to keeping the current rail system in a state-of-good-repair. The following chart outlines these needs in more detail, including a going-forward look at the 20-year needs in the system:

<table>
<thead>
<tr>
<th>FREIGHT RAIL NEED CATEGORY</th>
<th>5-YEAR NEEDS</th>
<th>20-YEAR NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain Existing Conditions</td>
<td>$242,000,000</td>
<td>$911,000,000</td>
</tr>
<tr>
<td>Develop State-of-Good Repair</td>
<td>$597,000,000</td>
<td>$1,235,000,000</td>
</tr>
<tr>
<td>System Enhancement</td>
<td>$545,000,000</td>
<td>$1,658,000,000</td>
</tr>
<tr>
<td>System Expansion/Economic Development</td>
<td>$580,000,000</td>
<td>$1,357,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,964,000,000</strong></td>
<td><strong>$5,161,000,000</strong></td>
</tr>
</tbody>
</table>

In addition, RONY recently conducted a survey of its freight rail members to identify projects in need of state funding in order to commence. As shown on the attached chart, this informal survey produced a sample listing of over $350 million in shovel-ready freight rail projects all across the state. This helps illustrate both the short- and long-term needs in the state’s freight rail network.

With respect to environmental benefits, the inherent efficiency freight rail provides results in benefits including reduced pollution, increased fuel efficiency and less damage to our state’s roadway system as compared to truck transportation. On a ton-mile basis, railroads emit four-times less pollution than trucks and a typical freight train carries the capacity of more than 280 trucks. In addition, according to the Federal
Railroad Administration, freight railroads can move a ton of freight close to 500 miles on one gallon of fuel, making them approximately four-times more fuel-efficient than trucks. Overall, according to the 2009 NYS Rail Plan, a 1% shift in goods traffic from trucks to rail freight would save approximately 111 million gallons of fuel each year and reduce greenhouse gases by 1.2 million tons.

RONY fully supports expanding the state's freight rail infrastructure program to a level of $50 million per year. In addition, RONY also supports this same annual level of investment over the next NYSDOT Five-Year Capital Plan period, totaling $250 million during that five-year period. As illustrated in the attached chart, there are more than enough identified projects across the state that can only be completed with assistance from this important infrastructure program. These freight rail capital projects will help strengthen and expand our state's rail network and enhance opportunities for future economic growth in all areas of the state.

Thank you for your consideration.
Total Cost of Projects: $354,605,000

Average Total Cost Per Project: $8,648,902

Total # of Railroads Represented: 22

Total # of Projects Included: 41
Total Project Cost: $2,500,000

Proposed tank cars are interfueled in a non-populated area, increasing public safety in this area where the existing interchange from a residential neighborhood to a non-residential area with a nearby business, which this interchange would move all customers on a timely switch. In addition, this would move encounters on an every-other-day basis, which in turn affects elimination the 4-hour wait time that the B&H train crew B&H property, drop off B&H rail cars, then exit. This will interchange track. Norfolk Southern will be able to enter the economic impact: With the construction of this new.

Southern RR on B&H property.

The B&H freight main is to interchange with the Norfolk project description: Construction of new interchange track on

Project Location: Painted Post (Steuben County)

B&H RAIL CORPORATION
Total Project Cost: $900,000

Products:

Using the line to ship propane, butane, fertilizer and other.

2,680,000-pound load rating. Project will benefit all customers in critical structures in a state-of-the-art repairs and to maintain its.

Economic Impact: These repairs are necessary to keep these.

Cleaning of steel and watercourses.

Steel member replacements, timber deck replacements and NY5'S, including masonry stone work, steel strengthening or.

Project Description: Repairs work on the BRH's 40 bridges in.

