## APPENDIX A - TABLE I
LIST OF RESTORATION WORK TO BE UNDERTAKEN IN THE ECONOMICALLY DISTRESSED UPSTATE NEW YORK REGION BY FREIGHT RAILROAD

<table>
<thead>
<tr>
<th>FREIGHT RAILROAD</th>
<th>RESTORATION WORK DESCRIPTION TO BE UNDERTAKEN</th>
<th>COST OF WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Batten Kill Railroad</td>
<td>Rehabilitation of the 10 mile miles of excepted track between Eagle Bridge and East Greenwich to improve safety and sustainability of rail freight to Washington County businesses. This will be upgraded to FRA Class II track operations standards in order to serve the key business and agricultural interests of Washington County. Improvements will be made as follows: first 2.5 miles of route starting in Eagle Bridge, Rensselaer County and last 3 miles near East Greenwich, in Washington County as well as two middle sections; 2 miles around Shushan and 2.5 miles around Cambridge, both in Washington County. The remaining 5 miles is clearly in better shape but will be addressed in a future Phase II effort, with future funding from the State of New York anticipated, just as it has previously funded a three mile segment a few years ago.</td>
<td>$3,001,000</td>
</tr>
<tr>
<td>2. Buffalo &amp; Pittsburg RR</td>
<td>Enhance operations on 79 miles of track between Limestone and Buffalo, NY. This line includes trackage in Cattaraugus County and the City of Buffalo, both identified as economically depressed areas. Proposed work includes rebuilding the traffic control signal system that has not been updated since the 1940's, in conjunction with replacement of ties, surface, road crossing renewal. This project will enhance public safety with road crossing renewals and increases reliability and safety of rail operations with more modern control systems.</td>
<td>$2,250,000</td>
</tr>
<tr>
<td>3. Buffalo Southern RR</td>
<td>The following projects will serve and connect the economically distressed areas of the City of Buffalo (located within Erie County) and Cattaraugus County. Nearly 9 miles of tracks will be rehabbed to FRA Class II standards between MP 24 – MP 32.9 in Erie County, including tie replacement, adding ballast, resurfacing and aligning track and tamp, and rehabbing the bridge at MP 32.9 over Cattaraugus Creek (co-owned by BSOR and NYLE), where a ballast wall will be built to retain slope, tamp approaches, and 121 bridge ties will be replaced. Additionally, bridges at MP 28.12 and 28.18 will be rehabbed, including replacing approaches, 48 ties and ballast and 300 bridge timbers, tamp approaches, clean bridge seats and bearings, and repoint abutments and piers to improve Buffalo area.</td>
<td>$1,269,000</td>
</tr>
<tr>
<td>4. Central New York Railroad</td>
<td>Rehabilitate 28.8 miles of track to FRA Class II standards of tracks and sidings in Delaware County, including replacing over 8,700 ties and track, bolts, installing new ballast and ditching.</td>
<td>$920,000</td>
</tr>
<tr>
<td>5. Clarendon &amp; Pittsford Railroad</td>
<td>Replace 3.3 miles of deteriorated track between MP 78 and 82 with welded rail, as well as install ballast and resurface in Washington County, NY to meet FRA track standards. This route serves both freight customers as well as Amtrak service to Whitehall, NY and Rutland, Vermont.</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>
6. Delaware & Hudson Railroad  
Improve reliability and safety on about 30 miles of track by replacing worn cross and switch ties in Clinton, Essex, Otsego and Schoharie Counties. The Clinton and Essex portion of this line are used by Amtrak’s Adirondack service to Montreal, while the Otsego and Schoharie portion is used by both CP and NS to link Pennsylvania to Upstate NY, New England and Quebec.  

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delaware &amp; Hudson Railroad</td>
<td>Improve reliability and safety on about 30 miles of track by replacing worn cross and switch ties in Clinton, Essex, Otsego and Schoharie Counties. The Clinton and Essex portion of this line are used by Amtrak’s Adirondack service to Montreal, while the Otsego and Schoharie portion is used by both CP and NS to link Pennsylvania to Upstate NY, New England and Quebec.</td>
<td>$3,097,000</td>
</tr>
</tbody>
</table>

7. Depew, Lancaster & Western Railroad  
Upgrade portions of this 14 mile railroad to FRA Class II standards in economically distressed Genesee County by replacing 6,000 ties and 5 sets of switch timbers, surface ballast and ditch the line along 5.05 miles of track (MP 0.00 to 2.75 and MP 48.2 to 49.0 and MP 409.2 to 410.7), as well as add two 500’ sidings at the existing re-load center in Batavia to address capacity constraints. This route also serves Erie and Niagara Counties.  

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<tr>
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<th>Cost</th>
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<tbody>
<tr>
<td>Depew, Lancaster &amp; Western Railroad</td>
<td>Upgrade portions of this 14 mile railroad to FRA Class II standards in economically distressed Genesee County by replacing 6,000 ties and 5 sets of switch timbers, surface ballast and ditch the line along 5.05 miles of track (MP 0.00 to 2.75 and MP 48.2 to 49.0 and MP 409.2 to 410.7), as well as add two 500’ sidings at the existing re-load center in Batavia to address capacity constraints. This route also serves Erie and Niagara Counties.</td>
<td>$970,000</td>
</tr>
</tbody>
</table>

8. Falls Road Railroad  
Upgrade about 10 miles of this 45 mile line by replacing 12,000 defectives Ties (five miles between MP44-49 Lockport to Medina-Niagara & Orleans County; five miles between MP21-26 in the Holley area Monroe & Orleans County) in order to achieve FRA Class II standards, as well as re-deck and repair abutments and wing walls on 6 bridges in these same areas. This line serves the economically distressed areas of Niagara, Orleans and Monroe (Rochester) Counties  

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<tr>
<th>Railroad</th>
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<tbody>
<tr>
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<td>$1,270,000</td>
</tr>
</tbody>
</table>

9. Finger Lakes Railway  
Upgrade 38.5 miles of track in Cayuga (MP19 to 39), Schuyler (MP 16.5 to 23), Yates (MP 23 to 25) and Seneca (MP 39 to 49) counties, including the installation of 17,500 new ties, adding ballast, switch ties and resurfacing the track in order to maintain FRA Class II track standards.  

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<tr>
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<tbody>
<tr>
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<td>$2,783,000</td>
</tr>
</tbody>
</table>

10. Livonia, Avon & Lakeville Railroad  
Upgrade 5.13 miles of track to FRA Class II standards in Monroe County that will improve service to two nearby economically distressed areas – Livingston County to the south and the City of Rochester to the north, both of which are served by this line of the LAL Railroad. The work includes rehabbing rail, ties and surface between MP 377.02 and 380.56, and replacing deteriorated ties and surface between MP 360.00 – 361.59. These upgrades are critical to continued service to Livingston County, where 90 percent of the LAL traffic is generated.  