Project Location: Steuben County
Total Project Cost: $1,373,000

Improving infrastructure quality and reliability:

- For maintaining rail service to prospective new customers by standardizing 286,000-pound railcars, and would improve opportunities
- Ballast foundation that will assist the RR to accommodate industry
- Sustaining level of good repair, would establish a sound corporate and
towards the goal of improving the total operational railroad to a
cause or contribute to derailments. In addition, would help advance
preserve service by substantially reducing the risk of track failures that
Fertilizers (30 total employees) as well as enhance safety and help
To Carroll Animal Nutrition (45 total employees) and Carroll
Economic Impact: Would allow for the retention of freight rail service
and heavy stressed small section rail.

Poor Crosstie condition in interaction with shallow/deficient ballast
addition, track geometry cannot be well maintained due to overall
deficient, with defective ties generally exceeding 80% in
main track. Crosstie condition in particular remains alarming
Project Description: Overhead of approximately 43 miles of distressed
Project Location: Cumberland (Washington County)
BUFFALO SOUTHERN RAILROAD

Project Location: Buffalo (Erie County)

Project Description: Includes rail section, the plates and partial tie replacement on the lead track connecting the mainline shipping Class I rail systems (CSX, Norfolk Southern, Buffalo & Pittsburgh RR, Canadian National, Canadian Pacific) to the Buffalo Southern yard in Buffalo, as well as drainage improvements within the Buffalo Southern Tiff Street yard. Also includes a major tie replacement, plates, anchors, welding and bridge work over Rush Creek (Bassell). In addition, rehabilitation work would be done to failing wing walls at Tiff Street yard, running south to the farthest intermodal facility in North Collins (Erie County).

Economic Impact: Would help protect against derailments and allow for expanded freight service, as well as for potential passenger rail service connecting Buffalo to the Southern Tier. Would also allow for increased safe operations for the handling of sensitive commodities by rail as opposed to truck transporting through the Southern Tier and first ring communities.

Total Project Cost: $2,050,000
Project Location: CSX River Line (Northern New Jersey to Albany)

Economic Impact: Historically, the River Line has been one of CSX's most congested routes. Such congestion has prevented the company from being able to take on more intermodal business on the line. As we look to the future, much more competitive with long-haul trucking, raising service levels is key volume at the service levels that will allow intermodal to be competitive with long-haul trucking. Raising service levels is key, which plays a critical role in reducing truck traffic on the constrained highway system, subsequently reducing highway maintenance costs and improving highway safety.

Project Description: Construction of five sidings on the River Line.

Total Project Cost: $187,200,000
Total Project Cost: $2,000,000

Efficiencies in rail transportation also help divert traffic from truck to rail by creating greater to the line for the 27 customers served along the line. Would provide stability for 286,000-pound rail cars and add capacity.

Economic Impact: Would improve reliability, enhance safety, rehabilitation of grade crossings, surface of near 14 miles of track, surface of 14 turnouts and Project Description: Installation of 12,420 ties, ballast and

Project Location: Broome County

CENTRAL NEW YORK RAILROAD
Total Project Cost: $67,000

Capacity
Preserve and improve service to local customers and add

Economic Impact: Construction of this roundtrip will help

Batavia

Project Description: Construction of a roundtrip track in

Project Location: Genesee County

DEPEW, LANCASTER & WESTERN RAILROAD
Total Project Cost: $450,000

Freight to local customers.

Economic Impact: Project will help ensure the safe travel of surface of mainline track.

Project Description: Installation of 3,000 ties, ballast and project location: Erie County

DEPW, LANCASTER & WESTERN RAILROAD
Total Project Cost: $1,860,000

Economic Impact: Project will help ensure safer travel for unit.

Project Description: Installation of 12,000 ties, ballast and surfacing of mainline track.

Project Location: Niagara and Orleans Counties.

FALLS ROAD RAILROAD
Total Project Cost: $595,000

Safety: Improve rail and highway conditions and help maintain public safety. The rehabilitation of the 3 grade crossings will help improve traffic flow and reduce collisions with CSX and add safety to the area.

Economic Impact: Rehabilitation of this yard will help ensure competitiveness of the Port of Lockport.

Project Description: Rehabilitation of yard, tracks, and grade crossings in Lockport, Niagara County.

Falls Road Railroad
Total Project Cost: $2,970,000

Project Description: Crossrail replacement and surfacing to improve a segment of the rail line to Class III standards.