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<thead>
<tr>
<th>Railroad</th>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Livonia, Avon &amp; Lakeville Railroad</td>
<td>Upgrade 5.13 miles of track to FRA Class II standards in Monroe County that will improve service to two nearby economically distressed areas – Livingston County to the south and the City of Rochester to the north, both of which are served by this line of the LAL Railroad. The work includes rehabbing rail, ties and surface between MP 377.02 and 380.56, and replacing deteriorated ties and surface between MP 360.00 – 361.59. These upgrades are critical to continued service to Livingston County, where 90 percent of the LAL traffic is generated.</td>
<td>$1,360,000</td>
</tr>
</tbody>
</table>

11. Mohawk, Adirondack & Northern Railroad  
Replace 5,000 defective ties, and tamp plus 15 weld plugs between in Oneida and Lewis Counties. Additionally, four (4) old stone arch culverts will be repaired along this section of line that was laid down in 1858, as they are beginning to erode and could collapse if not addressed soon, as they are under very large fills. This 117 mile rail freight route serves industries in Oneida, Lewis and Jefferson Counties and is also used by the Adirondack Scenic Railway between Utica and the Old Forge area.  

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<tr>
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<td>$1,200,000</td>
</tr>
</tbody>
</table>

12. New York & Lake Erie Railroad  
Rehabilitate 9.5 miles of in-service track to FRA Class II standards between South Dayton and Conewango Valley in Chautauqua and Cattaraugus Counties (5 miles from Class I and 4.5 miles from excepted track).  

<table>
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<tr>
<th>Railroad</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York &amp; Lake Erie Railroad</td>
<td>Rehabilitate 9.5 miles of in-service track to FRA Class II standards between South Dayton and Conewango Valley in Chautauqua and Cattaraugus Counties (5 miles from Class I and 4.5 miles from excepted track).</td>
<td>$1,350,000</td>
</tr>
</tbody>
</table>

13. New York & Ogdensburg  
Rehabilitate 6 miles of track between Norwood (MP 23) and Norfolk (MP29), including replacing  

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York &amp; Ogdensburg</td>
<td>Rehabilitate 6 miles of track between Norwood (MP 23) and Norfolk (MP29), including replacing</td>
<td>$1,050,000</td>
</tr>
</tbody>
</table>
10,000 ties and installing ballast and track resurfacing in St. Lawrence County.

14. **New York, Susquehanna & Western Railroad**
   Rehabilitation of 71.74 miles of track to FRA Class II standards on the Utica Main in Chenango, Madison and Oneida Counties (MP 243.64 to 286.51) and the Syracuse Main tracks in Cortland County (MP 218.77 to 247.64), including replacing ties and track bolts, installing new ballast and switch timbers, and rehabbing 12 bridges and culverts. $2,950,000

15. **Owego & Harford Railway**
   Rail tie replacement and resurfacing on 14 miles between Berkshire and Flemingville in Tioga County, NY (MP 294 to MP 308). A total of 14,000 ties will be installed and 73,920 feet of track will be resurfaced with 7,000 tons of stone ballast and the bridge deck on Bridge 291B will be replaced. This project is desperately needed to serve current rail freight needs as well as permit needed service enhancement. $1,550,000

16. **Rochester & Southern**
   Improve safety and efficiency on 58 miles of track by replacing ties, surfacing, switches, and grade crossing improvements and bridge ties. Project work will be in Genesee (MP 20.91 to 34.00), Livingston (MP 18.35 to 20.91), and Wyoming Counties – Silver Lake Branch (MP 50-51) and Monroe County, including City of Rochester (MP 0.00 to 18.35), all considered economically depressed. This project will enhance public safety and improve rail efficiency, reliability, and service, and will create a more sustainable rail corridor to serve these distressed areas. $1,400,000

17. **Western New York & Pennsylvania RR**
   Rehabilitate four existing bridges on the WNYPA railroad to a state-of-good-repair. At the Alfred and Salamanca bridges (JC 340.87, 340.89 and 411.34), concrete repairs will be made to the abutment, wing walls and back walls, the steel deck members will be repaired or replaced if necessary and new approach ties and timber deck will be installed as well as CWR on the bridge and its approaches. At the Belvedere/Amity bridge (JC 368.36), concrete repairs will be made to the abutment and wing wall and the steel deck members will be repaired or replaced if necessary. $880,000

**TOTAL GRANT REQUEST** $29,300,000

**APPENDIX A - TABLE II**

**PARALLEL RESTORATION WORK BEING UNDERTAKEN WITH NEW YORK STATE FINANCIAL AID IN THE ECONOMICALLY DISTRESSED UPSTATE NEW YORK REGION BY FREIGHT RAILROAD**
<table>
<thead>
<tr>
<th>FREIGHT RAILROAD</th>
<th>RESTORATION WORK DESCRIPTION BEING UNDERTAKEN WITH NYS FUNDS</th>
<th>COST OF WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Arcade &amp; Attica Railroad</td>
<td>Rehabilitation of rail freight and scenic passenger line in Wyoming County.</td>
<td>$1,100,000 (a)</td>
</tr>
<tr>
<td>2. Batten Kill Railroad</td>
<td>Rehabilitation on critical substructures of four (4) rail freight bridges in Washington County.</td>
<td>$875,000 (a)</td>
</tr>
<tr>
<td>3. Buffalo Southern Railroad</td>
<td>Track rehabilitation and installation in Erie County.</td>
<td>$725,000 (a)</td>
</tr>
<tr>
<td>4. Clarendon &amp; Pittsford</td>
<td>Track and bridge rehabilitation in Washington County.</td>
<td>$1,588,000 (a)</td>
</tr>
<tr>
<td>5. Falls Road Railroad</td>
<td>Rehabilitation of a rail bridge over the Erie Canal in Lockport, Erie County.</td>
<td>$950,000 (b)</td>
</tr>
<tr>
<td>6. Finger Lakes Railway</td>
<td>Track and bridge rehabilitation improvements in Schuyler and Yates Counties.</td>
<td>$822,000 (a)</td>
</tr>
<tr>
<td>7. Livonia, Avon &amp; Lakeville Railroad</td>
<td>Track rehabilitation in Livingston and Monroe Counties.</td>
<td>$500,000 (a)</td>
</tr>
<tr>
<td>8. Mohawk, Adirondack &amp; Northern Railroad</td>
<td>Track rehabilitation in Utica, Rome, Oneida County and Lyons Falls, Lewis County.</td>
<td>$1,490,000 (b)</td>
</tr>
<tr>
<td>9. Owego &amp; Harford Railway</td>
<td>Track and bridge improvements in Tioga and Cortland Counties</td>
<td>$1,500,000 (a)</td>
</tr>
<tr>
<td><strong>SUBTOTAL – FUNDED BY STATE TRANSPORTATION FUNDS</strong></td>
<td></td>
<td><strong>$ 9,550,000</strong></td>
</tr>
<tr>
<td>10. Batten Kill Railroad</td>
<td>Replace 9 timber bridge decks at MP’s 0.16, 8.43, 130.20, 130.70, 131.31, 133.05, 138.14, 141.53 and 141.72 in Washington County.</td>
<td>$400,000 (b)</td>
</tr>
<tr>
<td>11. Delaware &amp; Hudson Railroad (CP)</td>
<td>Install welded rail between MP A57 and A 155, including work in Essex &amp; Washington Counties.</td>
<td>$6,000,000 (c)</td>
</tr>
<tr>
<td>12. Finger Lakes Railway</td>
<td>Install Y track at the Geneva Yard and extend #4 track, switch &amp; tie replacement, raise surface &amp; align between MP 50.5 and 51.3 in Seneca and Ontario Counties.</td>
<td>$450,000 (a)</td>
</tr>
<tr>
<td>13. Massena Terminal Railroad</td>
<td>Rehabilitation of track serving Alcoa West Plant in Saint Lawrence County.</td>
<td>$1,000,000 (d)</td>
</tr>
</tbody>
</table>
14. Mohawk, Adirondack & Northern Railroad
Rehabilitate 14,400 feet of track for improved service to industrial park customers $1,876,500 (d, e)

15. New York & Lake Erie Railroad
Rehabilitate two (2) bridges on the B&SW Branch at MPs 32.90 and 33.56 in Cattaraugus County $189,000 (a)

**SUBTOTAL – FUNDED BY NEW YORK STATE TRANSPORTATION BONDS*** $9,915,500

**SUBTOTAL – LOCAL MATCH OF NEW YORK STATE TRANSPORTATION BONDS** $1,101,722

**TOTAL – RAIL FREIGHT PROJECTS SERVING THE ECONOMICALLY DISTRESSED UPSTATE NY REGION** $20,567,222

* Project Match: Each of the 6 projects using New York State Bond funding requires a minimum ten (10) percent additional local matching share, which totals at least $1,101,722.

Project Status: (a) Project scoping being finalized; (b) Awaiting contract approval by RR; (c) Awaiting contract extension approval by RR; (d) Contract recently approved; (e) Contact via Griffis Local Development Corporation.

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**APPENDIX A - TABLE III**

**SUMMARY OF RESTORATION WORK PROPOSED IN THE ECONOMICALLY DISTRESSED UPSTATE NEW YORK REGION BY FREIGHT RAILROAD**

<table>
<thead>
<tr>
<th>FREIGHT RAILROAD</th>
<th>MILES OF TRACK IMPROVED (MI)</th>
<th># OF STRUCTURES IMPROVED</th>
<th># GRADE CROSSINGS IMPROVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Batten Kill</td>
<td>10.0 Excepted to FRA Class II</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Buffalo &amp; Pittsburgh</td>
<td>79.0 with 2 upgraded from Class I to Class III; 3 miles upgraded from Class II to Class III</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Buffalo Southern</td>
<td>9.0 Excepted to Class II</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>Central New York</td>
<td>28.8 to retain Class II</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Freight Railroad</td>
<td>NYS Miles</td>
<td>Track Mi. Improved</td>
<td>Ave. Speed Increase -MPH</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------</td>
<td>--------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Batten Kill</td>
<td>34</td>
<td>29%</td>
<td>10</td>
</tr>
<tr>
<td>Buffalo &amp; Pittsburgh</td>
<td>79</td>
<td>100%</td>
<td>2</td>
</tr>
<tr>
<td>Buffalo Southern</td>
<td>33</td>
<td>27%</td>
<td>4</td>
</tr>
<tr>
<td>Central New York</td>
<td>81</td>
<td>35%</td>
<td>4</td>
</tr>
<tr>
<td>Clarendon &amp; Pittsford</td>
<td>7</td>
<td>47%</td>
<td>10</td>
</tr>
<tr>
<td>Delaware &amp; Hudson</td>
<td>550</td>
<td>6%</td>
<td>4</td>
</tr>
</tbody>
</table>
## APPENDIX B – TABLE V
PROJECT ELEMENT EXPENDITURE SCHEDULE FOR RESTORATION OF THE UPSTATE NEW YORK RAIL FREIGHT SYSTEM BY RAILROAD

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Batten Kill</td>
<td>4/2010</td>
<td>$ 3.001</td>
<td>10%</td>
<td>35%</td>
<td>50%</td>
<td>75%</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Buffalo &amp; Pittsburgh</td>
<td>4/2010</td>
<td>2.250</td>
<td>5%</td>
<td>30%</td>
<td>40%</td>
<td>70%</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Buffalo Southern</td>
<td>4/2010</td>
<td>1.269</td>
<td>10%</td>
<td>35%</td>
<td>45%</td>
<td>55%</td>
<td>85%</td>
<td>100%</td>
</tr>
<tr>
<td>Central New York</td>
<td>4/2010</td>
<td>0.920</td>
<td>15%</td>
<td>45%</td>
<td>65%</td>
<td>75%</td>
<td>100%</td>
<td>-</td>
</tr>
<tr>
<td>Clarendon &amp; Pittsford</td>
<td>4/2010</td>
<td>2.000</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Delaware &amp; Hudson</td>
<td>4/2010</td>
<td>3.097</td>
<td>5%</td>
<td>35%</td>
<td>50%</td>
<td>50%</td>
<td>80%</td>
<td>100%</td>
</tr>
<tr>
<td>Depew, Lancaster &amp; Western</td>
<td>4/2010</td>
<td>0.970</td>
<td>10%</td>
<td>60%</td>
<td>90%</td>
<td>95%</td>
<td>100%</td>
<td>-</td>
</tr>
<tr>
<td>Falls Road</td>
<td>4/2010</td>
<td>1.270</td>
<td>10%</td>
<td>50%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Finger Lakes</td>
<td>4/2010</td>
<td>2.783</td>
<td>15%</td>
<td>50%</td>
<td>65%</td>
<td>70%</td>
<td>90%</td>
<td>100%</td>
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</tr>
</thead>
<tbody>
<tr>
<td>Livonia, Avon &amp; Lakeville</td>
<td>4/2010</td>
<td>1.570</td>
<td>10%</td>
<td>45%</td>
<td>50%</td>
<td>70%</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Mohawk, Adirondack &amp; Northern</td>
<td>4/2010</td>
<td>2.000</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>New York &amp; Lake Erie</td>
<td>4/2010</td>
<td>1.270</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>NY &amp; Ogdensburg</td>
<td>4/2010</td>
<td>1.920</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>NY, Susquehanna &amp; Western</td>
<td>4/2010</td>
<td>2.000</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Owego &amp; Harford</td>
<td>4/2010</td>
<td>1.570</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Rochester &amp; Southern</td>
<td>4/2010</td>
<td>1.570</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Western NY &amp; PA</td>
<td>4/2010</td>
<td>1.270</td>
<td>10%</td>
<td>45%</td>
<td>60%</td>
<td>70%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>106</td>
<td>1,266</td>
<td>$ 63.905</td>
<td>$ 13.012</td>
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<tr>
<td>Livonia, Avon &amp; Lakeville</td>
<td>4/2010</td>
<td>2</td>
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<td>Mohawk, Adirondack &amp; Northern</td>
<td>4/2010</td>
<td>1.200</td>
<td>20%</td>
<td>50%</td>
<td>60%</td>
<td>75%</td>
<td>80%</td>
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<td>New York &amp; Lake Erie</td>
<td>4/2010</td>
<td>1.350</td>
<td>10%</td>
<td>40%</td>
<td>55%</td>
<td>65%</td>
<td>75%</td>
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<tr>
<td>New York &amp; Ogdensburg</td>
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<td>10%</td>
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<td>60%</td>
<td>65%</td>
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<td>New York, Susquehanna &amp; Western</td>
<td>4/2010</td>
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<td>15%</td>
<td>45%</td>
<td>55%</td>
<td>60%</td>
<td>85%</td>
<td>100%</td>
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<tr>
<td>Owego &amp; Harford</td>
<td>4/2010</td>
<td>1.550</td>
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<td>35%</td>
<td>45%</td>
<td>55%</td>
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<td>Rochester &amp; Southern</td>
<td>4/2010</td>
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<td>10%</td>
<td>30%</td>
<td>40%</td>
<td>65%</td>
<td>90%</td>
<td>100%</td>
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<tr>
<td>Western NY &amp; PA</td>
<td>4/2010</td>
<td>0.880</td>
<td>5%</td>
<td>25%</td>
<td>40%</td>
<td>50%</td>
<td>75%</td>
<td>100%</td>
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* Assumes that the TIGER grant is approved by January 15, 2010.