Project Location: Onondaga County

Economic Impact: Would provide a round-trip savings of approximately $180,000 for labor, locomotive fuel, locomotive maintenance and track maintenance. Would also provide over 6,500 individuals in the served region currently employed in the global marketplace. Customers in the served region would also employ

FINGER LAKES RAILWAY
Total Project Cost: $3,000,000

Customers in the served region currently employ over 6,500 individuals.

Employers in Onondaga, Cayuga, and Ontario Counties.

Western RR interchanges and help support service to major sorting of railcars at the CSX and New York Susquehanna &

Economic Impact: Would accommodate increased shipping and

turnouts.

realignment of existing tracks and new track construction and

Project Description: Upgrades to Solvay Yard (near Syracuse),

Project Location: Onondaga County

FINGER LAKES RAILWAY
Total Project Cost: $1,500,000

6,500 individuals

 Auburn Customers in the served region currently employ
with through trains and reduce Grade crossing congestion in
Economic Impact: Would allow for staging and interchange

Three-track yard and a new bypass mainline.

Project Description: Yard improvements, including installing a

Project Location: Cayuga County

FINGER LAKES RAILWAY
Total Project Cost: $1,900,000

6,500 individuals.

Costs, customers in the served region currently employ over 6,500 individuals. Costs, customers in the served region currently employ over 6,500 individuals.

Economic Impact: would strengthen the RR's major mainline and provide rail for yard prospects. Heavy rail will contribute to safer operations, as well as reducing long-term maintenance costs.

Project Description: Replacement of three miles of curve rail at Seneca, Cayuga, and Onondaga Counties.

FINGER LAKES RAILWAY
Total Project Cost: $2,200,000

over 6,500 individuals.

maintenance. Customers in the served region currently employ
locomotive fuels, locomotive maintenance and track
produce rounding savings of approximately $150,000 for labor,
for heavier rail cars to be safely carried through town. Would
addition, would allow for better horizontal clearance and allow
which would reduce traffic wait times at grade crossings. In
Economic Impact: Would reduce travel times through town,
and improve the public grade crossings.
Project Description: Mainline track realignment, upgrading rail

Project Location: Seneca County
Total Project Cost: $2,700,000

Region currently employs over 6,500 individuals.
Maintenance and track maintenance. Customers in the served area would reduce maintenance costs and reduce operating costs by approximately $180,000 for labor, locomotive fuel, and other expenses. Customers would also produce roundtrip savings of $700,000.

Economic Impact: Would bring this segment of track up to Class III operating standards, allowing for safer and faster service for customers.

Project Description: Replacement of 20,000 ties and surfacing.

Project Location: Ontario County

FINGER LAKES RAILWAY
Total Project Cost: $5,000,000

Improving walkways for train crews.
Yards.
Improving roadway access for right-of-way work and
installing lighting at key locations.
Improving track centers in
Economic impact: Would increase safety along the system by

Project Description: System safety improvements.

and rates counties
Project location: Cayuga, Schuyler, Seneca, Ontario, Ontario,

FINGER LAKES RAILWAY
Total Project Cost: $2,795,000

over 6,500 individuals.

Locomotive fuel, locomotive maintenance and track
provide roundtrip savings of approximately $170,000 for labor,
standards and 286,000-pound weight limits. Would also
Economic Impact: Would bring the rail line up to Class II track

Resulting:

Project Description: Replacement of 17,000 ties and

Project Location: Schuyler and Yates Counties

FINGER LAKES RAILWAY
Total Project Cost: $3,500,000

Efficiency of service to all customers.

Help reduce the likelihood of derailments and enhance the speeds to be set at 30 MPH on the entire main line. Would also strengthen the rail line to allow for rail's current condition.

Its serviceable life, trains can only travel 10 MPH due to the and surfacing. In addition to the existing rail meaning the end of including the replacement, O&M replacement, as well as ballast.

Project Description: Replacement of over 3 miles of track.