**APPENDIX B – TABLE VI**

**ESTIMATED CREATION OF JOBS BY PROJECT ELEMENT FOR RESTORATION OF THE UPSTATE NEW YORK RAIL FREIGHT SYSTEM BY RAILROAD**
* Assumes that the TIGER grant is approved by January 15, 20

### APPENDIX C – NEPA ENVIRONMENTAL ASSESSMENT RESULTS USING THE FRA NEPA CHECK LIST

The following pages lists the resulting of NYSDOT staff review of the potential environmental impacts of the 17 project components proposed in this TIGER grant application to restore the Upstate New York rail freight system in 25 economically distressed counties areas of the region. A separate assessment is included for the work proposed on each of the 17 freight railroads involved in this proposal.
Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist proposal sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for proposals which may qualify as Categorical Exclusions. The Federal Railroad Administration (FRA) in evaluating requests from project sponsors for categorical exclusion determinations. Categorical Exclusions are categories of actions (i.e., types of projects) that the FRA has determined, based on its experience, as not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement or an environmental assessment.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the proposal sponsor’s Categorical Exclusion recommendation for NEPA requirements to be met. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in electronic format.

For Agency Use

Review By: Date: Comments:

Prepared By: Date: Accept Return for Revisions: Not Eligible

Consulting by Contract:

Accept Recommendation:

Return with Comments:

Prepared By: Date:

Consulting by Approving Official:

Date:

I. PROPOSAL DESCRIPTION

Proposal Sponsor: NY Department of Transportation
Date Submitted: 3/2019
FRA Identification Number (if any): __________________________

Proposal Title: Restoring the Rail Freight System in Upstate New York’s Economically Distressed Counties

Location (Include Street Address, City or Township, County, and State):


Contact Person: __________________________
Phone: __________________________
E-mail Address: __________________________

Note: Fully describe the proposal including specific items that may be of environmental concern such as: widening an embankment to stabilize railroad track, repairing or replacing bridge piers, foundations, including adding rip-rap to a roadway embankment and altering natural (pointing) drainage patterns and creating new water discharges; contaminated water needing treatment, building a new or adding on to a shop building, funding or collection of fuel oil and contaminated water; building or extending a siding; and building or adding on to a yard.
APPENDIX D – LETTERS IN SUPPORT OF THE PROPOSED RESTORATION OF THE UPSTATE NEW YORK RAIL FREIGHT SYSTEM
September 4, 2009

To whom it may concern,

As the Executive Director of the County of Cattaraugus Industrial Development Agency (CCIDA), I would like to offer my support for the TIGER grant to restore the Upstate Rail Freight System in Economically Distressed Areas. The New York & Lake Erie Railroad, which operates track in Cattaraugus County owned by the CCIDA, is seeking $1,350,000 to upgrade the 9.5 miles of track between South Dayton, New York and Canawampas Valley, New York. Also as part of this grant, the Western New York & Pennsylvania Railroad is seeking funding to repair a railroad bridge that is located in Salamanca, New York which will benefit present and future industries in the Salamanca, New York and Olean, New York areas which is very essential for our areas economy.

These projects are vital to improving the safety and reliability of the rail system in Cattaraugus County. Having an efficient, viable rail system in Cattaraugus County allows our local shippers access to the nation’s rail system which helps them to compete in a global economy. Communities like these depend on the railroad to help keep local industries in the community, and to attract new industry to the area.

Therefore, I urge that you help preserve our local industry and jobs by supporting our rail freight infrastructure in these Cattaraugus County communities through funding this TIGER grant application.

Should you have any questions, please do not hesitate to contact me at (716) 699-2005 or via email at coney@ccida.com

Thank you for your consideration and time on this very important matter.

Yours truly,

[Signature]

Caybe R. Miller
Executive Director
September 3, 2009

U.S. Department of Transportation
1300 New Jersey Ave, SE
Washington, DC 20590

Re: TIGER Grant for Freight Railroads

Dear Sirs:

I am writing with my enthusiastic support for the New York State Department of Transportation and Railroad of New York application for federal Recovery Act funds that would allow the rehabilitation of eight local crossings as well as track improvements at other key points along the line.

Cortland County rail customers on the NYS&W system now include Salt-Kelo Corporation, the top customer in the entire NYS&W system covering New York, New Jersey, and Pennsylvania. The ability of that company and others to grow and prosper here is linked directly to the quality of the freight rail line, and your approval of this funding request will not only mean immediate jobs for rail workers but will also solidify the rail system as an important component of our overall economic development strategy.

Sincerely,

[Signature]

Gary Vanderwerff
Executive Director
September 8, 2009

U.S. Department of Transportation

RE: TIGER Grant for Freight Railroads

Dear Sirs,

I have been made aware that the New York State Department of Transportation and Railroads of New York are submitting an application for funding under the Recovery Act for the purpose of instituting a Restoration of Uptown Rail Freight System in Economically Distressed Areas program in New York State. It is my understanding that rehabilitation of the freight track in Delaware County, operated by the Central New York Railroad, is specifically included within this initiative for rehabilitation.

Delaware County, as part of the federally designated Appalachian Region, certainly meets the criteria of an economically distressed area. As part of the long-term economic development strategy that was adopted by the County to address our condition, the development and redevelopment of our transportation infrastructure is a top priority. Delaware County has spent many millions over the last ten years to address bridges, and is now the third highest ranked county in the State for the quality of its bridges.

However, the critical rail infrastructure necessary to support our economy, a significant part of which is derived from the natural resource sectors of timber and bluestone, is in need of similar investment. Rail infrastructure is a cornerstone requirement for our industries to be able to fully develop to their potential.

On behalf of Delaware County I fully support this application for funding and urge your support as well.

Sincerely,

[Signature]

Glenn Nealts
Director

This institution is an equal opportunity provider, employer. To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue S.W., Washington, D.C. 20250-9410, or call (800) 795-3272 (voice) or (202) 720-6382 (TDD).
September 8, 2009

U.S. Department of Transportation

RE: TIGER Grant for Freight Railroads

Dear Sirs,

It has come to my attention that the New York State Department of Transportation and Railroads of New York are submitting an application for funding under the Recovery Act for the purpose of instituting a Restoration of Upstate Rail Freight System in Economically Distressed Areas program in New York State. The rehabilitation of the freight track in Delaware County, operated by the Central New York Railroad, is specifically included within this initiative for rehabilitation.

Delaware County certainly qualifies as an economically distressed area and is part of the federally designated Appalachian Region, reflecting the rural poverty and isolation of the region. The long-term economic development strategy of the County specifically identifies transportation infrastructure as a critical issue to be addressed.

In 2005, the Delaware County IDA joined together with a number of counties in Upstate New York to assist Central New York Railroad in being able to save the freight line. This was a critical project for us to be involved in then, and is no less critical today. The potential for our natural resource based economy to sustain the region requires access to freight shipping that can only be provided efficiently and affordably provided by the railroad.

On behalf of the Delaware County IDA, I extend my complete support for this initiative and ask that you give it your full consideration.

Sincerely,

James Thomson
Chairman

This institution is an equal opportunity provider and employer. To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue S.W., Washington, DC 20250-9410, or call (800) 795-3772 (voice) or (202) 720-6382 (TDD).
November 18, 1976

Mr. T.D. Smith
State Office Building
64 N. Broad Street
Birmingham, N.Y. 1140

To: Mayor J. May Concern

Jobs and the New Haven Railroad (NHR) are very important to creating jobs in Noga County. That is why NHR has applied for and the Noga County Industrial Development Agency (NCIDA) strongly supports the request for $5.5 million of TIFIA grant funds.

The funds will be used for rehabilitation from the Harmonville area north to the Newark Valley/Bergholz area. There will be 15,000 track line replaced, each hole will be replaced and aligned, some ballast will be replaced and the issues of some tunnels will be replaced. This track rehabilitation work will allow for the safe passage of existing freight on the line but also for the creation of new freight traffic in the area.

The Noga County Industrial Development Agency and the New Haven Railroad are committed to the safety of the community and service to the customers on the railway and hopes to continue to operate and grow this economic engine for years to come.

Sincerely,

[Signature]

Noga County Industrial Development Agency
September 8, 20XX

Owego, Harford Railway, Inc:

Attn: James Burt
25 Delphine Street
Owego, NY 13827

Re: Commencement of Support for OHRY

Gentlemen,

Transload Solutions, LLC is a current customer of the OHRY. We have traded with them in Owego, NY and appreciate the continued cooperation and services OHRY provides. We are a transloading company specializing in the transloading of fine sand and gravel. We are expecting volume to expand into the Owego area to increase exponentially during the next several months, and as a result, rail traffic managed by the OHRY is expected to increase significantly. Accordingly, any assistance to OHRY as it relates to track maintenance and rehab would be greatly welcomed and no doubt carefully utilized by the OHRY.

Should you have questions or comments, or if I can be of further assistance, please don’t hesitate to contact me.

Sincerely,

Jim Berry
Transload Solutions, LLC
September 8, 2001

NYS DOT

To whom it may concern:

Here at Norwesco, Inc., we depend upon the Owego Harford Railroad for delivery of our polyethylene resin which is the base material used in our production process. We receive approximately 200,000 lbs of material on each rail car about every 3 to 4 weeks on average. We need this service!

I understand that there is a grant available for upgrading of railroads called the "Tiger Grant". I would certainly appreciate whatever funding that is available to go toward the maintaining of the Owego Harford Railroad.

Sincerely,

[Signature]

Richard C. Barto, Pit. Mgr.
Norwesco, Inc.
263 Corporate Drive
Owego, NY 13827
September 11, 2009

US Department of Transportation
New York State Department of Transportation
Freight and Passenger Rail Bureau
50 Wolf Rd.
Albany, NY 12232

Re: Support for NYS Department of Transportation’s Application for TIGER Grant Assistance

To Whom It May Concern:

Empire State Development Corporation (ESDC) is the lead agency for economic development in New York State. As such, we work closely with large and small industries across the State, as well as our other economic development partners. These include: economic development agencies, local government, other state and federal agencies, utilities and transportation providers.

We clearly understand the importance of a well-maintained and high performing transportation system when it comes to goods movement. This is especially true of our short line rail freight system in much of Upstate New York. This area is characterized by some of the most distressed communities in the State and even the nation, often with double-digit unemployment and poverty rates exceeding 20%.

We have reviewed the proposed improvement locations, evaluating them in terms of the existing industrial base, as well as the future business opportunities they create for these communities. The projects are located in 26 of the 36 most distressed counties in Upstate. Keeping the short line rail infrastructure in good condition is vital to retaining our limited industrial base here. However, it is also important as we partner with local development organizations, government and others to create new opportunities for expanding companies (e.g. shovel-ready rail-served industrial parks). We concur with your assessment that these improvements could literally stimulate the development of at least several thousand private sector jobs at industrial and business locations across this impoverished area.