Project Location: Henrietta (Monroe County)

Livonia, Avon & Lakeville Railroad
Total Project Cost: $1,470,223

Economic Impact: This railroad serves the Alcoa plant with

Project Description: Massena Yard Rehabilitation and Drainage

Project Location: St. Lawrence County

Massena Terminal Railroad

drainage pipes,
basket surface, placing 200 tons of rip rap rock and installing
improvements, including installing 5,000 ties, 3,000 tons of

help ensure continued efficient and safe freight rail service.

approximately 750 employees in Massena and this project will
Total Project Cost: $110,500

Economic Impact: The additional yard tracks from this project would assist in improving interchange activities with CSX.

Project Description: Construction of an additional 6,500 feet of yard tracks at Utica.

Mohawk, Adirondack & Northern Railroad
Total Project Cost: $1,900,000

Economic Impact: This new 25,000-square foot facility would attract new customers to the area. Existing customers and attract new customers to the area. Have direct rail access, and would also enhance service for making rail transportation available to customers who do not currently have access to it.

Project Description: Construction of a truck-to-rail transload facility.

Project Location: Utica, Mohawk, Adirondack & Northern Railroad
Total Project Cost: $24,000,000

Benefits in the Region:

- Matter by over 90% will result in significantly environmental diesel retrofit technology capable of reducing diesel particulate.

Economic Impact: The retrofitting of eight locomotives with

Project Description: Green locomotive fleet replacement.

Project Location: Long Island/NYC Region

NEW YORK & ATLANTIC RAILWAY
Total Project Cost: $821,458

corridor have been estimated at over $120 million. Expanded tourism activities taking place over the entire
Total economic impacts over the life of the project from
tuture use as part of the larger Buffalo-to-Jamestown corridor
for the long-term operation and maintenance of the line for its
of a successful tourism business is needed in order to provide
resumption of tourist rail excursions over the line. Resumption
state-of-good repair to allow reliable freight service and the
Economic Impact: Would bring this segment of track up to a
between South Dayton and Cherry Creek.
Project Description: Rehabilitation of nearly five miles of track
(Cattaraugus and Chautauqua Counties)
Project Location: Buffalo-to-Jamestown Rail Corridor

NEW YORK & LAKE ERIE RAILROAD
Total Project Cost: $6,634,000

corridor have been estimated at over $220 million. Expanded tourism activities taking place over the entire
total economic impacts over the life of the project from
future use as part of the larger Buffalo-to-Jamestown corridor
for the long-term operation and maintenance of the line for its
of a successful tourism business is needed in order to provide
resumption of tourist rail excursions over the line. Resumption
state-of-good repair to allow reliable freight service and the
Economic Impact: Would bring this segment of track up to a

between Waterboro and Cherry Creek.

Project Description: Rehabilitation of nearly 11 miles of track

(Cattaraugus and Chautauqua Counties)

Project Location: Buffalo-to-Jamestown Rail Corridor

NEW YORK & LAKE ERIE RAILROAD
Total Project Cost: $2,960,000

Burdens Roadways and Bridges served by rail and overly dependent on trucks on extremely light freight rail volume into the Metro NYC area which is only 2%
RR Marine-Rail Highway Corridor. It is critical to increase
would also connect to and enhance the New York New Jersey
including Mid-wood Lumber, Sims and Greathaw Recycling.
Economic Impact: Would retain local jobs with customers

of Hudson and East of Hudson.

Improve the usage of freight rail to move cargo between West

Yard & Atlantic RR, would also establish new rail connections

Project Description: Would install 4,000 feet of new track, 4

NEW YORK NEW JERSEY RAILROAD

NYNJ
Total Project Cost: $4,000,000

Delivery Times:
- Greater fuel efficiency, lower maintenance costs, and improved operation of the line for another 50 years, as well as promote this rail line. Project would insure the safe and reliable 296,000-pound rail cars for the 32 customers that are served by the 4,620 ties, ballast/substrate and improvement of Grade crossings.
- Welded rail on the Syracuse mainline, including installation of new rail.

Economic Impact:
- Would improve reliability, enhance safety, and

Project Description: Installation of nearly 8 miles of continuous rail.

Project Location: Onondaga County

NEW YORK, SUSQUEHANNA & WESTERN RAILROAD
Total Project Cost: $3.500,000

Efficiencies in rail transportation also help divert traffic from truck to rail by creating greater efficiency along the line. Would provide stability for 2g6,000-pound rail cars and add capacity.

Economic Impact: Would improve reliability, enhance safety,

Turnouts and rehabilitation of grade crossings.

and surface of nearly 37 miles of track, surcharging on 15

Project Description: Installation of nearly 22,000 ties, ballast.

Project Location: Broome and Cortland Counties

NEW YORK, SOUTHERN & WESTERN RAILROAD
Total Project Cost: $7,000,000

Engineering company with over 500 employees in Central NY.

A road construction, maintenance and asphalt applications
is a privately-owned asphalt products manufacturer, as well as
industrial track that services the Silt-Kote Terminal. Silt-Kote

Economic Impact: Would ensure the continuation of the

Leading to the Silt-Kote Corporation Asphalt Terminal.

Project Description: Renewal and rehabilitation of a bridge

Project Location: Cortland

NEW YORK, SUSQUEHANNA & WESTERN RAILROAD
Total Project Cost: $20,000,000+

Regional rail network: For more evenly distributed freight train traffic throughout the extension, would improve fluidity, increase capacity and allow repairs for the 2,200 foot single-track rail tunnel to help Norfolk Southern plans to address immediate tunnel strength. The RR's ability to service new customers on the territory, help decrease dwell times and capacity and to help trains move more seamlessly across the yard and Binghamton railroad with the installation of ties and turnouts.

Economic Impact: Would rehabilitate Norfolk Southern's East and Southern and extension (Richmondville) and improvements and rehabilitation (Binghamton) (Colesville) yard improvements and rehabilitation.

Project Description: Tunnel reconstruction (Belton to North)

Project Location: Broome and Schoharie Counties

NORFOLK SOUTHERN RAILROAD
Total Project Cost: $25,000,000+

Business processes and improve overall facility technologies. Congestion and train dwell. Other improvements will expedite capacity, decrease time off of train schedules, and reduce decreases train delays. Providing for more direct routing, add decrease in the track. In addition, the power switch installations will help improve efficiency of switching operations at Bison Yard and eliminate the unproductive time spent by crews waiting for trains to clear. Extending the track will increase the

Economic Impact:

Project Description: Track extensions, power switch installations, yard connections, improvements and industrial lead tracks (Bison Yard), IM paving, work and L1 overhead cat crane. Project Location: Buffalo (Erie County).

NORFOLK SOUTHERN RAILROAD
Individually:
Customers in the served region currently employ over 6,500 individuals.

Economic Impact: Would provide Ontario County customers with more efficient and expanded transload services.

Project Description: Expansion of Manchester Yard, including constructing a new transload facility.
Installing 3,000 feet of new track and new switches, and

Total Project Cost: $1,200,000

Project Location: Ontario County

ONTARIO CENTRAL RAILROAD
Total Project Cost: $7,200,000

Public safety for drivers crossing these tracks.
Grade crossings with lights and gates will significantly increase
Economic Impact: Upgrading these passive grade crossings.

Project Description: Upgrade of 35 passive grade crossings.

Project Location: Monroe and Wayne Counties

ONTARIO MIDLAND RAILROAD
Total Project Cost: $604,100

Approximately 1 million pounds of product per year looking to also have a new siding installed in order to move to handle 2,860,000-pound railcars at the request of a customer. Economic Impact: Would increase the load capacity of the track by replacing 1,000 bolts in joint bars, 30,000 timbers in 8 switches, rebuilding of 3 track crossings and 5,000 feet of track, installation of new tamping and aligning of 5,000 feet of track, installation of new yard, including installation of 1,800 ties, 1,000 tons of ballast.