Additionally, we should point out that expanding industries search for locations where they can access good transportation networks at competitive rates. They are not willing to incur higher costs to get such infrastructure to their “doorstep”. Rather they expect that it will be provided. Of course the more distressed areas of Upstate cannot throw this burden back on local governments and the short lines do not have sufficient revenues to allow them to make such significant capital investments. Thus the distressed areas become more impoverished because they cannot afford the cost of the improvements.
COUNTIES OF WARREN AND WASHINGTON
INDUSTRIAL DEVELOPMENT AGENCY
5 Warren Street, Suite 210
Olean Falls, New York 12801
Tel. (518) 752-1312
Fax (518) 792-4147

September 11, 2009

Norman R. Schneider, Executive Director
Railroads of New York, Inc.
61 Columbia Street, Suite 403
Albany, NY 12210

Dear Mr. Schneider:

I serve as Chairman of Counties of Warren Washington Industrial Development Agency. Our Agency supports all industry in our two counties including our railroads. We recognize the drastic need for infrastructure improvements to preserve rail service to our businesses.

I am personally involved in preserving rail service to two essential agricultural supports: services in Washington County. The feed mill in Salem was a Warren Washington Industrial Development Agency bonding project and still produces cattle feed for the region. Other customers of the Battenkill Railroad include fertilizer distribution and logging transport.

I strongly support the TIGER grant application for needed rail improvements for both Northeastern NY Railroad Preservation Group (Battenkill Railroad), and the Clarendon and Pittsford Railroad.

I commend RONY for its efforts to save short line rail service in Washington County.

Sincerely,

[Signature]

Bruce Ferguson, Chairman
Stanley Goo, Acting Commissioner
NYS Department of Transportation
36 Well Road
Albany, NY 12230

Dear Stanley,

I'm writing in support of the Oswego and Herkimer Railways (OHR) request for 51% of NCTCER grant funding.

As you know, OHR is an important economic development effort in Tioga County and has a great record of safety and service to its customers.

Through cooperation with the Tioga County USA, OHR has been successful in maintaining critical service for the transportation of freight in Tioga and Corning Counties.

This grant will further that work by allowing for the modernization of tracks between Alexander and Newark Valley.

I've been pleased to support State investment in projects to improve freight rail in Tioga County in the past and I unhesitatingly support this project. I respectfully ask that you give OHR's request every possible consideration.

With warm personal regards,

Sincerely yours,

THOMAS W. LIBBUS
State Senator
September 11, 2000

To Whom It May Concern

Superior Well Services, Inc. is in support of the Conrail/Metford Railroad receiving Tiger Guam in order to increase their operational capability. We have made a long-term investment in a facility on their railroad in Orange, New York and intend to be a long-term customer on their test for many years to come.

Sincerely,

[signature]

James Danziger
Superior Well Services
US Market Manager
1900 Route 260 Highway East
Suite 12
Indiana, PA 15701
724-403-6001
724-422-8191
September 10, 2009

To Whom It May Concern:

We are a customer of Owego-Harford Railway, Inc. in Newark Valley, New York, where we receive railcars.

We are in support of any rehabilitation which would help Owego-Harford deliver better service our needs in Newark Valley by rail.

Sincerely,

Donney Walker
Manager
September 15, 2009

US Department of Transportation

New York State Department of Transportation
Freight and Passenger Rail Bureau
50 Wolf Road
Albany, NY 12232

Re: Support for NYS Department of Transportation’s Application for TIGER Grant Assistance

To Whom It May Concern:

County of Orleans Industrial Development Agency (COIDA) is the lead agency for economic development in Orleans County. As such, we work closely with large and small industries across the County, as well as our other economic development partners. These include: NYS ESD, local government, other state and federal agencies, utilities and transportation providers.

We clearly understand the importance of a well-maintained and high performing transportation system when it comes to goods movement. This is especially true of our short line rail freight carrier Falls Railroad (FRR) a division of Genesee Valley Transportation (GVT).

Without the revitalization of the FRR Orleans County would not be the home of the only corn ethanol plant to be constructed in the northeast. Western New York Energy’s ethanol plant and the ongoing economic opportunities that it has provided the farmers and support businesses were only possible because of the FRR.

Additionally, new and expanding industries that are currently operating or investigating expanding in Orleans County are searching for locations where they can access good transportation networks at competitive rates. They are not willing to incur higher costs to get such infrastructure to their “doorstep”. Rather they expect that it will be provided.

In summary, please understand that we support the NYS Department of Transportation’s application for TIGER Assistance for all of the many benefits it provides to our existing and future industrial base in Orleans County.

Sincerely,

James Whipple
CEO/CFO
Mr. Ray LaHood,
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Delaware & Hudson Railway
TIGER Grant Application

September 15, 2009

Dear Secretary LaHood:

I am writing to offer my support for the Delaware and Hudson Railway and their application for funding through the Transportation Investment Generating Economic Recovery (TIGER) grant program.

Maintaining transportation routes like the Delaware and Hudson Railway mean a great deal to the upstate New York economy. Area businesses depend on the freight transportation system to import components needed to keep their companies running and to export finished products to market. This important pipeline must be maintained to help these businesses grow and boost the upstate job market.

Rehabilitating a 15 mile section of the rail line through Otsego and Schoharie counties will improve the safety and reliability of the line, upgrading the infrastructure for the entire region. This area has also been classified as “economically distressed” by the federal government making it uniquely qualified for funding through the TIGER program.

I would appreciate any consideration you may give to the Delaware and Hudson Railway, and the grant application. If you need any additional information, please contact me at any time.

With best wishes, I remain

Sincerely yours,

JAMES L. SEWARD
State Senator

JLS:jb
September 15, 2009

US Department of Transportation and
New York State Department of Transportation
Freight and Passenger Rail Bureau
50 Wolf Rd.
Albany, NY 12232

Re: Support for NYS Department of Transportation's Application for TIGER Grant Assistance

To Whom It May Concern:

Mohawk Valley EDGE is a regional economic development organization serving Oneida and Herkimer Counties New York. Therefore, we work closely with large and small business throughout the region, as well as our economic development partners including state and federal economic development agencies, local government, utilities and transportation providers.

We clearly understand the importance of a well-maintained and high performing freight transportation system. This is especially true of our short line rail freight system, which supplies most of the door to door customer service in our area. Over the past two years we have been supporting several local industries with rail improvements and expansion including Severn USA at the Griffiss Business & Technology Park, American Alloy Steel in Rome, and the potential creation of a rail trans-load facility in Utica. Our investment, with substantial support from NYSDOT, has fostered the retention and growth of significant manufacturing jobs. As the cost of alternative freight systems continues to rise with the price of oil, rail freight becomes more and more enticing to businesses that abandoned rail use in years past.

Central New York still has a strong industrial base, one that we need to take care of by providing infrastructure improvements, especially in the rail freight area. If the improvements on our short lines are not made, the inter-dependent rail network also suffers, inhibiting goods movement, logistical advantages, fuel efficiency/sustainability and our future industrial capacity.