Project Location: Sodus (Wayne County)

ONTARIO MIDLAND RAILROAD
Total Project Cost: $536,400

back into full service to all customers.

the RR’s mainline rehabilitation project that will get the RR

286,000-pound railcars. This project represents the last part of

Economic Impact: Would upgrade the yard to be able to handle

and ditching for area drainage:

rebuilding of 2 private crossings, replacing 2,000 bolts in bars

of 8,000 feet of track, installation of new timbers in 5 switches,

installing 2,400 ties, 1,600 tons of ballast, ramping and aligning

Project Description: Rehabilitation of Newark Yard, including

Project Location: Newark (Wayne County)

ONTARIO MIDLAND RAILROAD
Total Project Cost: $4,500,000

Customer track salt shipments.

Demand for increased freight rail service for increasing.

Economic Impact: This project will help accommodate the

Feet and ballast/surface of rail installation areas.

1,800 cross ties, extending the Brooks Yard South Main by 1,500
continuous welded rail, rehabilitating 1.7 turnouts, installing
rehabilitating 9 grade crossings, installing 19,000 feet of new
upgrades to the Brooks Avenue Yard in Rochester, including

Project Description: Rehabilitation of mainline track and

Project Location: Livingston and Monroe Counties

Rochester & Southern Railroad
Total Project Cost: $33,000,000

Property taxpayers in the county.

over 250 jobs and maintain the viability of one of the largest economic delivery alternative for these facilities will help retain manufacturing companies located in Lockport. Maintaining an
Somerset Power Plant (baker) and several chemical
and economically-viable delivery of raw materials to the

Economic Impact: Completion of this work will ensure timely
Train derailments.

its traverses and will also reduce the probability of track-caused
reduce potential slow orders through the various communities
for the RR to maintain current track speeds. In addition, would
the replacement of two public grade crossings which will allow
and rescues of over 15 miles of mainline track, as well as

Project Description: Replacement of 33% of the existing ties

Project Location: Niagara County

SOMERSET RAILROAD CORPORATION
Total Project Cost: $2,200,000

Network:
- eliminate and enhance the efficiency of the Steira rail
- Jamestown (Chautauqua County), reduce the likelihood of
- Southern Tier rail link between Orleans (Cattaraugus County) and

Economic Impact: Upgrading this rail will strengthen the

Serviceable work life:
- with end-buttressed joints, defective rail is reaching the end of its
- on the WVNP freight mainline, the existing rail is curve worn

Project Description: Replacement of 7 miles of track between

Project Location: Allegany and Cattaraugus Counties

WESTERN NEW YORK & PENNSYLVANIA RAILROAD
Project Description: Replacement of 19,000 crossings between Cattaraugus and Chautauqua Counties.

Project Location: Cattaraugus and Chautauqua Counties.

Western New York & Pennsylvania Railroad.
Total Project Cost: $1,500,000

To hold the line on these critical structures, load rating of 288,000 pounds, continual repairs are necessary. Economic Impact: While all of these bridges currently have a

Watercourses:
Timber deck replacements and cleaning of steel and
Stone, Steel strengthening of steel member replacements,

Project Description: Repair of 155 bridges, including masonry,

Counties

Project Location: Allegany, Cattaraugus and Chautauqua New York & Pennsylvania Railroad
**Project Location:** Franklin, Herkimer and St. Lawrence Counties

**Project Description:** Restoration of the final segment of the RR from Big Moose (Herkimer County) to Saranac Lake (Franklin County) to Class II operating standards, including new ties, signage, rail and joint repair, drainage, ditching, grading, surfacing, brush cut, ballast and bridge work.

**Economic Impact:** The Adirondack Scenic Railway is a tourist railway operating through the Adirondack Park, with departures from Utica, Old Forge, Saranac Lake and Lake Placid. The RR has experienced steady ridership growth over the past 7 years, with ridership expected to be over 85,000 passengers in 2015. This project, with a minimum guaranteed life of 10 years, projects to have an overall economic benefit to the area of over $11 million over these 10 years. If projected to a 20-year service life, the overall economic benefit is estimated at over $31 million.

**Total Project Cost:** $15,210,000