We have reviewed the proposed improvements to local short line rail infrastructure in Oneida and Herkimer Counties and concur with your assessment that these improvements will stimulate development of private sector jobs at industrial and business locations in our area. Mohawk Valley EDGE wholeheartedly supports the NY Department of Transportation's Application for TIGER Assistance for support of our local rail system infrastructure.

Sincerely,

[Signature]

Steven J. DiMeo
President
Mohawk Valley EDGE
September 15, 2009

US Department of Transportation

New York State Department of Transportation
Freight and Passenger Rail Bureau
50 Wolf Road
Albany, NY 12232

Re: Support for NYS Department of Transportation’s Application for TIGER Grant Assistance

To Whom It May Concern:

County of Orleans Industrial Development Agency (COIDA) is the lead agency for economic development in Orleans County. As such, we work closely with large and small industries across the County, as well as our other economic development partners. These include: NYS ESD, local government, other state and federal agencies, utilities and transportation providers.

We clearly understand the importance of a well-maintained and high performing transportation system when it comes to goods movement. This is especially true of our short line rail freight carrier Falls Road Railroad (FRR) a division of Genesee Valley Transportation (GVT).

Without the revitalization of the FRR Orleans County would not be the home of the only corn ethanol plant to be constructed in the northeast. Western New York Energy’s ethanol plant and the ongoing economic opportunities that it has provided the farmers and support businesses were only possible because of the FRR.

Additionally, new and expanding industries that are currently operating or investigating expanding in Orleans County are searching for locations where they can access good transportation networks at competitive rates. They are not willing to incur higher costs to get such infrastructure to their “doorstep”. Rather they expect that it will be provided.

In summary, please understand that we support the NYS Department of Transportation’s application for TIGER Assistance for all of the many benefits it provides to our existing and future industrial base in Orleans County.

Sincerely,

James Whipple
CEO/CFO
September 15, 2021

Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1300 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary LaHood,

As the New York State Senator representing the 46th District, I am writing to express my support for the TIGER grant application submitted through the New York State Department of Transportation for the rehabilitation of 15 miles of the Delaware & Hudson rail line in Greene and Ulster counties. These counties have been classified as "economically distressed" by the federal government, making them eligible for this aid. Improved safety and reliability for this roadway will benefit the freight and passenger transportation systems in the North Country region of New York.

Thank you for your consideration.

Sincerely,

Elizabeth P.G. Little
Senator

[Signature]
Railroads of New York, Inc. (RONY) is a statewide not-for-profit association that makes up most of the freight railroads that operate within New York State, as well as many of the businesses that support that industry. Created in 2005, RONY's mission is to represent and advocate for the freight transport industry in New York State.

RONY has worked closely with the New York State Transportation Department to develop a $23.2 million TIGER grant application for the "Restoration of the H20 Freight System in Upstate New York's Economically Distressed Regions." Combined with a parallel effort by New York State that is allocating $15 million in aid, this restoration effort, we believe, is critical that the TIGER grant be approved. Since there are no alternate funding sources available, the restoration benefits that this expansion will generate in terms of enhancing jobs and economic development, as well as addressing critical regional lack of service and enhancing safety and improving reliability and sustainability, are especially important in the critical New York region that has very high unemployment rates and very low average wages in the vast majority of the counties and major cities of that region.

We also anticipate RONY will in the future be an integral part of the freight railroads. If you have any questions, contact additional information regarding this proposal or would like to request a meeting or conference to discuss further.

Sincerely,

Norman R. Schmidt
Executive Director

Railroads Of New York

RONY
Transportation Association

Railroads of New York, Inc.

November 15, 2005

New York State Department of Transportation

RONY 2005 Grant Program

September 15, 2013

Railroads of New York, Inc. (RONY) is a statewide not-for-profit association that makes up most of the freight railroads that operate within New York State, as well as many of the businesses that support that industry. Created in 2005, RONY's mission is to represent and advocate for the freight transport industry in New York State.

RONY has worked closely with the New York State Transportation Department to develop a $23.2 million TIGER grant application for the "Restoration of the H20 Freight System in Upstate New York's Economically Distressed Regions." Combined with a parallel effort by New York State that is allocating $15 million in aid, this restoration effort, we believe, is critical that the TIGER grant be approved since there is no alternate funding source available. The restoration benefits that this expansion will generate in terms of enhancing jobs and economic development, as well as addressing critical regional lack of service and enhancing safety and improving reliability and sustainability, are especially important in the critical New York region that has very high unemployment rates and very low average wages in the vast majority of the counties and major cities of that region.

We also anticipate RONY will be an integral part of the freight railroads. If you have any questions, contact additional information regarding this proposal or would like to request a meeting or conference to discuss further.

Sincerely,

Norman R. Schmidt
Executive Director

Railroads Of New York

RONY
Transportation Association

Railroads of New York, Inc.

November 15, 2005

New York State Department of Transportation

RONY 2005 Grant Program

September 15, 2013
United States Department of Transportation
New York State Department of Transportation
Freight and Passenger Railroad Bureau
50 Wolf Rd.
Albany, NY 12232

To Whom It May Concern:

Genesee County Economic Development Center, dba Genesee County Industrial Development Agency is the lead agency for economic development within Genesee County. We work closely with attracting and retaining companies to our county. The importance of a sound infrastructure is vital to our success.

Genesee County has developed a large 200 acre food processing park named Genesee Valley Agri-Business Park. The goal is to attract food processing companies that support our areas number one industry, agriculture. In order to compete globally with these attraction projects, rail is a high priority for site selectors. The short line rail is vital to our success at attracting these food processing companies.

In addition, the short line rail has become a great asset for many of our existing companies to reduce their transportation costs.

In conclusion, we fully (100%) support NYS Department of Transportation application for Tiger assistance.

Sincerely,

Christopher J. Suozzi
SVP Business Development
Genesee County Economic Development Agency
APPENDIX E – LETTERS FROM MPOS REGARDING ADDING TIGER RAIL FREIGHT RESTORATION GRANT TO TIPS
Notice to:
United States Department Of Transportation
TIGERgrants.dot.gov

Re: Certification that Proposed TIGER Project will be Included in the TIP at Time of Award

The June 17, 2009 Federal Register Notice of Funding Availability for TIGER grants, page 28760-61, [http://edocket.access.gpo.gov/2009/pdf/E9-14262.pdf](http://edocket.access.gpo.gov/2009/pdf/E9-14262.pdf) indicates that projects must be included in the TIP and/or STIP either at the time the TIGER grant application is submitted, or there must be a separate certification provided that the projects will be on the appropriate TIP and/or STIP at time of grant award.

A/GFTC has been made aware that the New York State Department of Transportation, in conjunction with Railroads of New York, is submitting a TIGER grant application. This letter is to certify that A/GFTC will amend the TIP to include *Restoring the Rail Freight System in Upstate New York’s Economically Distressed Region* if USDOT selects it to receive TIGER funding.

Thank you for your consideration.

Regards,

Aaron Frankenfeld
Transportation Planning Director
Adirondack / Glens Falls Transportation Council
September 8, 2009

Notice to:
US Department of Transportation
TIGERgrants.dot.gov

Re: Certification that Proposed TIGER Project will be included in the TIP at Time of Award

The June 17, 2009 Federal Register Notice of Funding Availability for TIGER grants, page 28760-61, http://e-regs.access.gpo.gov/2009/16759-14762.pdf indicates that projects must be included in the TIP and/or STIP either at the time the TIGER grant application is submitted, or there must be a separate certification provided that the projects will be on the appropriate TIP and/or STIP at time of grant award.

The Binghamton Metropolitan Transportation Study (BMTS) has been made aware that the New York State Department of Transportation is submitting a TIGER grant application that includes an element in the BMTS metropolitan planning area. The Binghamton Metropolitan Transportation Study will amend the TIP to include a project entitled "RESTORING THE RAIL FREIGHT SYSTEM IN UPSTATE NEW YORK'S ECONOMICALLY DISADVANTAGED REGION" Element #15: Owego & Harford Railway. If USDOT selects it to receive TIGER funding, the Binghamton Metropolitan Transportation Study has initiated action to add this project to the TIP as an illustrative project prior to award. This will facilitate its consideration by USDOT and streamline the subsequent processing needed to amend the TIP should it be selected to receive a TIGER grant. Please note that adding a project to the TIP as "Illustrative" does not guarantee it will receive TIGER funding.

[Signature]
Sven Gayle, P.T.
Executive Director
Date: September 8, 2009

Notice to:
USDOTr
TIGERgrants.dot.gov

Re: Certification that Proposed TIGER Project will be included in the TIP at Time of Award

The June 17, 2009 Federal Register Notice of Funding Availability for TIGER grants, page 28760-61, http://edocket.access.gpo.gov/2009/pdf/E9-14862.pdf indicates that projects must be included in the TIP and/or STIP either at the time the TIGER grant application is submitted, or there must be a separate certification provided that the projects will be on the appropriate TIP and/or STIP at time of grant award.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC, the designated Metropolitan Planning Organization) has been made aware of the TIGER Grant Application to Restore the Rail Freight System in Upstate New York's Economically Distressed Region. GBNRTC will amend the TIP to include the project upon selection by USDOT to receive TIGER funding. GBNRTC is adding the project in the attached application to the TIP as illustrative prior to award to facilitate its consideration by USDOT and the subsequent processing needed to amend the TIP should it be selected to receive a TIGER grant.

[Signature]
Hal Morse
Executive Director
GBNRTC
September 9, 2009

United States Department of Transportation (USDOT)
TIGERgrants.dot.gov

Re: Notice to USDOT — Certification that Proposed TIGER Project will be Included in the TIP at Time of Award

The June 17, 2009 Federal Register Notice of Funding Availability for Transportation Investment Generating Economic Recovery (TIGER) grants, pages 28760 and 28761, states that projects must be included in the TIP and/or STIP either at the time the TIGER grant application is submitted, or there must be a separate certification provided that the projects will be on the appropriate TIP and/or STIP at time of grant award.

The Genesee Transportation Council (GTC) has been made aware that the New York State Department of Transportation is submitting a TIGER grant application for the Restoring the Rail Freight System in Upstate New York's Economically Distressed Region project. GTC will amend the TIP consistent with the adopted GTC TIP Procedures Manual to include said project if USDOT selects it to receive TIGER funding.

Sincerely,

[Signature]
Richard Perin, AICP
Executive Director

cc: Robert A. Trever, Acting Regional Director – NYSDOT – Region 4
September 8, 2013

Notice to:
US DOT
TIGERGrants.dot.gov

Re: Certification that Proposed TIGER Project will be included in the TIP at Time of Award

The June 17, 2009 Federal Register Notice of Funding Availability for TIGER grants page 28760-61, http://docket.access.gpo.gov/2009/pdf/09-14367.pdf indicates that projects must be included in the TIP and/or STIP either at the time the TIGER grant application is submitted, or there must be a separate certification provided that the projects will be on the appropriate TIP and/or STIP at time of grant award.

The Herkimer-Oneida Counties Transportation Study (HOCST) has been made aware that NYSDOT is submitting a TIGER grant application. HOCST will amend the TIP to include NYSDOT’s Federal Tiger grant application for restoring the rail freight system in upstate New York if US DOT selects it to receive TIGER funding. HOCST is adding the project in the attached application to the TIP as illustrative prior to award to facilitate its consideration by US DOT and the subsequent processing needed to amend the TIP should it be selected to receive a TIGER grant.

Sincerely,

Harry Miller
Program Manager

Cc: Marty Novelli  NYSDOT Main Office
    Bob Rice – NYSDOT Region 2
Notice to:
United States Department of Transportation
TIGERgrants.dol.gov

Re: Certification that Proposed TIGER Project will be Included in CDTCS's TIP at Time of Award

The June 17, 2009 Federal Register Notice of Funding availability for TIGER grants, page 28780-81, indicates that projects must be included in the TIP and/or STIP either at the time the TIGER grant application is submitted, or there must be a separate certification provided that the projects will be on the appropriate TIP and/or STIP at time of grant award.

CDTC has been made aware that the New York State Department of Transportation, in conjunction with Railroaders of New York, is submitting a TIGER grant application. This letter is to certify that the project "Restoring the Rail Freight System in Upstate New York's Economically Distressed Region" will be placed on the CDTCS agenda for discussion at its next meeting. It is expected that the project would be added to the TIP if USDOT selects it to receive TIGER funding.

Thank you for your consideration.

Sincerely,

[Signature]

David H. Juhnke
Deputy Director
APPENDIX F – FEDERAL CERTIFICATIONS

Certifications:

Section 1511 Certification

The Governor’s Section 1511 Certification for this project will be executed after grant approval. It will indicate that the project has received the full review and vetting required by law and that the investment is an appropriate use of taxpayer dollars. It will also indicate that the specific information required by Section 1511 concerning the investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided on the New York Statewide Transportation Improvement Program (STIP).

Federal Wage Rate Requirement

Pursuant to Title XII of the American Recovery and Reinvestment Act of 2009, I, Stanley Gee, the Acting Commissioner for the New York State Department of Transportation, certify that the New York State Department of Transportation, the applicant for Transportation Investment Generating Economic Recovery funds pursuant to this application, will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements) should this application be approved for funding.

Signed: ___________________________ Date: 9/11/09

Stanley Gee, Acting Commissioner, New York State Department of Transportation